

**MANAWATU DISTRICT COUNCIL**

**PLAN CHANGE 50**

**ROADING HIERARCHY**

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**Manawatu District Plan Change 50 - Roading Hierarchy**

File Ref: 7/0720J

Responsible Officer: Shayne Harris  
Support Services and Environment Group Manager

Author: Wendy Thompson  
Principal Planner

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**Purpose**

This report relates to submissions and further submissions ('submissions') that were received by the Council in relation to Plan Change 50 (PC50) to the Manawatu District Plan ('the Plan'). The plan change was publicly notified on 13 June 2013. The closing date for lodging submissions was 11 July 2013. Council received four submissions.

The submissions and summary of decisions requested were publicly notified for further submissions on 15 August 2013. The closing date for lodging further submissions was 30 August 2013. No further submissions were received. A copy of the submissions received and a summary of submissions are attached in Appendix 1.

This report has been prepared under section 42A of the Resource Management Act 1991 ('the RMA'), to assist the hearings panel to consider the submissions on the roading hierarchy matters addressed in PC 50. This report summarises the decisions requested in the submissions. It includes recommendations from the reporting planner identifying what amendments should be made to the Plan to address matters raised in submissions.

Officers have corresponded with all parties to advise them of the recommendations to be made to this committee. All submitters have indicated that they do not wish to be heard in support of their submissions and therefore no hearing is required on these plan changes. A copy of the submitters responses are attached in Appendix 4.

**Key Recommendations**

Officers recommend to the Hearings Committee that the provision outlined in Plan Change 50 to the Manawatu District Plan be adopted as notified with the addition of the following:

1. That SH 54 and SH 56 are added as Major Arterial Routes in Section 4.13 Traffic safety and efficiency explanation of the District Plan as outlined in Appendix 2.
2. Campbell Road is retained as a Minor Arterial Route; and Waugh's Road retained as a Major Arterial Route as outlined in Appendix 3.
3. An additional map is included into the District Plan that identifies those roads in the boundary change area that are currently subject to Manawatu District Plan, but that will be incorporated into the Palmerston North City District Plan attached as Appendix 3.
4. The addition of a sunset clause to the Plan Change stating that these roads will no longer be subject to the Manawatu District Plan, following the adoption of a Palmerston North City District Plan Change to incorporate these roads. This is located at the base of the map attached as Appendix 3.

5. The removal of the terminology "National Routes" replacing this with the term Major Arterial as outlined in Appendix 2.

### Purpose

The purpose of PC 50 is to better align the roading hierarchy in the Manawatu District Plan with the Regional Land Transport Strategy 2010-2040 (RLTS). The Regional Land Transport Strategy 2010-2040 has incorporated the recommendations of the Palmerston North- Manawatu Strategic Transport Study that was prepared by Horizons Regional Council, the Palmerston North City Council, Manawatu District Council and the New Zealand Transport Agency.

No changes have been made to the Roding Hierarchy since the District Plan was made operative in 2002.

In 2007 a Plan Change was initiated by Manawatu District Council (Proposed Plan Change 31) to alter the Roding Hierarchy classification for Milson Line. A concurrent Plan Change was also prepared by the Palmerston North City Council. The Councils each notified a plan change and received a number of submissions on the proposal. The plan changes were placed on hold pending the decision of the Environment Court regarding the road closure process under the Local Government Act. Proposed Plan Change 31 remains on hold and will be withdrawn at the time this Plan Change is made operative.

Proposed Plan Change 50 seeks to:

- Amend the roading hierarchy in Appendix 2B of the District Plan to ensure consistency with the recommendations of the Regional Land Transport Strategy 2010-2040 (RLTS), and the Palmerston North-Manawatu Strategic Transport Study (where this is not inconsistent with the RLTS).
- Ensure that the hierarchy of roads reflects both the current function of roads, while ensuring that adequate corridor management controls are in place to protect strategic routes of importance for the future roading hierarchy.
- Retain the existing hierarchy of those roads that are located within the Palmerston North City (PNCC) and Manawatu District Boundary (MDC) (as at 30 June 2012).
- Amend the roading hierarchy of those roads located along the new boundary between Palmerston North City and Manawatu District (as at 1 July 2012).
- Revise the existing plan provisions to ensure that the explanations of objectives, policies and rules are clear, concise and necessary.
- Review the definitions and names used for each level of the roading hierarchy in light of the RLTS.

Proposed PC 50 involves updating the Roding Hierarchy in Appendix 2B, Section 4.13 (Traffic Safety and Efficiency) and 5.3.7 (Traffic Safety and Efficiency) of the District Plan. This Plan Change also seeks to replace all references to "Transit New Zealand" with "the New Zealand Transport Agency" (or NZTA). The changes sought to the Roding Hierarchy are to ensure consistency with the RLTS, including changes in terminology. For example, the Operative District Plan terminology of "Regional Arterials" and "District Arterials" are referred to as "Major Arterials" and "Minor Arterials" in the RLTS.

Council proposes to upgrade a number of local roads within the Feilding Township to Collector Roads, including Turners Road, Denbigh Street, Darragh Road, and Manchester

Street. This is in recognition of their current function in channelling traffic through Feilding to the centre of town. Given the grid-like layout of Feilding, each of these roads carries similar traffic volumes of around 1000 - 2000 vehicles per day.

The Roding Hierarchy adopted through the RLTS is based on the road classes and classification criteria of New Zealand Standard NZS 4404:2010 and NZTA's State Highway Classification system.

The existing access standards in the Manawatu District Council's District Plan will not be altered by this Plan Change, but will be subject to a future Plan Change as part of the Sectional District Plan Review. Road maintenance activities are also unaffected by this Plan Change, as they are determined by the Long Term Plan process.

## Statutory Framework

This section of the report briefly sets out the statutory framework within which the Council must consider the submissions. Through case law, the Environment Court has set out the following measures for evaluating objectives, policies, rules and other methods in district plans:

1. The objectives of the Plan are to be evaluated by the extent to which they:
  - a. Are the most appropriate way to achieve the purpose of the RMA (s32(1)(a)); and
  - b. Assist the Council to carry out its functions in order to achieve the purpose of the RMA (s72); and
  - c. Are in accordance with the provisions of part 2 of the RMA (s74(1)).
2. The policies, rules, or other methods in the Plan are to be evaluated by the extent to which they:
  - a. Are the most appropriate way to achieve the objectives of the Plan (s32(1)(b)); and
  - b. Assist the Council to carry out its functions in order to achieve the purpose of the RMA (s72); and
  - c. Are in accordance with the provisions of part 2 of the RMA (s74(1)); and
  - d. (If a rule) achieve the objectives and policies of the Plan (s76(1)(b)).

