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SO H

15533861

PALMY

WHISKEY CREEK SUBMISSION FORM

ORIGINAL TO FOR ACTION AND REPLY		
RECD	21 OCT 2021	PNCC
COPY TO		
1.		
2.		

Anyone can make a submission on Proposed Whiskey Creek Residential Area Private Plan Change using the submission form

THE CLOSING DATE FOR SUBMISSIONS IS THURSDAY 28 OCTOBER AT 4PM.

Once the closing date for submissions has passed, all submissions received will be summarised and made publicly available.

I understand that all information I submit through this form will be made publicly available as part of the decision-making process Yes

SUBMITTER DETAILS

Full name of submitter	Marion J. Anderson.		
Postal address	23 B. Meadowbrook Drive. Palmerston Nth.		
Phone	3568731	Email	/
Signature	M J Anderson	Date	19/10/21

THE SPECIFIC PROVISIONS (OBJECTIVES, POLICIES, RULES) OF THE PLAN CHANGE MY SUBMISSION RELATES TO ARE AS FOLLOWS:

Specify the page number, provision or map number in the plan change that your submission relates to.

I am apposed To the plan. change. in Total.

MY SUBMISSION IS THAT: STATE THE SPECIFIC PARTS OF THE PLAN CHANGE YOU SUPPORT, OR WISH TO HAVE AMENDED.

Use headings and describe your concerns below i.e: flooding, visual, noise, traffic etc.

Please see attached.

50 1-2

MY SUBMISSION CONTINUED:

I SEEK THE FOLLOWING DECISION FROM PALMERSTON NORTH CITY COUNCIL:

Give precise details i.e: approve, reject, am neutral.

That the plan change be REJECTED.

Do you wish to be heard in support of your submission?

Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing?

Yes No

I am a 'trade competitor' for the purpose of Section 308B of the Resource Management Act 1991.

Yes No

Could you gain an advantage in trade competition through this submission?

Yes No

PLEASE SEND YOUR SUBMISSION BY:

Mailing to:

Palmerston North City Council
Private Bag 11-034, Palmerston North
Attn: Democracy and Governance Manager

Delivering to:

Palmerston North City Council
Customer Services Centre
32 The Square, Palmerston North

Emailing to:

submission@pncc.govt.nz

PLEASE NOTE

Your submission [or part of your submission] may be struck out if the authorities are satisfied that at least 1 of the following applies to your submission [or part of your submission]:

- it is frivolous or vexatious;
- it discloses no reasonable or relevant case;
- it would be an abuse of the hearing process to allow the submission [or the part] to be taken further;
- it contains offensive language;
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

SUBMISSIONS CLOSE: THURSDAY 28 OCTOBER AT 4PM.



(2)

SO

1-3

OUR HOUSE. We have lived in Meadowbrook Drive for 45 years and the house we now live in was given dispensation to not need a living court (see enclosed) as there was a flood plain over the fence and it would never be built on. So our house is 1.1 metres from the back boundary. If a high fence was put up we would be in deep shade (see photo), and without a lot of the sun and warmth we rely on for our health and well-being, and being an old couple, which we need. Also if any buildings are built close to the boundary will shade us and reduce our quality of life. Heavy machinery used close to the boundary would also be a great concern to us due to the vibration to our foundations and to the house.

FLOODING. With global warming severe storms are on the increase, so it is not if but when we will get more flooding, and it could be much worse than in the past. The floodgates at Milson have worked well but with water from the new subdivision and from the new railway yards added to the system there will be even greater volume.

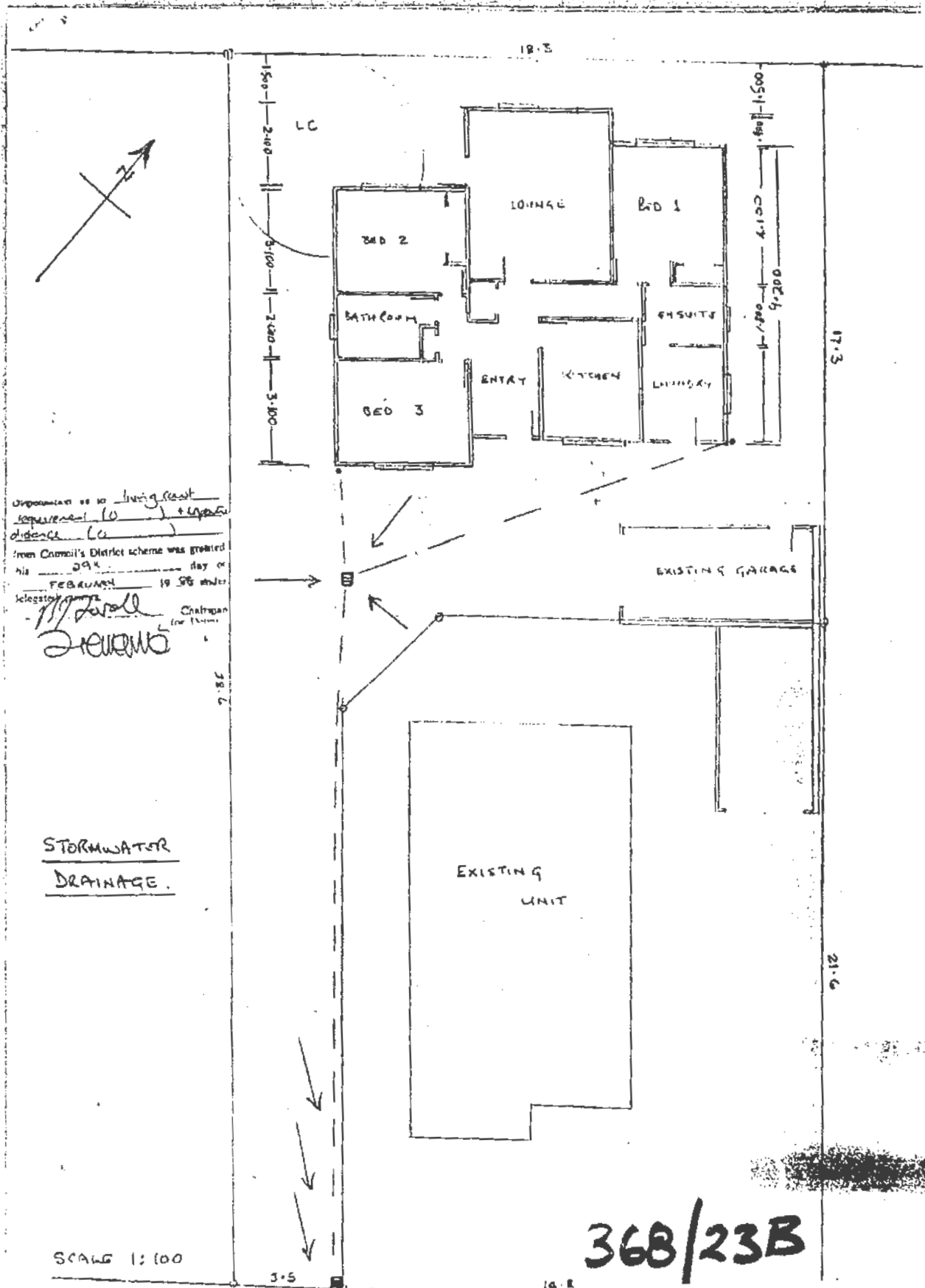
TRAFFIC. Traffic from Bennett Street going into Rangitikei Street at peak times is already so great that you cannot move even when the lights are green. The left turn into Rangitikei Line from the proposed subdivision would, if going into town, have to use Flyers Line, putting more pressure on Milson or Gillespies Line overbridges, which are also bottlenecks at certain times of the day. Flyers Line between Rangitikei Line and Gillespies Line is in bad repair due to previous flooding, and has not been repaired, and is down to one lane in places. Also the closure of Railway Road, if the new railway yards goes ahead, will add to this traffic.

WILDLIFE. Over the years we have been able to watch the wildlife from our living room. There have been at least 24 different birds coming and going in their regular cycle of migration. We know it is not a bird sanctuary but perhaps it should be.

QUALITY OF LIFE. As stated before, our lives would adversely affected by noise pollution, dust, loss of sunlight, loss of view, loss of privacy and stress for years to come, starting with the meeting at the council on June 30th 2021.

3

SO 1-4



4

← This fence
is on the
boundary

SO 1-5



High Fence.

This would be the view if this plan went ahead. Deep shade for house.

SO 2-1

15534321

PALMY

WHISKEY CREEK SUBMISSION FORM

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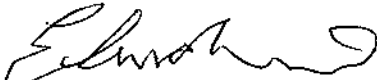
I understand that all information I submit through this form will be made publicly available as part of the decision-making process Yes

SUBMITTER DETAILS

Full name of submitter **EDWARD ANDERSON**

Postal address **23 B MEADOWBROOK DRIVE
PALMERSTON NORTH 4412**

Phone **356 8731** Email **N/A**

Signature  Date **21/10/21**

THE SPECIFIC PROVISIONS (OBJECTIVES, POLICIES, RULES) OF THE PLAN CHANGE MY SUBMISSION RELATES TO ARE AS FOLLOWS:

Specify the page number, provision or map number in the plan change that your submission relates to.

I AM OPPOSED TO THE PLAN CHANGE IN TOTAL.

MY SUBMISSION IS THAT: STATE THE SPECIFIC PARTS OF THE PLAN CHANGE YOU SUPPORT, OR WISH TO HAVE AMENDED.

Use headings and describe your concerns below i.e: flooding, visual, noise, traffic etc.

PLEASE SEE ATTACHED

SO 2-2

MY SUBMISSION CONTINUED:

I SEEK THE FOLLOWING DECISION FROM PALMERSTON NORTH CITY COUNCIL:

Give precise details i.e: approve, reject, am neutral.

THAT THE PLAN CHANGE BE REJECTED

Do you wish to be heard in support of your submission?

Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing?

Yes No

I am a 'trade competitor' for the purpose of Section 308B of the Resource Management Act 1991.

Yes No

Could you gain an advantage in trade competition through this submission?

Yes No

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SUBMISSIONS CLOSE: THURSDAY 28 OCTOBER AT 4PM.



Edward Anderson being a resident of 23 B Meadowbrook Drive, opposes the Whiskey Creek Residential Area Private Plan Change to the Palmerston North City Plan.

Citing the following:-

FLOODING. The area of the proposed building is currently in the District Plan Flood Prone Overlay and made as such a reason- it is liable to flooding. Now the Regional Policy Statement and Regional Plans (9 - 2 c.) state "flood hazard avoidance must be preferred to flood hazard mitigation." The only way to achieve that is not to build on the land at all.

The Thomas Planning report (20 April 2021, page 26) states that earthworks would result in "an increase of flood levels downstream of 14cm." Now this represents an enormous amount of water which is going to impact a very large area and many people.

INSURANCE . The writer has an opinion from Ando Insurance Group, that they would "consider cover for homes built in the area on a case by case basis, after the houses were built, and would impose conditions and an extra excess for flooding." Now no thinking person is going to buy a section with such conditions, as without insurance they cannot get a mortgage.

TRAFFIC. With 158 new houses there would potentially be in excess of 300 vehicles added to the traffic heading into the city each day. I know from personal experience that the Milson and Rangitikei overbridges are at maximum capacity now at peak times. Flygers Line between Rangitikei and Gillespies Lines, which is down to one lane in places due to damage from a previous flood, would not be a practical alternative.

WILDLIFE. The area is at present home to a family of hares and at least 24 different birds, including native waxeyes, fantails and pukeko, the latter would be displaced if the area is built on.

DUST. The developers say they will build earthworks and build up land. With the prevailing winds from the Northwest this will blow dust towards the houses in Meadowbrook Drive, making normal life intolerable, people would for example not be able to hang out their washing to dry.

SO 2-4

PERSONAL SITUATION . Before building our house at 23 B Meadowbrook Drive we obtained dispensation from the Palmerston North City Council to build without a "living court" and closer to the back boundary than would normally be allowed. We designed the house to maximise the view and the sunshine, working on the information from the then council that the land would "never be built on." If we had been told otherwise we would have designed the house differently, and consequently not be in the untenable situation that will eventuate if the plan change goes ahead. As things are, our house is 1.1 metres from our back boundary, and assuming a 1.5 metre setback, a building could potentially be erected 2.6 metres from our living room window. This would definitely reduce our sunlight and result in less warm and dry home.

To mitigate the situation we suggest one or more of the following be made a condition of the plan change:-

- (a) A road be sited to the back of the Meadowbrook Drive houses.
- (b) A 15 to 20 metre green belt / buffer be left behind the Meadowbrook Drive houses.
- (c) The section immediately behind 23 Meadowbrook Drive be made a reserve or playground.
- (d) No high fencing which will block any sunlight.
- (e) Height restriction on any building which might block our sunlight.

CONCLUSION. While we appreciate that more houses are needed but consider that this is not really a suitable place to build them. There must be more suitable areas that do not need earthworks or stopbanks.

Would it not be prudent, on this occasion, to err on the side of caution and put the safety of people before the motive of profit.

SO 3-1

15617565

From: Paula Eyres - THINK Hauora <paula.eyres@thinkhauora.nz>
Sent: Friday, 29 October 2021 3:15 pm
To: Submission; Craig Auckram
Cc: mark@trito.co.nz
Subject: Proposed Whiskey Creek residential area

Hi Craig Auckram,

I live at 15a Meadowbrook Drive backing onto the proposed Whiskey Creek residential area.

I am extremely concerned about the loss of light, loss of sun and loss of view that this proposal will have on our property.

I am also very concerned about the flooding that could occur if the culvert that runs along our property boundary is covered and the farm land is zoned for residential area. I have been here for the last 3 years and this culvert is very wet and running at times with the rain flow. I also see in the paddocks large collections of surface water after the rain. This has been such a concern to me that I have arranged an independent review by a water flow expert. Mark Juchnowicz has investigated our property and the proposed area and feels that this culvert should not be covered. It should be left open and planted around. This way the water flow will be contained and the risk of flooding minimised. Please refer to his letter sent earlier this week.

I propose that the development is moved forward by removing the sections and properties away from the boundary of the properties on Meadowbrook drive. This area is a natural swap area and can be planted as such. This will attract the birds and biodiversity to this area. A walkway could be added as well. The first row of houses can start after the first proposed road.

As well as pushing forward the development to after the first proposed road I want only one story houses to go up in these close sections and for the buildings to go at the front of the sections. In this way the loss of sun and light will be minimised to our sections.

But we are still going to lose the view. The view is the reason that I paid top dollar for this property. Before I purchased this property I did come and enquire of the Palmerston North City Council the plans for this farm land. I wanted to know if this would ever be built on. I was reassured that since this is a flood plain that there would never be development on this section.

Naturally I am very upset about this proposal and I know that others along this street feel the same way.

Ngā mihi

Paula

Paula Eyres | RN BN PgDip
Fracture Liaison Nurse – Falls and Fracture Prevention
Community Clinical Nurse – Long Term Conditions
paula.eyres@thinkhauora.nz
Phone: 06 354 9107 Mobile: 021 323 353 Fax: 06 354 6107

Fracture Liaison Referrals by Fax: 06 354 6107 Email: incomingfaxes@thinkhauora.nz

THINK Hauora
Connecting Communities for Wellbeing

SO 3-2



Regarding: Existing culvert drainage running along the back boundary of Meadowbrook Drive.

To Whom it May Concern,

I am an independent drainage contractor employed by Mr & Mrs Eyres to report on the possible replacement of the existing open trench, with a piped culvert along the Meadowbrook Drive back boundary.

This area has been designated as a floodplain, which should throw up a red flag. Piping the open trench with a culvert with proposed earthworks will not stop this area from flooding.

The letter from the Senior Planner states, "... is partially within the District Plan Prone Overlay and will involve earthworks to reshape the land so less land is prone to flooding and can be developed as residential land." Even Craig Auckram, Senior Planner, cannot guarantee that this redevelopment will be free from flooding, as he has written "... so less land is prone to flooding."

The word "prone" is not a guarantee that flooding will be contained.

The increase of houses will increase directional water flow, adding to the current water catchment. The current water runoff from the existing Meadowbrook Drive properties has also not been considered in this plan.

Please note that Mr & Mrs Eyres are not against the development, but I have advised them that redesigning the existing open trench to a piped one is a step backwards and not a step forward.

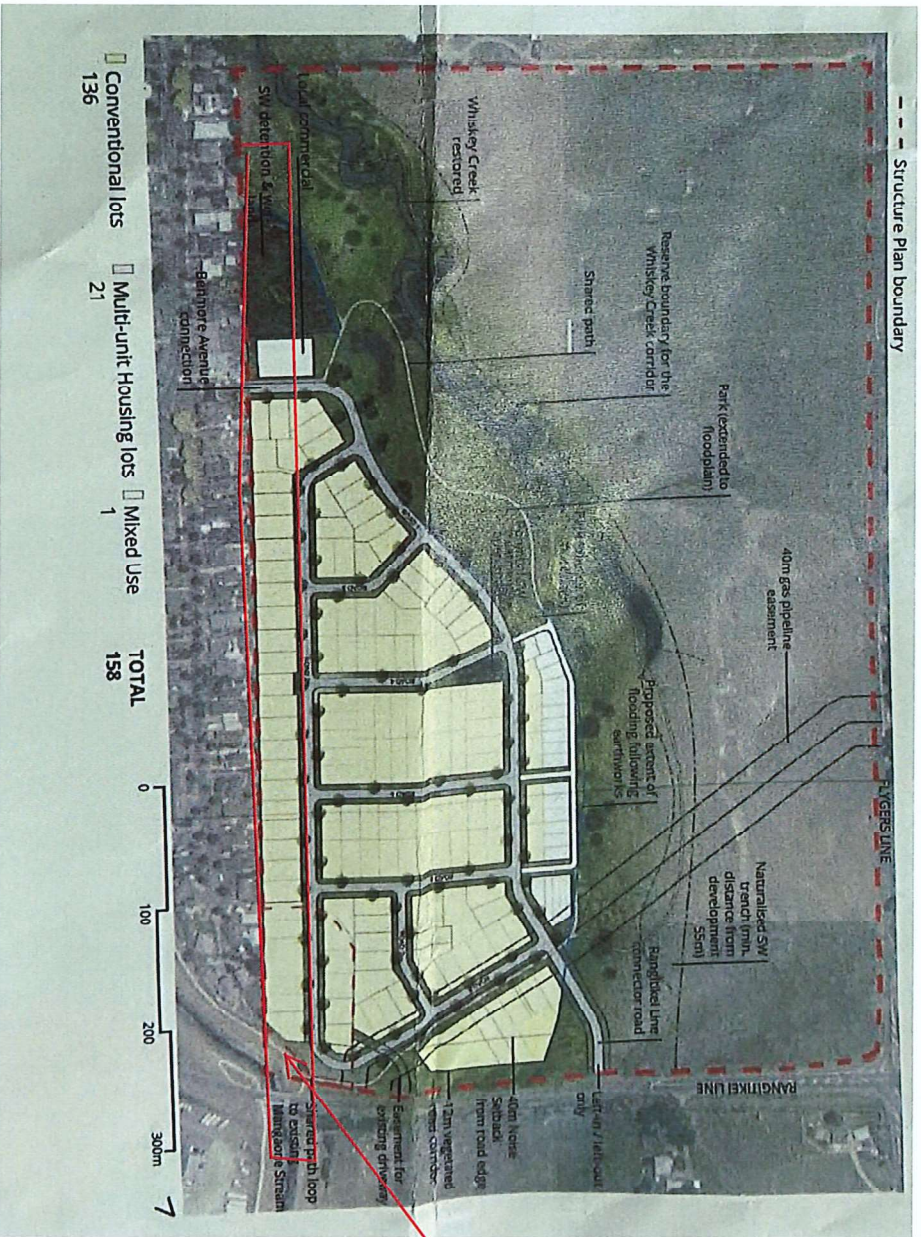
I propose something that will not restrict the water flow as the current plan is likely to do. With the added restriction, there is a higher possibility for severe flooding and property damage.

We propose, that the land for the proposed houses between Road 2 and the back boundary of Meadowbrook Drive are designated as a floodplain. This can be done with an large open trench planted with native plants, creating a safety area that will reduce the likelihood of surface water flooding—creating a catchment area that channels the water into the existing current flood plain.

There is no land loss to this proposed safety open flood trench, as the whole plan could be moved over to allow for this safety development.

Please give this careful consideration in your plan.

M-2 OS



Retain the existing flood plain with an improved safety flood path.



Yours sincerely
Mark Juchnowicz

**SUBMISSION ON A PUBLICLY NOTIFIED PLAN CHANGE TO THE
PALMERSTON NORTH DISTRICT PLAN**

**Pursuant to Clause 6 of the First Schedule of the
Resource Management Act 1991**

**To: Palmerston North City Council
32 The Square
Palmerston North 4410**

Name of Submitter: Flyers Investment Group Ltd.

This is a submission on The Whiskey Creek Residential Area Private Plan Change to the Palmerston North District Plan.

Closing Date: 9 November 2021

- 1. The submitter is the requestor of this Private Plan Change.**
- 2. The submitter could not gain an advantage in trade competition through this submission.**
- 3. The specific provision of the proposed plan change that my submission relates to is Proposed Policy 2.8.**
- 4. My submission is that:**
 - i) The proposed private plan change includes changes to Section 12A of the District Plan to provide for the residential development of the land.**
 - ii) The plan change applies the general policy and rule framework of this section to this new residential area. One of the assessment criteria that will apply to a subdivision application is R7A.5.2.3 (a) (i) which is:**

(i) The extent to which the design and layout of the subdivision is in general accordance with the area's relevant Structure Plan, including how the proposal contributes to the overall design principles for the area.
 - iii) On review of the Plan Change Request, Council officers requested additional design detail so that the specified design principles better inform the proposed Whiskey Creek Residential Area Structure Plan.**
 - iv) Consequently, the requestor proposes that Policy 2.8 be amended as set out below:**

SO 4-2

2.8 To ensure that subdivision in the Whiskey Creek Residential Area has regard for the following design principles which have been incorporated into the Structure Plan:

Stormwater and flooding

- *adverse effects on the Lower Manawatu Drainage Scheme are avoided, remedied or mitigated.*
- *sustainable urban drainage solutions either within the street network or within the reserve are provided.*
- *design of the stormwater detention pond shall have regard to visual amenity and ecological benefits whilst achieving hydraulic neutrality.*
- *The feasibility of supplementing flows within Whiskey Creek with stormwater discharges is explored.*

Open space and Reserves

- *the design provides for:*
 - *ecological restoration of the ephemeral tributary of Whiskey Creek as recreational reserve.*
 - *a dry formal equipped play area and a flat open space for informal recreation.*

Gas pipeline

- *appropriate setbacks of buildings from the natural gas pipeline are provided and the pipeline is located within a public service corridor.*

Streets and linkages

- *vehicle access is provided to Benmore Avenue and left in/left out access to Rangitikei Line.*
- *all streets shall interconnect with no cul-de-sacs.*
- *The cycle and pedestrian links shown on the Structure Plan are provided.*
- *Street design and planting shall adopt the structure plan street cross sections for Local and Local Collector Roads.*

Subdivision design and integration

- *For lots adjoining existing Meadowbrook Drive properties:*
 - *the subdivision design shall maximise alignment with existing lot boundaries for Nos. 7 to 31 Meadowbrook Drive.*
 - *a 1 storey height standard shall apply.*
- *a positive city edge is achieved by ensuring all lots adjoining the reserve enable dwellings fronting the reserve.*
- *the extent to which lots enabling dwellings fronting streets is maximised.*
- *the street and block layout provides for a fine grain walkable block structure as shown on the Structure Plan.*

Typology and density

- *Multi Unit Housing is enabled in the location shown on the Structure Plan, allowing for development up to 11m in height while ensuring reasonable sunlight access to adjacent properties is maintained.*
- *Commercial activities are enabled near the Benmore Ave connection that provide:*
 - *a positive relationship to the reserve and attenuation area*
 - *amenities and services for the local neighbourhood*
 - *an active frontage at the street edge.*

SO 4-3

- v) This amendment was not made by Council and included with the publicly notified Proposed Plan Change. Consequently, the requestor is making this submission to enable this change to be addressed through the decision making process.
5. The following decision is sought from Council.
- i) That the proposed Policy 2.8 be amended to that shown above.
6. I do wish to be heard in support of this submission.
7. If others make a similar submission I would not be prepared to consider a joint case with them at any hearing. This is because the requestor has the individual right to be heard pursuant to Clause 29(3) of the First Schedule to the Resource Management Act.

Address for Service

**Paul Thomas
Thomas Planning Ltd
2A, Jacobsen Lane
Ngaio
Wellington 6035**



Authorised signatory on behalf of Flyers Investment Group Ltd.

Day time phone No: 0274534816

E Mail: paul@thomasplanning.co.nz

Date: 26 October 2021

From: info@pncc.govt.nz
Sent: Wednesday, 27 October 2021 3:21 pm
To: Submission
Subject: Proposed Whiskey Creek residential area plan change

Your contact details

Title
Mr

Full name of submitter
Peter David Jones

Physical address
35 Benmore Ave., Cloverlea, 4412 Palmerston North

Postal address

Phone
(06) 3531201

Email
davidpeter@inspire.net.nz

Hearings

Would you like to speak at the submission hearing?
No

If others make a similar submission, would you be prepared to consider presenting a joint case with them at any hearing?
Yes

Gain or affect

Could you gain an advantage in trade competition through this submission?
No

SO 5-2

Provisions

The specific provisions (objectives, policies, rules) of the plan change my submission relates to are as follows:

(1). The development must prevent (not just mitigate) any flooding of the existing Benmore Ave., properties. Of particular interest to me is the western end of Benmore Ave., between approx. Nos 25 & 45. as shown on DHI plans Option 6; flooding assessment. (2). The roundabout proposed for the Benmore Ave., Meadowbrook Dr. intersection must be of a heavy duty industrial type. (3). Additional treatment must be given to the Bennet St./ Benmore Ave., intersection to cater for the increased traffic.

Submission

My submission is that:

(1). Benmore Ave., & properties have several times in the past been inundated following Mangaone stream / Flygers line spillway spills. Most recently in 2004. The existing drain on the north side of Flygers line should be refurbished & strengthened to cater for these spillway discharges. (2). Consideration must be given to the designation of Benmore Av. as a by-pass route for heavy traffic. Heavy laden truck & trailed units ("Road" metal trucks), articulated trailer units with multiple axle trailers & heavy machinery transport rigs are a daily/ hourly feature of the traffic. (3). the Bennet / Benmore intersection will need to be replaced by a further roundabout or other modification such as moving the "Give Way" to Bennet Street western cul de sac portion of the street..

Decision sought

I seek the following decision from Palmerston North City Council:

Reject present design unless any future inundation of Benmore Ave properties can be prevented.

Additional information

Attach any additional information

FILENAME:

Privacy statement

I understand that all information I submit through this form will be made publicly available as part of the decision-making process.

True

From: info@pncc.govt.nz
Sent: Tuesday, 5 October 2021 8:52 am
To: Submission
Subject: Proposed Whiskey Creek residential area plan change

Your contact details

Title
Mr

Full name of submitter
Joshua Thompson

Physical address
17 Cobham Way, Feilding 4702

Postal address

Phone
0277476156

Email
tommo39@icloud.com

Hearings

Do you wish to be heard in support of your submission?
No

If others make a similar submission, would you be prepared to consider presenting a joint case with them at any hearing?
No

Gain or affect

Could you gain an advantage in trade competition through this submission?
No

SO 6-2

Provisions

The specific provisions of the plan change my submission relates to are as follows:

Nothing specific.

Submission

My submission is that:

Housing in Palmerston North, while cheaper than some parts of the country, is still vastly more expensive than it was only five years ago. Anything that creates more supply will help stabilise property prices, which is desirable. I urge the council to accept this private plan change so the city's housing supply can be increased. It is important to make decisions for the benefit of those who are currently too young to have a political voice but will be affected by these decisions in the future when they are trying to find a home of their own.

Decision sought

I seek the following decision from Palmerston North City Council:

Approve the plan change and allow the development to go ahead.

Additional information

Attach any additional information

FILENAME:

Privacy statement

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True

15615756

SO 7-1

PALMY

WHISKEY CREEK SUBMISSION FORM

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SUBMITTER DETAILS

Full name of submitter	Michelle Daidhy Mitchell		
Postal address	5 Meadowbrook Drive Clovellea Palmreston North.		
Phone	0272717231	Email	mdcoombe@xtra.co.nz
Signature	mdmitchell	Date	01/11/2021.

THE SPECIFIC PROVISIONS (OBJECTIVES, POLICIES, RULES) OF THE PLAN CHANGE MY SUBMISSION RELATES TO ARE AS FOLLOWS:

Specify the page number, provision or map number in the plan change that your submission relates to.

All of them. I don't agree with the entire process.

MY SUBMISSION IS THAT: STATE THE SPECIFIC PARTS OF THE PLAN CHANGE YOU SUPPORT, OR WISH TO HAVE AMENDED.

Use headings and describe your concerns below i.e: flooding, visual, noise, traffic etc.

Attached document

MY SUBMISSION CONTINUED:

SO 7-2

I SEEK THE FOLLOWING DECISION FROM PALMERSTON NORTH CITY COUNCIL:

Give precise details i.e: approve, reject, am neutral.

Please reject proposal

Do you wish to be heard in support of your submission?

Yes

No

If others make a similar submission, I will consider presenting a joint case with them at a hearing?

Yes

No

I am a 'trade competitor' for the purpose of Section 308B of the Resource Management Act 1991.

Yes

No

Could you gain an advantage in trade competition through this submission?

Yes

No

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SO 7-3

To support my submission, below are points of objection

- Value of our properties will decrease
- Many of us purchased our properties for the view and enjoy the view of both the mountains and the native wildlife on the paddock - not that the Council will care about this one.
- Danger to those of us living closer to the roundabout/intersection. For those of us living from no's 1 - 5 we will have to navigate the medium barrier coming off from the roundabout.
- Also danger on the roads to the children going and coming from school by themselves, this is an option that I would suggest parents won't consider moving forward, I wouldn't as a mother if my children were still young.
- The safety with the increase traffic. Prime example is the extra traffic we are experiencing now during the week from the Cloverlea roundabout being closed. Increase in travel time is frustrating which causes danger on the roads.
- View and loss of sunlight
- Increase of the flood water due to this area being a flood zoned area.
- In the event of heavy rain where will the water go? On our properties in Meadowbrook?
- With the addition of a corner store could potentially bring in an element of crime. Corner stores are prime targets for theft and hold up's. The one on Gillespie Road has had several hold up's being a remote store.
- The land purposed for housing is good farming land, which is required throughout the district.

SO 8-1

**HAPAUDEA
PALMERSTON
NORTH
CITY**

pncc.govt.nz
info@pncc.govt.nz

Te Marae o Hine
The Square
Private Bag 11034
Palmerston North 4442
New Zealand

Palmerston North City Council

Private Bag 11034

Palmerston North 4410

ATTENTION: Democracy and Governance Manager

Oasis

28/10/2021

Submission on Whiskey Creek Private Plan Change

Full Name of Submitter: Palmerston North City Council
 Plan Change Name: Whiskey Creek private plan change
 Physical Address: The Square, Palmerston North
 Postal Address: Private Bag 11034, The Square, Palmerston North
 Phone: 06 356 8199

1. This is a submission by the Palmerston North City Council ("**Council**") on the "Whiskey Creek" private plan change proposal. The Palmerston North City Council is entitled to make a submission pursuant to cl 6 of schedule one of the Resource Management Act 1991.
2. The Council submission concerns the plan change in its entirety.
3. The private plan change is supported in principle by the Council, subject to all appropriate amendments to the provisions that are appropriate to ensure that the outcomes envisaged by the proposed plan change (as detailed and articulated within the various technical reports given in support of the proposed plan change by the applicant) are realised by any subsequent development of the land.
4. Specific issues of interest for the Council include the following:

- **Noise**

Whether the structure plan and proposed plan provisions will ensure appropriate mitigation of potential noise effects arising from the plan change, including in respect of the proposal adjacent to SH3 and the existing properties adjacent to the proposed access to the structure plan area via Meadowbrook Drive.

- **Roading connectivity/layout**

Whether the structure plan and associated proposed plan provisions are suitably robust to provide a high degree of certainty that the roading

SO 8-2

connectivity (including pedestrian connectivity) outcomes envisaged by the masterplan process will result from development of the land. Certainty in this context may be achieved by a review of the proposed rule framework and/ or the inclusion of clear policy criteria to specify those development design principles that are considered to be necessary to achieve the envisaged outcomes.

- **Liquefaction/Geotech**

It is a function of the Council to control any actual or potential effects of the development of land including for the purpose of the avoidance or mitigation of natural hazards.

Liquefaction and geotechnical stability are a persistent issue and potential constraint for development within Palmerston North, and a matter of particular importance to the Council as a regulatory body under the Resource Management Act 1991 (RMA). Technical assessment within the plan change identifies the area as susceptible to liquefaction and lateral spread, and identifies an expectation that residential development should be suitable. Further technical assessment of lateral spread provides recommendations for building line setbacks to address an identified risk.

Considering the potential importance of the issue, the Council considers that peer review of the technical analysis and recommendations that have been provided by the applicant will be of considerable assistance to commissioners and ultimately the community of Palmerston North.

- **Flooding**

It is a function of the Council to control any actual or potential effects of the development of land including for the purpose of the avoidance or mitigation of natural hazards. As is the case with Liquefaction, above, potential flood hazard is always an important consideration in Palmerston North and for its northern edges.

Flood hazard avoidance within and beyond the development area and management of potential floodwater flows appear to be dependent on detailed design of the area including earthworks, and the adequacy of proposed flood ponds. Such measures are proposed in reliance on technical assessment advanced with the proposed plan change.

Considering the potential importance of the issue, the Council considers that peer review of the technical analysis and recommendations will be appropriate, along with review of the proposed provisions to ensure that envisaged outcomes related to flood hazard avoidance are appropriately robust.

- **Cultural Impact Assessment**

A Cultural Impact Assessment (CIA) has been undertaken in respect of the land. It will be appropriate to ensure that the recommendations of the CIA are appropriately provided for by the recommended plan provisions.

- **Urban Design**

The Council supports enabling a mixture of housing typologies to meet Palmerston North's housing demands, as provided for by the proposed private Plan Change, which includes provision for multi-unit housing. It will be

SO 8-3

appropriate to ensure that the mixture of housing typologies envisaged by the structure plan and assessed as an important element of the urban design and landscape report, is a realised outcome of development. This may require careful consideration of the proposed provisions and further prescription of design outcomes for the development to ensure delivery of the identified multi-unit housing areas. Council officers have had productive discussions with the applicant's representatives on this issue.

- **District Plan provisions**

Overall, and specifically in relation to all the specific topics identified above, the Council has an interest in ensuring that provisions that are proposed by a private developer to be included within the District Plan administered by the Council include clearly drafted and enforceable objectives, policies and rules.

The Council, as submitter, has an interest in ensuring that the planning outcomes on which this plan change is based, are ultimately realised by the development of land. Further amendment to the proposed provisions may be necessary to achieve this, subject to planning review.

- **Council Growth Strategies**

The Council considers that the proposed plan change aligns with its Innovative and Growing City Strategy and City Growth Plan, considering the strong demand for housing and new residential sections in Palmerston North. Limited housing availability and limited choices in housing typology is an issue for Palmerston North that the plan change would partially address.

- **Council Infrastructure Strategy**

The Council considers that the plan change aligns with its Infrastructure Strategy. The Council is satisfied through consultation with the developer that all necessary connections to Council services, reserves and transport networks and these connections can be readily achieved.

- **Council Financial Strategy**

The Council considers that the plan change aligns with its Financial Strategy. The plan change is identified as a 'potential growth area' in the 2021 Long Term Plan. Accordingly, it has been factored into financial planning in terms of growth assumptions and the costs of providing for growth.

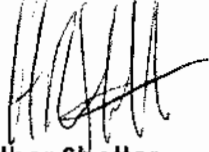
- **PNCC Asset Management Plans and 2021/31 Long Term Plan**

The Council considers that the plan change aligns with its 2021 Long Term Plan in that the population of Palmerston North is predicted to grow by approximately 1000 people per year with 500 dwellings needed annually. The 160 additional dwellings anticipated will help provide for some of that growth.

5. **Summary of decisions sought:**

The Council supports the proposed plan change, subject to any appropriate modifications to its provisions that might be recommended by any planning or technical report commissioned for the benefit of the Commissioners under s 42A of the RMA.

Yours sincerely

A handwritten signature in black ink, appearing to read 'H. Sholler', written over a horizontal line.

Heather Sholler
CHIEF EXECUTIVE
Palmerston North City Council

WHISKEY CREEK SUBMISSION FORM

Anyone can make a submission on Proposed Whiskey Creek Residential Area Private Plan Change using the submission form.

THE CLOSING DATE FOR SUBMISSIONS IS TUESDAY 9 NOVEMBER AT 4PM.

Once the closing date for submissions has passed, all submissions received will be summarised and made publicly available.

