

BEFORE THE HEARING PANEL

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of a request by Palmerston North City Council for Plan Change E –  
Roxburgh Residential Area

RIGHT OF REPLY TO SUBMITTERS EVIDENCE BY CHRISTOPHER WILLIAM GROOM  
(TRANSPORT)

DATED 15 May 2025

## INTRODUCTION

1. This document is the written response to the transport matters raised in the submitter's expert evidence for Plan Change E: Roxburgh Residential Area.
2. The evidence of M J Slyfield (Legal Counsel) and Aruna Wickramasinghe (Planning) did not raise transport matters, and therefore these items of expert evidence have not been commented on in this document.

### Evidence of Paul Thomas (Planning)

#### Roxburgh Crescent cross-section

3. The submitter is of the view that insufficient on-street parking would be provided if Roxburgh Crescent is kept at the current width of 13m. The submitter states that parking would be provided on one side of the street and could be one parking space every 15m to 20m when accounting for driveways and biofiltration devices. This implies an on-street parking yield of 18 to 24 parking spaces, with the total length of road within the plan change area being approximately 360m. The submitter has requested that Roxburgh Crescent be widened to 15m to accommodate on-street parking on both sides of the road.
4. I prepared an indicative subdivision following the proposed structure plan (refer to Appendix A) has found that 92 on-street parking spaces could be provided, excluding the angled parking provided for visitors to the Manawatū River corridor. The indicative subdivision plan places the biofiltration devices in the berm rather than on the side of the street with parking, which is a small change from what is shown in the indicative cross-section in the structure plan. This would equate to 0.77 on-street parking spaces per property, assuming 119 residential properties as per the indicative subdivision plan. In my opinion, this would be more than sufficient to accommodate visitor parking demand as not all properties would have visitors at the same time.
5. I do not support the proposal to amend the structure plan to widen street cross sections A and B to 15m on the grounds that additional on-street parking is required. It should be noted that the structure plan does not prevent the developer from providing a wider street should they choose to do so, but the cost of providing the wider street would be borne by the developer and not the council.

#### Parking at the reserve

6. In his evidence, Mr Thomas questions the need for the number of parking spaces provided in cross-section D. This implies that Mr Thomas is proposing that the angled parking be changed to parallel, which has been raised by the submitter in a prehearing meeting. However, the submitter then states that the number of parking spaces at the reserve should not be reduced as in his opinion visitor/ resident parking would spill over into the spaces intended for users of the Manawatū River corridor.
7. The submitter's evidence is contradictory, and in my opinion, the angled parking as contained in the structure plan is appropriate to provide access for people using the Manawatū River corridor.

#### Location of the reserve

8. The submitter has requested the flexibility to change the location of the reserve to be on the northern side of road D instead of the southern side as outlined in the structure plan.
9. From a transport perspective, there is no difference in outcomes between the reserve and the angled parking being on the northern or southern side of the road.

#### Northern section of road B

10. The submitter has requested that the northern half of road B be optional and that rights-of-ways or a laneway be used to access properties in this area. The submitter has provided a subdivision plan prepared by Resonant right-of-ways being used to access 2-4 properties. The right-of-ways would be approximately 50m in length.
11. In my opinion right-of-ways would result in worse transport outcomes than the proposed road because of the increased vehicle reversing movements and lower pedestrian permeability. The desire to avoid right-of-ways is supported by the evidence of Katherine Blagrove and Jaime Devereux and the Street Design Manual for Palmerston North.
12. The submitter also suggests that an alternative would be to provide a laneway that would allow for vehicle circulation and a pedestrian connection from Roxburgh Crescent to the Manawatū River corridor.
13. I am not opposed to the proposal for a laneway to be used instead of a road for the northern section of road B if public access is permitted and the speed limit is 10km/hr. It is

acknowledged that the narrower width of the laneway would increase the developable area but would have the trade-off of decreasing on-street parking provision.

