

Harvey Norman

**SUBMISSION TO THE
LANDCARE COMMITTEE**

AND

**GREATER WELLINGTON
REGIONAL COUNCIL**

PROPOSED STOP BY A K DRIVEWAY

HARVEY NORMAN STORES (NZ) PTY LIMITED

PROPOSED STOPBANK DRIVEWAY

**SUBMISSION TO
LANDCARE COMMITTEE
AND
GREATER WELLINGTON REGIONAL COUNCIL**

EXECUTIVE SUMMARY

Introduction

1. This submission is made in support of Harvey Norman's request to construct a single lane vehicular driveway over a portion of stop bank adjacent to the site of its proposed store at the corner of Melling Bridge and Rutherford Street, Lower Hutt. The proposed driveway will link the mezzanine parking floor of the proposed store with the currently under-utilised off-street parking facilities located within the Riverside car-park.
2. Hutt City Council has provided an in-principle agreement to lease such spaces, subject to GWRC approval as landowner. This is in response to Harvey Norman's undertaking that it would exclude a substantial portion (560m²) of its site from development consideration, in order to assist the City Council's proposals for future major intersection improvements at the Melling Bridge roundabout.

Background

3. The proposed Harvey Norman store has been granted resource consent by Hutt City Council. Following the granting of resource consent, Harvey Norman proceeded to prepare detailed engineering designs for its proposed building. Engineering advice confirmed that, in a 10-20 year swollen river event, water pressure would travel through the subterranean gravel layer, giving rise to hydrostatic heave and explosion of the basement. Consideration was given to possible engineering solutions, however the efficacy and security of such engineering measures cannot be assured to the level required by Harvey Norman. Therefore, the company has determined that it can not give effect to its current consent, involving construction of the lower ground floor parking deck.
4. To mitigate the loss of the 92 lower ground parking spaces the company determined that utilising the Riverside car-park offered a range of both public and private benefits to the parties involved. The use of those spaces for customer parking requires the provision of a vehicular inter-connectivity between the store and the parking area.

5. The proposed driveway design has been revised following discussions with GWRC officers to minimise potential pedestrian and vehicular conflict. The driveway design has been confirmed by GWRC staff as being acceptable in engineering terms.

Benefits

6. The proposed driveway will enable a range of public benefits to be realised, these being:
 - a) Future widening of the Melling roundabout and associated approaches to Melling Bridge.
 - b) Improved management of traffic flows on Rutherford Street by enabling **through-site** vehicle access to the Riverside car park at times of peak usage.
 - c) Stop bank raising in accordance with GWRC proposed requirements.
 - d) The delivery of an enhanced retail offering to the Hutt Valley/Wellington catchment, with associated employment opportunities and social and economic benefits.

Conclusion

7. Based on the submission, it is concluded that the **Landcare** Committee/Regional Council can grant its approval to the proposed driveway, subject to appropriate conditions. The reasons for granting approval are as follows:
 - a. The company's request arises from a unique set of circumstances associated with high value, commercially zoned land being located immediately next to a portion of the Hutt River stop bank.
 - b. There is an unacceptable level of risk to people and property (including stop bank security) from proceeding with the consented lower ground floor parking deck.
 - c. The crossing will be designed and managed to minimise the potential conflict between vehicular and pedestrians movements.
 - d. No precedent arises as all policy and technical considerations can be addressed as conditions of approval.
 - e. Hutt City Council, being a constituent member of the **Landcare** Committee and Regional Council, acknowledges the above public benefits and accordingly advises its support for the proposal.
8. Harvey Norman agrees to the following conditions being attached to the **Landcare** Committee's and the Regional Council's approvals.
 - a. No compensation will be payable to Harvey Norman or its successors in title for the cancellation of the driveway easement/licence and associated parking area

lease, prior to the agreed expiry date of those instruments. (However, an “equality of exchange” calculation will need to be separately recognised).

- b. Condition a) will be recognised in the driveway easement/licence and parking area lease and recorded in all lease documentation with tenants/lessees of the proposed building.
- c. Final detailed drawings will be submitted for the approval of the Council’s Divisional Manager, Landcare.

d. Other conditions are as follows:

- (i) the driveway will be used by light vehicles only;
- (ii) a footpath will be provided alongside the driveway to connect with both the car park and the existing stop bank walkway. A pedestrian crossing will also be located near the driveway exit from the building;
- (iii) suitable markings for the one-way directional flow will be provided on the road;
- (iv) two-way access will be maintained at all times at the Rutherford Street entrance to the Harvey Norman building;
- (v) any sign posting in the car park will be designed to minimise impact on the floodway under flood conditions;
- (vi) the design will allow for the rear slope of the stop bank to be suitably battered if the Harvey Norman building is removed in future; and
- (vii) an agreement will be entered into with the Regional Council which records Harvey Norman’s undertaking to maintain, at its own cost, the driveway and associated drainage.

9. Harvey Norman respectfully requests that the Landcare Committee and Regional Council give favourable consideration to its request and grant approval accordingly.

HARVEY NORMAN STORES (NZ) PTY LIMITED

PROPOSED STOPBANK DRIVEWAY

SUBMISSION TO ~~LANDCARE~~ COMMITTEE AND GREATER WELLINGTON REGIONAL COUNCIL

Introduction

1. Harvey Norman Stores (NZ) Pty Limited (“Harvey Norman”) records its appreciation to the ~~Landcare~~ Committee (the “Committee”) and Greater Wellington Regional Council (“GWRC”) for the opportunity to make this submission.
2. The submission is made in support of Harvey Norman’s request to construct a single lane ~~vehicular~~ driveway over a portion of stop bank adjacent to the site of its proposed store at the corner of Melling Bridge and Rutherford Street, Lower Hutt (refer **Annexure 1**).
3. The proposed driveway will link the mezzanine parking floor of the proposed store with the currently under-utilised off-street parking facilities located within the Riverside ~~carpark~~. Hutt City Council, in consultation with GWRC, has already agreed in principle that certain parking spaces (45 no.) within the Riverside ~~carpark~~ can be leased to Harvey Norman for off-site staff parking purposes.
4. Hutt City Council’s in-principle agreement to lease such spaces, subject to GWRC approval as landowner, has been given in response to Harvey Norman’s undertaking that it would exclude a substantial portion (~~560m²~~) of its site from development consideration, in order to assist the City Council’s proposals for future major intersection improvements at the Melling Bridge roundabout. The company has also confirmed to the City Council the loss of such spaces would not be compensatable when the Riverside car-park is needed in the future for flood protection purposes or any other purposes as designated by GWRC.

Harvey Norman Store : Resource Consent

5. The proposed Harvey Norman store has been granted resource consent by Hutt City Council. The consented proposal involves 5 levels of development, these being:

Lower Ground Floor	-	Carparking (92 spaces) and vehicle ramp
Ground Floor		Site access; service area; vehicle ramps; entry foyer; 3 street front retail tenancies.
Mezzanine Floor	-	Car-parking (80 spaces); vehicle ramps.
First Floor		retail tenancies and Harvey Norman

determining whether the adjacent property could be incorporated into the application site. These options were discounted for the following reasons.

11. Harvey Norman has confirmed that reducing the size of the development would not be commercial viable. Due to the high land values and construction costs the company must achieve a minimum level of development within the site. Similarly, increasing the height of the building to accommodate a third floor was also discounted. The majority of the proposed building currently exceeds the Proposed District Plan's permitted height of 12m by **2.6m**. Exceeding this permitted height further was considered inappropriate due to the associated environmental effects, such as over shadowing of the adjacent properties. The proposed development, therefore, represents a suitably scaled and high quality building, which makes efficient use of a valuable commercial gateway site.
12. The owners of the adjacent 'The Mill' were also approached to determine whether that site could be acquired and added to the Harvey Norman site. Harvey Norman advises that the owners of "The Mill" rejected that approach.
13. The following matters have therefore been taken into account when addressing the shortfall:
 - a) The availability of the Riverside car park as an under-utilised resource. The current occupancy of the 893 available spaces is 70%;
 - b) The current approval 'in principle' by Hutt City Council to lease 45 spaces within the Riverside car park to Harvey Norman, subject to GWRC approval as landowner, for **staff parking** purposes only;
 - c) Traffic engineering advice that a lesser number of customer parking spaces (60 compared to 92) can be supported as part of the revised land use resource consent application that will need to be lodged with, and considered by, Hutt City Council;
 - d) Acknowledgement by Harvey Norman that the reduced number of customer parking spaces (provided off-site in the Riverside car-park) would be commercially acceptable;
 - e) The added benefit to Hutt City Council from increasing the value of the proposed lease of car parking spaces to Harvey Norman. That increased value assists the equality of exchange calculation required for the transfer of Harvey Norman's freehold road frontage **land** which, in turn, enables the future Melling Bridge and associated intersection widening to be undertaken.
14. The provision of 60 additional off-site spaces (resulting in a total provision of 107 off-site spaces) is therefore considered to offer a range of both public and private benefits to the parties involved. However, the use of those spaces for **customer parking** introduces the need to provide vehicular inter-connectivity between the proposed store and the parking area. Harvey Norman has chosen to address this matter by enlisting the support of the **Committee/GWRC** for "landowner"

approval to a single-lane vehicular driveway over a portion of the stop bank immediately adjacent to the rear of the proposed building.