The purpose of the RMA is "to promote the sustainable management of natural and physical resources", and "sustainable management" is defined in section 5(2) as meaning:

"... managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while—

- (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
- (b) Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
- (c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment."

Along with section 5, part 2 of the RMA includes sections 6 (matters of national importance), 7 (other matters) and 8 (Treaty of Waitangi), which set out a range of matters that the Council needs to recognise and provide for in achieving the purpose of the RMA. Those matters are also relevant when considering submissions.

The Plan must assist the Council to carry out its functions under section 31 of the RMA. These functions are:

- "(a) The establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district:

- (b) the control of any actual or potential effects of the use, development, or protection of land, including for the purpose of—
  - (i) the avoidance or mitigation of natural hazards; and
  - (ii) the prevention or mitigation of any adverse effects of the storage, use, disposal, or transportation of hazardous substances; and
  - (iia) the prevention or mitigation of any adverse effects of the development, subdivision, or use of contaminated land;
  - (iii) the maintenance of indigenous biological diversity;
- (c) ...
- (d) The control of the emission of noise and the mitigation of the effects of noise:
- (e) The control of any actual or potential effects of activities in relation to the surface of water in rivers and lakes."

In addition to the matters listed above, consideration of the following are:

1. The Plan must "give effect to" any national policy statement and any New Zealand coastal policy statement (s75(3)(a) and (b)).
2. The Plan must "give effect to" the regional policy statement (made operative after 10 August 2005) (s75(3)(c)).
3. The Plan must be "not inconsistent with" any regional plan (s75(4)).

### Analysis of Submissions

This section of the report discusses the decisions requested in submissions and officers recommendations on how the Committee could amend the Plan in response to the matters raised and decisions requested in submissions. The submissions are addressed below.

**Appendix 1** contains the summary off the decisions requested by the submissions considered in this report. Any amendments to the plan recommended in response to submissions are identified in this section of the report and are further detained in **Appendix 2**.

### Submission 1 – Manawatu-Wanganui Regional Council (Horizons)

#### Decision requested

The submitter generally supports the intent of PPC50 to align the district roading network hierarchy with the Regional Land Transport Strategy 2010-40 and to give effect to Proposed One policy 3-1.

The relief sought by the submitter is

1. That SH54 and SH56 are classified as Major Arterial Routes in Section 4.13 Traffic safety and efficiency of the District Plan and that these two roads are included in the *Explanation* of the roading hierarchy in proposed Section 4.13.
2. Retain Campbell Road as a Minor Arterial Route and Waughs Road as a Major Arterial Route

#### Officer analysis and recommendations

State Highways 54 and 56 are shown on a map on page 9 of the Plan Change 50.

These roads were not included in the *Explanation* of the roading hierarchy in proposed *Section 4.13 Traffic Safety and efficiency* and have instead been deleted because of the amendments to this section.

The submitter supports the changes that are proposed which ensures that Campbell Road be retained as a Minor Arterial Route and Waughs Road be retained as a Major Arterial Route.

Officers recommend that the submission be accepted and that State Highways 54 and 56 be included in the explanation under Section 4.12 Traffic Safety and efficiency.

### **Submission 2 – Rangitane o Tamaki nui a Rua Incorporated**

#### **Decision requested**

The submitter supports the plan change and agrees that Saddle Road should be raised to a Major Arterial Road as outlined in the plan Change.

#### **Relief sought:**

The submitter sees the need for Saddle Road to move up in the roading hierarchy due to it being used as a back up road to the Gorge Road. There is also a need for the road to have the same maintenance carried out on it as other Major Arterial Roads.

#### **Officer analysis and recommendations**

Officers recommend that the submission from Rangitane o Tamaki nui a Rua Incorporated be accepted to the extent that it supports the plan change and that the provision proposed be adopted as notified.

### **Submission 3 – Palmerston North City Council**

#### **Decision requested**

The submitter supports the overall intent of PPC50, acknowledging that the Plan Change is giving effect to the Regional Land Transport Strategy (2010-2040), and the Palmerston North-Manawatu Strategic Transport Study and seeks the following amendments:

- The inclusion of an additional map (and/or table) into the District Plan that identifies those roads in the boundary change area that are currently subject to the Manawatu District Plan, but that will be incorporated into the Palmerston North City District Plan.
- The addition of a sunset clause to the Plan Change stating that these roads will no longer be subject to the Manawatu District Plan, following the adoption of a Palmerston North City District Plan Change to incorporate these roads.
- The removal of the terminology "National Routes" replacing this with the term Major Arterial.

#### **Officer analysis and recommendations**

Officers recommend that the submission from Palmerston North City Council be accepted. An additional map will be included that identifies those roads in the boundary change area that are currently subject to the Manawatu District Plan. Officers recommend that a clause be added to the bottom of the same map that states "*The roads shown within the boundary change area will no longer be subject to the Manawatu District Plan, following adoption of Palmerston North City District Plan Change to incorporate these roads*". It is also recommended that the terminology "National Routes" be replaced with the term "Major Arterial"

### **Submission 4 – NZ Land Transport Agency**

#### **Decision requested**

The submitter supports the intent of PPC50, and the inclusion of aspects from the Palmerston North Manawatu Joint Transport Study as part of the proposed changes to the Roding

Hierarchy within the Manawatu District. The submitter also notes that the One Network Road Classification project may affect the proposed road classification within the PPC50.

### **Officer analysis and recommendations**

Officers note that the One Network Road classification may affect the proposed road classification within the PPC50 in the future however the classifications have not been finalised.

If the One Network Road classification changes the proposed road classification then a further plan change will be required.

Officers recommend that the submission be accepted to the extent that it supports the plan change.

### **Long Term Plan**

#### **Environmental and Regulatory Management**

Council aims to support a sustainable, growing and safe community by delivering friendly, informative and prompt regulatory services.

- District Planning
  - District Planning services are provided to ensure the sustainable management of natural and physical resources by managing/controlling development

### **Financial Implications**

The resource requirements are in accordance with existing budgetary allocation.

### **Significance Policy**

This issue is not considered significant in terms of Council's Significance Policy.

### **Policy Issues**

Delegation – Planning Functions

### **Delegated Authority**

The Hearing Committee has delegated authority for making decision on submission under Clause 10(3) of the First Schedule of the Resource Management Act 1991.

