

Pauatahanui Residents Association

Minutes of the Annual General Meeting held at The Lodge, 182 Paekakariki Hill Road at 7.00 pm on Thursday 28th June 2012. Chaired by Nicky Chapman [Acting Chair.]

1. Present

35 people attended. This included Councillors Tim Sheppard, Anita Baker, Bronwyn Kropp, & Euon Murrell as well as Jason Harvey-Wills from PCC.

2. Apologies: From Kris Fafoi , Barbara Donaldson, Nick Leggett, Anna Dellow, John Mazerier, Ian Barlow, Jenny Brash, Sharon Evans, Ray & Janet Ryan, Rob Foley, James Gray & Bob Stott .

3. **Speaker : Craig Nicholson, Principal Project Manager, Transmission Gully Motorway Project** updated progress on the TGM project- which began in 1981 under the old Ministry of Works, & detailed investigations started in 2007- 8 after receiving strong public support for the project . A Board of Inquiry was established in 2011 and approved the project on 22 June 2012 and all alignments and resource consents have been completed. This is subject to a number of conditions particularly relating to environmental issues, imposed by the Board of Inquiry [BOI] which runs to more than 120 pages. Reassessment of the route has reduced its costs by greater than 30% in real terms and is currently estimated at \$930 million. The project involves moving 6. 3 million m³ of earth, cutting heights with escarpments up to 70 m high, and the construction of 30 bridges of which two are major. Conditions imposed by the BOI particularly relate to erosion & sediment control. There are limits on the amount of open earthworks that may occur at any one time. Runoff will be captured and treated until 95% of the sediment has settled out. There will be stoppages for bad weather. 625 ha along the length of TGM will be retired, revegetated, or enhanced. There will be an associated 27 km of stream edges revegetated, & fish passages through culverts will be improved. Noise limits are imposed. The project will result in 3000 tons of sediment entering the harbour during its six years of construction but following that it is estimated that revegetation will prevent 500 tons of sediment entering the harbour annually. So six or seven years after completion the extra sediment loss would have been taken back. There will be relocations of rare species such as snails, lizards, etc. Most of the haulage for construction will be along the route of the motorway, rather than by existing roads. Pauatahanui Village traffic will be affected for three years by as much as 200 [195-225] extra vehicle movements per day and during peak demand that may double. Flighty's road would be affected for 12 months with between 10 to 50 extra vehicles per day, five of which will be trucks. At peak periods this may increase to 50-100 extra vehicles per day of which 40 would be trucks. This may require double laning of the Flighty's Road bridge. All traffic volumes will have to be approved by PCC. There are conditions on dust control including dust accumulating on adjacent houses which may need to be washed & cleaned by TGM. . A large part of the route is on solid greywacke rock, and metal aggregate for the road will be produced on site possibly using a mobile rock crusher. Current estimate is that TGM construction will start about June 2015 and be completed in 2021. More design detail will be completed between now and 2014. There will be three main entry and construction points, one at the southern end of the motorway at Ranui Heights; the main construction site will be at Pauatahanui on part of Lanes Flat; and the third will be at Battle Hill constructing the road North to McKay's Crossing. Access to the Battle Hill site will be through property already purchased just south of Battle Hill Farm Park. The project would do its best to maintain access to the back of Battle Hill Farm Park. A large underpass will be constructed for pedestrians, cyclists, and equestrian traffic. This will take a few weeks to construct and access across the site to the remainder of Battle Hill may be allowed for at weekends during this time. The northern side of Lanes Flat from the roundabout to where the motorway crosses it will be the main construction site. The remainder of Lanes Flat to the north of the Pauatahanui stream will be re-vegetated and designed as a wetland for filtration and collection of sediment from the water draining from the Motorway. The southern part of Pauatahanui stream against Whitby will be planted in trees. Following completion of TGM the construction site at Pauatahanui may become an open space, or may be made available to PCC for community purposes. During construction the site will contain offices, storage facilities, amenities, car parks, and a large concrete mixing facility to make precast concrete beams for bridges etc. The gradient of the road from McKays to the Wainui saddle is 8%, the same as Ngauranga Gorge. The ascent from Lanes Flat heading south will be 5.5 to 6%. The TGM project has been assured by the trucking industry that they will use the motorway. They do not like using residential areas, particularly at night,

because of noise issues and the frequent stopping and starting for traffic lights; and the motorway will provide a shorter route, particularly to the Hutt Valley.

