

Independent Panel on PCC District Plan

My name is David Verrinder and this is my colleague John Meeuwsen. We are respectively Chair and a committee member of the Plimmerton Residents Association.

We wish to speak to the PRA's submission regarding HIV 1 and PC19. [Reference OS79]. This submission reflects the fact that we extensively promoted an opportunity for our residents to submit on these matters through our many channels of communications. There was a significant response from our community as a result.

While our submission raises a number of issues, we are here today to emphasise 2 key concerns we raised:-

1. that it would be injudicious to enable, as of right via the Porirua District Plan, greater residential intensification of properties that are coastal, flood prone or geologically unstable in Plimmerton and Camborne and
2. that care should be taken about applying the 800 metre 'walkability zone' without due regard to topography and other hazards

Our submission today remains consistent with the submission the PRA made on the proposed District Plan in 2020. It is determinedly NOT designed to take a 'NIMBY' approach as we have no mandate to argue against intensification where it makes sense provided there is due regard to ensuring there is adequate infrastructure.

Areas in and around Plimmerton and Camborne have in recent times been on the receiving end of flooding and landslides during inclement weather events – see our photos 1 - 4. Land from high up in Mo Street, Camborne has slipped into the electricity sub- station, the street, and storm water drains in James Street where severe flooding has occurred several times in recent times (latest 2022). The flooding shown in the photos occurred when the water reached the Plimmerton Roundabout from James Street. This linked with the Taupo Stream that flooded the Plimmerton Domain, the train park and ride area and the pedestrian access through the tunnel linking Plimmerton Domain's bus stop to the station and Plimmerton Village. This flood also cut off the routes North and South on State Highway 59 to all traffic for a time.

The area is showing significant instability and infrastructure hazards for example in places. Photo 5 (Wellington Water's own modelling of a 1 in 100 year event) shows us that both Lagden Street and Taupo Crescent are likely to become rivers that will drain towards Grays Road and SH 59 if circumstances like Cyclone Gabriel present themselves in future.

The Plimmerton coastal zone, including South Beach Road, Steyne Avenue, School Road, Sunset Parade and Moana Road, already experience seawall and infrastructure breaches regularly. Motuhara Road has land instability issues - see photo 6 - and in Karehana Bay's Airlie and Cluny Roads there has been repeated flooding and, in 2022, a major landslide. Karehana Park is regularly inundated and there is a large pump permanently placed on the foreshore to reduce the risk of flooding homes.

Property damage on the scale already experienced has meant devastating outcomes to some residents in recent times. Coastal and low-lying properties are vulnerable enough at present to climate change, the resulting sea level rise and increasing wave action from storms and other natural hazards such as tsunamis without putting more in harm's way! See photo 7.

We expect increasing vulnerability to come. In addition to sea level rise we are also seeing coastal subsidence. The 'Seairise. NZ' website notes that rates of subsidence in the Wellington region are between 2 and 6 mm per year and that this is up to 2 times the rate of global sea level rise photo 8. The site notes that ...QUOTE... the impacts of local sea-level rise will [therefore] be felt much sooner, and adaptation measures are required today."

On the question of 'walkability', we note that access from some locations in Plimmerton and Camborne already prove challenging to those who do not have access to their own transport. An example being both Lagden St and Taupō Cres which have already been subject to land instability in severe weather events. Access points from some locations in Camborne (for example Lagden St) already prove challenging to existing residents such as people using pushchairs, carrying their groceries and/ or other goods, people with mobility issue etc., are often challenged by steep topography. Walking downhill to the station might be fine but returning proves exhausting for some if it involves a steep hill. 800 metres as the crow flies is not the same if it includes making use of between 100 – 200 steps en-route or you need get to the correct road crossing area in order to reach access to the station or shops see photo 9.

We invited officers to do a walkabout to demonstrate this issue but the offer was not taken up.

That's all I have to say before any questions so I will ask my colleague to sum up.....

Thank you David.

Congratulations, members of the panel. You will be among the first cohort of Commissioners who are likely to be reappointed for exercising a truly risk-averse independence in the wake of all of the recent manifestations of climate change now apparent. Each of you now has the social licence to depart from what can be construed as the letter of the law.

Already the mainstream media is questioning and ridiculing recent planning decisions which have the effect of licensing building of any kind, let alone intensive development, over coastal, flood- prone or unstable land.

The Section 42A reports prepared for you by the technocrats largely predate Cyclone Gabrielle – and it shows. They reflect the massive body of custom and practice that has been built up around local authorities' spatial planning processes over the past 30 years. They are dismissive of many submissions, which they often hold to be self-

interested. Even the language they use such as "Rejected" or "Partially accepted" is demeaning to those not 'experts' in this arcane field. The requirement of most technical experts for incontrovertible proof in support of submissions is another manifestation of a 'we know best' attitude.

Recent experience has shown the law to be contrary to common sense in respect of spatial planning. If you are advised that your decision making is constrained by the current letter of the law, please ensure that any views you hold that depart from those constraints are known to the public you serve so we can better promote change in the rules.

In summary, we ask that you apply a principle to any relevant risk related lines on maps - that is a principle of 'If in doubt, push them out'!

Thank you for your consideration of our views.