

## Response ID ANON-URZ4-5FKR-D

Submitted to Fast-track approval applications  
Submitted on 2024-05-03 16:29:46

### Submitter details

Is this application for section 2a or 2b?

2A

#### 1 Submitter name

Individual or organisation name:  
KiwiRail Holdings Limited

#### 2 Contact person

Contact person name:  
Marija Batistich

#### 3 What is your job title

Job title:  
Senior Legal Counsel

#### 4 What is your contact email address?

Email:  
s 9(2)(a)

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Phone number:  
s 9(2)(a)

#### 6 What is your postal address?

Postal address:  
  
Private Bag 92138, Victoria Street West, Auckland 1142

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

No

Organisation:

Contact person:

Phone number:

Email address:

Job title:

Please enter your service address:

### Section 1: Project location

Site address or location

Add the address or describe the location:

This application is related to various upgrades to the rail network between Wellington and Masterton on the Wairarapa Line (WL), and between Wellington and Palmerston North on the North Island Main Trunk Line (NIMT).

These upgrades are required to enable new interregional rail services to operate between Wellington and Palmerton / Masterton as part of the Lower North Island Rail Integrated Mobility (LNIRIM) programme. These works include new and/or extended passing loops, additional stabling in Wellington and Palmerston North, a new depot and stabling facility in Masterton, and station upgrades north of Waikanae and in the Wairarapa.

## Figure 1 Site Location - Lower North Island Integrated Rail Mobility

In addition to this, more significant upgrades are required to improve rail services across the network over the next 30 years as identified in the Wellington Programme Business Case (PBC). This application includes those works required to reach an interim stage of PBC development, namely a 10-minute timetable (6 trains per hour) known as RS4.3 and benefiting both LNIRIM and suburban services. These works include duplication of tracks in several locations, including between Pukerua Bay and Paekakariki (referred to as North-South Junction), and on approach to Waikanae Station (both of which involve significant civil works), and extension of the Melling Branch Line.

The location of works for scope associated with both the LNIRIM project and the PBC RS4.3 is presented below.

## Figure 2 Site Location - Lower North Island Integrated Rail Mobility and PBC step RS4.3

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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:

No Record of Title is being submitted as the projects are currently at an optioneering stage. As we progress with a refined corridor and prepare an in-depth corridor property review, Records of Title will be compiled and analysed.

NZRC/KiwiRail has an existing legal interest in the full linear extent of the project corridor, with the exception of the proposed Melling Line extension. Most interventions will be undertaken within the rail designation, though several may require corridor widening.

Where additional land is required beyond the current legal boundaries of the rail corridor, a complete landowners list will be available as optioneering progresses.

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:

KiwiRail holds existing designations for the railway lines within the programme area. It is anticipated that most interventions will be undertaken within the rail designation, however it will be necessary to alter the designations where they fall outside of the designation, necessitating a Notice of Requirement (NoR) under the Resource Management Act 1991 (RMA) to the relevant territorial authority.

The following parts of the rail network within the programme area are designated in the District Plans of the territorial local authorities listed below:

Railway Line: North Island Main Trunk

District or City Council: Wellington, Porirua, Kapiti, Horowhenua, Manawatu, Palmerston North

Railway Line: Johnsonville Line

District or City Council: Wellington

Railway Line: Wairarapa Line

District or City Council: Wellington, Lower Hutt, Upper Hutt City, Carterton, South Wairarapa Masterton

Railway Line: Melling Branch Line

District or City Council: Lower Hutt District, administered/managed by Hutt City Council.

- Designation NZR1 starts near Petone and extends to Melling. There is no designation from Melling to Belmont (as there is currently no rail line).
- The designation chapter within the draft district plan has not been complete, and therefore, cannot be considered at this time.

Any additional interests required will be acquired under the Public Works Act 1981, further details provided below.

## Section 2: Project details

What is the project name?

Please write your answer here:

Lower North Island Integrated Rail Mobility (LNIRIM) and PBC stage RS4.3

What is the project summary?

Please write your answer here:

The project comprises rail network improvements needed to facilitate the LNIRIM programme of new trains for the Wellington region, as well as a meaningful initial step in the Wellington Programme Business Case (PBC) rail investment programme for the next 30 years. The network improvements involve track, stabling and station upgrades between Wellington and Palmerston North, and between Wellington and the Wairarapa.

