

Proposed Natural Resources Plan:

Submitter:

**Linda Katherine Dale and Melis  
Leonard van de Werken**

Submitter Number:

**S92**



**Form 5: Submission on the Proposed Natural Resources Plan for the Wellington Region**  
 This is a submission on the Proposed Natural Resources Plan for the Wellington Region pursuant to  
 Clause 6 of Schedule 1, Resource Management Act 1991



To: Freepost 3156  
 Wellington Regional Council  
 PO Box 11646  
 Wellington 6142

Or email: regionalplan@gw.govt.nz

**Your details**

Full name: Linda Katherine Dale and Melis Leonard van de Werken

Organisation name: (If applicable)

Address for Service: 51 Seaview Rd, Paremata, Porirua 5024

Telephone no's: Work: 021 029 74051 Home: 021 029 74051 Cell: 021 029 74051

Contact person: \_\_\_\_\_

Address and telephone no (if different from above): \_\_\_\_\_

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Email address: linda.and.milo@gmail.com

**Trade competition**

I/we could not gain an advantage in trade competition through this submission. [Go straight to **Your Submission**]

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**Your submission**

The specific provisions of the Proposed Natural Resources Plan that this submission relates to are:

The specific provision of the Proposed Natural Resources Plan that my submission relates to is (please specify the provision/ section number): Schedule A3: Wetlands with outstanding indigenous biodiversity values	My submission on this provision is: →	<input type="checkbox"/> support the provision <input checked="" type="checkbox"/> oppose the provision <input checked="" type="checkbox"/> wish to have the specific provision amended
	Reasons for my submission: →	We object to the inclusion of the entirety of the Pauatahanui inlet in Schedule A3: as a Wetland with outstanding indigenous biodiversity values . This classification does not seem to be appropriate for the most seaward end of the inlet which has longstanding suburban housing, as well as recreational areas used for eg dog walking and waterskiing neither of which indicates / fits well with an area with this classification. The indigenous biodiversity in this area seems little different to the Porirua harbour arm of the inlet which does not have this classification.

		<p>If the area included in this schedule was to begin inland of the Seaview rd peninsula and the water ski club / area at Greys rd it would still be including and protecting (with a buffer zone) the true 'wetlands' area (as opposed to the tidal flats ) and excluding the more 'built up' areas which have a (in New Zealand terms) long history of habitation.</p> <p>Those of us who live in this area are generally conscious of the fragility of our environment and do our best to protect it. This plan does not do anything to stop some of the biggest risks to indigenous biodiversity (careless people, dogs and traffic on the road around the inlet).</p> <p>Alienating the very people who are both most able to protect (and also most able to damage) this environment by making their existing and longstanding day to day living more complex and expensive does not seem to further the intentions of this plan.</p>
	I seek the following decision from WRC (give precise details): →	To amend the area included in Schedule A3 under the title of Pauatahanui Tidal flats to begin at a line between points on the shore inland of the Seaview rd peninsula and the water ski club / area at Greys rd (or similar).

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<p>The specific provision of the Proposed Natural Resources Plan that my submission relates to is (please specify the provision/ section number): Section 5.2.3 Rule 48 (a)</p>	<p>My submission on this provision is: →</p>	<input type="checkbox"/> support the provision <input type="checkbox"/> oppose the provision <input checked="" type="checkbox"/> wish to have the specific provision amended
	<p>Reasons for my submission: →</p>	<p>The inclusion of the whole of the Pauatahanui inlet in Schedule A3 means this provision will affect a large number of households in Seaview Rd. These are existing properties which have been here many years. Many households in Seaview Rd lie below the road level and therefore have no possibility to connect to any local body stormwater (which in any case also drains into a body of water covered in schedule A).</p> <p>It seems unduly onerous to make existing households subject to the need to obtain resource consent in order to continue an activity, (drain stormwater) which does not in itself seem to have negative impacts, in the way they have already doing for years.</p> <p>Even for a discretionary activity obtaining consent can be time consuming, expensive and ongoing.</p>
	<p>I seek the following decision from WRC (give precise details):</p>	<p>Either</p> <p>1/ remove exception (a) from the rule / section.</p> <p>OR</p> <p>2/ To amend the area included in Schedule A3 under the title of Pauatahanui Tidal flats to begin at a line between points on the shore inland of the Seaview rd peninsula and the water ski club / area at Greys rd (or similar).</p> <p>OR</p> <p>3/ Exempt / exclude properties / private stormwater outlets existing at the date of inception of the plan from the provisions of point (a) of this rule</p>

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<p>The specific provision of the Proposed Natural Resources Plan that my submission relates to is (please specify the provision/ section number): Rule 109 (a)</p>	<p>My submission on this provision is: →</p>	<input type="checkbox"/> support the provision <input type="checkbox"/> oppose the provision <input checked="" type="checkbox"/> wish to have the specific provision amended
	<p>Reasons for my submission: →</p>	<p>The inclusion of the whole of the Pauatahanui inlet in Schedule A3 means this provision will affect the existing boatsheds and jetties at Cambourne, Paremata boating club and around the Seaview Rd peninsula. Some of these are included in Schedule E2 as having significant Historical Heritage value and the reasons for including these in that schedule could generally be said to apply to the other boatsheds in the area as well .</p> <p>Strict application of this rule as it applies to maintenance and repair of these structures could lead to owners needing resource consent every time they need to replace a rusty bolt or nail.</p> <p>Even when not taken to such extremes, in general obtaining consent (even for a discretionary activity) can be</p>

		time consuming, expensive and ongoing. Apart for being unduly onerous to the owners / leaseholders the nett effect could well be to discourage maintenance of these structures, which would seem contrary to the Policies of this plan.
	I seek the following decision from WRC (give precise details): →	Either 1/ To amend the area included in Scedule A3 under the title of Pauatahanui Tidal flats to begin at a line between points on the shore inland of the Seaview rd peninsula and the water ski club / area at Greys rd (or similar) OR 2/ Remove the words 'Maintenance, Repair' from Rule 109 (a)