### **Officer Recommendation**

**That Officers recommend to the Hearings Committee that the provisions outlined in Plan Change 50 to the Manawatu District Plan be adopted as notified with the addition of the following:**

1. **That SH 54 and SH 56 are added as Major Arterial Routes in Section 4.13 Traffic safety and efficiency of the District Plan as outlined in Appendix 2.**
2. **Campbell Road is retained as a Minor Arterial Route; and Waugh's Road retained as a Major Arterial Route as outlined in Appendix 3.**
3. **An additional map is included into the District Plan that identifies those roads in the boundary change area that are currently subject to Manawatu District Plan, but that will be incorporated into the Palmerston North City District Plan attached as Appendix 3.**



4. **The addition of a sunset clause to the Plan Change stating that these roads will no longer be subject to the Manawatu District Plan, following the adoption of a Palmerston North City District Plan Change to incorporate these roads. This is located at the base of the map attached as Appendix 3.**
5. **The removal of the terminology "National Routes" replacing this with the term Major Arterial as outlined in Appendix 2.**

## **Appendix 1**

### **Submissions and Summary of Submissions**

## Proposed Plan Change 50: Roading Hierarchy

### Summary of Submissions

| Submission Number   | Submitter  | Address for Service  | Wishes to be heard? |
|---|--|--|---------------------|
| S01   | Manawatu-Wanganui<br>(Horizons) Regional Council | Private Bag 11025<br>Manawatu Mail Centre<br>Palmerston North 4442 | Yes                 |
| <p>The submitter generally supports the intent of PPC50, to align the district roading network hierarchy with the Regional Land Transport Strategy 2010-40 (RLTS) and to give effect to Proposed One Plan Policy 3-1.</p> <p>Relief Sought: The relief sought by the submitter is</p> <ol style="list-style-type: none"> <li>1. That SH54 and SH56 are classified as Major Arterial Routes in Section 4.13 Traffic safety and efficiency of the District Plan and that these two roads are included in the <i>Explanation</i> of the roading hierarchy in proposed Section 4.13.</li> <li>2. Retain Campbell Road as a Minor Arterial Route and Waughs Road as a Major Arterial Route</li> </ol>  |  |  |                     |
| Submission Number   | Submitter  | Address for Service  | Wishes to be heard? |
| S02   | Rangitane o Tamaki nui a<br>Rua Incorporated     | P O Box 62<br>Dannevirke   | Did not indicate    |
| <p>The submitter supports the plan change and agrees that Saddle Road should be raised to a Major Arterial Road as outlined in the plan Change.</p> <p>Relief sought:</p> <p>The submitter sees the need for Saddle Road to move up in the roading hierarchy due to it being used as a back up road to the Gorge Road. There is also a need for the road to have the same maintenance carried out on it as other Major Arterial Roads.</p>  |  |  |                     |
| Submission Number   | Submitter  | Address for Service  | Wishes to be heard? |
| S03   | Palmerston North City<br>Council                 | Private Bag 11034<br>Manawatu Mail Centre<br>Palmerston North 4410 | Yes                 |
| <p>The submitter supports the overall intent of PPC50, acknowledging that the Plan Change is giving effect to the Regional Land Transport Strategy (2010-2040), and the Palmerston North-Manawatu Strategic Transport Study.</p> <p>Relief Sought: The relief sought by the submitter is</p> <ul style="list-style-type: none"> <li>• The inclusion of an additional map (and/or table) into the District Plan that identifies those roads in the boundary change area that are currently subject to Manawatu District Plan, but that will be incorporated into the Palmerston North City District Plan.</li> <li>• The addition of a sunset clause to the Plan Change stating that these roads will no longer be subject to the Manawatu District Plan, following the adoption of a Palmerston North City District Plan Change to incorporate these roads.</li> <li>• The removal of the terminology "National Routes" replacing this with the term Major Arterial.</li> </ul> |  |  |                     |

| Submission Number  | Submitter                | Address for Service   | Wishes to be heard? |
|--|--------------------------|---|---------------------|
| SO4  | NZ Land Transport Agency | P O Box 1947<br>Palmerston North Central<br>Palmerston North 4440 | Did not indicate    |
| <p>The submitter supports the intent of PPC50, and the inclusion of aspects from the Palmerston North Manawatu Joint Transport Study as part of the proposed changes to the Roding Hierarchy within the Manawatu District. The submitter also notes that the One Network Road Classification project may affect the proposed road classification within the PPC50.</p> |                          |   |                     |

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121867  
7/0720J

10 July 2013



Private Bag 11025  
Manawatu Mail Centre  
Palmerston North 4442

File ref: RAI 04 02  
2013/03661  
PAT:HK

P 06 952 2800  
F 06 952 2929

[www.horizons.govt.nz](http://www.horizons.govt.nz)

Pln

District Plan Review  
Manawatu District Council  
Private Bag 10-001  
FEILDING 4743

Dear Sir or Madam

### PROPOSED PLAN CHANGE 50 – ROADING HIERARCHY

Please find attached Horizons Regional Council's (Horizons) submission on the above plan change. Horizons wishes to be heard in support of this submission.

In general, Horizons supports the plan change, however there are some specific areas that are the focus of this submission. We would welcome the opportunity to work with your council to narrow or resolve these issues prior to the hearing, either informally at officer level or through a prehearing process.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Ged Shirley'.

Ged Shirley  
GROUP MANAGER REGIONAL SERVICES

Encls Submission on Manawatu District Proposed Plan Change 50 –  
Roading Hierarchy

## Submission on Manawatu District Proposed Plan Change 50:

### Roading Hierarchy

**To:** Manawatu District Council  
Private Bag 10 001  
Manawatu Mail Centre  
FEILDING 4743

**From:** Manawatu-Wanganui Regional Council (Horizons)  
Private Bag 11025  
Manawatu Mail Centre  
PALMERSTON NORTH 4442

1. Thank you for the opportunity to submit on Proposed Plan Change 50 (PPC50).
2. Horizons could not gain an advantage in trade competition through this submission.
3. Horizons wishes to be heard in support of this submission.
4. Horizons generally supports the intent of PPC50, to align the district roading network hierarchy with the Regional Land Transport Strategy 2010-40 (RLTS), and to give effect to Proposed One Plan Policy 3-1 which requires the Regional Council and Territorial Authorities to recognise infrastructure as being physical resources of regional or national importance. We note that there are changes coming to the structure of transport planning at a regional level as the result of recent amendments to the Land Transport Management Act 2003. We believe that the roading hierarchy proposed through PPC50 will provide a sound platform moving forward. There are, however, some specific proposed amendments that Horizons wish to comment on, as follows:

#### Classification of State Highway (SH)54 and (SH)56

5. Horizons would like to clarify the status of SH54 and SH56 in the District Plan. We note that the map on page 9 of the PPC50 document, entitled *Manawatu District Roding Hierarchy – Boundary Change* shows these two roads as Major Arterial Roads (except in the area incorporated into Palmerston North City following the recent boundary change). However, these roads are not included in the *Explanation* of the roading hierarchy in proposed Section 4.13 *Traffic safety and efficiency* and have instead been deleted as a result of the proposed amendments to this section.
6. We note that Section 3.2 *Background* of the section 32 report for PPC50 discusses the merits of the achieving a consistent approach to the roading hierarchy between the Manawatu and Palmerston North District Plans, and reasons for giving greater weight to the roading hierarchy framework set out in the RLTS. Horizons acknowledges and supports this approach. We infer from this section that SH54 and SH56 should be classified as Major Arterial Roads and would like to see this recognised within the *Explanation* in Section 4.13 of the District Plan.