I understand that all information I submit through this form will be made publicly available as part of the decision-making process

Yes

SUBMITTER DETAILS

Full name of submitter PALMERSTON NORTH CITY COUNCIL

Postal address PRIVATE BAG 11034, THE SQUARE,
PALMERSTON NORTH

Phone 356 8199

Email heather.shotter@pncc.govt.nz

Signature

Date

THE SPECIFIC PROVISIONS (OBJECTIVES, POLICIES, RULES) OF THE PLAN CHANGE MY SUBMISSION RELATES TO ARE AS FOLLOWS:

Specify the page number, provision or map number in the plan change that your submission relates to.

See attached.

MY SUBMISSION IS THAT: STATE THE SPECIFIC PARTS OF THE PLAN CHANGE YOU SUPPORT, OR WISH TO HAVE AMENDED.

Use headings and describe your concerns below i.e: flooding, visual, noise, traffic etc.

See attached.

MY SUBMISSION CONTINUED:

I SEEK THE FOLLOWING DECISION FROM PALMERSTON NORTH CITY COUNCIL:

Give precise details i.e. approve, reject, am neutral.

See attached.

Do you wish to be heard in support of your submission?

Yes

No

If others make a similar submission, I will consider presenting a joint case with them at a hearing?

Yes

No

I am a 'trade competitor' for the purpose of Section 308B of the Resource Management Act 1991.

Yes

No

Could you gain an advantage in trade competition through this submission?

Yes

No

PLEASE SEND YOUR SUBMISSION BY:

Mailing to:

Palmerston North City Council
Private Bag 11-034, Palmerston North
Attn: Democracy and Governance Manager

Delivering to:

Palmerston North City Council
Customer Services Centre
32 The Square, Palmerston North

Emailing to:

submission@pncc.govt.nz

PLEASE NOTE

Your submission [or part of your submission] may be struck out if the authorities are satisfied that at least 1 of the following applies to your submission [or part of your submission]:

- It is frivolous or vexatious;
- It discloses no reasonable or relevant case;
- It would be an abuse of the hearing process to allow the submission [or the part] to be taken further;
- It contains offensive language;
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.



SUBMISSIONS CLOSE: THURSDAY 28 OCTOBER AT 4PM.

SO 9-1

From: Submission
Subject: FW: Proposed Whiskey Creek residential area plan change

Your contact details

Title
Mr

Full name of submitter
Barney and Rose Hyde

Physical address
247 Flygers Line R D 5 Palmerston North

Postal address

Phone
0275546696

Email
barney@custombased.com

Hearings

Would you like to speak at the submission hearing?
No

If others make a similar submission, would you be prepared to consider presenting a joint case with them at any hearing?
Yes

Gain or affect

Could you gain an advantage in trade competition through this submission?
No

Provisions

The specific provisions (objectives, policies, rules) of the plan change my submission relates to are as follows:
Appendix 2 - flooding Appendix 12 - stormwater (detention and wetland area)

Submission

SO 9-2

My submission is that:

We are the neighbouring property running the length of the South Western boundary from the town edge to Flyers Line. In principle we are happy with the Development. We have considerable concerns regarding heightened flooding path with our house and property directly affected, we have seen two major floods come through the area since living there and have a clear first hand understanding of what happens to the flood water. How do we know the models are actually going to work as described ? We're also very concerned with the preferred option 6 by the developers (page 8 - appendix-2-hydraulic-modelling.pdf) which shows a pond (referred to as Western Pond RL27.6) just over the fence from our house. We are concerned about ongoing stagnant water so close and associated insects and rats etc Could this please be moved to a different location.

Decision sought

I seek the following decision from Palmerston North City Council:

Neutral - except for addressing our concerns.

Additional information

Attach any additional information

FILENAME:

Privacy statement

I understand that all information I submit through this form will be made publicly available as part of the decision-making process.

True

SO 10-1

From: Submission
Subject: FW: Proposed Whiskey Creek residential area plan change

Your contact details

Title

Mr

Full name of submitter

Brian Stuart McPherson

Physical address

24 Cecil Place Cloverlea Palmerston North

Postal address

Phone

354 6310

Email

briandeirdre1@gmail.com

Hearings

Would you like to speak at the submission hearing?

No

If others make a similar submission, would you be prepared to consider presenting a joint case with them at any hearing?

No

Gain or affect

Could you gain an advantage in trade competition through this submission?

No

Provisions

The specific provisions (objectives, policies, rules) of the plan change my submission relates to are as follows:

Whiskey Creek Residential Area Private Plan Change Request

Submission

My submission is that:

This request by the Flyers Investment Group Ltd is irresponsible because the land is in the Mangaone Stream Flood Path which floods regularly on a 10-40 year cycle to a true one metre average depth. No new stop banks have been included to divert water away from this ponding area to safeguard the proposed 160 fellow rate paying families. Will PNCC and/or Horizons allow habitable homes to be built "walk in" at the current ground level? City housing developments should continue on other higher ground which is available. History shows most river and stream courses change over the years and the ground levels rise due to the silt and gravel carried downstream with each flood. The February 2004 flooding of the Oroua River required the SH3 river bridge to be dredged and the Kopane Road river bridge had to be replaced are two examples of raised accretion levels. The proposed recontouring of Whiskey Creek water course may reduce the width of the floodway and ponding area but the redirected water may speed up and cause havoc further down stream. I will certainly advise my family and friends to avoid living in this area if they wish to enjoy a level entry home.

Decision sought

I seek the following decision from Palmerston North City Council:
Please DECLINE the application.

Additional information

Attach any additional information
FILENAME:

Privacy statement

I understand that all information I submit through this form will be made publicly available as part of the decision-making process.
True

SO 10-3

From: Brian Deirdre <briandeirdre1@gmail.com>
Sent: Monday, 8 November 2021 2:36 pm
To: Submission
Subject: Whiskey Creek Residential Area Private Plan Change .

Submitter, Brian S. McPherson, 24 Cecil Place, Cloverlea Palmerston North
3546310, Email, briandeirdre1@gmail.com 8 - 11 - 2021.

Please note first submission attempt sent on Friday 5 th at 2.45 via the PNCC website Submission Form failed to reach your office.

My submission is as follows--- This change request by the Flyers Investment Group Ltd is irresponsible because the land is in the Mangaone Stream Spillway Flood Path which floods regularly on a 10 - 40 yr cycle to a true 1metre average depth. No new stopbanks have been included in the proposal to divert water away from this natural ponding area to safeguard the proposed 160 fellow ratepaying families.

History shows us that most river and stream watercourses change over the years and the ground levels rise due to the silt and gravel carried down stream each flood.

The Feb. 2004 flooding of the Oroua River requiring the SH3 River Bridge dredging work and the Kopane River Bridge replacement are but 2 examples of local raised accretion levels.

The proposed recontouring of of the Whiskey Creek Watercourse may very well reduce the width of floodway and ponding area but the redirected water may speed up and cause havoc further downstream.

I will certainly advise my dependants and friends to avoid living in this area if they wish to enjoy a level entry flood free home.

My request to the PNCC Hearing is to reject the Application and I do not wish speak at the hearing.

Subject: FW: Proposed Whiskey Creek residential area plan change

Your contact details

Title

Mr

Full name of submitter

Michael McCavana

Physical address

21 meadowbrook drive, palmerston north 4412

Postal address

Phone

02102907685

Email

mikemccavana@hotmail.com

Hearings

Would you like to speak at the submission hearing?

Yes

If others make a similar submission, would you be prepared to consider presenting a joint case with them at any hearing?

No

Gain or affect

Could you gain an advantage in trade competition through this submission?

No

Provisions

The specific provisions (objectives, policies, rules) of the plan change my submission relates to are as follows:

Our submission relates to pages: 44, 46-49; appendices 1-12

Submission

SO 11-2

My submission is that:

We do not support this plan change. See attached comprehensive opposition letter attached below.

Decision sought

I seek the following decision from Palmerston North City Council:

Reject all. If it goes ahead it has to incorporate a green belt to ensure we keep out current amenities of sunshine, privacy and views.

Additional information

Attach any additional information

FILENAME:

Privacy statement

I understand that all information I submit through this form will be made publicly available as part of the decision-making process.

True

SO 11-3

Michael and Nathalie Mccavana
21 Meadowbrook Drive
Palmerston North

Date: 6 November 2021

Palmerston North City Council
Private Bag 11034
Manawatū Mail Centre
Palmerston North 4442

**Attention: Palmerston North City Council and independent review board regarding:
PRIVATE PLAN CHANGE – WHISKEY CREEK RESIDENTIAL AREA**

Dear Sir/Madam

We write this submission in opposition to the above plan change on the following basis.

- Our whanau brought our home at 21 Meadowbrook Drive in 2017. We invested our life savings into this property and were very careful in making the purchase. The home we live in has unobstructed views of the maunga Ruapehu and we are adjacent to a rural environment which provides outstanding vistas and the opportunity to view the setting sun every evening.
- If we were living in a residential area or appropriately zoned part of the City, we would expect future residential development on our boundary and we would have made our purchasing decisions accordingly, however our detailed investigations and communications with PN City Council made it clear that both the City Council and Regional Council would not support any future zone changes or intensive development of the Whiskey Creek site. Fundamental to these views were the significant flood hazard present on the site, impact of development on upstream and downstream flood hazards to established communities and the City Council strategic direction in relation to future housing establishment at other key sites.
- There have been two recent attempts to rezone this land for intensive commercial and residential use which have been declined for good reasons. The developers were unable to convince decision making authorities of their ability to mitigate the substantial flood risk associated with residential housing, retirement villages or commercial land use.
- The Whiskey Creek proposal involves the establishment of intensive housing within close proximity to the existing housing. There has been no attempt by the developer to mitigate the very clear effects on our property, our neighbours and friends. We will lose the sun, our views, sense of community and suffer from increased traffic, along with impacts on safety for our children and wider community. The impacts on amenity values and resulting impacts on property values will be significant.
- The development company and their agents have done little to resolve the concerns we have raised with them and are pushing our family and others impacted by their aspirations into a process we are not familiar with and should not have to be involved in when we had expected our Regional Council and City Council to protect us from this inappropriate development.
- We are concerned that our urban environment and freshwater values are suffering from death by a thousand cuts. We are progressively channelizing and culverting our streams and

SO 11-4

intensifying the use of land in a way that future generations within Palmerston North will lose their sense of community and be unable to enjoy the natural values about them.

- The development will generate construction impacts (e.g. dust and noise) which will last a number of years. It is also clear that the aspirations of the developer extend beyond the existing site and that we will be doomed to further creep of residential development on a staged basis over decades to come.
- The plan change as drafted will enable the development aspirations identified for Whiskey Creek and effectively eliminate the opportunity for the community to influence the design or mitigation of impacts through any other process.
- The proposal for development of Whiskey Creek is contrary to the District Plan, Regional Policy Statement and Regional Plan as it is contrary to provisions that relate to:
 - Protection of high-quality rural land
 - Avoidance of flood hazards associated with sensitive communities
 - Protection of water quality and associated freshwater values
 - Maintenance of city form
 - Protection of community values within existing residential zones
 - Protection of amenity values

We seek the following relief.

That the plan change sought by the developer is declined

or alternatively

the plan change is amended to ensure the above matters are provided for on a precautionary basis.

We have actively engaged in the plan change process to date and are happy to meet with the developer or council in any mediation process to resolve the concerns we have raised. We wish to be heard in relation to this submission.

Please also see below all our photographic evidences to support our submission.

Best regards,

Michael and Nathalie McCavana



Picture 1: Our purchased property listed as country views in town.



Picture 2: View of Mount Ruapehu from our living room.

SO 11-6



Picture 3: Sunset directly in front of our property during winter months.



Picture 4: open plan view over lush crops from our property.

SO 11-7



Picture 5: Quality of life with all day sun.



Picture 6: Shadow cast from only 1m high fence, what would it be with a 5m house?

SO 11-8



Picture 7: Shadow cast from a 1.8m high prop fence in August.

SO 11-9



Pictures 8a and b: Shadow cast at 10am from neighbors 3.3m house on winter mornings.

SO 11-10

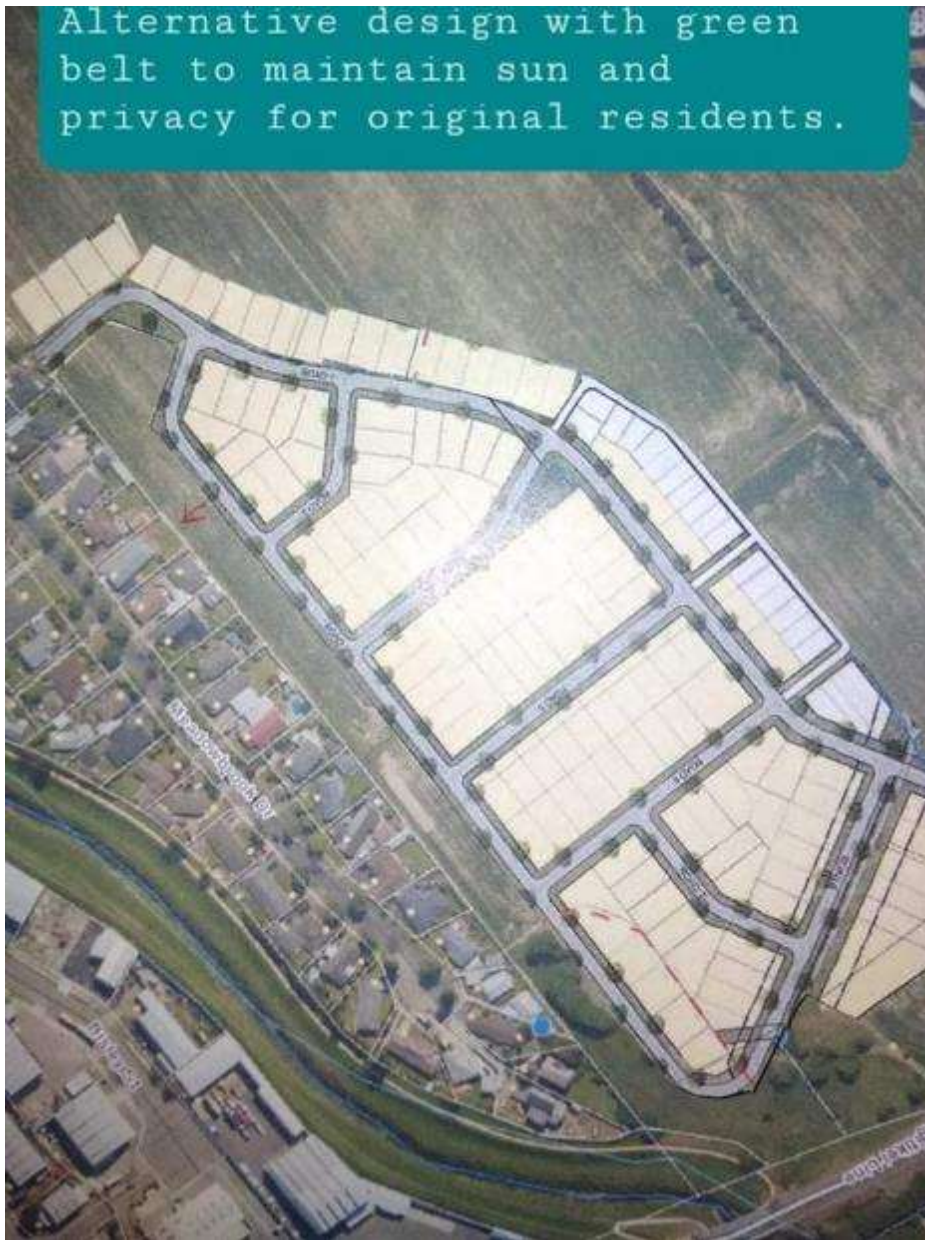


Picture 9: Sun entering through our entire house during the winter months contributing to a healthy and warm house.



Picture 10: Example of distance required to maintain our right to our amenities of sunlight and privacy.

SO 11-11



Picture 11: Alternative green belt plan for the benefits of all residents.

SO 11-12



Picture 12: Wildlife.



Picture 13: 2004 major flood (amongst 4 in the last 50 years, which will only increase in frequency with climate change).

SO 11-13



Picture 14: Flooding in backyard which drains into the ditch behind our property. Developers plan to put a solid pipeline to replace the current ditch which will create a damming effect to our property.

WHISKEY CREEK SUBMISSION FORM

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Once the closing date for submissions has passed, all submissions received will be summarised and made publicly available.

I understand that all information I submit through this form will be made publicly available as part of the decision-making process

Yes

SUBMITTER DETAILS

Full name of submitter *Maureen Antoinette Haddock*

Postal address *17 Meadowbrook Drive
Palmerston North 4412*

Phone *021 303 5867* Email *toniandmike@stingshot.co.nz*

Signature *MHaddock.* Date

THE SPECIFIC PROVISIONS (OBJECTIVES, POLICIES, RULES) OF THE PLAN CHANGE MY SUBMISSION RELATES TO ARE AS FOLLOWS:

Specify the page number, provision or map number in the plan change that your submission relates to. *The Whole Plan change*

Part A - Pages 4 to 13 - Request for a change to the Operative P.N.C. District Plan.

Part B - Pages 14 to 41 - Plan change request assessment and evaluation

MY SUBMISSION IS THAT: STATE THE SPECIFIC PARTS OF THE PLAN CHANGE YOU SUPPORT, OR WISH TO HAVE AMENDED.

Use headings and describe your concerns below i.e: flooding, visual, noise, traffic etc.

As per attached document (3 pages)

ORIGINAL TO
FOR ACTION AND REPLY

REC'D - 5 NOV 2021 FNCC

COPY TO

1. _____

2. _____

MY SUBMISSION CONTINUED:

I SEEK THE FOLLOWING DECISION FROM PALMERSTON NORTH CITY COUNCIL:

Give precise details i.e: approve, reject, am neutral.

Reject the proposed whiskey Creek Residential Area Private Plan change in its entirety. I wish to be advised on the final decision.

Do you wish to be heard in support of your submission?

Yes

No

If others make a similar submission, I will consider presenting a joint case with them at a hearing?

Yes

No

I am a 'trade competitor' for the purpose of Section 308B of the Resource Management Act 1991.

Yes

No

Could you gain an advantage in trade competition through this submission?

Yes

No

PLEASE SEND YOUR SUBMISSION BY:

Mailing to:

Palmerston North City Council
Private Bag 11-034, Palmerston North
Attn: Democracy and Governance Manager

Delivering to:

Palmerston North City Council
Customer Services Centre
32 The Square, Palmerston North

Emailing to:

submission@pncc.govt.nz

PLEASE NOTE

Your submission [or part of your submission] may be struck out if the authorities are satisfied that at least 1 of the following applies to your submission [or part of your submission]:

- It is frivolous or vexatious:
- it discloses no reasonable or relevant case:
- it would be an abuse of the hearing process to allow the submission [or the part] to be taken further:
- it contains offensive language:
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

SO 12-3

Manager – Democracy & Governance
Palmerston North City Council

Submitter: Maureen Haddock, 17 Meadowbrook Drive Palmerston North

Submission on the request to change the Palmerston North District Plan pursuant to Section 73(2) and in accordance with Part 12 of the First schedule of the Resource Management Act 1991.

WHISKEY CREEK PRIVATE PLAN CHANGE REQUEST

I am a longstanding resident of Meadowbrook Drive, in fact, my property was the first build started in the entire street. I have been lucky to enjoy the peace and quiet of this area whilst also enjoying the rural feeling living here has provided and being able to see Mt Ruapehu with snow on it when the weather was just right. Running alongside this of course are the 4 flood events I have experienced during my 46 odd years of living here, none of which actually flooded my property but a couple of which came close. I do know that properties at the Meadowbrook Drive end of Benmore have had their backyards flooded. Scary as these events were, I have not been put off living here until perhaps now, as I am really uncertain about what this proposed plan change will bring about with the development under consideration. There is so much information provided in this plan on the spreadsheets and graphs, that as a normal ratepayer I do not understand or should be expected to understand not being a professional in these fields, yet I don't feel confident after reading the first 70 odd pages of the Whiskey Creek Private Plan Change Request Document that I can be guaranteed my property's risk of flooding would be no worse with the proposed development than it would have been without the development.

Additionally, I would like to add that around 2-3 years ago I was approached by a real estate agent acting on behalf of the developers to sell my property to them at market value for the purpose of knocking it down in order to build an access road through to the land behind me. I was emotionally distraught and felt absolutely devastated that an organisation could have such little regard for what as "home" can mean to a person. The fact that I still lived here after 40+ years must have been an indicator on how I regarded my home. I am grateful that this access road proposal was turned down by Council due to Meadowbrook Drive being too narrow to accommodate large trucks and machinery as well as increased traffic flow. The reason I am putting in this submission is an attempt to protect my home and property from what I feel could be an increased risk of flooding.

My key issues of concern are

Flood Risk

As mentioned above I have seen 4 significant instances of flooding in the 46 years of living in Meadowbrook Drive. If the development proceeds and there is another flood which is highly likely especially in the light of recent events in New Zealand and what climate change is bringing about here (and all over the world) and my property is flooded, I would be insured. However, I have spoken to my insurers and I would need to advise them of the new development and the possibility of increased risk which could most certainly result in an increased premium for the increased risk, thereby affecting me financially. Why should I have to pay more.

The Palmerston North District Plan describes the site as Rural with much of the land flood prone. I acknowledge that under a Rural Zone, permitted activities include farming, horticulture, production forestry, home occupation and roads. I am led to believe that under the Horizons Plan it is currently zoned Flood Channel 1, which allows for activities such as farming and market gardening, not

SO 12-4

residential housing. Horizons Plan describes the area as being subject to deep, fast flowing water on a regular basis and I feel that development within the area has the potential to divert floodwaters to areas of land that currently do not flood. This could possibly affect many Meadowbrook Drive properties as well as those in Benmore Avenue (especially at the top end of Benmore Avenue). I know there is a stop bank proposed to run along the Whiskey Creek dry bed and maybe this would help the development itself but if the amount of water that I have personally seen covering the land in question was forced to be channelled elsewhere then I question the safety of Flyers Line properties and indeed everything south of that stop bank. We know that water will find its own way and who can say that flooding waters won't find a path of less resistance and do a split and go either side of the development meaning Meadowbrook Drive could be in real trouble.

Other Issues

Effects of Stormwater

Our street already floods right across the road at the corner of Benmore and Meadowbrook and extending for up to two sections along Meadowbrook Drive when heavy rain is experienced over a period of time. I'm not sure what proportion of the flooding is from our current stormwater not being able to cope as there has been an occasion where we couldn't drive from Bennett St to Meadowbrook because Benmore at the Bennett St end was flooded and to get home the route was down Tremaine Ave, along Gillespies Line and then into the southern end of Benmore. Some of the flooding has been due to detritus in the gutters (leaves and small broken branches and the brown seed pods blown off the horrible trees planted along most of the street) being washed down the street and clogging the drains. We have on quite a few occasions got out there and cleared the blockage away assisting in reducing the water level. Again, I do not profess any great knowledge of this subject but I do know that residential developments cause more stormwater due to more hard surfaces and it appears that quite a lot is dependent on the effectiveness of the proposed flood detention pond at the southern end of the development and for stormwater to be channelled through the pond to a 300mm culvert outlet. This culvert size seems small compared to the 900mm stormwater main adjacent to 91 Benmore Ave seeing as the pond is collecting the whole development's stormwater. The Plan indicates when storm events exceed the capacity of the 300mm outlet the water will be detained in the pond and released as the inflow reduces. Even bigger events will see spillage from the pond via a constructed spillway discharging the surplus water back to the Whiskey Creek flood area and then dispersed by an open swale. How is this going to work if this area is already flooded.

Effects of proposed earthworks - Noise/site dust levels

Whilst I appreciate that there will always be noise and dust during any development, I am a little concerned that with the westerly winds we get in this location, it will be difficult for the developers to keep both these issues at bay. Dust could be a major which would cover everything, house, windows, gutters, decking, and I would not like to be forced to use a dryer instead of hanging out my washing to dry or not to be able to have my back door open due to the level of noise and/or dust. The Plan Change document states that for most of the existing residents of Meadowbrook Drive there is a buffer of some 150 metres from the nearest earthworks with the buffer reducing to the south and there are 9 existing residential properties that will have no buffer from the fill areas. If this relates to properties in Meadowbrook Drive then my property is one of those 9. At this stage there is no mention of how construction effects will be managed other than they will be addressed through the required resource consents. Are we, especially the most affected properties, going to be provided with written management measures which also includes what sort of avenues we have for complaints should these measures not be adhered to. I am a pensioner and not being a morning person, no longer wake up or get up early. I would therefore expect there be reasonable timelines provided for when work can start and must stop. The developers must be pretty confident that this plan change will go ahead

SO 12-5

(regardless of submissions against) as they are intending to seek resource consents for earthworks, ahead of the Plan Change. Why would they do this and go to the expense involved if they haven't received any assurance the plan change as proposed will be accepted.

Transport related effects

I do not agree with the modelling estimating the extra amount of traffic. With a lot of families running two cars this could even double the estimates stated. A LOT of vehicles already use Benmore Avenue to get in and out of Palmerston North and I can envisage traffic holdups at this roundabout juncture during peak times and indeed at the Bennett Street/Rangitikei Line lights. It is mentioned in the plan that no more than 3 additional vehicles are expected every light change sequence. Even now we can sit through two or more changes as depending on the time of the day only 3 or so vehicles get through and if the first off the block is slow then it stuffs it up for those further back in the queue. We then sit there for up to another 2 mins or so. Adding more traffic into the mix will worsen the situation unless the Council changes the light sequence to allow more time for traffic to flow out of Bennett Street.

Signed by

M A Haddock

Dated

4/11/2021

M A Haddock
17 Meadowbrook Drive
Palmerston North
Ph 027 303 5867 or 06 35765311
toniandmike@slingshot.co.nz

WHISKEY CREEK SUBMISSION FORM

Anyone can make a submission on Proposed Whiskey Creek Residential Area Private Plan Change using the submission form.

THE CLOSING DATE FOR SUBMISSIONS IS THURSDAY 28 OCTOBER AT 4PM.

Once the closing date for submissions has passed, all submissions received will be summarised and made publicly available.

I understand that all information I submit through this form will be made publicly available as part of the decision-making process

Yes

SUBMITTER DETAILS

Full name of submitter Michael Gordon Hermansen.

Postal address 125 Benmore Avenue
Palmerston North

Phone 0274425869.

Email mike@hermansentransport.co.nz.

Signature [Handwritten Signature]

Date 22/10/2021

THE SPECIFIC PROVISIONS (OBJECTIVES, POLICIES, RULES) OF THE PLAN CHANGE MY SUBMISSION RELATES TO ARE AS FOLLOWS:

Specify the page number, provision or map number in the plan change that your submission relates to.

I am against the whole proposal and plan change.

MY SUBMISSION IS THAT: STATE THE SPECIFIC PARTS OF THE PLAN CHANGE YOU SUPPORT, OR WISH TO HAVE AMENDED.

Use headings and describe your concerns below i.e: flooding, visual, noise, traffic etc.

My submission covers the whole plan. and is attached separately.

MY SUBMISSION CONTINUED:

I SEEK THE FOLLOWING DECISION FROM PALMERSTON NORTH CITY COUNCIL:

Give precise details i.e: approve, reject, am neutral.

I require the propose plan change to be declined and rejected.

Do you wish to be heard in support of your submission?

Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing?

Yes No

I am a 'trade competitor' for the purpose of Section 308B of the Resource Management Act 1991.

Yes No

Could you gain an advantage in trade competition through this submission?

Yes No

PLEASE SEND YOUR SUBMISSION BY:

Mailing to:

Palmerston North City Council
Private Bag 11-034, Palmerston North
Attn: Democracy and Governance Manager

Delivering to:

Palmerston North City Council
Customer Services Centre
32 The Square, Palmerston North

Emailing to:

submission@pncc.govt.nz

PLEASE NOTE

Your submission [or part of your submission] may be struck out if the authorities are satisfied that at least 1 of the following applies to your submission [or part of your submission]:

- it is frivolous or vexatious:
- it discloses no reasonable or relevant case:
- it would be an abuse of the hearing process to allow the submission [or the part] to be taken further:
- it contains offensive language:
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

SUBMISSIONS CLOSE: THURSDAY 28 OCTOBER AT 4PM.



SO 13-3

Michael Hermansen

125 Benmore Avenue

I object to the whole of the Whiskey Creek plan changes.

There are a number of factors that when added up could make us one of the most affected parties to the Whiskey Creek proposal.

Traffic

The house next to me will be removed and a roundabout and a road added, this house and my house currently share a driveway from our boundaries to the road. With the roundabout going in my driveway is shown on the new plan as having two bends in it. This will make it difficult for us to get into our driveway as we will need to slow down halfway around the roundabout and turn back towards Meadowbrook Drive to get access. I have taken to reversing into my drive lately as I have had a series of near misses trying to reverse out of the drive onto the street. The bends that are to be put into my driveway will make the reversing much more difficult, either in or out. I also need to use a trailer at times to do gardening etc, the bends will make this an impossible task.

The Whiskey Creek plan also talks about the amount of extra traffic that the new houses will put into the area, I believe that the report has grossly underrated the amount of extra cars that will be using Benmore Ave and Bennett St. If 150 houses are to be built then it stands to reason that most families have two cars so then that means an extra 300 cars, making return trips each day. This assessment could be described as a base figure as many vehicle users could make multi trips in any one day. It would be vital to ensure a proper independent analysis was completed. Our fears that actual vehicle movements would be well over 300 movement per day. This is when considering indicative visitors' movements, commercial delivery movements, alongside the additional shopper trips to the proposed commercial activity. As a directly affected neighbor to the access road and roundabout, I pled with you to consider the impact on not just ourselves, but all other neighboring residents that front these elements. Many whom are elderly, or have families with young children/grandchildren. We feel the impacts will be immense.

At the moment more traffic is using Benmore Ave as the Cloverlea roundabout is shut at times, and the traffic backs up to our house waiting for the Bennett St Rangitikei St lights during peak hours. With 300 more cars in the area I would expect similar to happen even when the Cloverlea roundabout is open.

Also because our house has the master bedroom at the front of the house we will be subjected to lights shining into our room at night from the cars using the roundabout. Due to our concerns regarding the placement of the suggested roundabout, and the impact the car lights could have shining into our master bedroom, we actually went to the effort one night to have a friend drive their car on the front verge in the indictive alignment that the roundabout is being suggested. The effect of their car lights shinning into our bedroom made more of an impact than we first imagined. This has heightened our concern for the placement of the roundabout, and the impact the car lights will have on us.

I have had no one talk to me about changing my driveway and had to find out about it from a neighbor, where is the consultation?

SO 13-4

Commercial Buildings

The report talks of commercial buildings with flats above out the back of my house. This would cut out my view and my sun, by our calculations at approximately 2pm. Also the delivery trucks coming at all hours making noise will disturb our peace and quiet.

One of the shops is reported to be 4 Square so that will create more traffic from Benmore Ave coming to the shops. Food shops create smells and attract rats and vermin. I have enquired with the owners of the 4 Square in Milson Line regarding how many deliveries they average in a day. They received up to six deliveries in any one day. The earliest being 5 am, and the latest being 4pm. The impact from the indicative number of deliveries, and the range of hours, from the likely earliest to the likely latest seems complete unreasonable to impose on an existing residential neighbor. If any additional retail activities such as a takeaway and/or hairdresser eventuate from the proposed development, these effects would exacerbation our concerns severely. At the very least any commercial activity should be located beside one of the proposed new lots and not interface with an existing dwelling. The reverse sensitivity impacts are way too great for any existing property owners to have to live with.

Floodway

Flood history shows there have been a number of severe flooding events that have inundated the land area where this development is proposed. Over the back fence we have a small stopbank to keep the water from our place when the floodway is working. This is to be removed and houses are to be built on the floodway. The plan calls for some work to be done to mitigate the floods but they haven't taken into account the extra water that the new Kiwirail proposal that is to be done in Railway Road. This is a huge area of tarmac that will put all its runoff into the Mangone stream. The Whiskey Creek report has not taken this into account when it made the calculations in the report. I don't want the council to end up with a huge law suit if the Whiskey Creek house get flooded in the future. The city council has vehemently opposed two previous plans to build structures on this land on the basis that it is a designated floodway, what has changed?

Financial concerns

I have spoken to two senior real estate agents who both agree that the value of our property will be impacted adversely by having the commercial buildings over the back fence and the roundabout out the front. Both suggested that I sell up before things get started but I love this area and the reason I bought here was the view over the back fence.

Quality of life

I believe our quality of life will be adversely impacted by this plan change, I am already losing sleep just thinking about the extra traffic and the worry of having my grandchildren visit if we have a street running down beside our house as well as the front. With the roundabout out the front I will not feel comfortable letting the play out there. We will lose our great view out the back and the sun will disappear earlier because of the commercial building. There will be the problem of us be able to get in and out of our driveway without having accidents and the noise at all hours from the delivery trucks and such. Also the smells from rubbish bins and the vermin that they attract.

SO 14-1

Hayden Turoa
Ngāti Turanga
497 Paranui Road
RD11
FOXTON 4891

8 November 2021

Palmerston North City Council
Private Bag 11034
Manawatū Mail Centre
Palmerston North 4442
Attention: Manager – Democracy & Governance - Whiskey Creek

Dear Sir/Madam

PRIVATE PLAN CHANGE – WHISKEY CREEK DEVELOPMENT

I write this submission on behalf of my hapū, Ngāti Turanga. We have been working with the principals of the development company for Whiskey Creek. While this has been constructive it has not yet resolved the issues of concern that we hold. Accordingly, I have set them out below for consideration within the Plan Change process. Should that position change, I will alert the consent authority.

Ngāti Turanga is a hapū downstream to the proposed development. We have been the impacted party for many decisions which have resulted in loss of our taonga species, impacts on freshwater values, increasing contaminants and inability to exercise our customary practices. This is most evident at present with Plan Change 2, PNCC waste discharge and KiwiRail's development. These are only a few amongst many activities approved by regulatory authorities which has left our whenua and awa decimated.

I would like to highlight that the issue associated with this site are largely being addressed by Rangitāne and we stand in support of them. We acknowledge their leadership in this space. In relation to Whiskey Creek itself, our specific concerns include:

- Cumulative effects on water quality.
- Inability to exercise our mahinga kai and manākitanga obligations.
- A loss of rural amenity values.
- Intensification of land use in a way that does not appear to be consistent with the city's strategic growth priorities.
- Cumulative impacts associated with intensive land use within an active, known flood zone.

It is not yet evident how these issues will be avoided, remedied, or mitigated within the development and we look forward to working through these issues within the process.

SO 14-2

We seek a decision from the hearing committee that avoids further adverse effects on the interests of Ngāti Turanga. Failing that, we seek a decline of the plan change as currently drafted. We are happy to take part in mediation or discussions with the developer and other stakeholders to the plan change and we wish to be heard in relation to this submission.

Noho ora mai

Hayden Turoa

(for Ngāti Turanga)

WHISKEY CREEK SUBMISSION FORM

Anyone can make a submission on Proposed Whiskey Creek Residential Area Private Plan Change using the submission form.

THE CLOSING DATE FOR SUBMISSIONS IS TUESDAY 9 NOVEMBER AT 4PM.

Once the closing date for submissions has passed, all submissions received will be summarised and made publicly available.

I understand that all information I submit through this form will be made publicly available as part of the decision-making process

Yes

SUBMITTER DETAILS

Full name of submitter **Anthony Barney Cade** **Carolyne Anne Cade**

Postal address **1 Meadowbrook Drive Palmerston North**

35 72536

Phone **06 35 72536**

Email **tonycade@xtra.co.nz**

Signature



Date

THE SPECIFIC PROVISIONS (OBJECTIVES, POLICIES, RULES) OF THE PLAN CHANGE MY SUBMISSION RELATES TO ARE AS FOLLOWS:

Specify the page number, provision or map number in the plan change that your submission relates to.

The whole plan change

MY SUBMISSION IS THAT: STATE THE SPECIFIC PARTS OF THE PLAN CHANGE YOU SUPPORT, OR WISH TO HAVE AMENDED.

Use headings and describe your concerns below i.e: flooding, visual, noise, traffic etc.

Please refer to the attached submission and supporting documents (appendixes)

MY SUBMISSION CONTINUED:

I SEEK THE FOLLOWING DECISION FROM PALMERSTON NORTH CITY COUNCIL:

Give precise details i.e: approve, reject, am neutral.

The application for plan change is declined

Do you wish to be heard in support of your submission?

Yes

No

If others make a similar submission, I will consider presenting a joint case with them at a hearing?

Yes

No

I am a 'trade competitor' for the purpose of Section 308B of the Resource Management Act 1991.

Yes

No

Could you gain an advantage in trade competition through this submission?

Yes

No

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- it contains offensive language;
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SUBMISSIONS CLOSE: THURSDAY 28 OCTOBER AT 4PM.

