



PAPAIOEA
PALMERSTON
NORTH
CITY

PALMERSTON NORTH CITY COUNCIL

AGENDA MINUTES ATTACHMENTS FUTURE DEVELOPMENT STRATEGY JOINT STEERING GROUP

9.00AM - HEARING, MONDAY 13 MAY 2024

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

FUTURE DEVELOPMENT STRATEGY JOINT STEERING GROUP MEETING

13 May 2024

6	Hearing of Submissions - Draft Palmerston North Future Development Strategy 2024	
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3.	Submission 90 - Foodstuffs North Island Limited - Tabled Item	14
4.	Submission 110 - Lynley Annand - Tabled item	16
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Inclusion of the Bunnythorpe Business Park as a Growing Out Area



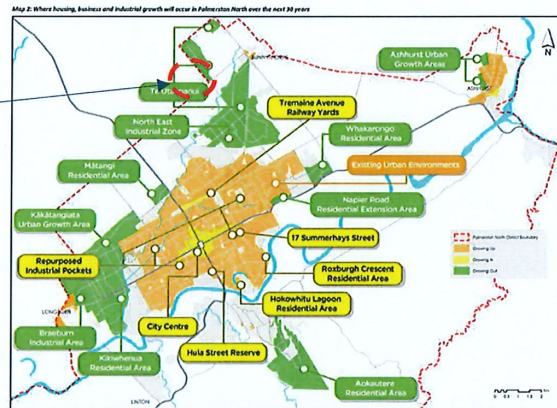
2ND CHAPTER PARTNERS
IF YOU KNOW YOU KNOW

Target Land

80ha (more or less) of Rural Zoned land that the Developer intends to reposition to Industrial to meet the growing needs of the Palmerston North Industrial requirements.

Reasons for Inclusion to the FDS Growing Out Plan

- Integration with Te Utanganui
- Infrastructure Efficiency
- GHG emission reduction
- Single ownership – with credible and proven developer
- Flood mitigation will ensure less than minor upstream / downstream effect and will enable much needed industrial land supply to satisfy market demand.



Flood Mitigation Measures

- Floor levels raised above the 0.5% AEP flood levels, via fill.
- Provision of offset floodplain volume via cut, to mitigate any impact from displacement.
- Waterway rehabilitation works, including channel upgrades and/or stop bank relocation.
- Construction of formal overflow/spillway channel, to manage overland flow paths through the Subject Land
- End-of-line flood basin, to mitigate flood impacts from catchment-wide.
- In addition, the ability to integrate the S/W design with the RFH would provide benefit to the RFH that is difficult to replicate by any other property.

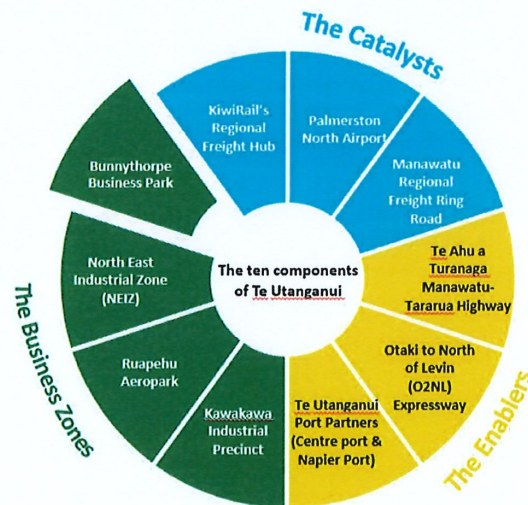
FDS Inclusion

The BBP should be included in the FDS, and the developer given the opportunity to evidence with the appropriate amount of time the ability to mitigate the negative effects of any stormwater through the development.

2nd Chapter Partners

The Directors and Managers of 2nd Chapter have over 2 decades of Logistics and Infrastructure management and delivery experience across NZ and Australia, as well as significant Industrial land development and construction experience.

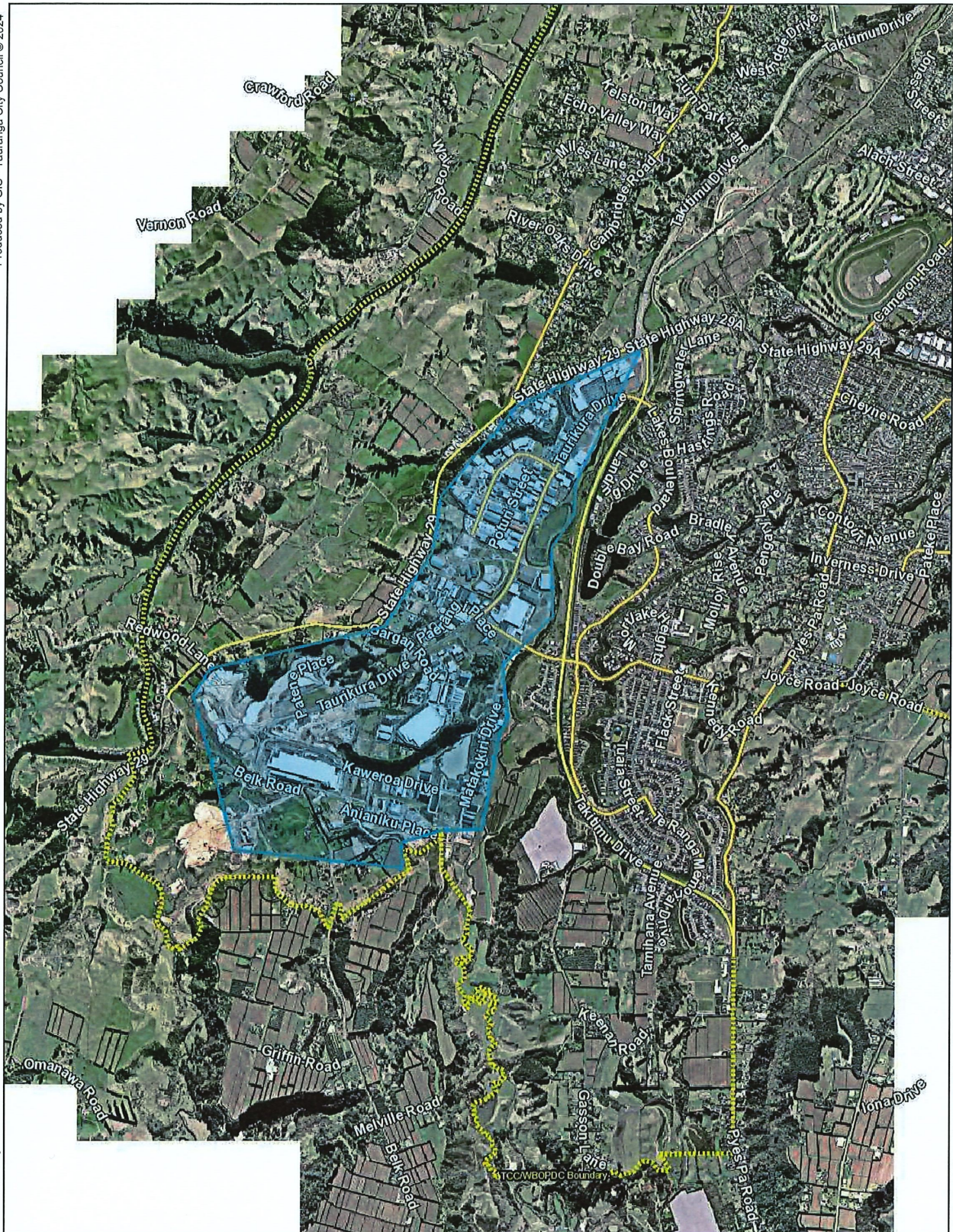
We also have strong relationships with KiwiRail, Iwi, and more broadly, large scale private developers to deliver a successful project that will increase industrial land availability and job creation in this region.



2ND CHAPTER PARTNERS
IF YOU KNOW YOU KNOW

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Printed 12-May-2024



Aerial Photography flown in 2017 with some areas flown in 2018, 2019

Cadastral Information sourced from LINZ. Crown Copyright Reserved

Tauriko Business Estate - Tga Western Growth Corridor

0 987.90 1,975.80 Meters



Information shown on this plan is indicative only. The Council accepts no liability for its accuracy and it is your responsibility to ensure that the data contained herein is appropriate and applicable to the end use intended.





2CP FDS Submission

Bunnythorpe Business Park FDS inclusion
Discussion
May 2024

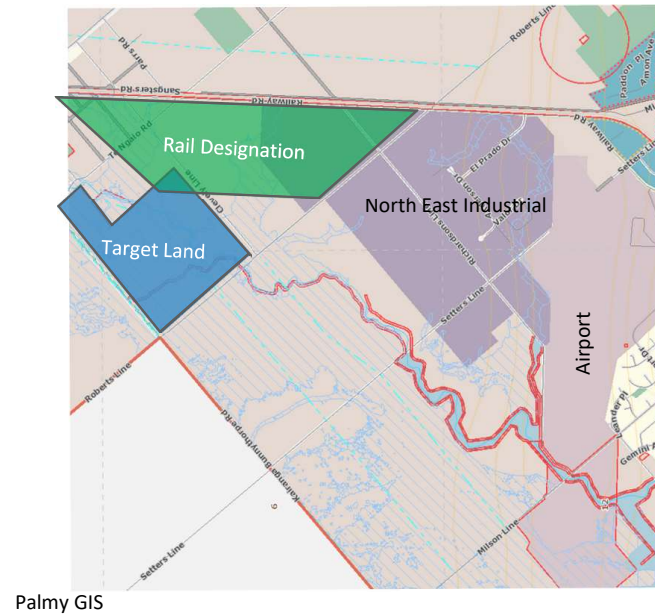
2nd Chapter Partners

14 May 2024

1

The Target Land

80ha (more or less) of Rural Zoned land that the Developer intends to reposition to Industrial to meet the growing needs of the Palmerston North Industrial requirements.

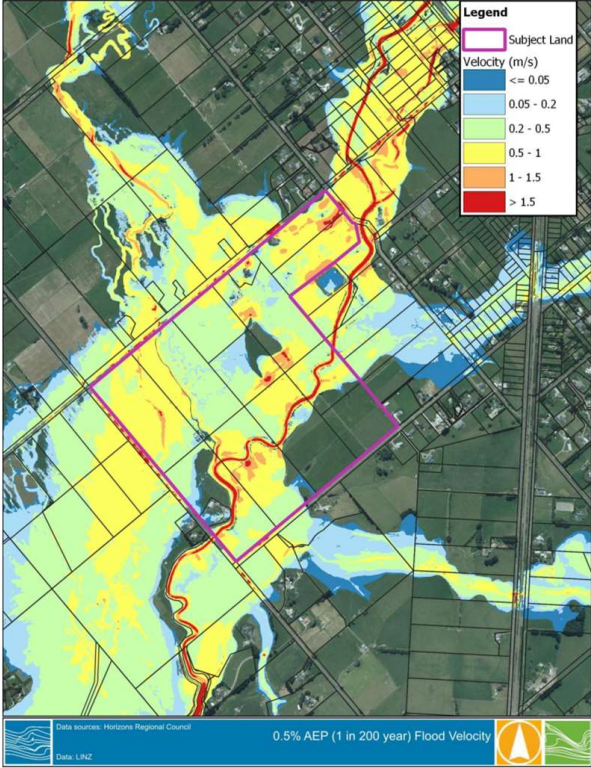
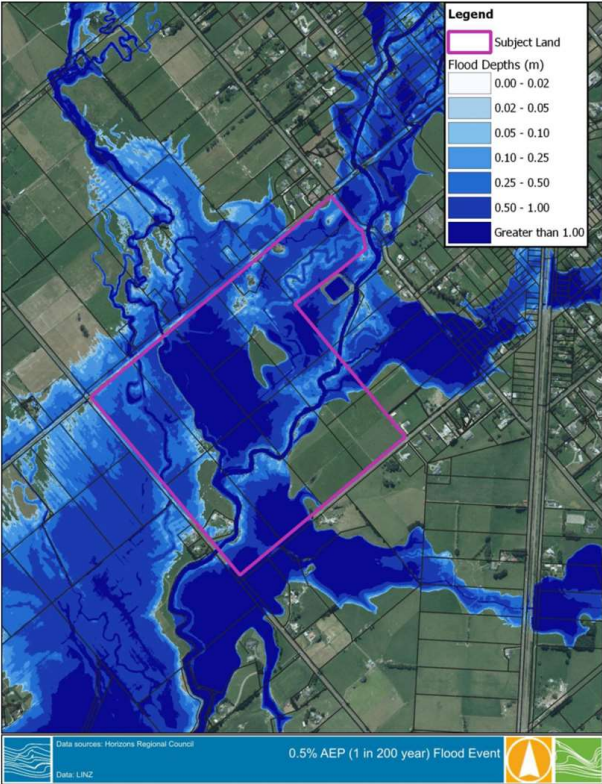


14 May 2024

2nd Chapter Partners

2

Flooding Constraints (without engineering)



14 May 2024

2nd Chapter Partners

3

Flood Mitigation Measures (as determined by Independent Hydraulic Engineer)

14 May 2024

Floor levels raised above the 0.5% AEP flood levels, via fill.