**Relief sought:**

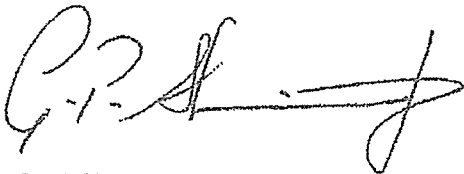
7. That SH54 and SH56 are classified as Major Arterial Routes in Section 4.13 *Traffic safety and efficiency* of the District Plan.

Classification of Campbell Road

8. Horizons supports the reclassification of Campbell Road from a Major Arterial Route to a Minor Arterial Route, consistent with the approach developed in the Manawatu-Palmerston North Joint Transport Strategy which was the basis for the RLTS roading hierarchy. We acknowledge that there has been some confusion in the past as to the status of Waugh's Road / Campbell Road within the roading hierarchy, and we are satisfied with the proposed status of both roads in PPC50.

**Relief sought:**

9. Retain:
  - i. Campbell Road as a Minor Arterial Route; and
  - ii. Waugh's Road as a Major Arterial Routeas proposed in PPC50.



Ged Shirley  
**GROUP MANAGER REGIONAL SERVICES**



# Rangitāne o Tamaki nui a Rua Incorporated

## MANAWATŪ DISTRICT COUNCIL

### Re: Operative Manawatū District Plan, Sectional District Plan Review

IN THE MATTER OF the Proposed Plan Change 50, Rooding Hierarchy.

SUBMISSION BY HINEIRIRANGI HARIATA CARBERRY on behalf of RANGITĀNE o TAMAKI nui a RUA

Wednesday 10<sup>th</sup> July 2013

#### PEPEHA

Kurahaupō Te Waka

Manawatū Te Awa

Rangitāne Te Iwi

My name is Hineirirangi Carberrv; I am the Resource Management Officer at Cultural and Political Services for Rangitāne o Tamaki nui a Rua Inc.

We have substantial interests in what is being proposed through the following blocks along the Ruahine and Tararua Ranges:

- Manawatū No.5 (Ngamoko)
- Manawatū No. 4 (Te Ohu)
- Manawatū No. 2 (Piripiri)
- Manawatū No. 1 (Umutaoroa)
- Tamaki
- Maharahara
- Ahua Turanoa
- Kauhanoa (Mangahao No. 3)
- Mangahao No. 1
- Ka Hinu No. 1 and 2
- Tararua

Our whānau and community rely on the wonderful opportunities, economic benefits and life sustaining forces that our environment offers. To enable us to do this effectively in regards to transportation, we need safe, reliable and usable roads.

After reading through the application on Page 20 it reads:

#### **Table 2: Changes to the Rooding Hierarchy, Minor Arterials**

*Saddle Road – In its entirety – Raise to Major Arterial – Consistency with the RLTS*

The Saddle road falls within our areas of interest; we see and value the need for it to move up in the rooding hierarchy. This road was well used before and during the Manawatū Gorge slip, and is still well used today. Due to



its use as a backup road to the gorge, we agree with the need for it to have the same acknowledgement and maintenance as other Major Arterial Roads.

Conclusion

In conclusion we Support this application.

Rangitāne o Tamaki nui a Rua would like to continue to work with Manawatū District Council, to ensure our areas of interest in regards to Transport and Cultural issues are safe guarded.

If you have any queries regarding this submission, please do not hesitate to contact me on my numbers below.

Nga Mihi

*Māori*  
*whānau*

*Cultural and Political Services*

*Rangitane O Tamaki Nui a Rua Inc.*

*6 Ward Street*

*T: 06 374 4185*

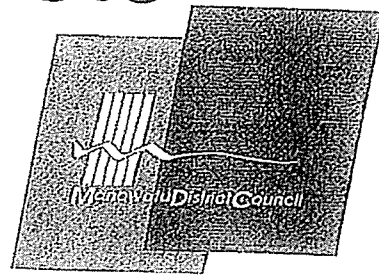
*PO Box 62*

*M: 021 032 2548*

*Dannevirke*

*E: [maofit@rangitane.co.nz](mailto:maofit@rangitane.co.nz)*

# Submission Form Operative Manawatu District Plan Plan Change 50 - Roading Hierarchy



Send or deliver your submission to: Principal Planner  
Manawatu District Council  
Private Bag 10 001, Feilding 4743  
135 Manchester Street, Feilding 4702

For enquiries phone 06 323 0000 fax 06 323 0822 email districtplanreview@mdc.govt.nz

To Manawatu District Council  
Submission on Plan Change 50 - Roading Hierarchy (the proposal) of the Manawatu District Council Plan

### Submitter Details

(please write all names in full)

Name of submitter Palmerston North City Council  
Physical address 32 The Square, Palmerston North  
Postcode 4410  
Address for service (if different) Private Bag 11034, Manawatu Mail Centre, Palmerston North  
Email matthew.mackay@pncc.govt.nz  
Phone (day) 06 356 8899 Mobile Fax

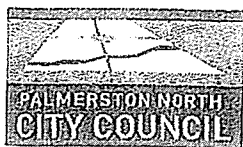
I could ~~not~~ could not [select one] gain an advantage in trade competition through this submission.  
I am / am not [select one] directly affected by an effect of the subject matter of the submission that:  
a) Adversely affects the environment; and  
b) Does not relate to trade competition or the effect of trade competition.  
\* Delete entire paragraph if you could not gain an advantage in trade competition through this submission.

### Submission Details

The specific provisions of the proposal that my submission relates to are as follows (please give details)  
These provisions that relate to roads identified in the Boundary Change Area as per the Local Government Commission Decision.

My submission is that  
[State in summary the nature of your submission. Clearly indicate whether you support or oppose the specific provisions or wish to have amendments made, giving reasons]  
Please refer to attached submission





Private Bag 11034, Manawatu Mail Centre, Palmerston North 4442, New Zealand P 64 6 356 8199 W www.pncc.govt.nz

Wendy Thompson  
Principal Planner  
Manawatu District Council  
Private Bag 10 001  
Feilding 4743

11/07/2013  
DMS 987440

### Submission: Proposed Plan Change 50 (Roading Hierarchy)

Palmerston North City Council (Council) would like to thank Manawatu District Council for the opportunity to submit on Plan Change 50 (Roading Hierarchy).

The Council wishes to submit in general support of the overall intent of Plan Change 50, acknowledging that the Plan Change is giving effect to the Regional Land Transport Strategy (2010-2040), and the Palmerston North-Manawatu Strategic Transport Study.

