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# **PALMERSTON NORTH CITY COUNCIL**

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## **MINUTES ATTACHMENTS COMMITTEE OF COUNCIL**

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**9AM, TUESDAY 25 MAY 2021**

**COUNCIL CHAMBER, FIRST FLOOR, CIVIC ADMINISTRATION BUILDING  
32 THE SQUARE, PALMERSTON NORTH**

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## **COMMITTEE OF COUNCIL MEETING**

25 May 2021

### **Hearing of Submissions Proposed Long Term Plan 2021-31**

1. Items tabled by submitters
  - Submitter 96 – Dr P R Ball
  - Submitter 304 – Ice Breaker Aquatics
  - Submitter 496 – Palmeirinhos
  - Submitter 530 – Alison Mildon
  - Submitter 541 – Pasifika Fusion
  - Submitter 542 – Whakarongo Holdings
  - Submitter 544 – MaIGRA
  - Submitter 664 – Bowls Working Group

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96

SPEAKING NOTES prepared by Dr. P.R.BALL.

( Submission # 96: 25/05/21 9AM )

Objective: I am here to present counter-arguments against the present Council's proposal for urban spread onto elite soils west of the city. The proposal is described on-line under the title 'Kakatangiata', as about 700 ha in extent.

The comments I will make about elite soils apply to most of this area in general. My warnings about flood risk are directed to that block of land about 250 ha, bounded by the Mangaone Stream, No.1 Line, Longburn-Rongotea Rd. and Pioneer Highway; commonly referred to as 'The Anders Road Block'. We lived in this block for 30 years.

Introduction: My name is Philip Roger Ball known as 'Roger'. With my wife, Oline, we have resided in this locality for most of the past 60 years, and have been ratepayers for over 50 years. I came to Massey Agricultural College in the 1950's to pursue a B.Agr.Sc. Degree.

Elite Soils: The recent alluvial soils to the west of the city are highly productive; so highly productive that we call them "elite soils". I have previously made a detailed submission to this Council in favour of their protection for future food production ( September 2013 ). With my specialist background I will summarise.

- (i) these are arguably among the most productive soils in Aotearoa/New Zealand.
- (ii) the better a soil is, the wider the range of crops it will grow, with high yields at least expense.
- (iii) These soils should be retained for food production.



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## BROADER CONCERNS

1. Flooding: The Anders Road Block can be very wet and subject to surface flooding. Despite drainage, we became used to surface flooding on our property every winter (fortunately our 1938 house was on piles). It is not generally realised that the western end of this block is 5 to 6 metres below the Square. I have driven along Longburn-Rongotea Road during exceptional rainfall events, and seen 'Lake Palmy' forming up over quite an extensive area on the city side of the road. This potential for surface flooding will be greatly exaggerated once the concrete and tarmac of urban development is imposed on the landscape.

But there is more! Your own current 10 year plan points to the 'increasing ... frequency of extreme weather events, including more frequent heavy downpours'. Clearly, urbanisation in the Anders Road Block would require some very sophisticated and expensive drainage developments. Even then, there will be a risk of flooding in the event of system failure, or failure of the existing flood protection scheme. (There have been two stop-bank failures in this locality in recent years.)

2. Liquefaction. Recent alluvial soils provide a risk of liquefaction, or fine materials rising to the surface of the soil with water, moving from further down the soil profile, under the influence of an earthquake. We all became especially aware of this, following the Christchurch earthquakes. Well it can happen here too. So-called 'sand volcanoes' were reportedly observed on recent alluvial soils around Palmerston North, in association with the 1942 Wairarapa earthquake. These local soils have been mapped for their liquefaction potential. Extensive areas are described as of moderate- to -high potential for liquefaction. Urbanisation on these soils would carry with it the risk of liquefaction in any severe shake. That the soils have been mapped recently obviously does not reduce that risk.

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3. Insurability.

Will this proposed development meet the standards for normal property insurance? Will insurers be willing to accept the dual risk of flooding and liquefaction, especially in the Anders Road Block? Has there been a meeting with representatives of the insurance industry to establish their views? Will their requirements impact seriously on building costs?

4. The Political Climate. In 2019, Ministers Hon. David Parker ( Environment ) and Hon. Damian O'Connor (Agriculture) announced their intention to develop legislation to protect elite soils for future food production. This followed on a report which concluded that more than half of this country's Class 1 or elite soils, have already been lost to urbanisation. It seems that progress on this legislation has been slowed by the Covid19 crisis. I note that there is a reported update of the National Policy Statement for Highly Productive Soils as recently as 15 April 2021. Is it appropriate for PNCC to be spreading out onto a further 700 ha of these soils in clear opposition to central government policy?

Palmerston North is a university city with a proud heritage of teaching and research in land-based sciences; agriculture, horticulture and soil science. I am concerned that if this proposal proceeds, PNCC will go down in history as the deviant community which sheeted home a 700 ha land grab on its adjoining elite soils, while central government was still grappling with legislation to protect such soils.

Surely this Council can leave behind a better footprint than the current proposal for urban spread, Kakatangiata. The elite soils of Papaioea welcomed us here. The outstanding Kairanga Series have contributed to the growth and development of the city. Let this continue. We have the skills, and the space on poorer soils, to allow this.

-4-

Personal background:

A lifetime associated with lands and their use.

Qualifications include: M.Agr.Sc. with Hons in Soil Science.

Ph.D. around aspects of land use and environmental impacts.

Second recipient (1992) of the Sir Geoffrey Perren Medal awarded  
by the Massey Alumni.

Thirty years as a research scientist with the Department of  
Scientific and Industrial Research.

Honorary Lecturer at Massey University.

Government appointee to several catchment boards and a  
foundation board member of Horizons Regional Council.

A lifestyler while working and later a farmer.

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# The Family Club



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## Our Mission

### Ice Breaker Aquatics

#### Strategic Plan

2020-2022



Our mission is to be the swimming club of choice for families in the Manawatu; offering a nationally recognised swimming program that develops confident and successful swimmers through a commitment to water safety, individual progress, team unity.



Ice Family Club





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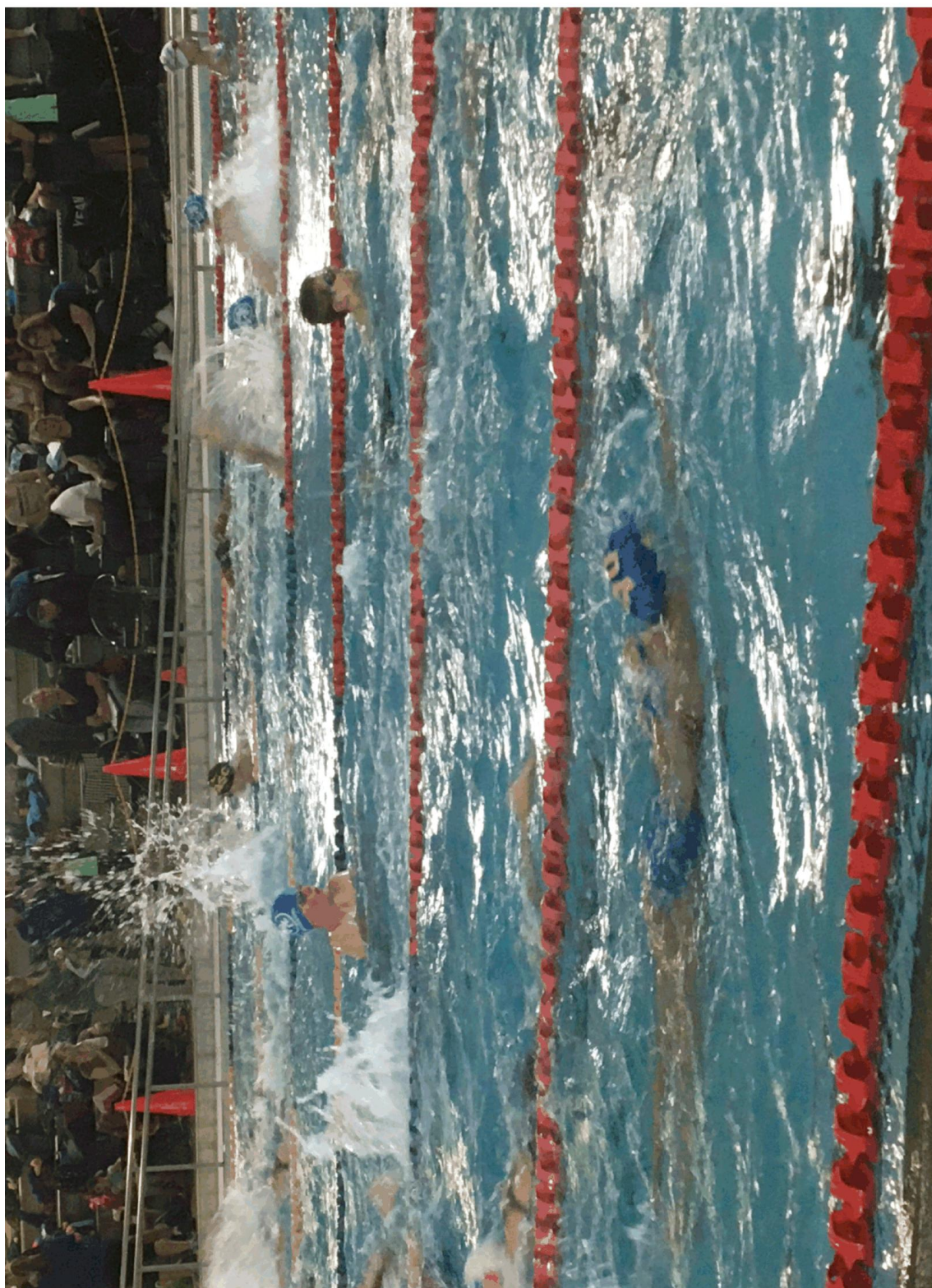


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**Fact- Only 20% of our swimming community can participate in a swimming carnival at Freyberg.**

Swimming cannot start until after 1pm and must be finished by 5pm further limiting participation.