Harvey Norman Driveway Proposal

15. The specific proposal is to construct a single-lane, exit-only driveway ~~from~~ the mezzanine parking level of the proposed building over a portion of the adjoining stop bank. Details of the proposed driveway are shown on the drawing prepared by Sinclair Knight Merz at **Annexure 4**. The driveway design has been confirmed by Regional Council staff as acceptable in engineering terms.
16. Initially, the company had proposed that the driveway be two lanes wide; however, following various discussions with Regional Council staff, it was agreed to amend the company's request to a single-lane driveway. Although not representing an optimum commercial ~~solution~~, Harvey Norman acknowledges the policy framework of the Hutt River Flood Management Plan (HRFMP) and has modified the proposal accordingly.
17. Additionally, the company ~~acknowledges~~ the amenity value of the public footpath along the top of the stopbank, which has been discussed with City Council staff. The presence of the footpath, and the ~~company's~~ desire to minimise pedestrian and vehicular conflict, have also influenced the decision to construct a single-lane driveway.

Assessment of Proposal

Traffic Benefits

18. The proposal offers a benefit to both Harvey Norman and the City Council. For Harvey Norman, the accessibility of the building for customers is improved. For the City Council, wider benefits accrue for the road network, by providing through-site vehicle access for customers. Typical usage of the ramp will occur with customers entering the building from Rutherford Street, then circulating through the ground and mezzanine parking floors in search of a parking space.
19. With the single-lane exit driveway in place, customers unable to find a parking space can continue out of the building into the Riverside car park. Pedestrian access will also be available between the car park and the building.
20. Without the driveway, customers would need to travel back down from the mezzanine floor to the ground floor; then exit the building on to Rutherford Street, in order to access the Riverside car park via that route. It is important to note that only left-turn egress is permitted from ~~the~~ building. That has the consequential effect of directing traffic eastwards to the Melling roundabout and turning through 180° in order to gain access to the Riverside car park. Clearly, the addition of such traffic onto the road network, which will occur at peak shopping times, is undesirable given the alternative that is available. Therefore, the ~~Committee's/Regional~~ Council's approval of the driveway will provide this additional public benefit.

Impact on Pedestrian Amenity

21. Particular consideration has been given to the driveway design to minimise the impact of the crossing on the amenity of the **stopbank** as a pedestrian walkway. As noted in paragraph 16, this has included amending the originally proposed two-way driveway to a single lane 'exit only' driveway. While this option does not represent the optimum commercial solution, Harvey Norman acknowledges the requirement to minimise the impact on the amenity of the stopbank. The appropriate use of materials and **signage** will enable the crossing to work efficiently, whilst minimising the potential conflict between pedestrian and vehicular movements.
22. The construction of a further crossing will not be incongruous to the character of the stopbank. The existing Riverside car park entrance, located to the west of the proposed Harvey Norman store, represents a significant driveway which bisects the stopbank. Pedestrian access along the **stopbank** is therefore already interrupted and the inclusion of a smaller crossing will not represent a significant break along the stopbank.
23. The usage of the crossing during weekdays is also anticipated to be low. Customers will only be required to use the crossing during the peak hours when the parking spaces within the building are fully occupied. Traffic Design Group has identified the peak hours to be on Saturday between 1.00pm to 3.00pm and on Sunday between 12.30pm and 3.30pm.

Economic and Social Benefits

24. As noted above, the long awaited arrival of Harvey Norman into the **Wellington/Hutt** Valley retail catchment is considered to be beneficial for Hutt City and the wider region. By creating a suitably scaled building, a more intensive and sustainable use of a valuable commercial site can be realised. That, in turn, strengthens the retail function of Hutt City, with consequential benefits for the regional economy.
25. Additionally, use of the currently under-utilised Riverside car park and the associated driveway can be ascribed a **value**, thereby providing a financial benefit to both the City Council and GWRC, when calculating the exchange value of the Harvey Norman freehold land.
26. The proposed building will accommodate the Harvey Norman retail store and additional tenancies catering principally for home base retailing. It is estimated that the building will provide employment for some 200 FTES. While some of these positions will arise through the relocation of existing business in the region, the majority will be new positions. The creation of new employment opportunities (including construction jobs) fully accords with Hutt City Council's Economic Development Strategy (EDS), the primary purpose of which is to increase the number of jobs available in Hutt City. Realisation of the Harvey Norman proposal is also consistent with the outcome of the EDS, namely:
 - a. More businesses operating in Hutt City.

- b. Recognition of Hutt City as a business location and vibrant city.
 - c. Continued investment in current and new business activities.
 - d. An available skilled workforce.
27. Additionally, the provision of large format retail activities within a single, fully integrated building complex will provide travel efficiencies by reducing the number of multiple shopping trips. It is also expected that lower travel costs within the region will arise through a greater level of retail self sufficiency and through recovery of unnecessary retail leakage.
28. Having regard to the various economic and social benefits, and other benefits, Hutt City Council has advised its support for the proposed driveway as such approval will enable Harvey Norman to confirm the proposed development and to proceed with amendments to its resource consent (refer **Annexure 5**).

Technical Issues

29. As noted in paragraph 12 above, the proposed driveway design has been confirmed by GWRC officers as being acceptable from a technical viewpoint, subject to certain matters being agreed at the time of detailed design. These include:
- a. the possible upgrading of the **stopbank** and walls in the area of the road;
 - b. review of the layout plans, sections and elevations;
 - c. possible widening of the existing car park to provide sufficient complying spaces if the **stopbank** slopes need to be flattened slightly, thus causing a minor intrusion of the stop bank into the car park.
30. As will be noted from the drawing at Annexure 4, the proposed driveway has been located outside of the stop bank ridge, for the most part, thereby minimising any intrusions into the floodplain. Additionally, it is proposed that the stop bank be raised over the length of the driveway, in anticipation of future stop bank raising works proposed by the GWRC during the next 10 years.
31. Harvey Norman also proposes the following, in order to satisfy various technical requirements specified by GWRC staff:
- a. the driveway will be used by light vehicles only;
 - b. a footpath will be provided alongside the driveway to connect with both the car park and the existing stop bank walkway. A pedestrian crossing will also be located near the driveway exit from the building;
 - c. suitable markings for the one-way directional flow will be provided on the road;
 - d. two-way access will be maintained at all times at the Rutherford Street entrance to the building;

- e. any sign posting in the car park will be designed to minimise impact on the floodway under flood conditions;
- f. the design will allow for the rear slope of the stop bank to be suitably battered if the Harvey Norman building is removed in future;
- g. an agreement will be entered into with the GWRC which records Harvey Norman's undertaking to maintain, at its own cost, the driveway and associated drainage.

Policy Considerations

32. Harvey Norman acknowledges the policy environment of the HRFMP and confirms that its driveway proposal requires consideration in terms of Policies 8, 15 and 22. In particular Policy 22 states that:

“New services will not be located in or under a stop bank. New services can be located in other areas of the river corridor (excluding stop banks) only with the prior approval of the Regional Council.”

This policy is supported by the following explanation:

“This policy is self explanatory. Exemptions to this policy for services in the river corridor (excluding stop banks) would only be considered if they did not put the flood protection system at risk.”

33. As will be noted from the engineering design drawings and the various detailed matters listed in paragraph 22 above, Harvey Norman has given careful attention to ensuring that its proposed driveway does not put the flood protection system at risk.

A companion policy in the HRFMP is ~~Policy~~ **Policy 8** which states that “flood protection structures must be built to the highest standards practicable..”

34. It is submitted that the proposed driveway can be approved in terms of the stop bank protection principles contained in the foregoing policies.

35. Regional Council staff have also ~~advised~~ that **Policy 15** of the HRFMP is relevant. That policy states that:

“Bridges, and their associated floodways, must be improved to pass a 2800 cumec flood when the bridge owners decide to replace them. The early replacement of substandard bridge waterways will be actively encouraged through joint venture proposals.”

