

MEMORANDUM

To: Panel for the Proposed District Plan and Variation 1 / Plan Change 19
c/- Jack Marshall PCC

From: Plimmerton Residents' Association Inc.

Thank you for forwarding Urban Design Memorandum 20 (UDM 20) from Graeme McIndoe of McIndoe Urban Ltd, dated 9 June 2022, as recommended by Commissioner Robinson.

We were previously unaware of this memo, and we thank Commissioner Robinson for alerting us to it.

We understand that this memo outlines the process and parameters used to locate potential higher density zones in Porirua over the base condition of MRZ.

We believe this memo strengthens our case for excluding some streets in Plimmerton and Camborne from HRZ and we feel the panel should be aware of this before finalising their decisions.

We refer to the section, "Parameters for HRZ zones" in Mr McIndoe's memo, and query the accuracy of the assumptions made by planners regarding certain streets as they seem to fall outside the stated distance criteria.

We wonder if this is because assumptions have been made about the use of walkways (rather than roads).

Mr McIndoe notes "Walkways that are through intensively vegetated park areas and which therefore won't provide safe and attractive 24/7 access are excluded."

We reiterate points made in our submission and at the Stream 7 Hearing regarding the walkways linking Camborne and Plimmerton.

- Lagden Street - Taupō Crescent 129 steps, crosses reserve land, poorly lit
- Taupō Crescent - Pope St 143 steps and steep ramp section
- Lagden Street - Mervyn Place, 20+ steps, crosses reserve land through vegetation, poorly lit.

These walkways are not usable by parents with strollers, kids on bikes or scooters, people with mobility issues, people carrying heavy shopping bags, shopping trundlers or other luggage. They are poorly lit, isolated and feel unsafe at night.

We do not believe they meet Mr McIndoe's criteria of "safe attractive 24/7 access" so should be excluded from the calculations of walking distances.

Our estimates as they relate to distances to the three key amenities of railway station, school and supermarket follow:

1. Railway Station 800m, 10-12 minute walk

Mr McIndoe (and the panel) may be unaware of the impact of major changes being made at Plimmerton Station, with a third platform being added. The access across the tracks to the east at the south end of the platform (by PD Garage) has been permanently closed.

This affects the walking routes and distances to/from the eastern (Camborne) side of the railway.

While access to the new third platform will eventually be reinstated near the PD Garage for travel in a south bound direction, the access across the tracks will not be. The effect is that anyone arriving on the northbound platform (from Porirua or Wellington) wishing to cross the tracks to the eastern (SH59) side must either exit the station via the Plimmerton Station Underpass or via the southern platform exit to Steyne Avenue and then to Steyne Avenue level crossing, and anyone leaving from the northbound platform towards Waikanae will need to enter the station via either of these two routes.

We noted this issue in our meeting with PCC planner Michael Rachlin on 22 April 2022 and again in our preliminary DP variation input document sent to the planning team in May 2022. We also referred to station access as an issue in our submission on Variation 1. We do not know if this information was fed into the GIS mapping process to assess HRZ distance to station but we suspect not.

Our estimated distances below show the walking distances using either of the two possible routes. All are in excess of the 800m walkable catchment. Google estimated walking times are in uphill direction.

Distance to/from Plimmerton Railway Station:

(1) From: Plimmerton Station Underpass entrance via SH59

To:

14 Taupō Crescent	1 km	(Google estimate 14 minutes walk)
11 Lagden St	1.2 km	(Google estimate 18 minutes walk)
6 Mervyn Place	1.1 km	(Google estimate 16 minutes walk)
4 Arapawa Place	0.9 km	

(2) From: Plimmerton Station Steyne Ave access (south) via Steyne Ave level crossing

To:

14 Taupō Crescent	0.9 km	(Google estimate 14 minutes walk)
11 Lagden St	1.2 km	(Google estimate 17 minutes walk)
6 Mervyn Place	1.0 km	(Google estimate 15 minutes walk)
4 Arapawa Place	0.9 km	(Google estimate 14 minutes walk)

2. Primary School 1000m, 10-12 minute walk

We assume this refers to a state primary school rather than private, state integrated or special character schools.

The local state school is Plimmerton School.