304

Cr Duncan MaCann quoted “it was clear the city's pools were “getting toward saturation” and it would be hard to cater for a growing population just by moving things around. He said the council should be planning facilities to cater for an increased population with more demands and should also consider setting up a pool that could host ***national events***.”



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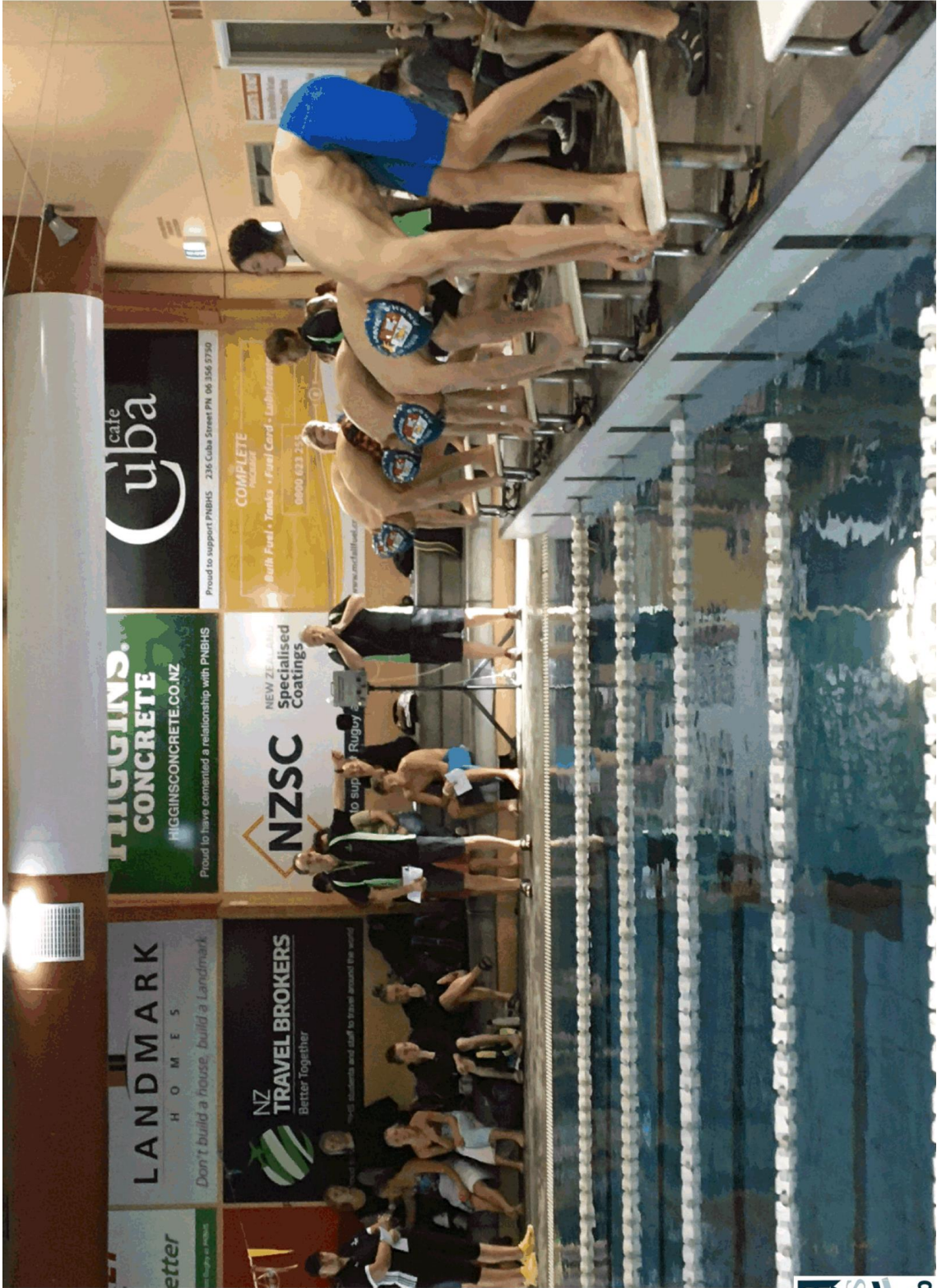
*Cr Rachel Bowen said “national guidelines suggested communities should have a ratio of 60 people per square metre of space for water sport and recreation. Palmerston North had 114 people per square metre when the outdoor pool at the Lido was closed for winter...” she said. (Stuff article Mar 06 2017).*















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the Family Club

BE BREAKER  
QUATICS



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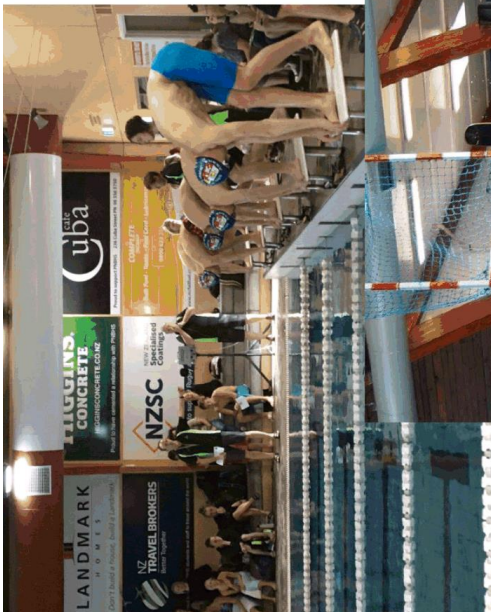






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Family Club

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HAWKES BAY TODAY

# New 50m pool for Hawke's Bay will be a 'game-changer'

26 Jul, 2020 12:43 PM

## Pool Redevelopment Project Underway

Wednesday, 27 January 2021, 7:38 am

Press Release: [Gisborne District Council](#)

## Govt announces \$27m for new Naenae Pool building

From the mayor's desk:  
Stratford's new pool location  
has been decided

1 Sep, 2020 07:00 PM

🕒 3 min



Thank you

"DON'T PUT OFF UNTIL TOMORROW  
WHAT YOU CAN DO TODAY."

--Benjamin Franklin

304

Thank you

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May 25, 2021



# Submission from the Brazilian Community Group - Palmeirinhos on the PNCC 10-Year Plan

496

**Thanks to  
PNCC for the  
opportunity**

PNCC initiatives support communities groups like us to keep our culture, background and heritage alive for current and future generations.



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# Goals



## 1 Communities Centres

Non-profit community group fund is a big issue

Considering to wave fees would help immensely communities group to connect and embrace their culture.

496

# Goals



## 2 Safe place to be

Many members of our community group have experienced some kind of racism or discrimination.

More explicit about its plan to combat racism and discrimination

496

# Goals



## 3 Reduction of Carbon Emission

Decrease of carbon emissions and reduction of ecological footprint is prioritised, the adoption of “community bikes”

Very eco friendly transportation method

Many cities use it successfully



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# Goals

## 4 Recycling

PNCC could provide funding for low income residents to receive one Council rubbish bag fortnightly



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**Thank you!**



530

530 -

Alan Hudson

### Oral Submission to Palmerston North 10 Year Plan Consultation

A neighbour said that she looked at the Consultation document, there were things that she would like to say but she felt completely powerless.

Sadly, based on past experience I agree, by the time we get to consultation the decisions have largely been made, and the process, however long the weary journey is little more than a box ticking exercise.

Nonetheless:

#### The Vision:

“small city benefits: large city ambition”

An awful contradiction in terms, but perhaps success or its lack **can** be measured, and what better than the all important matter of motorised transport as an example.

One only has to be a driver to understand that city ambition has already taken away the small city benefits we once enjoyed, and the large sums of money being thrown into the hole are solving nothing. If anything, some changes are actually making matters worse. This is a fail mark.

Is the vision still fit for purpose?

In my opinion, no, and a slogan isn't a vision anyway, and this one is a mirage.

#### The Strategy:

“Growth” with the implication throughout the plan being, growth is good. More people, more business, more subdivision, more houses, more industry, more vehicles, more, more, more of everything, and more of the predictable adverse consequences although these are not stated.

**530**

Growth is change and surely there are bottom lines to do with earth, water and air. This is not just planning for now but the base for a hopefully endless future. This requires a genuine understanding of sustainability, not just lip service to a word. What, exactly, is “sustainable growth” when you are continuously gobbling up a finite resource - land.

Where are the bottom lines, where are the honest in-depth cost benefit analyses that acknowledge not everything can be measured in financial terms.

Which leads me to the **Sales Pitch**

Palmerston North City is the misnomer foisted upon us via the wisdom of local body amalgamation, but isn't this a plan for a territory, a district much larger than urban Palmerston North or the ghastly Palmy, the name over which we were given no choice.

Reading these glossy documents one wouldn't think so. It's an entirely urban focussed plan. The green space is just a place to fill in, and among the many urban focussed words I couldn't find one photo depicting anything resembling rural landscape or life.

Open the “Palmy 2021-2031 10 Year Consultation Document” at Page 14. *Our Integrated Plan...*

For me this page says it all.