Craig completed his talk by saying he would be happy for anyone who has any questions about the Transmission Gully Project or who wishes to meet with the project team to discuss anything is very welcome to contact him. His contact details are below.

If anyone is interested in the technical documentation that went to the Board of Inquiry, it is all available on the NZTA website at:

<http://www.nzta.govt.nz/projects/transmission-gully-application/>

Also, the Board of Inquiry's final decision report and the conditions are both available on the EPA website at:

<http://www.epa.govt.nz/Resource-management/tq/Pages/Final-report-and-decision.aspx>

Craig Nicholson

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Craig was given a vote of thanks for his detailed & informative address, including answering questions from the floor.

4. 2011 AGM minutes for approval: Moved-Alan Gray; Seconded- Diane Strugnell.

5. Chair's Annual report - John Mazenier; presented by Nicky Chapman; Acting Chair.

Good evening Ladies & Gentlemen – and a special welcome to PCC and Regional Council Councillors and Officers – as well as our keynote speaker Craig Nicholson, Principal Project Manager, Transmission Gully Motorway Project. I thought it appropriate to begin tonight with a scene setter...

The PRA's role is one of advocacy. It provides a voice for the local community, not all of whom are 100 percent in support of all of the PRA's activities. However, the PRA's role is to raise awareness of topics and issues that the broader community is either uninformed or ignorant of. This is especially relevant when some of the issues are not clearly understood. The impacts brought about by the increasing sprawl of its neighbouring suburban boundaries and infrastructure and commercial developments impinging on our region, have a direct bearing on the character and environs upon which Pauatahanui is based, and, which it strives to retain.

Last year I took the time to list some of the activities the PRA had been involved in – needless to say that some of the same matters are still in play – and still have relevance and bearing on our community.

1. The energy sector's ongoing joust with our own Council (PCC) re Plan Change 7 which lays down basic requirements for windfarm development locally, continues to play out in the Environment Court & PRA will be there supporting Council's position which is to uphold the Plan Change as it was passed.
2. We continue to explore the Regional Council's ongoing intent behind its Parks Networks Plan & its dealings with RES on developing a windfarm at Puketiro.
3. The environmental impact of the proposed Transmission Gully development was given lip service as part of the prescribed consultative process – we hope the mitigation strategies being proposed to protect the environment will be diligently enforced...
4. And, on the horizon we have our national grid operator Transpower, looking to impose restrictions on larger slices of private land use – with little to no discussion, consultation, mention of compensation or rationale as to their proposed development.

On the positive side of the spectrum...