Of particular interest to the Council is that part of the Plan Change relating to the area of land subject to the 2012 Joint Boundary Change. In accordance with the Local Government Commission Council is currently preparing a draft Plan Change that will incorporate the Boundary Change area into the Palmerston North City District Plan. At the same time, the Council recognises the need for Manawatu District Council to continue it's own District Plan Review, including the preparation of Plan Change 50.

The Council seeks amendments to the notified Plan Change to reflect the changing status of the Boundary Change area. The effect of these changes is to provide further clarity to District Plan users, ensuring that the status of the roads in the boundary change area is not confused. Council requests the following relief:

- The inclusion of an additional map (and/or table) into the District Plan that identifies those roads in the Boundary Change area that are currently subject to Manawatu District Plan, but that will be incorporated into the Palmerston North City District Plan.
- The addition of a sunset clause to the Plan Change stating that these roads will no longer be subject to the Manawatu District Plan, following the adoption of a Palmerston North City District Plan Change to incorporate these roads.
- The removal of the terminology "National Routes" replacing this with the term Major Arterial.

The Council considers these matters are already included in the Section 32 assessment of Plan Change 50, but that it is crucial they also form part of the proposed District Plan provisions.

Please feel free to contact Council staff if you have any questions regarding this submission.

Yours Sincerely

Ray Swadel

Acting Chief Executive



NZ TRANSPORT AGENCY  
WAKA KOTAHI

9 July 2013

Pln

District Plan Review  
Manawatu District Council  
Private Bag 10-001  
Feilding 4743

121866  
7/0720J

Level 3, 43 Ashley Street  
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[www.nzta.govt.nz](http://www.nzta.govt.nz)

Dear Sir/Madam

### Manawatu District Council – Sectional District Plan Review – Proposed Plan Change 50 – Rooding Hierarchy

First and foremost, thank you for sending the NZ Transport Agency (NZTA) a copy of the Manawatu District Council (the Council) Proposed Plan Change 50 – Rooding Hierarchy (PC50) for the NZTA comments.

Overall, the NZTA supports the intent of the PC50 and looks forward to working further with the Council through the process. The NZTA has undertaken a brief review and can now make the following comments that are set out below:

- The NZTA supports the inclusion of aspects from the Palmerston North Manawatu Joint Transport Study (JTS) as part of proposed changes to the Rooding Hierarchy within the Manawatu District; and
- The NZTA notes that the One Network Road Classification (ONRC) project- The joint NZTA/local government project team is in the process of finalising the first draft of the classification framework and associated customer levels of service, this project may impact on the proposed road classifications within PC50.

If you have any further questions, please do not hesitate to contact Cole O'Keefe on (06) 953 6620 or [cole.o'keefe@nzta.govt.nz](mailto:cole.o'keefe@nzta.govt.nz)

Yours sincerely

Cole O'Keefe  
Resource Planner, Central Region

## **Appendix 2**

### **Amendments to the District Plan**

## Appendix 2 – Amendments to the District Plan

(additions in underline, deletions strikethrough)

### Section 4.13 Traffic Safety and Efficiency

Amend the Explanation beneath Policies b) and c) under LU 27 (Section 4.13 Traffic Safety and Efficiency) as follows:

- b) *To recognise the particular importance of maintaining the safety and efficiency of the District's arterial routes.*
- c) *To ensure that the adverse effects of vehicle movements to and from arterial routes are avoided, remedied or mitigated by:*
  - i. *Limiting the number of new vehicle crossings onto arterial routes.*
  - ii. *Requiring accesses to arterial routes to be built to a standard that is appropriate for their intended use.*
  - iii. *Ensuring that property accesses are spaced, constructed and used in a manner which does not significantly disrupt traffic flows.*

#### **Explanation**

*The District Plan has a key role in ensuring that new development does not create adverse effects on traffic safety and the roading network. This role includes ensuring adequate visibility at any new vehicle crossing, and preventing buildings and vegetation from being located where there is the potential for obstruction of sight lines for drivers. It also requires consideration of the safe movement of pedestrians and cyclists. Sufficient room is also needed to ensure that vehicles can get in and out of properties and through intersections, without unduly interfering with the flow of through-traffic.*

*The roading hierarchy in Appendix 2B (Pages 192 and 193) classifies the District's roads into the following categories:*

#### **National Routes**

*Those which form part of a network of national strategic importance ie such as State Highways 1 and 3. They carry the bulk of the through traffic.*

#### **Major Arterial Roads**

*Major Arterial Roads are of strategic importance to the Region. They provide interconnections between areas within the District and distribute traffic from major intercity links. Access is generally at grade but may be limited. Urban traffic volumes are typically greater than 20,000 vehicles per day and rural 5,000 vehicles per day with a significant number of heavy vehicles. Typical urban operating speeds are 50 to 70 km/h and rural 80 to 100 km/h Major Arterial Routes are State Highways 54, 56, Milson Line, Saddle Road, Halcombe Road and Camerons Line.*

**Minor Arterial Roads**

*Minor Arterial Roads provide access between Collector and Major Arterial Roads. These roads have a dominant through vehicular movement and carry the major public transport routes. Access to property may be restricted and rear servicing facilities may be required. Urban traffic volumes are typically 8,000 to 20,000 vehicles per day and rural from 1,000 to 5,000 vehicles per day with a higher proportion of heavy vehicles. Typical urban operating speeds are 40 to 60 km/h and rural 80 to 100 km/h. Minor Arterial Roads include Rongotea-Longburn Road to the north of Kairanga-Bunnythorpe Road, Green Road, and the Cheltenham-Mangaweka routes.*

**Collector Roads**

*Collector Roads provide circulation in local areas and links to arterial roads, while balancing these needs with pedestrian and local amenity values. These roads provide access for all modes of transport including public transport. Typical traffic flows are between 3,000 and 10,000 vehicles per day. These include a number of central roads through the town of Feilding, Pohangina Road, Newbury Line and the main roads to the beaches and tourist routes like the Apiti-Rangiwahia route.*

**Collector Road (Tourist)**

*Collector Roads (Tourist) are those roads that currently carry traffic volumes below that of a Collector Road, but serve a similar function in that they link areas of population together.*

**Local Roads**

*Local Roads provide access and connectivity within a local area. Local Roads in urban areas typically carry up to 3,000 vehicles per day, have low vehicle speeds, have two lanes and provide for on-street parking, property access and pedestrian needs. Local Roads in rural areas typically carry less than 1,000 vehicles per day.*

*Most of the State Highways running through the District are "Limited Access Roads". This means that the New Zealand Transport Agency (or Council in the case of the former SH 56) has control over the number and location of new vehicle crossings and over new subdivisions adjoining these roads. A proposal that meets the standards outlined in this Plan will meet the requirements under the Limited Access legislation.*