All distances measured by ourselves are in excess of the 1000m parameter. Google estimated walking times are in uphill direction.

Distance from Plimmerton School, School Rd:

To:

14 Taupō Crescent	1.4 km	(Google estimate 20 minutes walk*)
11 Lagden St	1.7 km	(Google estimate 24 minutes walk*)
6 Mervyn Place	1.6 km	(Google estimate 20 minutes walk*)
4 Arapawa Place	1.5 km	(Google estimate 19 minutes walk*)
102 Pope St	1.2 km	(Google estimate 17 minutes walk)

(*via Grays Rd/SH59/Plimmerton Station Underpass)

3. Supermarket 1,200m

Mr McIndoe clearly differentiates between “local convenience stores” and a “local supermarket”.

We therefore assume the local supermarket as being New World, Mana Esplanade.

All distances below are in excess of the 1200m parameter.

Distance to/from New World Supermarket, Mana Esplanade:

From:

14 Taupō Crescent	1.4 kms * (via Grays Rd)
11 Lagden St	1.7kms * (via Grays Rd)
6 Mervyn Place	1.6 kms
4 Arapawa Place	1.5 kms
6 Moana Rd	1.8 kms
29 Motuhara Rd	1.6 kms

** We discount using the walkway between Taupō Cres and Pope Street as this is a steep stairway (as noted above) which does not connect with a safe crossing point across four lanes of traffic on SH59, forcing any pedestrians to make a 300-400m detour via the Steyne Avenue lights.*

Topography

Mr McIndoe also refers to the need to recognise “the often steep and varied terrain and steep streets of much of Porirua City” and the “route gradient impacts on ease of pedestrian access and the willingness of (and potential for) many people to walk to their destination.”

We do not believe the planning team have taken into account the very steep gradients in this area, in particular the rise up Grays Road to Arapawa, Mervyn, and Lagden streets, and the steepness of Taupō Crescent, Pope Street and Motuhara Rd.

Site visit

We have suggested to PCC planning team on multiple occasions (Michael Rachlin 22 April 2022, PRA DP Variation Input May 2022, PRA submission on Var 1 and PC19 (September 2022)) that they meet us on site to walk the route and check distances and gradients. None of these invitations have been taken up.

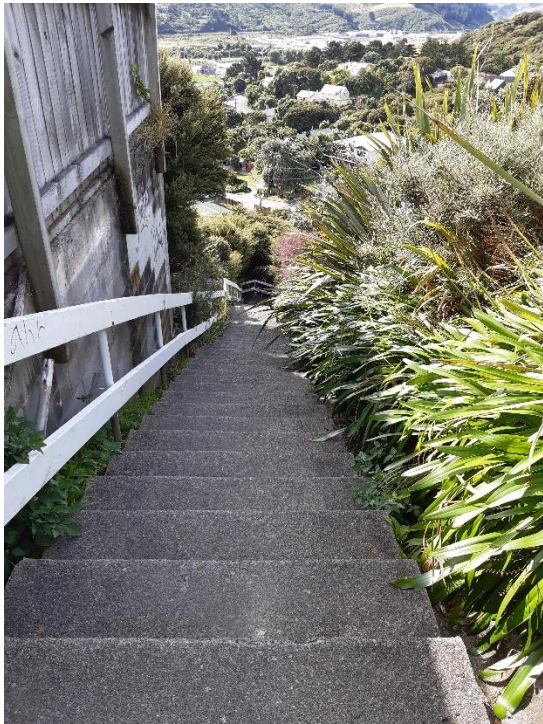
We ask that the panel request that the PCC planning team make an onsite visit to reassess the walkability criteria used for Lagden Street, Mervyn Place, Arapawa Place, Grays Rd, Taupō Crescent, Pope St, Moana Road, Motuhara Rd) and that this reassessment includes walking the routes between the key amenities of railway station, state primary school and supermarket.

In closing, we repeat our view that the HRZ zoning be lifted from the streets mentioned above for the reasons outlined, and respectfully ask the panel to consider this additional information in its deliberations.

David Verrinder
Chair, Plimmerton Residents' Association
2 April 2023

Walkway photos:

Lagden- Taupō Crescent



Taupō Cres - Pope St



Lagden-Mervyn