What's there and not there that I'd like to comment on:

- \* Five photos - all about urban life, and all about “growing”.
- \* An area that's light green but only identified in the key as “City Boundary”.
- \* No named roads or features to identify those boundaries or other numbered locations.
- \* And if urban is an identified area, what about rural, and to be really accurate what about two colours - one for areas of lifestyle blocks and one for farmland.



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But hang on. That might illustrate how little is left of the **FINITE** nationally significant productive soils into which a small town making itself big city has already encroached, and which this plan shows it is hellbent on continuing.

What a battle for over 30 years to get any traction with city planners regarding the protection of soils, yet still it goes on, the insatiable nibble, nibble, gobble.

Page 10 of the city Growth Plan: ***“what do we want to achieve - residential land supply exceeding demand by 20%. This means a constant supply of at least 1,800 greenfield residential sections”***. This doesn't mean a one-off, but the continuous incremental taking of greenfield land for urban development.

In the small print page 7 of the same plan one reads that: ***“a new area to the west of the city Kikiwhenua has been rezoned residential”, and “Council has started working with landowners at Aokautere, Ashhurst, Kakatangiata, Roxburgh Crescent and Flyers Line to initiate planning processes to rezone land for more housing.”***

**Kakatangiata (City West) is a huge 700ha site with Class 1 & 2 soils throughout. [NB submission number 96-1 Philip Roger Ball and Council's own reports]**

Unbelievable.

The development of that area bounded by No 1 Line and Rongotea Road is against all rational thinking in relation to protecting a finite resource.

Then the Flyers Line area has been contested over and over, but here it is again, and river flats have already gone to urban development and lifestyle blocks.

Although very late in the day, at last there is consternation being expressed at a national level about New Zealand's death by a thousand cuts approach to development. One that simply doesn't protect the values of finite, nationally significant natural assets, in this case soils, **[NB the report: *Land 2021*]**.

Yet despite the knowable critically adverse consequences, sadly, at national level there is surprise. Sadly, an unthinking national cry for more greenfield land for housing continues unabated, and sadly this City plan goes on following the same old growth model despite more than 30 years of warnings.

This is an area in which matters of sustainability can honestly and genuinely be raised - that when it's gone it's gone forever, but the truth of this proposition isn't even acknowledged in these Council documents that instead read "*Sustainable Growth (Industrial)*"; "*Sustainable Growth (Residential)*" and still puts forward proposed developments such as Kakatangiata.

Then another nibbling point under housing: "*There is significant capacity for new lifestyle blocks, which are directed away from high class soils*". Where, and lifestyle blocks, what about past and proposed urban sprawl, what about the subdivision limits that were supposed to have been finalised in relevant provisions in the district plan to give effect to provisions in the Regional Plan.

In the page 14 diagram the light green area is just a place for the urban city to spread, to become pink areas, How about a moratorium on all subdivision of rural land, and on advancing all greenfield developments until the National Policy Statement related to Biodiversity and Protection of Productive Soils is gazetted in 2021 (although I don't have much hope in that being a strong document), with that to please be considered **before** the National Policy Statement for Urban Development.

A chance for this Council to show some vision.

\* Which brings matters to the boldly marked Regional Freight Ring Road, which although not identified as such is running along Kairanga-Bunnythorpe Road, then Rongotea Road, with a river crossing and onwards to SH57.

Having pushed the city boundary to Kairanga Bunnythorpe Road against the wishes of residents in those areas i.e. high quality soils currently farmed, or rural villages, and effectively slicing the Kairanga community in two, the diagram designers don't even have the decency to mark Kairanga as a place.

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Throughout, the plan speaks about the purpose of local government being to promote the social, economic, environmental and cultural wellbeing of communities in the present and for the future.

With the noise of heavy and light traffic using Kairanga Bunnythorpe Road now, always at speeds exceeding 90km, usually much more, life for many in that community is already almost unbearable. Even double glazing doesn't stop the noise, and nothing stops the shuddering, and these effects produce conditions that mean people are unable to conduct their recreational and working lives with enjoyment.

Pity too the poor people who live in Bunnythorpe, or anywhere near Industrial Growth 2. the Central NZ Distribution Hub, particularly the proposed Regional Freight Hub.

Page 9 of the Innovative and Growing City Strategy states the Council "*wants*" the freight ring road, and that: "*this will require genuine collaboration with landowners and other stakeholders*". What is honestly envisaged - travel the length of this road and use your imagination about how it could be designed and implemented, and how it could preserve any quality of life.

Regardless, I predict it will simply end up as another line on a map after another box tick consultation, because "*the other stakeholders*" who only want to grow, will win, and before too long there will be a cry for more growth, light industry along the freight route because it is another Tremaine Avenue - the road that was once meant to be the boundary of Palmerston North as an urban town .

Many other things I could speak about.

\* How about some of the money spent on urban beautification redirected to cleaning up the mess at the bottom of Millricks Line (it used to be a roadside picnic spot) and any other eyesore rural sites, and to help rural residents look after rural road reserve areas.

\* How about the Esplanade as a green oasis, rather than a built environment entertainment centre.

\* Water doesn't soak into concrete it runs into stormwater drains

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- \* Central Energy Trust Arena does soak up the money, and pity the residents who do and will suffer the noise.
- \* Water tanks for city houses.
- \* Solar panels for new builds

Unfortunately, 10 minutes doesn't leave time to say anything positive, but I do enjoy biking and walking in either direction from the new bridge, although utilising anything offered in or around the urban city does mean a 34km or more round trip by car - there are no buses available, and SH57, then the Old West Road or Tennant Drive alternatives are no longer very safe because there is so much traffic, particularly heavy vehicles.

Alison Mildon

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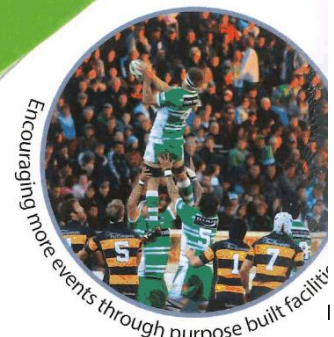
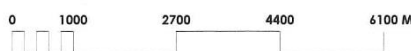
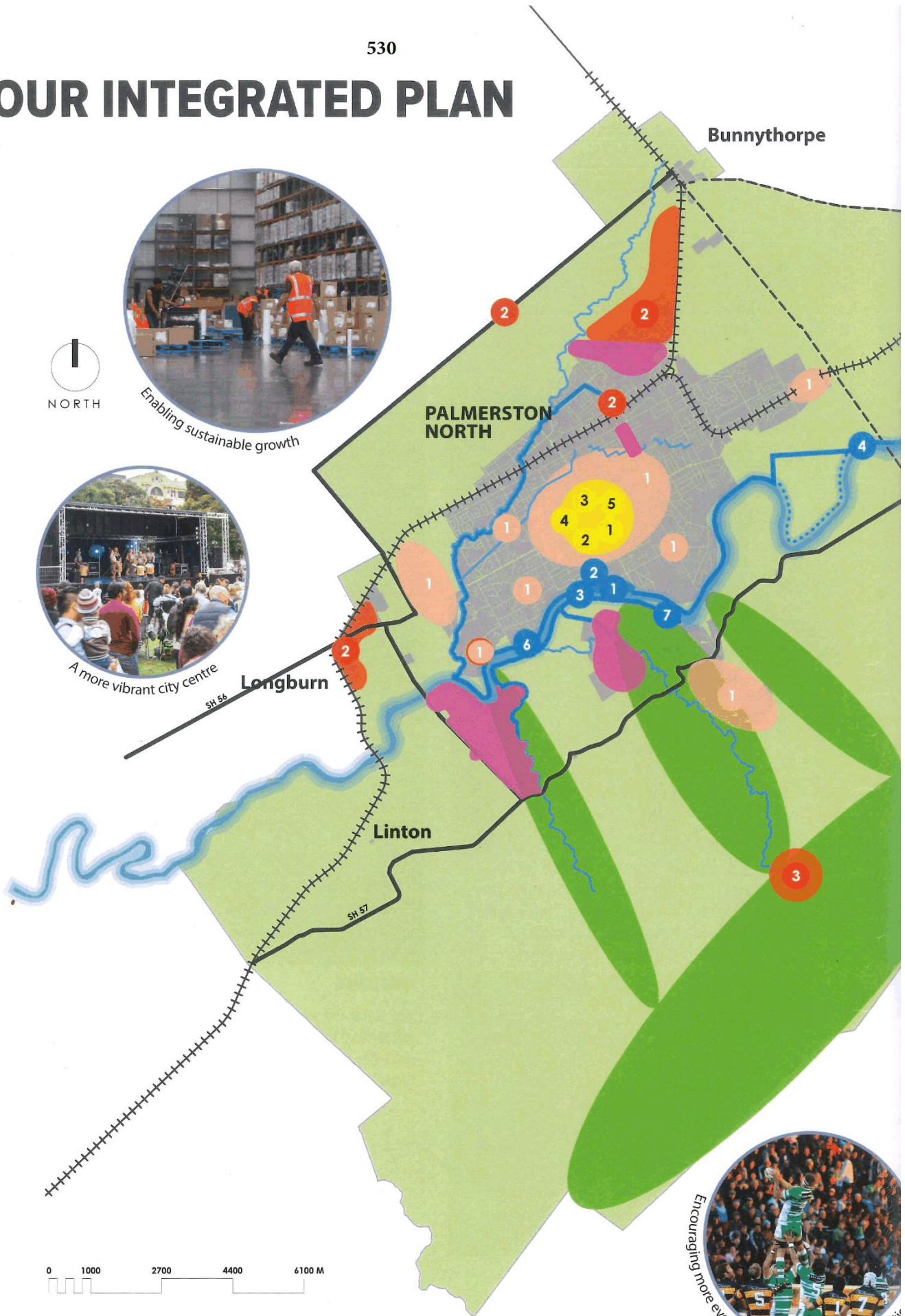
# OUR INTEGRATED PLAN



