Paremoremo PRRA Ratepayers and Residents Association

Company Number 223045
NZBN 9429042801870

28 September 2026

To the Expert Panel
Auckland Prison Capacity Increase — FTAA-2603-1179

Dear Panel Members,

Re: Draft decision and proposed conditions

On behalf of the Pāremoremo Residents and Ratepayers Association (PRRA), thank you for considering the concerns raised by our community. We appreciate the work reflected in the draft decision.

We support the proposed condition limiting the prison to 921 prisoners until the Dairy Flat Highway/The Avenue intersection upgrade is complete. Road capacity is a major concern for residents. However, we ask the Panel to consider whether upgrading that intersection alone will provide the capacity needed while the Lucas Creek Bridge remains a bottleneck.

The intersection, its approach lanes and the bridge need to be assessed as a connected route. Residents are concerned that signalising the intersection may introduce further delays if traffic continues to queue at the bridge. PRRA has asked Auckland Transport about potential delays, but the technical response has not given us a clear understanding of what drivers can expect. We ask the Panel to require a clear assessment of expected queues and travel times at peak periods. If that assessment shows that the bridge or its approaches would prevent the route from operating adequately with increased prisoner numbers, the necessary bridge and approach upgrades should be included in the infrastructure conditions.

We also support the proposed condition preventing any increase above present prisoner numbers until the wastewater pipeline to Kell Park, Albany, has been constructed and is operational. Wastewater management has been a longstanding concern. Given the problems experienced over many years, it is essential that the new connection is working effectively before prisoner numbers increase.

Chairman ANDY RILEY
Secretary MARTIN ALLEN
Treasurer MEGAN TAYLOR

021 117 5639
prra@gmail.com
355 Paremoremo Road
Auckland 0632

We ask the Panel to strengthen the proposed conditions in the following areas.

Construction traffic and road condition

Corrections should fund an independent baseline condition survey of Pāremoremo Road, Brookdale Road and other principal construction routes before significant heavy construction traffic begins. Road conditions should be monitored during construction and assessed again afterwards. Corrections should remedy, at its cost, deterioration attributable to project construction traffic.

The Construction Traffic Management Plan should specify enforceable limits on daily and peak-hour heavy vehicle movements, construction routes and operating hours. These matters should be set out in the conditions rather than left entirely to a later management plan.

For Ridgeview School, we ask for a clear restriction on heavy construction vehicles passing the school during specified drop-off and pick-up periods, except in an emergency or specifically approved exceptional circumstances. Consultation followed by “any resulting limitations” does not give families sufficient certainty.

Construction hours and overall duration

The proposed construction noise limits reduce after 6 pm and again after 8 pm, but appear to permit construction-related activity beyond ordinary daytime working hours. Lower average noise levels would not necessarily make that activity unnoticeable. Residents are likely to experience effects during evenings, when families are at home and outdoor spaces are most used.

We ask the Panel to set clear hours for routine construction, with activity finishing by 6 pm. Exceptions should be limited to emergency works or specifically identified activities that must occur outside those hours, with appropriate limits and advance notice to affected residents.

We also ask the Panel to specify an overall time frame for construction, or require further approval if works extend beyond a defined period. Without such a limit, residents could experience construction effects over many years without a further assessment of their impact.

Iona Road construction access

The conditions should require the temporary Iona Road construction access to close and be reinstated promptly once it is no longer needed for construction. We ask that it not remain available for up to two years after construction is complete. Any proposed continued use should have a clearly stated reason, a short and defined duration, and prior notice to affected residents.

Visual screening and landscape mitigation

The draft decision refers to the Landscape Mitigation and Ecology Enhancement Plan (LMEEP), but PRRA has not yet had a clear explanation of what residents will see from their homes, local roads and public places once the proposed buildings are constructed.

We ask the Panel to require visual assessments from affected viewpoints showing the expected appearance of the prison both when construction is complete and as planting matures. The conditions should specify where screening is required, the height and density it must achieve, when it must be established, and how it will be maintained and replaced if planting fails.

PRRA's requested outcome is that the new prison buildings are screened to their full visible height from affected viewpoints wherever practicable. If full screening cannot be achieved at a particular location, that limitation should be identified clearly before the final decision, together with any additional building design or landscape measures proposed to reduce the visual effect. Effective mitigation should not depend solely on planting that may take many years to mature.