36. Policy 15 raises issues about the timing of the Melling Bridge waterway widening. At this stage, based on advice received from GWRC and City Council staff, it is fair to say that there are too many unknowns for this policy to have any direct bearing on the Harvey Norman ~~driveway~~ request. Some of the issues that have been identified are as follows:

- a. The existing Melling Bridge structure may not be replaced for a considerable time, given its current design life.
- b. A second bridge may be constructed alongside the existing bridge; however, the timing for that structure is dependent on the rate of traffic growth which, in turn, will be influenced by Transit's new interchange proposals on SH2. (It is important to note that, whatever the form and timing of such bridge works, they are integrally related to the Melling roundabout widening, which Harvey Norman is facilitating with its proposed building design and land exchange proposal).
- c. The GWRC has elected not to designate, or acquire, the portion of land (within the Harvey Norman site) needed for the Melling Bridge waterway widening to occur.
- d. The only tangible information presently available is the Regional Council officers' advice that stopbank raising (within the subject stretch of the river) is likely to be undertaken in the next 10 years. Harvey Norman has acted on this information and has "future proofed" the proposed driveway accordingly. Therefore, subject to the approval of the Committee/GWRC, Harvey Norman will construct a raised stopbank (in accordance with GWRC specifications) in the area affected by the proposed driveway.

Other Considerations

37. Harvey Norman understands that the Committee and GWRC may also need to be satisfied that, notwithstanding the non-statutory nature of the HRFMP and its various policies, no undesirable precedent would be created by the granting of approval for the proposed driveway. The company acknowledges that there should be no suggestion that, by approving the proposed driveway, GWRC would somehow fetter its right to remove the driveway at some future date, if so required for river widening works. Similarly, there should be no suggestion that the driveway easement/licence and associated parking area lease would be subject to any compensation payment by GWRC, in the event that such instruments need to be cancelled when works proceed. However, there would need to be a cash adjustment, paid by the appropriate body, to recognise the reduced "exchange value" of the lease, as will have been previously determined, to enable the Harvey Norman freehold land transfer (to Hutt City Council) to proceed.
38. Harvey Norman therefore offers to address any precedent concerns that may exist by recording the above arrangement directly in the driveway easement/licence and parking area lease. The company also undertakes to inform all tenants/lessees of the proposed building of the existence of these arrangements, by specific reference to same in all lease documentation.

Conclusion

39. Based on the foregoing submission, it is concluded that the Committee/GWRC can grant its approval to the proposed driveway, subject to appropriate conditions.

40. The reasons for granting approval are as follows:

- a. The company's request arises from a unique set of circumstances associated with high value, commercially zoned land being located immediately next to a portion of the Hutt River stop bank.
- b. There is an unacceptable level of risk to people and property (including stop bank security) from proceeding with the consented lower ground floor parking deck.
- c. The crossing will be designed and managed to minimise the potential conflict between vehicular and pedestrians movements.
- d. No precedent arises as all policy and technical considerations can be addressed as conditions of approval.
- e. The proposed driveway will enable a range of public benefits to be realised, these being:
 - (i) Future widening of the Melling roundabout and associated approaches to Melling Bridge.
 - (ii) Improved management of traffic flows on Rutherford Street by enabling through-site vehicle access to the Riverside car park at times of peak usage.
 - (iii) Stop bank raising in accordance with GWRC proposed requirements.
 - (iv) The delivery of an enhanced retail offering to the Hutt Valley/Wellington catchment, with associated employment opportunities and social and economic benefits.
- f. Hutt City Council, being a constituent member of the Committee and Regional Council, acknowledges the above public benefits and accordingly advises its support for the proposal.

41. Harvey Norman agrees to the following conditions being attached to the Committee's and GWRC's Council's approvals.

- a. No compensation will be payable to Harvey Norman or its successors in title for the cancellation of the driveway easement/licence and associated parking area lease, prior to the agreed expiry date of those instruments. (However, an "equality of exchange" calculation will need to be separately recognised).
- b. Condition a) will be recognised in the driveway easement/licence and parking area lease and recorded in all lease documentation with tenants/leases of the proposed building.

- c. Final detailed drawings will be submitted for the approval of the Council's Divisional Manager, Landcare.
- d. Other conditions are as follows:
- (i) the driveway will be used by light vehicles only;
 - (ii) a footpath will be provided alongside the driveway to connect with both the car park and the existing stop bank walkway. A pedestrian crossing will also be located near the driveway exit from the building;
 - (iii) suitable markings for the one-way directional flow will be provided on the road;
 - (iv) two-way access will be maintained at all times at the Rutherford Street entrance to the Harvey Norman building;
 - (v) any sign posting in the car park will be designed to minimise impact on the floodway under flood conditions;
 - (vi) the design will allow for the rear slope of the stop bank to be suitably battered if the Harvey Norman building is removed in future; and
 - (vii) an agreement will be entered into with the Regional Council which records Harvey Norman's undertaking to maintain, at its own cost, the driveway and associated drainage.

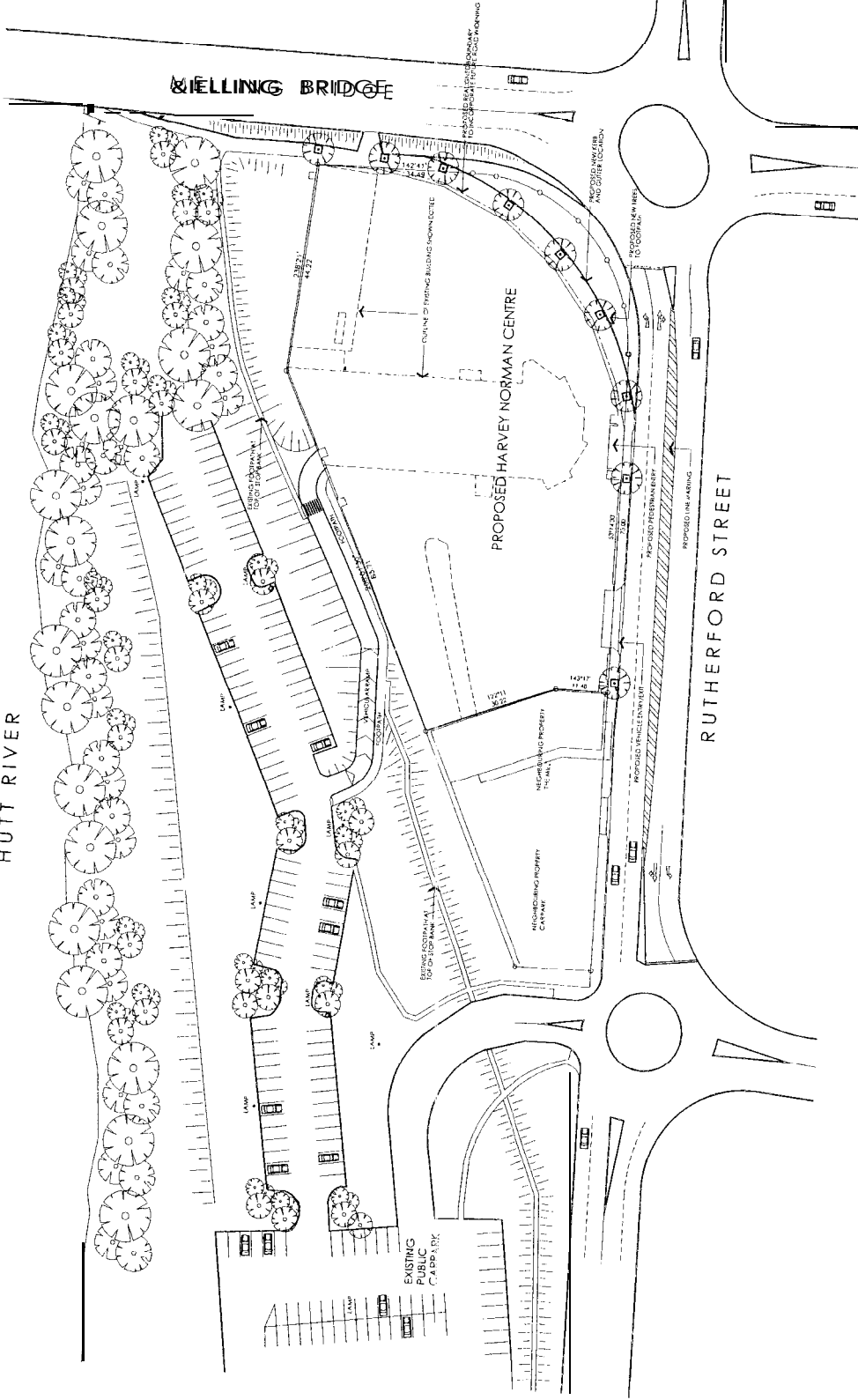
42. Harvey Norman records its appreciation to Hutt City Council for its assistance and for its support of the proposed driveway request. Appreciation is also extended to GWRC staff for their guidance and direction.