What are the project details?

Please write your answer here:

#### LNIRIM Elements

The lower North Island train network will benefit from new four-car units arriving in the late 2020s, of which the Government is a co-funder. As part of this Government commitment, funds have been set aside for network improvements to lift train service frequencies to make best use of the new units. These include extension of passing loops north of Waikanae, additional stabling in Wellington, Masterton and Palmerston North, a new depot in Masterton, and station upgrades north of Waikanae and in the Wairarapa.

The investment objectives of the project are:

- improve connectivity and access to opportunities through safe and reliable transport options on the Manawatu and Wairarapa corridors;
- improve corridor capacity by providing for forecast demand for longer distance travel within the growth areas of the Manawatu and Wairarapa corridors;
- improve attractiveness of public transport within the corridors;
- reduce carbon emissions related to commuter travel within the corridors; and
- enhance value for money through increased network productivity and efficiency of operation of transport services

In Budget 2023 the Government agreed to provide co-funding for the Lower North Island Rail Integrated Mobility proposal (Proposal) presented by the Greater Wellington Regional Council (GWRC) and Horizons Regional Council (together referred to as the Councils). The Proposal is for the Councils to purchase eighteen 4-car units to replace the safety-life-expired 1970s carriage fleets on the Wairarapa and Manawātū lines, enabling improved services which will increase connectivity across the lower North Island and support growth along these transport corridors.

The Proposal also includes track improvements to accommodate increased passenger rail on the existing lines and other supporting infrastructure such as stabling and station improvements. The combined elements of the Proposal are referred to as the “LNIRIM Programme”.

The LNIRIM programme was initiated following completion of the LNIRIM Detailed Business Case. Its investment objectives are:

- improve connectivity and access to opportunities through safe and reliable transport options on the Manawatu and Wairarapa corridors;
- improve corridor capacity by providing for forecast demand for longer distance travel within the growth areas of the Manawatu and Wairarapa corridors;
- improve attractiveness of public transport within the corridors;
- reduce carbon emissions related to commuter travel within the corridors; and
- enhance value for money through increased network productivity and efficiency of operation of transport services.

On behalf of Councils, GWRC will deliver the rollingstock, maintenance depot and station upgrades (above platform) part of the package.

KiwiRail, with Crown funding, will be responsible for the following:

Package delivered by KiwiRail: Station upgrades

Element: Station – below platform

- Upgrades for safety, accessibility, and maintainability including the raising of platforms.

Package delivered by KiwiRail: Stabling facilities and track upgrades

Element: Stabling facilities - Including interpeak stabling in Wellington and overnight stabling at Masterton and Palmerston North.

- Track and signalling infrastructure.
- Additional passing loops or passing loop extensions north of Waikanae to ease the interface with freight services and de-risk the proposed increased services.
- Trackside equipment (balises) to enable more efficient train operations including reduced dwell times.

Package delivered by KiwiRail: Wellington Metro Upgrade Programme (WMUP) 6B

Element: Further Wairarapa Rail Upgrades (WMUP Phase 6B) to enable service and reliability improvements in the Wairarapa namely the Maymorn Loop and associated works and some Masterton stabling.

NZTA is the lead government agency responsible for monitoring the delivery of the Rail Network Investment Programme (RNIP) and is therefore the lead agency in monitoring the LNIRIM Programme network improvements and associated infrastructure funded through the RNIP. It is responsible for monitoring GWRC's and KiwiRail's delivery of the Proposal using standard Waka Kotahi processes and systems.

PBC growth elements

Beyond the LNIRIM elements described above, this proposal also seeks to address Wellington's need for continued growth and infrastructure improvements to enable this. Greater Wellington Regional Council's 2022 Programme Business Case (PBC) set out an ambitious programme of improvements across the next 30 years. This proposal sets out the expected infrastructure improvements required to enable a meaningful initial step in that programme, which would enable an increase in train services from current 3 trains per hour to 6 trains per hour (known as RS4.3). The required investments include:

- Wellington throat capacity improvements, including a fourth main to enable the operational separation of Hutt and Kāpiti services, northern access to EMU stabling, and separated access to the Wellington freight terminal, which will significantly reduce conflict between passenger and freight services and improve network and service resilience and reliability.
- Full duplication between Pukerua Bay and Paekakariki (North-South Junction), a key single-track constraint with several tunnels, and addition of a third main in the Porirua-Tawa area, will enable higher passenger frequencies and improve service resilience and reliability on the Kāpiti Line. This will make rail a more attractive travel option on that line, where population growth is expected to be highest, and ensure continued freight access the network as passenger frequencies increase.
- Duplicated approach to the Waikanae Station, including a bridge and second platform, which will reduce conflict between passenger and freight services, improve service resilience and reliability, and enable higher passenger frequencies on the Kāpiti and Manawātū lines.
- Extension of the Melling Line to connect with the Wairarapa Line at Manor Park station via a double track Manor Park to Melling link. Allowing significant journey time improvements on the Hutt Valley Line in addition to increased train frequencies from a 20 to 10 minute pattern. As part of this work, a new rail station would also be added at Belmont to increase coverage of the network and improve access to public transport.
- Duplication of main lines between Otaki and Levin: Adding an additional main on the NIMT in this area allows for further expansion of inter-regional services beyond what is provided in the LNIRIM programme (roughly doubling the number of services running between Palmerston North and Wellington), while preserving reliable and efficient freight access.
- Tawa Basin third main: Adding a third mainline track between Porirua and Takapu Road is required to ensure that competitive travel times and reliable freight access is maintained when the timetable moves to a 10 minute pattern. Without this infrastructure, a significant reduction in journey times would be expected, particularly for the limited stop services from Waikanae and Palmerston North, which would negate the benefits of moving to a higher frequency service.
- Network resilience and operational flexibility upgrades, including improvements to slopes, bridges, culverts, track infrastructure, areas subject to sea level rise and storm surge, and operational patterns and maintenance, which will make the Wellington rail system safer and more resilient, particularly in the face of climate change, and ensure that it can recover quickly when events occur to minimise customer impact.
- Network re-signalling, which will remove restrictions on the number of peak hour services, safely enable future frequency improvements, and improve operational flexibility, resilience, and reliability.
- Traction power upgrades, including additional substations and wider enabling power network upgrades, which will overcome current limitations and enable higher future train frequencies.
- Rail network segregation at all places where reasonably practicable, including improved fencing and grade separation of pedestrian and vehicle level crossings, which will significantly improve safety and the experience of surrounding communities as frequencies increase.
- Rail station and platform improvements at Maymorn, Manor Park and Waikanae, to support increases in rail volumes
- A passing loop in the region of the Remutaka tunnel to improve timetable resilience
- Additional stabling capacity, for storage and servicing of the increased fleet of passenger trains needed to deliver service frequency improvements.

Elements of the programme, such as double tracking between Paekakariki and Pukerua Bay, Melling Line extension and station improvements are likely to be of such significance and complexity to warrant consenting under a fast-track process. These elements are not presently funded but next stage business case funding is being sought in the 2024 Rail Network Investment Programme (RNIP).

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

Please write your answer here:

LNIRIM Elements:

The project is currently in the pre-implementation phase with detailed planning and design underway. Implementation is expected commencement is 1 – 3 years.

The LNIRIM programme is set out in four packages of works, as follows:

LNIRIM Package 1: Independently Powered Electric Multiple-Unit (IPEMU) Vehicles and IPEMU Maintenance services to be procured by GWRC (with capital funding from GWRC and Horizons, NZTA and Crown)

LNIRIM Package 1A: An IPEMU Depot to be procured by GWRC (with capital funding from GWRC and Horizons, NZTA and Crown)

LNIRIM Package 2: Station upgrades (above platform) to be procured by GWRC (with capital funding from GWRC and Horizons, NZTA and the Crown).

LNIRIM Package 3: Station upgrades (below platform), stabling facilities, track infrastructure including Maymorn Loop and associated signalling to be procured by KiwiRail (with capital funding from the Crown) delivered through the Rail Network Investment Plan (RNIP).

LNIRIM Package 4: Procurement of the remaining services and planning required by GWRC to ensure operational readiness.

PBC growth elements:

Staging of the PBC growth elements would be determined by the next stage business case (IBC) but is likely to focus first on track improvements on the NIMT, followed by those on the Melling Line.