### **Evidence of Katherine Blagrove and Jaime Devereux (Urban Design)**

#### **Parking at the reserve**

14. The submitter's evidence states that from an urban design perspective, both angled parking and parallel parking at the reserve can achieve the desired public realm outcome.
15. This evidence does not support Frances Holdings seeking to change the parking at the reserve from angled parking to parallel parking. Parallel parking would decrease the number of parking spaces provided and would thereby reduce public access to the Manawatū River corridor.

#### **Pedestrian and cycle connections**

16. The submitter supports the provision of a pedestrian and cycle connection from the southern end of road A to Ruahine Street to enable greater permeability.
17. I agree with the submitter that a pedestrian and cycle connection improves the permeability of the southern part of the plan change area and is a valuable component of the structure plan.

#### **Use of private roads**

18. The submitter supports the desire to avoid cul-de-sacs to provide greater pedestrian permeability and notes this approach is consistent with the Palmerston North Street Design Manual. The submitter states that the inclusion of new public roads A and B within the structure plan is unnecessarily restrictive and proposes that private roads could be used instead. The stated benefits of private roads are greater intensive and diverse residential outcomes through laneways, which would be narrower than a public road. It is also stated that private roads could support pedestrian connectivity, public access to the river corridor and a clear street hierarchy.
19. On the matter of cul-de-sacs I agree with the submitter that the use of cul-de-sacs should be minimised and that streets should connect to provide pedestrian permeability. I do not support the northern half of road B being optional because this would create multiple

long accessways that would have worse safety outcomes from increased reversing vehicle movements.

20. On the matter of private roads I am not opposed to the use of private roads to provide tertiary-level connections within the street hierarchy where the connection is primarily for residents accessing their properties. I would not support the use of private roads where these connections would be used by the public to access the Manawatū River corridor, this includes Roxburgh Crescent, road A and the southern half of road B. This is because, depending on the legal classification of the private road, the landowner could restrict access to the general public. Furthermore, a laneway may feel like private property due to the narrowness of the road and lack of footpath, therefore, it may not be clear to the public that they can use the laneway.
21. There appears to be conflicting outcomes sought between the evidence provided by Paul Thomas and that of Katherine Blagrove and Jaime Devereux. Paul Thomas has requested that Roxburgh Avenue be widened to accommodate parking on both sides of the road because, in his view, there is insufficient on-street parking being provided within the plan change area. However, Katherine Blagrove and Jaime Devereux have requested the use of laneways that would not have space for on-street parking, thereby decreasing the supply of on-street parking within the plan change area.

#### Conclusion

22. I support the structure plan as notified as it achieves good transportation outcomes.

**Chris Groom**

15 May 2025

APPENDIX A





REVISION	AMENDMENT	APPROVED	DATE
A	FOR INFORMATION		18/02/2025



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PLANNING

SCALES			ORIGINAL SIZE
			A1
DRAWN	DESIGNED	APPROVED	
C. GROOM	C. GROOM		
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE	
		18/02/2025	
FOR INFORMATION			

PROJECT			
ROXBURGH CRESCENT PLAN CHANGE			
PARKING YIELD ASSESSMENT			
INDICATIVE SUBDIVISION			
TITLE			
OVERVIEW			
SHEET 1 OF 1			
WSP PROJECT NO.	PROJ-ORIG-VOL-LOC-TYPE	SHEET NO.	REVISION
5-P1492.00		C-01	A