*Many agencies such as NZ Rail have opted to use the designation process instead of having their land zoned. The New Zealand Transport Agency (NZTA) have required that State Highways be designated, but other roads are zoned. The Plan provides for a wide range of utilities in the various zones. This caters for works by agencies which either do not have requiring authority status or who choose not to use the designation procedure for a particular work.*

**Appendix 2B**

National Route

Major Arterial Road

Minor Arterial Road

Collector Road

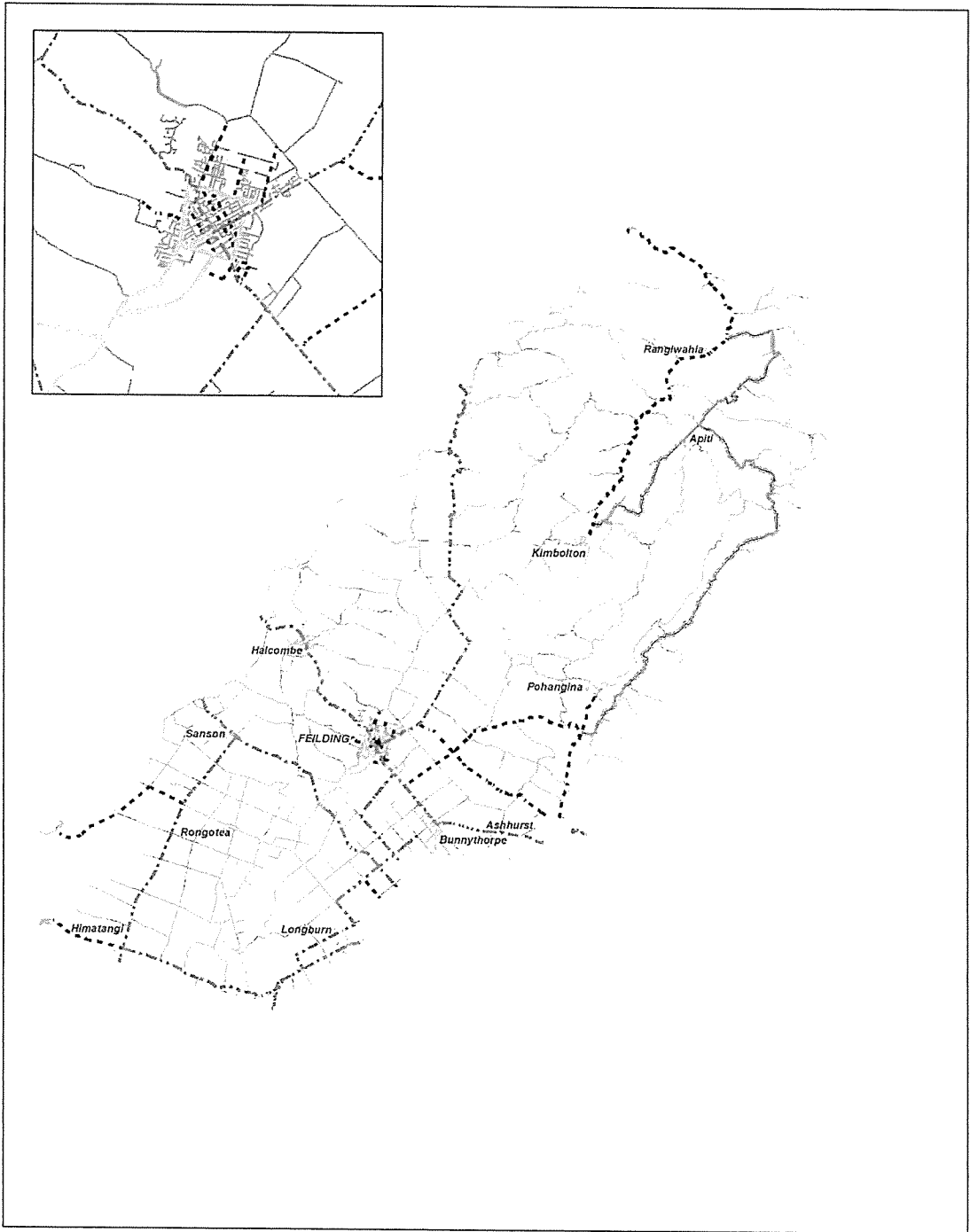
Collector Road (Tourist)