1. We continue to see a thriving village, with many people utilising its amenities and enjoying its environs.

2. Jason Harvey-Wills will provide updates and outline further developments – as part of the commitments contained in the Village Strategic Plan - including the extension of the Inlet walkway – we wait with much anticipation on its eventual extension to the Village.
3. The Council is to be applauded in proceeding with its commitment to addressing sewage & reticulation matters in Pauatahanui Village – and factoring this into the Council's 2012 Long Tern Plan. This will directly address the Council's own concern of preserving the quality of the Inlet, and avoid potential health risks.
4. Council & interested stakeholder agencies have stated their intent to retain the traffic calming measures on Grays Road on a permanent basis. Extending this to Paekakariki Hill Road (and potentially beyond) has met with mixed responses from the community - however, any road calming measures – be they education, signage, speed humps or speed restrictions, greater level of enforcement – or any combination of the these – ought to be investigated and their introduction encouraged. An 80 percent reduction in traffic incidents on Grays Road since traffic calming measures were introduced is no statistical aberration.
5. The Pauatahanui History Project is entering its last phase. A draft manuscript has been delivered by our commissioned author – Helen Reilly; and I'm led to believe it is an engrossing read and insight into the region's historical roots. I must make special mention of Sharon Evans – who has tirelessly driven the project with great passion and professionalism – with assistance from other well known local dignitaries! The group now has funding in place to be able to engage a publisher, and the manuscript is currently being edited in preparation for printing. We anticipate the book's publication and availability date in early 2013 – and we currently have pre-order interest of over 150+ books already. If you would like to register your interest in potentially procuring a copy – please don't hesitate in making yourself known to Christine Stanley, who is managing the History Group's order process at this time.(E-mail- christinestanley@xtra.co.nz) The History Project group has received great support from the likes of the Mana Community Grants Foundation (\$10,000 in 2010, \$4,000 in 2011 and a further \$5,000 this year), the Hutt Mana Community Trust (\$2,000 in 2009), Lion Foundation \$3,000, Pub Charity \$5,000, Lotteries Environment & Heritage committee \$5,000, the Porirua Historical Association (a loan of \$2,000), and many donations – including the donation of effort and expense in producing the maps for the book from NorthSouth GIS Limited – our resident multi-national Information Technology services company – who operate out of Whitby. Many thanks indeed. Further donations and/or pre-orders are still welcome – as it will assist in offsetting further promotional and shipping costs that will be incurred in the publication phase.

I will leave it to Christine Stanley, who I believe will be speaking on behalf of Sharon Evans - for a further update on the project.

Lastly, my sincere personal thanks to my colleagues on the PRA committee for their patience and support - and especially Alan Gray for his immense contribution in his role as Secretary. And I will add that without some of the passion and doggedness that comes from these Committee members and certain members of the public, we would be in a worse place.

Thank you for your time, and on behalf of the PRA, for your attention to community matters.

John Mazerier. Chair, Pauatahanui Residents Association

6. Update for the next stage of the Pauatahanui Village Plan-Jason Harvey-Wills, PCC: Jason spoke about the enhancement planned for the central shopping area including widening the pedestrian pathway north of the shopping area and linking it up to a new path in front of the general store along to Inlet Motors to allow unrestricted passage for pedestrians with prams etc. Jason said PCC expected a big increase in traffic through the Village in the next few years. Based on previous discussions it is proposed the parking space in front of the commercial area will be reconfigured to provide two new additional carparks, and new time limits on parking as follows-

- Restricted parking P180 on the roadside between the school entrance & the entrance to St Albans church. Currently people are parking all day in this area while car-pooling to work in the city.

- For the car parks in front of the commercial area, most of the parks as P30, except for the last four parks to the North to be allocated P5. The reason is that the dairy owners are very keen on P5 as the nature of their business is very quick customer turnaround, compared to the cafe where people would usually stay about half an hour. This parking hierarchy would allow for an alignment of park time to business type.
- A no stopping area to be imposed in front of the war memorial with the loss of one car park. .

The pedestrian crossing to be improved to remove the large 'dips' on the approach on either side. Remove the bench seats by the pedestrian crossing, install pavers & replace with picnic tables as this is proving a popular sunny area. Install a public notice board on the fence in front of the Rural Trading Post.

7. History project update –Sharon Evans [Presented by Christine Stanley] :

Progress

Helen Reilly, the author, made steady progress during the year, writing up the research material she and the members of the Pauatahanui History Group had compiled. The History Group and Ms Reilly also continued to collect illustrations, including photos, maps and drawings, and gained permission to publish from the owners. Towards the end of 2011 it was agreed that there was far more important material than could be fitted into the original 60,000 word format, and it was decided to increase the size of the book, and extend the time frame of Ms Reilly's contract. At the end of March 2012, the work was on target.