SUBMISSION ON PROPOSED CHANGE 19 TO THE PNCC RESIDENTIAL PLAN CHANGE

Clause 22 of the First schedule to the Resource Management Act 1990

To : The Palmerston North City Council Planning Office

Submission on: Proposed Private plan Change Request for Whiskey Creek Residential area Palmerston North

Name: Anthony Barney Cade & Carlyne Anne Cade 1 Meadowbrook Drive Palmerston North

- 1 The specific changes my submission relates to are :
The whole plan change
- 2 The specific provisions of the proposal that my submission relates to are :
Oppose the Plan change in its entirety
- 3 My submission is broken down under key issues:

Flood Plain area

Horizons Flood Hazards and the One Plan Information Sheet for Territorial Authorities in the Manawatu-Wanganui Region attached *appendix A* states in part:

There are six floodway's in the Region being the Makirikiri Floodway in the Rangitikei District, Reid Line, Taonui Basin and Kopane Floodways in Manawatu District, Moutoa Floodway in Horowhenua District and Flyers Line Floodway in Palmerston North City.

The intent in Policy 9-2(a) is to avoid risk to people and property from the floodway, and to ensure the effective functioning of the floodway by avoiding the placement of buildings, solid fences, etc. in a place where they will impede the flow of water.

Horizons' position is that there should be no more development (i.e. new or extended structures or activities) in the Kopane or Flyers Line floodways.

This means that no one should build or extend a house, dairy shed, power pylon, etc. or subdivide, within these floodways.

I understand the land holding behind Meadowbrook Drive is zoned Flood Channel 1 which is the highest rating for flooding

When addressing building on Flood Plains - The Resource Management Act requires Local Authorities' to avoid or mitigate the risk - but councils should err on the side of caution an Environmental Engineer Nigel Mark Brown stated who specialises in flood assessments. You should be avoiding wherever possible - which means not building in a Flood Plain.

Massey University Physical Geography Lecturer Ian Fuller who specialises in Flood histories states in part - we don't have sufficient data to tell us enough about the frequency of big floods and rather than trying to mitigate flood risk for new housing developments councils should be avoiding it altogether:- refer **appendices D & F**

It is well documented that there have been at least 4 x significant floods in the last 40 odd years

Horizons Memo 14 September 2021 attached **appendix B** states in part - It was not necessary to activate the Mangoane Spillway as the Mangoane peaked just short of the spillway operating during the recent localised storm that featuring heavy rainfall and the associated storm water that drained to the Mangoane

During the 20 June 2015 floods in Palmerston North, Horizons Regional Council activated its plan to divert floodwaters into Whiskey Creek to relieve pressure on the Mangaone Stream and prevent flooding in the northern parts of the city.

The flooded creek, which is up to 6 metres deep and 5m wide, caused severe scouring along the northern lane of the road. Three retaining walls were damaged, and two sections were undermined, with parts of the road collapsing.

Horizons river manager Ramon Strong said the damage happened because the Mangaone Stream spillway north of the city was designed to push water across farmland adjacent to Flyers Line.

Repairing flood damage to the stretch of Flyers Line between Rangitikei and Gillespies Lines on the outskirts of Palmerston North could cost more than \$4.4 million it was stated at the time.

Indeed the stretch of Flyers Line bordering this proposed initiative remains damaged and restricted to one lane in places after a flooding event on 20 June 2015:- Refer **appendix E**

The proposed area of land for the rail hub to be created at Bunnythorpe is largely undulating will need to be levelled; will feature vast paved areas and other impermeable surfaces as well as run off from rooves of buildings which will ultimately be released into the Mangaone Stream :- refer **appendix C**

Further we have stop banks in place immediately behind our rear fences

Refer attached appendixes:

A *Flood Hazards and the One Plan :- Horizons Regional Council*

B *14 September 2021 Horizons Regional Council*

- C 14 August 2021 Rail Freight plans to gobble 177 hectares of rural and industrial land*
- D 27 July 2017 New Zealand News National - Councils urged to avoid building on flood plains*
- E 17 November 2015 Manawatu Standard News Flyers Line Flood damage repair bills investigated*
- F 29 October 2015 Manawatu Standard News - Flood Prone areas of rural Palmerston North to be managed*
- G Palmerston North and Liquefaction Document 2537901*

Property Values and environmental impact

Under this proposal property values will be negatively impacted by loss of the open spaces and view at the rear of our properties. A real estate company stated the rural outlook and associated panoramic views added between \$20 - \$30,000 dollars to the relative property values

We will also be impacted by a loss of sunlight leading to shading and the subsequent cooling of our homes and also meaning my already soggy back lawn will not dry out

The initial information sheet circulated states in part "the area is reasonably flat and small changes in ground levels of less than 1 metre would increase the developable area" this will surely impact on neighbouring properties by way of runoff

Whiskey Creek Urban Design and Landscape Report – McIndoe Urban states the following in part:-

Ensuring all flood mitigation is managed on the Site with no **adverse** flooding effects on neighbouring properties.

Towards the flood line, the Site will be raised by up to 1m. Adjacent to existing housing, the ground will remain at current levels. An existing storm drain along the common boundary will need to be re-engineered to ensure there are no **adverse** flooding effects on neighbours

Liquefaction

This is a factor to be taken into account by the Council during planning along with flood risk and other ground conditions

Palmerston North City Council document 2537901 **appendix G** states in part:- the new report has highlighted that the area with the highest susceptibility to liquefaction runs along

the river and largely aligns with the flood plain areas. This area is classified as at moderate to very high susceptibility to liquefaction

Impact on Traffic Volume and associated Traffic Engineering

The report compiled by Harriet Fraser Traffic Engineering & Transportation planning dated 7 April 2021 is modelled on traffic count data from N Z T A 2016 volumes and Council traffic data collected in 2017 but claims to make allowances for increased volume - hardly current.

They are also proposing a secondary road connection to S H 3 with a left in / left out only arrangement – surely this is premature as this will need approval from N Z T A

There is no consideration given in this document around access / egress to the proposed development from Flyers Line. However currently this block of land is accessible only from Flyers Line where there are two site entrances?

This would mitigate the increased traffic volumes and major traffic engineering around the creation of an additional street connecting to Benmore Avenue and the proposed roundabout?

The Appendix from Harriet Fraser beginning on page 420 of the document – is modelled on 157 sections and 157 cars which the predicted Traffic Movements have been based on - this rationale is flawed

As at 20 October 2021 there were 4,873,055 people in New Zealand

As at March 2021 there were 4,400,000 passenger cars and vans on the road in New Zealand

A rough ratio of 1 car to every 1.1 man woman and child

Her calculations are hugely conservative and are under represented

Realistically most households will have a minimum of 2 x vehicles per household including work / trade vehicles

Further her calculations fail to identify / include specifics around the additional traffic volume generated by people travelling to the intended commercial premises shop(s) included in the design being a single commercial area is proposed within the residential zone fronting close to Benmore Avenue. This area is suitable for subdivision into smaller commercial tenancies if required. In this location the plan anticipates ground floor commercial accommodation with potential for residential apartments above if market demand exists for these types of accommodation. There is no restriction on lot size.

The true traffic count could be at least 2 – 3 times higher than her imperfect data and reasoning

The proposed roundabout will create a hazard for vehicles coming over the bridge and heading along Benmore Avenue towards Gillespie's Line as the vehicles queued at the structure will be obscured by the left hand bend immediately before the proposed new intersection

Ref: Harriet Frasers report Section 4 District Plan Transportation Requirements Subdivision - Objective 2 subsection 2.2 - To ensure all new lots have safe and adequate vehicle access from the roading network by providing that : states in part - the access should be designed to enable vehicles to turn within the lot and to leave it in a forward direction. This will not be the possible with existing properties adjacent to the proposed roundabout and its medians.

Access / Egress to properties will also be restricted by this new roundabout where a number of properties will be reversing from their drive ways into the path of approaching traffic and traffic that has stopped to give way making for a dangerous scenario. Further the medium barriers shown coming off the Traffic Island exacerbate the problem even further making it impossible to get trailers / boats up your driveway.

There is already substantial traffic movement along Benmore Avenue which includes not only cars, also numerous trucks and school buses on a daily basis.

I fear for the safety of children walking to attend nearby kindergartens and schools with the increased traffic flow, addition of a new road and the associated roundabout which will pose dangerous to negotiate

Further I will be effected by a proposed new road going down the side of my property with our bedrooms facing this road – my house is only 1 x metre from the boundary fence and we will be subject to constant road noise and headlight glare which will impact our sleep patterns and ultimately my health and quality of life

The current raised hill in front of my property provides some relief however this will be removed under this proposal

Conclusion

The purported consultation over this proposal has been severely lacking – other than a letter box drop advising of a presentation at Cloverlea School where feedback was sort there has been no positive constructive engagement from the council or the developer.

I am arguable one of the most affected by this proposal – the developers have already purchased the house next to me to develop a new road and I will have a roundabout with its associated medium strips outside my property together with an adjacent commercial development including shop(s) which will also contribute to increased traffic flow, noise and headlight glare.

Resonant Consulting Limited are representing Flyers Line Investment Group in progressing this proposal

It is public information and a search of the Company's Office N Z reveals that one of the Directors / Shareholders Kevin Barry Judd was formerly a Director / Shareholder of Kevin O'Connor and Associates; the business was sold in July 2018 and ceased trading at that time. The shareholders of the company resolved to place the company into liquidation on 30 March 2020.

This company is subject to a number of claims regarding alleged engineering defects in relation to buildings in Palmerston North, Wellington, Levin and Masterton. The article dated 15 October 2019 state's in part: Commercial Property Lawyer Doran Wyatt of Greenwood Roche said legal action could be taken against Kevin O'Connor and Associates and the City Council following the report's findings. The Council could be taken to court for negligence for signing off consents and providing code of compliance certificates for buildings not up to standard – refer attached documents and media articles

This does not give me confidence in the associated material that has been submitted in support of this proposal and I ask that all reports and their content be peer reviewed and / or additional independent reports be commissioned.

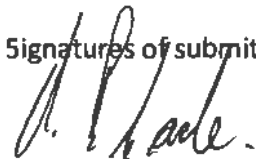
4 I seek the following decision from the local authority:

That the plan change is declined

5 I wish to be heard in support of my submission

6 If others make a similar submission I will consider presenting jointly with them at a hearing

Signatures of submitters



Anthony Barney Cade



Carolyne Anne Cade

Name and Address of submitter:

Tony & Carol Cade

1 Meadowbrook Drive

Palmerston North

Telephone numbers: 06 35 72536 / 029 660 0076

Email: [tonycade @xtra.co.nz](mailto:tonycade@xtra.co.nz)



Flood Hazards and the One Plan

Information for Territorial Authorities in the Manawatu-Wanganui Region



Introduction

The purpose of this information sheet is to support staff at the Region's territorial authorities (TAs) in giving effect to the natural hazards policies in the One Plan. It assumes that you have already read Chapter 9 of the One Plan and provides additional information on the One Plan provisions relating to natural hazards, in particular flooding and Policy 9-2: Development in areas prone to flooding.

Overview of One Plan provisions

The One Plan principally manages the effects of natural hazards by setting out objectives and policies in Chapter 9.

The main purpose of Chapter 9 is to avoid increasing the risk to people and property from natural hazards, by limiting development in areas where natural hazards, especially floods, are likely to occur.

Chapter 9 divides responsibilities for avoidance and mitigation of natural hazards under the RMA between Horizons and the TAs in the Region:

- Horizons sets Region-wide policy – through the One Plan.
- TAs implement the policy by making rules in their district plans and granting or declining consents – there is a clear expectation in Policy 9-1 that TAs will develop their own objectives, policies and methods (including rules to control land use in line with Policy 9-2) as district plans are reviewed.
- Horizons implements the policy using other methods – especially by gathering, analysing and communicating information (for example, where flooding will or is likely to occur). There are no rules in the One Plan regulating development in flood prone areas, only policies.

Horizons carries out other activities relating to natural hazards under other legislation, including river and drainage schemes, and emergency management.

Policy 9-2: Development in areas prone to flooding

Policy 9-2 sets the framework for development in floodways and in areas which would be flooded in a 0.5% AEP ("floodable areas").

The policy provides for Horizons' and TAs' response to a range of development scenarios in areas with different levels of susceptibility to flood events. It does not cover the effects of stormwater, which is managed by TAs.

The general approach of this policy is:

- Avoidance of further development in floodways.
- Mitigation in areas that would be covered by water in a 0.5% AEP ("floodable areas").
- Avoidance of greenfield development in floodable areas.

Floodways – Rangitikei, Manawatu, Horowhenua and Palmerston North

The six floodways in the Region are the Makirikiri Floodway in the Rangitikei District, Reid Line, Taonui Basin and Kopane Floodways in Manawatu District, Moutoa Floodway in Horowhenua District and **Flygers Line Floodway in Palmerston North City**. These areas are all mapped and can be found in the Schedule I of the One Plan. More detailed information is available on request from Horizons' Co-ordinator District Advice.

Planning for climate change

It is predicted that a flood protection design that would protect against the current 0.5% annual exceedance probability (or AEP, also often called a 1 in 200 year flood) flood event will only be effective against 1.0% AEP (1 in 100 year) flood in 2050, because of the effects of climate change.

One Plan Policy 9-2 therefore uses 0.5% AEP as the minimum level of flood protection for development in flood-prone areas in the Region. Requiring mitigation or protection against a 0.5% AEP flood event now will maintain a standard of not less than 1.0% AEP protection into the future.

To put this into context, consider the February 2004 flood event. This flood affected 70 percent of the Region. Hundreds of people were evacuated from their homes, thousands of animals relocated or lost, and 200 million tonnes of soil washed off hillsides and down rivers. Infrastructure – roads, bridges, energy supply, telecommunications, water and sewage services – was substantially disrupted and the estimated economic impact on the Region was \$300 million.

In spite of its severity and extent, this flood exceeded the 1 in 100 year level (1.0% AEP) at only six of the 40 water level monitoring stations across the affected parts of the Region. The flood was assessed as reaching a 1 in 200 year level (0.5% AEP) in only the Oroua, Turakina and Whangaehu Rivers.

Most of the flood protection works (stopbanks) in the Region are designed to withstand the current 1% AEP flood event, a 1 in 100 year flood.

The intent of Policy 9-2(a) is to avoid risk to people and property from the floodway, and to ensure the effective functioning of the floodway by avoiding the placement of buildings, solid fences, etc in a place where they will impede the flow of water.

New structures or activities, or increasing the scale of an existing structure or activity in any floodway should be avoided.

The only exceptions to this policy are:

- If there is a functional necessity for a structure or activity to be located within a floodway, such as infrastructure associated with flood mitigation.
- Within the Taonui Floodway, development associated with the existing use of production land (for example, a hayshed). This floodway has a much larger and wider area which means the velocity of the flood flow is slower. See below for more detailed information about this floodway.

These exceptions would not ever apply to an occupied structure (as defined below).

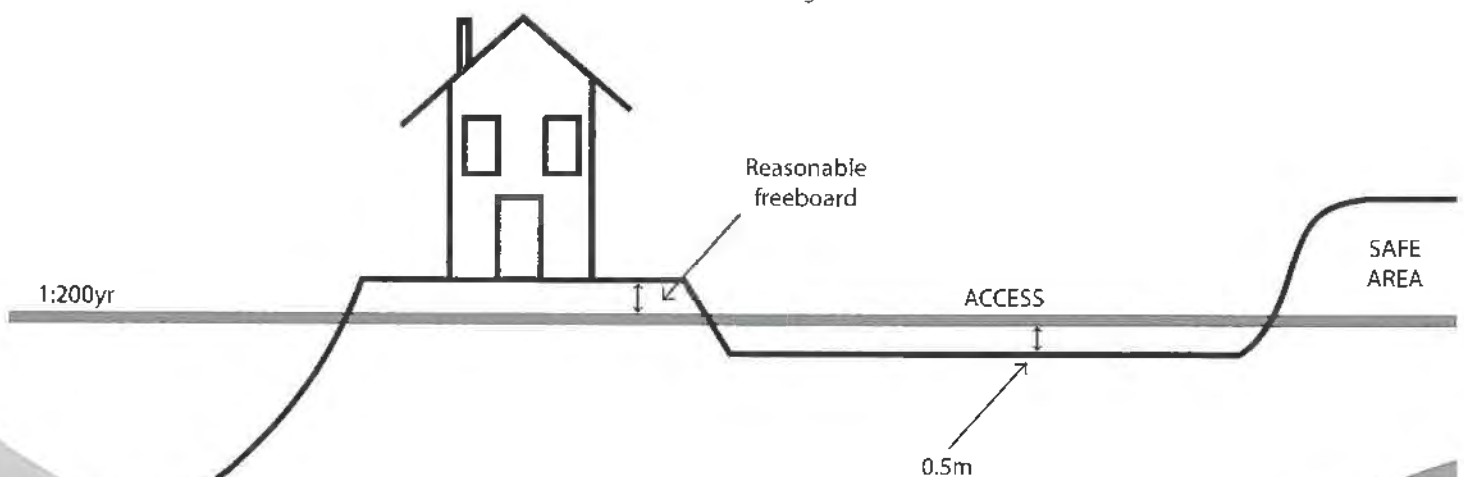
Floodable Areas – all TAs

The intent of Policy 9-2(b) is to reduce the risk to people living and working in floodable areas by limiting development in these areas. This is achieved by generally avoiding new structures or activities, or an increase in the scale of existing structures or activities, unless there are flood control measures in place to protect against a 0.5% AEP flood event or the structure is designed to mitigate the effects of a flood of this size. There are some exceptions set out in the policy.

Mitigation in floodable areas

Mitigation for occupied structures in a floodable area is set out in Policy 9-2(d) and includes ensuring that the floor or ground level is above the 0.5% AEP flood level, including reasonable freeboard. NZS 4404:2010 *Land development and subdivision infrastructure* provides guidance on flood clearance levels which should be used to when implementing this policy.

There must also be a safe way out from the structure, to a place where people can be rescued from. This would normally be an accessway that would not be covered by more than 0.5 m of water in a 0.5% AEP flood event, but the depth of the water will vary depending on the speed of the flood flow. Horizons' Manager Investigations and Design can provide specific advice. The drawing below illustrates what the mitigation measures will look like.



Horizons' approach – scenarios and examples

The approach Horizons advises regarding any particular situation is largely based on whether or not the development will result in an increase in the number of people living or working in an individual building or in an area.

Examples of how the following scenarios covered by Policy 9-2, in relation to flooding, would land in practice are summarised in Table 1, at the back of this information sheet.

Subdivision in flood prone areas without flood protection for at least a 0.5% AEP event should be avoided.

While subdivision does not in itself increase the adverse effects of a flood event, the structures that would result on the subdivided land are likely to be 'occupied structures' so potentially increase the risk to people and property and reduce the effectiveness of existing flood protection. For this reason, subdivision in these areas is discouraged.

New occupied structures in urban or rural areas that have little or no flood protection (protection for a 1.0% AEP or 1 in 100 year event or less) are discouraged for the same reason. The exception to this is new occupied structures in established urban residential areas, which are allowed but must have floor level and access mitigation as set out in Policy 9-2(d). Minor extensions to occupied structures (such as increasing the living space), which

are not for the purpose of increasing the number of people using or living in the building, do not have to meet these mitigation standards, but larger extensions (such as increasing the number of bedrooms) will need to incorporate the mitigation requirements.

Horizons recommends that all structures, including those on production land, be designed with raised floor levels as described in Policy 9-2(d), to reduce the risk from flooding to the people living and working there.

How does Horizons identify floodable areas?

The Hazards Mapping Group at Horizons is responsible for identifying areas that are known or predicted to be inundated in a 0.5% AEP throughout the Region. This information is being provided to TAs to assist them in planning to reduce the risks from these flood events, including by updating their district plans.

For information about particular areas or properties, relating to the Hazards Mapping Project, contact Horizons' Co-ordinator District Advice.

What is an 'occupied structure'?

Policy 9-2 generally refers to "any new structure or activity, or any increase in the scale of any existing structure or activity". However, parts of the policy distinguish between 'non-habitable' structures on production land, which do not require mitigation, and 'occupied structures' which require raised floor levels and a safe route to an area where occupants can be rescued. Neither of these terms has been defined in the RMA or the One Plan.

- A non-habitable structure on production land includes any structure where people will not sleep, on land used for horticulture, agriculture, pastoral farming, forestry, etc.
- All other structures where people sleep or work are considered to be occupied structures.

If in doubt, contact Horizons' Co-ordinator District Advice.

Rule 17-15: Activities affecting Schedule AB Value of Flood Control and Drainage

This is the only rule in the One Plan that regulates specific activities not carried out by or on behalf of the Regional Council, in floodways and floodable areas

when they are also adjacent to a water body identified in Schedule B of the One Plan as having a Value of Flood Control and Drainage. Horizons' Manager Investigations and Design or Co-ordinator District Advice can advise you whether a proposal will trigger this rule.

Additional information

Horizons is available to work with TA staff to address issues arising around all natural hazards, not just flooding.

For further information about the One Plan provisions or for advice regarding specific development proposals or land areas, contact Horizons' Co-ordinator District Advice.

Horizons has other resources about the One Plan provisions and what they mean, including an information sheet targeted to landowners and others with an interest in development in the Taonui Basin. These are available on request or can be downloaded from the Horizons website www.horizons.govt.nz.

Taonui Basin – responding to questions

One of the areas that staff in Manawatu District Council and Palmerston North City Council are likely to be asked about is the Taonui Basin. This area includes three mapped floodways and a mapped floodable area. It will be necessary to determine which of the mapped areas the proposed site is located within.

Horizons' position is that there should be no more development (i.e. new or extended structures or activities) in the Kopane or Flyger's Line floodways. This means that no one should build or extend a house, dairy shed, power pylon, etc, or subdivide, within these floodways.

The Taonui Floodway, however, is a 'basin' rather than a channel so flood flows are slower than in all the other floodways, reducing the risk to people and property. For this reason there can be limited development within this area, including non-habitable structures to support production land (such as a hayshed) but excluding occupied structures.

In the floodable area, Horizons discourages any new subdivision or new occupied structures (except new occupied structures in an existing urban area provided they are designed with sufficient floor level clearance and access mitigation) as these are likely to increase the number of people living in an area with a high risk of flooding.

Minor extensions to occupied structures in the floodable area (such as adding a garage or extending a living area) should be allowed. Larger extensions to enable more people to use an occupied structure will need floor level and access mitigation.

New or extended non-habitable structures (such as a dairy shed or hayshed) on production land in the floodable area should be allowed. Other new or extended non-habitable structures in the floodable area should also be allowed provided they are designed with adequate mitigation. However, Horizons recommends that all non-habitable structures should have floor level mitigation as a minimum.

Horizons does not have any rules restricting new or extending structures or activities in the Taonui Floodway or Floodable Areas, except Rule 17-15, which only regulates activities in the strip of land beside a water body. All other regulation is the responsibility of TAs through their district plans; Horizons only has policies which set out the framework for those regulations. In practice, however, until TAs have reviewed their district plans they can refer inquiries back to Horizons' Co-ordinator District Advice at Horizons. Questions from land owners, land agents, developers, etc about whether a new or extended structure or activity in the Taonui Basin is restricted should be referred to the Manawatu District Council or Palmerston North City Council in the first instance.

Table 1.

EXAMPLE		OCCUPIED STRUCTURE		NON-HABITABLE STRUCTURE		SUBDIVISION
		NEW	INCREASE SCALE	NEW	INCREASE SCALE	NEW
FLOODWAYS	Makirikiri, Moutoa, Reids Line, Taonui Basin	Avoid	Avoid	Avoid (unless functional necessity)	Avoid (unless functional necessity)	Avoid
INUNDATED IN 0.5% AEP (1:200YR) FLOOD EVENT	Urban ≥ 0.5% AEP flood protection, e.g., Palmerston North, Balgownie industrial.	Allow	Allow	Allow	Allow	Allow
	Urban ≥ 1.0% AEP ≤ 0.5% AEP flood protection, e.g., Lower Manawatu Scheme, Ashhurst.	Allow (with floor level and access mitigation)	Allow (minor extensions or larger extensions with floor level and access mitigation)	Allow (recommend floor level)	Allow (recommend floor level)	Discourage (advocate to avoid)
	Urban ≤ 1.0% AEP flood protection, e.g., Marton, Bulls, Ohakune	Discourage (except in established residential areas with floor level and access mitigation)	Allow (minor extensions or larger extensions with floor level and access mitigation)	Allow (recommend floor level)	Allow (recommend floor level)	Discourage (strongly advocate to avoid)
	Rural ≥ 0.5% AEP flood protection	Allow	Allow	Allow	Allow	Allow
	Rural ≥ 1.0% AEP ≤ 0.5% AEP flood protection	Allow (with floor level and access mitigation)	Allow (minor extensions or larger extensions with floor level and access mitigation)	Allow (recommend floor level)	Allow (recommend floor level)	Discourage (advocate to avoid)
	Rural ≤ 1.0% AEP flood protection	Discourage (except with floor level and access mitigation)	Allow (minor extensions or larger extensions with floor level and access mitigation)	Allow (recommend floor level)	Allow (recommend floor level)	Discourage (strongly advocate to avoid)

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horizons

REGIONAL COUNCIL

SO 15-17

14 September 2021, 8:57 AM



Horizons River Management acting group manager Craig Grant says, "It was not necessary to activate the Mangaone spillway and Moutoa floodgates and our operational teams have been stood down, monitoring of the situation will continue throughout the day.

"With the Makino flood gates closed water was diverted down the spillway to the Kiwitea Stream.

"The Mangaone peaked just short of the spillway operating and is now receding.

"As a result of closing the floodgates, water was retained within the Makino channel and did not flow into Feilding township. However, Feilding did have localised surface flooding due to rain. The Makino is now receding.

SO 15-18

"Horizons staff will continue to monitor the situation as the Manawatū captured a significant amount of water. It is predicted to peak at Moutoa around 7pm tonight with the forecasted peak falling just short of a gate opening.

"Yesterday a weather front passed across the region and extended, as a frontal band, from Whanganui across to the east coast.

"It arrived earlier than predicted and stalled over our region, creating extensive surface flooding.

"Horizons staff were monitoring the situation with flood modelling raising concerns for the Makino, Mangaone and Manawatu streams and rivers.

"We notified landowners as a precautionary measure during daylight hours and activated our Emergency Operations Centre to respond to the event as necessary.

Rail freight plans to gobble 177 hectares of rural and industrial land

Janine Rankin 05:00, Aug 14 2021

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SUPPLIED

A view from the corner of Roberts Line and Kairanga-Bunnythorpe Rd, looking east towards the proposed KiwiRail freight hub site.

KiwiRail's proposed new freight centre on the outskirts of Palmerston North is snowballing into a larger and more complicated project than even its authors envisaged.

The project has been sparked by the existing 20 hectares of yards at Tremaine Ave running out of capacity to handle existing, let alone future, rail freight volumes.

The search for a new site was supported by a \$40 million Provincial Growth Fund boost to pay for planning and land purchase.

At the end of the first week of a hearing about designation, KiwiRail's planning witness Karen Bell outlined the process that had identified 177

hectares between Palmerston North and Bunnythorpe as the site for the new development.

READ MORE:

- * [KiwiRail's freight centre is about more than just railway tracks](#)
- * [KiwiRail's freight centre plans could exceed its legal powers](#)
- * [Iwi prepared to dispute location of new KiwiRail freight yard](#)

Bell was involved in the assessment of possible sites, which started with a long list of nine along the main trunk railway between the Manawatū River south of Longburn and the Bunnythorpe area. Four were rejected because of fatal flaws.

There was a desire to be close to the Palmerston North urban area, but not too close to existing or anticipated residential areas because the centre would operate 24 hours a day, seven days a week, generating light and noise.

It was also important to avoid flood and instability risks.

Bell said the extent of the designation required was greater than KiwiRail had anticipated.

The area had to be big enough to accommodate 1.5km long trains and the marshalling yards, freight forwarding facilities, container depot and maintenance facilities needed for railway line operations.

The area grew bigger when it became apparent the railway line needed to be moved within the site and Roberts Line closed, triggering the need to build a new perimeter road and access points.

KiwiRail needed to have control over the land around the operations area to ensure it had space for sound-control barriers and planting in corridors up to 30 metres wide, to screen out views into the yards.



SUPPLIED

KiwiRail's proposed freight centre near Bunnythorpe depends on a land designation.

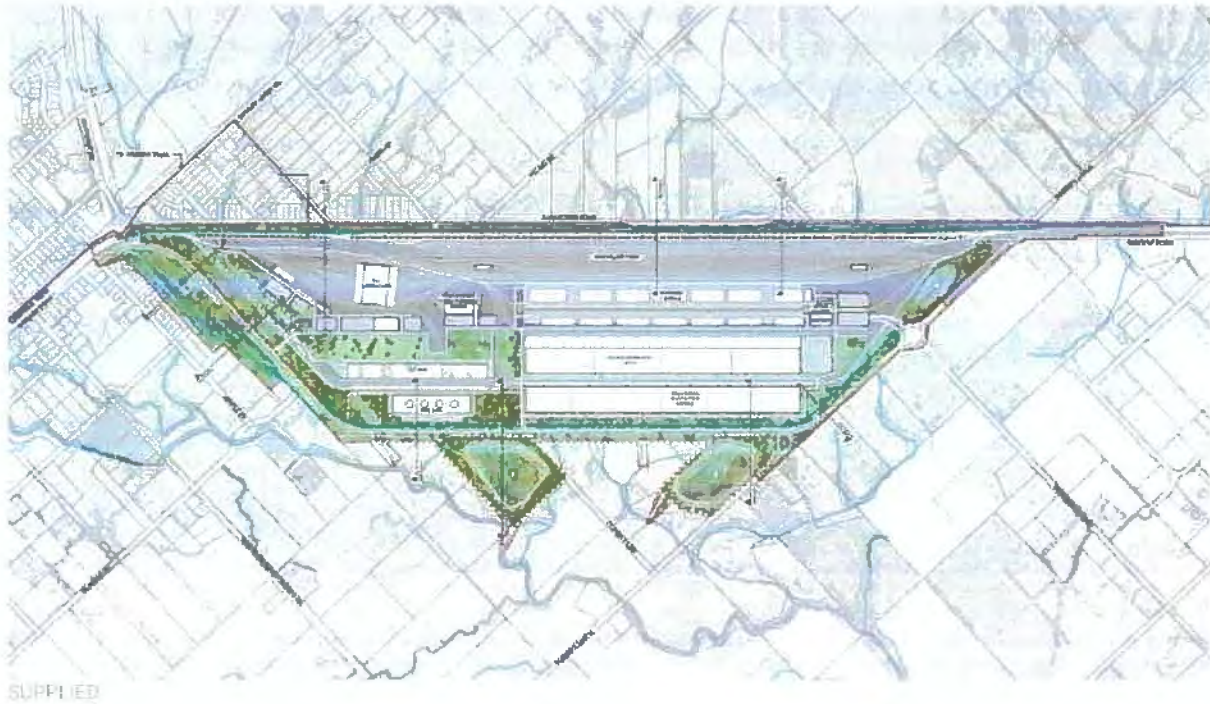
It also needed to set aside space for stormwater retention ponds to manage run-off and control its release to stream networks feeding into the Mangaone Stream.

Those ponds would cover about 41,000 square metres.

They needed to be so big because the current undulating, largely rural land would need to be levelled through cut and fill, and the importation of up to 1.5 million cubic metres of material, and the run-off from the impermeable surfaces and roofs would have to be held and treated on-site.

Bell said KiwiRail needed to be able to secure the full extent of the land up front, as there would need to be further investigations, including possible earth movement, to prepare regional resource consent applications.

It also wanted to be able to begin mitigation works around the edges, such as noise bunds and planting and access roads, before it began on the rail freight construction within.



KiwiRail has updated the shape of its freight hub planned to be built between Palmerston North and Bunnythorpe.

“The project is large, there are a large number of property owners, and there is a lot to be done.”

KiwiRail is seeking a 15-year lapse period to give effect to the designation notice, but some of its witnesses have said the first stage would be operating within 10 years.

Submitters will next week challenge the objectivity of KiwiRail’s site assessment and its authority and need for such a large land take.

The commissioners’ panel chaired by lawyer John Maassen will hear from more than 40 submitters before considering advice from the city council’s reporting officers.

This Manawatū story didn't write itself. [Make a contribution](#)



Our coverage of big i

RNZ

SO 15-23

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NEW ZEALAND (/NEWS/NATIONAL) / ...

Councils urged to avoid building on flood plains

2:20 pm on 27 July 2017



Kate Newton (/authors/kate-newton), Senior Journalist, In Depth
@katentonnz (<https://twitter.com/@katentonnz>)

Building on flood plains should be banned until councils better understand the risk, a flooding researcher says.



Flooding at a new subdivision in Outram, near Dunedin, after the July storm. Photo: RNZ / Ian Telfer

And engineers and planners say councils are allowing inappropriate developments to go ahead, despite the flood risk, because of pressure from developers, politicians and homeowners.

A new subdivision in Outram, near Dunedin, was among houses inundated by flood water during last weekend's deluge.

Dunedin mayor Dave Cull told RNZ that worried him and his council would review all areas currently zoned for subdivision.

Last year, Waimakariri District Council revealed it had granted consent for a 300-home subdivision in Kaiapoi based on faulty flood data (<http://www.radionz.co.nz/news/national/309949/flood-risk-for-new-kaiapoi-subdivision>), that meant the houses were built with 30cm less 'freeboard' - or breathing space - than they should have been.

And in 2012, the *Nelson Mail* reported that a new subdivision in Pohara, Golden Bay, was causing flooding in existing properties.

Massey University physical geography lecturer Ian Fuller, who specialises in flood histories, said flood risk assessments were usually based on what would happen during a one-in-100-year flooding event.

However, records for just a handful of New Zealand rivers went back more than 50 years, he said.

"We don't have sufficient data to tell us enough about the frequency of those big floods."

Rather than trying to mitigate flood risk for new housing developments, councils should be avoiding it altogether.

"The best thing councils can do is put a moratorium on flood plain development ... or, if the flood plain has to be utilised, understand that at some point that area will be inundated by a sufficiently large flood."

The 'one-in-100-year' phrase was also misleading - what it really meant was a one percent chance of such a flood in any single year, Dr Fuller said.

Such floods had happened relatively frequently in the last decade and would only get more common as climate change continued.

"I think we are beginning to realise that the notion of a 100-year flood doesn't make sense."

Massey University flood researcher Ian Fuller says there should be no new development on flood plains
Photo: Otago Regional Council

SO 15-25



Auckland environmental engineer Nigel Mark-Brown, who specialises in flood assessments, said there was still inappropriate development happening around the country.

"The tools are there, there's lots of skilled people around and I don't understand why these problems are still happening."

The Resource Management Act required local authorities to avoid or mitigate the risk, but councils should err on the side of caution, Mr Mark-Brown said.

"You should be avoiding wherever possible ... which means not building in a flood plain."

Greater Wellington Regional Council senior hazards adviser Iain Dawe said he was "not surprised at all" to hear the Outram subdivision had flooded.

"Councils have a lot of pressure on them to grant subdivision consent for new developments.

"Unfortunately, what can happen is the risk of hazards gets downplayed, somewhat. Part of that's because of a lack of information and knowledge about what can happen in an area, and it's also partly because we're not that good at

quantifying future risks."

SO 15-26

Councils were reluctant to re-zone land that was already zoned as residential, he said.

"Believe me, there are some cases around our region where we've been fighting for 10 years to try and get some kind of planning rules around particular floodplains, and there's a lot of fighting and pushback."

The area near the Mangaroa River and Pinehaven Stream in Upper Hutt, and the Wainuiomata River were among examples in the Wellington region, he said.

Opponents tended to take issue with the risk modelling, he said.

"When people perceive that their property values might be affected or it might restrict development, people are always going to challenge you on the science ... but there's only so much you can predict."



Water courses through properties in Pinehaven, Upper Hutt during a 1976 flood. Photo: Supplied / Greater Wellington Regional Council

Council flood protection manager Graeme Campbell said the council's new policy

SO 15-27

was to avoid, rather than mitigate flood risk.

"The first option is to avoid inappropriate development in hazard areas."

Having a national standard for flood risk assessment would be helpful, he said - "some of the sorts of modelling that needs to be done, the standards to which that needs to be done".

Building standards might also need to be tougher, Mr Campbell said.

"We do have a Building Act which sets that minimum standard as a [50-year flood event] for a residential house. There's quite a lot of talk that that really isn't high enough and that it should be ... nearer something like a one-in-100-year return flood event."



All Blacks crack century in demolition of USA Eagles ... read more ✕

Flygers Line flood damage repair bills investigated

Janine Rankin · 15:12, Nov 17 2015



WARWICK SMITH/FAIRFAX NZ

Repair options for flood-damaged Flygers Line in Palmerston North could add up to millions of dollars.

Repairing flood damage to Flygers Line on the outskirts of Palmerston North could cost more than \$4.4 million.

Alternatively, the city council could be asked to consider closing the worst-affected section of the road between Rangitikei Line and Gillespies Line that is used by about 760 vehicles a week.

were investigated.

Semi-permanent barriers would be put in place to prevent any vehicles ending up in Whiskey Creek, the stream that runs alongside the road and had caused the slippage and erosion problems.

A bridge that was wrecked in the flooding would be rebuilt so the landowner could regain access to the property.

During the June 20 floods in Palmerston North, Horizons Regional Council activated its plan to divert floodwaters into Whiskey Creek to relieve pressure on the Mangaone Stream and prevent flooding in the northern parts of the city.

