

**Before the Panel Convener appointed under the  
Fast-track Approvals Act 2024**

**Under** the Fast-track Approvals Act 2024

**In the matter of** Mt Welcome, Pukerua Bay

**By** Pukerua Property Group Limited Partnership

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**Response to Panel Minute 18 (Planning)**

**7 September 2026**

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## INFORMATION REQUEST

1 My name is Torrey James McDonnell. I am employed as a Principal Planner by Incite Wellington 2012 Limited (Incite).

2 I have prepared this memorandum on behalf of Pukerua Property Group Limited Partnership (the Applicant) to respond to the planning question raised by the Panel in Minute 18, dated 4 September 2026. The question asks how the proposed shared path link within the application site will be enabled and required, and how its proposed extension over the Muri Block is likely to be implemented:

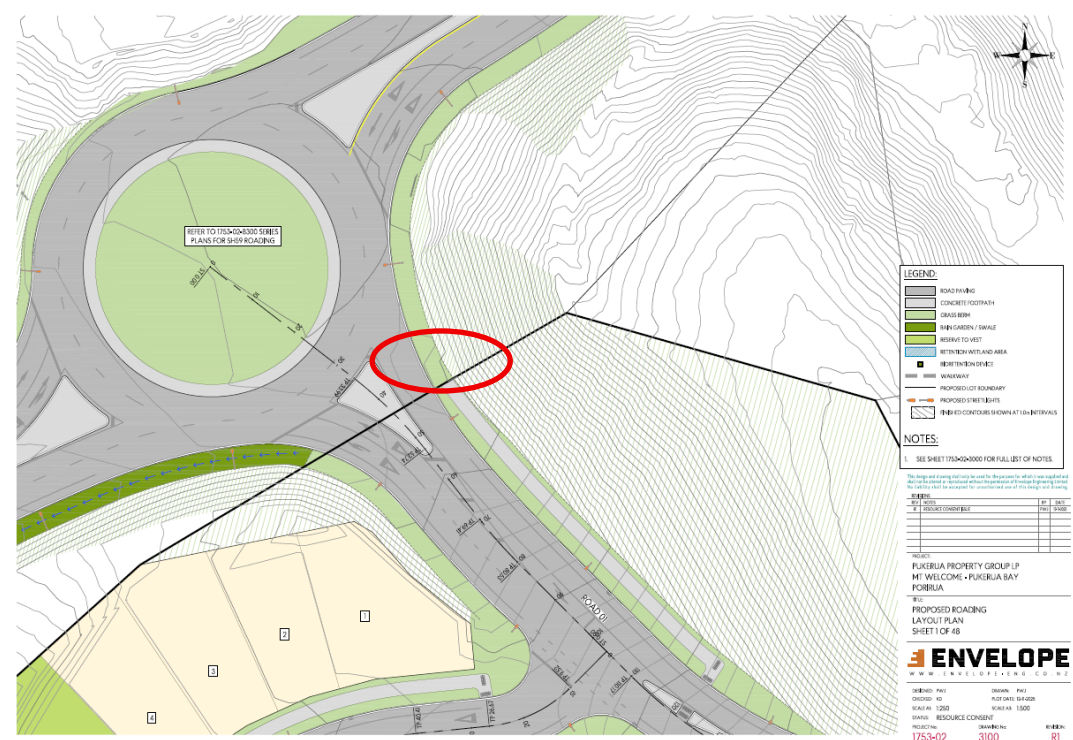
*[8] We confirm Commissioner McMahon's request of Mr Whittaker that he supply a graphic depiction of the proposed shared path option east of SH59 and within the road corridor by 5pm on 7 September. Related, and in the same time frame, we would appreciate an explanation from Mr McDonnell as to how the proposed link within the boundaries of the application site will be both enabled and required (e.g. by conditions etc) and some discussion about how its proposed extension over the Muri block is likely to be implemented through agreement/arrangement with the adjoining landholder and land developer.*

3 I note that Jamie Whittaker (Stantec) has responded to the Panel in parallel with regard to an alternative design on the east of SH59.

4 A statement of my qualifications and experience is set out in Section 2.1 of the Substantive Application. I confirm that I have read the Expert Witness Code of Conduct set out in the Environment Court's Practice Note 2023. I have complied with the Code of Conduct in preparing this memorandum and will continue to comply with it while giving oral evidence before the Panel. Except where I state that I am relying on the evidence of another person, this written evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in this evidence.

## DISCUSSION

- 5 With regard to links at the boundary that provide for active mode connectivity to the east and north<sup>1</sup>, these are shown on the plans as per **Figures 1 and 2** below.



**Figure 1: Western boundary active mode connection (red circle)**

<sup>1</sup> There is also the North-Eastern connection to the Muri Block, but this is not relevant to the context of the discussions at the conference.