Provision of offset floodplain volume via cut, to mitigate any impact from displacement

Waterway rehabilitation works, including channel upgrades and/or stop bank relocation.

Construction of formal overflow/spillway channel, to manage overland flow paths through the Subject Land

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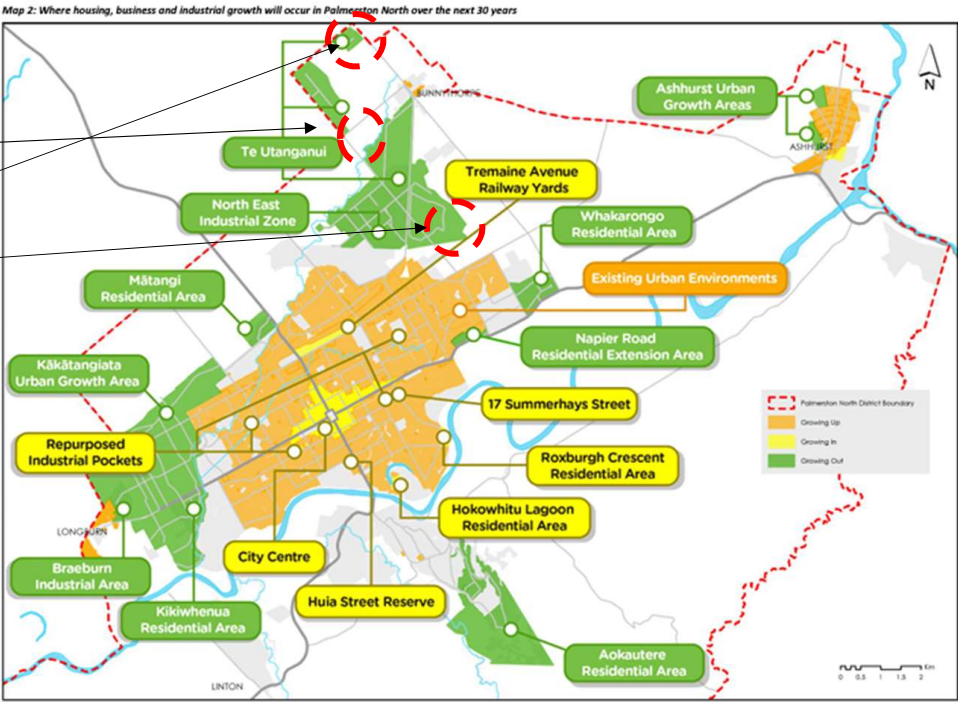
2nd Chapter Partners

4

Proposed Plan Update

Include the BBP

Reduce/Remove Areas C, D and E

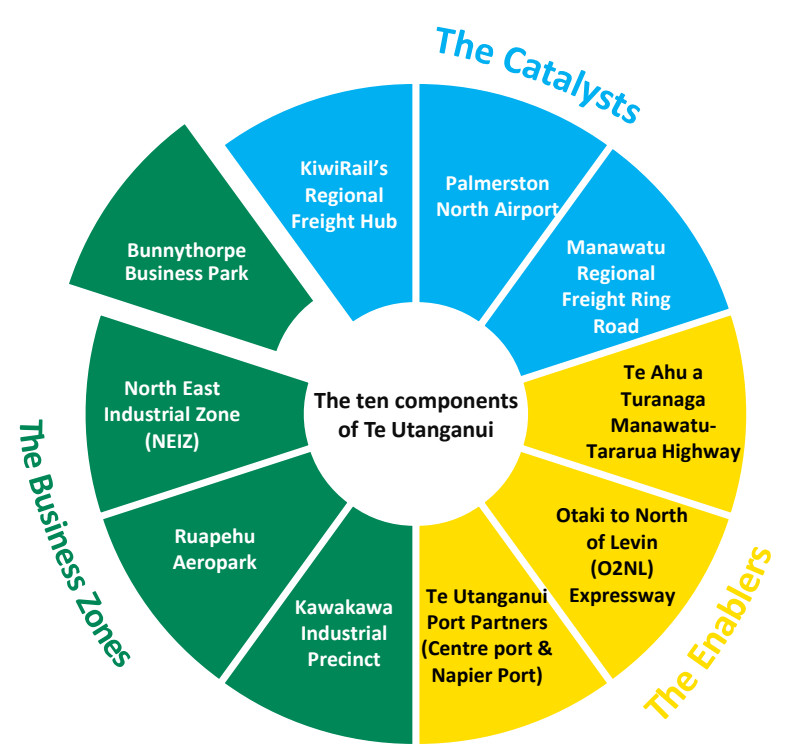


14 May 2024

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5

The 10 Components of Te Utanganui



14 May 2024

2nd Chapter Partners

6

Reasons for Inclusion to the FDS Growing Out Plan

Integration with Te Utanganui

Infrastructure Efficiency

GHG emission reduction

Single ownership – with credible and proven developer

Flood mitigation will ensure less than minor upstream / downstream effect, and will enable much needed industrial land supply to satisfy market demand

14 May 2024

2nd Chapter Partners

7



Thankyou

Liam Dickson

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14 May 2024

2nd Chapter Partners

8

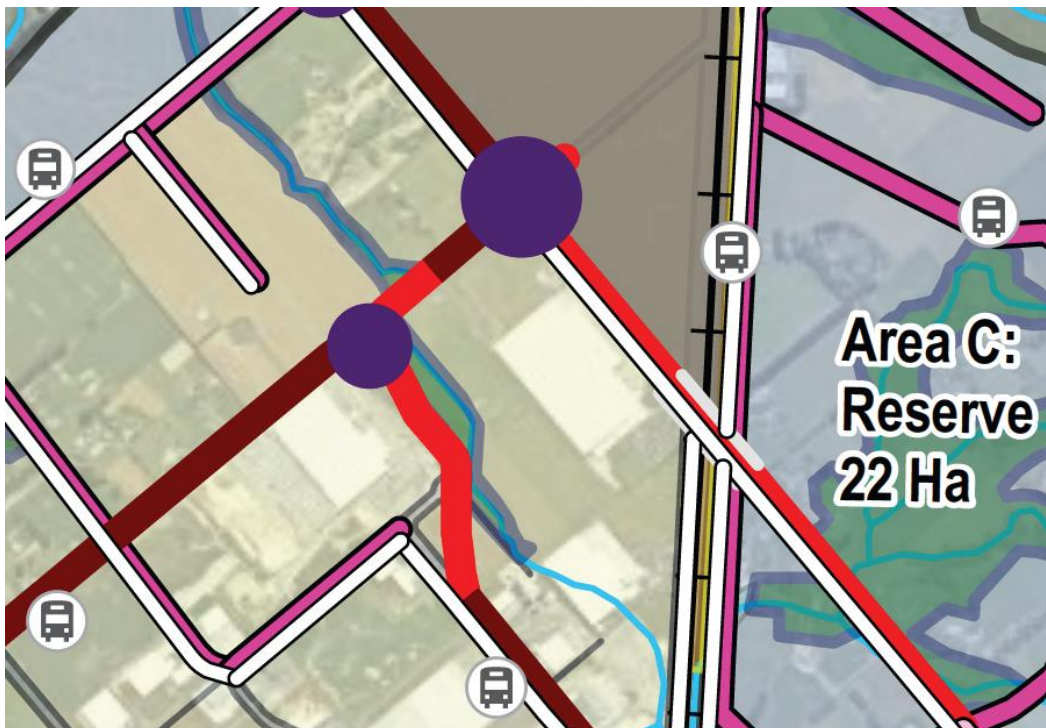
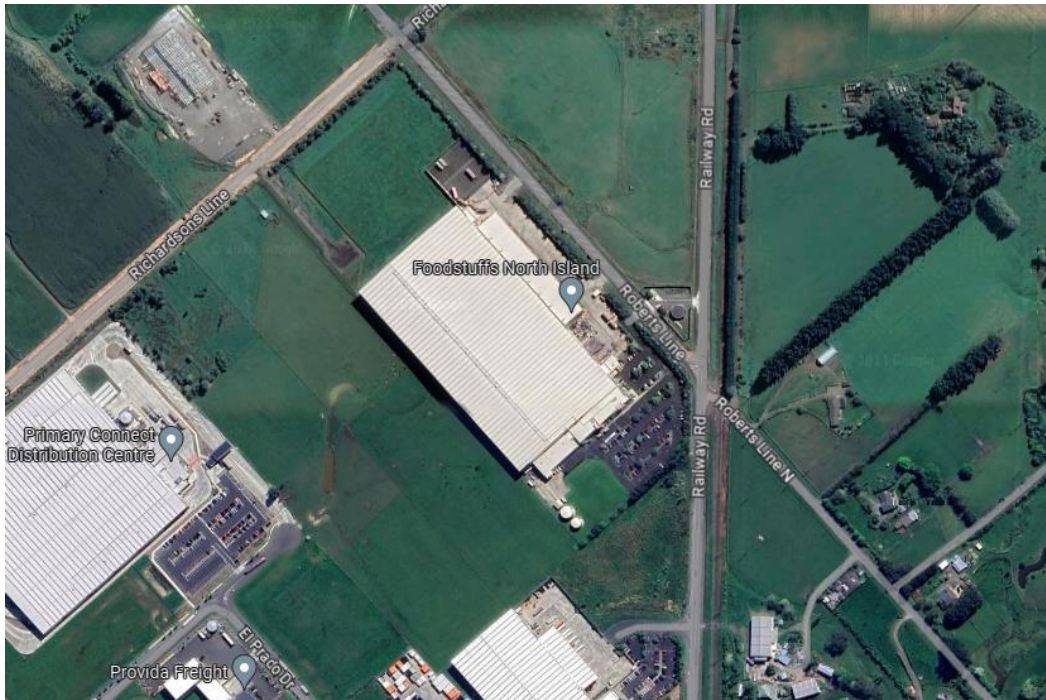
PALMERSTON NORTH CITY COUNCIL – FUTURE DEVELOPMENT STRATEGY

Roberts Line – David Boerson, Foodstuffs North Island Limited, speaking notes

- I understand that the Councillors have read our submission in full, and therefore will not repeat or summarise the content of the submission given the limited time I have to present to you.
- Our core concern with the draft FDS is the manner in which it incorporates Te Utanganui. We support the intent of that project, but are concerned with implications of the project in its current form for the continued operation and future expansion of our Ambient controlled distribution centre at 703 Roberts Line which play a crucial role in providing essential food distribution to the lower North Island (approximately 1.5m people).
- The four key aspects of Te Utanganui that we oppose are:
 - o Grade separation of Railway Road/Roberts Line – while not discussed directly in the FDS, the intersection is identified on the masterplan appended to the draft FDS (Figure 24). A reader of the FDS would then find further information on Council's website regarding the detailed upgrades now proposed. If implemented, the future roading network proposed would depart substantially from that arrived at through the Kiwirail NOR process which Foodstuffs was deeply involved in.
 - o Any proposal to restrict movements at the Richardsons Line/Roberts Line intersection and/or land take to improve that intersection. These matters were addressed in some detail through the Kiwirail NOR process also.
 - o A proposed road connection through our site which our experts tell us is not required and will have significant implications for the future expansion of our facility. This connection is illustrated on Map 14 within the FDS, as well as the masterplan itself at Figure 24.
 - o A "stormwater" notation on our site, in a location we have already applied for resource consent to extensively earthwork to enable future expansion. This notation is illustrated on Map 13 within the FDS, as well as the masterplan itself at Figure 24.
- We acknowledge there are plan change processes to come, which Foodstuffs can participate in. However, the FDS has a particular status under the National Policy Statement on Urban Development 2020, and must be had regard to in future plan change processes.
- At present, we are concerned that the FDS incorporates Te Utanganui wholesale, and thus implies that Te Utanganui, including the matters of particular concern to Foodstuffs outlined above, are core matters that should guide future plan change processes. For that reason, Foodstuffs says it is important that its concerns are appropriately addressed, and the FDS is revised to resolve these concerns, now. Matters of concern should be deleted from the FDS, or clarity provided that contentious aspects of Te Utanganui do not form part off the FDS.

David Boerson

Foodstuffs North Island Limited



While I agree with much of the positives mentioned here today such as regional growth and employment,
I am here to express my strong opposition to the proposed Zone C industrial re-zoning in Roberts Line North.