The flooded creek, which is up to 6 metres deep and 5m wide, caused severe scouring along the northern lane of the road. Three retaining walls were damaged, and two sections were undermined, with parts of the road collapsing.

Higgs said the temporary traffic controls that were put in place to reduce speeds, signpost priorities for traffic through one-lane sections, and fence off the damaged areas, were not appropriate for the longer term.

More solid barriers were needed in order to keep the road open and users safe while long-term solutions were considered.

The interim solutions and bridge re-build would cost about \$110,000, with Horizons and NZ Transport Agency contributions reducing the cost to the city council to about \$37,000.

Staff would continue to monitor the bank and take any action needed if further slips developed.

"There has been some movement continuing since the end of June."

Higgs said one of the longer-term options could be to carry out repairs to the damaged retaining walls, build four new ones, and reshape the banks, at a cost just short of \$1m.

A whole new retaining wall along most of the route would provide the best long-term security and protection from future flood damage, but could cost more than \$4.4m.

It was possible the whole road could be moved further away from the stream, but that would involve moving power lines as well, and could be a complicated choice.

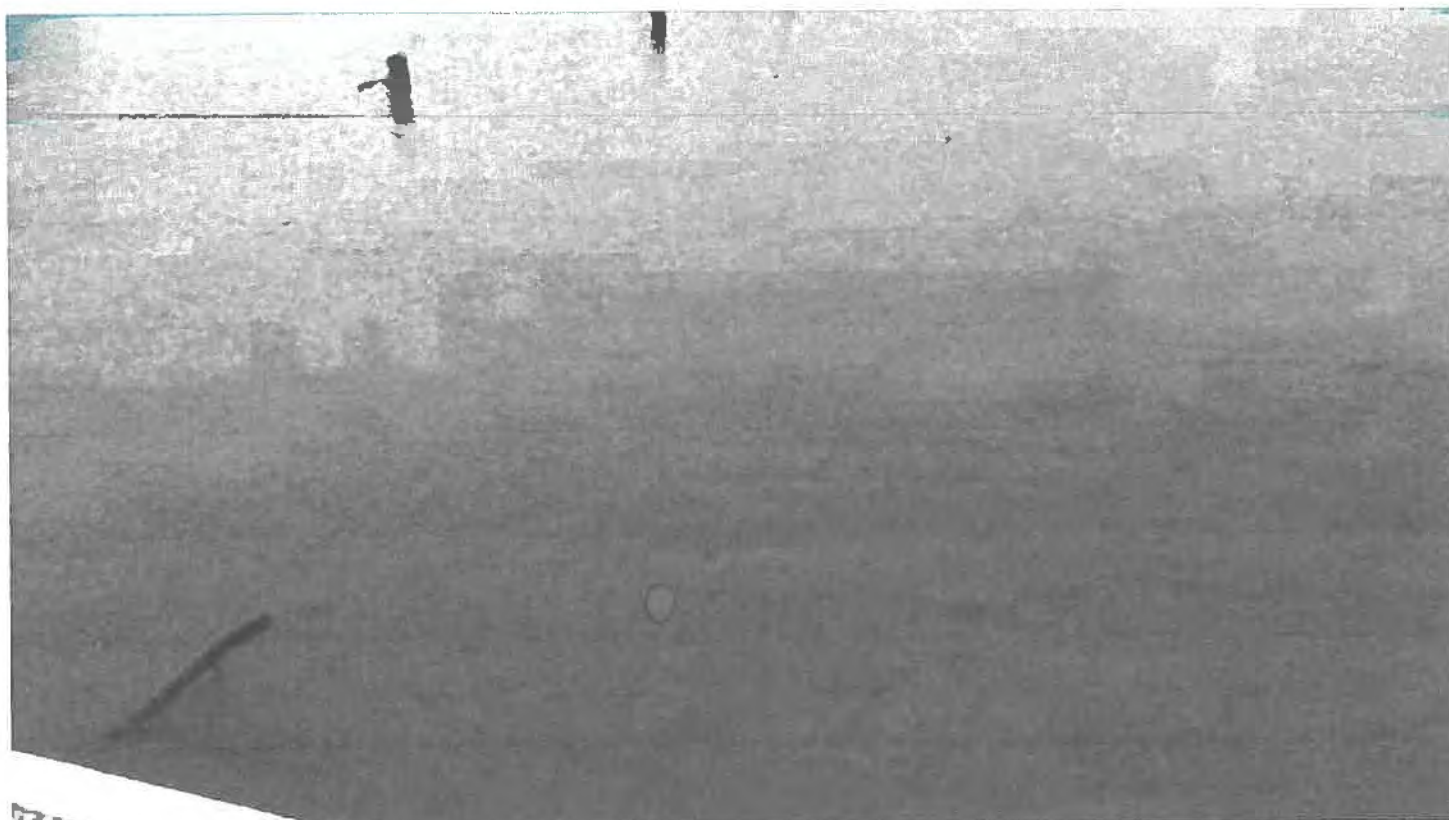
SO 15-30

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Flood prone areas of rural Palmerston North to be managed

Janine Rankin · 18:01, Oct 29 2015

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DENISE CLIMO

Water nearly laps at the top of fence posts on Te Matai Rd, Palmerston North.

People who build houses in flood prone rural areas in Palmerston North should expect to have several steps up to the front door in future.

A panel of resource management commissioners sat in the city on Thursday to hear

SO 15-31

One of the changes would be that the floor level of new houses in areas likely to be inundated in a one-in-200-year flood should be at least 90cm higher than the water level expected in a one-in-50 year flood.

That would be more restrictive than what the building code requires, which is that water should not enter a house in a one-in-50-year flood.

City planner David Murphy said in general, the council wanted to avoid people building in the flood protection zone.

Much of the zone included high class soils that were suitable for grazing, cropping and horticulture and should be protected for productive use.

While the council wanted to restrict the minimum lot size in most of the rural zone to 20 hectares, it proposed to allow subdivision of smaller lots in the flood protection zone.

"It provides a land bank for small lots, in the confidence they will not become non-productive lifestyle blocks."

Murphy said the new controls should prevent cases where people had been able to subdivide a small lot, "and later we find there is a house and a pony there".

One of Palmerston North's big businesses, Higgins, was concerned the controls on buildings might restrict its gravel extraction work.

Group aggregates manager Rob Paddison said the company's processing work was essential to the region, and almost inevitably was near the river.

He was concerned about the council's plan to make quarrying a "restricted discretionary" activity in the flood protection zone, a category which makes it harder to get resource consent.

Council planning consultant Rowan Sapsford said the tighter control was necessary so the effects of quarrying on the amenity of the area and on the neighbours could be assessed.

Paddison was also worried about the council's restrictions on allowing occupied structures in the zone.

SO 15-32

"Staff will typically work on sites where aggregate is won and processed for more than six hours in any 12 hour period," Paddison said.

"Higgins staff are acutely aware of the risks... and are trained to recognise the risks and act accordingly."

Outside the flood protection zone close to rivers, the council has also proposed a flood prone area.

Its mapping, informed by Horizons Regional Council, has been challenged by Pioneer City West and Heritage Estates.

The companies own land to the west of Palmerston North's urban area which they want to have rezoned to residential for a new suburb.

The owners have lodged a proposed private plan change, and their original submission to the Plan Change 15 process was to have the rezoning considered now.

That option was unlikely to be pursued.

Murphy said the council was considering what provisions could be made in the District Plan to protect City West as a future urban growth area.

stuff puna

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COMMENTS 0

PALMERSTON NORTH AND LIQUEFACTION

Background

In the mid-1990's Horizons Regional Council commissioned a report on Palmerston North's susceptibility to liquefaction during a seismic event. That report indicated the majority of the lower terrace of the city had a high to moderate potential for liquefaction to occur during an earthquake.

Following the earthquake in Christchurch in September 2010, the Palmerston North City Council commissioned GNS Science, New Zealand's leading provider of Earth, geoscience and isotope research and consultancy services, to provide an update on the information contained in the Horizons' report.

The report was specifically requested to better inform the planning process for the Residential Growth Strategy which was being considered by Council at the time of the September Earthquake.

That report has delivered a general overview of liquefaction susceptibility in the city – but includes specific recommendations on the areas identified for future development in the Council's Residential Growth Strategy (namely the Whakarongo and City West areas).

The Report

In assessing liquefaction susceptibility in Palmerston North, GNS reviewed existing information including geological QMaps, soil maps and brought together the drill-hole database held by Horizons with additional drill-hole and geotechnical data located by GNS. They also used lidar models to determine the effects of previous river paths and other underground aspects that might contribute to liquefaction.

The current document updates that assessment using state-of-the-art technology to determine the effects of previous river paths and other underground aspects that might contribute to liquefaction susceptibility.

The new report has highlighted that the area with the highest susceptibility to liquefaction runs along the river and largely aligns with the flood plain areas. This area is classified as at moderate to very high susceptibility to liquefaction.

The majority of the city sits within two categories: either moderate to high susceptibility to liquefaction, or negligible. Generally, the area to the North of the river is largely classified as moderate to high susceptibility while the area to the South of the river is largely classified as negligible.

The report only provides a broad indication of the likely susceptibility of an area to liquefaction, it does not provide site-specific information. Further testing would be required to determine the ground performance of a particular site or address.

The report does not raise any issues that require a revision of the Council's current Residential Growth Strategy, but it does provide a better quality of information to allow the Council to mitigate against liquefaction susceptibility when planning future developments.

Information Use

The Palmerston North City Council will use the information contained in the report to help inform future developments within the city. The susceptibility of land to liquefaction is just one factor to be taken in to account during planning and must be considered alongside other issues such as land stability, flood risk, air-noise contours, class of soil, connectivity, infrastructural efficiency and accessibility.

To fully inform a building process, further investigation will need to be done on each site to confirm the specific susceptibility of the piece of land proposed for development. This will help determine the appropriate foundation for a new building. Experience from the Christchurch Earthquakes shows that the seismic performance of a structure is closely related to its foundations. In the Christchurch area a large amount of damage to houses was due to the failure of foundations, which were unsuitable for the known ground conditions. Where suitable foundations were used in highly liquefiable areas, such as driven tanalised timber piles capped by a well reinforced concrete slab, the house structure was invariably undamaged.

For properties identified within areas of potential liquefaction susceptibility the Council will include a statement on LIMs that indicates there is potential for liquefaction to occur within the area the property is located. This statement is as follows:

"Palmerston North has, like most areas of New Zealand, the potential to experience earthquakes. The timing, depth, energy and characteristics of seismic activity ("earthquake factors") influence the nature and extent of ground deformation that can result in property damage. Earthquake factors cannot be predicted with any certainty. Palmerston North City Council is aware, from analysis

undertaken on its behalf that risks of liquefaction from serious seismic activity are elevated in particular soil types, depths and densities and groundwater table depths (“ground conditions”). Ground conditions, together with the nature and quality of foundations will influence the nature and extent of damage in a serious seismic event. Based on existing data sets these ground conditions are more likely to exist in some part of Palmerston North than others, including this parcel of land, however the analysis is not based on site-specific geotechnical investigations. The actual presence or absence of ground conditions that elevate the risk of liquefaction for particular land parcels are generally unknown except where bore log information relating to that parcel of land is held by Palmerston North City Council. Palmerston North City Council recommends that before all new construction is commenced, a geotechnical investigation is undertaken of the site and appropriate specific design undertaken where recommended by an appropriate expert to ensure maximum resilience of structures in the event of serious seismic events.”

Also, where site-specific drill-hole information is available, this will also be included on the LIMs of those properties that have been tested as this provides specific, relevant information that should be used to identify the appropriate building platform.

It is important to note that the Council has no current plans to develop any area located within the area identified as having moderate to very high susceptibility to liquefaction.

FREQUENTLY ASKED QUESTIONS: PALMERSTON NORTH'S SUSCEPTIBILITY TO LIQUEFACTION

1. What is liquefaction?

Strong shaking during earthquakes can result in the phenomenon known as liquefaction. In this process, strong ground shaking results in water pressure increasing in the sediment and causes the sand grains to lose contact with each other. This can lead to the sediment losing its strength and behaving like a liquid. The soil can lose its ability to support structures, flow down even very gentle slopes, and erupt to the ground surface to form the sand boils seen widely in Christchurch.

Three factors are required for liquefaction to occur:

- loose, granular sediment
- saturation of the sediment by ground water (water fills the spaces between sand and silt grains)
- strong ground shaking — measured by the Modified Mercalli scale at 7 or over

2. Is Palmerston North likely to experience liquefaction during an earthquake?

There is no simple answer to this question. Palmerston North experiences a number of earthquakes each year and the only known incidence of liquefaction in the City was during the 7.6 magnitude earthquake in 1934 which was centred in Pahiatua.

Liquefaction *begins* to occur during earthquakes with a ground shaking intensity of MM7 (Modified Mercalli scale – not the richter scale), it is not considered likely that incidents of liquefaction would be widespread in an earthquake with ground shaking intensity of less than MM8. The statistical probability of Palmerston North experiencing an earthquake with ground shaking intensity of MM8 or higher is one in approximately 130 years.

What the report shows is that in an earthquake of significant magnitude, some areas of Palmerston North are susceptible to liquefaction, while others have a low or negligible susceptibility.

It's important to note that the information received in the most recent report is generalised and largely based on statistical modelling. To determine the actual susceptibility of individual sites, tests need to be done to confirm the exact nature of the soil and therefore its definitive susceptibility to liquefaction. Tests on individual sites consist of bore holes being drilled to take samples of the soil at a specific location.

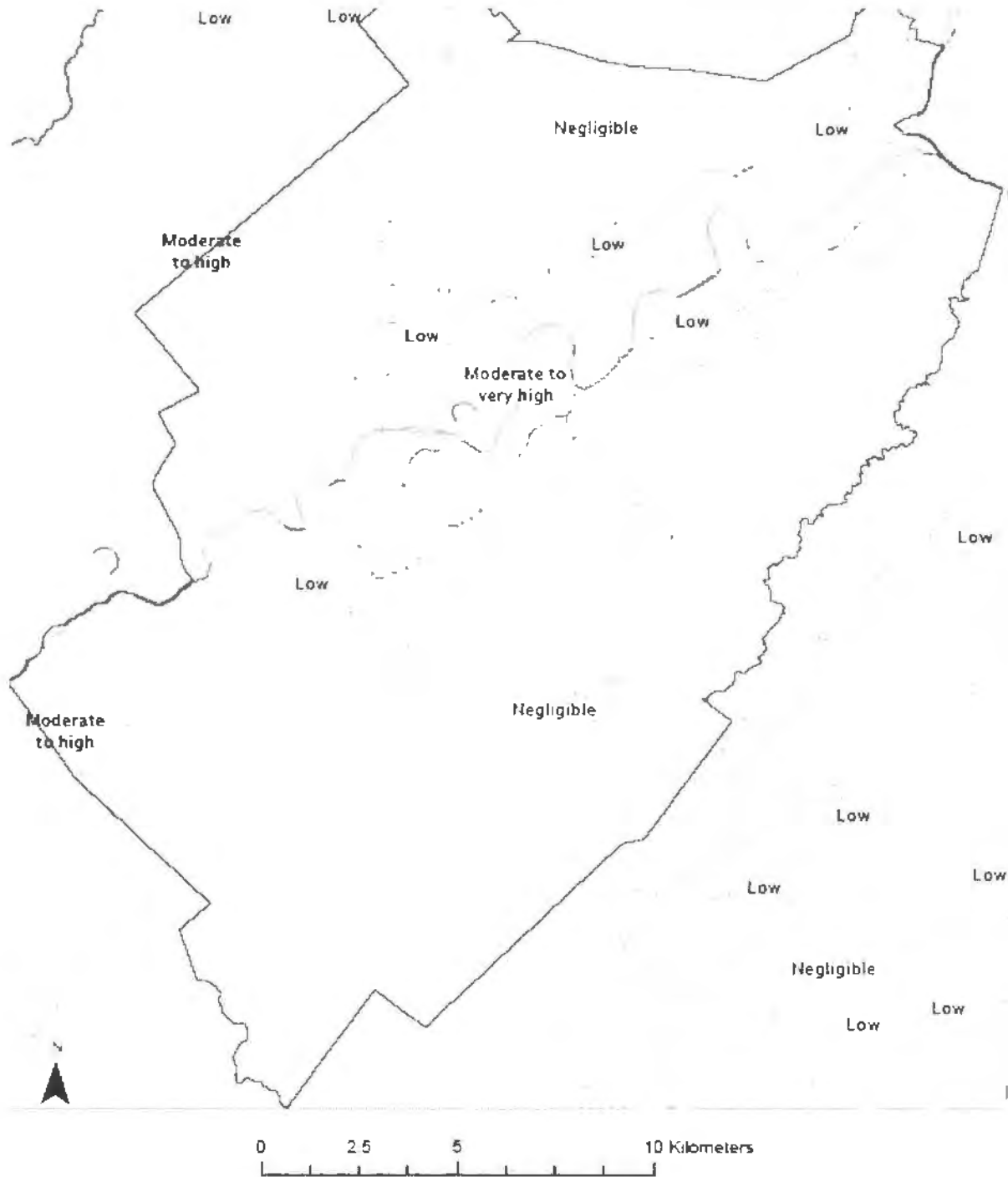
3. What parts of the City are most susceptible to liquefaction?

The area with the highest susceptibility to liquefaction runs along the river and largely aligns with the flood plain areas. The different areas of liquefaction susceptibility can be seen in the map attached below.

It's important to note that even in areas of high general susceptibility to liquefaction there can be pockets of land with low or negligible susceptibility. This can occur when there are areas of gravel deposits – tests would need to be conducted on individual sites to determine their specific susceptibility to liquefaction.



Liquefaction Zones within the Palmerston North City Boundary



Legend

GNS Liquefaction Zones

Moderate to high

Moderate to very high

Low

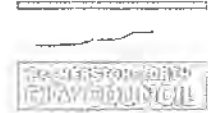
Negligible

— Palmerston North City Boundary

— Manawatu River

— Roads

March 2018



4. What will the Council do with the information?

The report was commissioned to inform the Residential Growth Strategy and largely focuses on the areas the Council has identified for future growth.

Planning for proposed development in the city already considers a wide range of factors, and the information in this report will add to those considerations.

Alongside liquefaction, Council also have to consider other aspects such as flood risk, air-noise contours, class of soil, connectivity, infrastructural efficiency and accessibility to name a few.

Although the Palmerston North City Council does not currently have any plans to develop areas classified in the latest report as moderate to very high susceptibility to liquefaction, these areas can be safely developed providing buildings have the right foundations in place.

The Council will include information on LIMs that indicates the liquefaction susceptibility of the *area* a property is in. Where site-specific drill-hole information is available, this will also be included on the LIMs of those properties that have been tested as this provides specific, relevant information that should be used to identify the appropriate building platform.

5. My house is in an area which is shown as being moderate, high or highly susceptible to liquefaction – what does that mean for me and my property?

The information in this latest report is not new, it simply provides an update to the information contained in a report commissioned by Horizons in the mid-1990's. Advances in technology mean that the current report provides more reliable information, although it does not provide the detailed information required to determine the susceptibility of individual properties to liquefaction.

Existing structures should comply with the building standards in place at the time of construction. This means some properties may not have foundations now considered the most appropriate to mitigate against the risk of liquefaction during a significant earthquake, and this is common across the whole country. Retro-fitting foundations to mitigate against the possibility of liquefaction can be expensive and for many properties would not be logistically possible.

6. Will living in an area shown as being highly susceptible to liquefaction affect my insurance?

Information on liquefaction susceptibility in Palmerston North has been available since the mid 1990's and insurance agencies would have had access to that information had they requested it. While there is a significantly heightened interest in liquefaction nationally in the wake of the Christchurch earthquakes, it is not yet clear how that might affect the insurance industry.

7. Will living in an area shown as being highly susceptible to liquefaction affect my property value?

The events in Christchurch mean that people are now more aware of the issue of liquefaction and Councils across the country will be updating their information, so they have a better idea of their area's susceptibility.

We don't know if there will be any effect on property prices, but if there is, that is likely to occur across the country not just here in Palmerston North.

Who do I contact if I have further questions?

For further information please contact the Planning Team part of City Future at the Palmerston North City Council on 06 356 8199.

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E harriet@harrietfraser.co.nz

7 April 2021

Kevin Judd
Resonant

Via email: KevinJ@resonant.co.nz

Dear Kevin

Whiskey Creek Proposed Private Plan Change Transportation Assessment

Further to your request, I am pleased to provide below a transportation assessment for land on Rangitikei Line in Palmerston North which is proposed to be rezoned for residential purposes through a proposed private plan change process. The assessment that follows includes a review of the existing local transportation characteristics and a summary of the potential traffic effects associated with the development of the site for residential purposes under the proposed Residential zoning.

In summary, the findings of the assessment show that the proposed rezoning would allow for the site to be developed for residential purposes in a manner which is consistent with the District Plan traffic and transportation related objectives and policies.

1. Background

The proposed Plan Change is for the block of land shown in Figure 1.

As shown, the land lies on the northwest edge of the city immediately to the north of the Mangaone Stream. The site has road frontage onto Rangitikei Line. The site is zoned Rural and is currently used for agricultural purposes.

The assessment that follows is based on the assumption that the block of land could potentially yield up to around 157 residential lots. The following tasks have been undertaken as part of the data collection exercise:

- site visits (2017, 2020 and 2021) to the local roading network including Benmore Avenue, Meadowbrook Drive, Rangitikei Line and Flyers Line; and
- weekday traffic surveys of the Benmore Avenue/ Meadowbrook Drive intersection during each of the morning and afternoon traffic peaks in 2017.

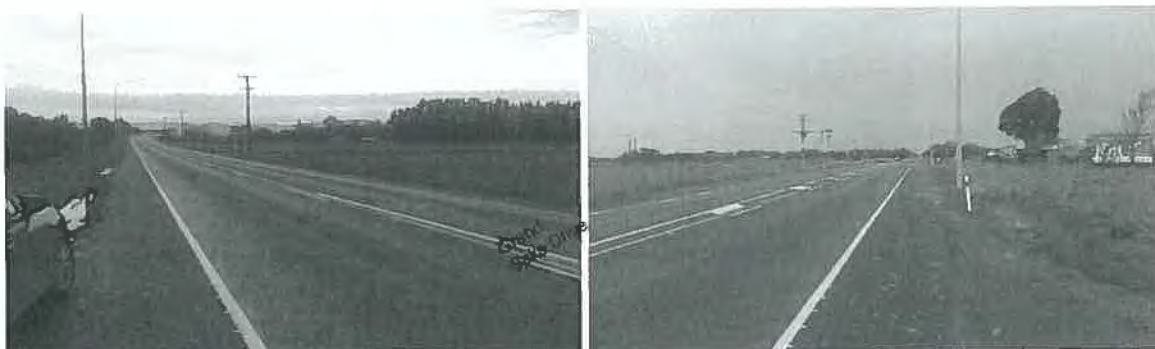


Figure 1: Extent of Proposed Plan Change

2. Local Traffic Environment

2.1 SH3 Rangitikei Line

The proposed subdivision site has a 160m long frontage onto SH3 Rangitikei Line. The site is approximately 50m to the north of the bridge over the Mangaone Stream and approximately 260m to the south of the intersection with Flyers Line. This section of SH3 has a 100km/h speed limit and has a single traffic lane in each direction with sealed shoulders as shown in Photos 1 and 2.



Photos 1 & 2: Looking South and North along Rangitikei Line Respectively

Rangitikei Line is defined as a Major Arterial in the Palmerston North District Plan which describes the function of such roads as follows:

Major Arterials are of strategic importance to the Region. They provide interconnections between areas within the City and distribute traffic from major intercity links. Access is generally at grade but may be limited. Urban traffic volumes are typically greater than 20,000 vehicles per day and rural 5,000 vehicles per day with a significant number of heavy vehicles. Typical urban operating speeds are 50 to 70km/h and rural 80 to 100km/h.

Traffic count data held by NZTA shows 2016 traffic volumes of 11,447 vehicles per day on SH3 at Flyers Line. Of these around 5% were heavy vehicles. Traffic growth over recent years has amounted to around 2.4% per annum.

2.2 Benmore Avenue

Benmore Avenue has a 50km/h speed limit and has a single traffic lane in each direction as shown in Photos 3 and 4. As shown, there are generous sight lines in each direction along Benmore Avenue from Meadowbrook Drive. An aerial image of the existing intersection is shown in Figure 2.



Photos 3 & 4: Looking East and West along Benmore Avenue Respectively from Meadowbrook Drive



Figure 2: Benmore Avenue/ Meadowbrook Drive Intersection

The carriageway width is around 11.2m kerb to kerb with a marked centreline and occasional parked cars along the kerb. Bus services run along Benmore Avenue providing public transport access to the hospital and central City. Benmore Avenue is defined as a Collector Road in the Palmerston North District Plan which describes the function of such roads as follows:

Collector Roads provide circulation in local areas and links to arterial roads, while balancing these needs with pedestrian and local amenity values. These roads provide access for all modes of transport including public transport. Typical traffic flows are between 3,000 and 10,000 vehicles per day.

Traffic count data held by Council indicates that there are traffic volumes of around 3,300 vehicles per day on Benmore Avenue with up to 390 vehicle movements per hour at peak times. As such the existing traffic flows on Benmore Avenue are at the lower end of the anticipated range for Collector Roads.

Traffic count data collected in 2017 showed weekday morning and weekday evening traffic flows at the intersection between Benmore Avenue and Meadowbrook Drive as shown in Table 1.

Approach	Weekday Morning Peak (7.45-8.45am) (vph)	Weekday Evening Peak (4.30-5.30pm) (vph)
Meadowbrook Drive L	25	7
R	5	7
Benmore Avenue (W) L	0	15
T	284	132
Benmore Avenue (E) T	127	344
R	9	19
TOTAL	450	524

Table 1: Observed Traffic Flows Benmore Avenue/ Meadowbrook Drive

With 55 houses accessed off Meadowbrook Drive, the weekday morning and afternoon trip generation rates are 0.71 and 0.87 vehicle movements per hour per household respectively.

2.3 Walking and Cycling Links

Figure 3 shows an extract from the Council's walkway and cycleway map. As shown, paths in the vicinity of the site include in light green, the existing shared path along the Mangaone Stream and in dark green, on-road cycle lanes.



Figure 3: Cycling and Shared Path Network (Extract from Council's Active and Public Transport Plan)

2.4 Public Transport

The nearest bus stops to the site are on Benmore Avenue to the west of Waltham Court, around a 160m walk from the proposed residential area.

2.5 Local Road Safety Record

A search was undertaken of the NZTA crash database for the areas shown in Figures 4 and 5 for the period 2016 to date.



Figure 4: SH3 Rangitikei Line (Mangaone Stream to Flyers Line)

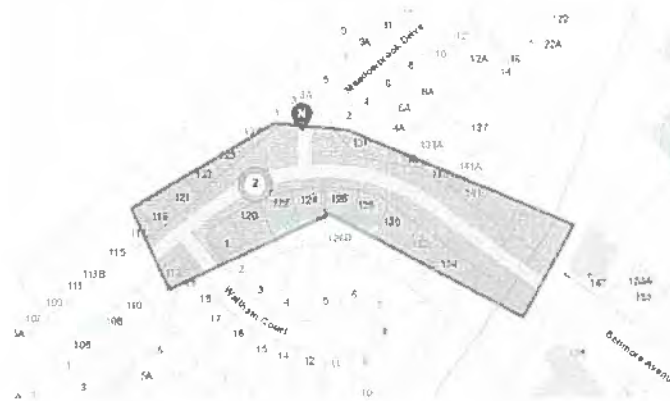


Figure 5: Benmore Avenue

As shown there have been 13 reported crashes during this period at or close to the intersection of Rangitikei Line (SH3) and Flyers Line. Of these two were serious injury, five minor injury and six non-injury. Neither of the two non-injury mid-block crashes on Rangitikei Line between the Mangaone Stream and Flyers Line involved turning vehicles.

Two non-injury and one minor injury crash were reported close to the Meadowbrook Drive intersection with Benmore Avenue. Of these crashes, one involved the crash factor of alcohol test above the limit or test refused and another the crash factor of intentional collision.

3. Proposed Plan Change

The proposed Structure Plan is included here as Figure 6. The key transportation related aspects of the Structure Plan can be summarised as follows:

- primary road connection to Benmore Avenue with a four arm roundabout created with Meadowbrook Drive;
- secondary road connection to SH3 with a left in/ left out only arrangement;
- extensive shared path network within the site which connects with the existing shared path along the edge of the Mangaone Stream at one end and with the footpath network on Benmore Avenue at the other end; and
- an indicative internal road layout that provides route choice options within the subdivision.

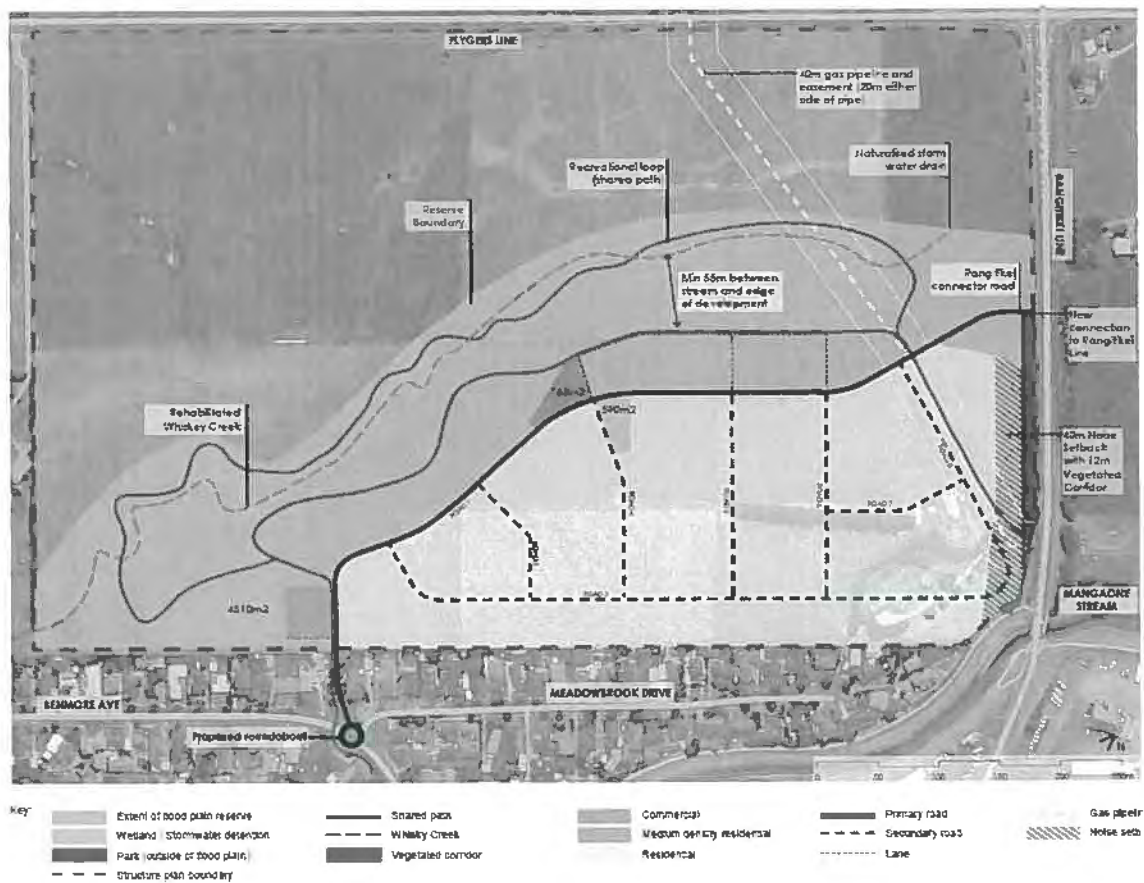


Figure 6: Proposed Structure Plan

There are three types of street within the internal road hierarchy, the collector road that connects Benmore Avenue to Rangitikei Line, the local roads that provide access to area to the south of the collector road and lanes which provide access to housing on the northern side of the collector road. The collector road has a 16.2m legal width reducing to 13.6m alongside the reserve. The local roads have a legal width of 15.2m and the lanes are 4.5m wide and are intended to operate as a shared space with vehicular traffic travelling in a one-way direction. Cross-sections of the collector and local road street types are included in Figure 7 below.

The Plan Change documents show the potential to accommodate up to 157 dwellings along with a commercial area (1,200m² GFA). Trip generation rates of 1.0 vehicle movements per household in the peak hours and 10 vehicle movements per day per household have been adopted to include some allowance for vehicle activity associated with the commercial space. As included earlier, weekday morning and afternoon trip generation rates of 0.7 and 0.9 vehicle movements per hour per household respectively were recorded for Meadowbrook Drive. As such it is anticipated that the site could generate the following traffic activity:

- 1,570 vehicle movements per day; and
- 157 vehicle movements per hour during the weekday traffic peaks.

Based on the traffic count of the intersection of Benmore Avenue and Meadowbrook Drive it is forecast that the directional split will be 75% (118vph) outwards during the weekday morning peak and inward during the weekday evening peak. With 25% (40vph) inwards during the weekday morning peak and outward during the weekday evening peak. Using a combination of the distribution from the traffic counts of the intersection of Benmore Avenue and Meadowbrook Drive, sample turning counts for vehicles turning out of Bennett Street onto Rangitikei Street and John F Kennedy Drive along with the assumption that for

up to one third of the houses inward trips may be quicker via the left turn in from Rangitikei Line than via Benmore Avenue, the forecast trip distribution is shown in Table 2.

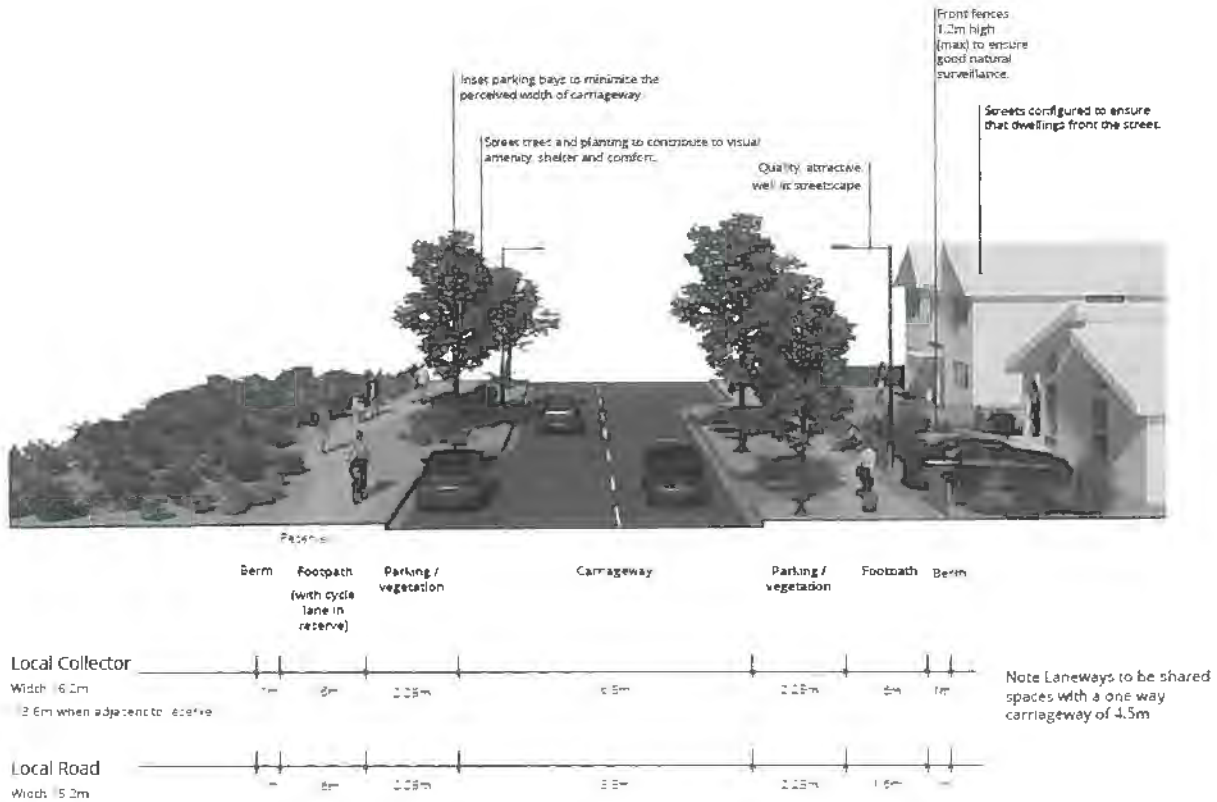


Figure 7: Proposed Street Cross-Sections (from Urban Design Report)

	Weekday Morning Peak (7.45-8.45am) (vph)	Weekday Evening Peak (4.30-5.30pm) (vph)
Outwards		
L to Benmore Ave	89	17
R to Benmore Ave	20	20
L to Rangitikei Line	9	3
Inwards		
L from Benmore Ave	4	52
R from Benmore Ave	24	44
L from Rangitikei Line	12	22
TOTAL	158	158

Table 2: Forecast Traffic Flows

The key potential off-site traffic effects associated with the proposed plan change and associated residential development are:

- safe connection to SH3 Rangitikei Line;
- safe and efficient connection to Benmore Avenue and Meadowbrook Drive; and
- safe and efficient movement of additional traffic through the local road network.

