

PALMERSTON NORTH CITY COUNCIL

MINUTES ATTACHMENTS COUNCIL

9AM, WEDNESDAY 5 APRIL 2023

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

COUNCIL MEETING

5 April 2023

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Palmerston North

Civic and Cultural Master Plan

Key Considerations



Land use



Buildings Combined or
Separate

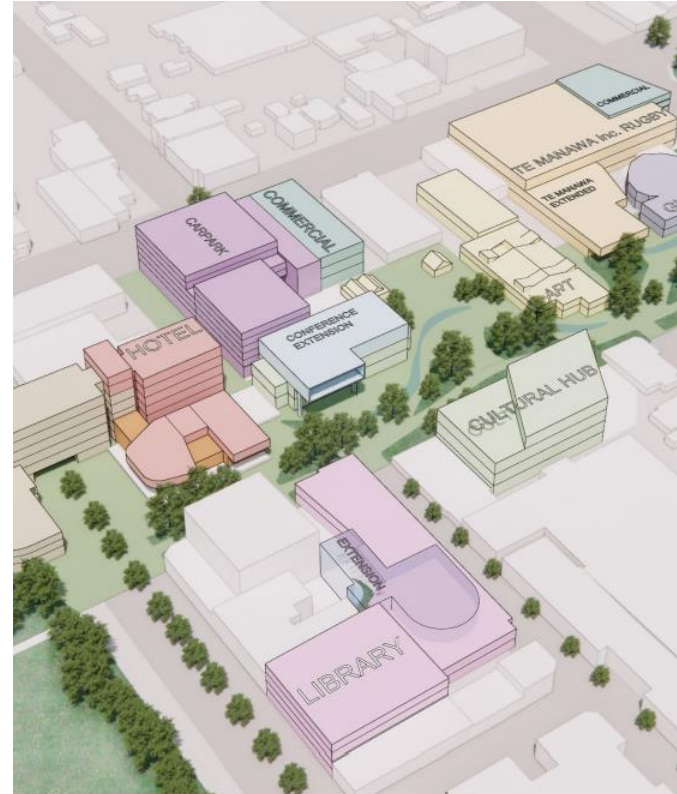


New Attractions



Public-Private
Partnerships

Land Use





Possible Alternative

Library & Te Manawa on Railway Land

Combined or
Separate?





Possible cost

11,500 sq meter

@ \$8000 psm

= \$92 million

New Attractions & Entertainment

Art-on-the-Mart in Chicago



Art-on-Te Manawa in Palmerston North



Public-Private Partnerships

Key Considerations



Land use



Buildings Combined or
Separate



New Attractions



Public-Private
Partnerships

Petition: Overutilization of Land
Palmerston North City Council Meeting
Wednesday, 5th April 2023

Good morning, Mr Mayor and Councillors

S7(2)(a) Personal Privacy

I would like to present the petition {which you have read} regarding Kainga Ora of their intention to build 10 new double story houses at 16 24 South Street. S7(2)(a) Personal Privacy

S7(2)(a) Personal Privacy

. It is a tree lined street with a caring community where neighbours know each other. Today the oldest resident is 101 years of age. I have fond memories of the people that have lived in South Street, many who have become friends. One such neighbour asked Council decades ago to plant trees. On a hot summers day – we all appreciate the immense shade from these beautiful trees.

We live in changing times, and there is no doubt we need more houses. But we need to consider more than just drawing lines on a plan to house people. Because what looks fine on paper does not always translate into reality.

After World War 2, 10,000 state houses a year were being built. In 2023 let's look at that, we can see that some of these houses had land which was underutilised. So, what exactly are we creating now, that will be felt in many years to come. By building up and jamming as many houses together as possible on a section of land by any developer.

Adhering to council guidelines on how much green space to provide around a house is one thing, but when you build houses joined together you save on land and because of this you could create a communal green space within this development and others.

We commend Kainga Ora working with UCOL to create planter boxes in these homes. Knowing how to feed yourself is a basic need. People should be encouraged to grow their own vegetables because they are expensive and it's good nutrition. It also shows children how to grow vegetables.

Climate change is real, and we should be building with this in mind. In fact, equal priority should be given to green spaces, housing, urbanization, and network infrastructure. Which means the big back yard might not be the thing we should be shrinking like we are. With these 10 new houses that back yard has shrunk considerably. There will be a little garden shed – but how much of the residents belongings can fit. What's the percentage of paving for each house compared to how much green grass is in each property. Green spaces cool the air compared with buildings and concrete; lawn is absorbent during heavy rain. Roots of native trees help water soak into the ground. How many trees can be planted in each of these back yards and not just a token tree.

We learnt in Covid times how good it is for peoples mental health to be outside. Kainga Ora could create a beautiful green space for these new families to come together. Somewhere the parents can get to know one another, creating a friendly community. A green space with swings and a slide for the children to play safely on, instead of the road. Please note that we have a school in our street – (PNINS) Palmerston North Intermediate Normal School and for security reasons they lock their gates each night. In fact, with these extra new families do the surrounding schools have the capacity to take more children?

Petition: Overutilization of Land
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Kainga Ora prides itself on working with people in existing neighbourhoods. So please listen and hear our signatories when we say 10 NEW houses are too many for our Street. This type of intensification is not consistent with our street. No one is opposed to building, but 4 to 6 single dwelling houses would be better built in our Street, which is predominately single dwelling houses. Instead build a beautiful green space. Or have less houses and have separate houses {not joined} with more grass.

South Street is not very wide – in fact it is approximately 9.9 metres. The traffic will increase with these proposed 10 new houses. **S7(2)(a) Personal Privacy** The proposed speed limit of 30km/h does not always get adhered to. Speedsters are becoming more evident day by day. PNINS has an entrance halfway down South Street. School drop offs and pickups are horrendous. We cannot enter and leave our driveway at times. The parents park across driveways. Let alone the all-day car parkers and the extra car parking that would come from the new residents themselves, friends, or family.