Enabling sustainable growth



A more vibrant city centre



Encouraging more events through purpose built facilities



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## Mapping the Future

### Sustainable Growth (Industrial)

1. **Nature Calls:** Wastewater Treatment Plant Upgrade
2. **Central NZ Distribution Hub:** Regional Freight Ring Road, Regional Freight Hub, Airport, North East Industrial Zone Longburn

### Sustainable Growth (Residential)

1. Whakarongo, Aokautere, Kakatangiata, Ashhurst and Urban Intensification (minor dwellings, infill, multi-unit and apartments)

### City Centre Transformation

1. **Streets for People:** City Centre Streetscape Plan
2. **Civic & Cultural Precinct Masterplan** (Te Manawa & Library)
3. **Central Energy Trust Arena**
4. **Heritage Protection Package**
5. **City Centre Business Improvement District (BID)**

### Manawatū River Network

1. Central Energy Trust Wildbase Recovery Centre
2. Victoria Esplanade Masterplan & Projects
3. He Ara Kotahi Bridge & Shared Pathway
4. Manawatū River Shared Pathway (Ashhurst to City)
5. Te Apiti Biodiversity & Recreation
6. Ahimate Park (Waitoetoe Park)
7. Te Motu o Poutoa (Anzac Park)

### City-wide Partners:

Rangitāne, Central Economic Development Agency (CEDA), Central & Local Government, Massey University, Research & Food HQ, NZ Defence, Mid Central DHB, PN Airport

### Manawatū River & Tributaries

### Biodiversity Corridors

### Urban Areas



### Rail



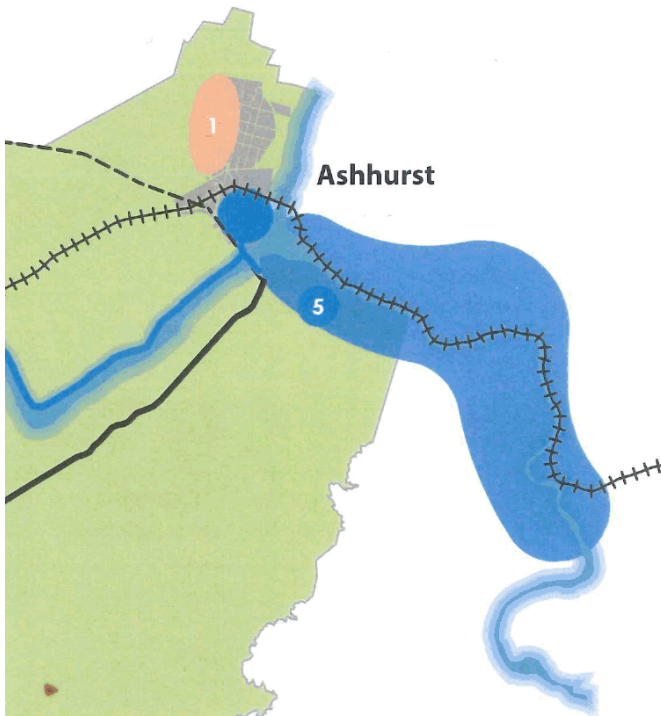
### Regional Freight Ring Road



### Regional Freight Ring Road Options



### City Boundary



Developing recreation activities



An innovative and growing city

We have also worked with other council on a Regional Plan. This shows a similar map of how the region might develop. See [pncc.govt.nz/10yp](http://pncc.govt.nz/10yp) for more information.

# Vision

## HE ITI RĀ, HE ITI POUNAMU. SMALL CITY BENEFITS, BIG CITY AMBITION.

Our vision for Palmerston North is for every resident to enjoy the benefits of living in a small city, with the advantages of a big city. We want to develop infrastructure, services, facilities and experiences that deliver the best of both worlds.

### GOALS

- An innovative and growing city
- A creative and exciting city
- A connected and safe community
- An eco city
- A driven and enabling council

### TARGETS (BY 2031)

- 12,000 more jobs
- A score above 65 in the Creative Cities Index
- More than 75% of people consider Palmy is a welcoming and inclusive city with a good standard of living
- 30% reduction in CO2e emissions in Palmerston North by 2031 [from the 2018 baseline]

### PRINCIPLES

Council is guided by seven principles in how we interact with our communities and lead our City. The guiding principles will be evident in the way Council engages, plans, make decisions and allocates resources.

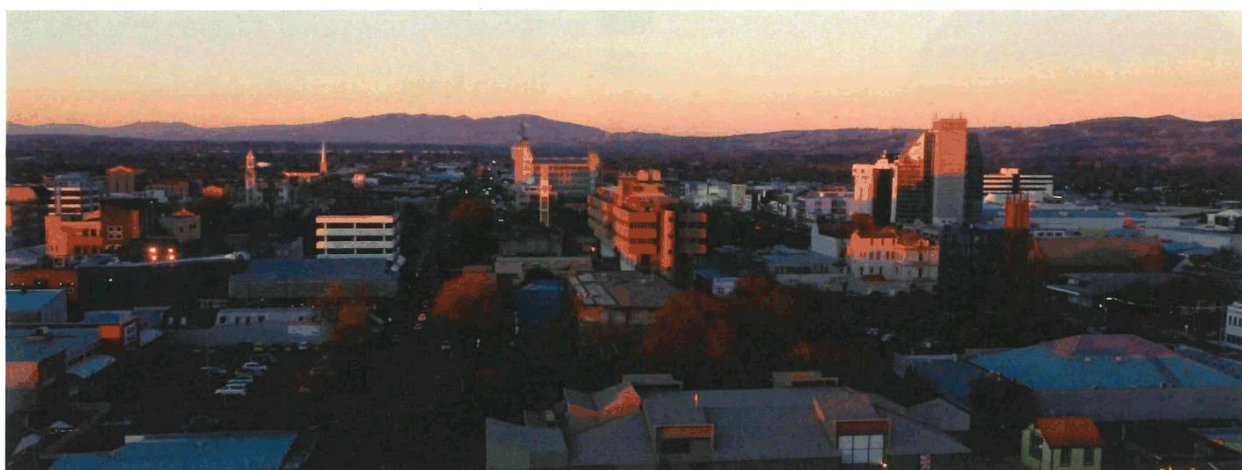
**Inclusive Ambitious Open Bold Enabling Guardianship Caring**

### CITY SHAPING

Council has developed a spatial plan that groups the key projects that will contribute to the vision. See pages 14-15. It has also been working with other Councils in the region on a similar regional spatial plan.

### NOTE

We will work towards these targets, over the next 10 years. You can keep an eye on their progress - and recent progress - by looking at the City Dashboard on our website [pncc.govt.nz/dashboards](https://pncc.govt.nz/dashboards)





Several projects in this proposed Plan are heavily dependent on external fund raising. Many roading projects (see pages 28-29) are 51% funded by Waka Kotahi New Zealand Transport Agency. Based on past agreements we are reasonably confident about this funding, although we may need to review the extent and timing of some individual projects if they are not funded.

Waka Kotahi have indicated an agreement to fund the Palmerston North Integrated Transport Initiative (PNITI or regional ringroad). In total this would cost over \$100M, with 75% from Waka Kotahi.

We also have a proposal to build a new grandstand at Central Energy Trust Arena. This would cover the embankment opposite the current grandstand. It would increase the seating at the Arena, provide a better spectator experience, and make it more likely we could attract bigger events, such as tier 3 rugby games. Its total cost would be \$13.5M. We are budgeting for \$9M of this coming from external fundraising, we will borrow the remaining \$4.5M. We would reconsider the project through a future 10-Year Plan if these external funds cannot be raised.

The budgets and timing of all the projects in the proposed 10-Year Plan are based on our best information at this point. They will be reviewed through future 10-Year Plans and Annual Budgets. New information at that time could mean we change the cost or timing of individual projects.

The rest of this document contains details of key projects. Doing all the capital projects adds to Council's debt. Debt is a way of sharing the costs of these projects across the current and future generations who will benefit from the projects.

### IMPLICATIONS FOR OUR SERVICES, RATES AND DEBT

In the meantime we believe it is important to keep investing in Palmerston North. As already outlined this means keeping our current infrastructure maintained so it can provide the day to day services people expect, as well as providing the new projects outlined in this document. This will enable all the benefits of being a small city and provide the advantages of being a large city, all in a way that is affordable and delivers great value for money. That's what our proposed 10-Year Plan is all about.

The proposed Plan means that rates would need to increase by 6.9% in year one, 8.3% in year two and 8.2% in year three. Following this are forecast increases of 9.3%, 11.0%, 6.5%, 4.6%, 4.0%, 2.6% and 3.1%. Some of these increases exceed Council's self-imposed rates limits but at this stage Council believes this is appropriate. They will be reviewed when we prepare each year's Annual Budget. (The same applies to the debt limits in the following paragraph.)

Debt will also increase from a forecast \$164M to \$860M, exceeding some of our policy limits. This is accentuated by the expected costs of the Nature Calls wastewater project, as outlined on pages 9-10.

Under current conditions and NZ local government funding agency rules, we will not be able to borrow the amount required for Nature Calls.

At this point there is a high level of uncertainty about the cost of the upgrade and, with the waters reform, who will be responsible for these costs. Hence we will revisit our capital works programme when we get more certainty on the three waters reforms.