Each of these potential traffic effects are discussed in turn below.

3.1 SH3 Rangitikei Line

Given the 100km/h speed limit, proximity to the Flyers Line intersection to the north and the Mangaone Stream bridge to the south, along with the poor crash history at the Flyers Line intersection, the proposed connection to Rangitikei Line is left in/ left out only. In this location approximately midway between the bridge and Flyers Line, the sight line for exiting drivers towards northbound SH3 traffic is maximised while ensuring an appropriate degree of separation from the nearby Flyers Line intersection. At the detailed design stage it will be necessary to ensure that the design prevents any risk of drivers making right turns in this location.

With regard to likely turning volumes and as included in Table 2, no more than 22 vehicle movements per hour are expected for each of the left turns. This level of traffic activity can be safely and efficiently accommodated. It is recommended that the detailed design of the internal collector road is used to discourage through traffic from travelling through the subdivision to access SH3 to the north.

3.2 Benmore Avenue/ Meadowbrook Drive

The proposed Structure Plan includes the new collector road connecting onto the existing Meadowbrook Drive intersection with Benmore Avenue and forming a four arm roundabout. A concept design for the roundabout is included here as Figure 8. As for the existing intersection, the roundabout would be around 350m from the Bennett Street intersection and around 90m from the Waiham Court intersection. The road reserve is wide in this location and it is anticipated that adequate sightlines can be achieved between the approaches. A roundabout in this location will usefully assist in reducing vehicle speeds, noting that Council is separately investigating adding speed control devices further to the west on Benmore Avenue. Raised treatments could be used on the approaches or the whole intersection could be raised to further reduce vehicle speeds and increase safety for pedestrians and cyclists along with residents accessing nearby properties. Such treatments would be considered as part of the detailed design process and would be subject to road safety audit procedures.

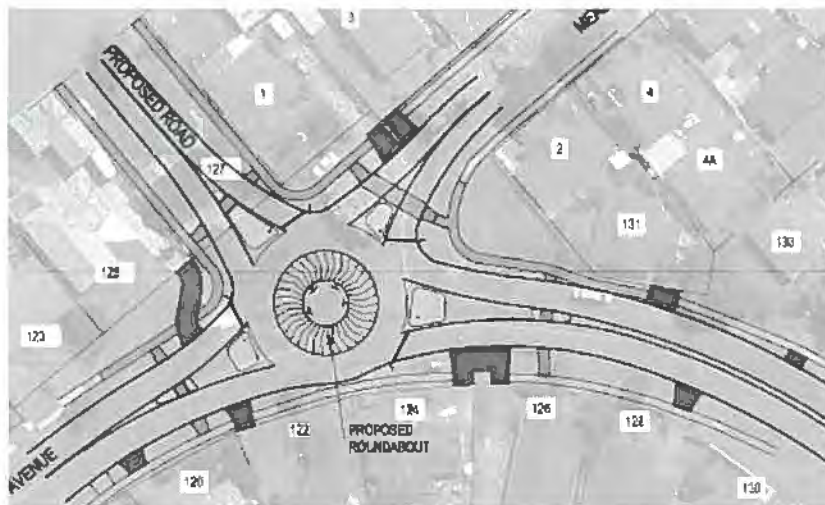


Figure 8: Concept Design for Roundabout

The intersection between Meadowbrook Drive and Benmore Avenue has been analysed with a four arm roundabout and the development traffic using the SIDRA intersection analysis tool. The AM peak results are shown in Table 3 and the PM peak results in Table 4. Allowance has been included for 10% traffic growth for through movements on Benmore Avenue since the 2017 intersection count was completed.

Approach	Traffic Flow (vph)	Average Delay per Vehicle (sec)	Level of Service	95th percentile queue (veh)
Meadowbrook Dv	31	7	A	0
New Road	110	5	A	1
Benmore Ave (W)	317	6	A	1
Benmore Ave (E)	173	3	A	1
TOTAL	631	5	A	-

Table 3: Meadowbrook Drive/ Benmore Avenue Roundabout AM Peak

Approach	Traffic Flow (vph)	Average Delay per Vehicle (sec)	Level of Service	95th percentile queue (veh)
Meadowbrook Dv	15	5	A	0
New Road	38	6	A	0
Benmore Ave (W)	212	6	A	1
Benmore Ave (E)	441	3	A	2
TOTAL	706	4	A	-

Table 4: Meadowbrook Drive/ Benmore Avenue Roundabout PM Peak

As shown, a roundabout is expected to be able to readily accommodate the additional traffic. The detailed design of the roundabout will need to include particular consideration of the nearby residential driveways and the safe accommodation of pedestrians and cyclists. Some existing kerbside parking will be removed but sections of kerbside parking will remain available nearby.

3.3 Wider Local Road Network

It is forecast that up to some additional 72vph will travel along Benmore Avenue to and from the direction of Gillespies Line during the weekday evening traffic peak. This amounts to an increase of on average around one vehicle movement per minute. No discernible change in the performance of Benmore Avenue is expected and the traffic flows will remain comfortably within the range anticipated for a Collector Road.

There is some existing peak hour traffic congestion at the signalised intersection of Rangitikei Street (SH3) with Bennett Street and John F Kennedy Drive. The proposed plan change could result in around some additional 89vph on the Bennett Street approach during the weekday morning peak. With an average cycle time of around two minutes, on average there would be around three additional vehicles on the approach during each cycle of the traffic signals. There are two lanes at the stop line so there would be expected to be one or two additional vehicles per lane per cycle of the traffic signals. This level of additional traffic will not be discernible from day to day traffic fluctuations through the intersection. The grid layout of the roading network also means that future and existing residents have the option of accessing the city via Benmore Avenue towards the west and then Gillespies Line and Botanical Road.

During site visits it was noted that there is some kerbside parking along the northern side of Bennett Street on the approach to Rangitikei Street. This parking was observed to restrict the storage space at the intersection, in particular due to the large number of trucks accessing the intersection. Separate to this proposal, the Council may wish to consider removing the parking along this section of Bennett Street, between the bus stop and Rangitikei Line, around four or five spaces.

4. District Plan Transportation Requirements

The proposed plan change involves the rezoning of the site from Rural Zone to Residential Zone. Objectives and policies included in the District Plan which have an influence on transportation matters within this site include:

District Plan Provision	Comment on Alignment
<p>City View Objectives</p> <ol style="list-style-type: none"> 1. <i>Planning for residential, industrial, commercial and rural-residential growth sustains a compact, orderly and connected urban form which avoids the adverse environmental effects of uncontained urban expansion into the rural zone.</i> 3. <i>The integrated and efficient provision of, and access to, infrastructure, network utilities and local services is facilitated for all residents.</i> 9. <i>Subdivisions, buildings and infrastructure are designed and constructed to promote a coordinated, healthy and safe environment.</i> 23. <i>Infrastructure operates in a safe and efficient manner, and the effects of activities which could impact on the safe and efficient operation of this infrastructure are avoided, remedied or mitigated.</i> 24. <i>All forms of transport, including public transport, walking, cycling and private vehicles are adequately provided for to assist with sustainable energy use and a healthy lifestyle.</i> 25. <i>Infrastructure and physical resources of regional or national importance are recognised and provided for by enabling their establishment, operation, maintenance, upgrading and protection from the effects of other activities.</i> 	<p>The site will connect directly into the urban road network at the intersection of Benmore Avenue and Meadowbrook Drive.</p> <p>Roading connections included to both the local and arterial road network.</p> <p>With the introduction of a roundabout at the Benmore Avenue/ Meadowbrook Drive intersection and left in/ left out only to SH3 the connections to the external road network are expected to be able to operate safely.</p> <p>The traffic associated with the residential activity that would be facilitated by the plan change is not expected to have a significant effect on the safety or performance of the local road network.</p> <p>Active modes and private vehicles can be readily accommodated within the site. It is anticipated that public transport will be accessed from the existing bus stops on Benmore Avenue.</p> <p>The connection onto SH3 is to be restricted to left in/left out only to ensure the ongoing safety of the highway.</p>
<p>Subdivision Objective 2</p> <p><i>To ensure that subdivision is carried out in a manner which recognises and gives due regard to the natural and physical characteristics of the land and its future use and development, and avoids, remedies or mitigates any adverse effects on the environment.</i></p> <p>Policies</p> <p>2.1 To require lots to have areas and dimensions to meet the needs of users and to sustain the land resource by ensuring that:</p> <ol style="list-style-type: none"> 1. <i>Lots in the Residential Zone have the necessary area and dimensions to enable the siting and construction of a dwelling and accessory buildings, the provision of private outdoor space, service courts, vehicle access and parking in accordance with the relevant Permitted Activity Performance Standards.</i> <p>2.2 To ensure that all new lots have safe and adequate vehicle access from the roading network by providing that:</p> <ol style="list-style-type: none"> 1. <i>Every lot is to have access from a formed existing road, or a new road to be formed, to enable vehicles to enter the site with the dimensions of access sufficient to accommodate the level of vehicle usage anticipated. The access should be</i> 	<p>The indicative site layout includes lot sizes and shapes that allow for vehicle access to on-site parking. Noting that the NPS Urban Development 2020 removes the requirement to provide on-site parking in Palmerston North.</p> <p>The indicative site layout allows for each lot to have its own access to frontage roading. Given the individual accesses to single residential lots with frontages to local or</p>

District Plan Provision	Comment on Alignment
<p><i>designed to enable vehicles to turn within the lot and to leave it in a forward direction.</i></p> <p>2. <i>The construction is to be to a standard and of materials to support the anticipated traffic, require minimum maintenance and to control and dispose of stormwater runoff.</i></p> <p>3. <i>Any allotment with frontage to a Major or Minor Arterial road which has no alternative means of access to an existing public road in the local road network, shall have access arrangements approved by Council, in terms of an Access Management Structure Plan.</i></p>	<p>collector roads the Permitted Activity Performance Standard for on-site turning does not apply.</p> <p>Noted.</p> <p>The site includes access to both the local and arterial network and Waka Kotahi NZTA have been consulted with regarding the SH3 connection.</p>
<p>2.3 To ensure safe, convenient and efficient movement of people, vehicles and goods in a high quality environment with minimum adverse effects by providing that:</p> <p>1. <i>The layout of the transport network shall, as appropriate for their position in the roading hierarchy, ensure that people, vehicles and goods can move safely, efficiently and effectively, minimise any adverse effect on the environment, make provision for network utility systems and make provision for amenity values. The layout of the transport network shall:</i></p> <ul style="list-style-type: none"> • <i>provide adequate vehicular access to each lot;</i> • <i>link to, and provide for, and be compatible with the existing and future transport networks, taking into account orderly and integrated patterns of development and adjoining developments;</i> • <i>connect to all adjoining roads, providing for choice of routes where practicable;</i> • <i>identify significant destinations and provide for safe and convenient access to these by all modes;</i> • <i>encourage multi-modal street links, providing pedestrian links; and</i> • <i>provide adequate access for emergency vehicles.</i> <p>2. <i>The development provides for a high quality public realm considering;</i></p> <ul style="list-style-type: none"> • <i>the potential for the street to be a place of recreational walking and cycling;</i> • <i>the safety and visibility of pedestrians;</i> <p>4. <i>The structure of a road shall:</i></p> <ul style="list-style-type: none"> • <i>have a design life of at least 25 years based on Equivalent Design Axle, or equivalent design methods;</i> • <i>be constructed from materials suitable for the intended use;</i> • <i>maintain adequate surface smoothness; and</i> • <i>be protected from the adverse effects of surface and ground water.</i> <p>6. <i>Urban roads are to be well lit by specifically designed street lighting, are to be constructed to such standards and in such materials as will result in minimum maintenance having regard to the anticipated levels and types of traffic.</i></p>	<p>The indicative site layout allows for each lot to have its own access to frontage roading.</p> <p>Links provided to both local and arterial road network.</p> <p>As above.</p> <p>Indicative site layout includes footpaths connecting with local road network.</p> <p>As above plus connections to existing shared paths included.</p> <p>Internal road layout allows for emergency vehicle access to all properties.</p> <p>Provision for footpaths on local and collector roads. Traffic volumes will be such that cyclists can safely share the carriageway with vehicles.</p> <p>Pedestrians are provided for on footpaths or shared paths.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Lighting will be able to be provided to the required standard.</p>
<p>2.4 To improve land utilisation, to safeguard people, property and the environment from the adverse effects of unstable land by ensuring that:</p>	

District Plan Provision	Comment on Alignment
<p>3. <i>When land is subdivided that the resultant lots contain safe and adequate building sites and have roading and access suitable for activities.</i></p>	<p>Resilience is achieved with both the two connection points to the external road network and the layout of the internal road network which provides route choice options for accessing individual properties if needed.</p>
<p>Residential Zone Objective 1</p> <p>To enable the sustainable use and development of the Residential Zone to provide for the City's current and future housing needs.</p> <p>Policies</p> <p>1.3 <i>To promote the efficient use of the urban infrastructure and other physical resources.</i></p> <p>1.4 <i>To ensure network infrastructure and services are available to support residential development and intensification.</i></p>	<p>Efficient road connections to existing road network achieved.</p> <p>As above.</p>
<p>Land Transport Objective 1</p> <p>The City's land transport networks are maintained and developed to ensure that people and goods move safely and efficiently through and within the City.</p> <p>Policies</p> <p>1.1 <i>Identify and apply the roading hierarchy to ensure the function of each road in the City is recognised and protected in the management of land use, development and the subdivision of land.</i></p> <p>1.2 <i>All roads in the City have function and design characteristics consistent with their place in the roading hierarchy.</i></p> <p>1.3 <i>Maintain and upgrade the existing roads in the City and provide for new roads to meet the current and future needs of the City.</i></p> <p>1.4 <i>The road network stormwater control system shall protect the road, road users and adjoining land from the adverse effects of water from roads and minimise any adverse effect on the environment.</i></p> <p>1.5 <i>Require all new public roads, private roads, accessways and privateways to be designed and constructed to meet performance standards relating to the safety and efficiency of vehicle movement, and to ensure the safe use of the road transport network for all users, particularly in respect of:</i></p> <ul style="list-style-type: none"> a) <i>Road width and alignment which should be sufficient for two vehicle lanes except where traffic volumes are insufficient;</i> b) <i>The formation and surface sealing of all roads, accessways and privateways to standards appropriate to the volume of traffic expected to be carried;</i> c) <i>Provision for necessary network utility facilities within roads; and</i> d) <i>Safe design and construction of roads, road access points and intersections, including alignment, gradient, vehicle parking, manoeuvring and turning requirements.</i> <p>1.6 <i>Encourage the development of safe and accessible pedestrian paths and cycleways, as well as convenient and accessible cycle parking, to support the opportunity for people to use active and non-vehicular modes of transport throughout the City.</i></p>	<p>The internal road network includes local roads and a collector road. The development traffic is primarily directed towards Benmore Avenue which has a collector function.</p> <p>As above.</p> <p>Apart from the new roundabout at the intersection of Benmore Avenue and Meadowbrook Drive and construction of the connection to SH3 no other changes are needed to the existing road network.</p> <p>Noted.</p> <p>Allowed for in road cross-sections.</p> <p>Readily achievable.</p> <p>Anticipated.</p> <p>As shown in the indicative site layout a safe design for the internal roading and access arrangements is expected.</p> <p>Extensive shared path network included within the site with connections to the existing shared path along the Mangaone</p>

District Plan Provision	Comment on Alignment
<p>1.7 To support and encourage the provision of public transport and its use throughout the City as an integral part of the transportation system.</p> <p>1.8 Convenient, safe and accessible car parking, loading and manoeuvring facilities are available for residents, staff, visitors and customers for all activities without creating congestion or conflicts with moving vehicles, pedestrians or cyclists on adjacent roads.</p>	<p>Stream and footpaths along Benmore Avenue.</p> <p>The site is within walking distance of the existing bus route along Benmore Avenue.</p> <p>Anticipated that private on-site and kerbside parking will be available. Rubbish collection trucks will be able to efficiently circulate through the internal road layout.</p>
<p>Land Transport Objective 2</p> <p>The land transport network is safe, convenient and efficient while avoiding, remedying or mitigating adverse effects in a way that maintains the health and safety of people and communities, and the amenity values and character of the City's environment.</p> <p>Policies</p> <p>2.1 Restrict the through movement of traffic where the movement has adverse visual, noise and safety effects on the adjoining areas by using the road hierarchy to direct higher volume and heavy traffic movements on identified arterial routes and discouraging this traffic from other areas, such as residential areas.</p> <p>2.2 Avoid, remedy or mitigate the impact of roads and parking areas on visual amenity values of the community by requiring the provision of landscaping.</p> <p>2.4 Avoid adverse effects on amenity and character by ensuring that new roads are well designed and visually complement the character of the surrounding area.</p>	<p>The restriction of turns at the SH3 connection will help with ensuring that only local traffic from the subdivision use this connection. Other measures can be included in the detailed design at resource consent stage to deter through traffic travelling through the subdivision.</p> <p>Addressed in the urban design assessment.</p> <p>Addressed in the urban design assessment.</p>
<p>Land Transport Objective 3</p> <p>The safety and efficiency of the land transport network is protected from the adverse effects of land use, development and subdivision activities.</p> <p>Policies</p> <p>3.1 Avoid, remedy or mitigate the adverse effects of increased traffic or changes in traffic type, which would compromise the safe and efficient operation of any road, or the safe and convenient movement of pedestrians and cyclists on roads.</p> <p>3.2 Require vehicle crossing places and vehicle entrances from public roads to be located, constructed, and maintained to standards appropriate to the expected traffic volume, pedestrian movement and speed environment of each road.</p> <p>3.3 Ensure that buildings and activities do not compromise the necessary clear sight lines for trains and road vehicles at level rail crossings, or of vehicles at road intersections.</p> <p>3.4 Ensure adequate on-site parking and manoeuvring space is provided for each type of activity in a safe and visually attractive manner.</p> <p>3.5 Ensure that buildings and activities make provision for adequate and safe on-site loading.</p>	<p>This assessment has shown that the existing road network will continue to operate safely and efficiently.</p> <p>Detail to be included at resource consent stage.</p> <p>Road cross-sections and building setbacks will allow for satisfactory sight lines at internal intersections. This will be demonstrated at resource consent stage.</p> <p>Detail to be included at resource consent stage.</p> <p>Loading provisions for the commercial area will need to be considered at the resource consent stage. The internal road layout is</p>

District Plan Provision	Comment on Alignment
	such that rubbish collection trucks will be able to efficiently circulate through the site.

As such the proposed plan change and the residential activity that it would facilitate are well aligned with the transport related objectives and policies of the District Plan.

5. Summary and Conclusion

The findings and recommendations of this assessment can be summarised as follows:


- a four arm roundabout at the intersection of Benmore Avenue and Meadowbrook Drive can be expected to perform well;
- the design of the internal collector road will need to deter use by through traffic from outside the development;
- the connection with SH3 should be left in and left out only and located to ensure safe intersection sight distances are achieved; and
- the demands for left turns into and out of the site from SH3 is not expected to exceed 30vph for either movement.

As such, primary access to the site is expected to be able to be accommodated to/from Benmore Avenue via a new roundabout arrangement with Meadowbrook Drive. A secondary access to SH3 Rangitikei Line usefully provides an alternative access point to the road network and provided that the internal roading is designed to avoid through traffic will be lightly trafficked.

In conclusion, the site can be rezoned to Residential Zone and developed for residential purposes with the development meeting the transportation related objectives and policies of the District Plan.

Please do not hesitate to be in touch should you require clarification of any of the above.

Yours faithfully



Harriet Fraser

Frustrating delays over defective buildings information

From [Morning Report](#), 8:17 am on 16 October 2019

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A Palmerston North City Council investigation indicates there could be about 100 buildings with multiple seismic design issues, some serious. **The council has been looking into work done by the local civil engineering firm Kevin O'Connor and Associates.** A building law expert in Wellington, involved in structural litigation claims against engineers and local authorities, says it's frustrating the Palmerston North city council resisted making information public. Doran Wyatt tells Gyles Beckford the council's been sitting on this information in at least draft form since March 2018.

Report finds Palmerston North buildings possibly have design problems, opens up legal action

Jono Galuszka 17:27, Oct 15 2019



WARWICK SMITH/STUFF

Kevin O'Connor and Associates designed the Palmerston North police station. Checks of plans for some of the firm's buildings found possible problems.

Dozens of Palmerston North buildings could have structural weaknesses, as checks of some buildings designed by an architecture firm found they likely had problems.

The discovery raises questions about prominent buildings in the wider Manawātū region, including a council headquarters and police station, and opens avenues for legal action.

And despite a report about the situation being handed to the Palmerston North City Council in January, it did not publicly share information about the problems.

The building checks come on the back of a *Stuff* investigation, which found **13 near-new buildings in Masterton designed by Kevin O'Connor and Associates had weaknesses.**

READ MORE:

- * [Palmerston North checks sample of building designs](#)
- * [Palmerston North to probe building designs following Masterton flaws](#)
- * [Palmerston North building design review findings to be made public](#)

Five of those Masterton buildings were so far below standard they could be deemed earthquake-prone.

The firm has designed prominent properties across Manawatū and Horowhenua, including the **Palmerston North central police station, the DKSH warehouse on Railway Rd, the Horowhenua District Council building and Te Takere in Levin.**

The city council said in 2017 [it would initially check 12 of the 148 Palmerston North buildings](#) Kevin O'Connor and Associates had been involved in designing. The firm [told *Stuff* in 2018 it was confident no problems](#) would be found.

But a report prepared by Beca technical director Steve Kemp, obtained by *Stuff* after it was released in October, finds otherwise.

In the report, dated January 7, Kemp said eight of the 12 buildings checked had potential deficiencies that could make them non-compliant with building standards.

His job was to establish if each building was most likely compliant with the building code. He did not delve into deep detail, but reviewed the seismic design and use of materials.

He did not visit the buildings for physical inspections.

Many of the buildings found to have problems were made of steel portal frames and precast concrete panels.



DAVID UNWIN/STUFF

Te Takere, the Levin library and community centre, was designed by Kevin O'Connor and Associates.

One building on Bennett St had insufficient flex in its piles, deficient steel beams and wall bracing, and was not designed to handle the local winds.

Another on Fairs Rd had roof bracing that did not appear to account for the building's seismic load.

A vet clinic at Massey University could have problems dealing with wind and was possibly non-compliant with building standards.

Possible problems across the buildings were improperly designed precast concrete panels, incorrect bracing and identification of soil classes.

The last problem could have a "significant effect" on the seismic load of a building, Kemp said.

He recommended all the possibly deficient buildings have detailed structural assessments to find the effect of the problems.

The council told *Stuff* it could not provide anyone for an interview on Tuesday due to the complexity of the matter and staff availability.

Attempts to contact Kevin O'Connor, who has commented for Kevin O'Connor and Associates in the past, were unsuccessful.

Commercial property lawyer Doran Wyatt, of Greenwood Roche, said legal action could be taken against Kevin O'Connor and Associates and the city council following the report's findings.

The council could be taken to court for negligence for signing off consents and providing code compliance certificates for buildings not up to standard.

But legal action hinged on a 10-year statute of limitations on those types of claims.

If the code compliance certificate for a building was older than 10 years, building owners were stuck with no way to lay a claim, Wyatt said.

"You have to put up with the building."

That had the potential to effect building values and burden owners with the cost of getting up to code, he

Mediation set down for trust buildings

Marcus Anselm19:29, Jul 19 2020

-
-
-
-



SUPPLIED/STUFF

Masterton Trust Lands Trust has been pursuing the case for four years.

Trustworthy, accurate and reliable news stories are more important now than ever. Support our newsrooms by [making a contribution](#).



Local Democracy Reporting

A September date has been set for mediation in the case involving the Masterton Trust Lands Trust, Masterton District Council, and structural designers Kevin O'Connor & Associates.

The Lands Trust is seeking to recover costs involved with remediating structural shortcomings of buildings that have been found not to meet the seismic design standard.

Last October, a Radio New Zealand report into buildings in nearby Palmerston North put the spotlight back on the Wairarapa properties.

Palmerston North City Council had held a two-year investigation into its buildings.

READ MORE:

- * [Community trust wants \\$20 million to build 100 social houses in Masterton](#)
- * [Masterton's bid to lure NZ Warriors could be hindered by archaic ban on rugby league](#)
- * [Palmerston North checks sample of building designs](#)
- * [Masterton trust sues council and engineers over seismic risk buildings](#)

Of the dozen properties scrutinised, all with seismic design by KOA, two-thirds had flaws, and several have since been declared earthquake-prone.

In 2016, concerns were raised to Engineering New Zealand, formerly known as the Institute of Engineering Professionals, about buildings in Masterton where six newly-built, Trust-owned properties had also failed earthquake safety standards.

That year, the Trust filed its case against KOA, Masterton District Council as the consenting authority, and the council's peer reviewer Spencer Holmes Limited.

The trust was seeking to recover the costs involved with remediating structural shortcomings of two of its buildings that have been found not to meet the seismic design standard for new buildings.

The claim was for the estimated costs of remediating the trust's buildings at 61 and 73 Dixon St, which are both rented by retail outlets.

The buildings were built in 2011 and 2007 respectively.

"All parties involved in the legal proceeding brought by MTLT against Kevin O'Connor & Associates have agreed to go to mediation," said a Masterton District Council spokesperson.

"Due to the Covid-19 lockdown that mediation has been delayed and is now expected to be held in late September."

Masterton Trust Lands Trust is a community-owned trust formed to own and manage land in the area, dating back to the 1800s.

Income from its property investments is distributed in grants to educational, cultural, and community activities in the town.

Cheers, Aotearoa. Thank you to

RESONANT CONSULTING LIMITED (6887496) Registered

To maintain this company [log on here](#)

SO 15-61

Last updated on 01 Oct 2021

Company Summary

Company number: 6887496
NZBN: 9429046839282
Incorporation Date: 13 Jun 2018
Company Status: Registered
Entity type: NZ Limited Company
Constitution filed: [Yes](#)
AR filing month: June , last filed on [02 Jun 2021](#)

Ultimate holding company: No

Company addresses: Registered Office
Coombe Smith PN Limited, 168
Broadway Avenue, Palmerston
North, Palmerston North, 4410 ,
New Zealand
Address for service
Coombe Smith PN Limited, 168
Broadway Avenue, Palmerston
North, Palmerston North, 4410 ,
New Zealand
[View all addresses](#)

Directors

Showing 2 of 3 directors
Christopher Patrick BOYLE
10 Jahan Lane, Cashmere,
Christchurch, 8022 , New Zealand
Kevin Barry JUDD
10 Alan Street, Palmerston North,
Palmerston North, 4414 , New
Zealand
[View more director details](#)

Company record link: <http://app.companiesoffice.govt.nz/co/6887496>

SO 15-62

Additional NZBN Information

Trading Resonant
Name(s):
Phone +64 6 3567000
Number(s):
Email info@resonant.co.nz
Address(es):
Website(s): www.resonant.co.nz
Industry M692343 Engineering
Classification(s) consulting service nec
[View more](#)

[View all NZBN details](#)

Directors (3)

Full legal name: Christopher Patrick BOYLE
Residential Address: 10 Jahan Lane, Cashmere, Christchurch, 8022 , New Zealand
Appointment Date: 15 Jun 2018
Consent: [View Consent Form](#)

Full legal name: Kevin Barry JUDD
Residential Address: 10 Alan Street, Palmerston North, Palmerston North, 4414 , New Zealand
Appointment Date: 13 Jun 2018
Shareholder: [Yes](#)
Consent: [View Consent Form](#)

Full legal name: Patrick Julian MANSON
Residential Address: 227 Victoria Avenue, Hokowhitu, Palmerston North, 4410 , New Zealand
Appointment Date: 27 Aug 2020
Consent: [View Consent Form](#)

Shareholdings (7)

SO 15-63

Total Number of Shares: 1000

Extensive Shareholding: No

Shareholders in Allocation:

Allocation 1: 370 shares (37.00%)

COOMBE SMITH TRUSTEE COMPANY
LIMITED

Coombe Smith (PN) Limited, 168
Broadway Avenue, Palmerston North,
4410 , New Zealand

Kevin Barry JUDD
10 Alan Street, Palmerston North,
Palmerston North, 4414 , New Zealand
Director: Yes

Allocation 2: 210 shares (21.00%)

Bruce Anthony STEWART
357 Kimbolton Road, Feilding, Feilding,
4702 , New Zealand

Patrick Julian MANSON
227 Victoria Avenue, Hokowhitu,
Palmerston North, 4410 , New Zealand

Allocation 3: 115 shares (11.50%)

Anthony Edward BARR
7 Balcairn Place, Terrace End,
Palmerston North, 4410 , New Zealand

Susan Christine BARR
7 Balcairn Place, Terrace End,
Palmerston North, 4410 , New Zealand

TBF TRUSTEE SERVICES LIMITED
O'Fee And Associates Limited, 12
Victoria Avenue, Palmerston North,
Palmerston North, 4410 , New Zealand

Allocation 4: 115 shares (11.50%)

Paul Andrew COLE

SO 15-64

378 Waughs Road, Rd 5, Palmerston
North, 4775 , New Zealand

Allocation 5: 70 shares (7.00%)

RESONANT CONSULTING TRUSTEE
LIMITED

Resonant Consulting Limited, 71 Pitt
Street, Palmerston North, 4410 , New
Zealand

Allocation 6: 70 shares (7.00%)

Glenn Ronald YOUNG

32 Titirangi Drive, Rd 1, Palmerston
North, 4471 , New Zealand

John Richard WHITEHEAD

34 Lincoln Terrace, Hokowhitu,
Palmerston North, 4410 , New Zealand

Margaret Yvette YOUNG

32 Titirangi Drive, Rd 1, Palmerston
North, 4471 , New Zealand

Allocation 7: 50 shares (5.00%)

RESONANT CONSULTING LIMITED

Coombe Smith Pn Limited, 168
Broadway Avenue, Palmerston North,
Palmerston North, 4410 , New Zealand

Addresses

SO 15-65

Registered office address: Coombe Smith PN Limited, 168 Broadway Avenue,
Palmerston North, Palmerston North, 4410 , New
Zealand

Address for service: Coombe Smith PN Limited, 168 Broadway Avenue,
Palmerston North, Palmerston North, 4410 , New
Zealand

Website: www.resonant.co.nz

Historic data for addresses

[Show History](#)

PPSR Search

A search can be conducted for RESONANT CONSULTING LIMITED on the Personal Property Securities Register by selecting this [link](#).

NZBN

SO 15-66

GST Number(s): 126-112-890
www.resonant.co.nz

Australian Business Number (ABN): www.resonant.co.nz

Contact Details

Phone Number(s): +64 6 3567000
www.resonant.co.nz

Email Address(es): info@resonant.co.nz www.resonant.co.nz

Office Address: 71 Pitt Street, Palmerston North, Palmerston
North, 4410 , New Zealand www.resonant.co.nz

Delivery Address: 71 Pitt Street, Palmerston North, Palmerston
North, 4410 , New Zealand www.resonant.co.nz

Postal Address: Po Box 600, Palmerston North Central, Palmerston
North, 4440 , New Zealand www.resonant.co.nz

Invoice Address: accounts@resonant.co.nz www.resonant.co.nz

Trading Details

Trading Name(s): Resonant
www.resonant.co.nz

Website(s): www.resonant.co.nz
www.resonant.co.nz

Trading Area(s): All of New Zealand
www.resonant.co.nz

Industry Classification(s): M692343 Engineering consulting service nec
M692240 Land surveying service
www.resonant.co.nz

Documents (21)

SO 15-67

<u>Date</u>	<u>Document Type</u>	<u>Size</u>
01 Oct 2021 14:01	Particulars of Shareholding	
02 Jun 2021 08:05	Annual Return Filed	
12 Apr 2021 08:34	Particulars of Shareholding	
27 Aug 2020 10:26	Particulars of Director	
27 Aug 2020 10:26	Director Consent	
	Director Consent	754kb
17 Aug 2020 13:51	Particulars of Shareholding	
04 Jun 2020 14:27	Annual Return Filed	
30 Sep 2019 15:08	Particulars of Shareholding	
26 Sep 2019 08:49	Revocation and Adoption of Constitution	
	Revocation and Adoption of Constitution	1.34mb
06 Jun 2019 16:00	Annual Return Filed	
31 May 2019 09:17	Particulars of Shareholding	
09 Jul 2018 08:35	Adoption Of Constitution	
	Adoption Of Constitution	5.09mb
18 Jun 2018 10:34	Particulars of Director	
18 Jun 2018 10:34	Director Consent	
	Director Consent	509kb
13 Jun 2018 09:26	New Company Incorporation	
13 Jun 2018 09:26	Shareholder Consent Form	
	Shareholder Consent Form	81 kb
13 Jun 2018 09:26	Shareholder Consent Form	
	Shareholder Consent Form	98kb
13 Jun 2018 09:26	Shareholder Consent Form	
	Shareholder Consent Form	489kb
13 Jun 2018 09:26	Director Consent Form	
	Director Consent Form	557kb
13 Jun 2018 09:26	Shareholder Consent Form	
	Shareholder Consent Form	470kb
13 Jun 2018 09:26	Shareholder Consent Form	
	Shareholder Consent Form	80kb

Generated on Tuesday, 05 October 2021 08:59:26 NZDT

KEVIN O'CONNOR & ASSOCIATES LIMITED (980507) In Liquidation

To maintain this company [log on here](#)

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PAYNE SEWELL (PN) LIMITED (from 18 Oct 1999 to 09 Feb 2000)

Last updated on 28 Apr 2021

Company Summary

SO 15-69

This Company currently has Liquidators, Receivers or Voluntary Administrators appointed

Company number: 980507
NZBN: 9429037476403
Incorporation Date: 18 Oct 1999
Company Status: In Liquidation
[Hide Previous Status](#)
Registered
from 18 Oct 1999 to 30 Mar 2020

Liquidation from 30 Mar 2020

Status: Active

Liquidator: SHEPHARD, Iain
Organisation: BDO WELLINGTON LTD
Phone: +64 4 4725850
Email: wlg.bri@bdo.co.nz
Address: Level 1, Chartered Accountants House, 50 Customhouse Quay, Wellington, 6011, NZ

Appointed: 30 Mar 2020

Liquidator: KELLOW, Jessica
Organisation: BDO WELLINGTON LTD
Phone: +64 4 4725850
Email: wlg.bri@bdo.co.nz
Address: Level 1, Chartered Accountants House, 50 Customhouse Quay, Wellington, 6011, NZ

Appointed: 30 Mar 2020

Reports
Liquidator Six Monthly Report Filed: 28 Apr 2021
Liquidator Six Monthly Report Filed: 30 Oct 2020
Liquidator First Report Filed: 08 Apr 2020

Entity type: NZ Limited Company
Constitution filed: [Yes](#)
AR filing month: July , last filed on [03 Jul 2019](#)

SO 15-70

Ultimate holding
company No

Company addresses: Registered Office
Level 1, Chartered Accountants
House, 50 Customhouse Quay,
Wellington, 6011 , New Zealand
Address for service
Level 1, Chartered Accountants
House, 50 Customhouse Quay,
Wellington, 6011 , New Zealand
[View all addresses](#)

Directors Showing 2 of 2 directors

Kevin JUDD
10 Alan Street, Palmerston North,
4414 , New Zealand
Kevin Joseph O'CONNOR
123 Jickell Street, Palmerston
North, 4410 , New Zealand

Company record link: <http://app.companiesoffice.govt.nz/co/980507>

SO 15-71

Additional NZBN Information

Trading KOA

Name(s):

Phone

Number(s):

Email info@koa.co.nz

Address(es):

Website(s): No website

Industry

Classification(s):

[View all NZBN details](#)

Directors (2)

Full legal name: Kevin JUDD

Residential Address: 10 Alan Street, Palmerston North, 4414 , New Zealand

Appointment Date: 18 Mar 2002

Consent: [Link to Consent Form](#)

Full legal name: Kevin Joseph O'CONNOR

Residential Address: 123 Jickell Street, Palmerston North, 4410 , New Zealand

Appointment Date: 02 May 2007

Consent: [Link to Consent Form](#)

Historic data for directors

[Show History](#)

Shareholdings (6)

SO 15-72

Total Number of Shares: 10100

Extensive Shareholding: No

Shareholders in Allocation:

Allocation 1: 4600 shares (45.54%)

COOMBE SMITH TRUSTEE COMPANY LTD
168 Broadway Avenue, Palmerston
North , New Zealand

Kevin Joseph O'CONNOR
123 Jickell Street, Palmerston North ,
New Zealand

Allocation 2: 4400 shares (43.56%)

COOMBE SMITH TRUSTEE COMPANY LTD
168 Broadway Avenue, Palmerston
North ,

Kevin JUDD
10 Alan Street, Palmerston North ,

Allocation 3: 1000 shares (9.90%)

Patrick Julian MANSON
227 Victoria Avenue, Hokowhitu,
Palmerston North, 4410 , New Zealand

Allocation 4: 46 shares (0.46%)

Kevin Joseph O'CONNOR
123 Jickell Street, Palmerston North ,
New Zealand

Allocation 5: 44 shares (0.44%)

Kevin JUDD
10 Alan Street, Palmerston North ,

Allocation 6: 10 shares (0.10%)

Patrick Julian MANSON

SO 15-73

227 Victoria Avenue, Hokowhitu,
Palmerston North, 4410 , New Zealand

Historic data for shareholders

[Show History](#)

Addresses

Registered office address: Level 1, Chartered Accountants House, 50
Customhouse Quay, Wellington, 6011 , New
Zealand

Address for service: Level 1, Chartered Accountants House, 50
Customhouse Quay, Wellington, 6011 , New
Zealand

Website: No website

Historic data for addresses

[Show History](#)

PPSR Search

A search can be conducted for KEVIN O'CONNOR & ASSOCIATES LIMITED on the Personal Property Securities Register by selecting this [link](#).