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	Reasons for my submission: →	
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If others make a similar submission, I will consider presenting a joint case with them at a hearing.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

[Person making submission or person authorised to sign on behalf of person making submission. NB. Not required if making an electronic submission]

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**Your submission**

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The specific provision of the Proposed Natural Resources Plan that my submission relates to is (please specify the provision/ section number): Rule R198: Motor vehicles inside sites of significance – non-complying activity	My submission on this provision is: →	<input type="checkbox"/> I support the provision <input type="checkbox"/> I oppose the provision <input checked="" type="checkbox"/> I wish to have the specific provision amended
	Reasons for my submission: →	Our understanding is that if the Proposed Natural Resources Plan (PNRP) is adopted in its present form the use of vehicles to access our properties will change from a restricted discretionary activity to a non-complying/ prohibited activity.  We seek to retain the existing restricted discretionary activity status with regard to vehicle access to beach front properties (like ours) in

	<p>our area, as we have no suitable/safe access from the street for this purpose.</p> <p>Our house has been here since at least the 1950's and was most likely built using the beach access. We know that major changes to the property in the past have definitely involved vehicle access along the beach.</p> <p>From the end of our driveway there is a steep hillside down to our house – access is either via steps and a zig-zag path or a domestic cable car. Given current building and health and safety standards it is difficult to imagine that significant building/repair/renovation work could be done on our house using only this access.</p> <p>Even getting bulky items and large quantities of garden waste is difficult using this access and will become more so as we age, and the readiness of tradespeople to work with an access like ours decreases.</p> <p>We understand the cost of a consent under the existing restricted discretionary activity is typically \$850 to \$1200. The consent includes specific conditions designed to protect the beach environment and minimise disturbance to residents. We are advised that under the PNRP it will be much more difficult to obtain a consent and will likely require the use of expert witnesses, the presentation of evidence and will cost over \$10,000.</p> <p>The unreasonably onerous requirements of the proposed change, along with the uncertainty associated with being granted a consent at all, will effectively deny us the beach vehicle access currently possible. As mentioned above we have no possible vehicle access from the street.</p> <p>This in turn will have a significant and unnecessary impact on our ability to carry out accepted (infrequent) residential activities such as the delivery of firewood, heavy furniture, appliances etc, the ability to carry out building maintenance and improvements and the ability to remove waste material.</p> <p>For at least 75 years the Golden Gate beach front has been a residential area made possible by vehicle access along the beach. The maintenance of existing buildings relies on continued vehicle access. To effectively remove the ability for us to maintain our home will have a significant impact on us.</p> <p>The existing requirement to obtain a consent for vehicle access to beach front properties as a restricted discretionary activity means this is not something we would undertake lightly or on a regular basis.</p> <p>We understand that the existing consent provisions are generally bound by conditions such as the area of the beach that can be used, the state of the tide, the time of day, keeping of vehicle trip logs etc and allow for monitoring of effects of the activity by Council staff.</p> <p>Therefore we consider that the existing requirements provide a reasonable balance between safeguarding the environment and allowing us to continue to live in and maintain our home.</p>
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	<p>I seek the following decision from WRC (give precise details): →</p>	<p>We seek to amend Rule 198 of the Proposed NRP to be a discretionary activity for the Golden Gate Peninsula including Browns Bay and Ivey Bay. That is, retain the existing provisions for this area.</p>
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The specific provision of the Proposed Natural Resources Plan that my submission relates to is (please specify the provision/ section number): Rule R197 Motor vehicles for certain purposes - permitted activity	My submission on this provision is: →	<input type="checkbox"/> I support the provision <input type="checkbox"/> I oppose the provision <input checked="" type="checkbox"/> I wish to have the specific provision amended
	Reasons for my submission: →	<p>We notice that Rule 197 (d) relating to the maintenance and upgrade of infrastructure, relates only to 'regionally significant' infrastructure. The sewage and electricity for several properties in Seaview Rd run under and along the foreshore however as they do not serve large numbers of properties so are unlikely to be classed as regionally significant..</p> <p>For much of this infrastructure the only practical vehicle access (allowing for maintenance and repair) is along the beach, based on rule R198 this would become a non-complying activity.</p> <p>We think that the supply of electricity and sewage to our homes, and therefore the ability to easily maintain the infrastructure that provides it, should not be hampered. Having working electricity and sewage to our homes is an expected standard of living in New Zealand. Limiting the allowance for permitted vehicle access to only be for regionally significant infrastructure could well mean part of our electricity and sewage infrastructure is not well maintained and cannot be quickly repaired.</p> <p>We also note that the sewage systems under the foreshore are a potential risk to the very environment these rules are designed to protect and would think that maintenance and repair of these systems should be encouraged, not made more difficult.</p>
	I seek the following decision from WRC (give precise details): →	<p>Rule R197 (d) be amended to remove the words regionally significant</p> <p>OR</p> <p>An additional provision be made under rule 197 to ensure that motor vehicles are permitted in the coastal area for the maintenance and operation of existing infrastructure .</p>

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