The Project is investment ready

The LNIRIM programme elements have been through business case phases to detailed business case level and has received funding approvals for initial programme phases. Procurement for next phases is expected to commence at the beginning of FY25.

For the PBC growth elements, funding has been sought in the 2024 RNIP for next stage business casing and investigations. This is expected to be a “programme” IBC that reconfirms the infrastructure improvements and timing thereof for the RS4.3 six trains per hour timetable. Key stages to the PBC growth elements are therefore:

Stage 1: Investigation including business cases.

- COMPLETED - first stage business casing (a Programme Business Case (PBC) and development of a 30-year strategic rail plan) was undertaken across the 2021-22 period by Greater Wellington Regional Council, which confirmed the case for growth. A subsequent capacity study by KiwiRail confirmed the infrastructure improvements required to enable a meaningful initial step facilitating a 6 trains per hour timetable;

- 2024 – KiwiRail is seeking funding for an Indicative Business Case (IBC) in the 2024 Rail Network Investment Programme (RNIP) – 2024/2025. This will confirm onward timescales and include concept design.

- [2025-2026] Consult with stakeholders on alterations required to the designations held.

- [2027 – 2028] Detailed Business Case(s), investigation works and potentially including consenting and it is hoped that this would follow on directly from the business case.

- Construction timing is discussed later in the application

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

Please write your answer here:

Resource consents expected to be required include:

- water permits - take, use, dam, and divert;
- discharge permits - to land, air, and water; and
- land use consent - build, excavation, and damage to habitat (if not covered under a NoR).
- Approvals under the Heritage New Zealand Pouhere Taonga Act 2014
- Approvals under the Wildlife Act 1953

KiwiRail holds existing designations for the railway lines within the programme area. It is anticipated that most interventions will be undertaken within the rail designation, however it will be necessary to alter the designation where they fall outside of the designation, necessitating a NoR under the RMA to the relevant territorial authority. This will be required in the case of the Melling Line extension. An Outline Plan of Works may be served concurrently with an alteration. An alteration requires an Assessment of Effects on the Environment, and these will be prepared for each location. Written approvals from affected parties may be sought. While much of the work that occurs within the rail corridor and would be subject to the Outline Plan process under existing line designations (NIMT, Johnsonville, Wairarapa Lines), some will require regional consents. Works outside the designated corridor may require both regional and district consents.

The relevant planning documents have a multitude of objectives and policies that include protection and/or avoidance requirements, which RMA case law gives considerable prominence. This has implications for the consenting of projects that are likely to require non-complying activity resource consents. There is a high likelihood that one or more of the activities associated with interventions will be in an area deemed by the Horizons Regional Council's One Plan as an at-risk or threatened habitat or will not meet the standards in GWRC's proposed Natural Resources Plan, meaning non-complying activity regional resource consents could be required.

The activities that are high risk are:

- the removal of vegetation;
- earthworks and discharges that may impact on wetlands (recognising there is some existing provision for rail construction works);
- stormwater discharges;
- discharges of sediment during construction;
- disturbance of riverbeds; and
- the construction and placement of structures in rivers on fish passage.

It is also anticipated that following completion of a detailed site investigation, resource consents may be required pursuant to the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health for works within and potentially outside the rail corridor, and resource consents will likely be required under the National Environmental Standard for Freshwater Management 2020 for works in streams.

The programme covers a range of sensitive environments (coastal and water courses), steep terrains and constrained urban areas with potential property ownership implications (land requirements), meaning non-complying activity regional resource consents will be required.

Refer: Figure 2 Constraints and Planning Risks based on Location

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

Please write your answer here:

District and City Councils:

- Wellington;

- Porirua;
- Kapiti;
- Horowhenua;
- Manawatu;
- Palmerston North;
- Wellington;
- Lower Hutt;
- Upper Hutt City;
- Carterton;
- South Wairarapa; and
- Masterton.

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

Please write your answer here:

KiwiRail holds existing designations for the railway lines within the programme area. It is anticipated that most interventions will be undertaken within the rail designation. Exceptions will include the Melling Line extension, and potentially the Tawa 3rd track and Otaki to Levin duplication.

Where additional land is required beyond the current legal boundaries of the rail corridor, a complete landowners list will be available as optioneering progresses.

