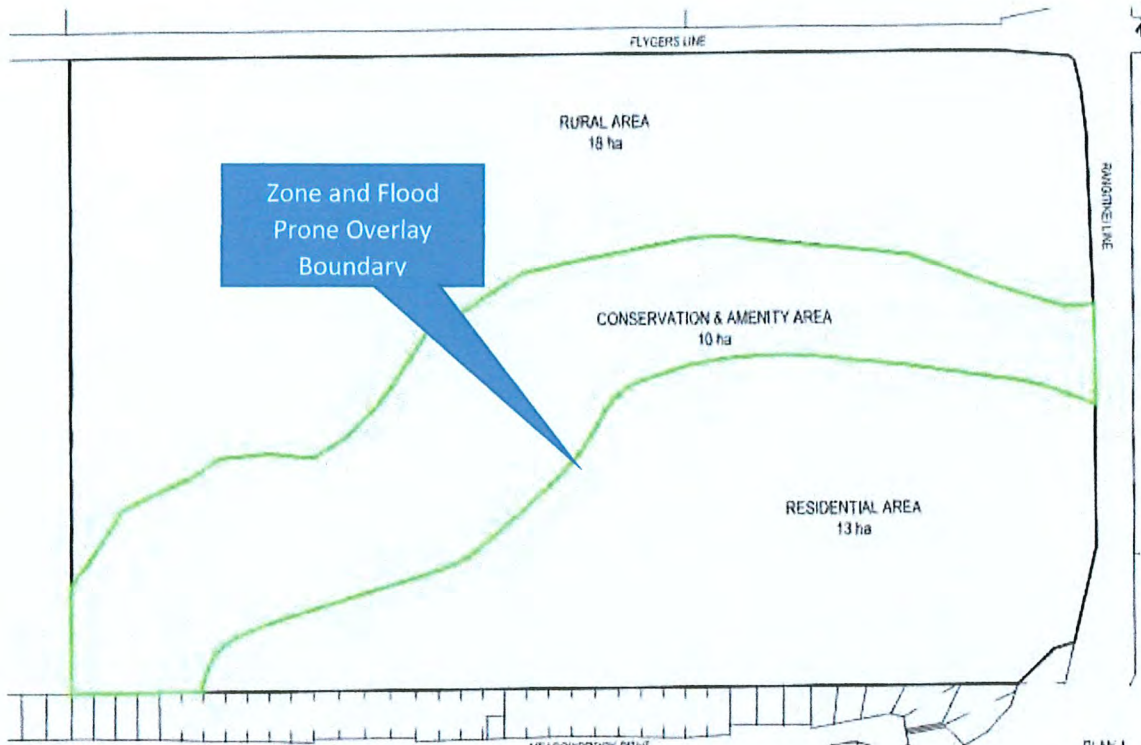




4. 127 Benmore Avenue being Lot 14 Deposited Plan 40933 described in the title referenced WN10D/573.



Plan A

The Plan Change incorporates site specific provisions into Section 7A Greenfield Residential Areas. This section of the District Plan was repurposed to be the framework for all new Greenfield Areas as part of Plan Change C.

The Plan Change also includes the Whiskey Creek Structure Plan.

**3. Proposed Changes to the Operative Palmerton North District Plan.**

The specific changes to the District Plan proposed are as follows:

**1. Changes to Section 4 Definitions**

**Add the following definition**

*Whiskey Creek Residential Area:*

*means the Greenfield Residential Area shown in the Whiskey Creek Structure Plan.*

**Amend Pressure Sewer Areas definition to include:**

- *The Whiskey Creek Residential Area as shown on Map 7A.3.*

**2. Changes to Section 7A: Greenfield Residential Areas**

Add an additional bullet to 7A.1 Introduction paragraph 2.



## 1. BACKGROUND TO THE PLAN CHANGE REQUEST

The land associated with this plan change request is located at the northern urban edge of Palmerston North. It is bounded to the northwest by Flyers Line and to the northeast by State Highway 3. To the south is the northern edge of the Cloverlea residential area.

The Mangaone Stream flows south to the east of the site and separates the Cloverlea residential area from the Bennett Street industrial area.

Whiskey Creek previously flowed through the site but was diverted to a watercourse adjacent to the western side of Flyers Line as part of the Lower Manawatu Drainage Scheme. However, there remains a length of ephemeral stream within the site. Further, 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 Flyers Line Spillway located further north.