43. Finally, the company thanks the Committee and GWRC for the time taken to consider the foregoing submission. Harvey Norman respectfully requests that the Committee and GWRC give favourable consideration to its request and grant approval accordingly.

Annexure 1:

Site Plan

HUTT RIVER



AREA CALCULATIONS

GROUND FLOOR:	142m ²
G.02	385m ²
G.03	254m ²
FIRST FLOOR:	528m ²
1.01	545m ²
1.03	459m ²
1.04	259m ²
1.05	231m ²
1.06 - CAFE	123m ²
HARVEY NORMAN ADMIN.	309m ²
SECOND FLOOR:	5985m ²
HARVEY NORMAN	
TOTAL LETTABLE AREA:	11,638m ²
CAR PARKING:	
GROUND FLOOR	95 SPACES
MELZANNE	88 SPACES
TOTAL CAR SPACES:	183 SPACES

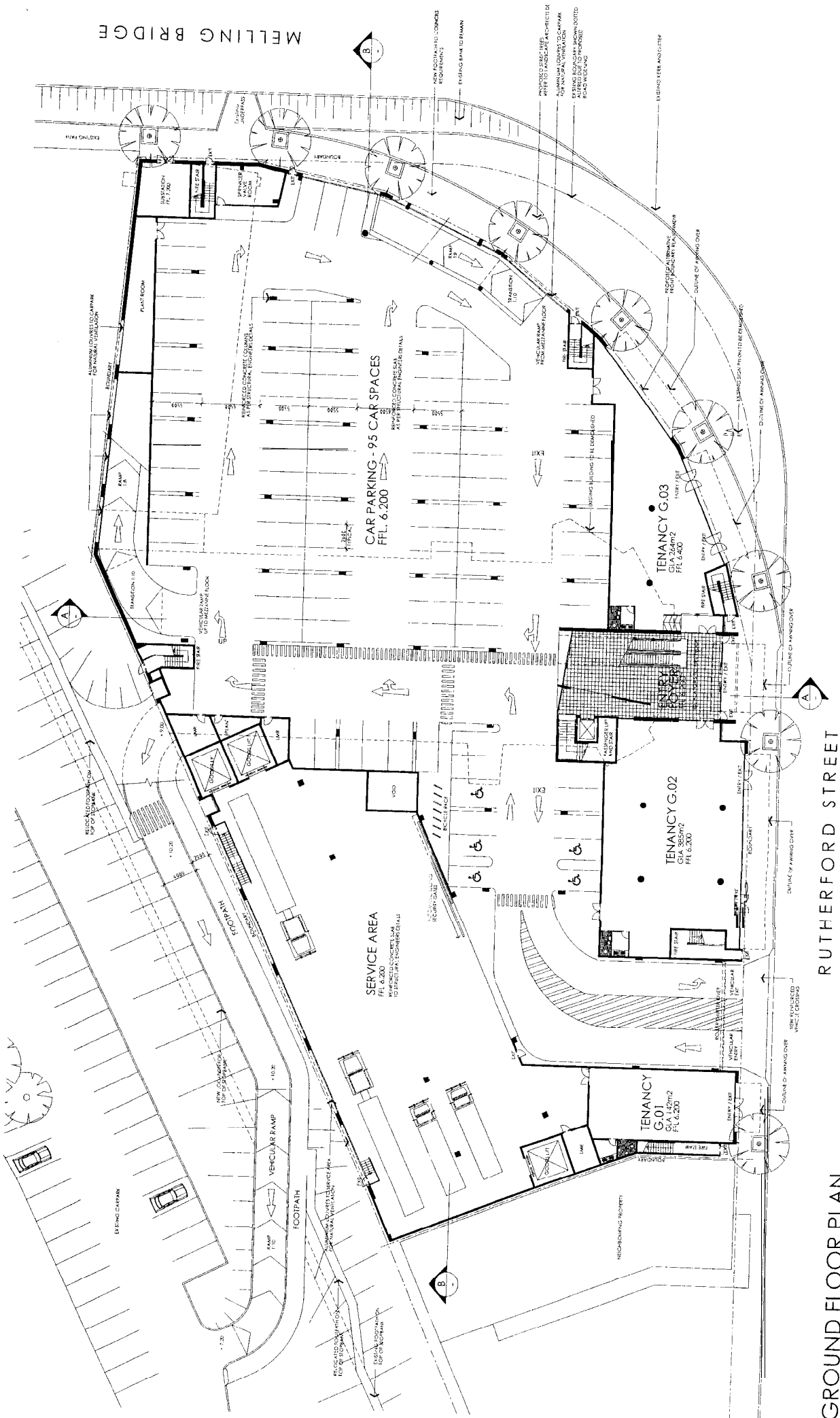
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PROPOSED HARVEY NORMAN C N R
 LOWER HUTT - NEW ZEALAND



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 ACH 001 043 991
 DATE: SEPT 2001
 PROJECT NO: 2091
 DRAWN: KJG
 SCALE: 1:500

Annexure 2:
Proposed Harvey Norman Building Plans



GROUND FLOOR PLAN

RUTHERFORD STREET

MELLING BRIDGE

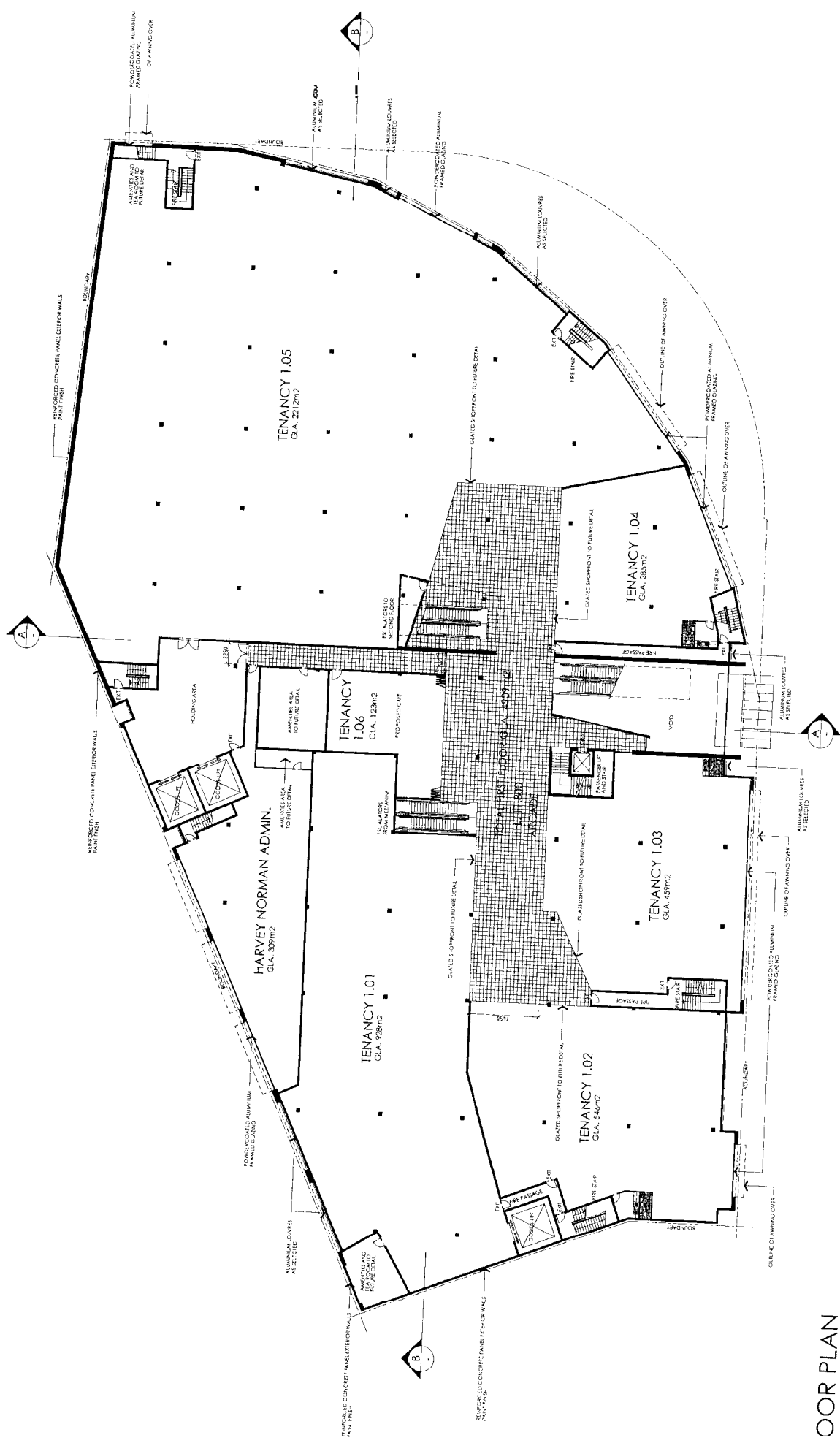
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 DATE: 11/11/2010
 SCALE: 1:200