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

No

Please explain your answer here:

The Minister of Transport may be required to approve certain project stages, in particular the extension of the Melling Line. At this stage, construction approval is not sought. Approvals would initially be sought for planning and investigation stages for these strategically important corridors.

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

Please write your answer here:

LNIRIM elements

The LNIRIM programme has been through business case phases to detailed business case level and has received funding approvals for initial programme phases. Procurement for next phases is expected to commence at the beginning of FY25. It is expected that commencement will take place in 1 – 3 years.

The LNIRIM programme will be co-funded by the Crown, Waka Kotahi NZ Transport Agency (through the National Land Transport Fund), and the Councils.

The Detailed Business Case for initial phases of the Programme was produced and endorsed by Councils in November 2021. Waka Kotahi approved the Detailed Business Case and funding in December 2021. Crown funding was confirmed in a pre-budget 2023 announcement in April 2023.

Funding shares for this initial phase of the LNIRIM Programme capital investments are:

- \$455.400 million provided by the Crown;
- \$347.400 million provided by Waka Kotahi NZ Transport Agency through the National Land Transport Fund; and
- \$71.100 million provided by the Councils.

PBC growth elements

The initial stage of business casing, a Programme Business Case was completed in 2022. KiwiRail is seeking funding for next stage, an Indicative Business Case (IBC) in the 2024 Rail Network Investment Programme (RNIP) – 2024/2025. This will confirm onward timescales and include concept design.

### Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

No consultation has been undertaken in relation to specific elements of the project however the programme has been subject to recent engagement with affected territorial authorities and the GWRC.

There is strong support for the project from GWRC and MetLink. There is also strong support from MetLink regarding fast-track approach.

Specific consultation on elements of the programme will occur at the relevant phase of the delivery cycle.

It is expected that projects within the programme will be delivered in partnership or with the active engagement of mana whenua. Collaboration with mana whenua at the early stages of a project is important to ensure a partnership approach is taken to honour Te Tiriti o Waitangi - The Treaty of Waitangi. An assessment of effects on heritage and archaeology will also be prepared.

Engagement with other affected parties and the wider public will be undertaken as appropriate to each individual section of the project.

- Central Government
- Ministry of Transport
- Waka Kotahi (NZTA)
- Regulators
- Worksafe
- Te Puni Kokiri
- Mana whenua
- Local Authorities
- Wellington Regional Council
- Manawatu- Whanganui - Horizons Regional Council
- Landowners and/or leaseholders

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:

LNIRIM has been developed by Greater Wellington Regional Council with support from the Manawatu Wanganui Regional Council and KiwiRail. The Business Case has been endorsed by NZTA who have also approved funding their share of the project. Ministry of Transport has supported the project through the budget process to obtain Government funding for their share.

Similarly, the Wellington Rail Programme Business Case was also developed by GWRC, and both it and KiwiRail's subsequent Wellington Network Capacity study have been consulted with NZTA and received endorsement.

GWRC is committed to support the next stage of planning and will be a partner with KiwiRail in the development of the next stage Business Case that will further refine the project and its component parts.

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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:

NZRC/KiwiRail has a legal interest in the full linear extent of the project corridor. The underlying land has been acquired using various iterations of the Public Works Act and Railways Act, over the past 100 years.

As of now, no new acquisitions have occurred under the PWA 1981 specifically for this project.

Any additional land designated as part of the project scope would be acquired via the Public Works Act 1981. NZRC/KiwiRail has an advanced purchase policy to deal with Section 185 Resource Management Act requests.

Once an active acquisition programme is funded, NZRC/KiwiRail would seek agreement via Section 17 PWA (by agreement) but will consider the use of compulsory acquisition powers to protect project timeframes if required. (S.18, S.23 PWA).

#### Section 4: Iwi authorities and Treaty settlements

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

Please write your answer here:

As there are various iwi located within the regions impacted by the project area. Kiwirail has active relationships with key iwi and hapu in both the Greater Wellington region and upwards to Palmerston North.

Kiwirail will continue to actively engage with all settled and any unsettled iwi within the project area, through various existing relationship agreements, forums and work plans to ensure productive and meaningful dialogue continues.

We acknowledge that there are several Statutory Acknowledgements throughout the project area. These have been identified, and will be acknowledged and recognised in the development of all consents, as is Kiwirail's current practice.

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?

