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NZ Transport Agency Waka Kotahi Reference: 2025-0286

23rd November 2026

Hearings Panel
Hutt City Council
Private Bag 31912
LOWER HUTT 5040

Via email: district.plan@huttcity.govt.nz

Proposed Lower Hutt District Plan – Hearings Stream 9 (Designation)

New Zealand Transport Agency Waka Kotahi (**NZTA**) is a Crown entity with its functions, power and responsibilities set out in the Land Transport Management Act 2003 (LTMA) and the Government Roading Powers Act 1989. Within Hutt City, this includes the maintenance and operation of State Highway 2 (SH2) State Highway 5 and Te Ara Tupua shared user pathway including the physical infrastructure, land and designations as per below:

- State Highway 2 – NZTA-01
- State Highway 58 – NZTA-02
- Te Ara Tupua – NZTA-03

These designations are proposed to roll over from the Operative Plan and be included in the Proposed Lower Hutt District Plan (**Proposed Plan**) with some minor corrections sought by NZTA in its submission to enable more effective and efficient administration of NZTA's designations.

NZTA is also a partner in Te Awa Kairangi / RiverLink project and hold designation NZTA-04 to cover the project's works. It is intended that at project completion, NZTA would seek to cancel this designation and instead it would form part of an altered NZTA-01.

The Council Officer, Mr. Peter McDonald, has recommended that NZTA's submissions points be accepted or accepted in part. He has also suggested minor amendments to NZTA's designation in response to submission points form the Policy Planning Team of Hutt City Council, and addition of several minor corrections. NZTA's position on these recommendations are set out in **Appendix A** to this letter.

RiverLink / Te Awa Kairangi (NZTA-04)

The Proposed Plan rolls over all of NZTA's designations, however, applies conditions attached to NZTA-04 relating to RiverLink / Te Awa Kairangi to NZTA-01 which covers all of State Highway 2 from Petone to Silverstream.

While NZTA-01 was subject to an alteration through the RiverLink / Te Awa Kairangi consents to 'enable' intersection works to take place, including part of the Western Hills (see green designation outline in Figure 1 below), it is not considered effective or efficient for the entirety of the NZTA-01 to be subject to RiverLink Conditions.

