

Response ID ANON-URZ4-5FXT-V

Submitted to Fast-track approval applications
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Submitter details

Is this application for section 2a or 2b?

2B

1 Submitter name

Individual or organisation name:
Palmerston North City Council

2 Contact person

Contact person name:
David Murphy

3 What is your job title

Job title:
Chief Planning Officer

4 What is your contact email address?

Email:
s 9(2)(a)

5 What is your phone number?

Phone number:
s 9(2)(a)

6 What is your postal address?

Postal address:
s 9(2)(a)

7 Is your address for service different from your postal address?

Yes

Organisation:
Palmerston North City Council

Contact person:
David Murphy

Phone number:
s 9(2)(a)

Email address:
s 9(2)(a)

Job title:
Chief Planning Officer

Please enter your service address:

s 9(2)(a)

Section 1: Project location

Site address or location

Add the address or describe the location:

The preferred route identified during the programme business case, primarily following existing road corridors. However, there are potential some locations where new road corridors will need to be created with land purchases. These are likely to be around the community of Bunnythorpe and around a bridge crossing the Manawatu River.

The attached files indicate the preferred way forward for the Regional Freight Ring Road, however the route will be confirmed as a part of the next stage which will be an indicative business case.

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SH and Future State Long Term.png was uploaded

Upload file here:

PNITI Recommended Programme Summary-AE-uBtpEXuMMiWi.pdf was uploaded

Do you have a current copy of the relevant Record(s) of Title?

No

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Who are the registered legal land owner(s)?

Please write your answer here:

Primarily follows the existing road corridor, but where required land will be purchased from existing owners. The exact scope of this is to be identified during the indicative business case.

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur

Please write your answer here:

Requiring Authority and Road Controlling Authority.

Section 2: Project details

What is the project name?

Please write your answer here:

Manawatū Regional Freight Ring Road

What is the project summary?

Please write your answer here:

The Manawatū Regional Freight Ring Road is a key deliverable for the Palmerston North Integrated Transport Initiative. The programme is designed to help manage growth, whilst maintaining efficient freight movements to Te Utanganui multi modal distribution hub to the northeast of the city.

What are the project details?

Please write your answer here:

As Palmerston North has grown, residential areas have developed in and around industrial areas resulting in access, safety, and amenity issues, particularly due to freight movements. The lack of a coherently implemented road hierarchy has worsened the issues.

The Manawatū Regional Freight Ring Road is designed to create a priority road for freight movements connecting to the Te Utanganui multi modal distribution hub on the northeast side of the city supporting a 50% reduction in freight movement in the city's residential streets.

The project involves upgrading existing roads and/or developing new roads around the East, North and West of the City. linking Te Utanganui efficiently to the state highway network. The work will be staged in three sections. The Eastern connection will link Te Utanganui through the soon-to-be-completed Te Ahu a Turanga to Hawkes Bay. The Northern Connection will support improved connections Northwards along SH3 and SH1, and South to Wellington via SH56 and to SH1. The last stage to be completed will be a second road bridge across the Manawatu River, which will align with NZTA plan to make SH57 the preferred connection South, given long-term limitations to SH56. The bridge will also provide resilience to the city as the nearest bridge is a 40-60-minute detour.

Describe the staging of the project, including the nature and timing of the staging

Please write your answer here:

The project has been identified through a programme business case and its next step involves an Indicative Business Case (IBC) in which we will confirm the road corridor. From here the project will be broken up into three stages as discussed above. The IBC is scheduled to be complete in the 2024-27 NLTP period.

We have initially proposed to complete the Eastern section first, followed by the North section. However, this ordering will be confirmed through the Indicative Business Case.

The final section will be the second road bridge linking SH56 to SH57. This has been scheduled as the last stage so as to align with NZTA's long-term plan to upgrade SH57 into the main highway travelling South from Palmerston North.

What are the details of the regime under which approval is being sought?

Please write your answer here:

We are looking for approvals under the regime of the Resource Management Act (notice of requirement and / or resource consents) and the Public Works Act.

If you seeking approval under the Resource Management Act, who are the relevant local authorities?

Please write your answer here:

Horizons Regional Council
Manawatu District Council
Palmerston North City Council

What applications have you already made for approvals on the same or a similar project?