**PROPOSED HARVEY NORMAN CENTRE
 LOWER HUTT - NEW ZEALAND**

DATE: 11/11/2010
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]



00R PLAN

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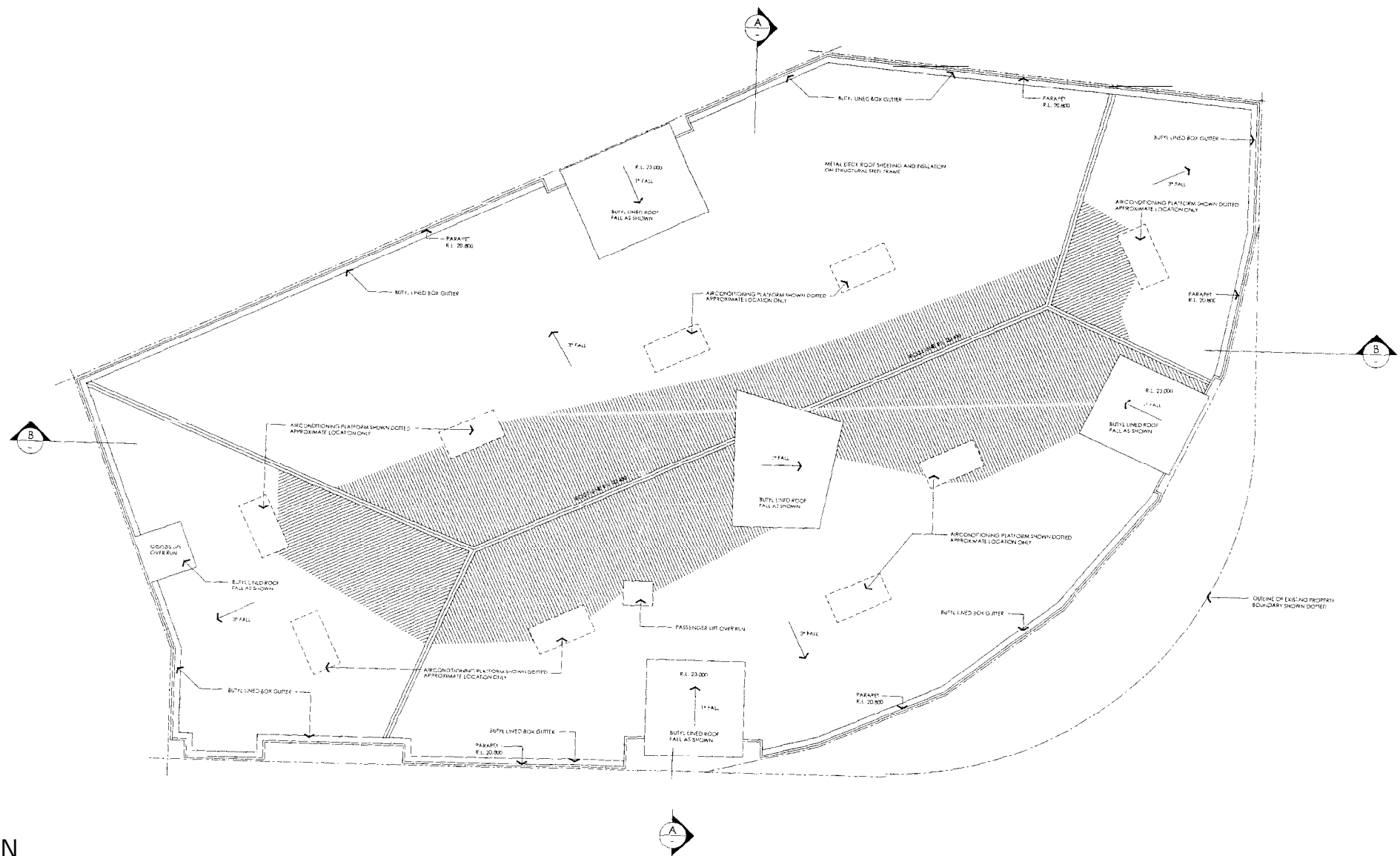
PROPOSED HARVEY NORMAN CENTRE
LOWER HUTT - NEW ZEALAND



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ACN: 001 043 992 DATE: 18/11/2015 DRAWN: MDS PROJECT NO: 2091 SCALE: 1:200

PROJECT NO: 2091

SCALE: 1:200



ROOF PLAN

ISSUE	DATE	AMENDMENT
A	24.00.09	ISSUED FOR RESOURCE CONSENT
B	11.04.10	RE-DRAWN FOR RESOURCE CONSENT
C	03.10.10	ISSUED FOR CLIENT APPROVAL

PROPOSED HARVEY NORMAN CENTRE
LOWER HUTT - NEW ZEALAND

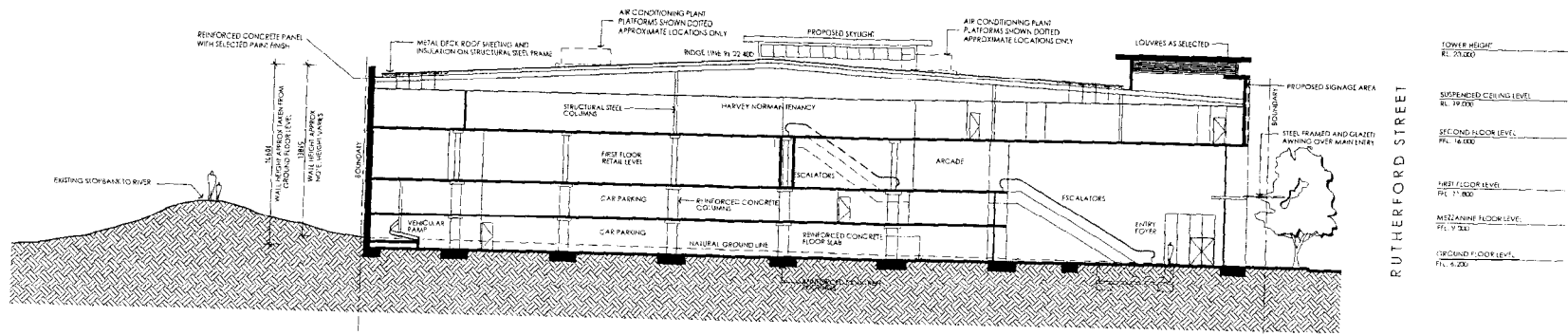
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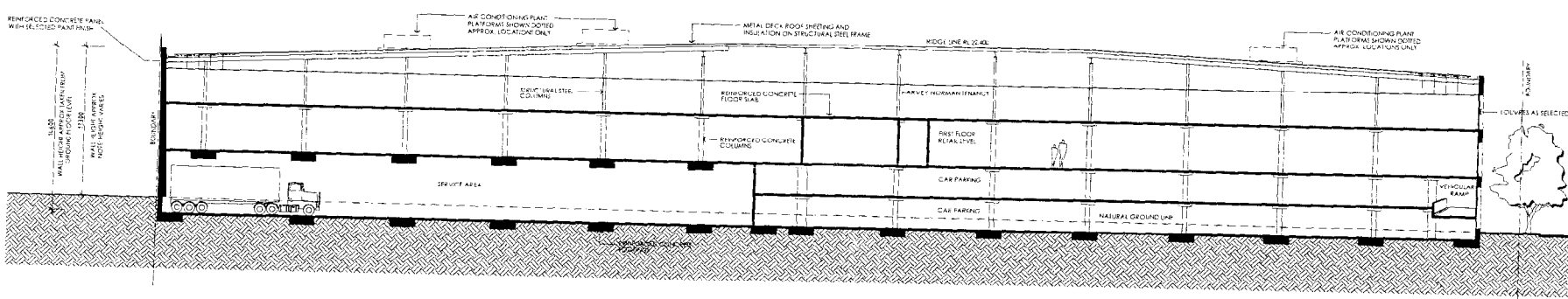
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ACN 071 040 972 ABN 39 001 642 972
DATE: SEPT 2009
PROJECT NO: 2091
DRAWN: MGR
SCALE: 1:200