NZBN

SO 15-74

GST Number(s): No website

Australian Business Number (ABN): No website

Contact Details

Phone Number(s): No website

Email Address(es): info@koa.co.nz No website

Office Address: No website

Delivery Address: No website

Postal Address: No website

Invoice Address: info@koa.co.nz No website

Trading Details

Trading Name(s): KOA
No website

Website(s): No website No website

Trading Area(s): No website

Industry Classification(s): No website

Documents (72)

SO 15-75

<u>Date</u>	<u>Document Type</u>	<u>Size</u>
28 Apr 2021 16:15	<u>Insolvency Documents</u> <u>Six Monthly Liquidators Report</u>	139kb
30 Oct 2020 13:49	<u>Insolvency Documents</u> <u>Six Monthly Liquidators Report</u>	166kb
08 Apr 2020 08:42	<u>Insolvency Documents</u> <u>First Liquidators Report</u>	256kb
02 Apr 2020 10:54	<u>Particulars of Company Address</u>	
02 Apr 2020 10:54	<u>Appointment of Liquidator</u>	
02 Apr 2020 10:54	<u>Appointment of Liquidator</u>	
03 Jul 2019 11:17	<u>Annual Return Filed</u>	
10 Jul 2018 09:23	<u>Annual Return Filed</u>	
15 Jun 2018 16:24	<u>Particulars of Director</u>	
21 Jul 2017 09:13	<u>Particulars of Director</u>	
21 Jul 2017 09:13	<u>Director Consent</u> <u>Director Consent</u>	355kb
05 Jul 2017 13:25	<u>Annual Return Filed</u>	
18 Jan 2017 11:56	<u>Particulars of Shareholding</u>	
12 Jul 2016 09:14	<u>Annual Return Filed</u>	
12 Jul 2016 09:13	<u>Particulars of Company Address</u>	
07 Jul 2015 08:55	<u>File Annual Return</u>	
07 Jul 2015 08:54	<u>Particulars of Shareholding</u>	
07 Jul 2015 08:52	<u>Particulars of Director</u>	
07 Jul 2015 08:52	<u>Particulars of Director</u>	
07 Jul 2015 08:52	<u>Particulars of ultimate holding company</u>	
20 Oct 2014 15:10	<u>Particulars of Shareholding</u>	
17 Jul 2014 12:08	<u>File Annual Return</u>	
24 Jul 2013 16:37	<u>File Annual Return</u>	
26 Jul 2012 16:44	<u>File Annual Return</u>	
27 Jul 2011 11:15	<u>File Annual Return</u>	
07 Dec 2010 11:44	<u>Particulars of Shareholding</u>	
07 Dec 2010 11:31	<u>Particulars of Director</u>	
07 Dec 2010 11:28	<u>Particulars of Shareholding</u>	
30 Sep 2010 12:32	<u>Particulars of Director</u>	
14 Jul 2010 12:15	<u>File Annual Return</u>	
14 Jul 2010 12:14	<u>Particulars of Company Address</u>	
25 Jun 2009 16:37	<u>Online Annual Return</u>	
26 Jun 2008 16:33	<u>Online Annual Return</u>	
26 Oct 2007 12:31	<u>Particulars of Shareholding</u>	
26 Oct 2007 12:29	<u>Particulars of Shareholding</u>	
21 Aug 2007 12:43	<u>Online Annual Return</u>	
14 May 2007 11:28	<u>Consent of Director</u> <u>Consent of Director</u>	0kb
14 May 2007 11:28	<u>Online Particulars of Directors</u>	
02 May 2007 09:33	<u>Online Particulars of Directors</u>	
24 Aug 2006 14:35	<u>Online Annual Return</u>	
07 Aug 2006 14:59	<u>Particulars of Shareholding</u>	
22 Jul 2005 11:27	<u>Online Annual Return</u>	

<u>Date</u>	<u>Document Type</u>	<u>Size</u>
22 Jul 2005 11:26	<u>Particulars of Shareholding</u>	
14 Jan 2005 11:26	<u>Particulars of Directors</u>	
	<u>Particulars of Directors</u>	0kb
17 Sep 2004 13:29	<u>Directors Certificate</u>	
	<u>Directors Certificate</u>	0kb
17 Sep 2004 13:25	<u>Adoption/Amendment Of Constitution</u>	
	<u>Adoption/Amendment Of Constitution</u>	0kb
08 Sep 2004 09:17	<u>Notice Of Issue Of Shares</u>	
	<u>Notice Of Issue Of Shares</u>	0kb
03 Sep 2004 14:39	<u>Online Annual Return</u>	
16 Jul 2003 14:19	<u>Online Annual Return</u>	
18 Jul 2002 16:59	<u>Online Annual Return</u>	
26 Mar 2002 15:39	<u>Consent Form – Newly Appointed Director</u>	
	<u>Consent Form – Newly Appointed Director</u>	0kb
26 Mar 2002 15:38	<u>Consent Form – Newly Appointed Director</u>	
	<u>Consent Form – Newly Appointed Director</u>	0kb
26 Mar 2002 14:02	<u>Adoption/Amendment Of Constitution</u>	
	<u>Adoption/Amendment Of Constitution</u>	0kb
26 Mar 2002 14:02	<u>Revocation/Adoption Of Constitution</u>	
	<u>Revocation/Adoption Of Constitution</u>	0kb
26 Mar 2002 12:58	<u>Online Particulars of Directors</u>	
26 Mar 2002 12:58	<u>Online Particulars of Directors</u>	
25 Sep 2001 10:29	Satisfaction (Not Available)	
04 Jul 2001 11:41	<u>Online Annual Return</u>	
02 May 2001 10:43	Charge (Not Available)	
30 Apr 2001 13:37	Charge (Not Available)	
30 Apr 2001 13:37	Charge (Not Available)	
30 Apr 2001 13:37	Charge (Not Available)	
30 Apr 2001 13:36	Charge (Not Available)	
30 Apr 2001 13:36	Charge (Not Available)	
01 Aug 2000 13:31	<u>Online Annual Return</u>	
20 Mar 2000 14:58	Charge (Not Available)	
15 Mar 2000 14:34	Change of Address for Service (Not Available)	
15 Mar 2000 14:34	Change of Registered Office (Not Available)	
07 Mar 2000 14:33	Particulars of Directors (Not Available)	
09 Feb 2000 11:10	Change of Company Name (Not Available)	
18 Oct 1999 09:32	<u>Adoption of a Constitution</u>	
	<u>Adoption of a Constitution</u>	0kb
18 Oct 1999 09:32	Application To Incorporate A Company (Not Available)	

Generated on Tuesday, 05 October 2021 09:01:27 NZDT

From: Submission
Subject: FW: Proposed Whiskey Creek residential area plan change

Your contact details

Title

Full name of submitter

David John Setter

Physical address

3 Wilmington Place, Forrest Hill, Auckland, 0620

Postal address

Phone

021939307

Email

Setterdjam@gmail.com

Hearings

Would you like to speak at the submission hearing?

Yes

If others make a similar submission, would you be prepared to consider presenting a joint case with them at any hearing?

Yes

Gain or affect

Could you gain an advantage in trade competition through this submission?

No

Provisions

The specific provisions (objectives, policies, rules) of the plan change my submission relates to are as follows:

Thomas Planning report on Page 52 Objective 9-1

Submission

My submission is that:

SO 16-2

Flooding: My father Fred Setter owns a farm near the development on SH 3 on the North side of Rangitikei Line and West of Flygers line. We note the background information states, "a large part of the area is affected by sheet flow across State Highway 3 through the site in a 1 in 100 year AEP flood event in conjunction with the triggering of the Flygers Line Spillway located further north". Our concern is whether the development may, in a major flood, result in the sheet flow that currently crosses over the SH3 road and through the pipes on the intersection of Flygers Line and SH3 being prevented from doing so or being slowed from crossing SH3. If this occurred an increased amount of flood water would backup and pond north of SH3 and flow west along the north side of SH3 onto adjoining properties making the impact of any floods worse than currently the case. In the DHI report it states "the initial assessment result shows that major infrastructure assets downstream of the development site are not impacted by the development, but there is an increase in flood levels of 14 cm downstream the property limit". I can't find anywhere in the DHI report where it makes reference as to whether there is a flood water impact north of the development. In the DHI report it states, "Option 6 is the only solution that manages the flood risk to a less than minor impact to adjacent properties". In the applicants proposal in the Thomas Planning report on Page 52 Objective 9-1 it states, "The area of development will not be flood prone once earthworks are complete and the earthworks will not create any adverse flood conditions for any other property". Accordingly, our submission supports the wording in the proposal to "not create adverse flood conditions for any other property".

Decision sought

I seek the following decision from Palmerston North City Council:

Approve the wording to not create adverse flood conditions for any other property.

Additional information

Attach any additional information

FILENAME:

Privacy statement

I understand that all information I submit through this form will be made publicly available as part of the decision-making process.

True



Private Bag 11777
Manawatu Mail Centre
Palmerston North 4442
New Zealand

Telephone: +64 6 953 6296

9 November 2021
Palmerston North City Council
Via email: submission@pncc.govt.nz

FORM 5

Submission on Whiskey Creek Residential Area Private Plan Change Pursuant to Clause 6 of the first Schedule of the Resource Management Act 1991

Section 1: Applicant Details:

To: Flygers Investment Group Ltd
C/o Paul Thomas
Email: paul@thomasplanning.co.nz

Name of Submitter: Waka Kotahi NZ Transport Agency
Private Bag 11777,
Palmerston North 4442

Address for Service: Waka Kotahi NZ Transport Agency
Attention: Natasha Reid
Phone: (06) / 021 284 6251
Email: Natasha.Reid@nzta.govt.nz

Section 2: Trade Competition Section:

Waka Kotahi **could not gain** an advantage in trade competition through this submission.

Section 3: Submission Details

Waka Kotahi **does wish to be heard** in support of this submission. If others make a similar submission, Waka Kotahi would consider presenting a joint case at any hearing.

Introductory Comments:

The Private Plan Change request for Whiskey Creek Residential Area (Whiskey Creek) will have a direct effect on the ability of Waka Kotahi to operate and maintain the road network at this location. It may also impact on Waka Kotahi's strategic outcomes. This submission therefore focuses on ensuring that Waka Kotahi's roading assets are not adversely affected by the plan change, and that our strategic outcomes can be met. Waka Kotahi thanks the applicant for engaging early with Waka Kotahi on their draft.

Waka Kotahi's Statutory Functions, Powers and Responsibilities

1. Waka Kotahi's statutory objective under the Land Transport Management Act 2003 (LTMA) is to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest.

SO 17-2

2. Waka Kotahi must carry out its functions in a way that delivers the transport outcomes set by the Government which are provided in the Government Policy Statement on Land Transport 2018/19-2027/28 (GPS).
3. Waka Kotahi must give effect to the strategic outcomes set by the Government through the GPS. This sets out four strategic priorities, which are relevant to this plan change:
 - **Safety:** Developing a transport system where no one is killed or seriously injured.
 - **Better Travel Options:** Providing people with better transport options to access social and economic opportunities.
 - **Climate Change:** Developing a low carbon transport system that supports emissions reductions, while improving safety and inclusive access.
 - **Improving Freight Connections:** Improving freight connections for economic development.
4. To deliver on the outcomes set by the GPS, Waka Kotahi have developed several strategies. A summary below is provided of those strategies relevant to this plan change; Arataki and Toitū Te Taiao.
5. Arataki is Waka Kotahi's ten-year view on the step changes and actions needed to deliver long-term outcomes for the land transport system. It includes a national view as well as a regional view for Manawatū-Whanganui.
6. Toitū Te Taiao is Waka Kotahi's sustainability action plan. This seeks to address the strategic challenges of reducing greenhouse gas emissions and improving public health.
7. The Ministry of Transport (MOT) has issued its 'Outcomes Framework' to define the long-term strategic outcomes for New Zealand's transport system and explain how government and the transport sector should work together toward these outcomes.
8. The MOT Framework describes the following five long-term outcomes for the transport system:
 - a. Inclusive Access
 - b. Economic Prosperity
 - c. Resilience and Security
 - d. Environmental Sustainability
 - e. Healthy and safe people

Waka Kotahi's submission is:

9. Waka Kotahi NZ Transport Agency (Waka Kotahi) supports in part the Whiskey Creek Private Plan Change.
10. Waka Kotahi supports planned development in appropriate areas and considers this should occur in a manner which does not compromise the effectiveness, efficiency, resilience, and safety of the transport network.

State Highway 3

11. This section of Rangitikei Line/State Highway 3 (SH3) is declared a Limited Access Road (LAR). This is to ensure the safety of road users and that the function of the road is maintained by reducing conflict points, such as vehicle crossings. SH3 is a regional road with high traffic volumes, including 6% heavy vehicles.

SO 17-3

12. The resulting development will access the road network mainly via the local road network. A left-in left-out intersection onto State Highway 3 (SH3) is also proposed. This option provides significant safety benefits and is supported by Waka Kotahi, provided a physical layout that prevents right turns is constructed. The physical layout/infrastructure will need to be approved by Waka Kotahi and as such, a condition for engineering plans to be submitted and approved by Waka Kotahi prior to commencement of works is requested, should the plan change be granted.
13. It is noted the nearby bridge over the Mangaone Stream could restrict sight line distances from the left-in left-out intersection. Therefore, it must be located as far as possible from the bridge to maximise separation distance. It is requested that a condition for engineering plans for the location and design of this intersection be submitted and approved by Waka Kotahi prior to commencement of work, should the plan change be granted.
14. Due to the state highway being a critical link (lifeline), Waka Kotahi does not want it affected by stormwater or flooding risk from the development. It is therefore requested by way of a condition or plan provision if approved, that there is to be no additional stormwater discharge to the SH3 stormwater network as a result of this development. This could be supported with an independent peer review of their stormwater management plan.
15. Further to the above, Waka Kotahi requests by way of a condition or plan provision if approved, that there be no increase in flooding risk to the state highway network as a result of this development.

Local Road Connections

16. Regarding the local road connections, there will be a noticeable increase of traffic at the intersection of SH3 and John F Kennedy Drive. It is unclear what the effects of the plan change on this intersection's operation will be. Waka Kotahi supports the recommendation of Harriet Fraser in her transport assessment, for Council to consider removing four or five car parking spaces along Bennett Street, between the bus stop and Rangitikei Line.
17. Waka Kotahi requests that if the plan change is approved, a condition or plan provision be imposed that the detailed designs of the intersection onto SH3 must be approved by Waka Kotahi prior to construction. It is noted that construction is at the cost of the developer.
18. Waka Kotahi is also supportive of the primary road connection to Benmore Avenue with a four-arm roundabout created with Meadowbrook Drive.

Building Setbacks

19. In regard to SH3 noise and proposed building setbacks, it is very pleasing that the acoustic and planning reports are seeking to manage state highway noise in general accordance with Waka Kotahi policy. As such, Waka Kotahi supports the proposed amendment to the heading of existing standard 10.6.1.5(e), so the provisions are extended to apply in the Whiskey Creek Residential Area.

Public Transport

20. Connection to the existing public transport network supports travel choices, however this is dependent upon the primary road connection to Benmore Avenue. If there are issues with this connection, public transport stops will be much further for residents of this development and extension of bus services could be considered.

SO 17-4

21. It would be helpful to understand how the Plan Change can link in with public transport opportunities. For example, how does the proposed walking network maximise access for future residents to the existing bus stop on Benmore Avenue?
22. Waka Kotahi also notes that, at higher density, the development could provide increased ridership to support (and possibly extend) the existing public transport system.

Shared Path

23. It is pleasing to see the shared path connection to the existing path along Mangaone Stream and alongside the new road connection to Benmore Ave, providing safe routes to Cloverlea Primary School and St Peter's College. However, a direct and safe cycle connection doesn't seem to be clear as the current connections meander or stop at Bennett St/John F Kennedy Drive. It would be good to see a direct safe cycle connection to this area via the urban cycling network to encourage mode shift, as this development is only 3km and a 9-minute bike ride from the city centre.
24. Waka Kotahi is supportive of the proposed shared path and connections through to the existing shared path network and via the new intersection on Benmore Avenue. However, the information provided as part of the plan change could better define the key walking and cycling links, including:
 - Identification of walking and cycling networks/road allocation within the development, not just through the shared path (e.g. along Road 1 – 7).
 - How walking and cycling networks within the proposed development safely connects with existing networks outside the development. This should include safe and easily accessible connections which will link residential areas to key areas of services, education and employment.
25. Waka Kotahi requests that if approved, a condition or plan provision be imposed that the shared path is designed and constructed to connect with the current shared use pathway on SH3. Waka Kotahi would need to approve the design prior to construction for any part of the shared path on the state highway.
26. Waka Kotahi understands that the funding and installation of the shared pathway link along SH3 to the pathway at the Mangaone Stream, will be the responsibility of the applicant.

National Policy Statement – Urban Design (NPS-UD)

27. The provision of housing to meet demand in Palmerston North is identified as a key outcome of this plan change. In terms of urban form, Waka Kotahi prefers a compact urban form and land use decisions that enable improved access, safety and lower emissions. Waka Kotahi is therefore supportive of the identification of higher density housing at the northern edge of the site. To maximise the efficient use of land and to support public transport, Waka Kotahi would like to see consideration of more higher density housing within the plan change site.
28. The plan change references the NPS-UD and the housing assessment carried out by Palmerston North City Council (PNCC) in 2019. As part of the section 32 report, Waka Kotahi would expect an analysis of how this Plan Change aligns with the latest housing capacity assessment released by PNCC in July 2021.

SO 17-5

29. It is acknowledged that Policy 8 of the NPS-UD is specifically noted in the plan change. However, an assessment against the broader outcomes of the NPS-UD is considered necessary, particularly how the plan change supports Policy 1 and Policy 5 of this NPS.

Waka Kotahi seek the following decision from the Council:

30. The provision of the further information, analysis and requested conditions as discussed in this submission.
31. Waka Kotahi would like to be heard in support of its submission. If others make a similar submission, Waka Kotahi will consider presenting a joint case with them at a hearing.

Signature of person authorised to sign on behalf of Submitter:



Natasha Reid
Principal Planner – Environmental Planning
Transport Services
Waka Kotahi NZ Transport Agency
Environmentalplanning@nzta.govt.nz

9 November 2021

RAI 04 03
2021/112803
RBM:MLB

Manager – Democracy & Governance
Palmerston North City Council
Private Bag 11-034
PALMERSTON NORTH

EMAIL: submission@pncc.govt.nz

Dear Sir/Madam,

PROPOSED WHISKEY CREEK RESIDENTIAL AREA PRIVATE PLAN CHANGE – HORIZONS SUBMISSIONIntroduction

Thank you for the opportunity to make a submission on the Proposed Whiskey Creek Residential Area Private Plan Change.

At Horizons Regional Council (Horizons) we are striving to make our region a place where the land and water is healthy and the people are thriving. Our responsibilities include managing the region's natural resources, flood control, monitoring air and water quality, pest control, facilitating economic growth, leading regional land transport planning and coordinating our region's response to natural disasters.

In terms of environmental planning, our integrated planning document, the One Plan, sets out four keystone environmental issues for our region – surface water quality degradation, increasing water demand, unsustainable hill country land use and threatened indigenous biodiversity.

Horizons could not gain an advantage in trade competition through this submission; our interest in the proposed plan change is primarily as the regional authority for the affected area. In this submission we consider the proposed district plan change in the context of giving effect to the regional policy statement components of Horizons' One Plan, and ensuring that these changes would not be inconsistent with our regional plan provisions¹. In addition, we are mindful that the National Policy Statement for Freshwater Management (2020) Policy 3.5(4) directs territorial authorities to include objectives, policies and methods in district plans to address the adverse effects of urban development on the health and well-being of waterbodies, freshwater ecosystems and receiving environments. We also comment from the perspective of Horizons' role in leading and advocating for land transport outcomes in the region.

Horizons generally supports plan changes to provide for growth that have as their basis a structure plan and that align with urban growth strategic planning by the territorial authority (such as the Palmerston North City Council (PNCC) Housing Capacity Assessment Report

¹ As set out in section 75 of the Resource Management Act 1991

June 2021 in this instance). This approach is, in general, considered to give effect to One Plan Objective 3-3 and Policy 3-4, both of which provide for the strategic integration of infrastructure with land use.

While we generally support the intent of this proposed plan change, we do not unreservedly support all proposed provisions.

Flooding, Earthworks and Liquefaction

Horizons One Plan Policy 9-2 (Development in areas prone to flooding) generally discourages new habitable buildings or extensions to existing habitable buildings in areas that are likely to be inundated during a 0.5% AEP (1 in 200 year) flood event. However, where flood hazard avoidance can be achieved the activity may occur. Where the flood hazard cannot be avoided, Policy 9-2 states that the risk must be mitigated.

Schedule J of the One Plan shows floodways and areas prone to flooding. Figure J:2 identifies that the Taonui Basin floodable area includes a portion of the proposed development site. The applicant's proposal has stated that no habitable buildings are proposed to be within a Schedule J floodable area. However, this statement appears to be incorrect when the structure plan is aligned against One Plan mapping of floodable areas (see Attachment One and Schedule J of the One Plan). Policy 9-2 will therefore apply in regards to this proposal.

The applicant appears to be addressing the above requirements by proposing earthworks to recontour the land to reduce the area subject to flooding. Horizons staff have previously provided advice to the applicant in regards to earthworks scenarios. The applicant's proposal has stated that:

The area of development will not be flood prone once earthworks are complete and the earthworks will not create adverse flood conditions for any other property.

Horizons wishes to emphasise the importance of these proposed earthworks. Our submission would oppose the proposed plan change if the proposal was not able to give effect to Policy 9-2 by achieving 'flood hazard avoidance'².

It is noted that the applicant intends to apply for earthworks consents from Horizons and PNCC ahead of the plan change approval and for a change to the PNCC Flood Prone Overlay to take effect once the earthworks authorised in the resource consent have been fully implemented. A consent application was lodged with Horizons and was subsequently returned requesting additional information to fully understand the consenting requirements of the proposal including earthworks, diversions, culverts, reclamation and stormwater. A follow-up application has since not been lodged with Horizons. Horizons Manager Investigations & Design, Jon Bell, considers it necessary to ensure these earthworks are completed prior to the development of dwellings. Given the importance of the earthworks and noting that prior to their completion we could not support any development occurring, we submit that residential zoning should not take effect until it is certain that flood hazard avoidance has been achieved – that is, consents granted and works completed.

The applicant's proposal identifies a liquefaction risk and notes that:

² Flood hazard avoidance means, for the purpose of Policy 9-2, ensuring flood control measures are in place that provide protection from the 0.5% annual exceedance probability (1 in 200 year) flood event and those measures are soundly designed and constructed such that there is minimal risk of the measures failing.

The Indicative Masterplan features a widened stream corridor to enhance ecological outcomes and address potential liquefaction.

Their proposed method of mitigating the risk of liquefaction involves the realignment of the upstream ephemeral section of Whiskey Creek. Chapter 16 of the One Plan contains rules in regards to diversions of water, as discussed later in this submission.

In relation to flooding, earthworks and liquefaction, Horizons seeks:

- That existing zoning and overlays should remain in place, residential zoning not take effect, and development be prevented, until it is certain that flood hazard avoidance has been achieved.

Stormwater management

There are two key aspects to the management of stormwater:

- i. the effects on water quality from direct (point-source) and indirect (diffuse) discharges of untreated stormwater, which may contain a range of contaminants, including hydrocarbons, sediment, nutrients and agrichemicals, and bacteria, into surface water bodies and groundwater; and
- ii. inundation and the potential for stormwater to become, or exacerbate, flood hazard.

With regard to the first of these aspects in particular, the National Policy Statement for Freshwater Management (2020) Policy 3.5(4) requires that:

Every territorial authority must include objectives, policies, and methods in its district plan to promote positive effects, and avoid, remedy, or mitigate adverse effects (including cumulative effects), of urban development on the health and well-being of water bodies, freshwater ecosystems, and receiving environments.

With regard to the second of these aspects, One Plan Chapter 9 Natural Hazards regional policy framework specifically notes that 'flood event' excludes the effects of stormwater, as these effects are managed by territorial authorities through criteria such as engineering, subdivision and design standards and manuals.

However, One Plan Chapter 14 Discharges to Land and Water permitted activity Rule 14-18 allows discharges of stormwater to surface water provided conditions and standards are met, including that discharges of stormwater to land cannot result in overland flows discharging to natural surface water bodies other than in rain events that are at least the 10% annual exceedance probability design storm. Nor can any discharge cause or exacerbate flooding on any other property.

The applicant has stated that:

The Stormwater Mitigation Plan is based on a pipe layout within proposed roads leading to a flood detention pond at the southern end of the development. Secondary flow paths will be contained within the road corridors.

Questions over the ability for Rule 14-18 to be met were raised by Horizons when the consent application that was lodged with Horizons was subsequently returned requesting additional information. We await clarification in the follow-up application.

In relation to stormwater management, Horizons seeks:

- provision for stormwater management to achieve an outcome that is consistent with One Plan Rule 14-18.

Freshwater

The proposed change to Section 7A of the Plan includes a policy to provide for:

"the restoration of the ephemeral tributary of Whiskey Creek as recreational reserve with quality recreational links".

Our Freshwater Team supports in principle proposals to restore our streams and improve our freshwater. However, the proposal also includes activities that will need to be addressed at consenting. The applicant is proposing to realign the upstream ephemeral section of Whiskey Creek:

Adjoining the residential development area is a proposed reserve which involves the rehabilitation of both the permanently flowing tributary of Whiskey Creek and the upstream ephemeral section. This upper section will be realigned to maintain a setback of 55 metres from the residential development.

Chapter 16, Section 16.4 of the One Plan contains rules in regards to diversions of water. It is in the applicants best interest to familiarise themselves at this point in time with the provisions that will apply when they seek consent for this activity. Our Consents Team can be contacted to provide advice.

In regards to wetlands, the applicant has stated that:

The stormwater treatment may include the creation of new areas of managed wetland between the detention pond and Whiskey Creek and possibly other areas within the reserve.

If constructed, the wetland may meet the One Plan criteria to become Schedule F habitat, in which case One Plan rules 13-8 and 13-9 would apply in the future. We note that these rules do not prevent vegetation clearance undertaken for the purpose of protecting, maintaining or enhancing areas of rare, threatened or at-risk habitats.

Infrastructure of regional or national importance

Policy 3-1 of the One Plan requires Horizons and territorial authorities to recognise infrastructure and other physical resources of regional or national importance. Policy 3-2 requires adverse effects of other activities on infrastructure and other physical resources of regional or national importance to be avoided as far as reasonably practicable. These provisions apply to the natural gas pipeline that traverses part of the site.

The applicant has demonstrated these provisions have been achieved in relation to the natural gas line, by stating that:

Discussions have been held with First Gas Ltd who own and operate the pipeline. This has included the nature and extent of earthworks proposed and appropriate protocols. In terms of integration of the pipeline into the development the requirements of First Gas are that the pipeline is to be within in a service corridor within road reserve berm and secondly that there is a habitable building set back of 20m either side of the pipeline.

This approach is consistent with the mechanism in One Plan Policy 3-2(f):

Ensuring safe separation distances are maintained when establishing rules and considering applications for buildings, structures and other activities near transmission gas pipelines.

In relation to infrastructure of regional or national importance, Horizons supports:

- a separation distances performance standard that “any building other than an accessory building shall be located a minimum of 20 m from the Gas Pipeline located within the Whiskey Creek Residential Area and shown on Map 7A.3”.

Transport

Horizons One Plan Policy 3-7(c) provides direction to territorial authorities in regards to sustainable transport options:

Territorial Authority decisions and controls on subdivision and land use must ensure that sustainable transport options such as public transport, walking and cycling can be integrated into land use development.

Horizons’ comments on proposed provisions relating to transport networks, modes and safety are made in the context of the Regional Land Transport Plan 2021-31 (RLTP). The RLTP includes five regional objectives, of which the following are most applicable here:

- Transport users in the region have access to affordable transport choices that are attractive, viable and encourage multi-modal travel;
- The transport network is safe for all users;
- The impact of transport on the environment, and the transport system’s vulnerability to climate change, is minimised; and
- Transport and land use are integrated to support well connected communities that promote a strong regional economy and liveable region.

The applicant’s proposal includes shared paths as well as new roading in the structure plan. The multi-modal approach enables increases in active and public transport, supporting the reduction of private vehicle use. The applicant notes that the connection to Rangitikei Line is proposed to be limited to left in left out only; it is understood that this is for safety reasons and has been agreed in principle with Waka Kotahi NZTA.

In relation to energy and transport, Horizons support approaches that align with the strategic direction of the RLTP and give effect to its provisions, including:

- a roading network design that:
 - enables development of public transport services and supporting infrastructure so that growth of the public transport network is not restricted by inadequate road layout or design; and
 - provides safe access to and from Rangitikei Line and Benmore Avenue, and
- a multi-modal approach that enables increases in active transport.

Energy efficiency

Horizons One Plan Policy 3-7(b) provides direction to territorial authorities in regards to energy efficient development:

Territorial Authority decisions and controls on subdivision and housing, including layout of the site and layout of the lots in relation to other houses/subdivisions, must encourage energy-efficient house design and access to solar energy.

The applicant’s proposal has stated that:

The Structure Plan design has had regard to the ability for house designs to maximise solar access.

In relation to solar energy, the structure plan is consistent with Horizons One Plan Policy 3-7(b) and the solar access provision (below) in Section 7A.3 Policy 2.1 of the PNCC District Plan:

To ensure subdivision and development meets the reasonable needs of future users whilst achieving the following design principles:

- *Allotments are shaped and designed to enable dwellings with good solar access and sufficient outdoor amenity and sunny private outdoor space.*

Productive land

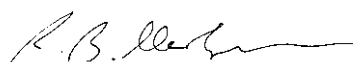
Horizons' regional scale information has classified the site as LUC Class 2 and we note that site tests by the applicant assessed the quality of the soils at the lower-quality end of Class 2 soils. Their assessment identified the land as being unsuitable for horticulture and market gardening, but suitable for growing arable crops. The One Plan Objective 3-4 and Policy 3-5 direct territorial authorities to consider the benefits of retaining Class 1 and 2 versatile soils for use as production land.

Conclusion

Horizons seeks the relief set out in its submission above, or any further, alternative or consequential relief that achieves the outcomes sought.

Horizons reserves the right to be heard in relation to this submission. If others make a similar submission, Horizons would consider making a joint presentation to the hearing panel.

Yours sincerely,



Robert Marshall
SENIOR POLICY ANALYST

Attached Aerial photograph showing flooding information

Address for service:

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PALMERSTON NORTH 4442

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Attachment One - Aerial photograph showing flooding information



Schedule J Mapping

**COMMENTS ON Proposed Whiskey Creek Residential Area Private Plan Change
To the Palmerston North Council.**

This is comment by: MidCentral District Health Board (MDHB) Public Health Service.

**MidCentral District Health Board (MDHB) Public Health Service appreciates the opportunity to
makes comments on the proposed Whiskey Creek Residential Area Private Plan Change.**

1. This submitter is not a trade competitor for the purposes of s.308B of the Act
2. The broad reason for these comments is to provide helpful, objective and independent input so as to promote the reduction of adverse effects on the health of people and communities pursuant to the New Zealand Public Health and Disability Act 2000 and the Health Act 1956.
3. MDHB Public Health Service has statutory obligations for public health within this area under Crown funding agreements between the Ministry of Health and the MidCentral District Health Board District Health Board. The Ministry of Health requires public health services to reduce any potential health risks by means including comments or submissions on any Proposed Policy Statements, Plans, including Changes or Variations to Changes or other documents thereto concerning matters with potential public health significance which are considered by the local authority. The proposal covers matters with potential health effects on people and communities.
4. The proposal may affect public health policy implementation for your district as part of your overall resource management responsibilities. It is appropriate at the feedback stage of proposal development for this public health service to comment on matters relating to environmental health and how it is proposed to be controlled and mitigated through provisions to ensure any matters of public health significance are considered.
5. The specific parts of the proposed Draft, Plan Changes to which these comments relate are shown in the attached schedule including whether we support, oppose or are neutral regarding the specific parts or wish to have them amended, and our reasons are stated.
6. The sole objective of these comments is to improve the provisions relating to environmental protection aspects of the overall public health of the people and communities of the District and to promote efficient administration of those provisions by your Council.
7. **Comments on specific provisions are shown in the attached schedule.**
8. This Public Health Service will wish to avail itself of any opportunity for further consultation with Council staff or agents and or other commentators regarding our comments and to participate in meetings to discuss or review or consider such comments prior to the final determination of the content of the proposal.
9. We wish to be heard in support of our submission, and would consider being part of a joint submission. We would not gain an advantage in trade competition through this submission.

Date:

Name: Dr Robert Holdaway

SO 19-2

Address for service

Contact person: Nigel Fitzpatrick

Email: nigel.fitzpatrick@midcentraldhb.govt.nz

Telephone: 06-3509110

Postal address: Private Bag 11036, Palmerston North :

1. Submission

Submission relates to this specific part of proposal	page 32 of the <i>Private Plan Change Request For Whiskey Creek Residential Area, Palmerston North</i> where it reads: The key proposals in terms of road access and road/shared path structure are: <ul style="list-style-type: none">• primary road connection to Benmore Avenue with a four-arm roundabout created with Meadowbrook Drive;• secondary road connection to SH3 with a left in/ left out only arrangement;• extensive shared path network within the site which connects with the existing shared path along the edge of the Mangaone Stream at one end and with the footpath network on Benmore Avenue at the other end; and ...
Regarding this part, we wish amendment to this part. For the following reasons. We note that Benmore Avenue is estimated to have 3300 vehicles per day (Page 3 of the <i>Traffic Engineering & Transportation Planning Assessment</i>) and that the subdivision is estimated to create another 1570 car trips per day on local roads (page 6) of which the bulk are on Benmore Avenue. So the new subdivision is expected to lead to around 4500 vehicle trips per day on the Benmore Avenue round-about – on a road that leads to Cloverlea school. We therefore recommend at least the provision of a cycle lane (or other safety improvement for active transport) in line with advice from Te Waka Kotahi (https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-standards-and-guidance/cycling-network-guidance/cycle-network-and-route-planning-guide/principles/cycle-route-components-between-intersections/#planning-cycle-lanes , accessed October 2021) The new subdivision is likely to increase the number of children walking, scootering and cycling to Cloverlea School (which for much of the subdivision is less than a kilometre away). The Cloverlea School Travel Plan says that most of the school leaders (13 pupils) wanted to change to active modes of transport; and this action would increase healthy lifestyles. This is in line with another survey in Auckland that found that most school children would like to travel actively to school ¹ . This work suggests that more children would use active transport if	

¹ <https://www.sciencedirect.com/science/article/abs/pii/S2214140516301451>, accessed October 2021

SO 19-3

the environment was more supportive of active transport and that safety (and perceived safety) is a major barrier to active transport².

The School Travel Plan says that in June 2018 a travel survey found that: 24 children walked a kilometre to school (5 scootered and one rode); and for the two kilometres distance 2 children walked, one scootered and one rode. The plan states that on 7 May the Benmore Avenue entrance saw 133 children walking, 11 scootering and 10 cycling. So children living in the new subdivision are likely to want to walk or cycle to school; and the children currently walking, scootering or cycling to school will face busier roads.

Because the subdivision is increasing useage of an existing arterial route, we believe that the developer should help with changes to Benmore Avenue to improve safety and increase the attractiveness of active travel to school (in line with City View Objectives 24. “All forms of transport, including public transport, walking, cycling and private vehicles are adequately provided for to assist with sustainable energy use and a healthy lifestyle.”) We lack enough knowledge of the Resource Management Act to state what proportion of the total costs this contribution should be.

The *Whiskey Creek Proposed Private Plan Change Transportation Assessment* does not explicitly consider the impacts of increased traffic on Cloverlea School or future pupils despite the bulk of the subdivision being less than a kilometre from the school. This appears to be a major omission as Palmerston North City Council District Plan seeks to reduce the city’s carbon footprint and encourage healthy lifestyles for its citizens. Along with the school, Council has invested in Bikes in Schools, the School Travel Plan and other initiatives to encourage more active pupils and citizens. Without our suggested change, the subdivision will increase traffic on Benmore Avenue and discourage active transport thereby undermining the previous Council investment.