Please write your answer here:

No applications or notices have been made for this project.

Project still needs to undergo further business case development.

Is approval required for the project by someone other than the applicant?

Yes

Please explain your answer here:

The programme that this project sits under Palmerston North Integrated Transport Initiative, which is a partnership between NZTA, Horizons Regional Council, Manawatu District Council and Palmerston North City Council.

The partners are working together to realise PNITI and its various projects, including the Manawatu Regional Freight Ring Road.

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

Indicative Business Case to confirm the route, 2024-2026
Detailed Business Case (First section) 2026-2028
Procurement (First Section) 2028-2029
Detailed Business Case (Second section) 2028-2030
Construction (First Section) 2029-2031
Procurement (Second Section) 2030 -2031
Detailed Business Case (Third Section) 2031-2033
Construction (Second Section) 2032-2035
Procurement (Third Section) 2033-2034
Construction (Third Section) 2035-2039

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

Rangitāne o Manawatu
Horizons Regional Council
Manawatu District Council
Ngati Kauwhata
NZTA
Bunnythorpe Community Committee

Ashhurst, Longburn Communities
Affected landowners
Defence
Massey University
Te Utanganui landowners and operators

Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Please write your answer here:

High level engagement has been undertaken through the programme business case. This has led to the formation of various governance groups, one for PNITI specifically that brings together NZTA, PNCC, MDC and Horizons. We also have the Te Utanganui governance group, that looks at the projects that align with the Te Utanganui multi-modal distribution hub, this group include the above-mentioned authorities alongside, Ngati Kauwhata, Rangitane O Manawatu, Central Economic Development Agency and the Manawatu Chamber of Commerce. who are all supporters and advocate for the project.

Alongside this we have consulted with our community through the long-term plan and our Future Development Strategy where we have outlined Te Utanganui and the PNITI.

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Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

Please write your answer here:

None

Section 4: Iwi authorities and Treaty settlements

What treaty settlements apply to the geographical location of the project?

Please write your answer here:

A key Treaty settlement is that of Rangitāne o Manawātū. There are no know statutory acknowledgements that specifically refer to the terrestrial area, however acknowledgements around waterways and water quality are highly relevant. The major regional claim 'Porirua ki Manawatu' will also be highly relevant to the area encompassed by PINITI (<https://www.waitangitribunal.govt.nz/inquiries/district-inquiries/porirua-ki-manawatu/>).

Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No

If yes, what are they?:

Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

Yes

If yes, what are they?:

We will be confirming the route of the road through an indicative business case. As a part of this process, we will work with our Iwi partners to identify any Māori land, marae and wāhi tapu within the project area.

Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?

No

Has the applicant has secured the relevant landowners' consent?

No

Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

No

If yes, what are they?:

Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No

If yes, please explain:

Upload your assessment if necessary:

No file uploaded

Section 5: Adverse effects

What are the anticipated and known adverse effects of the project on the environment?

Please describe:

The anticipated adverse effects from this project, are those associated with any major road improvements. noise, safety, community disruption, hydrological and sediment issues, impact on other infrastructure, impact on sites of significance.

The full impacts will be better understood as we progress through the business cases.

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Section 6: National policy statements and national environmental standards

What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

Please write your answer here:

The project will support industrial growth and residential growth, and as a result we see it as align positively with the outcomes sought by the NPS for urban development.

As the project area does include several waterways, we need to be mindful that the project does not undermine the outcome sought by the NPS for freshwater management. It is the council's view that negative impacts on the waterway can be mitigated through good sediment control measures and ensuring uninterrupted water flows.

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Section 7: Eligibility

Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes

Please explain your answer here:

The project's improvements to the freight network have significant benefits for the region and the country. The timeline for implementing the road is spread out over several years. By fast-tracking this project, we can shorten this timeline, improve the time taken to implement it, and start getting the economic benefits sooner. It will allow for productivity in the city and the freight sector to improve, as we will be able to divert the heavy vehicles onto the Manawātū Regional Freight Ring Road, reducing congestion in the city and improving safety.

What is the impact referring this project will have on the efficient operation of the fast-track process?