No

If yes, what are they?:

At this stage this is unknown but unlikely, as most of the works will be located within the existing railway corridor. The exception being the Melling Branch Line works, further investigation will be required once the preferred route is identified.

Consent of any relevant landowners will be addressed once we know the extent of the works.

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?:

At this stage this is unknown, but unlikely. Kiwirail would endeavour to avoid these areas if possible.

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

No

If yes, please explain:

No – this will be assessed if required.

Upload your assessment if necessary:

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## Section 5: Adverse effects

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

Please describe:

An assessment of the adverse effects will be undertaken as part of any application process, including an assessment in relation to any national direction, regional and district plans and alterations to designations.

As the nature of the environmental effects of this project are well known and similar to several KiwiRail projects, it is anticipated that these effects will be able to be robustly assessed in the main application.

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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:

An assessment of the project against relevant national policy statements and national environmental standards will be undertaken as part of any application process.

### Urban Development Alignment

The proposal will ensure that the lower North Island is a well functioning environment as required by the National Policy Statement on Urban Development 2020. Achieving a well functioning environment requires good accessibility to rail transport.

In addition, the Urban Development Act 2020, coupled with the Urban Growth Agenda, establish urban growth partnerships in five growth areas - i.e., infrastructure funding, financing and delivery, urban planning, integrated transport, and system coherence. In Wellington, the rail investment is directly aimed at improving attractiveness of services and facilitating significant mode shift.



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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 fast-track process is likely to be more appropriate than the usual consenting process for the following reasons:

- Given the long geographical extent of the programme there is likely to be extensive public interest in any consenting process, however given the existing approvals and that funding approval is also in place, it is important to ensure that any issues raised in relation to consenting are properly managed and limited to the nature of the consents sought. Given these issues a fast-track process would more efficiently manage and assess the consents sought and the effects along the route in relation to all affected landowners and stakeholders.
- As existing designations are in place it is important that any additional consenting is undertaken using a streamlined process to take into account the existing environment and focused areas of interest to ensure that consents are obtained in a cost effective and time efficient process to meet funding and construction commitment.
- The sensitive environment, steep terrains and constrained urban areas that comprise the relevant corridor will add complexity to environmental considerations.
- The long lead time for construction for these works, once fully consented creates a risk that the infrastructure would not be able to be delivered as quickly as it is required and may constrain related decision-making in the region. For example, the Wellington Rail PBC determined that a 10min pattern timetable (RS4.3) would be required by 2032 in order to meet investment objectives. The feasibility of this timeline will be confirmed in subsequent phases of investigation, however it highlights the fact that these infrastructure investments will benefit greatly from a more efficient consenting process so that they can be delivered as close to planned timeframes as possible.

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

Please write your answer here:

The scale and nature of this project will have regional significance is appropriate for the fast-track process given the nature of the activities involved to give effect to the overall programme.  
KiwiRail is an established infrastructure provider with a high level of in house and external capability and experience of obtaining consents and approvals for such projects.

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

Central government plan or strategy

Please explain your answer here:

The Lower North Island Integrated Rail Upgrade programme of works and PBC growth elements has been identified as a priority in the following relevant plans.

RNIP and RLTP: Business case funding is sought in the 2024 RNIP (KiwiRail) and RLTP (Greater Wellington Regional Council).

The government's New Zealand Rail Plan (2021) sets out two strategic investment priorities for a resilient and reliable rail network, namely:

- Investing in the national rail network to restore rail freight and provide a platform for future investments for growth
- Investing in the metropolitan rail network to support growth and productivity in our largest cities.

The NZ Rail plan further sets out future investments, most of which mirror those investments comprising the Wellington PBC. These include:

- Reducing the length of Kapiti Line North-South Junction single track
- Additional platform at Waikanae
- New passenger EMU fleets
- Further grade separation (e.g. on NIMT)
- Wellington station improvements

The draft Government Policy Statement on Land Transport 2024 (expected to be finalised in June) includes LNIRIM as a major public transport project. Funding for that part of the project is already agreed.

Will the project deliver regionally or nationally significant infrastructure?

National significant infrastructure

Please explain your answer here:

The project will deliver railway infrastructure that is both regionally and nationally significant.

The scope of the project extends throughout the lower North Island region, improving public transport connectivity between Wellington and the Manawatu and Wairarapa regions, as well as for commuters throughout the Wellington and Hutt Valley.