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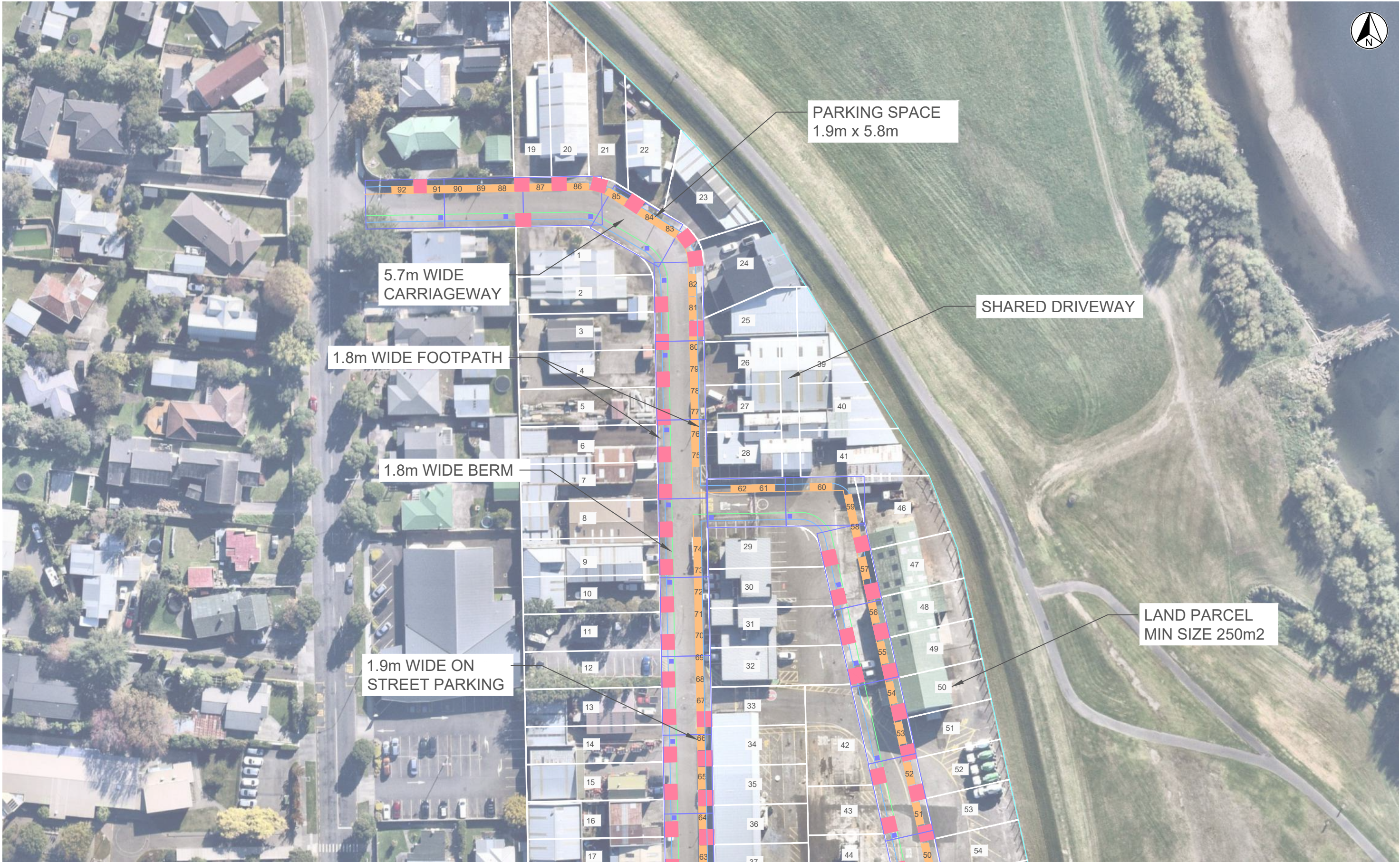
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FOR INFORMATION

PROJECT ROXBURGH CRESCENT PLAN CHANGE PARKING YIELD ASSESSMENT INDICATIVE SUBDIVISION		
TITLE DETAIL - SOUTHERN SECTION SHEET 1 OF 2		
WSP PROJECT NO. 5-P1492.00	PROJ-ORIG-VOL-LOC-TYPE	SHEET NO. C-02
		REVISION A





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		18/02/2025	

FOR INFORMATION

PROJECT ROXBURGH CRESCENT PLAN CHANGE PARKING YIELD ASSESSMENT INDICATIVE SUBDIVISION			
TITLE DETAIL - NORTHERN SECTION SHEET 1 OF 2			
WSP PROJECT NO. 5-P1492.00	PROJ-ORIG-VOL-LOC-TYPE	SHEET NO. C-03	REVISION A