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## **Submission on Porirua City's Proposed Long Term Plan 2021-51**

### **from Pauatahanui Residents Association [PRA]**

#### **1] General**

The proposed increases for Rural properties are not sustainable for many landowners. The increases brought in through previous processes (such as the Rating Proposal 2020) have not been effectively argued by Council including the reference to it being necessary to address roading.

When PRA noted that "it seems that rural ratepayers are being targeted as being too low in number to have an effective complaint" part of Council's response was "Relatively speaking rural ratepayers have a much stronger voice than other parts of our community – larger public meetings, more submissions etc" Surely this should not disadvantage us!! And we note that this so-called stronger voice does not appear to have had any impact going by previous submissions.

It is hard to avoid the impression that rural ratepayers are perceived as being affluent and better able to pay, as well as being lower in numbers so less able to mobilise and make an impact - despite the above comment from Council. Being lesser in number, the increases for rural ratepayers seem much more a matter of some kind of principle than genuinely required to address the rural ratepayer's share of public expenses or infrastructure repairs.

In addition the multiple requests for input from the community are confusing and contradictory. This can be seen by the questions ratepayers were asking Council. It is also hard to see whether ratepayers' input or previous information provided is even taken into consideration. The questions around the calculations of rural rates continue to crop up and we, as PRA, seem to be repeating ourselves as we see when we revisit our submission to the 2018-38 Proposed Long Term Plan (as appended).

We understand that Council is required to have a long-term plan and to refresh this (3-yearly). Council appears to be inconsistent in its forecasting - projecting spending but not taking into

account an increased rates take through both urban and rural development or the potential for new business/industrial areas within the city linked to Transmission Gully.

Council notes that it has factored growth in the city into the Long-term Plan at 1% per annum, taking this from the average of the last several years. But we know if the Proposed District Plan is adopted - and certainly the move to smaller lot sizes in the newly created Rural Residential Zone seems pretty certain - then using the average of the last several years is naive and bordering on disingenuous.

## **2] Investment in Infrastructure**

The need for investment in existing infrastructure servicing the urban and business areas particularly (due to many years of neglect) is obvious. However, at this time Council should, as any other business entity would, “cut its suit to fit its cloth” and put a temporary halt to all spending on the “nice to haves”, including updated feasibility studies and “investigations” until such time as maintenance expenditure is under control - 3 waters and roading in particular. These are the factors which make Porirua liveable, healthy and safe, and they should be Council’s core business. Claiming that Porirua is under-serviced by recreational facilities does not recognise the fact that many residents regularly use facilities in other Council districts. Porirua does not have to provide everything for everyone, in recreational terms, within the Porirua boundaries.

## **3] Roading**

Council has indicated that this Long-term Plan is very much an infrastructure plan and sees much more investment in 3 waters infrastructure. The health of the harbour is a top priority. We would argue that roading also needs to be a top priority.

The Road Safety Strategy is disappointing in its lack of acknowledgement of the role that the rural roads have - not just for residents but for through traffic - Grays Road, Paekakariki Hill Road and Moonshine Road. It also does not recognise that Porirua Council has responsibilities towards residents of roads connecting to SH58 which, thanks to its role in regional traffic, is becoming increasingly crowded and dangerous.

Being a specific and real safety concern, the PRA has included the Grays Road-Paekakariki Hill Road intersection in our submissions to the Annual and Long term Plans since 2016. We know that Council must balance all the roading needs but it seems to be particularly deaf when it comes to requests on road safety on the rural roads.

There also needs to be more transparency around the allocation of this funding through regular reporting. A rural roading budget needs to be separate from residential and other roading and reported on annually.

#### **4] Village Planning**

The Village Planning has been widely lauded and has been a way for communities to work together through the Residents Associations, giving strength to the coordinating role of Residents Associations. This programme has had a temporary hold put on it. It seems more appropriate to maintain this hold than to support the suggestion of a "new way" which seems more designed to splinter communities - is this the intent?

There is a place for a coordinated community approach. The figures put around this raise the question of whether there would be any spending equivalent. Residents associations would also have to engage with multiple individuals on Council which would be extremely inefficient and likely frustrating. From past experience it is also likely that background work would have to be repeated as Council staff leave and their replacements have to go over the same ground all over again.

We wish to be heard in support of this submission.

Yours sincerely'

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Chair  
Pauatahanui Residents Association

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23 April 2018

## **Submission on Porirua City's Draft Long Term Plan 2018-38**

### **from Pauatahanui Residents Association [PRA]**

#### **1] Village Planning**

- PRA strongly supports Council's continued commitment to "a great city and village experience" and sees ongoing support for the Village Planning programme as a way of achieving this.
- PRA notes that the projects that have been implemented to date have been well received by the local community and there is expressed interest in further projects
- PRA believes that the village planning has been of benefit to both Council and the community in providing a focus for effective communication between Council and residents
- PRA also notes that, in a rural area where there can be a perception of a lack of proportional rate income to services received, the Village Planning programme gives residents a sense of the 'value' of their rates, seeing some money invested back into improving the local environment
- PRA recommends that Council continues to provide adequate resourcing and support, both personnel and financial, to the Village Planning programme.