Fundraising

During the year the History Group organised a fundraising evening at which Sir Colin Meads was the speaker, and Kim Hill the MC. This raised several thousand dollars, which was supplemented by generous donations by History Group members, descendants of early settlers, and others.

Grants and sponsorship

The History Group was pleased to receive continuing support from the PRA. It also received a grant of \$5,000 from the Lotteries Environment and Heritage Committee, and \$4,000 from the Mana Community Grants Foundation. An important sponsor is NorthSouth GIS, a Whitby firm which is producing the new maps needed for the book.

Update

On 31 May 2012, Helen Reilly delivered the completed manuscript, on time and within budget. This would not have been possible without her professionalism, dedication to the project, and many extra hours of work.

The book consists of about 140,000 words and 250 illustrations. It is very well written, comprehensive, engaging and authoritative.

It contains:

Prologue

Part I – six chapters telling the story of Pauatahanui and Whitby chronologically from 1820 to 2012.

Part II – “The people of Pauatahanui”, telling the stories of 39 families and 7 individuals who lived in the area in the 19th and 20th centuries.

Appendix 1 - Parliamentary and local body representatives

Appendix 2 - Calendar of significant events for Pauatahanui and Whitby.

The History Group has hired a Publication Manager to produce the book, with publication likely in March 2013. Fundraising to cover the cost of printing and publishing is under way. The more provisional book orders we can secure, the easier our fundraising is. If we can show the philanthropic trusts we apply to that there is genuine interest in the publication, then we are likely to be assessed more favourably. The price of the book is estimated at around \$50 - \$60. At present we are looking for expressions of interest for possible purchase of the book.

If you do wish to place a provisional order for the book please contact Christine Stanley in any of the following ways: Email: christinestanley@xtra.co.nz

Postal: 325 Grays Road

Pauatahanui

RD1

Porirua 5381

Sharon Evans. Member, Pauatahanui History Group

7. **Financial statement – Diane Strugnell:** PRA operates 2 cheque accounts; a general one for the PRA, & one dedicated to funding for the Pauatahanui History project to account for fundraising from other sources. The PRA account showed a closing balance for the current financial year ending 31st March 2012 of \$1,964 versus \$1,580 for the previous year. For the History Project the balance was \$4,429 versus \$7,119 the previous year. Since then the Historian Helen Reilly has completed the manuscript & has been paid in full. Diane emphasised the importance of the Community supporting PRA with its subscription membership of \$20 per household to allow for the minimal operating expenses the PRA incurs and which enables its volunteers on the Management Committee to operate including circulating information to the whole Community & holding public meetings. Membership also is evidence that the PRA is supported & is representative of its local Community when presenting to other organizations. For the PRA itself the only source of funding is through subscriptions & a \$250 annual grant from PCC. The financial statement was approved: Moved: Beverley Wakem: Seconded Nicky Chapman.
8. **Election of Management Committee & Chair.** Bob Stott is standing down as he is leaving the area. Bob was thanked for his contribution. There were no new volunteers for the Committee which was otherwise unanimously re-elected with John Mazerier as Chair. Moved; Nicky Chapman: Seconded; Kay Middleton. Members of the Committee are –John Mazerier [Chair], Diane Strugnell [Treasurer], Alan Gray [Secretary], Ken McAdam, Kay Middleton, Mike Conroy, Anna Dellow & Nicky Chapman. There is one further vacancy for anybody interested.
9. **General Business:** Toni Gray spoke of the Riding for the Disabled [Wellington Branch] plans to relocate to Pauatahanui within the next year and thanked PRA for its support in this new venture. A new location has to be found for RDA's services as it has to move from its present location at Porirua Hospital as the land has been sold. Sites in the Pauatahanui area are currently being investigated that would provide about 20 acres [8 hectares] of land for a covered arena, supporting infrastructure & grazing for its horses.

The meeting concluded at 9.27 pm. Tea & Coffee were provided.

Nicky Chapman
Acting Chair
Pauatahanui Residents Association