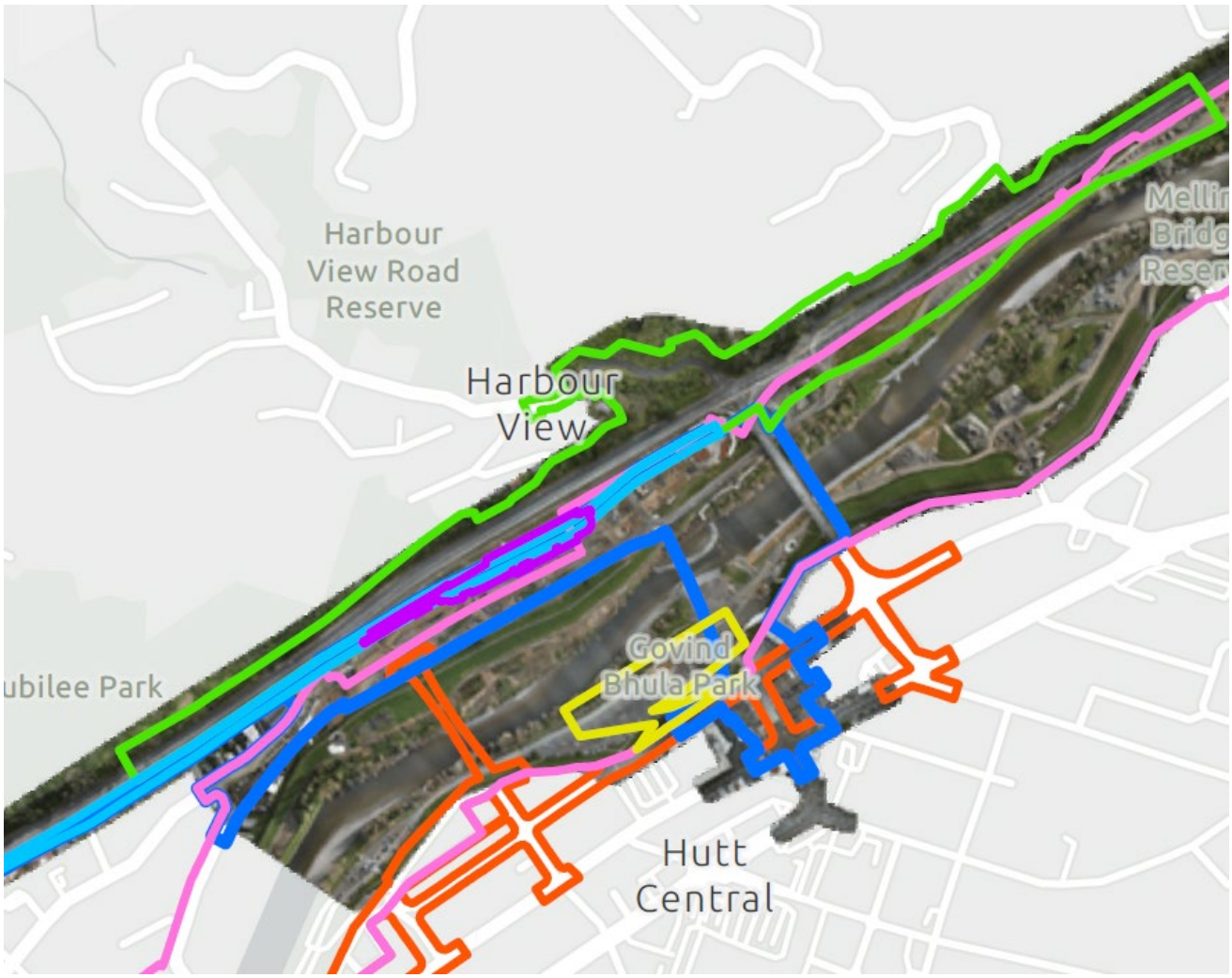


Figure 1 - RiverLink / Te Awa Kairangi Designation Boundaries

We therefore seek relief that reference to RiverLink / Te Awa Kairangi conditions in NZTA-01 only apply to the area outlined in green in Figure 1 above and **Appendix B**.

Site Identifiers

To ensure national consistency and more efficient administration for our state highway designations, throughout the country, we request that the site identifier for NZTA-01 and NZTA-02 be amended from 'within Lower Hutt' to the following:

NZTA-01 '***State Highway 2*** *from the Upper Hutt District boundary in the north to the Wellington City boundary in the south*'

NZTA-02 ***State Highway 58*** *from the Porirua City boundary in the north to the intersection with State Highway 2 in the south*'

We consider these to be minor alteration and administrative update with no effect.

Condition 1 to NZTA-01 and NZTA-02

Condition 1 relating to recording of complaints that applies to NZTA-01 and NZTA-02 is redundant and therefore it's inefficient to maintain this as a condition applying to the designation.

Designation conditions should ideally be limited to outlining the parameters to which a works are subject to outline plan (or waiver) or otherwise subject to a resource consent under the District Plan. In some circumstances, they may also specify additional information needing to accompany an outline plan. Condition 1 does neither and is more akin to a resource consent condition applying to a construction activity.

We maintain the view that this condition is redundant and should not apply to operations and maintenance as it mirrors other statutory obligations of NZTA have, including Section 17 of the Public Records Act 2005 which requires every public office to create and maintain full and accurate records of its affairs, in accordance with normal, prudent business practices. This is reflected in NZTA's Information Management Policy dated September 2025.

Information held by NZTA including complaints can be subsequently requested under the Official Information Act 1982 (OIA) and released to Hutt City Council in accordance with the OIA and subject to the Privacy Act 2020.

Given NZTA's statutory obligations, it inefficient to duplicate or mirror processes covered by other Acts.

Owen Street Designation Boundary

NZTA seeks as far as practicable, that the state highway network is subject to a designation to enable effective and efficient operations and maintenance for areas under NZTA control as specified in the Government Roading Powers Act 1989.

It would be inefficient for a different portion of the state highway to be subject to different approvals process (i.e. resource consent vs outline plan or waiver) because the designation boundary did not align with the full width under NZTA control. For example, being subject to a resource consent under the earthwork's rules because the stockpile of gravel temporarily exceeds 1m in height.

The width of the designation boundary adjacent to Ownen Street was notified to extend across the entire width of the road parcel that the Crown owns and NZTA manages and consistent with our approach of designating road parcels. NZTA maintain the vegetation in this area, so the proposed designation aligns with maintenance boundaries. Further, NZTA does regularly make use of berms for its maintenance and operation such as for stockpiling of materials, temporary set down and traffic management.

In response to para 267 of the s42A report, we note that the adjacent properties have not submitted opposing the designation boundary extension and consider any effects to be infrequent and of a short duration associated with temporary occupation to carry out maintenance and operations of the state highway. Effects such as noise, and likely already present in the environment and visual effects are largely managed through the presence of screen fencing, landscaping and physical setbacks.

The relief sought seeks consistent alignment of NZTA's operations and maintenance obligations.

Hearing attendance

At this stage NZTA seeks to be heard at the hearing.

We welcome the opportunity to continue to discuss the contents of our submission and relief sought with the Council.

If you have any questions, please contact me.