I believe the site is incompatible with meeting PNCC own strategic directional goals of:

- A connected and Safe Community**
 - An Innovative and Growing City**
 - And An Eco City.**
-

I am here today as a directly impacted owner of 580 and 600 Roberts Line North.
I am the 4th generation to farm this land that has been in my family for close to 90 years.

My Great Grandparents Charles and Lillian Coutts were the first of my family to farm 632 Roberts line

- Succeeded by my Grandparents Lois and JP Coutts,
- and now my parent Jay Kuchtze and myself.

I would also like to note historical family dealings with this council and their re-zoning have been neither fair nor just.

-Underhanded dealings where insider councillor knowledge of upcoming re-zoning plans in Awapuni forced a sale of family land, resulted in great financial gain upon rezoning to a former PNC council member.

If not questionable legally, then we can all agree morally reprehensible.

Moving forward in time my family owned and farmed a large parcel of land on Aokautere Drive, which was then without surprise also re-zoned from rural to residential.

-When sale was refused, we were met with continual rates rises making farming unviable and unfordable.

-The stress and ongoing legal back and forth caused My grand father JP Coutts significant health problems, most impactfully a stroke and the inevitable downward decline of his health

-due to the strain and ongoing health issues the battle to keep his land became too difficult and the property was surrendered.

-As you know, this area of Aokautere Dr is now a mass residential development, the area near my childhood driveway now named Coutts way.

-which seems absolute token atonement for the shameful treatment to a person who dedicated his surgical career to serving the people at the Palmerston North public hospital.

I am sure you will understand the visceral distrust due to past and underhanded tactics used, and now this plan which directly contradicts past correspondence and assurances from the PNC Council.

- Past actions against my family have shown re-zoning to be a tactic employed by the council to acquire valuable land due to favourable locations and sell for mass profit to developers.
- I would not be surprised if your proposed zone C plan is under the ruse of acquisition for industrial development only to be sold on to developers for mass residential housing and huge profit to fund the rail hub elsewhere.
- likely the ideally situated Kairanga Bunnythorpe road area.

It is quite unbelievable that a third re-zoning plan has come up for my family in three separate corners of this city.

Past histories and personal feelings aside, the following are reasons I believe the proposed area c is incompatible with Papaioea's strategic directional goals of;

-A connected and Safe Community

Increases in heavy load traffic will cause a substantial risk to drivers and pedestrians. The intersection of Roberts Line and Kelvin grove road is already a troubled blackspot with current commuter traffic.

- the introduction of mass heavy industry traffic will pose significant risk to the safety of drivers, and pedestrians of the popular Linklater reserve as well as the surrounding residential area of Kelvin grove.

The Roberts Line bore for drinking water taps into the Aquifer directly under the farm and surrounding areas.

- Industrial waste, runoff and seepage pose huge safety risk being located above a public water source.

Unstable ground due to shallow groundwater and large number of springs and waterways
-all pose risk to the structural stability for industrial building.

Noise pollution from industry and anti-social behaviour that industrial zones bring.

- boy racers, street-drags and illegal fly tipping will negatively impact and impede the residents quality of life.

Industrial pollution in close proximity to residential areas.

- Residents will be exposed to high numbers of toxic substances, carcinogens and heavy vehicle pollution.

I would also like noted.

Mount Maunganui's significant health risks and 13 premature deaths due to poor air quality from their industrial area in close proximity with residents.

- the study estimated the social cost of the premature deaths and ailments was 22 million dollars.
- this report was published by Te Whatu Ora in July last year and is available on-line.

-The directional goal of an innovative and growing city

An offer to view the actual site to show the impossibility of this venture was declined by the Primary Planner, who seemed shocked and taken aback when viewing the outlook and commented on the extreme contouring of the land and deep waterways.

I suspect the land contouring map used for zone C is incorrect and has been blindly selected due to location rather than any actual feasibility or investigation.

-this land will not cater to this type of industrial development.

The Freight ring road and the proposed overbridge in Zone C is incompatible as cited above, -the land is highly contoured, riddled with waterways, springs, and groundwater.

Developing this land to a barely feasible standard for industry use will be an excessively costly and foolhardy venture.

-Especially when there are more suitable site ready areas available.

-Height restrictions under airport flightpath and surrounding area render upward growth impossible.

-Outward growth is also hugely limited as Zone C is essentially landlocked by residential and natural and manmade barriers - including the airport runway, the railway line, and the actual hub itself located in zone A and B.

There is also zero real infrastructure in place, other than electric and old Phone lines,

-properties on Roberts Line are tank only.

-there is no water, no sewerage, no stormwater.

a huge amount of unnecessary time, finances and resources would be required where growth is already severely restricted.

-The directional goal of an eco-city

Industrial zone C will have a catastrophic impact on the environmental well-being of the area and regional impacts to the ecosystem.

Decades of consistent soil testing show this area is Marton Silt Loam and is classed as Highly Productive Land for food production, which is protected by the Highly Productive Land national policy.

580, 600 and 632 Roberts line have been used extensively for crop and food production for nearly 100 years.

-Industrial development will irreparably pollute this highly productive land.

The extensive waterways and ponds contain native bird life and at-risk native long finned eel,

-The reserve area marked on the plan does not cover the vast extent of flowing waterways and ponds that support native vegetation and life.

The Aquifer and drinking water bore has been mentioned,

-Pollution, runoff and industrial soil leaching into aquifers, springs and waterways, many of which eventuate into ocean around Foxton will not only risk human health but be disastrous ecologically.

While I understand growth and development are positive for the Manawatu, I ask common sense prevail and you look towards moving zone C to the better suited area near Zones A and B. This is around the Kiaranga Bunnthorpe Road, Milson line areas, where Infrastructure is already in place.

- Water, Storm water, Sewage, power and internet connectivity works are already there.
- It is currently an industrial area, so is already primed for expansion.
- It will also cater to expansion upwards and outwards and would give greater and easier access to the rail hub, distribution centres and large-scale businesses already there.

This area will limit impact to the public and provide greater safety and quality of life for residents

I believe it will also offer Far less Environmental consequences due to the areas lack of waterways, springs, and the aquifer/drinking water source.

On a personal note;

I object to Zone C - as extensive works are already in place to continue building 580/600 Roberts line into a sustainable ecological long term food farm.

The goals set in our business plan is planting for future generations with carbon efficiency and low environmental impact, eventuating in organic accreditation and tourism opportunities for the region.

-details of which are provided in my submission.

The aim has been a high yield low environmental impact approach.

-Extensive planting plans in place to capture the typography and natural positives of the land. - highly contoured steep inclines of damp, waterlogged land leading to waterways have been planted with olive, nut, truffle inoculated producing trees to not only benefit from the water logged ground but to also provide stability from slips/erosion.

-All while enhancing the environment with native plantings and restoring numerous waterways, ponds and springs.

-The purpose has been to make the most of all areas of the land by use of specific planting for each area, enhancing and benefitting the environment to meet the carbon offset scheme via ETS registration.

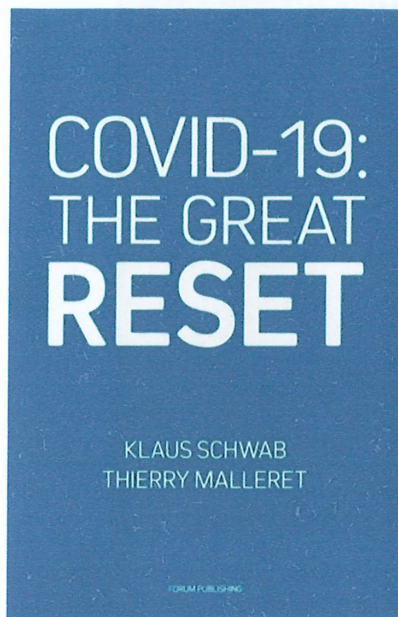
Enquires to council regarding building consent in Jan 2023 were declined by Steve McNicholl, due to the Highly Productive Land clause.

-I was advised that this land may only be used exclusively for food production.

So my question to you, is how in the space of just over a year, has the Palmerston North City Councils stance changed from the soil quality being so high and productive I was unable to gain consent to build a home on it - to it now only being good enough to bowl everything and cover it all with factories, concrete?. An industrial wasteland.

My story is only one of the many affected families in the proposed area, but it is important to note that all works planned and undertaken, have been for the purpose of continuity and succession of my family living on and farming this land. With respect to generations past and in hope for generations to come.

Thank you for your time and consideration.



World Economic Forum and UN Sign Strategic Partnership Framework

Published
13 Jun 2019

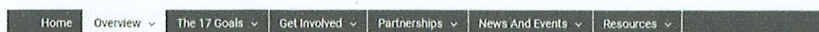
2019

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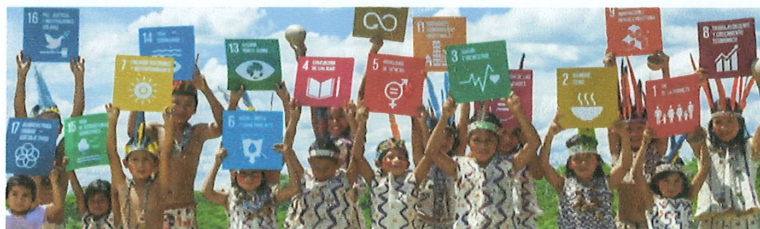


Alem Tedeneke, Media Manager, Tel.: +1 646 204 9191, Email: ated@weforum.org

- The UN-Forum Partnership was signed in a meeting held at United Nations headquarters between UN Secretary-General António Guterres and World Economic Founder and Executive Chairman Klaus Schwab to accelerate the implementation of the 2030 Agenda for Sustainable Development
- The partnership identifies six areas of focus – financing the 2030 Agenda, climate change, health, digital cooperation, gender equality and empowerment of women, education and skills – to strengthen and broaden their combined impact by building on existing and new collaborations



The Sustainable Development Agenda



What are some ways in which Klaus Schwab believes technology is transforming the way we live and interact with each other?

Klaus Schwab, the founder of the World Economic Forum, believes that technology is transforming the way we live and interact with each other in several ways. He notes that we are at the beginning of a revolution that is fundamentally changing the way we live, work, and relate to one another. Some of the ways in which he believes technology is transforming our lives include:

- **Neuro-technological brain enhancements:** Schwab highlights the rapid advancements in neuro-technological brain enhancements, which have the potential to change the way we think, learn, and interact with each other.
- **Genetic editing:** He also mentions genetic editing, which is another area of rapid progress, with the potential to fundamentally change the way we live and interact with each other.
- **On-demand economy:** Schwab emphasizes the rise of the on-demand economy, also referred to as the "sharing economy," which has been made possible by technology-enabled platforms. These platforms match supply and demand in very accessible and low-cost ways, providing diverse goods and services, and allowing suppliers and consumers to interact with and give feedback to each other.
- **New forms of organization and leadership:** The book highlights the impact on businesses, identifying that the technologies driving the fourth industrial revolution are substantially influencing how businesses are led, organized, and resourced.

Follow up

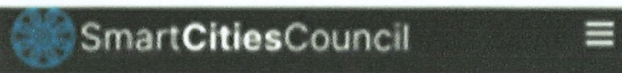
How will the on-demand economy affect traditional employment and worker rights?

What are some examples of successful on-demand economy business models and how do they operate?

How do you think genetic editing will impact the field of medicine and treatment of genetic disorders?

"This work indicates that the fourth industrial revolution is unique, driven as it is by a global network of smart (network-driven) cities, countries and regional clusters, which understand and leverage the opportunities of this revolution – top down and bottom up – acting from a holistic and integrated perspective."

— Klaus Schwab, The Fourth Industrial Revolution



Submitted by Adam Beck on August 9, 2021

New Zealand has announced a global first today becoming the first nation in the world to have all of its local Council's join the Smart Cities Council.

Under the partnership the Association of Local Government Information Management (ALGIM) and Smart Cities Council Australia New Zealand (SCCANZ) will work together to provide world leading resources to the Council's, including SCCANZ's leading Smart Cities Academy and Smart Cities Practitioner Certificate program.

Both parties will engage in a range of networking, thought leadership and collaborative project engagement activities.

New Zealand Director for SCCANZ Jannat Maqbool said, "We are excited to continue to build and showcase to other nations how New Zealand is using technology and data to enhance liveability, workability and sustainability".

"In 2016, two academics from Oxford University came to the conclusion that up to 86% of jobs in restaurants, 75% of jobs in retail and 59% of jobs in entertainment could be automatized by 2035."