Nevertheless, we believe that in order to achieve our vision and keep the city moving, rates and debt need to increase by more than our target limits at least in the short term and then again if the full impact of the wastewater upgrade takes effect.

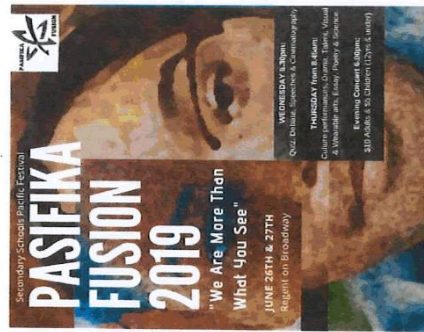
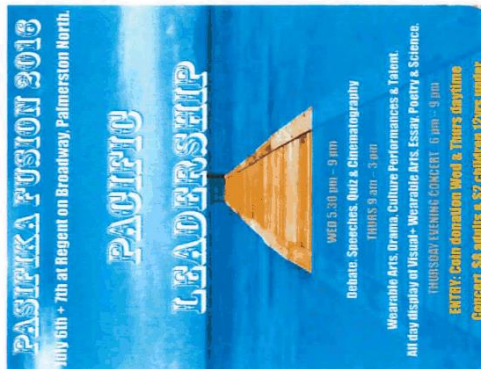
For more information on the financial implications of the proposed Plan please see pages 64-70.

Council currently has assets with a replacement value of \$1.9 billion. At the end of the ten years this is forecast to be \$3.2 billion.

### OPTIONS

We think we have a good balance between achieving the vision, investing in Palmy and addressing the challenges, all in an affordable way. Now we need to know your thoughts on this.





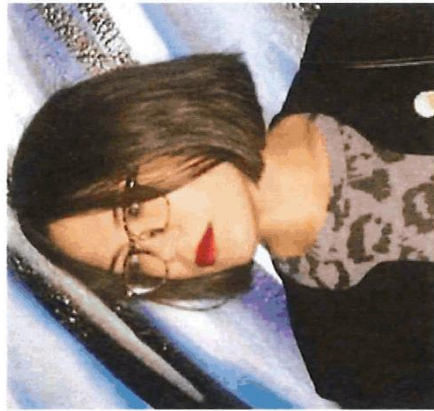




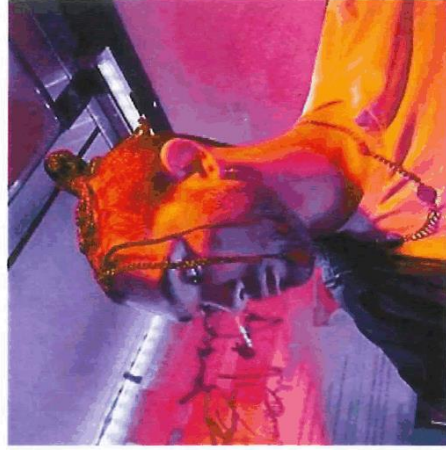
## Why is Pasifika Fusion important?

- Pasifika growing and youthful
  - Median age 23.4 years for Pacific, 25.4 years for Māori, 31.3 years for Asian, and 41.4 years for European (2018 Census)
- Aotearoa New Zealand a Pasifika nation
- Samoan one of most spoken languages in city
  - After English, Te Reo and Chinese
- Community catalyst for local and central government interface
  - Eg Pacific Education Action Plan
- Out-of-town visitors boost local economy

## Proven Success



Sonya Withers,  
Lecturer (textiles),  
School of Design,  
College of Creative  
Arts, Massey  
University, Wellington



Adam Snow, Musician  
working with top NZ  
producers, received  
\$20K from NZ on Air



541



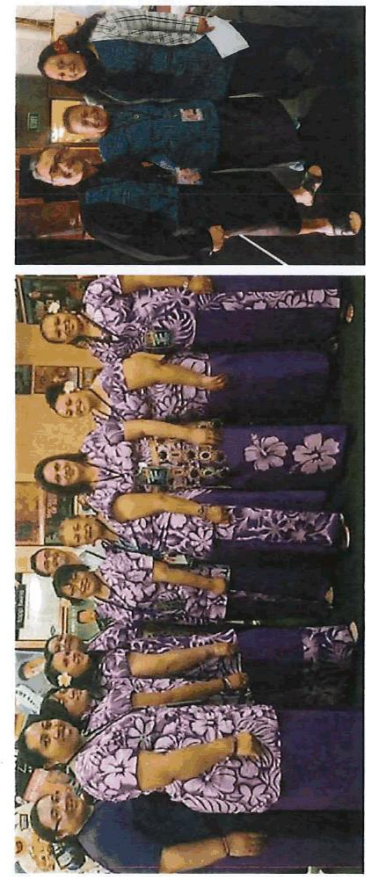
### What is needed in the 10-yr plan?

- Unleash yet untapped Pasifika and Palmy potential
- Funding, not just funding expertise (Connected Communities Plan p20)



### RECOMMENDATIONS:

- ❖ Fund and support the "Pasifika Fusion" annual event to secure and leverage benefits for Palmerston North city
- ❖ Strengthen "Pasifika" visibility throughout PNCC plans, policies, processes and priorities



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**STATEMENT OF SUPPORT BY KEVIN JUDD**

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**1. QUALIFICATIONS AND EXPERIENCE**

- 1.1. My name is Kevin Barry Judd. I am the CEO of Resonant Consulting Limited who presently employ over 40 staff. Our company offers consultancy services with respect to Civil and Structural Engineering, Surveying, Project Management and Resource Management Planning.
- 1.2. I hold a tertiary qualification of Batchelor of Surveying, with Credit, from Otago University which I obtained in 1984. I am a Full Member of the New Zealand Institute of Surveyors and also am a Registered Professional Surveyor.
- 1.3. Since graduation from Otago University I have worked in the greater Manawatu area in the field of surveying, planning, project management and civil engineering. I therefore have approximately 35 years' experience in subdivisional developments in this region.
- 1.4. In this matter, I have been engaged by Ormond and Matthew Currie to prepare a submission against the proposed Roding Development.

**2. SUBMISSION**

- 2.1. Thank you for allowing us the time to speak to our submission.

Our main concern is with Council wishing to impose a site specific additional Roding Development Levy to Area M as detailed in the proposed LTP.

As best as we can recall for the last 15 years plus, Council have been imposing the same roading levy, irrespective of location, for any residential development within the PNCC District.

As examples I attach copies of the Roding Levies payable in 2009, and in 2018. As you can see, the second column of the spreadsheets has a consistent figure of \$2,796 and \$2,234 respectively.

I also attach a copy of the proposed levies which shows all areas, other than Area M, being at \$2,529. The proposed levy for Area M is \$18,197, some \$15,500 higher than all other areas.

Council advises via their Policy that the roading network is an unrestricted system and that Roothing Development Levies are applied citywide. The proposed additional levy to Area M would appear to not be supported by Council's own policy.

Also attached is a sketch recently obtained from Council, detailing a possible development layout of Area M. This plan shows two direct links between James Line and Stoney Creek Road, one on either side of a Dissecting Railway Line. We see the plan providing connectivity through the area. This plan however requires approval from the MOE to adjust the Whakarongo School boundary. Discussions have been had with the Principal of the Wakarongo School and they can see the merit to allow for the road connection to Stoney Creek Road. If this connection can be secured, we see no need to provide the proposed vehicle link under the Railway. A pedestrian link could be supported.

Given the above, we submit that Council should not impose a site-specific development levy for Area M until Council has fully investigated all options with respect to roading layouts. We have discussed the layout with urban design experts, and they were somewhat surprised by the Railway underpass and thought the connection through the school site was a better outcome.

We also ask Council have they obtained Kiwirail's permission in perpetuity to have a road under their railway?

Also attached is Barrister John Maassen's commentary on this matter. John unfortunately could not attend this hearing today.

### 3. CONCLUSION

3.1. In conclusion we agree with Mr Maassen's recommendations on Page 7 of his memo being:

- (a) That the capital expenditure item for the Area M underpass is deleted from the LTP and reconsidered after undertaking an alternative engineering solutions analysis; or
- (b) All development in Area M is subject only to the district-wide contribution per additional residential lot based on the integrated network analysis until further work is undertaken.



