



Pukerua Bay Residents' Association

PUKERUA BAY RESIDENTS' ASSOCIATION INCORPORATED (1433817)

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PUKERUA BAY RESIDENTS ASSOCIATION SUBMISSION: MT WELCOME, PUKERUA BAY, PORIRUA FAST-TRACK APPLICATION

Thank you for your invitation to submit on the Mt Welcome Pukerua Bay Fast-track Application. Pukerua Bay Residents Association (PKBRA) has a substantive interest in the project, particularly given

- (i) the development's size and proximity to our existing community, and
- (ii) two new green fields housing developments are already in progress in the area: Pukerua Bay Limited Partnership (PBLP) off Muri Road in Pukerua Bay and Plimmerton Farm on the eastern side of SH59 from Plimmerton.

PKBRA believes there is no case to Fast-track the Mt Welcome development and requests the Expert Panel to decline the application at this time for these reasons:

- The Mt Welcome Development Fast-track Application **does not meet** the purpose or intent of the Fast-track legislation. Specifically, this application does not show “significant regional or national benefits” as outlined in *Fast-track Approvals Act 2024 purpose*.
- The National Policy Statement on Urban Development supports development in locations that have good access to existing services, public transport networks and infrastructure. In our opinion, the proposed development does not fit these criteria.
- PKBRA supports the points made by Porirua Harbour and Catchments Trust/Guardians of Pauatahanui Inlet (PHCT/GOPI) in the general section of their submission regarding the location and isolation of the proposed development, and of current population growth.
- The Fast-track process means we could lose our opportunity to provide local input for a period of up to 15 years.

However, should the Panel decide the application or parts of it should progress under the Fast-track Legislation,

1. PKBRA opposes the 15-year duration for all development consents. Should consents be granted they should be limited to five years.

- PKBRA agrees with the statements made by Friends of Taupō Swamp and Catchment (FOTSC) and PHCT/GOPI on the duration of the consents for the reasons stated about the short and the longer-term impacts of climate change, adoption of new technologies and so on.

- 2. PKBRA asks the Expert Panel to closely consider the lack of services required to cater for the proposed development, specifically parking space at Pukerua Bay Railway Station and limited School capacity.**
- Although the proposed subdivision is within Pukerua Bay School's enrolment zone the Ministry of Education (MoE) upper limit for enrolment is approximately 225 pupils. The current role is 168. The future households from the PBLP development (already underway) will easily fill the remaining 57 spaces. Delays in land acquisition by the MoE will see a problem similar to that being faced by Plimmerton School as it will have to cope with from the Plimmerton Farm development.
 - The applicant assumes incorrectly that parking for cars at the Pukerua Bay Railway Station will cope with 900 plus extra houses. There is no space to make that car park bigger.
- 3. PKBRA urges the Expert Panel to address our residents' concerns about increased road safety issues. Specifically, we want to make clear:**
- PKBRA opposes **the entry and egress sites** in the proposal for the development:
 - (i) PKBRA notes that the proposed roundabout for SH59 would be unsafe and not in accordance with NZ Transport Agency Waka Kotahi (NZTA) criteria for roundabouts. It would be extremely difficult to construct a safe roundabout on a hill, particularly for loaded trucks, and the NZTA design manual states that roundabouts are only to be sited on flat land.
<https://www.nzta.govt.nz/assets/resources/state-highway-geometric-design-manual/docs/shgdm-part-5.pdf>
 - (ii) The proposed development will compromise the existing intersection of SH59 and Gray Street. This intersection with SH 59 is already challenging to navigate. The current PBLP development will almost double the volume of traffic using this intersection. We believe this is the maximum traffic load this entry point can service. The primary access to the Mt Welcome development should not be through Muri Road.
 - There is no public transport within Pukerua Bay servicing rail commuters. Parking for Pukerua Bay Railway Station is at a peak now, with the overflow from the Muri Road car park using Muri Road for parking. Any increase of cars will exacerbate this.
 - Access to all services for future residents is car dependent. This is contrary to modern international development principles.

4. PKBRA opposes the connector roads planned to connect the proposed Mt Welcome development through the Pukerua Bay Limited Partnership and onto Muri Road

- The developer notes the proximity of Pukerua Bay as a means of connection to services and has included Muri Road as a collector road. Muri Road currently services 70 plus dwellings and a further 143 will be added from the current PBLP development.
- Muri Road must not be considered as a collector road to service an additional 900 plus dwellings. It is totally unsuitable to carry such a possible traffic load.
- The recently upgraded section of Muri Road is only 5.5 m wide (curb to curb). Large vehicles cross the centre line or mount the footpath to avoid oncoming vehicles.
- **Muri Road does not meet NZTA guidelines.** PKBRA notes that all other collector roads in the proposed Mt Welcome development are 7 m wide (excluding parking and cycle lanes) which is in accordance with NZTA guidelines (Ref: Appendix 30/22 information and map with all the roads and cross sections).

5. Address protection of all the Significant Natural Areas (SNAs), and other vulnerable areas within/adjacent to the proposed development: Taupō Swamp, Waimapihi Stream, Ara Harakeke/Te Araroa Trail.

- PKBRA concurs with Point 5 of FOTSC submission regarding the protection of three SNAs in the proposed development.
- With regard to Pukerua South Bush (SNA029); PKBRA urges the Expert Panel to consider all of the points raised by FOTSC and other submitters regarding its ongoing protection from adjacent developments.
- PKBRA notes the Pukerua Bay marine environment is protected under the New Zealand Fisheries Act. PKBRA is concerned about silt run off from the PBLP site.
- The siting of the proposed roundabout could compromise the integrity of the Ara Harakeke Pathway which is the only safe walking and cycling path linking Pukerua Bay and Plimmerton. This pathway is also a component of the internationally acclaimed Te Araroa Trail.

6. PKBRA requests the Expert Panel to address its concerns about the environmental damage from earthworks, erosion, water runoff during and after construction.

- PKBRA supports the FOTSC and PHT/GOPI Submissions regarding stormwater, erosion, sediment and wastewater concerns within the proposed development and out into its receiving environments.

- The Expert Panel should need no reminding of the national and international significance of the Taupō Swamp wetland system re its inherent protections.
 - We note that the Muri Block will be used by the developer for ‘soil storage’. Waimapihi Stream has its headwaters in this area. Residents have regularly observed (and are reporting) the failure of silt retention measures taken by the PBLP development. Increased runoff of silty water from this current development has pooled in the stream alongside Muri Road, eroded the stream banks in the Takutai Reserve and has flowed into Pukerua Bay.
 - We remain unconvinced that the proposed development’s current planning for stormwater controls will be effective when it comes to coping with the impervious surfaces of 900 plus houses and associated roading. Hence our Point 8.
- 7. Should the development go-ahead, at the very least, PKBRA wants the Expert Panel to recognise the importance of the name for the new development, to be directed by Ngāti Toa.**
- PKBRA notes the significance of Pukerua Bay’s own name, which recognises our location and history which is of importance for the community.
 - The new development should have the opportunity to establish its identity based on its location and to build its own distinctive sense of community and strength.

8. PKBRA wants the Expert Panel to conduct an independent review of the development proposals and calculations as regards issues which may arise during construction.

PKBRA supports the points made by PHT/GOPI and the FOTSC in their submissions as follows: “Before any decisions are made, we consider an independent review should be conducted of all the design proposals and calculations in this high-risk area, plus ensuring that compliance monitoring is capable of identifying and dealing quickly with emerging problems, especially during construction.