I watched a couple of weeks ago, all the cars banked up from the school entrance up to Ferguson Street. Once the traffic lights are in place at the corner of Ferguson and Pitt Streets, turning right will be very difficult if not, non-existent.

These new houses will be connected to existing services without any upgrade to plumbing and sewage pipes in our street. That's 10 times more toilets, showers, baths, washing machines and dishwashers. Can the added drains on the property and present gutters cope. I do know that the gutters and corner drains at South/Fergusons Streets block in heavy rain and the street floods.

Change does not always bring the results people want and the future of Palmerston North is changing. It is up to the residents to have more say. Having feedback sessions during working hours or even after school hours is not conducive to hearing everyone, as many people cannot attend during those times. On-line surveys are fine for some, but there could be a demographic without computers or do not want to do an online survey, so they cannot share their views. What the people really need is one meeting in a hall with all involved on a weekend.

I want to thank everyone here today for listening. I especially want to thank those residents that have supported me by coming today. It's you and your children's future too. Where will your great grandchildren be living and how will they be living in 10 to 50 years' time. Doesn't matter? YES it does to **your** great grandchildren. The decisions you make today affect them. Thank you.

MEMORANDUM

TO: ELECTED MEMBERS

FROM: DAVID MURPHY, CHIEF PLANNING OFFICER

SUBJECT: CLARIFICATION OF IMPLICATION OF OPTIONS FOR CIVIC AND CULTURAL MASTERPLAN

DATE: 28 MARCH 2023

CC: EXECUTIVE LEADERSHIP TEAM

1. ISSUE

- 1.1 Elected members have sought further clarification on the effect of recommendations of the report 'Council Consideration of Options to Progress the Civic and Cultural Precinct Masterplan' and what work would be undertaken by consultants and/or Council officers between now and the adoption of the LTP should the report recommendations be adopted.

2. IMPLICATIONS OF OPTIONS

- 2.1 The effect of the recommendations (based on option 3), should they be adopted, is that no further consultant work would be required before the adoption of the 2024-34 LTP. Council officer time would be needed to develop LTP programmes to support the suite of recommendations and internal resourcing is sufficient to support this.
- 2.2 If elected members were instead to adopt option 1 of the report then there would be no further work by either staff or consultants on the Civic and Cultural Precinct Masterplan.
- 2.3 If elected members were instead to adopt option 2 of the report, then staff would use the budget in the 2022/2023 financial year (within programme 1949) to engage a consultant to finish the Master Plan. The report notes that this option is becoming decreasingly viable.

MEMORANDUM

TO: ELECTED MEMBERS

FROM: PETER RIDGE, SENIOR POLICY ANALYST

SUBJECT: LEGAL CONTEXT FOR SETTING SPEED LIMITS

DATE: 28 MARCH 2023

CC: EXECUTIVE LEADERSHIP TEAM

1. ISSUE

- 1.1 Elected members have requested further clarification on the legal basis for the proposed Speed Management planning process and the process for setting speed limits around schools.
- 1.2 The following information has been supplied to give additional context about the legal basis for setting speed limits, including the requirement to reduce speed limits around schools. This information supports the report entitled "Draft Interim Speed Management Plan – Approval for Public Consultation."

2. SPEED MANAGEMENT PLANS

Process

- 2.1 At the highest level, the Minister of Transport signed the Land Transport: Setting of Speed Limits Rule 2022 on 13 April 2022 and it came into effect on 19 May 2022. Rules are a form of devolved legislation, also called secondary legislation, and are an enforceable requirement on the agencies and authorities to which they relate (including local authorities). The Land Transport: Setting of Speed Limits Rule is therefore validly made and is applicable to the Council.
- 2.2 The ability to set speed limits via a bylaw has been rescinded with the commencement of the Setting of Speed Limits Rule. The only valid way to make or change a speed limit is therefore via a Speed Management Plan.

- 2.3 We have the choice of either making our own speed management plan (option 1) or contributing to the regional speed management plan (option 2). Regardless of which option we choose, we are still required to provide the same information and consult on the speed limits we are proposing.
- 2.4 These requirements apply to every local authority. Most Councils have chosen option 1 but some may have chosen option 2. They may be operating on a different timeframe or may be opting for a smaller scope of work (which may result in a different timeframe to ours). However, every single local authority in the country will have to be part of a regional speed management plan by June 2024 – either by developing a speed management plan of their own as we are doing, or by contributing the same information to their relevant regional transport committee. No council is exempt from this process. If they do not follow this process, then they have no ability to make or change a speed limit on their roads.

Schools

- 2.5 Road to Zero: New Zealand's Road Safety Strategy 2020-2030 is the Government's plan for achieving its road safety vision. The subsequent Road to Zero Action Plan introduced requirements for slower speeds around schools:

“...road controlling authorities will be required to reduce speed limits around urban schools to 30km/h (or 40km/h where appropriate) and around rural schools to a maximum of 60 km/h. These could be variable speed limits where appropriate ... By 2022 there must be a plan for all schools to have lower speed limits in place over the 10 years of the *Road to Zero* Strategy. By 2024, we expect to see 40 percent of schools with speed limits in compliance with the Rule...”
- 2.6 Deadlines for compliance with the targets are now confirmed through the Setting of Speed Limits Rule (described above). We must review and set lower speed limits for roads around all schools by December 2027, with at least 40% covered by June 2024.
- 2.7 We have chosen to include all schools within a single interim Plan. This allows us to secure and access funding from Waka Kotahi, while that funding is available, to assist with the implementation of these slower speed limits.