– Klaus Schwab, COVID-19: The Great Reset



cloud services # smart cities # the smart cities council

Smart Cities Council ANZ releases new development code

Wed, 31st Oct 2018

FYI, this story is more than a year old

Related stories

Data democratisation is a balance between empowerment and best practice

Qualtrics expands AI offerings in global partnership solutions

Teradata expands Strategic Collaboration Agreement with AWS

Broadband Forum boosts 5G developments for converged services



By Sara Barker, Copywriter and Senior News Editor

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The Smart Cities Council and Green Building Council of Australia have released a new standard of practice designed to ensure smart cities are built in ways that are sustainable and deliver numerous benefits to citizens.

The Code for Smart Communities is a new benchmark for urban development practices across urban regeneration precincts, greenfield communities and institutional campuses.

The Code addresses issues including telecommunications connectivity, data insights, digital planning practices and innovation districts.

Smart Cities Council Australia and New Zealand executive director Adam Beck says the Code is an important milestone.



Rbnz

rbnz.govt.nz › money-and-cash › future-of-money › cbdc › what-is-a-cbdc

What is a CBDC?

July 21, 2023 - Our 5 workstreams help to make sure that New Zealanders enjoy reliable and efficient money and payments systems that support innovation and inclusion.



Vixio

vixio.com › insights › pc-new-zealands-cbdc-plans-take-shape

New Zealand's CBDC Plans Take Shape

Orr summarised: "A CBDC would provide a platform for economic and financial innovation, including competition in the payments and settlement sector, cross-border transfers, and financial inclusion and capability building tools." - Much like the rest of the world, digital payments have spiked in New Zealand in recent years. According to Payments NZ...



NZ Herald

nzherald.co.nz › home › business › nz dollar goes digital in new stablecoin

NZ dollar goes digital in new stablecoin - NZ Herald



safe havens?

Investor holdings of NZDD would be held one-for-one with New Zealand dollars in an Easy Crypto-controlled trust account. Easy Crypto would earn the interest on funds held in the account, like a deposit savings account. A New Zealand dollar stablecoin is similar to what a central bank digital currency (CBDC...

Published: November 23, 2023

China's facial recognition technology is also being used in various sectors, including law enforcement, transportation, and commerce. For example, facial recognition is used to access office buildings, identify criminals, and even shame jaywalkers at busy intersections. The technology is also being used in public spaces, such as hotels, shopping malls, and airports, to monitor and track individuals.

Despite these efforts to restrict the use of facial recognition, China's facial recognition system remains one of the most advanced and widespread in the world. The country's facial recognition technology is also being exported to other countries, with some US companies, such as Clearview AI, developing and exporting face recognition tools that can connect a surveillance camera image of a person to their online identities.

Oxford Mail

Traffic filters will divide city into six "15 mi

LOCAL GOVERNMENT

TRAFFIC

OXFORD



By Miranda Norris
Senior reporter

Share [f](#) [t](#) [in](#)

53 Comments

ROAD blocks stopping most motorists from driving through Oxford city centre will divide the city into six "15 minute" neighbourhoods, a county council travel chief has said.

And he insisted the controversial plan would go ahead whether people liked it or not.

Guide to Ultra Low Emission Zones (ULEZ)

With London's Ultra Low Emission Zone (ULEZ) now expanded, this guide explains how the zone works and the fees you'll need to pay.

ULEZ is a 24-hour, 7-day, 365-day zone.

⚡ Summary

- Originally covering the same area as the London Congestion Charge zone, ULEZ expanded on 25 October 2021 to include the area up to (but not including) the North Circular and South Circular roads.
- Financial charges are used to disincentivise drivers of the most polluting vehicles from driving within the zone.
- These financial charges under the London ULEZ are in addition to the Congestion Charge, and failure to pay can result in penalty fees.
- The London ULEZ is distinct from the Low Emissions Zone (LEZ) which covers a wider area and mainly affects commercial vehicles.



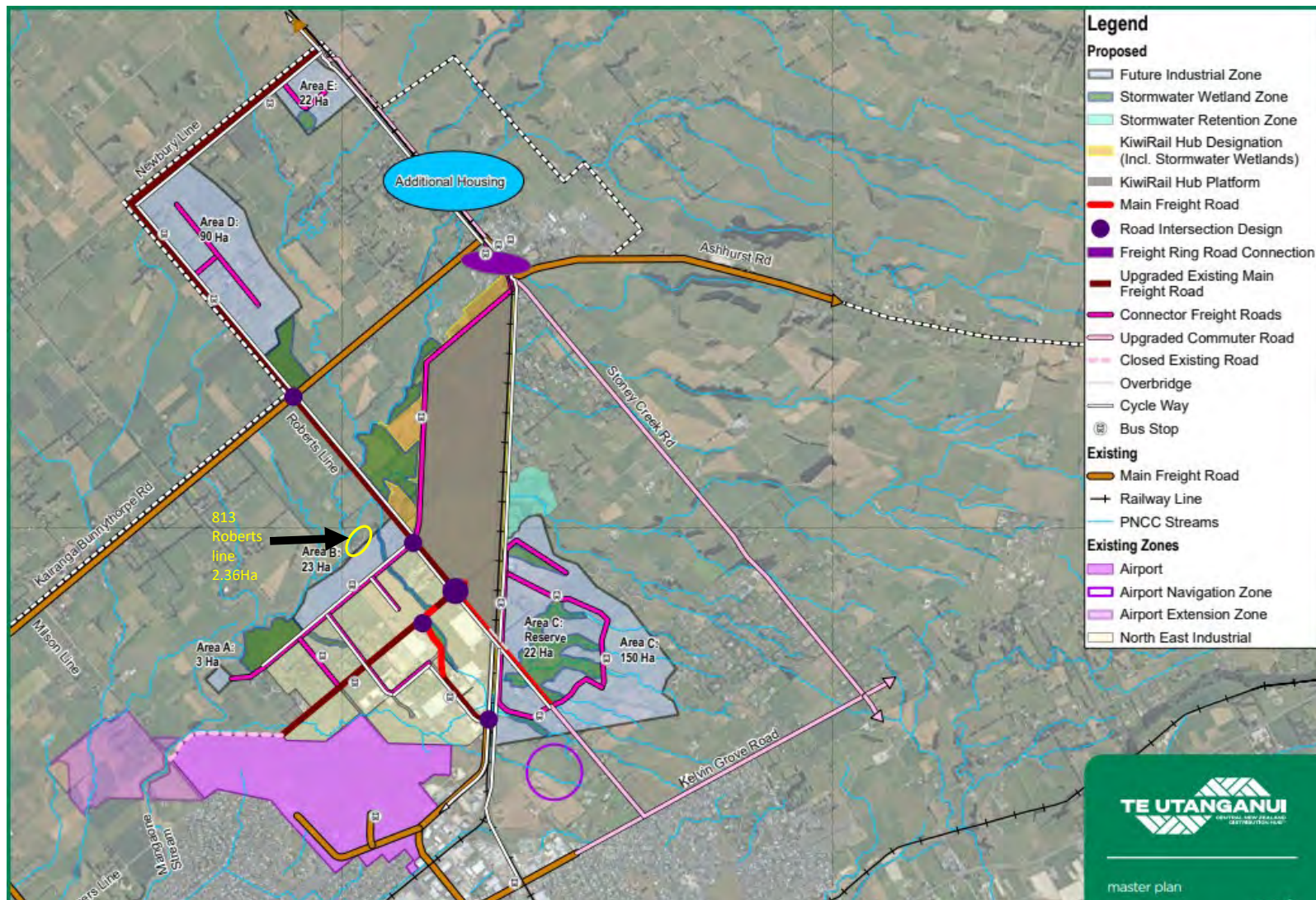
David and Fiona Odering
813 Roberts Line
The Odering family
home

- 2.36Ha Rural Residential

813 Roberts Line Palmerston North
LOT 1 DP 483920

Valuation Ref. 14461 374 00





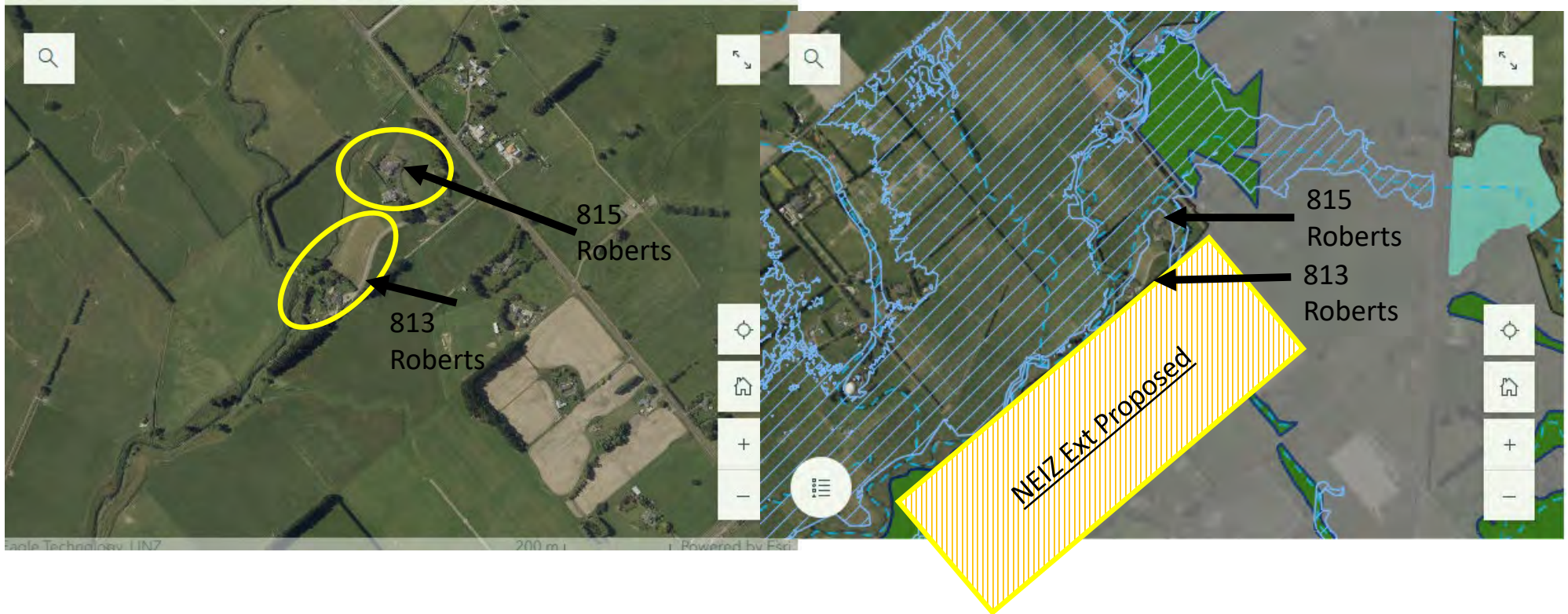
View over the
proposed NIEZ toward
Woolworths DC



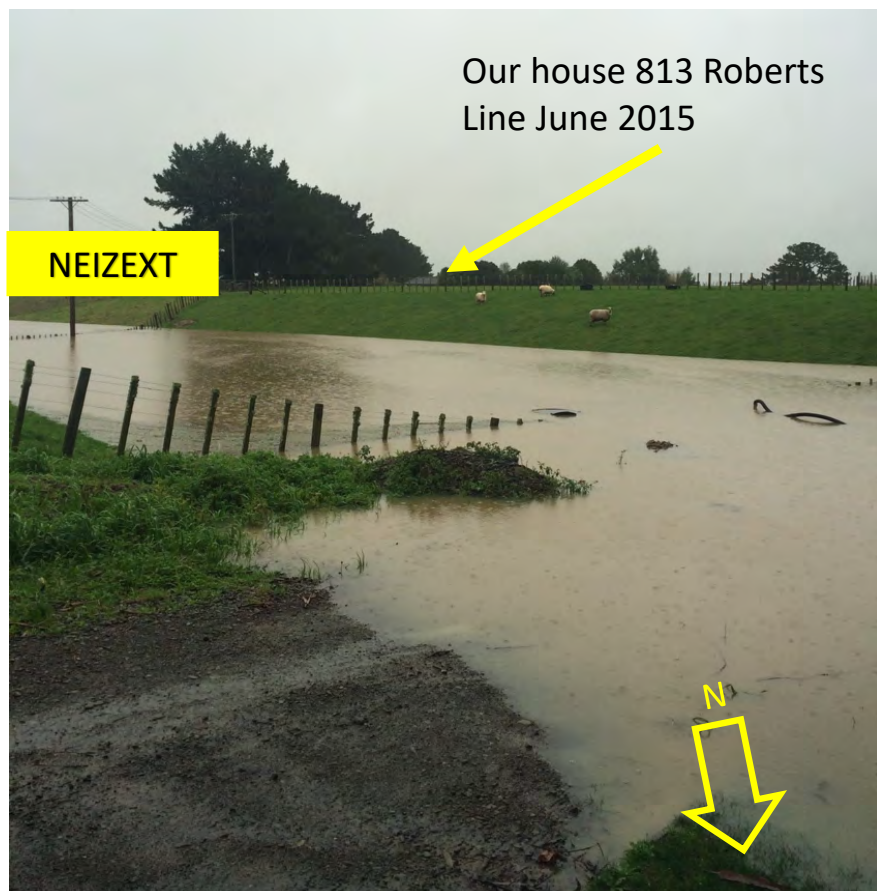
View across our paddock at
the NEIZ land behind the
trees



