

To The Expert Panel Convener

MT WELCOME, PUKERUA BAY, PORIRUA - FAST-TRACK APPLICATION

File ref: FTAA-2603-1181

1. Our Contact Details:

Rebecca Davis and Jonathan Burchell

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2. We confirm can receive emails at

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OUR COMMENT

Thank you for your invitation to submit on the Mt Welcome Pukerua Bay Fast-track Application. We have a substantive interest in the project, because:

- Our property is adjacent to the development area.
- The development's size and proximity to our property and the Pukerua Bay area.
- Concern about impact on community and environment of this and other green fields housing developments already in progress in the area: Pukerua Bay Limited Partnership (PBLP) off Muri Road in Pukerua Bay and Plimmerton Farm on eastern side of SH59.

We oppose the fast-track approval application for the Mt Welcome project.

- **We believe there is no case to Fast-track the Mt Welcome development and requests the Expert Panel to decline the application.**
- **We believe the scale and speed of this development under the Fast-track Approvals Act bypass critical protections tailored for Pukerua Bay's unique ecology, hydrology, and existing infrastructure.**

Key Grounds for Opposition

Does not meet the purpose of Fast Track legislation. 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*.

Does not meet the criteria of NPS UD. 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. Specifically parking space at Pukerua Bay Railway Station (no ability to expand) and limited Pukerua Bay School capacity. 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. The Ministry of Education upper limit for Pukerua Bay enrolment is approximately 225 pupils. The current role is 168. The future households from the PBLP development (already underway) will easily fill this. Delays in land acquisition by the MoE will see problems similar to that being faced by Plimmerton School as it will have to cope with from the Plimmerton Farm development.

Erosion of Local Democratic Voice and Lack of True Public Consultation. The Fast-track process means we could lose our opportunity to provide local input for a period of up to 15 years. By applying through the fast-track mechanism, the applicant reduces the avenue for comprehensive community feedback. Decisions of this scale should align closely with the Porirua City Council Growth Strategy and a clear public hearing process, ensuring local residents are not forced to bear the long-term environmental costs of rushed developer decisions.

Extreme Infrastructure Strain on Pukerua Bay. Pukerua Bay's existing infrastructure cannot handle a project of this magnitude without guaranteed, fully integrated, upfront network upgrades that protect local supply and prevent sewer overflows during heavy rain events.

Transport and Traffic Safety: Adding 900+ households will funnel thousands of daily vehicle movements onto State Highway 59 and Muri Road. The proposed transport connections must be fully aligned with Waka Kotahi (NZTA) safety margins, rather than compressed to fit fast-track timelines. 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 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. Muri Road does not meet NZTA guidelines.

Pāuatahanui Inlet, Porirua Harbour, Pukerua Beach Risks. Runoff from massive earthworks across the 195-hectare site poses a severe threat to downstream catchments. The local community previously advocated for strict environmental controls under Porirua City Council's District Plan. Bypassing processes risks severe sediment pollution flowing into sensitive marine areas, including the Pāuatahanui Arm of the Porirua Harbour and Taupo Swamp. We are concerned the Muri Block will be used by the developer for 'soil storage'. Waimapihi Stream has its headwaters in this area. Our neighbours and wider Pukerua Bay residents have already 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 Beach.

Ecological Impact on Fragile Native Environments. The fast-track application notes proximity to native vegetation and natural landscapes. While acknowledging the intent to provide housing, the fast-track poses a severe risk of ecological fragmentation. The footprint of the 900 lots, associated roading networks, and large-scale earthworks risks severing continuous native vegetation paths. Linear corridors must remain physically contiguous to allow native fauna (particularly birds and lizards) to move safely between the SNA areas. I have previously submitted on this point during the PCC District Plan process and Ecological Connections have been added to the PCC District Plan Structure Plan and these must be upheld.