Greater Wellington Regional Council's Rail Programme Business Case 2022 sets out that population is expected to grow significantly over the next 30 years. The 2021 Wellington Regional Growth Framework (RGF), a spatial plan developed by central government, local government, and iwi stakeholders, anticipates that the Wellington-Horowhenua region will need to accommodate an additional 200,000 people (a 35 per cent increase), and 100,000 jobs in the next 30 years. Three quarters of this growth is expected to occur to the north, along the eastern and western growth corridors north of the Wellington CBD, which extend to Masterton and Levin respectively along the primary rail corridors and improvements in the capacity, reliability, resilience and flexibility of the rail network is needed to ensure that efficient access to transport is available.

In addition to its criticality to passengers throughout the lower North Island, this project will also improve efficiency and reliability for national and regional freight services by providing important freight and logistics supply chain connections between North and South islands, which rely heavily on the rail network and port connectivity in Wellington.

The WRC RPS notes that rail is regionally significant and essential to the community's economic and social wellbeing.

The rail network is recognised in the One Plan (RPS) as regionally or nationally significant and further defined in the Regional Council Regional Land Transport Strategy as critical infrastructure.

The draft Government Policy Statement on Land Transport 2024 (expected to be finalised in June) also identifies LNIRIM as a major public transport project.

Will the project:

contribute to a well-functioning urban environment

Please explain your answer here:

The project will contribute to a well functioning urban environment as it will provide improved connectivity, performance and network resilience. This contributes to a well-functioning urban environment by delivering better public transport services and providing accessibility for all people between housing, jobs, community services, natural spaces and open spaces. This increased accessibility supports people in the region going about their daily activities; to work, learning or recreation.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

Types of economic benefits:

There will be a range of significant economic benefits, from the reduction in emissions, to greater network performance and resilience.

The benefits set out by the Wellington rail PBC include:

Overall economic benefits in the range \$4,430 million (lower patronage) to \$5,760 million (higher patronage). The expected economic benefits are apportioned as follows: Wider economic benefits (24%), road users (20%), public transport users (19%), land use (18%), rail freight users (14%), other users (6%).

Benefits to public transport users:

- Reduced delays to trains, because of the improved signalling system and network capacity enhancements. This is expected to deliver over one minute delay reduction per train on average.
- Reduced wait time at stations due to increased frequencies
- Improved train reliability
- Speed increases due to work planned to alleviate sections of track which require speed restrictions.
- Improvements to railway stations
- A more resilient network, with reduced impact from and frequency of disruptions.

Benefits to road users:

- Significantly reduced road congestion (50 per cent of new train users are assumed to be former car drivers)
- Consequential time and vehicle operating cost savings
- Improvements to local road networks because of grade separation of level crossings.

Other benefits:

- Health, due to more people using active modes for first and last mile journeys in connection with the train
- Road safety, due to a reduction in vehicle traffic reducing both the quantity and probability of crashes
- Rail freight, due to improved capacity for and efficiency of freight operations, assumed as 8.3 per cent of total benefits

- Rail safety, primarily from the renewed signalling system and grade separation of road crossings, but also from slip prevention and other infrastructure improvements, which is assumed as 2.4 per cent of total benefits (this accounts for a relatively small proportion of the benefits as the network is not in an unsafe condition at present and safety-related investment is primarily to ensure that the network remains fit to meet future safety standards)
- Land use benefits reflecting increased intensification around railway stations
- Annual resilience benefits up to \$9.1m by 2032 and \$17.9m by 2052 (per PBC programme)
- WEBs such as social good and improved productivity, which account for 28 per cent of the benefits within this programme.

Similar benefits are associated with the LNIRIM projects including :

- Promoting mode shift with an estimated 23.8 million trips diverted from road to rail
  - Reduce greenhouse gas emissions via mode shift; 0.6-1.6 million tons of carbon emissions avoided through mode shift, and an 8x reduction in carbon output compared to the current diesel fleet.
  - Improved safety by reducing road congestion, predicted to prevent over 100 serious injury or fatal crashes.
  - Enable greater operational efficiency with cost per service reduced by almost half
  - Significant return on investment with a BCR of 1.8 estimated in the initial DBC and later refined to 3.5 as part of a subsequent scaled options assessment
- Benefit Cost Ratios: The LNIRIM programme produces a significant return on investment with a BCR of 1.8 estimated in the initial DBC and later refined to 3.5 as part of a subsequent scaled options assessment. In the case of the PBC investment, a positive BCR was also calculated with a range of 1.1 - 1.5.