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## COMMUNITY FACILITIES

Measure	ROADING			WATER			WASTEWATER			STORMWATER			CITYWIDE RESERVES			LOCAL RESERVES		
	Subdivision	Per EHU	Building Consent Or Service Connection	Per Additional Allotment	Subdivision	Building Consent Or Service Connection	Per Additional Allotment	Subdivision	Building Consent Or Service Connection	Per 700m <sup>2</sup> of Allotment Area	Subdivision	Building Consent Or Service Connection	Per Additional Allotment	Subdivision	Building Consent Or Service Connection	Per 700m <sup>2</sup> of Allotment Area	Subdivision	Building Consent Or Service Connection
B	\$2,796	\$2,796	\$1,219	\$1,219	\$1,320	\$1,320	\$1,320	\$1,320	\$1,320	\$0	\$0	\$0	\$1,543	\$1,543	\$0	\$0	\$0	\$0
C	\$2,796	\$2,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,543	\$1,543	\$0	\$0	\$0	\$0
D	\$2,796	\$2,796	\$1,219	\$1,219	\$1,320	\$1,320	\$1,320	\$1,320	\$1,320	\$0	\$0	\$0	\$1,543	\$1,543	\$200	\$200	\$200	\$200
E	\$2,796	\$2,796	\$1,219	\$1,219	\$1,320	\$1,320	\$1,320	\$1,320	\$1,320	\$0	\$0	\$0	\$1,543	\$1,543	\$503	\$503	\$503	\$503
F	\$2,796	\$2,796	\$1,219	\$1,219	\$1,320	\$1,320	\$1,320	\$1,320	\$1,320	\$32	\$32	\$32	\$1,543	\$1,543	\$200	\$200	\$200	\$200
G	\$2,796	\$2,796	\$1,219	\$1,219	\$1,320	\$1,320	\$1,320	\$1,320	\$1,320	\$360	\$360	\$360	\$1,543	\$1,543	\$200	\$200	\$200	\$200
H	\$2,796	\$2,796	\$1,219	\$1,219	\$1,320	\$1,320	\$1,320	\$1,320	\$1,320	\$1,440	\$1,440	\$1,440	\$1,543	\$1,543	\$200	\$200	\$200	\$200
I	\$2,796	\$2,796	\$1,219	\$1,219	\$1,320	\$1,320	\$1,320	\$1,320	\$1,320	\$270	\$270	\$270	\$1,543	\$1,543	\$200	\$200	\$200	\$200
J	\$2,796	\$2,796	\$1,219	\$1,219	\$1,320	\$1,320	\$1,320	\$1,320	\$1,320	\$2,310	\$2,310	\$2,310	\$1,543	\$1,543	\$200	\$200	\$200	\$200
K	\$2,796	\$2,796	\$1,219	\$1,219	\$1,320	\$1,320	\$1,320	\$1,320	\$1,320	\$520	\$520	\$520	\$1,543	\$1,543	\$503	\$503	\$503	\$503
L	\$2,796	\$2,796	\$1,219	\$1,219	\$1,320	\$1,320	\$1,320	\$1,320	\$1,320	\$1,410	\$1,410	\$1,410	\$1,543	\$1,543	\$503	\$503	\$503	\$503





TABLE 5: RESIDENTIAL FEES

DEVELOPMENT CONTRIBUTION AREA	COMMUNITY FACILITIES											
	ROADING			WATER			WASTEWATER			STORMWATER		
	Subdivision	Building consent or service connection	Per EHU	Subdivision	Building consent or service connection	Per Connected EHU	Subdivision	Building consent or service connection	Per Connected EHU	Subdivision	Building consent or service connection	Per 700m <sup>2</sup> of Allotment Area
MEASURE	Per Additional Allotment	Per EHU	Per Additional Allotment	Per Additional Allotment	Per Connected EHU	Per Connected EHU	Per Additional Allotment	Per Connected EHU	Per Connected EHU	Per 700m <sup>2</sup> of Allotment Area	Per 700m <sup>2</sup> of Allotment Area	Per 700m <sup>2</sup> of Allotment Area
B	\$2,234	\$2,234	\$1,568	\$1,568	\$1,568	\$1,544	\$1,544	\$1,544	\$1,544	\$0	\$0	\$0
C	\$2,234	\$2,234	\$1,200	\$1,200	\$1,200	\$1,544	\$1,544	\$1,544	\$1,544	\$0	\$0	\$2,636
D	\$2,234	\$2,234	\$1,568	\$1,568	\$1,568	\$1,544	\$1,544	\$1,544	\$1,544	\$0	\$0	\$512
E	\$2,234	\$2,234	\$1,568	\$1,568	\$1,568	\$1,544	\$1,544	\$1,544	\$1,544	\$0	\$0	\$668
F	\$2,234	\$2,234	\$1,568	\$1,568	\$1,568	\$1,544	\$1,544	\$1,544	\$1,544	\$50	\$50	\$512
G	\$2,234	\$2,234	\$1,568	\$1,568	\$1,568	\$1,544	\$1,544	\$1,544	\$1,544	\$574	\$574	\$512
H	\$2,234	\$2,234	\$1,568	\$1,568	\$1,568	\$1,544	\$1,544	\$1,544	\$1,544	\$2,363	\$2,363	\$512
I	\$2,234	\$2,234	\$1,568	\$1,568	\$1,568	\$1,544	\$1,544	\$1,544	\$1,544	\$338	\$338	\$512
J	\$2,234	\$2,234	\$1,568	\$1,568	\$1,568	\$1,544	\$1,544	\$1,544	\$1,544	\$2,433	\$2,433	\$512
K	\$2,234	\$2,234	\$1,568	\$1,568	\$1,568	\$1,544	\$1,544	\$1,544	\$1,544	\$693	\$693	\$668
L	\$2,234	\$2,234	\$1,568	\$1,568	\$1,568	\$1,544	\$1,544	\$1,544	\$1,544	\$1,442	\$1,442	\$668
M	\$2,234	\$2,234	\$1,568	\$1,568	\$1,568	\$1,544	\$1,544	\$1,544	\$1,544	\$3,798	\$3,798	\$2,878
N	\$2,234	\$2,234	\$1,568	\$1,568	\$1,568	\$1,544	\$1,544	\$1,544	\$1,544	\$0	\$0	\$0
O	\$2,234	\$2,234	\$1,568	\$1,568	\$1,568	\$1,544	\$1,544	\$1,544	\$1,544	\$1,389	\$1,389	\$0
P	\$2,234	\$2,234	\$1,568	\$1,568	\$1,568	\$1,544	\$1,544	\$1,544	\$1,544	\$0	\$0	\$0
Q	\$2,234	\$2,234	\$0	\$0	\$0	\$1,544	\$1,544	\$1,544	\$1,544	\$0	\$0	\$0
R	\$2,234	\$2,234	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	\$2,234	\$2,234	\$1,568	\$1,568	\$1,568	\$1,544	\$1,544	\$1,544	\$1,544	\$0	\$0	\$512

*Proposed*

TABLE 5: RESIDENTIAL FEES

DEVELOPMENT CONTRIBUTION AREA	COMMUNITY FACILITIES											
	ROADING		WATER		WASTEWATER		STORMWATER		CITYWIDE RESERVES		LOCAL RESERVES	
	SUBDIVISION	BUILDING CONSENT OR SERVICE CONNECTION	SUBDIVISION	BUILDING CONSENT OR SERVICE CONNECTION	SUBDIVISION	BUILDING CONSENT OR SERVICE CONNECTION	SUBDIVISION	BUILDING CONSENT OR SERVICE CONNECTION	SUBDIVISION	BUILDING CONSENT OR SERVICE CONNECTION	SUBDIVISION	BUILDING CONSENT OR SERVICE CONNECTION
MEASURE	Per Additional Allotment	Per EHU	Per Additional Allotment	Per Connected EHU	Per Additional Allotment	Per Connected EHU	Per 700m <sup>2</sup> of Allotment Area	Per 700m <sup>2</sup> of Allotment Area	Per Additional Allotment	Per EHU	Per 700m <sup>2</sup> of Allotment Area	Per 700m <sup>2</sup> of Allotment Area
B	\$2,529	\$2,529	\$2,501	\$2,501	\$4,989	\$4,989	\$0	\$0	\$739	\$739	\$0	\$0
C	\$2,529	\$2,529	\$682	\$682	\$4,989	\$4,989	\$1,843	\$1,843	\$739	\$739	\$3,278	\$3,278
D	\$2,529	\$2,529	\$2,501	\$2,501	\$4,989	\$4,989	\$0	\$0	\$739	\$739	\$384	\$384
E	\$2,529	\$2,529	\$2,501	\$2,501	\$4,989	\$4,989	\$4,303	\$4,303	\$739	\$739	\$702	\$702
F	\$2,529	\$2,529	\$2,501	\$2,501	\$4,989	\$4,989	\$50	\$50	\$739	\$739	\$384	\$384
G	\$2,529	\$2,529	\$2,501	\$2,501	\$4,989	\$4,989	\$574	\$574	\$739	\$739	\$384	\$384
H	\$2,529	\$2,529	\$2,501	\$2,501	\$4,989	\$4,989	\$2,363	\$2,363	\$739	\$739	\$384	\$384
I	\$2,529	\$2,529	\$2,501	\$2,501	\$4,989	\$4,989	\$338	\$338	\$739	\$739	\$384	\$384
J	\$2,529	\$2,529	\$2,501	\$2,501	\$4,989	\$4,989	\$2,433	\$2,433	\$739	\$739	\$384	\$384
K	\$2,529	\$2,529	\$2,501	\$2,501	\$4,989	\$4,989	\$693	\$693	\$739	\$739	\$702	\$702
L	\$2,529	\$2,529	\$2,501	\$2,501	\$4,989	\$4,989	\$1,442	\$1,442	\$739	\$739	\$702	\$702
M	\$18,197	\$18,197	\$2,501	\$2,501	\$4,989	\$4,989	\$8,403	\$8,403	\$739	\$739	\$4,213	\$4,213
N	\$2,529	\$2,529	\$2,501	\$2,501	\$4,989	\$4,989	\$0	\$0	\$739	\$739	\$0	\$0



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### Report

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Date : 25 May 2021

To : Kevin Judd – Resonant

From : john@johnmaassen.com

Subject : **Whakarongo Holding Company Limited – Submission on PNCC LTP (2021-31) concerning development contributions for Area M (Whakarongo Residential Area)**

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### Context

1. Whakarongo Holding Company Limited (“WHCL”) has development interests in Area M, known as the Whakarongo Residential Area under the Palmerston North District Plan. Area M is also under development by Palmerston North City Council, which has land interests adjacent to the Kelvin Grove Cemetery. PNCC's subdivision and resource consents are in place. Therefore it may not be exposed to the development contributions proposed in the LTP (2021-31) because the policy only operates prospectively and does not capture existing consented developments.
2. My assumptions based on background information you have provided are:
  - (a) The proposed LTP (2021-31) uniquely proposes a discrete roading contribution in Area M, adding approximately \$15,500 plus GST per new residential lot (the Supplementary Roding Contribution).
  - (b) The Supplementary Roding Contribution is to fund construction of an underpass to enable a connection between the upper and lower terraces in that locality.
  - (c) WHCL opposes that additional levy because it does not meet the Local Government Act 2002 (“LGA 2002”), Part 8, Subpart 5 and also because the proposed work is a poor engineering solution and one that is also disproportionate considering the network benefits that could be obtained.
  - (d) There is limited detail on how the Supplementary Roding Contribution is calculated and apportioned.