**Figure 2: Northern boundary active mode connection (red circle)**

- 6 Proposed Condition 1 requires the development to proceed in general accordance with the information and plans submitted with the application. Because the active mode connections to the boundary are shown on those plans, Condition 1 provides certainty that those connections must be delivered to the boundary as part of the consented development. If they were not delivered, the development would not be in general accordance with the approved plans and would not give effect to the consent.
- 7 The Northern Growth Area Development Area provisions require the layout and design of the transport network to provide for boundary connections and active transport connectivity as follows<sup>2</sup>:

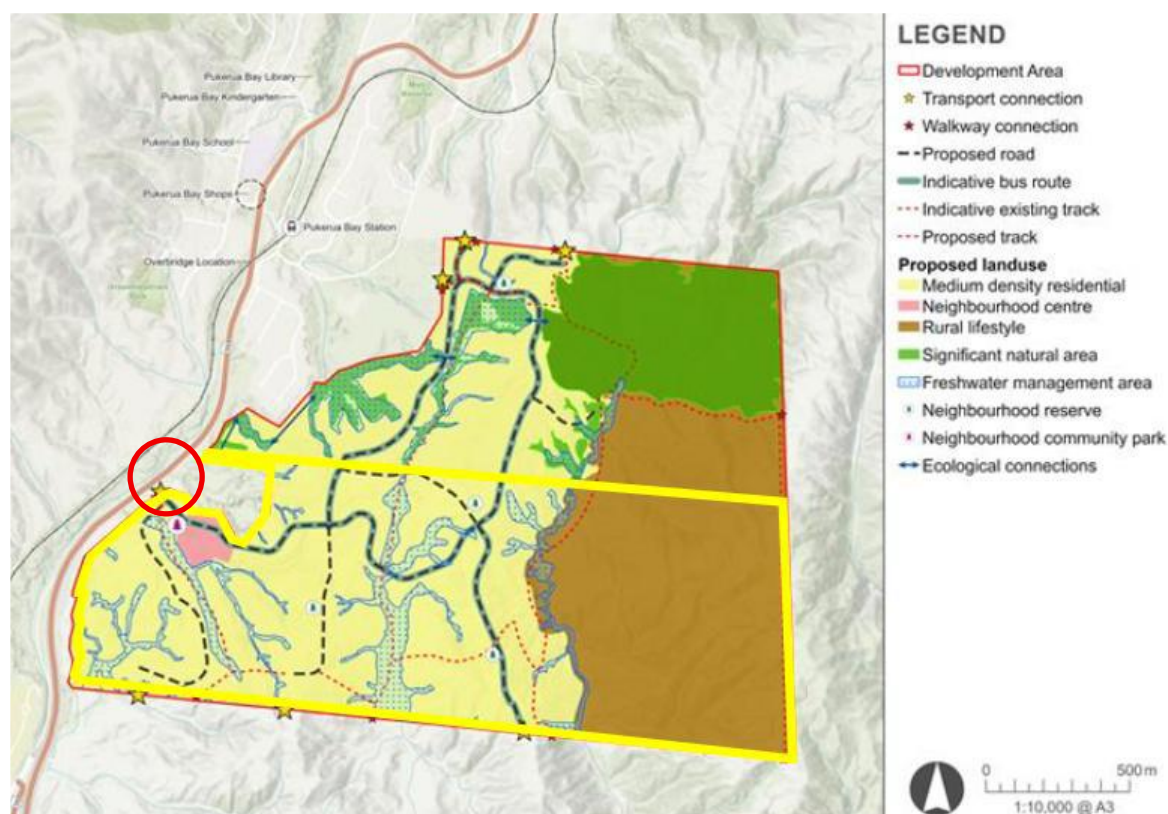
- 4. Provides a transport network layout and design that:*
- a. Is safe for all transport users;*

<sup>2</sup> Refer DEV-NG-P2

- b. *Recognises and provides for transport connections at the boundaries of the Development Area where opportunities exist, including an appropriate connection to State Highway 59;*
- c. *Provides for roads shown as indicative bus routes as Collector Roads, and other roads as Access Roads;*
- d. *Provides for active transport and open space connectivity, including by incorporating legal public access along indicative track routes identified on the Structure Plan, and providing for opportunities to create recreational and open space linkages;*

8 The Applicant is providing active mode connections consistently with these requirements by providing a collector road to the relevant boundaries of their site. The collector road includes space for cycling and walking, in addition to the formed carriageway, in accordance with the road design standards in the District Plan.

9 I note that the Applicant is not proposing an active mode connection across SH59 to the Ara Harakeke shared path on the western side of SH59. The Applicant is providing a connection consistent with the Structure Plan to the boundary of their site (red and yellow stars in **Figure 3** below). Neither the Northern Development Area Chapter not the Structure Plan requires delivery of the crossing.



**Figure 3: Structure Plan with site boundary shown approximately in yellow, and western transport and walkway connection circled in red**

- 10 The owners of the Muri Block will be subject to the same District Plan requirements when that land is developed. On that basis, the extension of the connection to the north is expected to occur through the future development of the Muri Block, including any agreement or arrangement required between the adjoining landholder and land developer. It is my understanding that the two developers are working together in partnership on shared infrastructure as the two sites are inherently linked in this regard.
- 11 In summary, the proposed link within the application site will be enabled through the approved plans and required by Condition 1, which obliges the development to proceed in general accordance with those plans. The link to the northern boundary will therefore form part of the consented development. Its future extension across the Muri Block is expected to be implemented through the adjoining owner's subsequent development of that land, which is subject to the same District Plan framework requiring boundary connections and active transport connectivity.