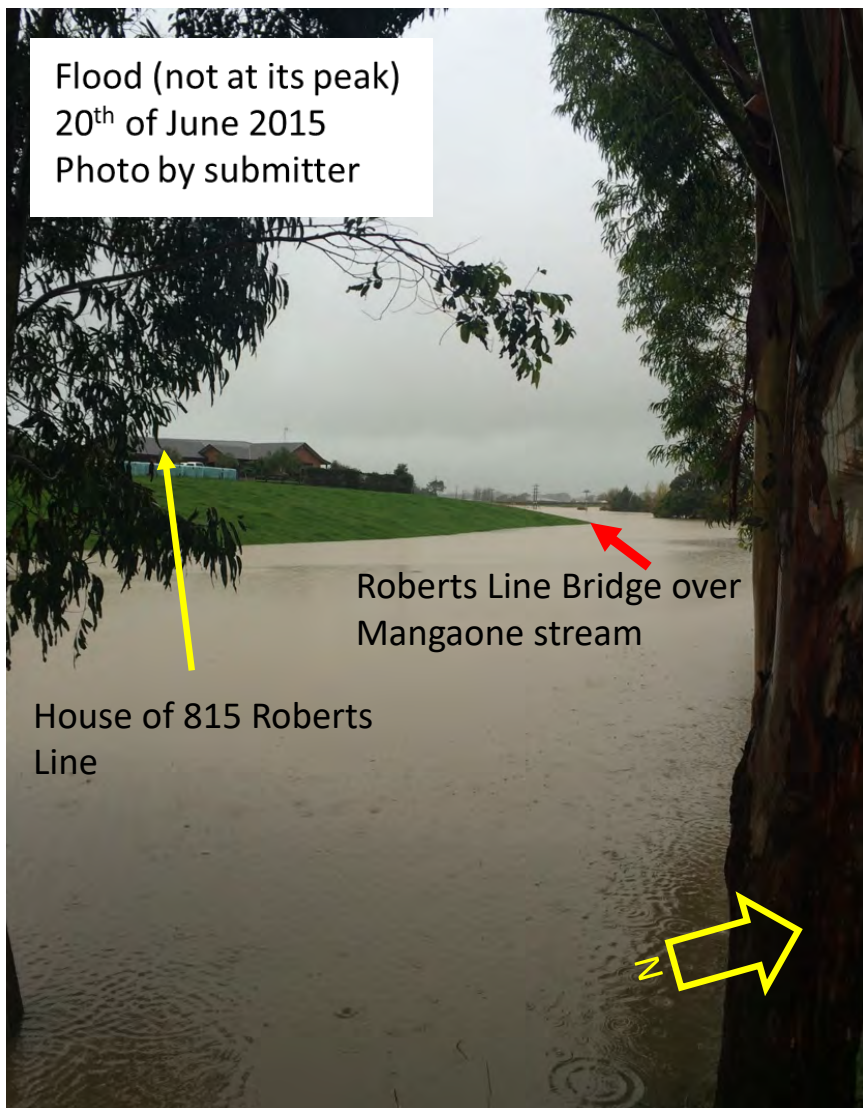
Buildable land excluded from the NEIZ Ext.



Flood (not at its peak)
20th of June 2015
Photo by submitter



Today – 17-8-21



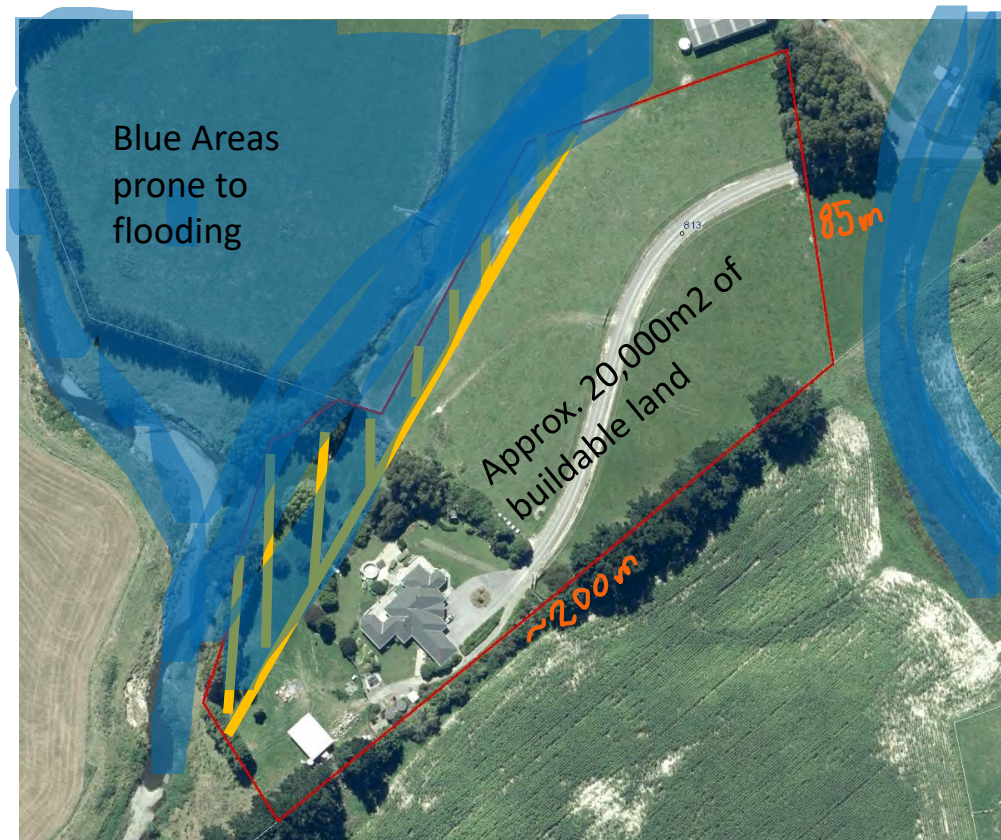
Flood (not at its peak)
20th of June 2015
Photo by submitter