## **Appendix 3**

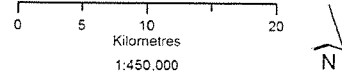
### **Amendments to Appendix 2B Maps**

# Manawatu District Road Hierarchy

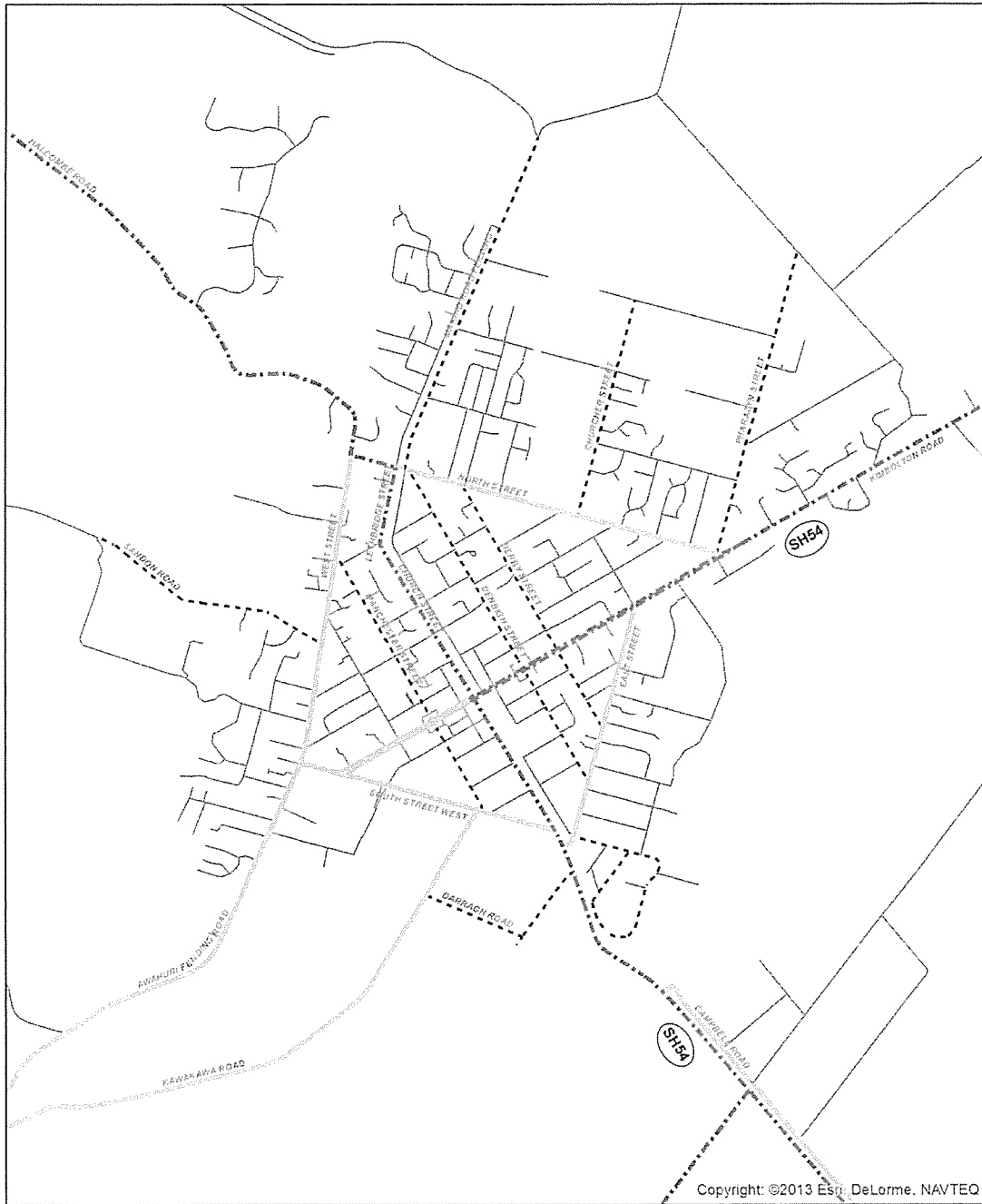


## Legend

- Major Arterial Road
- Minor Arterial Road
- Collector Road
- Collector Road (Tourist)
- Local Road



### Feilding Road Hierarchy



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#### Legend

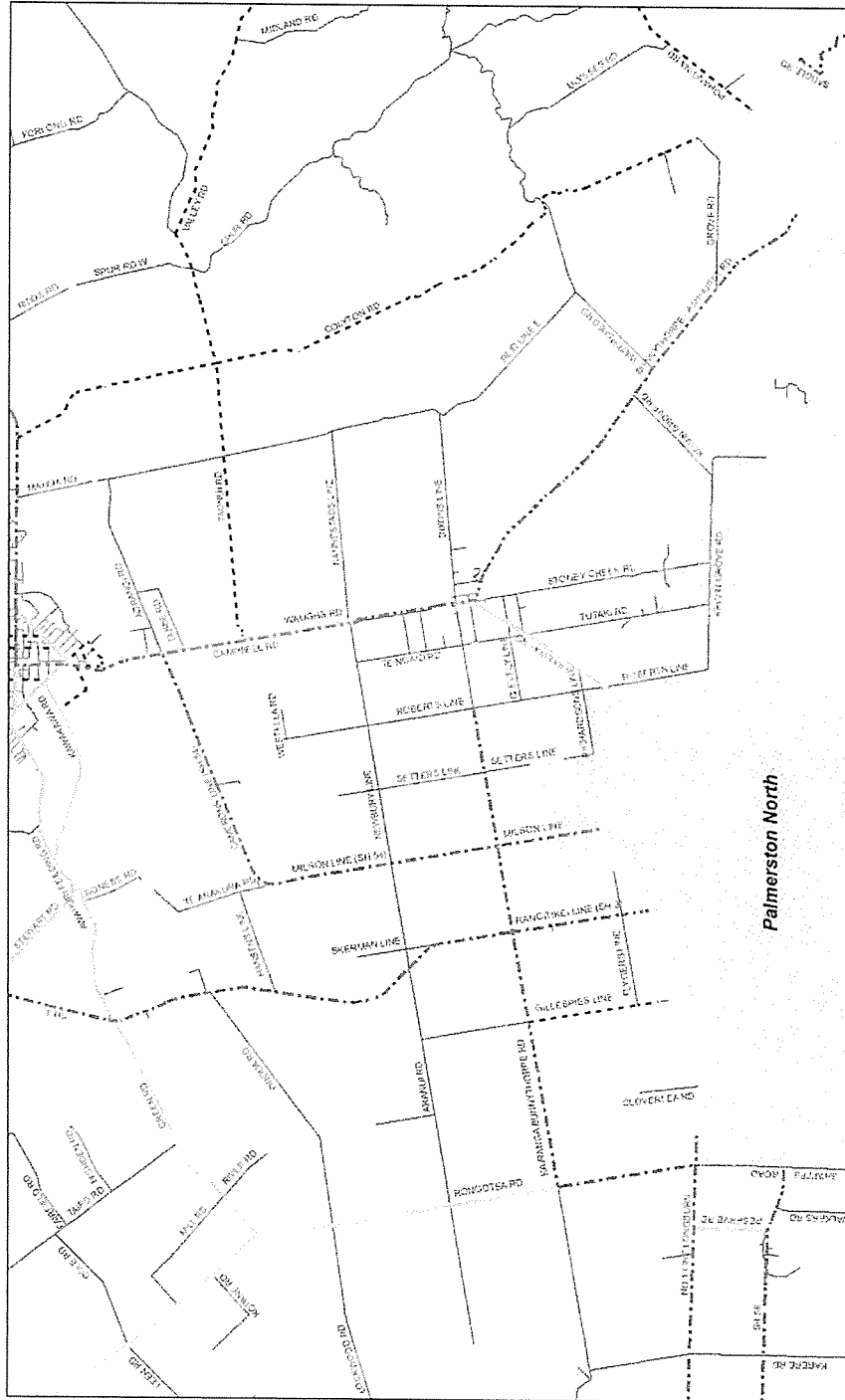
- Major Arterial Road
- Collector Road (Tourist)
- Minor Arterial Road
- Local Road
- Collector Road

0 1 2  
Kilometres

1:30,000



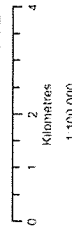
Manawatu District Road Hierarchy - Boundary Change



The roads shown within the boundary change area will no longer be subject to the Manawatu District Plan, following adoption of a Palmerston North City District Plan Change to incorporate these roads.

Legend

- Major Arterial Road
- Minor Arterial Road
- ..... Local Road
- . - . - Collector Road
- Former PNCC boundary
- Manawatu District



**Appendix 4**

**Submitters' Responses**

**Wendy Thompson**

---

**Subject:** FW: Proposed Plan Change 50 - Roding Hierarchy

**From:** Cole O'Keefe [mailto:Cole.O'Keefe@nzta.govt.nz]  
**Sent:** Thursday, 7 November 2013 3:44 p.m.  
**To:** Wendy Thompson  
**Subject:** RE: Proposed Plan Change 50 - Roding Hierarchy

Hi Wendy,

Thanks for email, I can confirm that I do not wish to be heard in relation to the NZTA's submission.