A Community Liaison Group that represents the community

We support the proposed Community Liaison Group (CLG), but ask the Panel to strengthen condition DES46. Its current wording allows up to four representatives from community groups without identifying which groups should be invited, while listing Ridgeview School as a possible member.

We ask that invitations be extended to PRRA, Sustainable Pāremoremo, the Upper Harbour Local Board, Ridgeview School, relevant iwi, and representatives of residents directly affected by the works, including those in the Village and around Merewhira Road, Sanders Road and Iona Road. The condition should explain how representatives are selected, how meeting records will be shared, and how residents outside the CLG can raise concerns and receive answers.

The CLG should meet at least monthly during significant construction phases. Meeting frequency could reduce once major construction is complete.

Emergency notification for the Village and wider community

We ask for a condition requiring Corrections to establish a direct warning system for both Village households and the wider local community. Residents should be able to receive timely text and/or email notifications of an escape, fire or other serious incident on the prison site that may adversely affect them. Notification should not depend solely on information being passed through community representatives.

The condition should identify who is responsible for issuing warnings, how residents can register, which incidents trigger a warning, and how further instructions or an all-clear will be communicated. An emergency response protocol should also address Ridgeview School, Sanders Reserve and affected local roads, including access restrictions and public safety where an incident may affect those places.

The future of the Prison Village

The future of the Prison Village remains a serious and unresolved concern. Corrections' Social Impact Assessment records that the Village historically operated with security checks and right-to-occupy tenancy agreements, and that a Ministry of Justice criminal record check remains part of the current vetting process. These arrangements have contributed to residents' sense of security.

We acknowledge Corrections' assurance, recorded in the assessment, that this proposal will not itself change Village tenancy arrangements and that Colliers will continue managing the Village on Corrections' behalf.

However, the assessment also records residents' concern that removing the designation could eventually lead to Corrections relinquishing control over occupancy and security checks.

An assurance about current arrangements does not explain what would happen after a sale or change in management.

The Village was established to accommodate prison staff. Historical material identified by PRRA suggests that having staff nearby also supported emergency response and community security. We are seeking the original records so that we can establish the details accurately.

There is documentary evidence that proximity to the prison has previously been considered in decisions affecting the wider area. A 2018 Auckland Council record notes concern about a potential conflict between camping at Sanders Reserve and the prison's location. The record identifies other concerns as well; we do not suggest that the prison was the sole reason for camping controls. It does, however, raise a reasonable question about how security around the prison is assessed today.

We recognise that the draft decision treats the Village's future ownership and use as outside the Panel's decision. Nevertheless, removal of the prison designation from Village land is part of this application. We ask the Panel to seek and record a clear explanation from Corrections of:

1. The Village's current occupancy, vetting, management and emergency arrangements;
2. Which arrangements would continue after any sale or transfer, and who would be responsible for them;
3. How Village residents and the wider community would be informed and consulted before those arrangements change; and
4. Whether a change could affect prison or community security, and how that risk would be assessed.

PRRA is continuing to seek the Village's original planning and designation records and the 2006 Sanders Reserve Pāremoremo Reserve Management Plan. Until those records are available, we do not ask the Panel to assume that particular historic planning or occupancy restrictions remain in force.

We do ask that the reasons for establishing the Village, and the safeguards that followed, be properly understood before its future arrangements change.

Dust, certification and monitoring

Before significant earthworks commence, Corrections should demonstrate that sufficient water will be available for dust suppression during prolonged dry periods without adversely affecting local water availability or supply.

We ask the Panel to remove the provision under which a management plan is deemed certified if Auckland Council has not responded within 20 working days. Where Council certification is required, the relevant works should commence only after certification has been obtained.

Finally, the conditions should require appropriate independent monitoring of construction traffic, dust, noise, vibration and compliance. Monitoring results, together with appropriate information about complaints and responses, should be reported to the CLG and made publicly available.

Thank you again for considering our community's views. We support the proposed road and wastewater infrastructure requirements, while asking the Panel to address the Lucas Creek Bridge as part of its assessment of road capacity. We also ask the Panel to strengthen the conditions governing construction impacts and duration, Iona Road access, visual mitigation, community liaison, emergency notification and monitoring, and to address the unanswered questions about the Village before the final decision is issued.

Yours sincerely,

Andy Riley
Chair, Pāremoremo Residents and Ratepayers Association