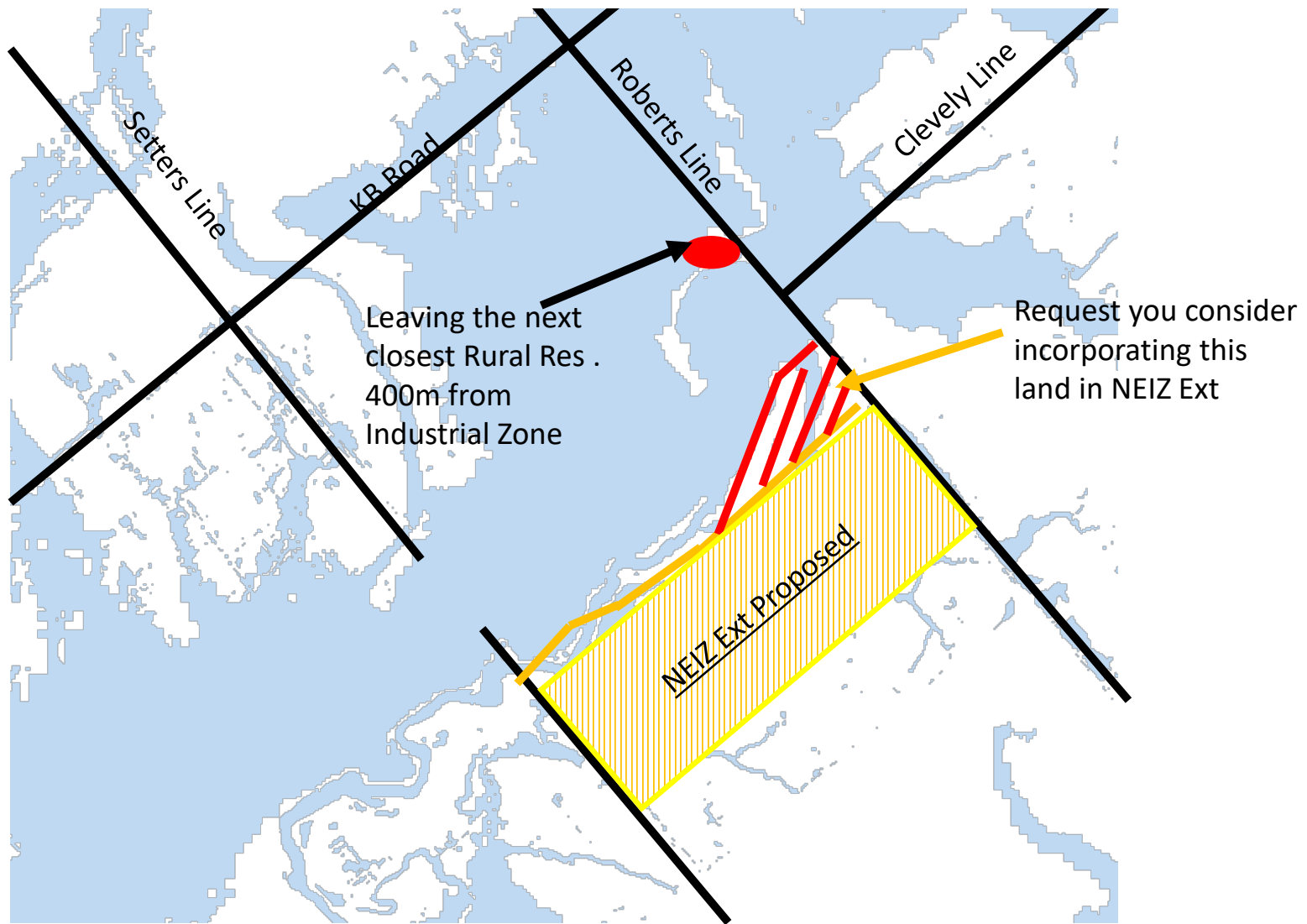


Today – 17-8-21



813 Roberts ~20,000m² Buildable land (Property area 23,600m²)







Roberts Line June 2015

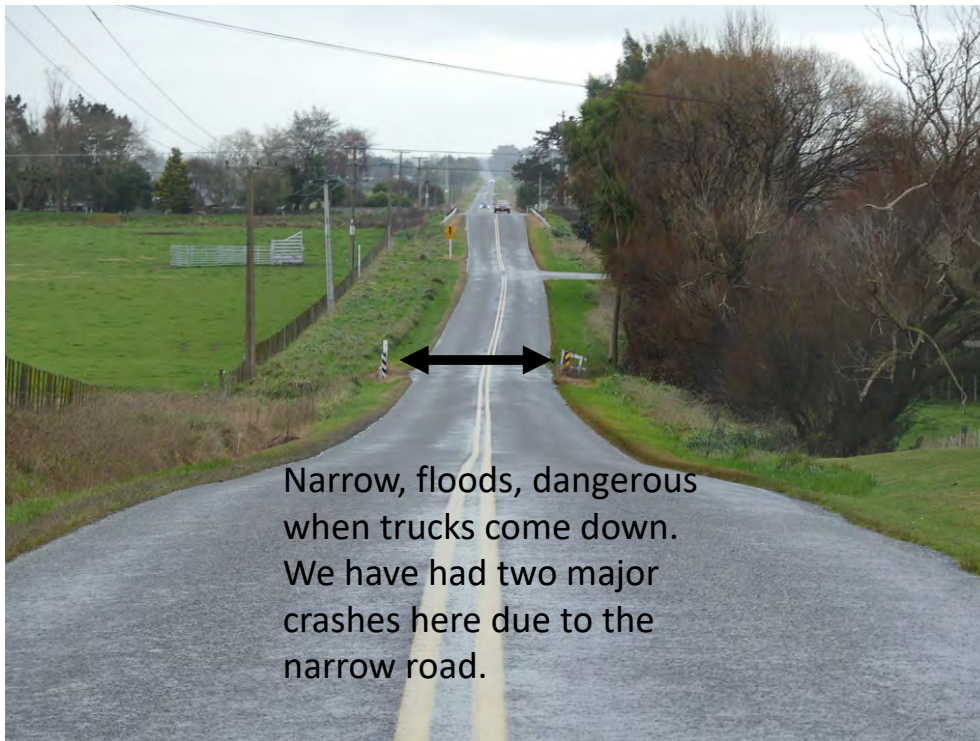
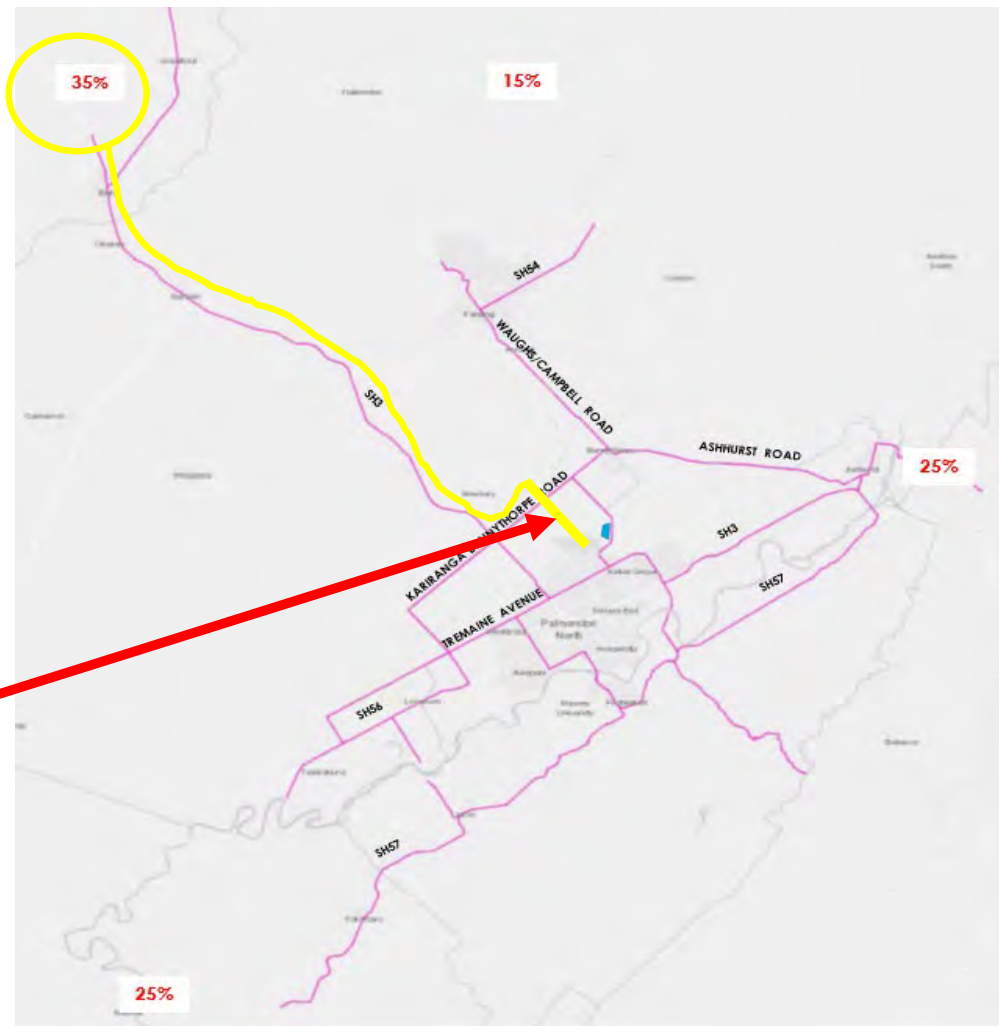


Image from Transport evidence Mark Georgeson - Figure 6 below shows the anticipated heavy vehicle split to and from the proposed Freight Hub.

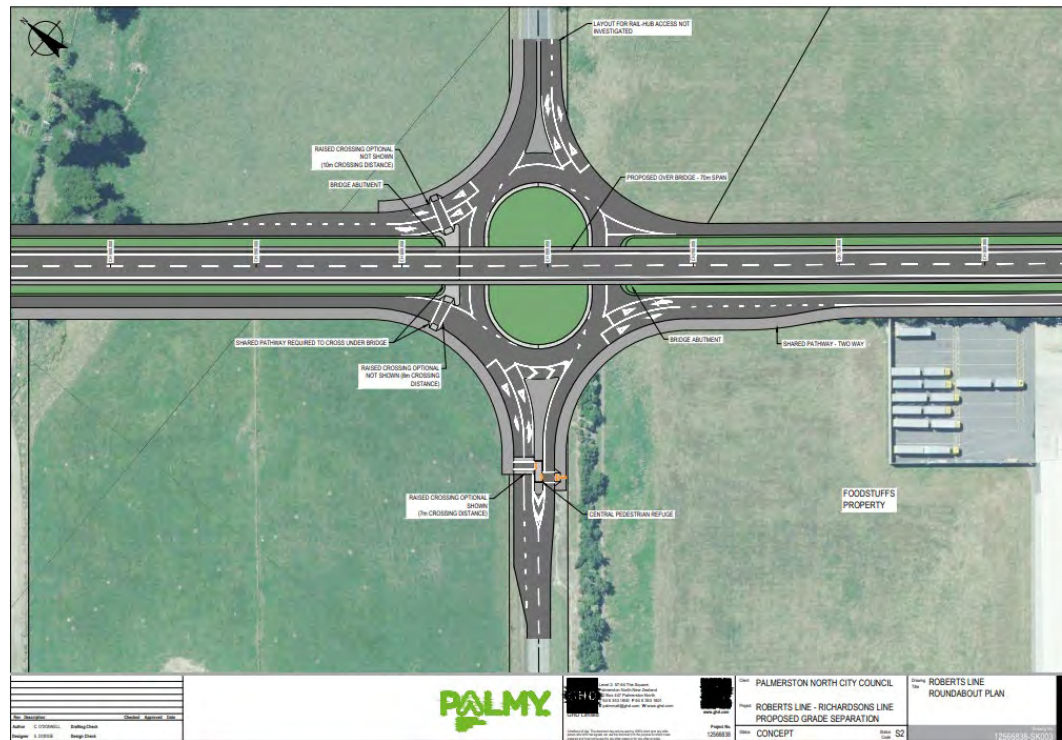


Mark noted 35% of the heavy traffic will come in from SH3 – I believe many of these vehicles will ignore the designated route and use Robert's line as a short cut to the Rail Hub and other NEIZ locations. While the Kiwirail is not responsible for NEIZ increases in general. This could represent My belief is based on the heavy transport carriers that are already using this route out of the area.

Stantec Memo has current vehicle count of 200vpd, the KiwiRail increase is estimated at 2000VPD

Figure 6: Heavy Vehicle Strategic Routes to Palmerston North

This is a good initiative but needs to happen early





In Summary

- In general, we are not opposed to this expansion if we aren't left stranded
- There is a real need for more industrial land in Palmerston North
- We would like you to include us in your extension
- This will enable us to find a suitable replacement for our current property our family loves

• Thank You

- David and Fiona Odering
- (Clara, Hayley and Duncan)



HORIZONS REGIONAL COUNCIL Future Development Strategy Presentation 13 May 2024

Tagata Pasifika: Thriving, Flourishing, Resilient



Niuvaka Trust Strategy

Our Vision:

Tagata Pasifika: Thriving, Flourishing, Resilient

Our Purpose:

To work with Tagata Pasifika, Pasifika communities, and Pasifika families for the realisation of their aspirations

Our Mission:

Working cooperatively with Tagata Pasifika, Pasifika communities, and Pasifika families to build their capacity and capability

Our Values:

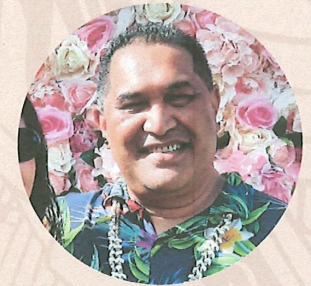
~ Family ~ Relationships ~ Service ~ Respect ~ Faithfulness

Strategic Focus Areas:

∞ Cultural Identity ∞ Leadership ∞ Young People ∞ Connectivity ∞ Wellbeing ∞ Prosperity



Niuvaka Trust Board & Staff

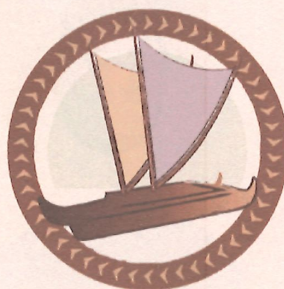




Our Services



OUTREACH SERVICES



NAVIGATION SERVICES



SOCIAL SERVICES

Community Initiatives

- ❖ Poly Paddles
- ❖ Pasifika Home Gardening
 - ❖ Vaka Programme
- ❖ Pacific Language Weeks
- ❖ Pasifika Vaccination Clinics
 - ❖ Health Clinics
- ❖ Financial Literacy & Capability



Pacific Demographic Data

MidCentral

MidCentral Pacific Population
2018 Census: 4%

Families Registered with Niuvaka:
908

Highest No. Age Group:
720 (18-55yrs)

Total No. Adults in Homes: 2,440
2-8 Adults per Household

Total No. Children within Homes: 1,951
1-7 Children per Household

Supporting almost **4,500** individuals

Palmerston North

Estimated **5,750** Pasifika living in Te Papaioea **6%** of total population

40% live in areas with **highest (20%) deprivation**

Home ownership rates low

Make up **26%** of those accessing **emergency housing**

30% living in housing with **mould & dampness** – **highest** reported rates of **mould & dampness** issues – affecting a high number aged **under 15yrs**

26% live in **overcrowded** households

Prevalent Long-Term Condition is **Asthma**, approx **505** or **1-in-6** affected, associated to **high deprivation**

Youthful profile with **73%** aged **under 40yrs**

Data sourced from Te Papaioea Takiwā Plan & Niuvaka Trust



Projections

By 2043, **Pasifika** in Te Papaioea projected to increase by almost **3,000** or **51.2%** & make up **9%** total population

By 2043, **11.4%** of all **Māori & Pasifika** will **identify** with **both** ethnicities

Māori & Pasifika expected to be a **larger share** of population

NiuVaka Propose Growing Up & Growing Out:

- Future developments - plan to grow with Pacific populations
- Build more houses with 4+ bedrooms to address overcrowding, cater for larger families & multi-generational living
 - Opportunity to provide adequate, warm dry housing
 - Closer to public transport, schools, amenities
- Help to address housing shortage & Pasifika in emergency accommodation
 - Medium density housing
 - Affordable & sustainable housing

Data sourced from Te Papaioea Takiwā Plan



Te Utanganui Central NZ Distribution Hub

Information & Investigation to Inform Future Stages:

- Fund Pasifika Community Providers to facilitate engagement talanoa
- Opportunity to provide information on Future Development Strategy
- Inclusion of Pasifika communities who are informed on City developments
 - Opportunity to reimagine the future labour market
- Pathways to sustainable employment & future job opportunities
 - Building community workforce capacity & capability
 - Lifting growth performance & durability of local economy

EDWARDIAN BRIDGE BEAUTY IN BUNNYTHORPE



This bridge was completed early 1907 by D Burke who was contracted by then Kairanga County Council to replace the Mangaone Stream Bridges at Kairanga-Bunnythorpe Road and Rangitikei Line after the originals were washed out in the flood of 1905.

The second photo shows a concrete bollard/abutment was added after another flood later in 1907 which reportedly washed out the road approach to the bridge. It is poured/designed so that it wraps around the bridge's upright and continues parallel to the bridge back a number of feet to protect the road approach being undermined by rising flood waters and washed out.

It was constructed over wooden scaffold/frames because the impression and outline of the boards used is embedded in the concrete including underneath the arch.

FUTURE DEVELOPMENT STRATEGY

SUBMISSION BY WHAKARONGO HOLDINGS LTD



INTRODUCTIONS

- Paul Thomas – Thomas Planning Ltd
- Matthew Currie – Submitter and Developer of 160, Napier Road,
- Kevin Judd – Resonant Consulting Ltd
- John Maassen - Barrister – By Teams

INFORMATION FILED

- Overall Submission
- Economic Assessment By Insight Economics Ltd.
- Letter In Support From John Maassen on Legal Framework.
- Assessment Of Short Term Housing Supply By Kevin Judd.
- Memo From Andrew Burns and Matt Wenden Of McIndoe Urban On Urban Design Matters
- In addition, PNCC holds the Plan Change Request and associated Technical Assessments.
- There is also a separate submission from Matthew Currie on the same subject matter.