The land adjoins properties on the north west side of Meadowbrook Drive which is a cul-de-sac off Benmore Avenue. Benmore Avenue is classed as a Collector Road and links Cloverlea to Rangitikei Line via Bennett Road in the northeast and Gillespies Line to the south west.

All the land is currently zoned Rural as shown in Figure 1 which also shows the extent of the Flood Prone Overlay. The land is currently used for cropping, generally for maize.

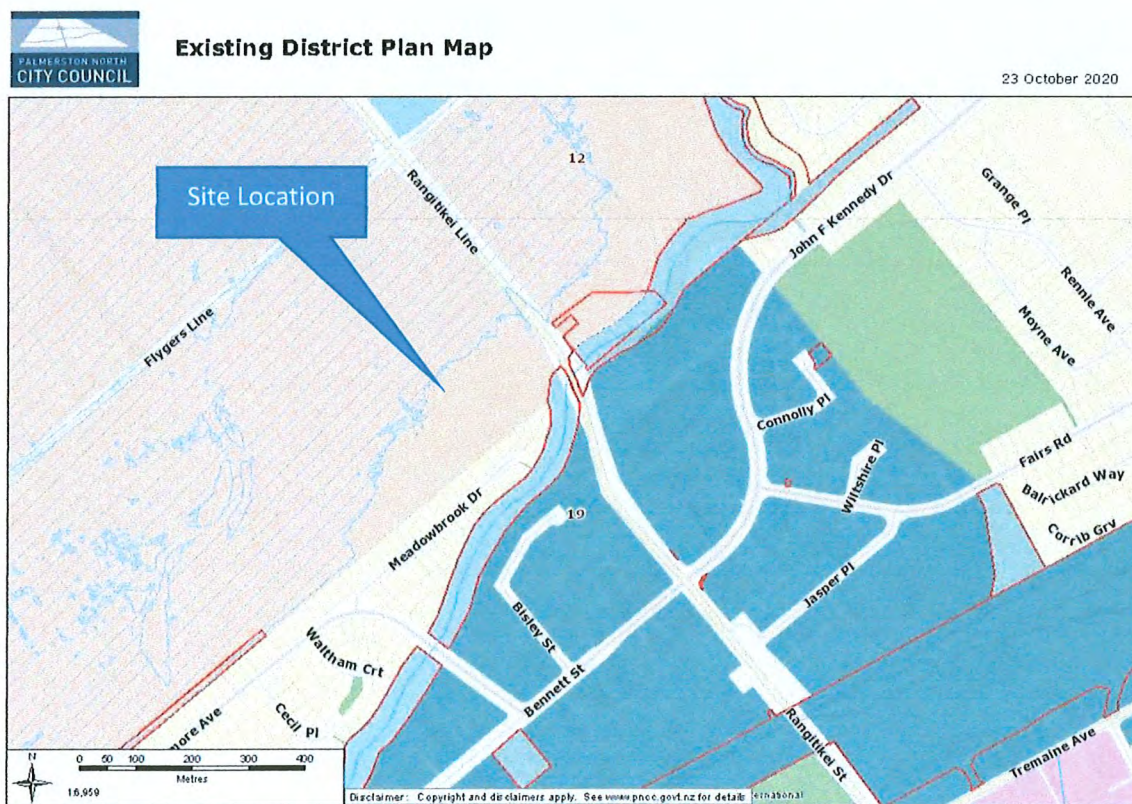


Figure 1: Existing District Plan Map



As much of the site is flood prone, consideration was given to whether the area of developable land could be increased by cut and fill earthworks from the land that is flood prone.

After initial discussions with Horizons Regional Council DHI Ltd was commissioned to model a number of different earthworks scenarios. This showed that with a specific earthworks design the operation of the flood prone ponding area can be protected without adverse effects on other land. The assessment was reviewed by both Horizons Regional Council and Palmerston North City Council before proceeding to develop this plan change.

The effect of this is that the developable area is increased from 7 hectares to nearly 13 hectares. The flood management issues are considered in more detail in Section 11 of this report and the DHI Ltd assessment is provided at Appendix 2.

The Plan Change development process from this point is detailed in Section 10.



*Figure 2: The Plan Change Area Viewed From Flyers Line.*



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WARWICK SMITH/FAIRFAX NZ

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

Repairing flood damage to Flyers 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.

City council road programmes team leader Andrew Higgs said the road was not an essential part of the roading network, but would stay open at least while future options 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.

Higgs said staff were aiming to complete a detailed report on the options by May.

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