#### **2] Rooding**

- The provision of rural rooding is the area of Council infrastructure most vital to the rural community and PRA urges Council to ensure that there is an appropriate level of funding within infrastructure spending that acknowledges the importance of maintaining and upgrading the rural roads to ensure the safety of all rural road users
- PRA notes that there are already increased traffic flows through the village arising not just from the Transmission Gully Highway project but also as a result of other developments within Porirua such as the urban growth in Whitby. With further traffic increases likely, PRA recommends that Council supports ongoing monitoring of traffic through the Pauatahanui village and allows for any works necessary to ensure the safety of road users and pedestrians within the village.
- The upgrade and changes to the Pauatahanui School bus bay have been welcome and led to some improvement of traffic conditions within the Village. PRA is seeking ongoing Council

support for the roundabout at the intersection of Grays Road-Paekakariki Hill Road to provide a safer intersection and to enable the school bus to turn safely.

- Grays Road is a major arterial road and whilst its future use after the opening of Transmission Gully may be uncertain, the impacts of flooding and associated implications for users of Grays Road are still likely to be significant. PRA urges Council to consider improvements to Grays Road that would reduce flooding impacts and the number of road closures along this stretch of roading.
- PRA notes that some of Porirua's rural roads are used as "through roads", including Grays Road, Paekakariki Hill Road and Moonshine Road, with significant increases in traffic numbers on occasions when the State Highways (1, 2 and 58) are closed due to accidents. There is also the likelihood of increases in through traffic along Moonshine Road when the intended upgrade of SH58 occurs.
- PRA also notes that the rural roads are well used by cyclists and horse riders and that the safety of these and other recreational users of the roads is also important

### **3] Porirua Harbour & Catchments**

- PRA supports Council's strategic planning that provides for a healthy harbour and catchment.
- PRA acknowledges that there will be implications for land management within the rural area with the implementation of Greater Wellington Regional Council's Natural Resources Plan and the Te Awarua o Porirua Whaitua Implementation Plan.
- PRA recommends that Council considers initiatives that encourage rural land management practices that support harbour health such as financial support for riparian planting by landowners in the rural catchment area.

### **4] Stormwater & wastewater**

- Council has indicated that it is planning wastewater and stormwater upgrades to mitigate the risks associated with "the ability of our water infrastructure to cope with flood events will only be exacerbated by climate change."
- PRA urges Council to not only consider wastewater and stormwater planning in the urban zone but also in the rural zone areas of Pauatahanui Village and Motukaraka Point.
- In recent high rainfall events there has been significant flooding in the Village. The effects of climate change such as coastal inundation increase the likelihood of these events and their effects
- The concentration of septic tanks in the confined area of Motukaraka Point poses some risks to the health of the harbour. For some time there has been discussion on the possibility of providing a sewerage scheme for the community at Motukaraka Point and PRA understands that land was set aside for this purpose. PRA also understands that there has been some discussion in Council re selling this land as part of "consolidating the Council property portfolio". Council should retain any land for the purpose of a sewerage system and include such a system in its long term planning

## **5] Village Parking**

- The lack of adequate parking in Pauatahanui Village has been an ongoing issue.
- One possible solution would be to make improvements to the Lighthouse car park.
- Another option would be to improve access to Whitby via the underpass. PRA acknowledges that these options may need to wait until the Transmission Gully works are complete but would like Council to make some provision for improving Village Parking

## **6] Walking/bridle paths and cycleways**

- Through the recent community survey undertaken by PRA, the possibility was put forward of providing walking/bridle path and cycleways between the Village and Battle Hill Farm Forest Park and the Village to Moonshine Road.
- Council has identified “maximising the opportunities presented by Transmission Gully Motorway” and PRA would encourage Council to consider the opportunities and benefits to Porirua that could be gained through the provision of walking/bridle paths and cycleways in the rural zone.

## **7] Future Development including Lanes Flat & Transmission Gully**

- PRA notes that, although not included in this Long Term Plan, it has been stated that it is likely that, once the Transmission Gully Highway is completed, the ownership of parts of State Highway 58 will be transferred to Council.
- The Pauatahanui-Judgeford Structure Plan, adopted by Council in November 2012, noted as a key feature “Options for future development at Lanes Flat once construction of Transmission Gully Motorway is completed.” It also stated that “any new development needs to take into account the aspirations of the local community and be of a type and intensity that is appropriate for the area.”
- PRA would like to reiterate that the local Pauatahanui Community continues to maintain a strong interest in working with the Council over the future of this and other areas identified for growth within the Pauatahanui area.
- PRA is aware that Council wishes to attract more people to Porirua to live and work, to conduct business and for recreational purposes, expanding on some existing ventures and also promoting new ones. It is important to the Pauatahanui community that any initiatives and/or developments acknowledge the unique environment in and around Pauatahanui and that this is managed carefully to ensure that the local assets like the Inlet, the Wildlife Reserve, Te Aro Piko, and the village itself, retain their special characteristics.

We wish to be heard in support of this submission.

Yours sincerely'

Ken McAdam  
Chair  
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