THE PROPOSAL

- Whakarongo Holding Company Ltd (WHCL) has been actively working on a plan change for the land at 160 Napier Road for over four years. Council officers have supported the Plan Change in principle consistently and have been directly involved in public consultation and some technical matters.
- Rangitane o Manawatu has provided a CIA and supports the Plan Change.
- The yield is estimated to be 180 dwellings with 110 able to be available within 3 years.
- Infrastructure capacity is available – only issue being stormwater from off site for which a combined concept solution has been developed.
- The site is Class 2 soils but has proved not suitable for intensive production and is one third a plant nursery.

THE HBA 2023

- The HBA has incorrectly applied the requirements of the NPS-UD in terms of short term housing supply capacity.
- It found 103 greenfield lots are infrastructure ready, but then included additional greenfield residential area supply as part of the short term that is not infrastructure ready.
- Applied correctly, the HBA shows a short fall of 290 greenfield lots over the short term.
- The Insight Economics Assessment also identified other deficiencies.
- It is not meeting the NPS-UD requirement of “at least sufficient capacity at all times” to meet housing demand.

FDS CAPACITY ASSESSMENT

- In response to the above the DFDS has revised the short term capacity of the non infrastructure ready short term which results in a short term shortfall of 137 homes.
- The greenfield and infill supply capacity has been reviewed by Kevin Judd.
- Kikiwhenua and Matangi will not deliver FDS numbers for the short term increasing the shortfall to over 200.
- 160 Napier Road can reduce this shortfall by about 50% and must therefore be included in the FDS.

SOILS

- The 12.5 ha site is Class 2w2, as is a large part of Kakatangiata.
- The City is almost most entirely surrounded by Highly Productive Land.
- The Government is considering changes to the NPS-HPL but scope is uncertain.
- The soil productivity is limited by wetness and has only grazed.
- One third is a plant nursery.

TRANSPORT

- Transportation assessment has been undertaken by Harriet Fraser Transport Planning.
- A concept for the intersection with Napier Road has been agreed with N.Z.T.A.
- Noise insulation, vibration and ventilation requirements within 100 m have been agreed with N.Z.T.A.
- A vehicle connection to Ruamahanga Crescent will be provided.
- The site has excellent accessibility to public transport.

STORMWATER

- Expert stormwater assessment has been provided by Paul Mitchell previously of Mitch Hydro and now Resonant.
- It includes a detention area at the southern end adjacent to the River Stopbank, earthworks consent sought.
- A back up area for detention is also included.
- Ponding solution involves a double pipe system through the area.

SUMMARY

- Development of 160 Napier Road is able to be implemented quickly.
- The FDS has a short term shortfall of over 200 houses.
- A plan change is in process addressing all issues.
- It must be included in the FDS to meet NPS-UD requirements.

Presentation to Joint Committee

Whakrongo Holdings Limited - 160 Napier Road

John Maassen 13 May 2023



Aim and Purpose of FDS

- This is the first Joint Future Development Study (FDS) process under NPS UD.
- The FDS assesses needs for housing over three planning periods and the opportunities for fulfilling those housing needs through public processes with two key aims:
 - Ensure the Council has a clear and accurate idea of the supply and qualities needed for an effective functioning urban environment that meets the needs of all community sectors.
 - Enable the council and private developers to receive strategic signals through the FDS about how proposing development can contribute to meeting the Council's urban environment needs informed by the NPS UD. The FDS, in turn, informs developers' choices about submitting proposals for assessment, recognising that there still are opportunities and constraints to be analysed through the plan change process.

- The FDS is not a district plan process under the RMA, and it does not have to determine whether land should be re-zoned to meet other national directions which will be reconciled with the NPS UD through the plan change process.
- The FDS will be considered part of a Plan Change 14 process and provide helpful information about achieving a well-functioning urban environment.
- An FDS can identify land based on the assumption that if it can overcome other constraints or restrictions, it will make a valuable and necessary contribution to Palmerston North's urban development capacity over a relevant planning period. Plainly, a candidate Site should demonstrate that it has the attributes to meet the FDS's and NPS UD, Policy 1 concerning a well-functioning urban development environment.



The WHC thesis

- The submission by Wakarongo Holdings Ltd rests on three points:
 - The Site can readily be integrated into the City and is low-hanging fruit for early development.
 - The draft FDS capacity assessments use only the planned pipeline of projects, and the draft FDS 'short-term' analysis of capacity is overly optimistic, meaning the Council is almost certain to have insufficient supply to achieve the Council's goals for a well-functioning development market. The result will be supply bottlenecks affecting the middle market where demand is highest with ongoing social and housing costs for the community.
 - There are too few developers in target markets, which carries its own risks.
- In combination with the points above, not recognising this WHC Site removes essential *competitiveness margins* directed by the NPS UD clause 3.2. We say that is an erroneous approach.

What WHL seeks

Outcome

- This is addressed at [13] of my letter accompanying the application but further developed here.
- Preferred option, the Site is identified on a map with other Sites that are identified as “growth locations” and associated text about what supply will be generated from the Site to meet supply, allowing for a *competitive margin*. This option will mean demonstrating that the Councils are satisfied that the Site meets all three requirements in NPS HPL 3.6 for rezoning, which is a matter to be considered through the planning process under NPS UD clause 3.17. The evidential basis for this option rests on the reports of Insight and Resonant. This option meets the Council’s obligation to be responsive to plan changes.

- Second option - At a minimum the Site is shown graphically on page 36, in the *Opportunities for housing and business growth*” section of the FDS and the text of the FDS is changed and encapsulates the points in [11] (b) and (c) as follows so that at least the Site’s ability to meet NPS UD clause 3.6(1) is acknowledged with the other matters addressed through the plan change process:
- *Recognise that the Site is subject to Plan Change 14 and, if approved, will provide the necessary short-term supply to achieve the Council’s principles for a well-functioning urban environment because there are material risks that supply expectations will not be met. Maximising capacity is desirable to ensure affordable housing by creating appropriate competitiveness margins under the NPS UD. The Site is supported by good connections to the City networks and good urban design credentials.*
- *Recognise that a more detailed constraints and opportunities assessment must be undertaken through the RMA, Schedule 1 process, which will occur with the Private Plan Change lodged with PNCC. This includes the costs and benefits assessment of rezoning the HPL to residential under NPS UD clause 3.6 (i)(c).*

Issues regarding the Featherston Street Upgrade

I am a Walker, I ride a bike and drive a car and have been familiar with Featherston Street from Vogel St to Botanical Road for 40 Years. The upgrade is pretty to look at on the photos opposite Boys High School but practically only seems to function when there is little traffic! I rode me bike from Ruahine street to Aroha St one Sunday afternoon and there were few cars , no parked vehicles overhanging the cycle lane and no BIG trucks,so it was an easy ride. I tried it at 10 am one working day and diverted down Heretaunga Street (walked my bike across that intersection and road along Stanley Ave. to Intersection of Roy St and Featherston St but gave up and walked my bike down Pirie st and round to Grey ST , Ngata st and the back way to Mitre 10 complex.

I had suggested when we first attended he working groups at the PNCC Consultations with the public, that the entrance to MITRE 10 Shopping complex should ONLY be from the back street NOT Featherston St, like wise the entrance to Boys High NOT Featherston St bur North St but presumed it fell on deaf ears!

The berms outside the shopping complex near Torpedo are a waste of space! Why could that not be used for wider road to incorporate cars and bikes?The outdoor gym there is a waste of money and although it is portable and was moved from he River Walkway who is using it? It would have cost us ratepayers to have it moved surely a waste of money? Try Papaeoia Park as the outdoor equipment is used there daily I see it!

The bus stops on Featherston Street have changed and I use the 106 bus to hop on or off sometimes. There has been much said and submitted about the bus shelters near the Rangitikei St intersection and I regularly walk that way particularly between 8.15 and 9 am I have not seen anyone getting on or off the buses there. The road is too narrow to allow it to stop in the centre of the road All the people I have spoken with agree it was a ridiculous idea and dangerous with parked cars along the cycle way/

I an disappointed that the 106 bus heading to Vogel St now diverts down Haydon St so to reach the Roslyn shops and Community library one has to walk from Haydon St to these facilities. No problem if you are a walker but I am in the minority.

The truth is that so few people are using the buses outside of rush hour times is obvious as I walk in many different directions. Why did the planners not consider smaller buses for off peak times. Take up less room on the road and lighter on the road surface?

The hard copy bus time table is complex for some older people to follow and I am afraid the older generation may not have smart phones or the App to navigate their journey which takes a lot of planning to get there and back!

I have to mention the Rangiora Ave limited bus times for the people who have STRONGLY opposed cutting that service. It is a lower socioeconomic area with a whole new social housing builds particularly close to a bus stop! Who would want to deprive these families of being able to access a bus to town or Terrace End amenities.

My opinion is that the Councils both PNCC and Horizons should have got together better o sort out the bus routes, the stops especially the use of the buses PRIOR to putting a plan in place?

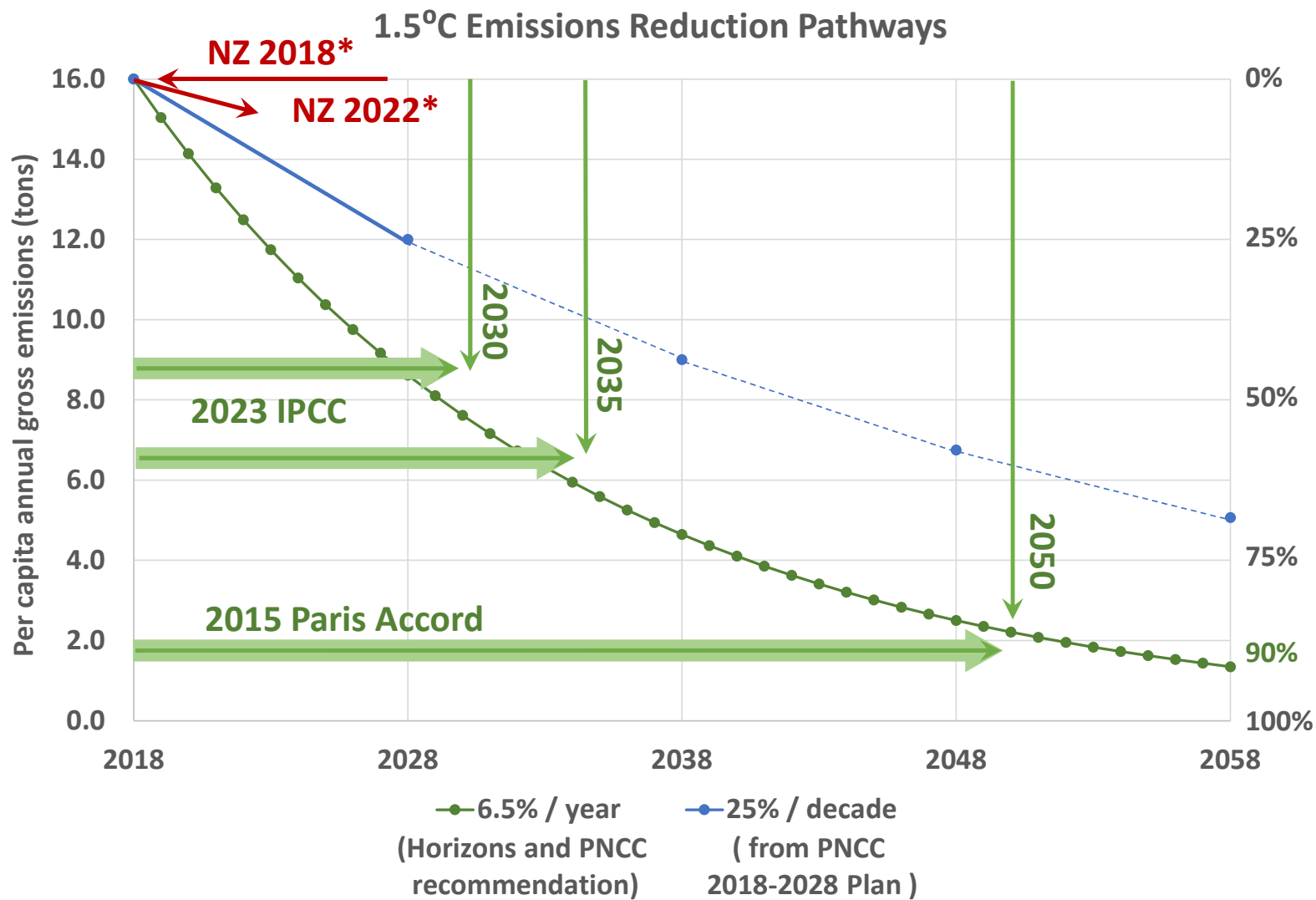
The councils need to use our rates on the basics fixing pot holes! To name but definitely Pioneer Highway.