- (e) By way of comparison, the development levies for lots Area M will pay \$39,000 per lot instead of the present \$13,000. Also development contributions in Area M will be approximately double those applicable to residential lots in other places in Palmerston North.

Issue

3. This report addresses the extent to which the proposed development contributions for Area M meets the requirements of LGA 2002, Part 8, Subpart 5.
4. This report is prepared to be presented to the Council at WHCL's submission hearing.

Statutory Context

5. A territorial authority's ability to require for development contributions was introduced by the Local Government Amendment Act 2014. The purpose of development contributions is expressed in LGA 2002, Part 8 subpart 5, s 197AA as follows:

*"The purpose of the development contributions provisions in this Act is to enable territorial authorities to recover from those persons undertaking development a fair, equitable, and proportionate portion of the total cost of capital expenditure necessary to service growth over the long term".*

6. The LGA 2002, s 197AB sets out the principles governing development contributions in s 197AB(1)(a)-(g). These principles are the following:

**"197AB Development contributions principles**

- (1) *All persons exercising duties and functions under this subpart must take into account the following principles when preparing a development contributions policy under section 106 or requiring development contributions under section:*
- (a) *development contributions should only be required if the effects or cumulative effects of developments will create or have created a requirement for the territorial authority to provide or to have provided new or additional assets or assets of increased capacity:*
- (b) *development contributions should be determined in a manner that is generally consistent with the capacity life of the assets for which they are intended to be used and in a way that avoids over-recovery of costs allocated to development contribution funding:*

- (c) *cost allocations used to establish development contributions should be determined according to, and be proportional to, the persons who will benefit from the assets to be provided (including the community as a whole) as well as those who create the need for those assets:*
- (d) *development contributions must be used—*
  - (i) *for or towards the purpose of the activity or the group of activities for which the contributions were required; and*
  - (ii) *for the benefit of the district or the part of the district that is identified in the development contributions policy in which the development contributions were required:*
- (e) *territorial authorities should make sufficient information available to demonstrate what development contributions are being used for and why they are being used:*
- (f) *development contributions should be predictable and be consistent with the methodology and schedules of the territorial authority's development contributions policy under sections 106, 201 and 2020:*
- (g) *when calculating and requiring development contributions, territorial authorities may group together certain developments by geographic area or categories of land use, provided that—*
  - (i) *the grouping is done in a manner that balances practical and administrative efficiencies with considerations of fairness and equity; and*
  - (ii) *grouping by geographic area avoids grouping across an entire district wherever practical.*

Key Elements of LGA 2002

7. The scheme of LGA 2002, Part 8, subpart 5 has two key elements:

- (a) The requirement for adequate analysis and adequate information for the public to understand the basis for the development contributions the council requires (The Procedural and Information Obligations).
- (b) The requirement for rationality, proportionality and fairness in the outcome (The Robust Methodology Obligation).



8. These were discussed extensively by the High Court in a judicial review application in the case by Potter J in *Neil Construction Limited v. North Shore City Council*.<sup>1</sup>

*The traditional approach to Development Contributions by PNCC*

9. The traditional approach by the Council has been to charge development contributions for most City infrastructure based upon an integrated system or integrated network methodology. The beauty of this methodology is its simplicity and equitability. It reflects that Palmerston North is a comparatively compact city where existing capacity exists in major networks such as roading, stormwater and wastewater, where a 'buy-in' model enables a fair contribution from developers across the entire City wherever that occurs. However, a consequence of that methodology is that when new 'fronts' open for development where there are special infrastructural needs these are allocated to the total budget for infrastructure for each asset class and contributed across all developments based on that integrated network methodology.
10. The proposed Palmerston North 2031 draft development contributions policy continues that integrated network paradigm for all asset classes. Consequently, for example, James Line upgrades to service the Whakarongo Residential Area, a new reserve and additional stormwater infrastructure is allocated across the entire City network and contributed to in the same way that development in the Whakarongo Residential Area contributes to capital works in other locations of the City.
11. For roading, the Palmerston North City Council expects to continue the integrated network system because on page 22 of the draft policy section 6.3, the draft policy states:

**"6.3 Roothing**

1. *The roading network service is contained within the Palmerston North City Council territorial boundary. The roading network is characterised by a combination of interdependent components. Interdependence within the network creates a need for integrated management of operation of these components. As such, the management of the network is undertaken with network-wide supply and demand issues in mind.*
2. *For the purposes of development contributions, the roading network is considered to be an unrestricted system. This means that the roading network can be accessed by anyone at any time in the City. The roading network is defined visually on Map 4 in Appendix E.*

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<sup>1</sup> *Neil Construction Limited v. North Shore City Council* [2008] NZRMA 275.

3. *To be considered part of the Integrated Rooding Network a road must be classified, or proposed to be classified, in the Palmerston North City District Plan rooding hierarchy as either a Major Arterial, Minor Arterial or Collector Road.*

#### **6.3.1 Development Contributions Approach**

1. *Development contributions are applied citywide and are based on the value of future identified growth works and growth works incurred in anticipation of development on the rooding network. The anticipated future growth capital development works are identified in the Palmerston North City Council's Rooding Asset Management Plan and the values are summarised in Table 2 in Section 3.4 of this Policy. The value of growth works incurred in anticipation of development is summarised in Table 3 in Section 3.5 of this Policy. The development contribution for the rooding network is based on the proportion of these works that have been assessed as the result of increased demand generated by new residential, rural and non-residential development.*
2. *The proportion of future growth works resulting from increased demand attributable to new residential and non-residential development is determined by Council from data collected for Palmerston North City Council's Transportation Management Plan".*

#### *Risks of proposed grouping of some capital infrastructure for rooding for the Whakarongo Residential Area alone*

12. The integrated network methodology has worked extremely well for Palmerston North City and there is a significant risk with unravelling the methodology and introducing area-based development contributions. As I understand it the development contributions for the proposed underpass will require a development contributions grouping according to Area M and therefore, the Council is instituting a departure from the integrated network model and introducing a hybrid model. That, in my opinion, opens significant risk of challenge to the overall integrated network methodology for development contributions. Either an area is treated as part of a growth node and as a development grouping (the LGA's preference) or treated as part of an integrated system in the entire district. If the model is grouping, then following principle (f) above, the methodology should be uniform to each group. In such a case, the methodology to be consistent must be a cost of a growth model based on that single catchment's demand profile. That could result in a significantly lower contribution than would be achieved a single network system contribution. Further, it may provide a platform for other developers to argue for a similar catchment-based approach on the basis that the Council has applied it elsewhere.

Potential failures by the Council to meet The Procedural and Information Obligations of LGA 2002, Part 5, Subpart 8

13. The Council appears to have failed to meet its Procedural and Information Obligations for the new roading development contribution in Area M:
- (a) The Council has not demonstrated that it has undertaken a proper analysis of the 'beneficiary' catchment based on land transport analysis. That will not necessarily correspond to the spatial boundaries of Area M. Typically, beneficiary catchments in Palmerston North are assessed on a more holistic basis. They are not based simply on the spatial area of the development road. That also reflects the Council's view of an integrated network that rests partly on the reality that boundaries are hard to draw.
  - (b) It is unclear how the per lot cost for each development unit in Area M has been calculated and what methodology the Council used. As I have outlined above, the draft Development Contributions, Policy 20131 proposes an integrated network methodology that does not support isolating particular capital expenditure for payment by developers in Area M.

Potential failures by the Council to meet its Robust Methodology Obligation

14. If the Council can establish a defensible beneficiary catchment for the underpass CAPEX, then Council must then apply contributions fairly and equitably and across all parts of the district. It appears the Council has failed in this regard in the following ways:
- (a) The Council has not accounted for contributions already paid since 2014 under the integrated network methodology that has contributed to the infrastructure requirements of Area M.
  - (b) The Council has not accounted for its development in Area M when it is a beneficiary of those capital works but probably has escaped payment of the Supplementary Roding Contribution.
  - (c) The Council has not allocated the costs between existing users and future users on an equitable basis. The future works will enable an integrated area within Kelvin Grove, benefitting at least all of the Kelvin Grove residents.
  - (d) The hybrid model is flawed.

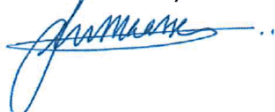
Recommendation

15. My recommendation is that WHCL proposes the following resolutions by the Council:



- (a) That the capital expenditure item for the Area M underpass is deleted from the LTP and reconsidered after undertaking an alternative engineering solutions analysis; or
- (b) All development in Area M is subject only to the district-wide contribution per additional residential lot based on the integrated network analysis until further work is undertaken.