Annexure 3:

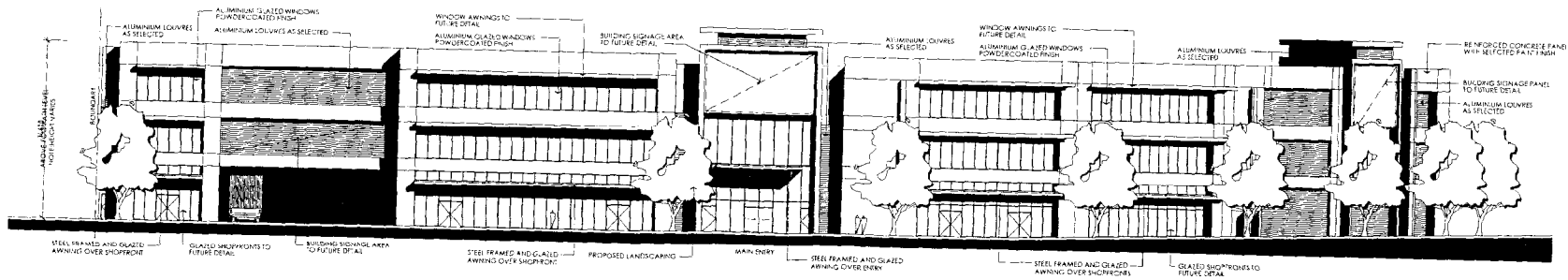
**Proposed Harvey Norman Building
Elevations and Sections**



SECTION A-A



SECTION B-B



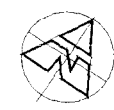
RUTHERFORD STREET ELEVATION

SECTIONS AND ELEVATION

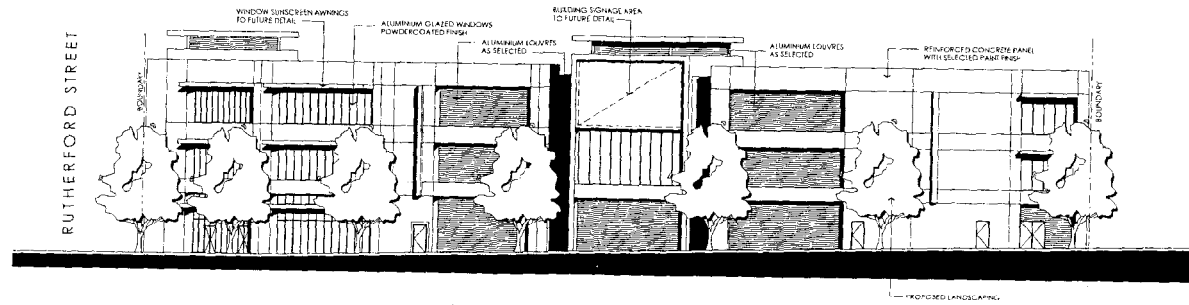
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ISSUE	DATE	AMENDMENT
A	04/02/03	ISSUED FOR RESOURCES CONSULTING
B	10/04/03	REVISED FOR RESOURCES CONSULTING
C	01/10/03	REVISED FOR CLIENT APPROVAL

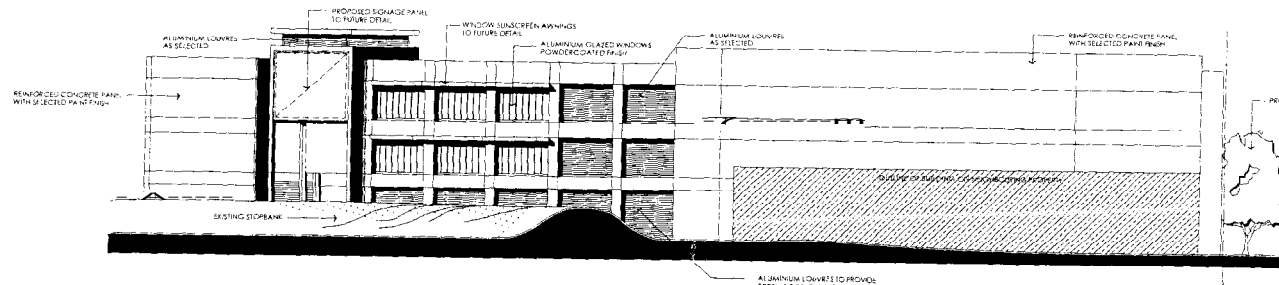
PROPOSED HARVEY NORMAN CENTRE
LOWER HUTT - NEW ZEALAND



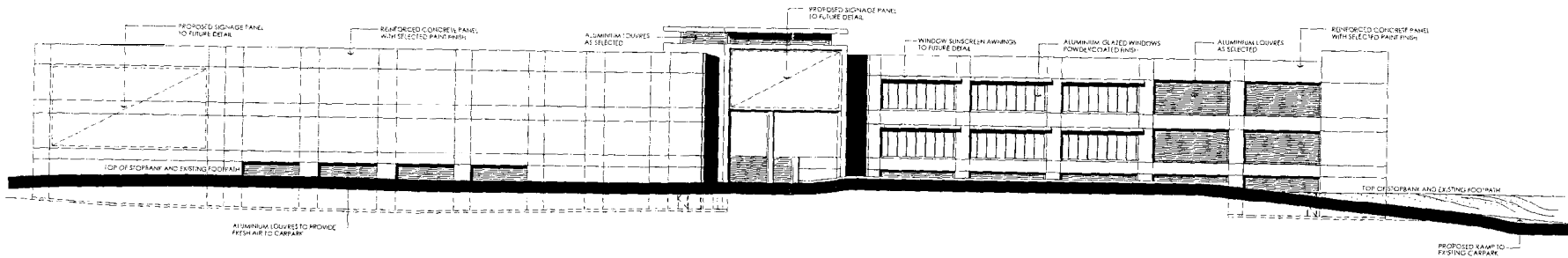
LEFFLER SIMES ARCHITECTS
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 7 YOUNG STREET, MELBOURNE, VIC 3000 AUSTRALIA
 PH (61) 2 939 3344 FAX (61) 2 939 3328 EMAIL info@lefflersimes.com.au
 AUST 29 001 040 992
 DATE: 05/11/2003 DRAWN: MGR
 PROJECT NO: 2091 SCALE: 1/50



MELLING LINK ELEVATION



SOUTH - WEST ELEVATION



WEST ELEVATION

ELEVATIONS

DA09/C

ISSUE	DATE	AMENDMENT
A	12/07/21	PROVIDE FOR RESOURCE CONSENT
B	17/06/23	REVISED FOR RESOURCE CONSENT
C	12/11/23	ISSUED FOR CIRCA APPROVAL