Yours sincerely



Elliott Thornton
Principal Planner – Poutiaki Taiao / Environmental Planning

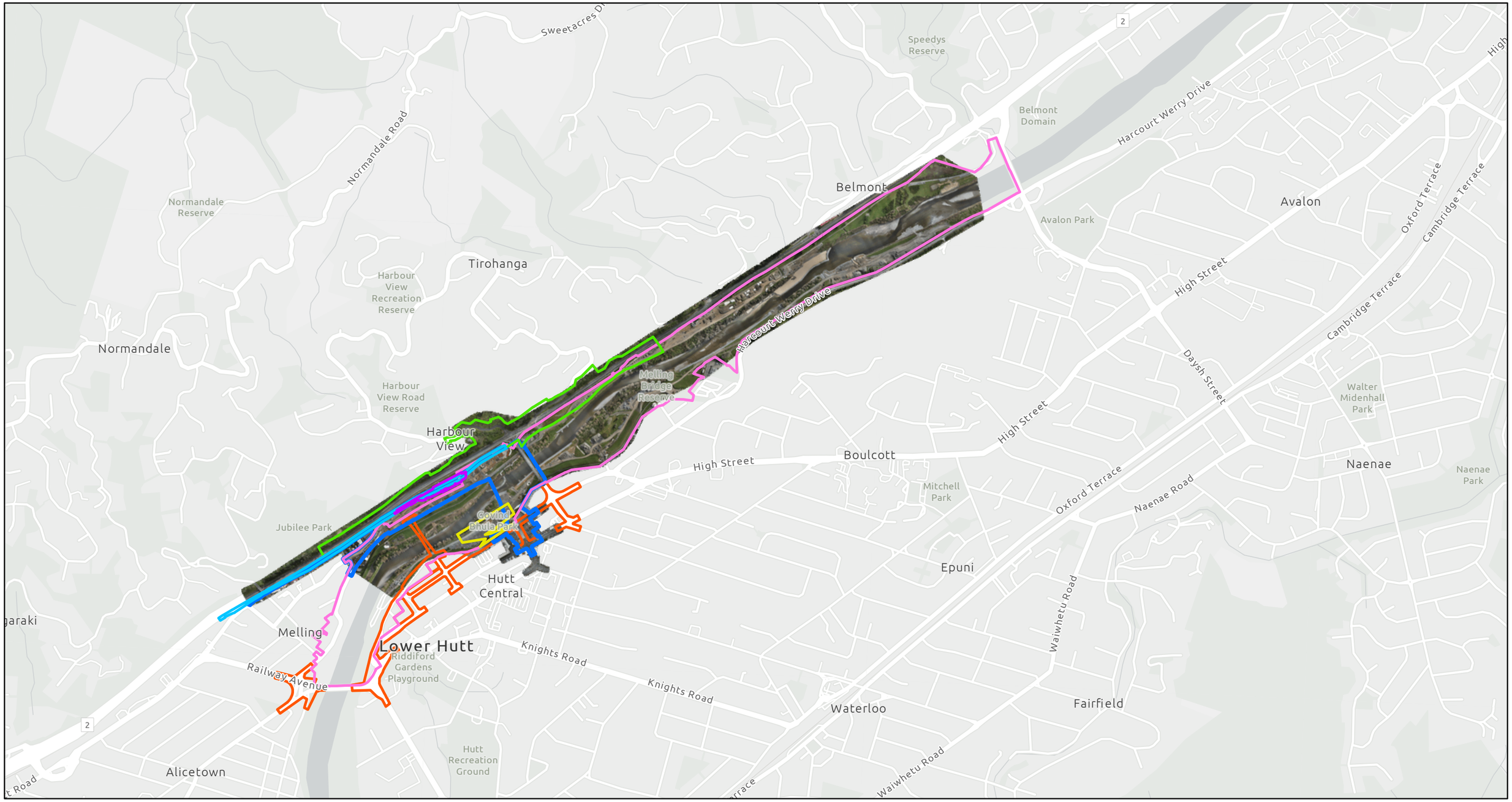
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Appendix A

Submission number(s)	Provision	Submission	Council Officer Recommendation	NZTA's Comments on Council Officer's recommendation
440.80	NZTA-03		Accept	NZTA support the designation NZTA-03 be corrected to reference shared path.
385.99 and 385.100	NZTA-01 NZTA-02	NZTA seek the inclusion of State Highway designations to correct some minor mapping errors and include land it owns and manages	Accept in part	NZTA does not accept Mr. McDonald's recommendation to remove the area adjacent to Owen Street from NZTA-01 as this would make of inefficient administration and maintenance of the state highway and land to which NZTA control. NZTA does not accept the inclusion of recording of complaints as this is redundant and duplications other statutory functions NZTA have as a public office operating under the Public Services Act 2005, Official Information Act 1982 and Privacy Act 2020, nor do they align with conditions that are relevant to the functions of a designation.
Minor corrections	NZTA-04		Make minor correction to include general conditions from TNZ6	NZTA seek to further refine the extent to which general conditions from TNZ6 apply to NZTA-01 by reference to the plan in **Appendix B**.
Minor corrections	NZTA-01 NZTA-02			NZTA seek an update to the site identifier for national consistency.

ArcGIS Web Map



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Designation Boundaries (thematic)

- GWRC - New Designation (Flood Protection)
- GWRC - New Designation (Public Transport)
- HCC - Altered Designation (Primary Designation)
- HCC - New Designation
- KiwiRail - Altered Designation (Primary Designation)
- Waka Kotahi - Altered Designation (Primary Designation)
- Waka Kotahi - New Designation

0 0.2 0.4 0.8 mi

0 0.3 0.6 1.2 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community