Yours faithfully



J.W Maassen

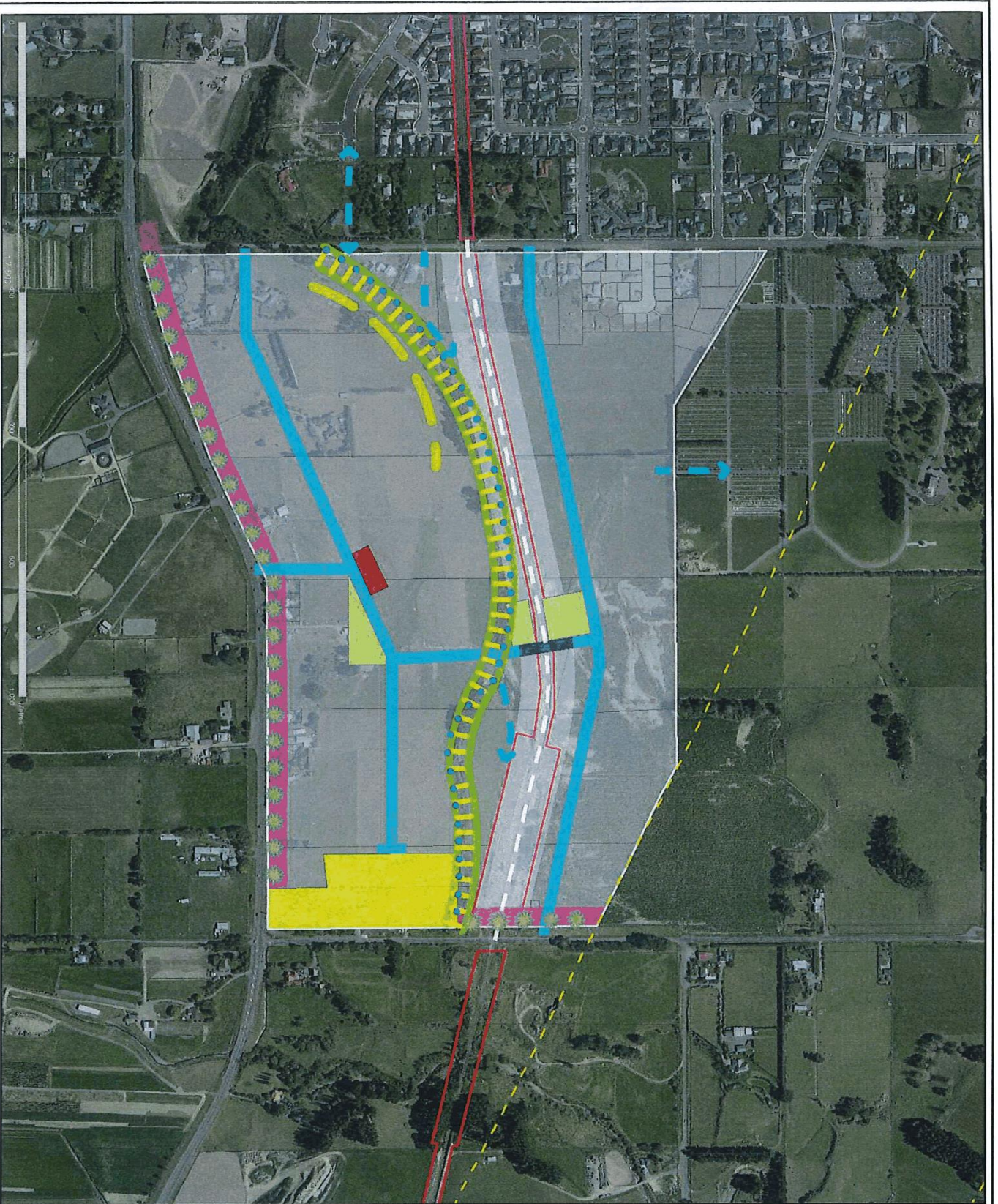
Barrister

[www.johnmaassen.com](http://www.johnmaassen.com)

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



















# Whakarongo

Structure Plan  
Map 7A.1



-  Whakarongo Residential Area
-  Neighbourhood Centre
-  Public Open Space
-  School
-  Railway Purpose Designation
-  Railway Setback Area
-  Escarpment Setback Buffer 10m
-  Acoustic Buffer Area
-  Collector Roads
-  Underpass
-  Stormwater Detention
-  Walkway
-  Escarpment
-  Railway Line
-  Air Noise Contour
-  Landscape Setback





As with other community organisations reflecting diversity of community in Palmerston North, MaLGRA seeks to actively engage an ongoing relationship with PNCC in a formally recognised way.

MaLGRA has been operating since 1977 to advocate for, support and enhance the provision of safe social and health services and supports for our Rainbow and Gender Diverse communities.

Over the last few years, MaLGRA has adapted to the changing needs of our communities. We have started to understand that for MaLGRA to meet our key goals and objectives, which are the same or similar to those of the PNCC, we need to have and formulate a more robust formal working relationship with PNCC – which is why we are requesting a dedicated Rainbow and gender diverse liaison representative. – we see that

We see MaLGRA as the council's - or should be the council's - main point of engagement with the gay, lesbian, intersex, transgender, takatāpui, fa'afafine, asexual and bisexual+ (or GLITTFAB+) communities – to positively affect council's goal to be an informed, supportive link to the communities of gender and sexual diversity we engage with.

We know our own people, we are informed by our own people, and we know that our Rainbow and gender diverse communities are some of the most vulnerable. We have the lived experience and the informed awareness of the challenges and joys our communities encounter daily.

MaLGRA has an established track history of representing and passionately advocating for GLITTFAB peoples within the region – and we propose that by working collaboratively with an identified Council representative tasked with ongoing specific engagement with MaLGRA and our communities, would be an opportunity for this relationship with PNCC to be a recognition of our respective efforts toward safety, inclusivity, and diversity.

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Community Member	Feedback for why and what a safe space means to people
1	it would mean that the community could have a physical identity, a place to meet people, someone to talk to if needed, meetings in our own space. so often we have to borrow space which for me leaves us marginalised, why should we have to fit in mainstream spaces. Often we need a place to feel safe where we know who will be there. Just saying, I am a great believer in community physical space.
2	Means I could have a place and not be misgendered ALL DAY LONG Also means I could have a regular hang out place to meet and get to know more of the community. Also having safe space to run workshops or anything really! I'd really like this. Like the youth space but for us
3 (Mother)	*note this member is a mother that supports other parents with in out community – particularly those parents with children that identify as Trans or gender diverse. "it is something I always get asked about by new families'



pg 1 - Data

### **Transgender and Gender Non Conforming stats of note**

#### **Provider knowledge and competency:**

More than half (58%) of participants reported that their main healthcare provider knew most things or almost everything about healthcare for trans and non-binary people.

In the last 12 months, 13% of participants were asked unnecessary or invasive questions about being trans or non-binary, that were unrelated to their health visit, when they were trying to access healthcare.

More than one in six of all participants (17%) reported they had experienced reparative therapy: that is, a professional had tried to stop them from being trans or non-binary.

#### **Healthcare access barriers:**

Over a third (36%) of participants had avoided seeing a doctor because they were worried about disrespect or mistreatment as a trans or non-binary person, including 20% reporting this in the last 12 months.

#### **Mental health and wellbeing:**

Five out of every seven participants aged 15 and older (71%) reported high or very high psychological distress, compared with only 8% of the general population in Aotearoa New Zealand.

More than half of the participants (56%) had seriously thought about attempting suicide in the last 12 months. Almost two in five participants (37%) had attempted suicide at some point and 12% had made an attempt in the last 12 months.

#### **School:**

More than one in five (21%) school student participants were bullied at school at least once a week, much higher than the general population (5%).

#### **Sport :**

Only 14% of participants were involved in any sporting events, competitions or organised activities in the last four weeks, just over half the rate of the general population (26%).

#### **Discrimination:**

Two-thirds of participants (67%) had experienced discrimination at some point. For close to a half of participants (44%) this had happened in the last 12 months – this was more than double the rate for the general population (17%).

In the last 12 months, 57% of participants did not disclose at work that they are trans or nonbinary because they feared discrimination.

Participants who had experienced discrimination for being trans or non-binary were twice as likely to have attempted suicide in the past year (16%) than participants who did not report this discrimination (8%).

Pg 2 - Data

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**Safety and violence:**

Almost a third of participants (32%) reported someone had had sex with them against their will since they were 13. This is a much higher rate of sexual violence than for women or for men in the general population. Participants who reported this were twice as likely to have attempted suicide in the past year (18%) than participants who did not report this (9%).

Almost half (47%) reported someone had attempted to have sex with them against their will, since the age of 13.

**Identity documents:**

Five out of six participants (83%) did not have the correct gender marker on their New Zealand birth certificate.

**Material hardship:**

Compared to the general population, participants were almost three times more likely to have put up with feeling cold (64%) and gone without fresh fruit or vegetables (51%) in order to reduce costs.

**Family/whānau:**

Many trans and non-binary people have a lot of support within their family/whānau. Among participants whose family/whānau knew they were trans or non-binary, more than half (57%) reported that most or all their family supported them.

Participants who were supported by at least half of their family/whānau were almost half as likely (9% vs 17%) to have attempted suicide in the last 12 months.

**Community connectedness:**

Most participants (62%) felt proud to be trans or non-binary, 58% provided a lot of support for other trans or non-binary people and 56% felt connected to other trans or non-binary people.

Reference: Counting Ourselves, J Veale et al. September 2019

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Personal Privacy S 9(2)(a) OIA

From: [REDACTED] Personal Privacy S 9(2)(a) OIA  
Date: Wednesday, May 12, 2021 12:17 PM  
To: [REDACTED] Personal Privacy S 9(2)(a) OIA  
Subject: Terrace End photos





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