Will the project support primary industries, including aquaculture?

Yes

Please explain your answer here:

The project will provide primary industries with a greater opportunity to move freight by rail, reducing road congestion and contributing to a reduction in emissions.

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

Yes

Please explain your answer here:

This project will provide greater certainty for delivery by freight by rail of natural resources across the region and ultimately nationwide, reducing road congestion and contributing to a reduction in emissions.

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

No

Please explain your answer here:

The project will reduce carbon emissions related to commuter travel within the rail corridor as well as long distance (regional and national) freight movements which are 70% more carbon efficient than road freight. The Wellington PBC estimated the following emissions related benefits:

Supporting a sustainable future:

- 34% increase in peak hour passenger arrivals by 2032, and 82% by 2052 (excluding long-distance), relative to 2019.
- Expected mode shift to rail of between 14.2% and 20.5% by 2031, with a similar reduction in vehicle kilometres travelled (11.8 million km per annum in the latter case)
- Mode shift related emission reductions of approximately 3% (3,435 tonnes) per annum by 2031

More broadly, the benefits expected include:

- increase the proportion of national freight moved by rail and reduce truck movements on constrained parts of the State Highway system;
- reduce emissions - rail produces 70% fewer emissions than heavy road freight transport per tonne of freight carried;
- provision of more resilient transport networks and optionality for NZ producers;
- Improved opportunities for economic prosperity and growth for the Wellington region by providing better access to employment and jobs through business growth; and
- reduce the cost and impact of transport for Wellington-based businesses and New Zealand more generally and to encourage better use of existing infrastructure.

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

Yes

Please explain your answer here:

The purpose of this project to enable improved passenger and freight mobility by rail in the Lower North Island. It will improve the resilience of the region in responding to climate change and natural hazards.

Will the project address significant environmental issues?

Yes

Please explain your answer here:

Effective public transport provides commuter with more choice and helps to reduce travel times, congestion and emissions. It also contributes to well-functioning urban environments.

Transport is the highest source of potential emissions, however as outlined above the movement of freight and people by rail is the most effective and efficient option for reducing emissions.

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

No

Please explain your answer here:

Yes see above.

The LNIRIM would help deliver objectives or strategies in a relevant spatial strategy and be consistent with the approach agreed in a relevant spatial strategy. The relevant documents are discussed below.

Anything else?

Please write your answer here:

Investment in the rail network in Wellington is required to solve three fundamental problems that were identified in the course of the 2022 Wellington Rail Programme Business Case:

1. Inconsistent customer journey experience and limited rail system capacity prevent growth and achievement of environmental obligations
2. Current infrastructure is not capable of safely accommodating additional trains, restricting the options available to accommodate future demand
3. The condition and configuration of the rail network makes it vulnerable to service disruptions, which has a flow-on impact to the wider transport system

The infrastructure this project aims to provide is intended to address those problems and will enable:

- Enhanced regional connectivity and improved rail service quality, with a more resilient transport network for the Lower North Island.
- Doubling of patronage on the Wairarapa and Manawatū Lines over the next 30 years, reducing emissions and reducing traffic congestion on the Lower North Island state highway network.
- Improved network infrastructure and operations to minimise the likelihood and effect of disruption and mitigate climate change impacts.
- Removal of bottlenecks, track changes, improve flexibility and reliability, and aid recovery from disruption events.
- Annual resilience benefits up to \$9.1m by 2032 and \$17.9m by 2052 (per PBC programme).

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:

While all projects have the potential to be affected in some way by climate change and natural hazards the overall impact of this project is to improve the resilience of the rail network, which will assist with planning for and mitigating the impact of such events.

## 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 outstanding compliance or enforcement actions (if any) have been taken against KiwiRail by a local authority or the Environmental Protection Authority under the RMA or other legislation listed in the Bill.

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## Declaration

Do you acknowledge your submission will be published on [environment.govt.nz](https://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:

Joshua Leckie

Important notes