The recommendation/decision sought is add the following new provision:

- **Following consultation with Cloverlea School, a cycle lane (or other safety improvements for active transport) be installed on Benmore Avenue to provide safe access to Cloverlea School; with the costs being shared by Council and the developer.**

2. Submission

Submission relates to this specific part of proposal	We support the installation of the roundabout proposed on Page 32 of the <i>The Whiskey Creek Proposed Private Plan Change Transportation Assessment</i>
Regarding this part, we support this proposal in part	
For the following reasons.	
The proposed roundabout (page 8 of the <i>Whiskey Creek Proposed Private Plan Change Transportation Assessment</i>) acknowledges that it will need to include “particular	

²

<https://www.massey.ac.nz/massey/fms/sustainability/documents/Barriers%20to%20Active%20Transport%202017%20report%20PNCC%20MU%20living%20lab.pdf?2038456B80D995C666C820AAE185DB32> accessed October 2020 – this study was of secondary school students but was cited as it covers Palmerston North)

SO 19-4

consideration of the nearby residential driveways and the safe accommodation of pedestrians and cyclists “. We would support designs to slow speeds of traffic and to make the roundabout cyclist-friendly (<https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-standards-and-guidance/cycling-network-guidance/designing-a-cycle-facility/intersections-and-crossings/roundabouts/cycle-friendly-roundabout/>, accessed October 2021) given that it should be able to be used safely by children cycling to Cloverlea school. We note that the *Cloverlea School Travel Plan* says: “Despite the large number of people accessing the Benmore Avenue rear entrance on foot/by bike or scooter (table 2), some worrying motorist behaviour was observed:” ...“Some car and truck drivers failed to slow down, despite permanent, ‘school’, warning signs”. This suggests that traffic-slowing infrastructure is needed on Benmore Avenue.

The recommendation/decision sought is retain this provision.

3. Submission

Submission relates to this specific part of proposal	We support improved access to Mangaone Stream as noted in the third bullet point quoted above in the extract from page 32 of the <i>Private Plan Change Request For Whiskey Creek Residential Area, Palmerston North</i> .
<p>Regarding this part, we support this proposal</p> <p>For the following reasons.</p> <p>This will help encourage usage of the Mangaone shared path, improve recreation amenity value of the new subdivision, encourage active travel, enable safer commuting for cyclists and pedestrians, and help reduce road traffic. Improving access from the new subdivision can be most efficiently done as part of the planned installation of new infrastructure and will help ameliorate and offset negative impacts of the subdivision.</p>	
The recommendation/decision sought is retain this provision.	

4. Submission

Submission relates to this specific part of proposal	However, in a number of areas further information has been requested and there will be further engagement at the more detailed design stage associated with the individual resource consents. (page 29 of the Proposed Whiskey Creek Residential Area Private Plan Change)
<p>Regarding this part, we support this proposal.</p> <p>For the following reasons</p> <p>Maori Health is affected by the ability of Māori to participate in society, the environment and access to cultural identity (http://pacifichealthdialog.nz/pre-2013-archive/Volume207/No120Maori20Health20in20New20Zealand/Special20Features/Maori20health20key20determinants20for20the20next20twenty20five20years.pdf, accessed October 2021).</p>	
The recommendation/decision sought is retain this provision.	

WHISKEY CREEK SUBMISSION FORM

Anyone can make a submission on Proposed Whiskey Creek Residential Area Private Plan Change using the submission form.

THE CLOSING DATE FOR SUBMISSIONS IS THURSDAY 28 OCTOBER AT 4PM.

Once the closing date for submissions has passed, all submissions received will be summarised and made publicly available.

I understand that all information I submit through this form will be made publicly available as part of the decision-making process

Yes

SUBMITTER DETAILS

Full name of submitter

JOHN ANDERSON

Postal address

25 MEADOWBROOK DRIVE

PALMERSTON NORTH

4412.

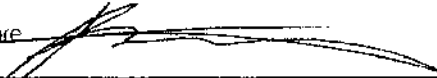
Phone

027 4429206

Email

j.p.anderson@xtra.co.nz

Signature



Date

19-10-21

THE SPECIFIC PROVISIONS (OBJECTIVES, POLICIES, RULES) OF THE PLAN CHANGE MY SUBMISSION RELATES TO ARE AS FOLLOWS:

Specify the page number, provision or map number in the plan change that your submission relates to.

ATTACHED PROPOSAL IS AGAINST THE
WHOLE DOCUMENT BEING PLAN CHANGE

MY SUBMISSION IS THAT: STATE THE SPECIFIC PARTS OF THE PLAN CHANGE YOU SUPPORT, OR WISH TO HAVE AMENDED.

Use headings and describe your concerns below i.e: flooding, visual, noise, traffic etc.

CONCERNS ALL ITEMS LISTED IN THE
DEVELOPERS PROPOSAL
AGAINST THE PLAN CHANGE
ATTACHMENT SUBMISSION ATTACHED
INCLUDING A PETITION AGAINST THE PLAN
CHANGE.

MY SUBMISSION CONTINUED:

I SEEK THE FOLLOWING DECISION FROM PALMERSTON NORTH CITY COUNCIL:

Give precise details i.e: approve, reject, am neutral.

I SEEK THE COMPLETE PROPOSAL BE
REJECTED AND PLAN CHANGE DECLINED

Do you wish to be heard in support of your submission?

Yes

No

If others make a similar submission, I will consider presenting a joint case with them at a hearing?

Yes

No

I am a 'trade competitor' for the purpose of Section 308B of the Resource Management Act 1991.

Yes

No

Could you gain an advantage in trade competition through this submission?

Yes

No

PLEASE SEND YOUR SUBMISSION BY:

Mailing to:

Palmerston North City Council
Private Bag 11-034, Palmerston North
Attn: Democracy and Governance Manager

Delivering to:

Palmerston North City Council
Customer Services Centre
32 The Square, Palmerston North

Emailing to:

submission@pncc.govt.nz

PLEASE NOTE

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- it is frivolous or vexatious;
- it discloses no reasonable or relevant case;
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further;
- it contains offensive language;
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

SUBMISSIONS CLOSE: THURSDAY 28 OCTOBER AT 4PM.

SO 20-3

SUBMISSION ON PROPOSED CHANGE 19 TO THE PNCC RESIDENTIAL PLAN CHANGE Clause 22 of the First Schedule to the Resource Management Act 1991

To: The Palmerston North City Council
Planning office

Submission on: Proposed Private Plan Change Request for Whisky Creek Residential
Area Palmerston North

Name: John Robert Anderson & Raewyn Beryl Anderson
25 Meadowbrook Drive
Palmerston North

1. The specific changes my submission relates to are:
The whole plan change
2. The specific provisions of the proposal that my submission relates to are:
Oppose Plan Change in its Entirety
3. My submission is:

Introduction:

We are an average New Zealand family of five & now two that have enjoyed living in this area.

We have lived at 25 Meadowbrook Drive, Palmerston North for 46 years.

We really enjoy the country view (145 deg. View as stated on our title) we enjoy this view over our back fence, the peaceful surroundings of the animals grazing in the paddocks, valuable farm land. Also with a view of Mt Ruapehu on a clear day.

We would like to thank you for the opportunity to submit our submission on this plan change.

Discussion:

The Private Plan Change does not promote the sustainable management of natural and physical resources, which is the primary purpose of the RMA 1991.

99% of this site is zoned Flood Channel 1 which is the highest zone for flooding by Horizons.

If this should be approved this will open more doors for more developers to seek to rezone land on Flood Channels.

Consultation with all residents did not occur and not all people were consulted especially closer residents in Benmore Ave close to Meadowbrook Drive especially specifications with in the proposal and its effects Gillispes Line.

Please find attached petition against proposed plan change from Rural to Residential

Key Issues / Concerns:

1. **FLOOD RISK - INSURANCE**, we have been told that the insurance companies will only insure you once for flooding, if affected by land development on a floodway which would then affected other surrounding area's. *"Horizons" The intent of Policy 9-2(a) is to avoid risk to people and property from the floodway, and to ensure the effective functioning of the floodway by avoiding the placement of buildings, solid fences, etc in a place where they will impede the flow of water. While subdivision*

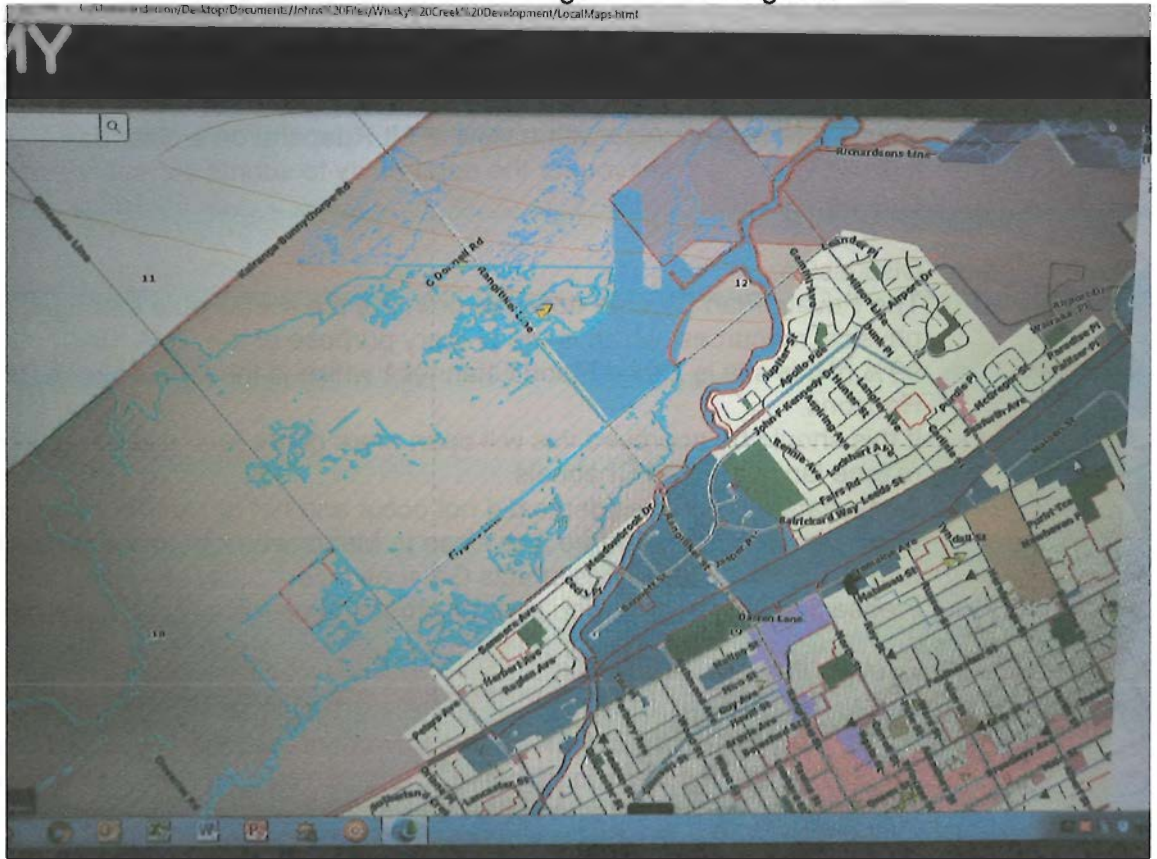
does not in itself increase the adverse effects of a flood event, the structures that would result on the subdivided land are likely to be 'occupied structures' so potentially increase the risk to people and property and reduce the effectiveness of existing flood protection. For this reason, subdivision in these areas is discouraged. Horizons' position is that there should be no more development (i.e. new or extended structures or activities) in the Kopane or **Flyger's Line floodway's**. This means that no one should build or extend a house, dairy shed, power pylon, etc, or subdivide, within these floodway's.

We have been residents here for 46 years and in this period of time we have seen this area flood four times. The photos attached support our claims, and that the last flood was not a 100-year flood. Flood does occur from above spill way as seen in photos.

INCREASED FLOOD risk on, and adjoining residential areas in particular Meadowbrook Drive and Benmore Ave further down to Gillispes Line and beyond, faster water flows because of reduced capacity of the flood way.
 Health & Safety risk to properties and people.
 The site is zoned Flood Channel 1 this zone allows for activities such as farming and market gardening, **not Residential housing** (because of the flood risk). This is the Horizons Flood Plain.

The Horizons Plain describes the area as "*subject to deep, fast flowing water on a regular basis and development within the area has the potential to divert floodwaters to areas of land that currently do not flood*".

There has been no allowance for the Kiwi rail development at Bunnythorpe which cause extra water flows as there storm water will go into the Mangaone stream.



PNCC records show this flood prone land map on PNCC web site

SO 20-5

CLIMATE CHANGE effects of Climate change have not be considered as part of the Plan Change, Climate change there will be more flooding, more frequent, higher floods, greater risk to the sites and Meadowbrook Drive / Benmore Ave and adjoining areas for flooding. (ie Gillispes Line) ie. Westport flooding & Canterbury floods



Floodwaters surrounding a house next to the development Feb. 2004



Mangaone Stream behind houses Feb. 2004



Floodwaters across the development site Feb. 2004

Developers statement” *This is a critical issue because much of the site is classed as flood prone land. This occurs only when the Flyers Spillway is triggered. The spillway relieves flood pressure on the Mangaone Stream as part of the Lower Manawatu Flood Control Scheme. The spillway is located west of Milsons Line and Flyers Line and when triggered diverts floodwater to the Whiskey Creek basin”*

In 2004 shown on photo above the flooding occurred above the spillway & only small amount come out through spillway. Therefore some of there flood modelling is not correct.

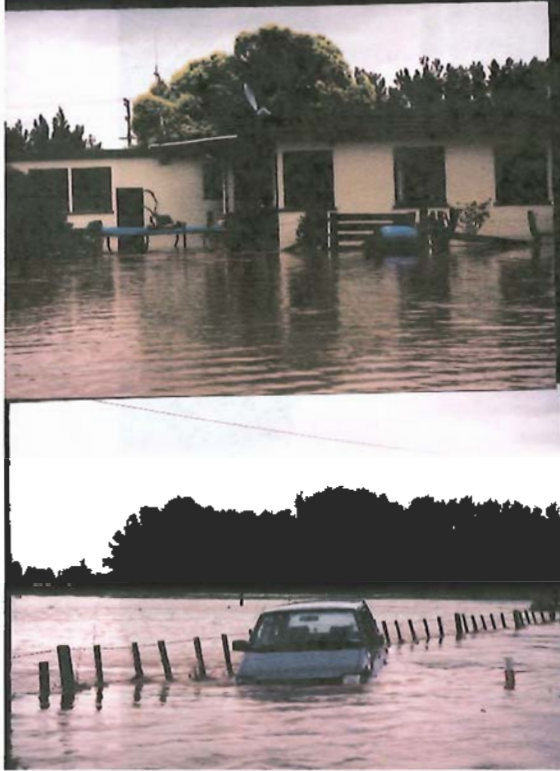


Mangaone Floods 1976 (Natural Flood Plan)

SO 20-7



Mangaone Stream Floods 2004 Flyers Line



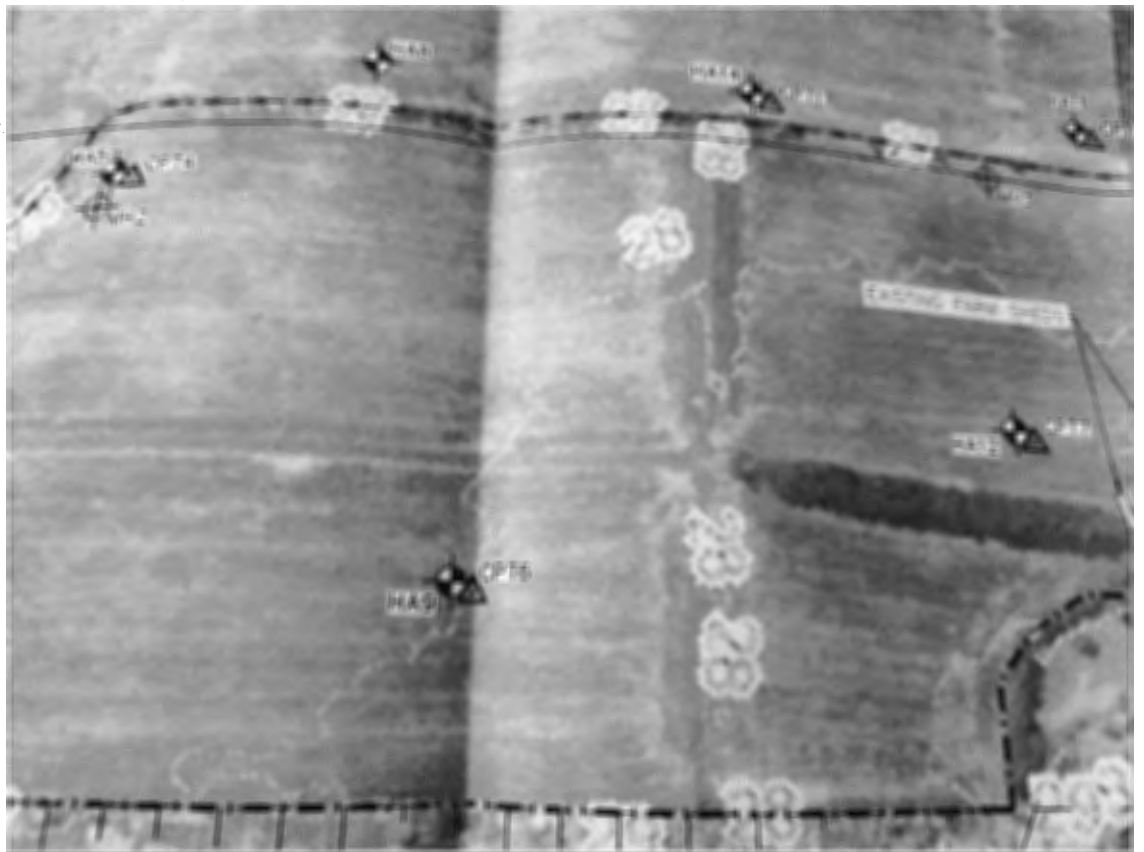
Note depth of the water only to increase under their proposal

Climate change will put extra waters though this area.

Since 1976 we have seen flood waters cross this land four times, 1976, 1988, 2004, 2015 these are not 100-year events, but are increasing with climate change. By this we are due for another flood average 12 years between events.

Please note a recent report and how the developers consider the threat of flooding is not accurate, there modelling does cover what happen in past flood events. This land also has liquid faction. Developers carried only carried very limited tests as stated in there submission.

Developers research statement *"An assessment of the site and subsoil conditions was carried out to determine the geotechnical risks present. These risks include liquefaction, lateral spreading, and slope instability. Since the site is generally flat, the risk of slope instability is considered to be negligible. However, the site is susceptible to liquefaction induced settlements and lateral spreading during future earthquake events."*



CT6 / HA9 a 3m bore sample was taken from this point and was observed by one of neighbours whose background on soil technology found the sample to contain liquid faction this right in the middle of new residential development

SO 20-10



1988 Flood Bennett Street this also flooded behind Meadowbrook Drive



1988 Flood Bennett Street



2015 flood view from 25 Meadowbrook Drive

2. **RESIDENTIAL AMENITY VALUES** – with loss of views the residential area of Benmore Ave, Meadowbrook Drive will down grade the value of our properties as some lands are registered on land reports 145 deg views on there land titles, these will be lost. The scale size and location of this re development will adversely affect the adjoining amenity values of the residential land. The value loss from registered values is \$50k - \$100k. With the area in question to be rezone this will devalue property values of the whole residential area.



Loss of sun light effects house values NZ study & reports (out of NZ Herald)

The building works that are propose are to be single story 5 metres high, which will mean we would loss the sun in the winter months around 2pm too most of the homes along Meadowbrook Drive and Benmore Ave which will be effected.

SO 20-12

This loss will increase energy use for heating adding to earth's climate change. Most homes along this boundary have been built for maximum use of the sun with living area's facing the land at the rear of the properties. So with opposing the developers plan building close to our houses taking away much needed sun we feel take that a step further and say it will become a health issue with mould that will develop with the dampness and will then may create damp home thus south side rotting of timber in house or making healthy people sick with mould asthma or respiratory problems Photo attached shows the shadow at 2pm on deck and house mid-winter June. Under this proposal extra heating will be required by existing residents because of robbed sun light, extra pressure on the climate & energy supplies.



Sun light is amenity the right of everybody

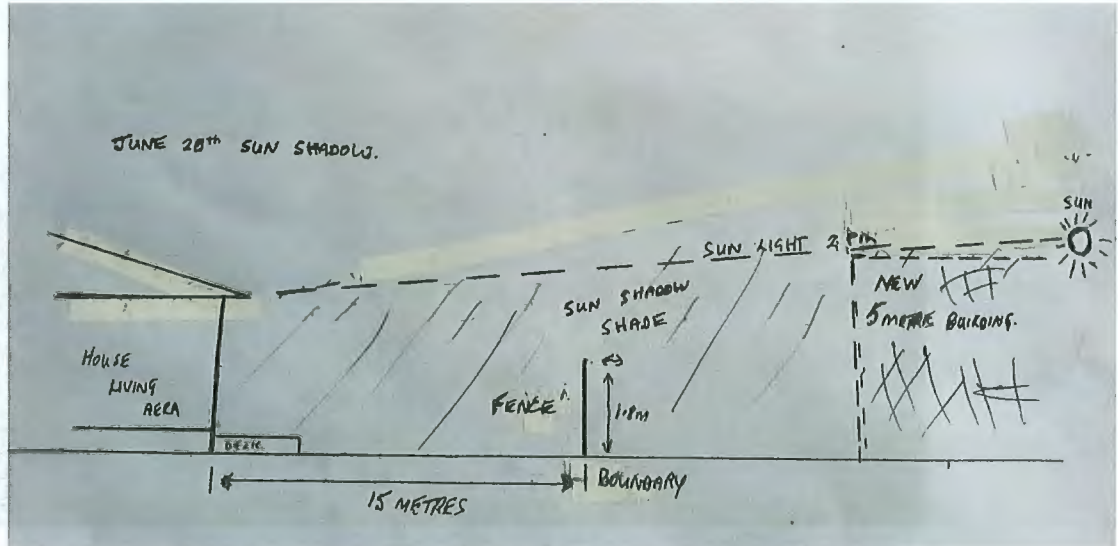


Existing view and sun light to be lost with 5 metre high dwellings over fence this deck will be in the shade, plus land will never dry out becoming a bog.

SO 20-13



White square / arrow shows 5 metres the height structures behind us according to the developers proposal



Sketch 1 attached. (Loss of sun light 2pm mid-June) showing boundary and building Set back off the boundary

Fencing of the project is going to be installed at 1.8m causing extra shading to our properties. Wind gusts from 5m to 11m buildings can be intolerable as these could turn an average Manawatu westerly zephyr of 60kph would increase to at least 120kph gail hitting our properties causing damage, as wind speed increases around structures i.e. Wellingtons buildings, State building Palmerston North.

SO 20-14



Typical house view on new sub division side which will loose sun light 2pm mid winter



A typical rear view example facing residents along the boundaries of Meadowbrook Drive & Benmore Ave. Where are the views of the mountain (Mt Ruapehu) & rural views.

The proposed development goes ahead whom would monitor the noise levels at boundaries should not exceed 45db in a residential area. Traffic noise will increase with movement of large volumes of small vehicles and trucks causing light pollution at nights from head lights. I can assure you from the other industrial area over eastern side of the Mangaone Stream fork lifts & trucks go all certainly above the 45db limit. Most dwelling are only single glazing so increased traffic noise will affect us.

SO 20-15

This is a main bus route on Benmore Ave. and with road development for a roundabout this connection may be taken away. A roundabout will create problems or even with a new road put in the school children walking or riding bike to school makes a dangerous hazard area, plus head lights hitting houses during night hours as there currently hills there to medicate this. Roundabout put in as it will look straight out our dining room from table to idiot driving on roundabouts. (a neighbours view)

I totally oppose the idea of a roundabout.



Shows bird life Spur-wing Plover, who habits the old creek beds

Wild life; as this is the head of the old Whisky Creek there are native breeding birds in pond area's across the old stream path such as Pukeko, Hawks & Spur-wing Plover birds which will loss there habit.

During the development of the site dust levels will cause major discomforts to our properties polluting our washing, homes outside pleasures such as contamination of swimming pools, spa pools etc. as this to the north west of our houses, Westley are the normal wind.

Security lighting will cause light pollution at night, lighting clear invading our properties, which affect sleeping habits and our quality of life.

The restriction of water flows due tree plantings?? Were does the water backup to when the flows are restricted. Rubbish storage in flood channels.

The Government as stated in the paper (*Manawatu Standard*) Tuesday September 14th 2004 are reviewing flood protection and are especially looking at people building on flood plans that are part of flood control systems. They said they are not willing to cover depths the resulting of floods on this type of land.

3. CITY PLANNING –

Palmerston North City Council is working towards providing for residential sections but not on Zone 1 flood zones, this discourage by New Zealand government. This land also has liquid faction.

This is good farmland and flood way, we need to keep the new residential development off flood prone land and liquid faction land.

Flygers Line is second tier road, single lane and in bad condition this will not take extra traffic flows.

SO 20-16

Traffic flows in there submission are wrong as most house these days have at least two cars which will double the traffic flow and your roading structure won't coop with increase flows in Benmore Ave and beyond , example Tremaine Ave at Kelvin Grove end. The noise from this develop will increase due to traffic and all existing housing in Meadowbrook Drive / Benmore Ave are only single glazed windows.

There seems to be allowance for extra sewage requirements and as noted in recent reports from PNCC the system is already overloaded.

According to Horizons there are three water bores on this property, what happens to these.

Extra stormwater also is going to affect the whole area and properties downstream Gillespie's Line and Kiwi Rail development at Buunythorpe will be adding extra storm water into the Mangone stream



Peaceful rural land & Channel 1 (zone 1) shaded floodway (Horizons)



Shadow shows flood modelling of past & future (Horizons)

SO 20-17

Pathways & trees as suggest in their proposal we also restrict water flows a green belt behind existing properties maybe better option and keeping the diversion of the floodway clear.

Conclusion / Summary:

1. I would like see completely **independent soils tests** away from the developers as I believe all there tests are not correct as Horizons have this land as being liquid faction not suitable for housing.
2. Review flooding levels past, as the data is modelling is not correct. Extra risk of flooding down stream Gillispes Line
3. Review traffic flows as these are too low as most houses today have at least two cars.
4. Loss of sun light to properties as sun light is an amenity.
5. Wind strength on our properties will increase.
6. Noise levels will increase existing dwellings only single glazed.
7. Light pollution from street lights & dwellings.
8. Climate change resulting more flood events.
9. 84% of Meadowbrook Drive (& several in Benmore Ave) neighbours who face the new proposed sub division have sign petition against the plan change, this is different to the developers claims of consulting with all concerned people along Meadowbrook Drive. Those who did not reply to developers have not been listen to, even those who did not all concerns have been addressed.

The name of our street is Meadowbrook Drive which under development by Bisleys said they wanted name to mean something Meadow re farm land at the rear and Brook being the Mangone stream. This will disappear under this proposal that being Meadow.

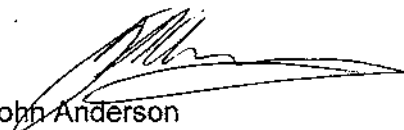
4. I seek the following decision from the local authority:

That the plan change **be declined** and remain Rural land

5. I wish to be heard in support of my submission

Signature of submitter

Date 19/10/2021


John Anderson

Raewyn Anderson



Name and address for service of submitter:

John & Raewyn Anderson
25 Meadowbrook Drive
Palmerston North

Telephone number: 027 442 9206

06 3573420 home

Email j.r.anderson@xtra.co.nz

SO 20-18

Submission - John Anderson

**A PETITION WAS PRESENTED WITH THIS SUBMISSION
SIGNED BY 81 PEOPLE**

THE PRAYER OF THE PETITION READ:

**“Petition against Planned Whisky Creek Residential development
of Flyers Investment Group**

**Residents of Meadowbrook Drive / Benmore Avenue who against
the proposed plan change from Rural to residential land**

**This is going to effect quality of life/ house values / loss of sun light
& increase in traffic with round about/ building on a flood way and
liquid faction, flooding risk”**





Back to map Palmerston North Cloverlea Share Favorites

Council records

Palmerston North City Council

If you think this information is inaccurate please claim your home to add your own features.

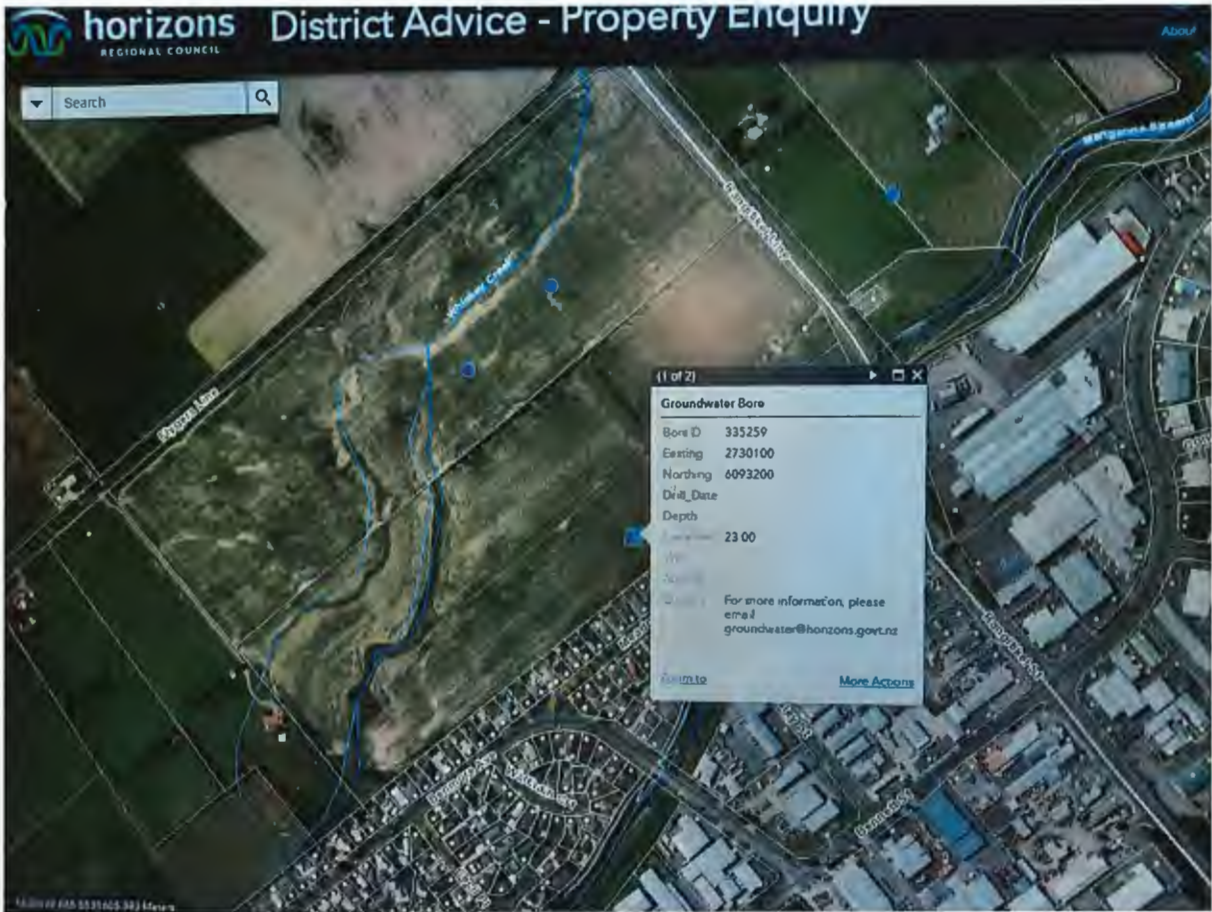
Car spaces 2	Floor area 140 m ²	Land area 600 m ²	Deck Yes
Property contour Level	View living area Moderate: View Of Up To 145°	View type Other	Decade built 1970
Cardboard of Title W92342517	Legal description LOT 26 DP 43090	Council Palmerston North City	Measurement Fibre*
Driveway Extended With Good Road Stand	Externalisation External Walls: Mixture of materials without a predominant material, or a material not included above Roof iron, including steel and corrugated long run	Zone 9A	Category RD197B
Valuation Number 14500/77704	Lot's Use Residential House of a fully detached or semi detached style		

Owner updated features

Are you the owner of this home? Claim your home to update these features.

EXPLORE WINTER PACKAGES AND OFFERS

NEW



SO 20-23





WHISKEY CREEK SUBMISSION FORM

ORIGINAL TO FOR ACTION AND REPLY		
REC'D	- 9 NOV 2021	PNCC
COPY TO		
1.		
2.		

Anyone can make a submission on Proposed Whiskey Creek Residential Area Private Plan Change using the submission form.

THE CLOSING DATE FOR SUBMISSIONS IS TUESDAY 9 NOVEMBER AT 4PM.

Once the closing date for submissions has passed, all submissions received will be summarised and made publicly available.

I understand that all information I submit through this form will be made publicly available as part of the decision-making process Yes

SUBMITTER DETAILS

Full name of submitter ANNE JUDITH MILNE
 Postal address 63 Sutherland Road, R.D. 9, Palmerston North 4479
 Phone 3293830 Email milne@extra.co.nz
021 023 605 39
 Signature A. Judith Milne Date 9th November 2021

THE SPECIFIC PROVISIONS (OBJECTIVES, POLICIES, RULES) OF THE PLAN CHANGE MY SUBMISSION RELATES TO ARE AS FOLLOWS:

Specify the page number, provision or map number in the plan change that your submission relates to.

- P 49. 9. National Policy Content
- P 51. 10 Regional Policy Content. Objective 3-4, 3-5.
- P 52. 9-1, 9-2, 9-2a(i), 9-2b(iii) 9-2c, 9-2d(v).
- P 55 11. District Plan City View Objectives 1.

MY SUBMISSION IS THAT: STATE THE SPECIFIC PARTS OF THE PLAN CHANGE YOU SUPPORT, OR WISH TO HAVE AMENDED.

Use headings and describe your concerns below i.e: flooding, visual, noise, traffic etc.

1. The proposed National Policy Statement on Versatile Soils is ignored.
2. Insufficient weight is given to objectives in One Plan on versatile soils (Objectives 3-4, 3-5) and flooding (Objectives 9-1, 9-2, 9-2a(i), 9-2b(iii), 9-2c, 9-2d).

MY SUBMISSION CONTINUED:

3. The proposal goes against the PNCC 10 year Plan Goal 4 - "planning to accommodate growth through intensification rather than urban sprawl" and the PNCC District Plan Section 7 Objective 3 "retains Class 1 & 2 versatile soils for use as production land."

I SEEK THE FOLLOWING DECISION FROM PALMERSTON NORTH CITY COUNCIL:

Give precise details i.e: approve, reject, am neutral.

- 1. That consents for proposed earthworks be declined.
2. That this proposal be rejected.

Do you wish to be heard in support of your submission?

[X] Yes [] No

If others make a similar submission, I will consider presenting a joint case with them at a hearing?

[X] Yes [] No

I am a 'trade competitor' for the purpose of Section 308B of the Resource Management Act 1991.

[] Yes [X] No

Could you gain an advantage in trade competition through this submission?

[] Yes [X] No

PLEASE SEND YOUR SUBMISSION BY:

Mailing to:

Palmerston North City Council
Private Bag 11-034, Palmerston North
Attn: Democracy and Governance Manager

Delivering to:

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PLEASE NOTE

Your submission [or part of your submission] may be struck out if the authorities are satisfied that at least 1 of the following applies to your submission [or part of your submission]:

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SUBMISSIONS CLOSE: THURSDAY 28 OCTOBER AT 4PM.



WHISKEY CREEK SUBMISSION FORM

ORIGINAL TO FOR ACTION AND REPLY		
RECD	- 9 NOV 2021	PNCC
COPY TO		
1.		
2.		

Anyone can make a submission on Proposed Whiskey Creek Residential Area Private Plan Change using the submission form.

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Yes

SUBMITTER DETAILS

Full name of submitter *Sally Marianne Rasmussen*

Postal address *39 Meadowbrook Drive
Clovellea, Palmston North 4412*

Phone *06 3538427 027 290 3617*

Email *sallyrasmussen@gmail.com*

Signature

[Handwritten Signature]

Date *9/11/21*

THE SPECIFIC PROVISIONS (OBJECTIVES, POLICIES, RULES) OF THE PLAN CHANGE MY SUBMISSION RELATES TO ARE AS FOLLOWS:

Specify the page number, provision or map number in the plan change that your submission relates to.

*Clause 5 of the First Schedule of the Resource Management Act 1991
in its entirety as attached*

MY SUBMISSION IS THAT: STATE THE SPECIFIC PARTS OF THE PLAN CHANGE YOU SUPPORT, OR WISH TO HAVE AMENDED.

Use headings and describe your concerns below i.e: flooding, visual, noise, traffic etc.