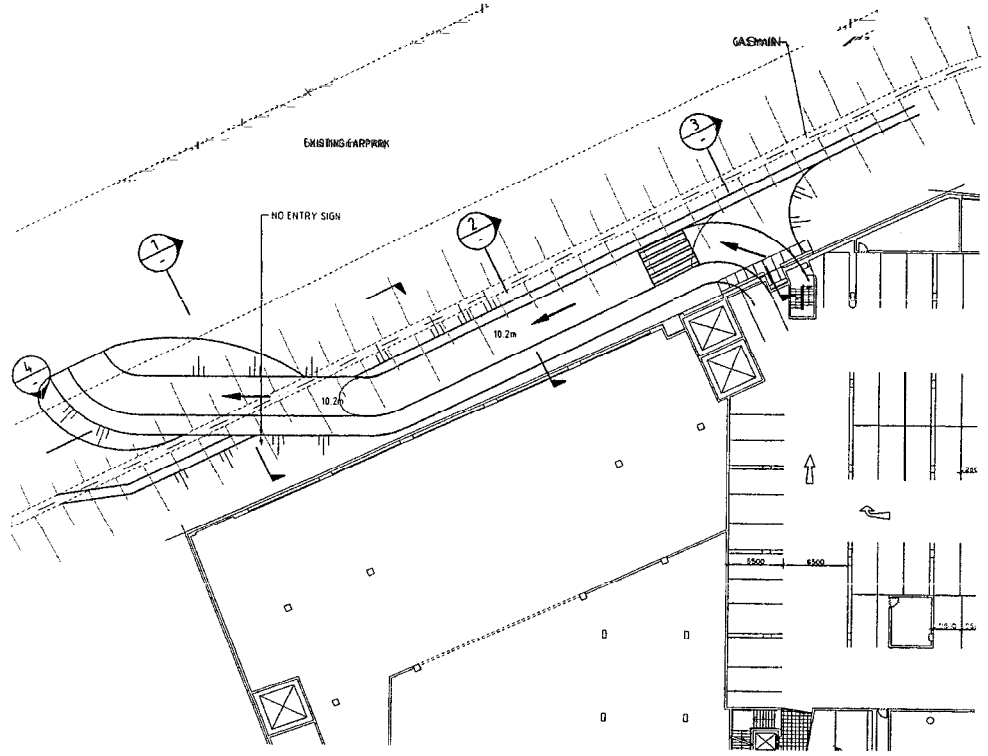
PROPOSED HARVEY NORMAN CENTRE
LOWER HUTT - NEW ZEALAND

LEFFLER SIMES ARCHITECTS
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7 YOUNG STREET, NEUTRAL BAY, NSW 2099, AUSTRALIA
PH (612) 9909 3244 FAX (612) 9909 3628 EMAIL info@lefflersimes.com.au
ACN 001 042 972 ABN 59 031 042 972

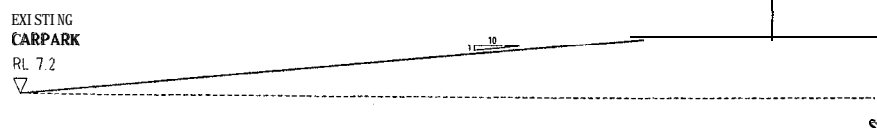
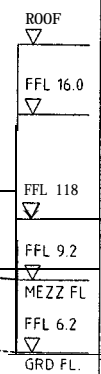
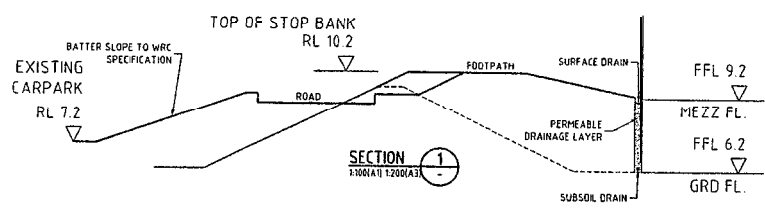
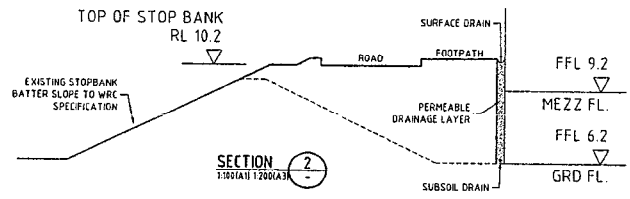
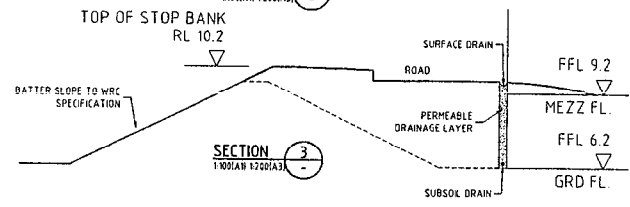
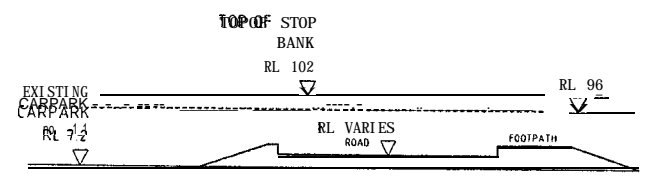
DATE: 15/11/2023 DRAWN: MJB
PROJECT NO: 2091 SCALE: 1:100

Annexure 4:

Proposed Driveway : Plans and Sections



PLAN
1:250(A1) 1:500(A3)



SECTION ALONG ROAD
1:100(A1) 1:200(A3)

NO.	DESCRIPTION	DATE	BY	CHECKED	REVIEWED	APPROVED	AMENDMENT
1	ISSUED						
2	REVISED						
3	REVISED						
4	REVISED						
5	REVISED						
6	REVISED						
7	REVISED						
8	REVISED						
9	REVISED						
10	REVISED						
11	REVISED						
12	REVISED						

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Tel: 64 4 473 4200
Fax: 64 4 473 3369

HARVEY NORMAN			
PROJECT: PROPOSED HARVEY NORMAN LOWER HUTT			
DESIGNER: VJK	DATE: 01AUG02	REVIEWED: DESOR REVIEW	APPROVED: PROJECT MANAGER
DESIGNED: CDP			APPROVED: PROJECT DIRECTOR

TITLE: CAR PARK ACCESS ROAD PLAN AND SECTIONS	
SCALE: AS SHOWN	PROJECT NO: WB00715
DRAWING NO: SK02	DATE: B

Annexure 5:

Hutt City Council Supporting Document

Proposed Harvey Norman Development, Lower Hutt.

Hutt City Council support's Harvey Norman's application to the Hutt River Advisory Committee and Wellington Regional Council for approval to construct a single lane exit only driveway between its proposed building and the existing Riverside car park. Council's support is subject to the company and the Regional Council agreeing to an engineering design that is technically acceptable and does not compromise the efficacy of the stop bank protection.

Economic Development in Hutt City

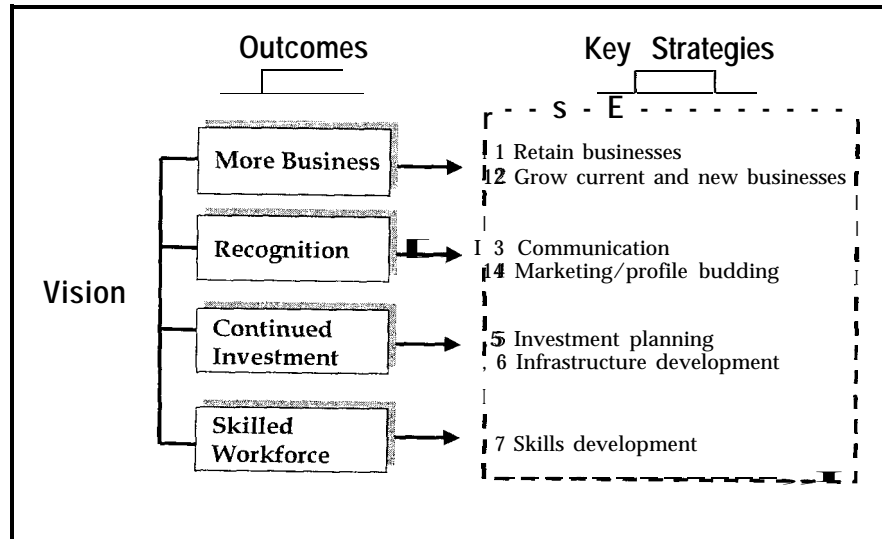
Hutt City Council has recently adopted an Economic Development Strategy (EDS), the primary purpose of which is to *increase the number of jobs available within Hutt City* with focus on the 4 following outcomes:

1. More businesses operating in Hutt City
2. Recognition of Hutt City as a business location and vibrant city
3. Continued investment in current and new business activities
4. An available skilled workforce

Hutt City Council's role in these outcomes is to:

- ≪ Take a *primary* role in the More Business and Recognition outcomes, working in conjunction with relevant organisations.
- ≪ Take a *secondary or support* role in the Continued Investment (except with regard to Council infrastructure) and Skilled Workforce outcomes in conjunction with organisations such as the Regional Economic Development Agency, Positively Wellington Business and Weltec.

The diagram below provides an overview of the EDS and shows how the Vision, Outcomes and Key Strategies relate.



Why did Hutt City Council develop an Economic Development Strategy?

The following indicators taken from a recent report prepared by the Strategic Development Unit of Hutt City Council outline the relative economic performance of Hutt City compared with 9 peer territorial authority areas and clearly show that Hutt City has been underperforming:

Number of jobs

Table 1 below provides information on job increases in Hutt City and peer Councils for the period 1997 to 2002. It can be seen that during this period, Hutt City increased jobs at the lowest level of all comparisons. This lack of job growth has been well documented and is one of the reasons for the development of the EDS development in July 2002.

