

**Before the Hearings Panel
At Porirua City Council**

Under Schedule 1 of the Resource Management Act 1991

In the matter of the Proposed Porirua District Plan

Between **Various**

Submitters

And **Porirua City Council**

Respondent

**Variation 1 to the Porirua Proposed District Plan and Plan Change 19 to the
Operative District Plan – Michael David Rachlin on behalf of Porirua City
Addendum to Right of Reply**

Council Date: 12th May 2023

INTRODUCTION:

1 My full name is Michael David Rachlin. I am employed as a Principal Policy Planner for Porirua City Council.

2 I have read the evidence and tabled statements provided by submitters relevant to the Section 42A Report – Overarching, Section 42A Report - Residential Zones, Planning Maps, and General Topics, and Section 42A Report - Commercial Zones and General Industrial Zone.

3 I have prepared this addendum to the Council reply on behalf of the Porirua City Council (Council), dated 28th April 2023, in respect of matters raised through Hearing Stream 7.

4 Specifically, this statement of evidence relates to the matters identified in Minute 62 arising from the Plimmerton Residents Association submitter statement.

5 I am authorised to provide this evidence on behalf of the Council.

QUALIFICATIONS, EXPERIENCE AND CODE OF CONDUCT

6 Appendix C of my section 42A reports sets out my qualifications and experience.

7 I confirm that I am continuing to abide by the Code of Conduct for Expert Witnesses set out in the Environment Court's Practice Note 2023.

SCOPE OF REPLY

8 This addendum to the Council reply dated 28th April 2023 specifically addresses Minute 62 in relation to mapping matters raised in the submitter statement lodged by the Plimmerton Residents Association (PRA).

Mapping matters identified by Plimmerton Residents Association

9 The Council reply dated 28th April 2023, addressed the issue raised in relation to the changes being made at Plimmerton train station and I do not intend to repeat that discussion here. Instead, I will focus on the mapping matters raised in relation to the High Density Residential Zone at Plimmerton.

10 **Use of Walkways:** I firstly address the PRA's concerns that the pedestrian routes used as part of the boundary setting for the HRZ included three walkways at:

- Lagden Street – Taupō Crescent
- Taupō Crescent – Pope Street
- Lagden Street – Mervyn Place

11 In my opinion it is appropriate to recognise these walkways as legitimate parts of the transport network for the area. They provide pedestrian accessibility through the area and were presumably developed for this purpose. In common with other parts of the transport system, they have limitations in terms of who might be able to use them, but this does not negate their role. For example, those able to drive is also limited¹ but this does not discount car use from being considered part of the transport network.

12 As urban areas change there will be a need to manage and upgrade the transport network and associated assets to respond to these changes. This could include upgrades to lighting and the management of vegetation adjacent to roads and walkways, as well as improvements such as to the level of service on the Kapiti railway line. These are all

¹ For example, due to age, medical conditions, or by choice.

needed as a package of transport network upgrades and improvements to support the changing urban built environment.

- 13 I acknowledge that the walkways are not able to be used by everyone but in my opinion, this should not be a reason to preclude the ability to intensify the area by way of an apartment building, as enabled by the HRZ-High Density Residential Zone, rather than through detached housing². As with other types of development, I consider that there will be a degree of self-regulation as people choose to live in areas that meet their requirements in terms of accessibility to services, amenities, and housing typology. This might mean excluding an apartment served by a steep walkway, in the same way that a person might exclude a detached house in the same location.
- 14 **Measured distances:** I disagree with the PRA that these walkways should be excluded from the pedestrian network used to define the HRZ at Plimmerton/Camborne. As such I do not agree with the measured distances provided by the PRA which exclude the walkways from their measurements. I discuss the PRA measurements further below.
- 15 **Distances from Plimmerton train station:** Below is a map showing the entry/exit points for the train station. As identified in Appendix H to the Section 32 Evaluation Report Part B: Urban intensification – MDRS and NPS-UD Policy 3, the Council measured distances from the entry/exit points to the train station. This is recommended by the Ministry for the Environment in their guidance, *Understanding and implementing intensification provisions for the National Policy Statement on Urban Development*.

² Under Rule D3.1.1 of the ODP, multiple detached houses could be erected in the Suburban Zone on a site as a permitted activity subject to meeting all permitted activity standards



16 The four properties identified by the PRA for measurement from the train station are served by the southern entry/exit point. Based on the Council’s methodology including the walkways discussed above, the distances to these properties are as follows:

	PRA measured distance	PCC measured distance
14 Taupō Crescent	1km	670m
11 Lagden Street	1.2km	730m
6 Mervyn Place	1km	800m
4 Arapawa Place	900m	670m

17 The Council's walkable catchment used an 800m walking distance from the nearest train station as part of its methodology.

18 **Distance from Primary School:** The PRA have assumed only Plimmerton School in their measurements. The Council methodology also included St Theresa's Catholic School, which is an integrated school. The Hearing Panel may recall that a similar issue was raised by a submitter in relation to St Pius school in Titahi Bay³. In my Officer's Report: Part B – Residential Zones, Planning Maps and General Topics⁴ I made the following assessment in relation to Mr Warburton's submission on the inclusion of St Pius primary school:

In my opinion, zoning and precincts determine development patterns over the long term and as such they need to be considered in this context. St Pius primary school represents a long-term physical resource within this urban environment. While the school's current admissions policy gives preference to Catholic children, this may change over time, but it is unlikely that the school will close or move.

19 In my opinion, this is similar to the situation in Plimmerton in relation to St Theresa's Catholic School. St Teresa's also gives preference to catholic children, but their current enrolment policy allows for 5% of its roll as non-preference⁵. All the properties identified by the PRA are within a 1200m walking distance of the two primary schools in Plimmerton.

20 **Supermarket:** The PRA have only used the supermarket at Mana⁶ in their Google estimated walking times. The Council used this existing supermarket but also took into account the supermarket proposed as part of the Plimmerton Farm development, enabled by the PFZ Plimmerton Farm Zone in the ODP. This includes the Plimmerton Farm

³ Brian Warburton [OS64.7]

⁴ See paragraph 152

⁵ School's website, Enrolling Your Child at St Theresa's

⁶ New World

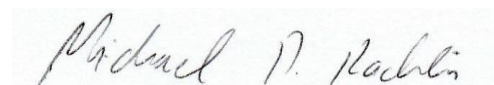
Commercial Centre which makes provision for a single supermarket. Under Rule PA^{PFZ}-R13, the Plimmerton Farm Commercial Centre buildings and activities are a restricted discretionary activity.

21 I consider it appropriate that the planned urban built environment for Plimmerton should include the operative Plimmerton Farm Zone and associated commercial centre. While the zone and associated commercial centre are still to be developed, they represent a future “fact on the ground” and are a part of the future built environment that weighs in favour of upzoning of complying areas. The zonings and precincts of the PDP determine development patterns over the long term and as such they need to be considered in this context including planned changes to the urban environment.

22 In relation to the New World supermarket at Mana, only 14 Taupō Crescent would be within a 1200m walking distance. All the other properties listed in the PRA’s commentary would be beyond this distance.

23 **RVA and Ryman Healthcare:** I wish to acknowledge and thank the submitters for their invitation to undertake a site visit of a retirement village. As with the members of the Hearing Panel I am familiar with them through professional contacts and visits to family friends, both in New Zealand and the UK, where I worked for over 15 years in the equivalent of resource consents including as team leader and Principal Planner.

Date: 12th May 2023



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