Cheers  
Cole.

**Cole O'Keefe**  
**Senior Planning Advisor**  
**DDI 64 6 953 6620**  
**Mobile 021 240 8152**  
**Email cole.o'keefe@nzta.govt.nz**  
**NZ Transport Agency**

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**Wendy Thompson**

---

**Subject:** FW: Plan Change 50 - Rooding Hierarchy**From:** Matthew Mackay [<mailto:matthew.mackay@pncc.govt.nz>]**Sent:** Thursday, 16 January 2014 10:11 a.m.**To:** Wendy Thompson**Cc:** David Lane; David Murphy**Subject:** RE: Plan Change 50 - Rooding Hierarchy

Hi Wendy,

We are happy with changes as proposed. I've added some notes to your email below.

Kind Regards &amp; apologies for delay in getting back to you.

Matt

**MATTHEW MACKAY | Policy Planner**

Palmerston North City Council | Private Bag 11034 | Palmerston North

P: +64 (6) 3568199 | F: +64 (6) 3554115 | [www.pncc.govt.nz](http://www.pncc.govt.nz)**From:** Wendy Thompson [<mailto:Wendy.Thompson@mdc.govt.nz>]**Sent:** Friday, 8 November 2013 8:45 a.m.**To:** Matthew Mackay**Subject:** Plan Change 50 - Rooding Hierarchy

Hi Matt

Thank you for your submission to Plan Change 50.

Submissions and further submissions have now closed with Council receiving only four submissions in total.

In order to progress things I am proposing the following to the Plan Change in light of the submission from the City:

1. Update the Road Hierarchy Plan – Boundary Change (page 9) showing the roads listed in table 3 (page 23 and 24) with the current hierarchy (as per amended terminology) within the boundary change area. PNCC agrees

Please note that the plan shows a portion of SH 56 and Rangitikei Line (SH3) located within the boundary change area as a National Route – from your submission this should change to Major Arterial? PNCC agrees to Major Arterial label

Perhaps a note at the bottom of the plan stating that *“The roads shown within the boundary change area will no longer be subject to the Manawatu District Plan, following the adoption of a Palmerston North City District Plan Change to incorporate these roads”* PNCC agrees

2. The removal of the terminology “National Routes” placing this with the term Major Arterial PNCC agrees

Page 4 of the plan change – delete *National Routes and the explanation*. PNCC agrees

(Page 8) Appendix 2B - Delete *National* Should this say *National Routes*?

Happy to discuss further. I will send over the changes for you to view if you are happy with the approach above.

Kind regards  
Wendy

---

| WENDY THOMPSON | **Principal Planner** |  
| Manawatu District Council | Private Bag 10001 | Feilding 4743 |  
| P: 06 323 0000 | F: 06 323 8711 | [www.mdc.govt.nz](http://www.mdc.govt.nz) |

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**Wendy Thompson**

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**Subject:** FW: Proposed Plan Change 50 - Comments on submission

**From:** Lisa Thomas [<mailto:Lisa.Thomas@horizons.govt.nz>]  
**Sent:** Thursday, 14 November 2013 2:52 p.m.  
**To:** Wendy Thompson  
**Cc:** Ged Shirley; Wayne Wallace  
**Subject:** RE: Proposed Plan Change 50 - Comments on submission

Hi Wendy

Thank-you for your email. After checking with Ged Shirley and Wayne Wallace I am satisfied that the proposed changes match the relief sought through our submission. We are therefore happy for you to present these requests to the Hearings Committee and withdraw our wish to be heard.

Regards,

Lisa Thomas | Coordinator District Advice  
Regional Services & Information  
T +64 6 952 2908 | M +64 21 2277 183  
Horizons Regional Council | Private Bag 11025, Palmerston North

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**From:** Wendy Thompson <[Wendy.Thompson@mdc.govt.nz](mailto:Wendy.Thompson@mdc.govt.nz)>  
**Date:** 8 November 2013 14:27:14 GMT+13  
**To:** "[Ged.Shirley@horizons.govt.nz](mailto:Ged.Shirley@horizons.govt.nz)" <[Ged.Shirley@horizons.govt.nz](mailto:Ged.Shirley@horizons.govt.nz)>  
**Subject:** **Proposed Plan Change 50 - Comments on submission**

Thank you for your submission on the above Plan Change.

Submissions and further submissions have now closed with Council receiving four submissions in total.

I have attached the proposed changes that Horizons wished us to make. I have included SH54 and SH56 are classified as Major Arterial Routes in Section 4.13 Traffic safety and efficiency of the District Plan (see page 10). These amendments will be presented to Council's Hearings Committee

I can also confirm that Campbell Road will be retained as a Minor Arterial Route and Waughs Road as a Major Arterial Route as supported by Horizons.

Could you please confirm that the changes are what was requested and that due to Council

accepting your relief sought that Horizons do not wish to be heard.

Happy to discuss further.

Yours faithfully  
Wendy Thompson

| WENDY THOMPSON | Principal Planner |  
| Manawatu District Council | Private Bag 10001 | Feilding 4743 |  
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**Wendy Thompson**

---

**Subject:** FW: Plan Change 50 - Roading Hierarchy

**From:** Hineirangi Carberry [<mailto:rmaofficer@rangitane.co.nz>]  
**Sent:** Friday, 8 November 2013 9:58 a.m.  
**To:** Wendy Thompson  
**Subject:** RE: Plan Change 50 - Roading Hierarchy

Morena Wendy

No I do not wish to be heard in relation to our submission.

Ngā mihi

**Hineirangi Carberry**

Resource Management Officer

*Cultural and Political Services*

*Rangitane O Tamaki Nui a Rua Inc.*

6 Ward Street

T: 06 374 4185

PO Box 62

M: 021 032 2548

Dannevirke

E: [rmaofficer@rangitane.co.nz](mailto:rmaofficer@rangitane.co.nz)

**From:** Wendy Thompson [<mailto:Wendy.Thompson@mdc.govt.nz>]  
**Sent:** Thursday, 7 November 2013 2:52 p.m.  
**To:** Hineirangi Carberry  
**Subject:** Plan Change 50 - Roading Hierarchy

Good afternoon Hineirangi

Thank you for your submission to Plan Change 50.

Submissions and further submissions have now closed with Council receiving only four submissions in total.

The minor changes that are going to be accepted by Council will not affect your submission that supported the retention of the Saddle Road as a Major Arterial Road.

Could you please confirm that you do not wish to be heard in relation to your submission as you didn't indicate whether you wished to be heard or not.

Kind regards  
Wendy

---

! WENDY THOMPSON ! **Principal Planner** !  
! Manawatu District Council | Private Bag 10001 | Feilding 4743 |  
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