Specific Outcomes Sought

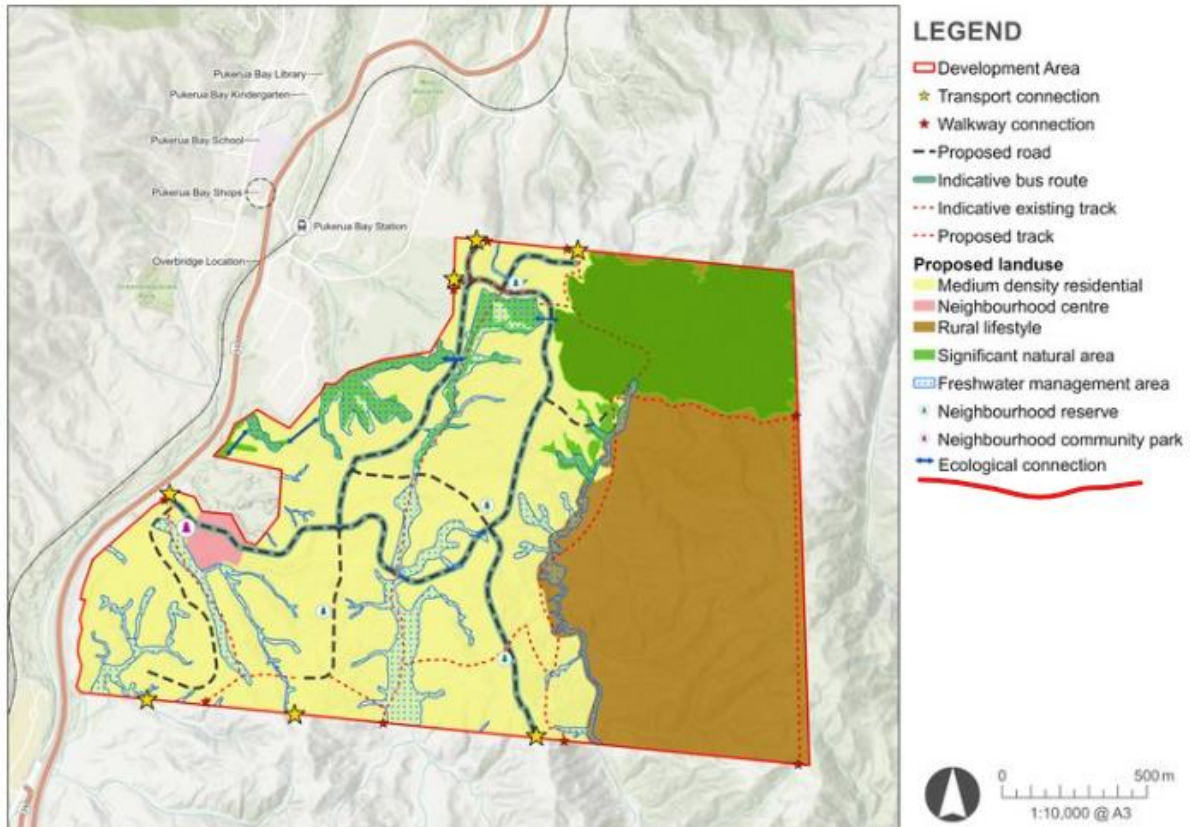
Peer-review and Independent Oversight. Before any decisions are made, we ask that an independent review be conducted of all design proposals and calculations in this high-risk area, and ensure compliance monitoring is capable of identifying and dealing quickly with emerging problems, especially during construction.

Mandatory Ecological Corridor Buffers: If consent is considered, we seek that the Expert Panel legally mandate wide (50 metre), contiguous open-space buffers that directly connect the designated SNAs, in strict adherence to the Porirua City Council's overarching Northern Growth Area blueprint. No earthworks should be permitted within these mapped ecological connections. See

below the image showing ecological connections on PCC Structure Plan that has been prepared as part of District Plan Variation 1.

Protection in Perpetuity: If consent is considered, we seek that the Expert Panel ensure the requirement that all designated ecological corridors, stream and freshwater management areas and gully networks, and SNA buffers within the project boundaries be permanently fenced, legally protected and fully restored with native planting.

Porirua City Council Northern Growth Development Area Structure Plan below shows Ecological Connections



Absolute Sediment Containment. We seek that the Expert Panel decline the application for the Mt Welcome development unless it can guarantee absolute sediment containment during heavy weather events. Fast-track timelines often compromise this.

Traffic Safety Upheld. We seek that any transport connections be fully aligned with Waka Kotahi (NZTA) safety margins, rather than compressed to fit fast-track timelines.

This comment has been submitted on 31 July 2026 by Rebecca Davis and Jonathan Burchell.