Oppose or reject the Whiskey Creek Residential Area Private Plan Change as attached for the following reasons-

- the risk of liquefaction (as attached)*
- the risk of flooding (as attached)*
- Roading + traffic flow safety issues (as attached)*
- noise + construction pollution (as attached)*

MY SUBMISSION CONTINUED:

SO 22-2

- adverse visual effects including loss of sunlight (as attached)
- adverse environmental effects (as attached)
- higher costs incurred (as attached)
- lack of facilities for new housing residents (as attached)

I SEEK THE FOLLOWING DECISION FROM PALMERSTON NORTH CITY COUNCIL:

Give precise details i.e: approve, reject, am neutral.

Rejected in its entirety - see attached

Do you wish to be heard in support of your submission?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If others make a similar submission, I will consider presenting a joint case with them at a hearing?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
I am a 'trade competitor' for the purpose of Section 308B of the Resource Management Act 1991.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Could you gain an advantage in trade competition through this submission?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

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SUBMISSIONS CLOSE: THURSDAY 28 OCTOBER AT 4PM.



Whiskey Creek Submission Form

Submitter Details

Murray and Sally Rasmussen
39 Meadowbrook Drive
Cloverlea
Palmerston North 4412
06 353 8427. 027 531 9664. 027 290 3617.
sallymrasmussen@gmail.com

The Specific Provisions (objectives, policies, rules) of the Plan Change my Submission relates to are as follows:

Clause 5 of the First Schedule of the Resource Management Act 1991 - District Plan Change Proposed Whiskey Creek Residential Area Private Plan Change in its entirety.

My Submission is that:

The owners and residents of 39 Meadowbrook Drive strongly oppose, in its entirety, the Proposed District Plan Change for the Proposed Whiskey Creek Residential Area Private Plan Change for the following reasons:

The risk of liquefaction on the proposed Whiskey Creek Residential area is not to be taken lightly as evidenced by the lessons learned from the 2011 Christchurch earthquake and subsequent damage from liquefaction on landfill reclaimed land. As the area of this proposed residential development is currently on land it is highly prone to water run-off from the Mangaone Spillway flow path.

The risk of flooding along the Mangaone Spillway flow path is substantial. During the floods of June 2015 Horizons Regional Council activated its plan to divert flood waters into Whiskey Creek to relieve pressure on the Mangaone Stream and prevent flooding in the northern parts of the city. What is there to stop them doing this again as this is what the floodgates

SO 22-4

on Flyers Line are designed and engineered for. The recent events in Gisbourne on 5/11/2021 where 2 months of rainfall fell in 36 hours, causing widespread flooding accentuates the fact that the increasing number of future extreme weather events is impossible to predict. The raising of the Flyers Line stopbank (as per the 2015 Lower Manawatu Scheme - City Reach Project Report) will not be substantial enough to protect the current residential properties without the inclusion of any proposed residential properties that are planned to be actually in the Mangaone Spillway flow path. There have been at least two events when I have not been able to exit from Meadowbrook Drive to Benmore Avenue because the road has been flooded on the corner and this prevented me from returning my kids to school and myself returning to work.

Roading and traffic flow safety issues are a major concern as the proposal will increase the traffic congestion on the corner of Benmore Avenue and Meadowbrook Drive substantially to such an extent that major and continuous disruptions to the smooth flow of traffic will occur. This fact is evidenced by the current state of traffic congestion at peak flow times caused by the closure of the Gillespies Line overbridge due to road works on the roundabout at the intersection of Botanical Road and Tremaine Avenue. Most days the simple 4 minute task of going to work turns into a 30 minute slow traffic crawl. The serious inconvenience caused by the roadworks necessary to install a roundabout at the intersection of Benmore Avenue and Meadowbrook Drive will cause major disruptions to our lives.

The financial burden and inconvenience of repairing the Flyers Line roadway where it has been reduced to one lane due to flood damage is a major concern as the increased traffic flow caused by the proposed residents who may want to turn left out onto Rangitikei Line and then either turn left again to contend with the one lane restrictions or turn right and contend with a one lane bridge at the Milson Line end of Flyers Line. The alternative the city council may consider of closing the worst affected section of Flyers Line is not even to be thought of!

SO 22-5

Noise and construction pollution of this proposed residential development would bring severe interference to our quiet community. It is so enjoyable to be able to come home from work and have a quiet few minutes of well earned peace and solitude sitting outside the back door in the sun, listening to the Skylarks, Fantails, and the occasional Tui. The occasional drone of aircraft from the Milson Airport and the hum of traffic from Rangitikei Line is pleasant compared to the constant noise of construction with trucks, excavators, roading machines, drills, hammers, work men and their blaring radios, etc.

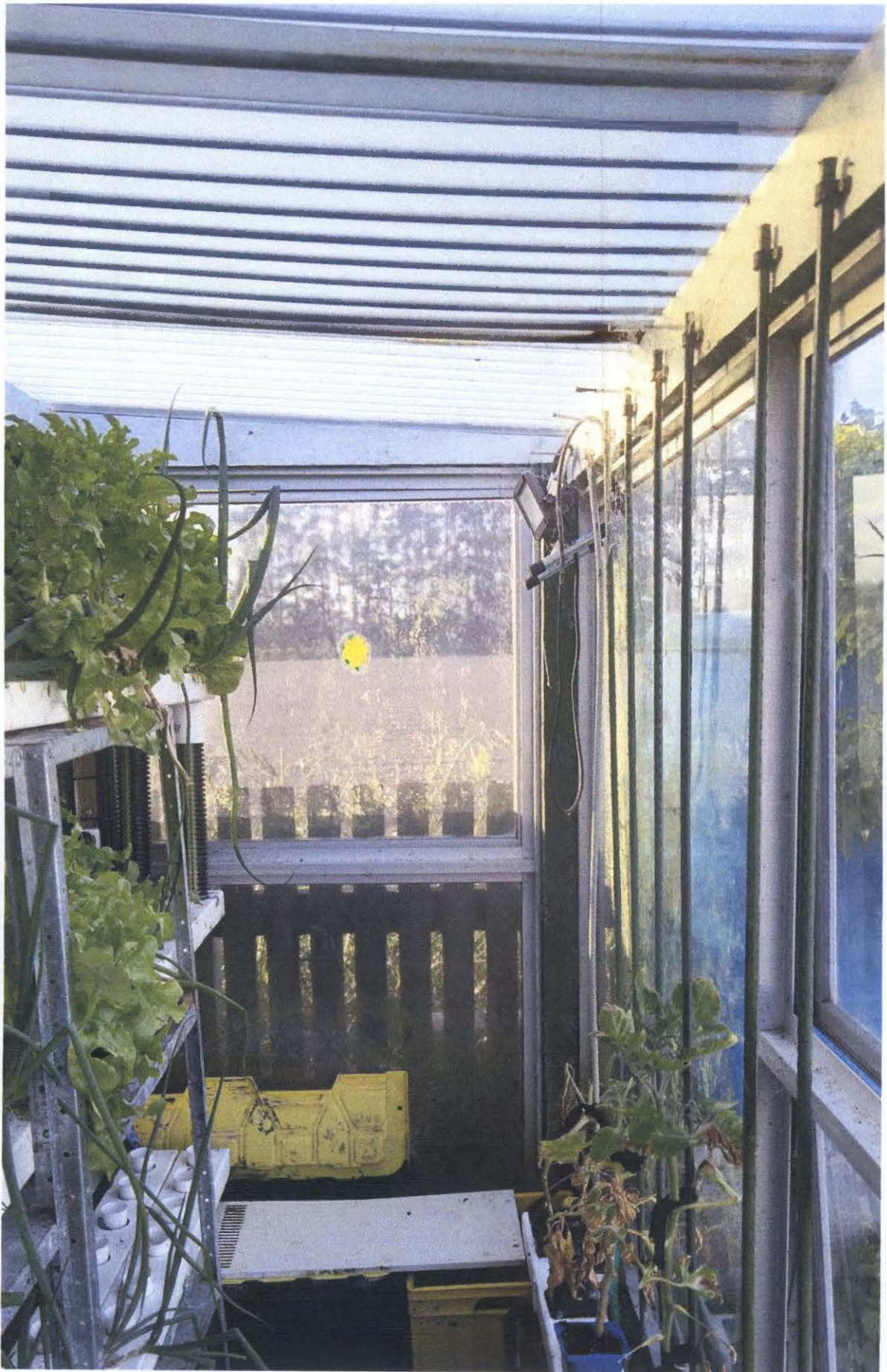
Adverse visual effects including loss of sunlight is an enormous factor to those whose house, garden and fencing have been aligned to maximise aspects of view and to allow as much sunlight to reach the house and garden as possible.





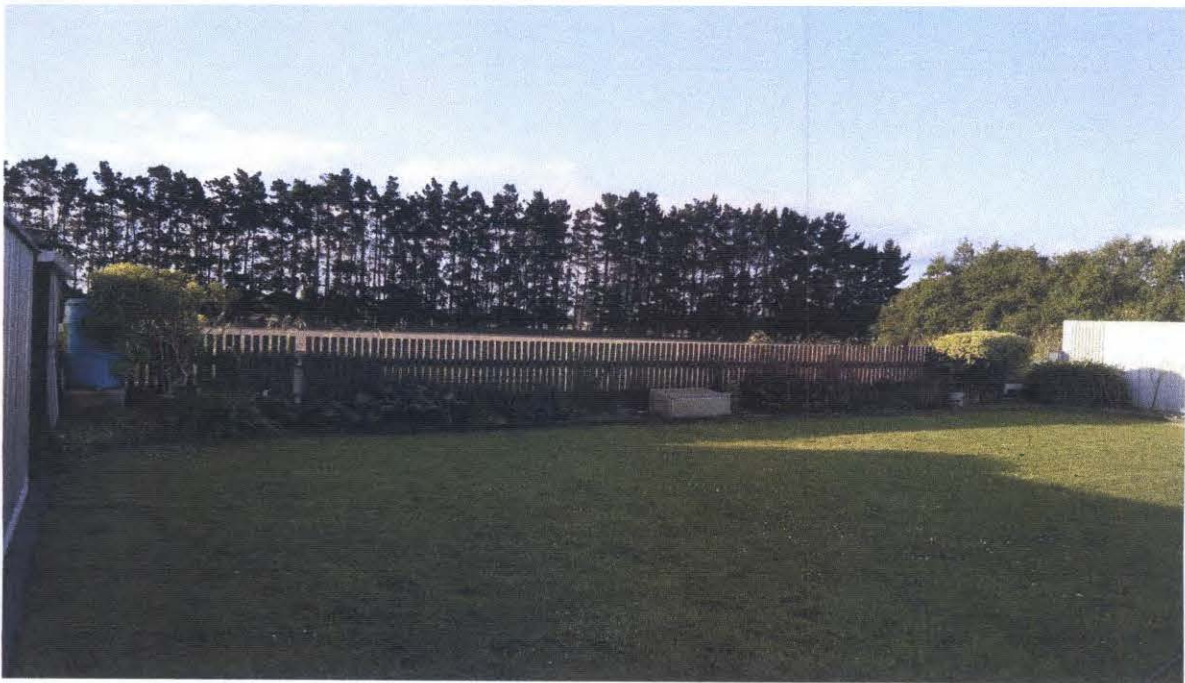
I have a hydroponic shed with one of the glass windows facing out over the current farmland to capture as much sunlight as possible, if a 1.5 m solid boundary fence was installed as per the proposal my hydroponic shed and greenhouse would lose 50% of the sunlight it currently has.

SO 22-7



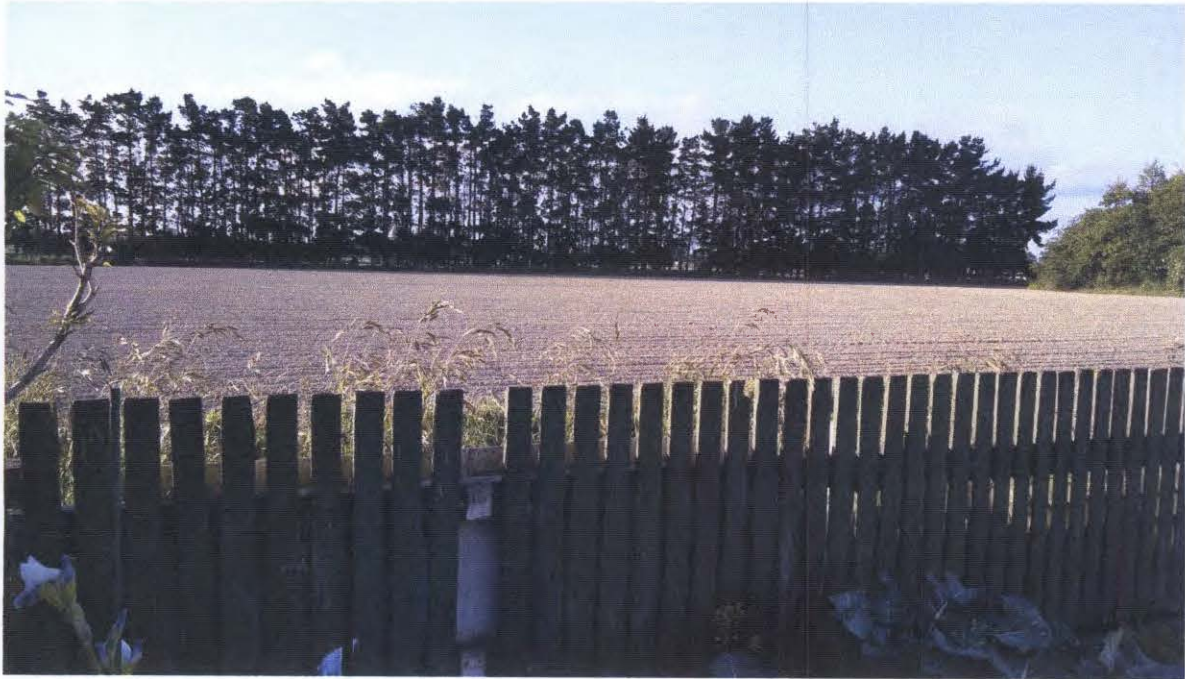
SO 22-8

This would affect the productivity of the vegetable plants that I grow to feed my family, to share with my neighbours and workmates. Also the shadow cast by a 1.5 m solid boundary fence, as opposed to the current 1 m picket fence, would seriously diminish the sunlight cast on my vegetable and flower plants in my back garden.





Adverse environmental effects would include the wildlife currently enjoying their natural habitat out over my back fence, all the range of bird life, hares, hedgehogs, and I have even found a Skink in my hydroponic shed. All of which would be destroyed if this proposal was to go ahead.



Higher costs incurred e.g. higher costs of insurance due to increased flooding potential risks, higher costs of building designs engineered to mitigate the risk of flooding and/or liquefaction. Higher costs of building permits and inspections to make sure all buildings are built up to code.

Lack of facilities for new housing residents e.g. primary schooling facilities, (Cloverlea Primary School would have to be upgraded), increased bus services, increased infrastructure like roads, water, power, sewage, drainage, rubbish collection, street lighting, the list goes on. I know that Palmerston North needs more housing, but there are plenty of more suitable and cost effective options elsewhere, especially with all the empty section currently within the city boundary (e.g. Botanical Road).

I seek the following decision from Palmerston North City Council:

SO 23-2

From: Submission
Subject: FW: Proposed Whiskey Creek residential area plan change
Attachments: hel_submission_on_the_proposed_whiskey_creek_residential_area_private_plan_change_-9_nov_2021.pdf

Your contact details

Title

Full name of submitter

Heritage Estates 2000 Limited (“HEL”)

Physical address

Heritage Estates 2000 Limited c/- 306 Church Street, Palmerston North

Postal address

Heritage Estates 2000 Limited c/-PO Box 1105, Palmerston North

Phone

+6421517955

Email

amanda@proarch.co.nz

Hearings

Would you like to speak at the submission hearing?

Yes

If others make a similar submission, would you be prepared to consider presenting a joint case with them at any hearing?

Yes

Gain or affect

Could you gain an advantage in trade competition through this submission?

No

Provisions

The specific provisions (objectives, policies, rules) of the plan change my submission relates to are as follows:

see attached

Submission

My submission is that:
see attached

Decision sought

I seek the following decision from Palmerston North City Council:
see attached

Additional information

Attach any additional information

FILENAME:

hel_submission_on_the_proposed_whiskey_creek_residential_area_private_plan_change_-9_nov_2021

Privacy statement

I understand that all information I submit through this form will be made publicly available as part of the decision-making process.

True

SO 23-3

PALMERSTON NORTH CITY DISTRICT PLAN: FORM 5

SUBMISSION ON PROPOSED WHISKEY CREEK RESIDENTIAL AREA PRIVATE PLAN CHANGE

Pursuant to Clause 6 of the First Schedule - Resource Management Act 1991

To: Palmerston North City Council
Private Bag 11034
Palmerston North 4410

ATTENTION: Team Leader – Governance and Support
Mr Craig Auckram craig.auckram@pncc.govt.nz
Mr Paul Thomas paul@thomasplanning.co.nz

Name of Submitter: [Heritage Estates 2000 Limited \(“HEL”\)](#)

This is a submission on the [proposed Whiskey Creek residential area private plan change Palmerston North City District Plan](#).

The parts of the Plan Change that the submission applies to are:

[The whole Plan Change](#)

The submitter [could not](#) gain an advantage in trade competition through this submission.

The specific provisions of Proposed Whiskey Creek residential area private plan change that this submission relates to, the substance of the submission and the decisions requested are as follows:

[HEL considers that the proposed plan change is inconsistent with aspects of the Councils previously adopted residential growth \(and other strategies\) and various long term infrastructure projects adopted by PNCC including in the Long Term \(10-Year\) Plan. HEL acknowledges that the Council is faced with multiple regulatory changes including the Government direction on the Three Waters Reforms <https://www.dia.govt.nz/Three-waters-review> with the flow on effect to the Nature Calls project, and the mandatory requirements to amend the Operative District Plan due to the National Planning Standards and the National Policy Statements, all of which must be considered in the rezone of land under this proposed plan change.](#)

[HEL conditionally supports the plan change as the technical reports and Section 32 analysis demonstrate that the landowner can mitigate the effects of the plan change on the environment even in the absence of resolution of the Governments direction on Three Waters Reforms.](#)

SO 23-4

HEL supports the inclusion of the mandatory definitions of the National Planning Standards in the text of the operative district plan - Proposed Whiskey Creek residential area private plan change.

However, HEL opposes the plan change, and seeks the primary relief that plan change be declined where the effects of the plan change on the environment are greater than those demonstrated by the notified documents and/or where any aspect of the assessment (the s32 or supporting technical reports) are found to be incorrect as an outcome of further submission, or of evidence, or through additional information provided at the Council hearing.

HEL wish to be heard in support of their submission. If others make a similar submission, we will consider presenting a joint case with them at a hearing.



Signed by: Amanda Coats
(On behalf of Proarch Consultants Limited)
on behalf of the submitter Heritage Estates 2000 Limited

Dated:

Address for service:

Proarch Consultants Limited
PO Box 1105
Palmerston North

Telephone: 06 356 9549
Fax: 06 356 3007
Email: amanda@proarch.co.nz

SO 24-1



WHISKEY CREEK SUBMISSION FORM

Anyone can make a submission on Proposed Whiskey Creek Residential Area Private Plan Change using the submission form.

THE CLOSING DATE FOR SUBMISSIONS IS TUESDAY 9 NOVEMBER AT 4PM.

Once the closing date for submissions has passed, all submissions received will be summarised and made publicly available.

I understand that all information I submit through this form will be made publicly available as part of the decision-making process

Yes

SUBMITTER DETAILS

Full name of submitter	First Gas Limited		
Postal address	Private Bag 2020 New Plymouth 4342		
Phone	06 215 4025	Email	nicola.hine@firstgas.co.nz
Signature		Date	9/11/20

THE SPECIFIC PROVISIONS (OBJECTIVES, POLICIES, RULES) OF THE PLAN CHANGE MY SUBMISSION RELATES TO ARE AS FOLLOWS:

Specify the page number, provision or map number in the plan change that your submission relates to.

Refer attached.

MY SUBMISSION IS THAT: STATE THE SPECIFIC PARTS OF THE PLAN CHANGE YOU SUPPORT, OR WISH TO HAVE AMENDED.

Use headings and describe your concerns below i.e: flooding, visual, noise, traffic etc.

Refer attached

MY SUBMISSION CONTINUED:

Refer attached

I SEEK THE FOLLOWING DECISION FROM PALMERSTON NORTH CITY COUNCIL:

Give precise details i.e: approve, reject, am neutral.

Refer attached

Do you wish to be heard in support of your submission?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If others make a similar submission, I will consider presenting a joint case with them at a hearing?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
I am a 'trade competitor' for the purpose of Section 308B of the Resource Management Act 1991.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Could you gain an advantage in trade competition through this submission?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

PLEASE SEND YOUR SUBMISSION BY:

Mailing to:

Palmerston North City Council
Private Bag 11-034, Palmerston North
Attn: Democracy and Governance Manager

Delivering to:

Palmerston North City Council
Customer Services Centre
32 The Square, Palmerston North

Emailing to:

submission@pncc.govt.nz

PLEASE NOTE

Your submission [or part of your submission] may be struck out if the authorities are satisfied that at least 1 of the following applies to your submission [or part of your submission]:

- it is frivolous or vexatious;
- it discloses no reasonable or relevant case;
- it would be an abuse of the hearing process to allow the submission [or the part] to be taken further;
- it contains offensive language;
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.



SUBMISSIONS CLOSE: THURSDAY 28 OCTOBER AT 4PM.

9 November 2021

Palmerston North City Council
Private Bag 11-034
Palmerston North

Attention: Democracy and Governance Manager

VIA EMAIL: submission@pncc.govt.nz

To whom it may concern

**Proposed Whiskey Creek Private Plan Change
Submission from First Gas Limited**

1. First Gas Limited (Firstgas) own and operate the pipeline with the land subject to the proposed plan change area.
2. Firstgas wish to speak at the submission hearing.
3. Firstgas would be prepared to present a joint case at the hearing, if others make a similar submission.
4. Firstgas cannot gain advantage in trade competition through this submission.

Introduction to Firstgas:

Firstgas Limited ('Firstgas') purchased the gas transmission network from Vector Gas Ltd on 20 April 2016. Firstgas now owns and operates approximately 2500km of high-pressure natural gas transmission pipelines throughout the North Island and is also a Requiring Authority under the Resource Management Act 1991 ('RMA'). Firstgas' ownership includes the ancillary above and below ground infrastructure required to operate the gas network. Collectively this system is known as the Gas Transmission Network.

In RMA context Firstgas' assets and operations deliver significant benefits to the wider North Island. The transmission (and distribution) of natural gas provides for economic growth, enables communities, business and industry to function and provides for people and communities' social well-being and their health and safety. The Gas Transmission Network¹ is both regionally and nationally significant.

Within the Palmerston North City Council district, Firstgas owns and operates the following components of the Gas Transmission Network:

- Transmission Pipeline (underground pipeline network, multiple laterals)
- Above Ground Assets:
 - Longburn Delivery Point
 - Kairanga Delivery Point
 - Palmerston North Delivery Point

- Ashhurst Delivery Point

Delivery Points are above-ground compounds where high-pressure gas in the transmission network is converted to low-pressure for distribution. Delivery Point stations often emit (venting or flaring of gas) to regulate the pressure.

Firstgas Interests in the Proposed Whiskey Creek Private Plan Change:

Withing the proposed plan change area, Firstgas operate the pipeline lateral which supplies natural gas for distribution to the Palmerston North community. This pipeline ends at the Palmerston North Delivery Point (DP), which is located across the road from the proposed plan change area at 606 Rangitikei Line.

To provide the Council with context in respect to our submission, Firstgas have considered the following aspects of our operations in relation to the proposed plan change:

Operation, maintenance, replacement, upgrade, removal and development

Firstgas' gas network is regionally and nationally significant infrastructure in that it delivers significant benefits to people and communities social and economic well-being, as well as provide for their health and safety. Our review of the proposed plan includes ensuring that the asset can be operated in line with our Licence to Operate and access to the pipeline is not adversely affected.

Protection from third party works

Firstgas is required to ensure the protection and integrity of the pipeline is maintained to ensure the safety of the public, property and the environment. Pipelines are required to meet the safety and operational requirements of the Health and Safety in Employment (Pipelines) Regulations 1999 and the operating code Standard AS2885 Pipelines – Gas and Liquid Petroleum (AS2885).

Third party interference is one of the main risks to the safety and integrity of the underground pipelines. Activities which may affect the Gas Transmission Network need to take into account the location and protection requirements of the pipelines and other infrastructure. Activities in the vicinity of the Gas Transmission Network need to be carried out in a way which does not compromise the safe and efficient operation of the network, including the ability to legally and physically access the network with the necessary machinery to undertake works.

Firstgas is seeking to manage third party interference through the location of the gas pipeline within new residential developments and land use related setbacks for certain activities.

Consultation:

It is pleasing to see early discussions and advice which Firstgas held with the applicant (via their consultant surveyor) have been incorporated into the proposed plan change document. Firstgas support their consideration of the gas pipeline, and this in terms produces good outcomes for the future inhabitants of the plan change area.

Submission and Decision Sought:

Attachment 1 details the outcomes being sought by Firstgas. In summary, Firstgas:

- Support the inclusion of the Whiskey Creek Structure plan, subject to minor amendment for clarification purposes.
- Support the structure plan incorporating the Gas Transmission Pipeline being located within the proposed legal road corridor (and in particularly, located under the grass berm and not beneath the formed road pavement).

- Support the incorporation of a minimum 20m set back of habitable buildings from the gas pipeline within the Whiskey Creek Structure Plan, policy, rules, and associated assessment criteria.

Yours faithfully



Nicola Hine
Land and Planning Advisor

nicola.hine@firstgas.co.nz

Attachment 1: Detailed Submission by Firstgas

The following table sets out the decisions sought by Firstgas, including specific amendments to provisions of Proposed Whiskey Creek Private Plan Change. The underlined text shows new text sought.

Page numbers referenced relate to the applicant document *Private Plan Change Request for Whiskey Creek Residential Area, Palmerston North*, dated 20 April 2021, prepared by Thomas Planning.

Proposed Plan Change Provision	Support/Oppose/Amend/Add	Reason	Relief Sought
Proposed Changes to the Operative Palmerston North District Plan			
1. Definitions			
<p>The Proposed Whiskey Creek Plan Change proposes to add the definition: <i>Whiskey Creek Residential Area: means the Greenfield Residential Area shown in the Whiskey Creek Structure Plan.</i></p> <p>(p6)</p>	Support with amendment	<p>The gas pipeline at this location is a high-pressure steel pipeline, with a Maximum Operating Pressure of 8,620kPa. It is an important safety measure to differentiate this pipeline from lower pressure (distribution) gas pipelines.</p> <p>The Gas Act 1992 includes the definition of 'gas transmission' to mean ...<i>the supply of line function services by means of high-pressure gas pipelines operated at a gauge of pressure exceeding 2000 kilopascals.</i></p> <p>Therefore, the term 'Gas Transmission Pipeline' is appropriate, and is consistent with the terminology used by Firstgas</p> <p>The operative Palmerston North District Plan does not include a specific definition for gas pipelines/transmission gas pipelines.</p>	<p>Replace the reference of 'gas pipeline' within the Whiskey Creek Structure Plan, to <u>Gas Transmission Pipeline.</u></p>
2. Changes to Section 7A: Greenfield Residential Areas			
<p>Add an additional Policy Section 7A.3 under Objective 2 being Policy 2.8: <i>4.8 To ensure that subdivision in the Whiskey Creek Residential Area: Provides</i></p>	Support with amendment	<p>Firstgas support the pipeline being located within the legal road corridor, and in particular the grass berm and not the formed road pavement. This is because our access mostly</p>	<p>Replace the reference to 'natural gas pipeline' to <u>Gas Transmission Pipeline.</u></p>

<p><i>appropriate setbacks of buildings from the natural gas pipeline that traverses part of the area and locates the pipeline within a public service corridor.</i></p> <p>(p7)</p>		<p>unimpeded, and the pipeline is afforded some level of protection from individual land users wanting to develop near the pipeline – those parties wanting to carryout activities near the gas transmission pipeline will be mostly restricted to the roading authority and third-party service providers.</p> <p>Firstgas seek only an amendment to how the pipeline is referenced, for reasons provided above.</p>	
<p>R7A.5.2.3 Assessment Criteria for Restricted Discretionary Activity. Insert <i>(h) Subdivision design and layout within the Whiskey Creek Residential Area., which includes: (iii) The extent to which the design and layout provides appropriate setbacks of buildings from the natural gas pipeline that traverses part of the area and locates the pipeline within a public service corridor.</i></p> <p>(p8)</p>	<p>Support with amendment</p>	<p>New subdivision, and future land use development enabled by subdivision, can adversely effect the safe, efficient and effective functioning of the Gas Transmission Network. Subdivision may also compromise or restrict the ability for vehicles and machinery to access the Gas Transmission Pipeline in order to undertake physical works. Conversely, the Gas Transmission Pipeline (and wider Network) can also affect how subdivision and development takes place.</p>	<p>Replace the reference to 'natural gas pipeline' to <u>Gas Transmission Pipeline.</u></p>
<p>(iv) Changes to Section 10 Residential Zone, includes <i>(c) Separation Distances iii any building other than an accessory building shall be located to a minimum of 20m from the Gas Pipeline located within the Whiskey Creek Residential Area and shown on Map 7A.3</i></p> <p>(p10)</p>	<p>Support with amendment</p>	<p>Land use development, in particular residential dwellings, located to close to the gas transmission pipeline can result in a number of issues for both Firstgas and the proposed development/activity, and pose significant risk. Such land use development and subsequent activity may adversely affect the operation of the gas transmission pipeline and be</p>	<p>Replace the reference to 'natural gas pipeline' to <u>Gas Transmission Pipeline.</u></p>
<p>Insert Map 7A.3 <i>The Whiskey Creek Structure Plan</i></p> <p>(pp8,9)</p>	<p>Support with amendment</p>	<p>Visibility of the Whiskey Creek Structure Plan is an integral part of the proposed plan change, with proposed policies and rules referencing the</p>	<ul style="list-style-type: none"> ▪ Retain the location of the proposed legal road corridor as it relates to the gas transmission pipeline.

		<p>structure plan, including activities in proximity to Firstgas gas transmission pipeline.</p> <p>Firstgas support the pipeline being located within the legal road corridor, and in particular the grass berm and not the formed road pavement</p> <p>Firstgas support the inclusion of the Whiskey Creek Structure Plan with the replacement of the reference to the gas pipeline, for reasons stated under the Definition submission above.</p>	<ul style="list-style-type: none">▪ Retain the location of the open space areas above the gas transmission pipeline.▪ Per above, reference to <u>Gas Transmission Pipeline</u>.
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SO-25-1

From: Submission
Subject: FW: Proposed Whiskey Creek residential area plan change

Your contact details**Title**

Mr

Full name of submitter

Brian Kouvelis

Physical address

11 Green Rd Awahuri, RD6 Palmerston North 4476

Postal address**Phone**

021-744-720

Emailbrian.kouvelis@outlook.com**Hearings****Would you like to speak at the submission hearing?**

No

If others make a similar submission, would you be prepared to consider presenting a joint case with them at any hearing?

No

Gain or affect**Could you gain an advantage in trade competition through this submission?**

No

Provisions**The specific provisions (objectives, policies, rules) of the plan change my submission relates to are as follows:**

The private Plan Change Request sections 7.2 and 7.11. Appendices 2 and 12 of the Plan Change request

Submission

SO 25-2

My submission is that:

I am a professional consulting engineer and a Fellow of Engineering NZ. I have been practicing in the field of the "three waters" for over 50 years and am familiar with the flooding and stormwater issues in and around the wider Manawatu issues. I was engaged by a group of farmers for input into their concerns about potential additional flooding in the Taonui Basin resulting from the upgrade of flood defences through alteration of the spillways following the 2004 floods. In terms of this plan change application I feel the reporting is too provisional in regard to the impact and mitigation of flood risk both internally for the proposed subdivision and externally in terms of impact on the state highway and downstream impacts farmland along Flygers line and at Gillespies line . It is noted that in sections 7.2 and 7.11 that the details of mitigation including freeboard levels for houses, and secondary flow paths be left to later consenting processes . The Appendices both cite the mitigation as examples as to what might be achieved with details be worked out at later date with the subsequent consenting processes. It is noted that Central Government recently is asking the TLA's to be wary of building in floodplains and the Insurance Council has sent out advisory notes about potential lack of insurability of building in floodplains and that developments need to take into account the potential serious impact of climate change on future development. In this application the mitigation options are discussed but are far too general and more detail is required . The potential impacts are more frequent flooding of the SH3 through backwater effects of the impacts of the development without improvement of the floodwater hydraulics and culverts at and about the state highway , an increase in 40mm as indicated at and around Flygers may impact on the flood risk/passability of Flygers line. The application needs to cover any potential upgrade of flood stopbanks along Benmore Ave to maintain the existing level of service The application is not clear on the operation of the flood detention pond under Mangaone spillway operation and the flood-gating of the development causing internal flooding in the proposed development area.

Decision sought

I seek the following decision from Palmerston North City Council:

I suggest the Council seek a peer review of the hydraulic and stormwater modelling and that further details be sort on the potential impacts of flooding as a result of the proposed development. In addition more details need to be sort on any proposed mitigation both upstream and downstream of the development as well as within the development area.

Additional information

Attach any additional information

FILENAME:

Privacy statement

I understand that all information I submit through this form will be made publicly available as part of the decision-making process.

True



Your contact details

Title Mrs

Full name of submitter
Irene Gladys Hamilton

Physical address
3a Meadowbrook Drive, Cloverlea, Palmerston North, 4412

Postal address
As above

Phone
021 126 2969
06 357 6773

Email
rene@inspire.net.nz

Hearings

Would you like to speak at the submission hearing? No

If others make a similar submission, would you be prepared to consider presenting a joint case with them at any hearing? Yes

Gain or affect

Could you gain an advantage in trade competition through this submission? no

Provisions

The specific provisions (objectives, policies, rules) of the plan change my submission relates to are as follows: The application in its entirety

SO 26-2

Submission

My submission is that: That object to the application in its entirety

Decision sought

Dismiss the application

Additional information

I attach my submissions to this application

Privacy statement

I understand that all information I submit through this form will be made publicly available as part of the decision-making process.

True

SO 26-3

WHISKEY CREEK PRIVATE PLAN PROPOSAL

FLOODING

When heavy or continuous rain occurs a number of properties in Meadowbrook Drive and Benmore Avenue that adjoin the boundary of the proposed plan experience flooding. If this happens now just what is going to happen when the proposed plan is developed, I would think it will create an even more risk of flooding of these properties.

TRAFFIC

This proposed roundabout is of extreme concern to those residents whose properties who will exit into the roundabout. I understand that there will be a median strip which appears to extend past 1 and 3 Meadowbrook Drive, also 2 Meadowbrook Drive. This will create a major hazard for those residents coming and going into their properties and therefore dangerous not only to those residents but also all that will have to use the roundabout.

The volume of traffic will also increase considerably particularly at peak times. When you consider that it is intended to build 158 or so houses and these houses will no doubt have at least one car per household, probably even two, that alone will create a bigger flow of traffic in comparison to the present time. The commercial and industrial occupiers of Bennett Street will also be greatly affected by this increase in traffic, particularly those companies that have large vehicles coming and going all day. Also to be taken into consideration is that both Bennett Street and Benmore Avenue are on the city bus route and this increase in volume of traffic could affect their timetables.

Another factor to be taken into account in this matter of traffic is the school children coming and going to the Cloverlea School. This is a primary school and hence the pupils will be aged from 5 to 10/11 and therefore just that more vulnerable to possible accidents.

HOUSING

The land on which the developers want to build houses is arable land which is suitable for cropping or grazing of cattle as has been done in the past. Surely there is other land that can be utilised for housing that is not so valuable to farming.

I understand that the developers have stated that the houses that will be built on the boundaries of Meadowbrook Drive and Bennett Street will be built only three metres from the boundary which is totally unacceptable. If it is to happen the distance should be considerably greater than that which is proposed. The lack of privacy would be considerable particularly to what we are at present enjoying. Apart from the lack of privacy a survey has shown that our properties would get a lot less sunshine compared to what we enjoy now. A survey has shown that in mid winter our properties would lose the sun at 2pm than what we enjoy now which is when the sun goes down on the horizon. This in turn will affect the properties that will take a lot longer for the ground to dry out and homes to gradually become damp and unhealthy. This lack of sunshine and damp unhealthy homes would affect the physical and mental health of the occupiers of these houses.

SO 26-4

LIFESTYLE

While lifestyle is no doubt not a concern of the developers it is something we all enjoy. The bird life and other creatures that come and go on the land is always interesting. We also enjoy the sight of the mountain when it is visible. When we purchased our property we were assured that the land in question would never be developed because of the zoning of flood plane which is the subject of this application. I have seen the result of several floods and I certainly would not consider buying houses built on that land, despite the assurances that the engineers have got that problem sorted. Over the years real estate agents have told us that our view is worth at least \$20,000 to \$30,000 more when selling our property. We will, therefore be financially disadvantaged if and when we sell our property if this development is allowed to go ahead.