Please write your answer here:

It is our view that the Manawātū Regional Freight Ring Road is prime example of project that this process aims to help in the bills purpose. This is an infrastructure project with clear benefits to the region and the country. The project has a long timeline, that would be made longer if needs to go through a consenting process following the business case process. We believe that the impact of referring, will be to support the purpose and the operation of the fast-track process.

Has the project been identified as a priority project in a:

Local government plan or strategy

Please explain your answer here:

The project has the number 1 priority in the region. We have submitted on the GPS Land Transport, to have the road recognised as a road of national significance, given the enormous benefits it will have for the country's freight network, however at the time of making this submission we have not seen the confirmed GPS Land Transport.

Will the project deliver regionally or nationally significant infrastructure?

National significant infrastructure

Please explain your answer here:

The Manawatū Regional Freight Ring Road is a key project to unlocking Te Utanganui. Te Utanganui is a unique multi modal distribution hub being developed in Manawatū, spanning across Palmy and into the wider district. It encompasses several infrastructure projects which, when combined, will create the primary distribution and transport hub for central New Zealand, supporting the transport and logistics centres of South Auckland, Waikato and Canterbury.

The region is the key central servicing point for central New Zealand, including the Taranaki, Manawatū-Whanganui, Hawke's Bay, Wairarapa and Wellington regions, and is home to one of only three key nodes on the national air freight network, operating 24/7.

Once fully completed, the hub will provide economic, social and environmental benefits for the region and the country. It will help to reduce emissions through more efficient freight movement and provide more efficient delivery of goods in New Zealand.

Will the project:

increase the supply of housing, address housing needs, contribute to a well-functioning urban environment

Please explain your answer here:

This project is important to the city unlocking around 7,600 houses to the west of Palmerston North as well as industrial land to the northeast of the city. Currently plan changes for the western side of the city are being held up by this project as we look to confirm the route and integrate the road with the new growth area.

The road once complete will have significant benefits for the existing urban environment, as it will help remove nearly 50% of heavy freight movements from the city's residential streets. This is causing serious issues with the maintenance of our roads already, with significant wear and tear being caused. This is best reflected on Amberly Ave which has had a bridge collapse as a result of the heavy vehicle movements.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

This project is important to unlocking the economic potential of Te Utanganui multimodal distribution hub and the economic benefits that will come with it. In the programme business case, the benefit-cost ratio for this project was identified as being between 1.3 and 1.6.

Will the project support primary industries, including aquaculture?

Yes

Please explain your answer here:

Fonterra distribution will benefit from the improved interregional connections to its plant in Longburn.

Will the project support development of natural resources, including minerals and petroleum?

No

Please explain your answer here:

Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

Yes

Please explain your answer here:

Being a part of Te Utanganui, there will be improved connection between road, rail, air and ports allowing for more efficient freight movements reducing emissions.

Will the project support adaptation, resilience, and recovery from natural hazards?

Yes

Please explain your answer here:

A second road bridge will improve resilience for the city, as it currently has only one convenient crossing over the Manawatū river, with the next road bridge being a 1-hour detour for users.

Will the project address significant environmental issues?

Yes

Please explain your answer here:

As noted above the project will help to reduce carbon emissions by moving freight more efficiently and improving connections to rail. With the road connecting to the KiwiRail freight hub in the northeast of the city, it will allow a significant improvement in the amount of goods moving by rail reducing emissions.

Is the project consistent with local or regional planning documents, including spatial strategies?

Yes

Please explain your answer here:

The project supports our strategic planning for the road network with Strategic Networks modal priorities aligning strongly with the proposed route for freight movements. In addition, the overarching programme business case for this project seeks to better align land transport with land use planning in the city. As we work through plan changes and growth, we are evaluating how this best aligns with the programme business case and the project.

Anything else?

Please write your answer here:

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

Section 8: Climate change and natural hazards

Will the project be affected by climate change and natural hazards?

Yes

If yes, please explain:

The project will interact with several waterways. As a result of climate change, there is an increased risk of flooding to infrastructure. As we are in the early stages of the business case process, we can mitigate this risk by designing the road to account for and respond to increased risks from flooding.

Section 9: Track record

Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Please write your answer here:

No

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Declaration

Do you acknowledge your submission will be published on environment.govt.nz if required

Yes

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Please write your name here:

David Murphy

Important notes