The performance of Hutt City in the period 2001-2002 shows an improvement against two peer Councils, with Rodney and Upper Hutt performing worse than Hutt City.

Table 1: Number of jobs as at March each year - Source: Statistics New Zealand

Place	1997	1998	1999	2000	2001	2002	% change 1997-2002	% change 2001-2002
Hutt City	36,422	36,436	37,192	37,335	37,025	37,120	2%	0%
Wellington	103,306	103,623	106,582	109,300	108,695	112,306	9%	3%
Porirua	11,034	11,492	11,673	11,724	11,766	12,312	12%	5%
Upper Hutt	9,420	9,454	9,976	9,582	9,960	9,804	4%	-2%
Palmerston North	32,719	33,156	32,791	32,744	32,569	34,471	5%	6%
Hamilton	49,748	52,132	49,636	49,916	51,381	54,142	9%	5%
Tauranga	30,062	31,067	32,256	34,433	34,341	36,512	21%	6%
Rodney	19,772	20,834	20,777	21,953	23,260	22,072	12%	-5%
Manukau	87,401	90,971	89,945	93,786	93,555	96,013	10%	3%
Dunedin	41,045	40,702	40,645	41,561	42,829	44,659	9%	4%
New Zealand	1,458,912	1,484,624	1,498,045	1,534,156	1,548,782	1,598,137	10%	3%

In addition to the official statistics as at March 2002 there have been a number of jobs reported in the media in terms of loss of jobs and growth in jobs. Note that most of these are expected to happen in the near future. From our records there would seem to be more new jobs to be expected in Hutt City than lost. These jobs are not expected to be seen in official statistics until at least the March 2004 figures.

Jobs losses recorded – Source: Various media reports

Company	Number of jobs	Expected to occur	Comments
Pilkington	130	Sept 2003	WINZ advise that most are expected to be placed in jobs by this time
Impact Manufacturing	60		Manufacturing going offshore - back to Melbourne
Telecom Call Centre	200		Consolidating in Hamilton - longer term lease and cheaper resource
Cloud 9	180		Not FTEs - mostly independent contractors
IBM	110	Occurred through 2003	140 jobs gone but 30 new jobs
Unilever	60	Occurred	Soap production has now ceased
Total	740		

Job gains reported – Source: Various media reports

Company	Number of jobs	Expected to occur	Comments
Rebel Sports/Briscoes	40	Sept 2003	Confirmed - building nearly finished
Harvey-Norman	200		Confirmed
Pak n Save	250		Confirmed
WINZ call centre	150	June 2003	Already in place - not included in job statistics above
Agriquality	70	Occurred in 2003	Already in place
Mitre 10	60		Awaiting resource consent process
Feltex	70	Occurred	Increased numbers at current site in Gracefield
Booker Spalding	40	Occurred	Already in place
Westfield	600	Begin June 2004	Decision expected late 2003 - also generates 1000 construction jobs
Total	1480		

Number of Businesses

Table 2 below provides detail for the period 1997-2002 of changes to the number of business activity units as measured by the Statistics New Zealand, for each of the peer Councils. Results shows that as with job numbers, the performance of Hutt City is below that of New Zealand as a whole and peer Councils for the period. Once again, this type of result was partly responsible for the development of the EDS for Hutt City. The only area that performed worse than Hutt City for the period 1997-2002 was Dunedin. Tauranga, which started at approximately the same

number of business activity units as Hutt City in 1997, increased the number of business units by 23% from 1997-2002, driven by different economic factors than Hutt City.

Table 2: Number of businesses by peer Council as at March each year – Source: Bed

Place	1997	1998	1999	2000	2001	2002	% change 1997-2002	% change 2001-2002
Hutt City	6958	7255	7301	7808	7497	7369	6%	-2%
Wellington	16810	17786	17971	19774	19007	18840	12%	-1%
Porirua	2218	2354	2415	2672	2668	2614	18%	-2%
Upper Hutt	1951	2070	2131	2242	2278	2111	8%	-7%
Palmerston North	5470	5658	5617	5945	5835	5965	9%	2%
Hamilton	8312	8863	8720	9491	9372	9476	14%	1%
Tauranga	7241	7759	8167	9030	8834	8940	23%	1%
Rodney	8047	8827	8824	9758	9457	9567	19%	1%
Manukau	15599	16844	16941	18382	17706	17900	15%	1%
Dunedin	7892	8093	8013	8375	8268	8322	5%	1%
New Zealand	345537	363236	362707	391274	384418	390544	13%	2%

Changes in the period 2001-2002 show a decrease in the number of business activity units in Hutt City, a trend shown by four of the ten comparison Councils. New Zealand as a whole had an increase of 2% in the number of business units in the period 2001-2002.

Gross Domestic Product (GDP)

Table 3 below shows the value of GDP for each of the peer Councils. Consistent with job and business activity unit numbers, the GDP increase for Hutt City over the period 1997-2002 was the lowest of all comparison Councils, with New Zealand GDP as a whole being 12% over that period. The best performing was Tauranga, a trend consistent with its increase in business activity units.

Hutt City Council EDS was established to assist with this decrease in jobs, business activity unit numbers and GDP that has occurred since 2000. GDP growth in Hutt City was actually negative in the period 2001-2002, a result shared only with Rodney.

Table 3: GDP (\$m 2001) for each Council area at Midyear each year -Source: Bed

Place	1997	1998	1999	2000	2001	2002	% change 1997-2002	% change 2001-2002
Hutt City	2494	2413	2511	2678	2626	2551	2%	-3%
Wellington	9640	9442	9915	10403	10166	10587	10%	4%
Porirua	621	645	653	648	667	705	13%	6%
Upper Hutt	562	566	597	572	614	612	9%	0%
Palmerston North	2063	2050	2009	2036	2042	2169	5%	6%
Hamilton	3147	3304	3213	3267	3497	3606	15%	3%
Tauranga	2004	2076	2119	2365	2513	2625	31%	4%
Rodney	1325	1400	1367	1478	1500	1475	11%	-2%
Manukau	6952	7257	7279	7754	8079	8272	19%	2%
Dunedin	2464	2398	2417	2485	2606	2688	9%	3%
New Zealand	103362	104699	105020	109525	112316	116236	12%	3%

Why our Focus on Businesses

Businesses that operate in Hutt City provide jobs for local residents, returns for business owners and generate GDP for the City. Most businesses are small – 84% of businesses operating in Hutt City have between 1 and 5 people working in them. Only 38 businesses have more than 100 employees. Extending the number of large businesses in Hutt City will provide a more secure diverse economic base for Hutt City.

As can be seen from the table of reported potential job gains above the expansion of retail activity in Hutt City will account for an estimated 1,150 (or nearly 78%) of the anticipated 1,480 reported new jobs. With a total of 5,736 people in the City's workplace population working in the retail trade and associated businesses (2001 census) this represents a potential increase of 20% in this sector of employment in the City.

If Hutt City residents are able to work locally this can provide some economic benefit to them (e.g. lower travel costs) and also assist in areas such as recovering retail leakage.

Why our Focus on Recognition

Recent research and focus groups with businesses as well as observation of other cities activities strongly suggests that businesses and residents having pride in their city, recognising the value of its location to do business and telling others is key to development of that city.

Retailing activity is seen as a significant driver of visitor numbers to Hutt City and the city is becoming increasingly known in the Wellington region as a retail destination. The development of large format retailing, such as the proposed development in close proximity to the City Centre and the Westfield Queensgate mall provides Hutt City with an opportunity and potential to attract customers and retail expenditure from across the Wellington Region. With only Porirua City offering comprehensive large format retail alternative to Hutt City there is considerable potential for this increasing offer within Hutt City to service the Wellington City market.

The Proposed Harvey Norman Development

The proposed Harvey Norman development is seen to support the objectives of Council's EDS, increasing the number of jobs in Hutt City.

It will provide another significant employer into the City and provide a range of new employment opportunities for local residents with the potential to improve the GDP and other economic measures of the City.

Together with the other new and proposed retail developments in the City this development will improve the attraction of the City as a regional retail destination. This will help in differentiating the Hutt City economy from others in the region, at the same time creating benefits for current businesses.

We have not attempted to quantify the economic impacts of this new development but the financial benefits will include the direct inputs to the business purchased from local suppliers, the salaries and wages that are paid to the locally employed staff and indirectly the additional consumption from increased spending from these staff members' households back into the local economy. Conservatively this will amount to many millions of dollars a year.

For the foregoing reasons Council lends its support to Harvey Norman's application and requests that it be given the necessary approvals subject to any fair and reasonable conditions that may be considered necessary.