

ACG Properties Limited - “**Punakaiki Wild**”

Submission on the Resource Consent Application for "Punakaiki Wild" Luxury Lodge and Visitor Accommodation at 4663 State Highway 6 [SHW 6], Te Miko, Punakaiki (Applicant: ACG Properties Ltd).

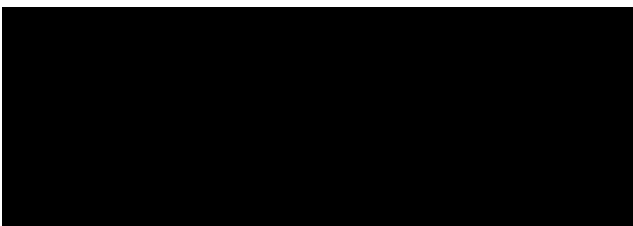
**To the Buller District Council Planning Department,**

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Westport, 7866

Email: [planning@bdc.govt.nz](mailto:planning@bdc.govt.nz)

**From: Richard Arlidge**



9 June 2025

**I wish to be heard in support of this submission.**

I am writing to express my concerns regarding the resource consent application by ACG Properties Ltd. I have owned our property at 1 Hartmount Place since 1980. I have a keen interest in the flora and fauna of this area. I have worked in the tourism industry having been the co-owner and operator of the Nikau Palms Café. I currently undertake stargazing trips - <https://nzastronomy.co.nz/operators/stargazing-punakaiki>.

I am one of the Civil Defence coordinators for Punakaiki.

**I am neutral**

**My concerns are:**

The scale of the proposed lodge and multiple cabins, along with associated infrastructure, will visually dominate the natural landscape, diminishing the scenic amenity that attracts visitors to Punakaiki and the Coast Road.

## **Comment**

2.2, p.11

*“It has been recognised that Punakaiki has a severe lack of visitor accommodation offerings, particularly in the luxury market ...”*

There is no reference as to what informs this statement/opinion. Punakaiki has a wide range of visitor accommodation offerings from camping to four-star comfort. In total there are currently 800 beds available in the greater Punakaiki area. The proposed addition of fifteen units 30-40 people will make a small addition to what is on offer. There are currently four eating establishments offering a narrow range of over-priced mediocrity.

## **Transport Assessment by Carriageway Consulting**

3.1.1

The speed limit on this section of SHW 6 is 100 km per hour and when travelling from the north to the south the road is descending towards Punakaiki. Assuming the average speed of 70km/hr is NOT a reasonable assumption. If the road is widened and sight lines increased (as proposed in the ACG Properties application) then average traffic speed of passing vehicles will naturally increase towards 100 km/hr.

3.1.2

The sight lines are also restricted because the road curves away out of sight to the north (left) and south (right). The road is very narrow to the north. If a vehicle is turning right off SHW 6 into Punakaiki Wild and waiting for north bound traffic to clear then all traffic behind must come to a stop. The road will need to be widened to three lanes to accommodate right turning vehicles.

3.2.1

There are two bus services that operate daily both north and south on SHW 6 between Westport and Greymouth. East-West Coach Lines based in Westport and operate daily while InterCity buses based in Nelson operates four days per week in the winter and daily in the summer. (A simple internet search via the WWW would have revealed this to the writer). Coghlan's Lookout is used as an occasional drop-off point for buses travelling northwards and is occasionally used as a turning bay for buses. The Truman Track car park is used as both a pick up and drop off point in northward and southward directions by InterCity buses.

**NOTE:** 3.2.1 as written in the Transport Assessment is fiction and I suggest the writer enrolls in a creative writing course.

#### 4.1.1

Traffic flows at the peak of the visitor season are 1800 vehicles per day and these are mostly between the hours of 9am and 6pm. Average traffic flows are irrelevant. Tourism on the West Coast is highly seasonal. The peak visitor season is from November to March with a dramatic drop-off in April. There are 500,000 visitors annually to Dolomite Point the majority of which occur in the summer season.

#### 4.2.1

The ACG Properties Ltd application is to increase the number of people using this section of SHW 6. People staying at Punakaiki Wild will be wanting to access Truman Track less than 1km to the south. There is currently a walking/cycling track from Pororari River village north to Truman Track. People staying in Hartmount Place/Ross Place walk on the side of SHW 6 between Truman Track and Hartmount Place. Visitors to Punakaiki Wild will seek to access Truman Track.

### **EXPLORING PUNAKAIKI**

People staying in Punakaiki have the option of several tracks for both walking and biking. There are four river valleys to explore plus a number of unique beaches within the Paparoa National Park. Punakaiki Wild will possibly have mountain bikes / E-bikes available for their guests therefore a safe walking and cycling pathway from Truman Track north to the entrance of Punakaiki Wild is essential.

There are a number of high quality (luxury) dwellings available for short term rental (via Airbnb and Canopy Camping) in Hartmount Place. The tourists staying at these properties are potentially customers of the restaurant at Punakaiki Wild. These customers will not want to drink and drive therefore they could be at risk when walking home on the edge of SHW 6 at night.

A sensible addition to the local tourism infrastructure would be a walking track from the junction of Hartmount Place and Ross Place northward across DOC land to the lower area of Punakaiki Wild - approx. 500 metres. This track would create a natural round trip for Punakaiki Wild guests exploring Truman Track and safe walking access for restaurant customers returning to Hartmount Place.

A walking track to the south to connect with Hartmount Place would be very valuable in a post AF8 (Alpine Fault) event when SHW 6 will likely be blocked with falling rock and other debris.

4.3.2 There was a spectacular crash of a Westland Dairy milk tanker in September 2018. Any vehicle travelling north at this point in time would have been severely impacted.



*Image above: Westland Dairy milk tanker crash. Note: The tanker was travelling south but ended up facing north and the trailer disconnected and landed down the bank.*

4.3.4

The road to the north is tight and requires a high level of concentration by drivers.

## **6. Traffic Generation and Distribution**

When people chose to stay at Punakaiki Wild it may well be for more than one night. Activities will generate more vehicle movements as it is unlikely that all the guests will spend all day in the spa and restaurant.

The calculations of total vehicle movements do not take into account the vehicle movements of staff movements and the vehicles servicing the business, being laundry supply, gas delivery, food delivery, beverages deliveries, waste removal, building and property maintenance etc.

There are models of the level of service delivery at other West Coast tourism operations.

### 6.1.13

I believe that 99 vehicle movements per day is an underestimation.

### 7.2.1

There will be an increase in walking and cycling.

### 7.4.10

The diagram supplied does not create enough room for right turning vehicles from the north having room to wait and allow traffic to pass on the inside lane.

## Ecological Report

There is a colony of Parekareka / Spotted Shag / Blue Shag (*Stictocarbo oliveri*) that nest and roost on the coastal cliff ledges on the northern face of the proposed Punakaiki Wild site. These birds may breed at any time of the year.



Image above: Shags nesting



Image above: Shags returning to their roost sites

Kororā / Little Blue Penguins (*Eudyptula minor*) nest in the caves above the beaches below the Punakaiki Wild site. Any evening activities need to be aware of the Kororā habits.

*Richard A Arlidge*

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Richard Allan Arlidge

Copy to Applicant:

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