The cycle lanes on Featherston Street should have been painted bright GREEN all the way from Vogel st to Botanical Rd so that parked cars can see where they are overlapping with parking. Palmy has been for too long a city where the public LOVE their cars as we have wide streets and it will take more that 10 years to change that!

The PNCC wisely gives free parking in the city for Seniors now between 9am and 3am for \$10 concession card which was a bold move BUT at the same time as developing a strategy to get people out of their cars and on to an E bus How many of these older people are going to wait for a bus which may not suit their times and be late? When they can jump in their car and park in town to do their business etc. Bad timing there!

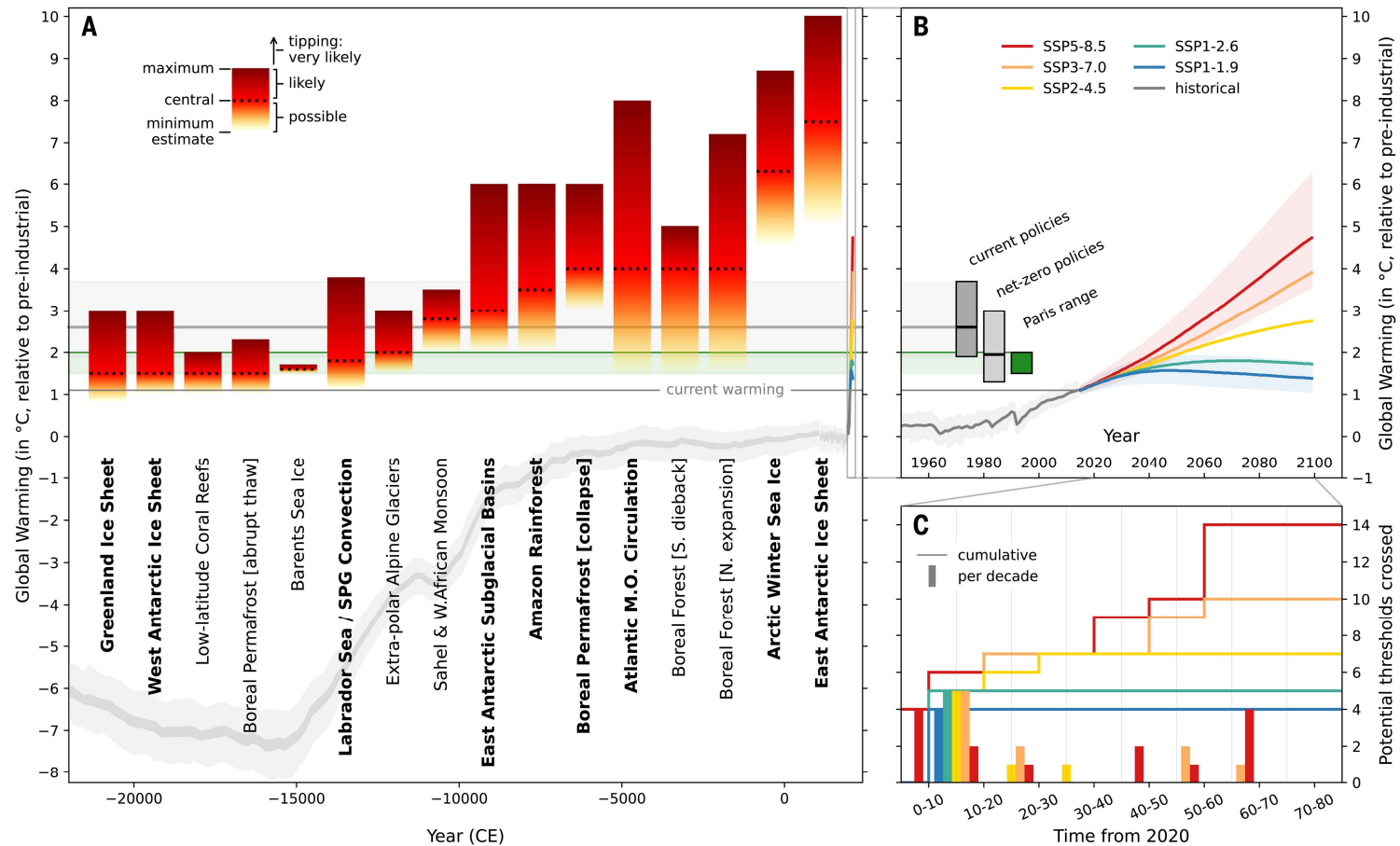
Please COUNCILLORS don't waste our money on grandiose schemes like a new Community Center and library at Awapuni NOR An expensive development up at Pork Chop Hill leave it to its natural beauty. No new BUS DEPOT EITHER

Updated
from
beryl brown -



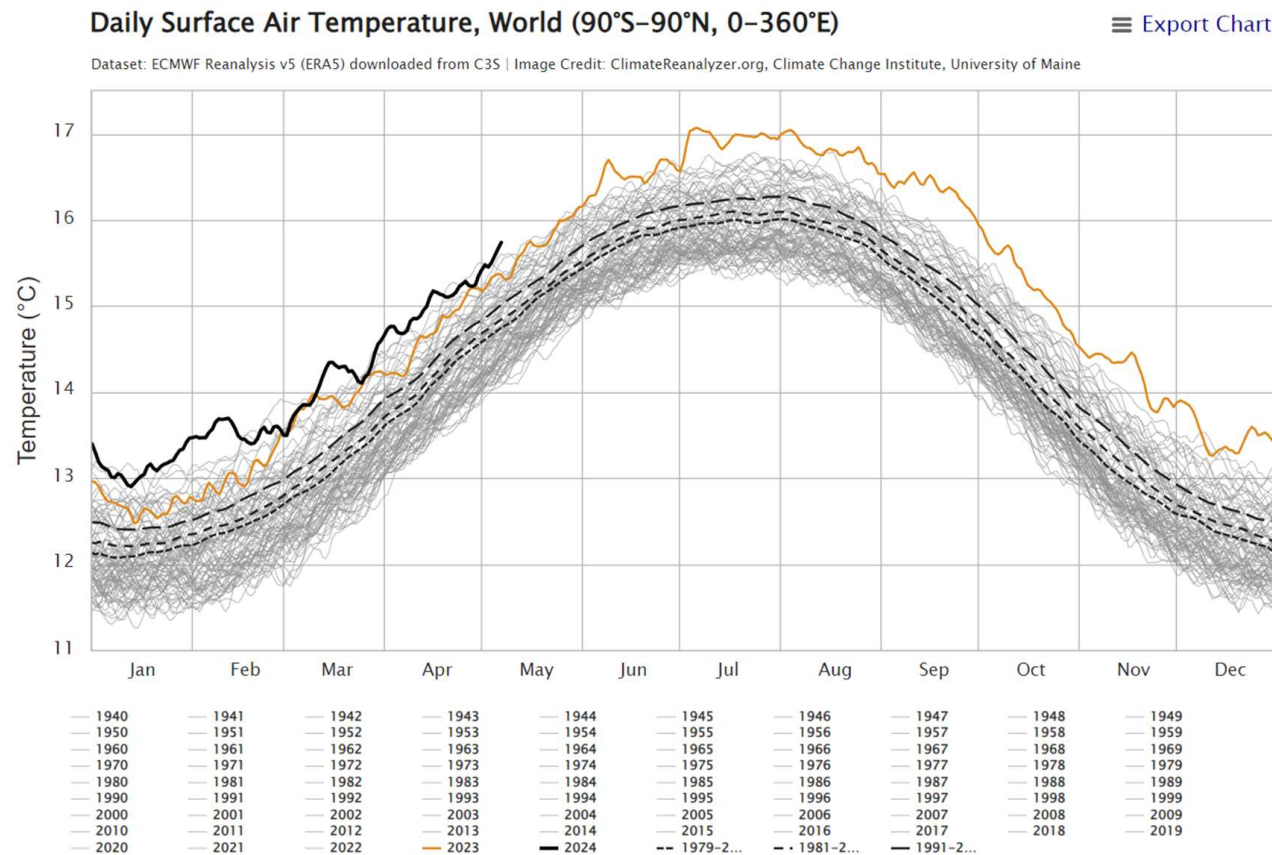
* NZ gross emissions data from MfE emissions tracker: <https://emissionstracker.mfe.govt.nz/>
Population data from StatsNZ: <https://www.stats.govt.nz/topics/population/>

Likelihood of crossing tipping points*



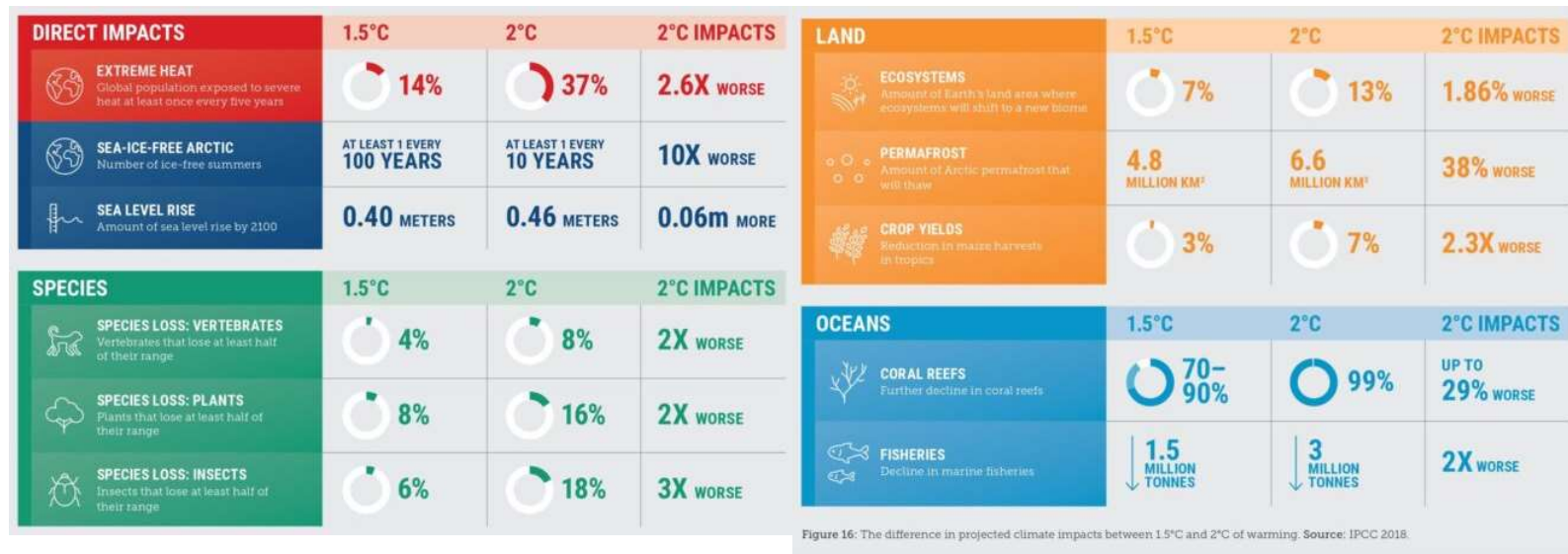
* McKay D.L.A. et al. (2022) Exceeding 1.5°C global warming could trigger multiple climate tipping points. SCIENCE, 9 Sep 2022 Vol 377, Issue 6611 <<https://www.science.org/doi/10.1126/science.abn7950>>

Are we seeing tipping points emerge already?



Data source: Climate analyzer, Climate Change Institute, University of Maine. https://climatereanalyzer.org/clim/t2_daily/?dm_id=world

Impacts at 1.5°C and 2.0°C warming*



“global economic benefit of limiting global warming to 2°C exceeds the cost of mitigation in most of the assessed literature”

- IPCC AR6 Synthesis Report: Climate Change 2023
Figure 16 : <<https://climatechampions.unfccc.int/the-ipcc-just-published-its-summary-of-5-years-of-reports-heres-what-you-need-to-know>

PNCC – Horizons

Future Development Strategy 2024

*“These areas are considered suitable for commencing development over the next 10 years and will represent the **final extent of greenfield growth** in Palmerston North” **

So all future growth will come from **Growing UP** and **Growing IN**.

Given the global imperative to **de-carbonise all growth**, this is NOT the moment to use traditional high carbon technologies to **Grow OUT** onto the last areas of greenfield land.

Even with today’s technologies both **Growing UP** and **Growing IN** can be achieved with lower emissions than **Grow OUT**.

Councils’ first priority must be to proactively explore the lowest carbon technologies that will deliver growth and to schedule growth according to their availability.

- p86 Future Development Strategy 2024 Draft
Figure 16 : <<https://climatechampions.unfccc.int/the-ipcc-just-published-its-summary-of-5-years-of-reports-heres-what-you-need-to-know>