

A scenic landscape featuring a mountain ridge with several wind turbines. The sky is filled with soft, white clouds, and the overall color palette is dominated by blues and greens. The text is overlaid on a dark blue horizontal band.

Growth Infrastructure Plan

Palmerston North

SMALL CITY BENEFITS, BIG CITY AMBITION

2018/21

Te Kaunihera o Papaioea
Palmerston North City Council

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To fulfil the vision of small city benefits, big city ambition the Council has adopted five goals. The City Development Strategy was developed to achieve **Goal 1: An innovative and growing city**, and this plan shows how the Council will contribute to achieving this goal.

Palmerston North has good basic infrastructure, typical of a much larger city and able to support the city's future development. The roading network's grid structure provides a high level of connectivity and is a useful platform for building a modern, intermodal transport system. The city is often referred to as 'the 15-minute city', with travel possible from one side of the city to the other in less than 15 minutes. There is a ready supply of water and a single, strong integrated water network. Council is working towards a new wastewater treatment plant and also has a largely integrated wastewater network. Wastewater connections to the villages are extending the integrated wastewater network. The urban area is well served by the lower Manawatū flood protection scheme, which provides a high level of flood protection from the Manawatū River. The stormwater network generally copes with major rainstorm events. The city also has a ready supply of high-quality parks, reserves, recreational and cultural facilities.

Council needs to provide smart infrastructure to support growth in a timely way to achieve the goal of an innovative and growing city. In some cases, a just-in-time approach may not be enough to realise economic opportunities. Council must front-foot new infrastructure to support growth and be in a position to say 'yes', rather than 'maybe', to new investment opportunities. However, this approach needs to be balanced with the costs and risks of servicing growth on multiple fronts. This includes carefully assessing the merits of staging infrastructure from the outer extent of the City West residential growth area first in order to satisfy private development interests.



The purpose of the Growth Infrastructure Plan is to provide infrastructure to enable growth and a transport system that links people and opportunities (Priority 2, City Development Strategy).

The focus of this plan is the infrastructural capacity required to support growth. Infrastructure matters are also addressed in a number of other plans including the Strategic Transport Plan, Active and Public Transport Plan, Three Waters Plan and City Centre Plan. .



Where we are now



- Council's Asset Management Plans and the Infrastructure Strategy are aligned with Council's land use planning and contain capital programmes to support growth in the city's residential and industrial growth areas.
- The nature of the city's existing infrastructure is typical of a much larger city and lends itself well to support future development.
- Infrastructure to service growth is provided 'just-in-time' to minimise financial risks associated with the over-provision of infrastructure.
- In some cases the city is not in a position to say 'yes' to new development because infrastructural capacity is not immediately available.
- The Council takes a conservative approach to land supply for future growth and the provision of supporting network infrastructure.
- The cost of capital expenditure for growth is being collected by the development contributions policy.
- 60ha of land is zoned residential at Whakarongo to provide for short-term residential growth, but supporting infrastructure is lagging and delaying development of the area, e.g. James Line.
- There is pressure to service the land at the outer edge of the City West residential area in isolation from the wider City West area.
- The centres-based regime for new retail and office activities leverages off existing infrastructure in the central city.
- The provision of reticulated services to rural properties has been controlled through the review of the District Plan's Rural Zone.
- Privately owned infrastructure at Longburn is inhibiting future growth of wet industrial activity. It is not designed to Council's engineering standards and is under capacity.
- The development community does not understand or accept development contributions.

Where we want to be



- The Council front-foots new infrastructure to support growth and is in a position to say 'yes' to new development.
- The Council has clear priorities about where growth will occur and what supporting infrastructure is required.
- The Council carefully balances the costs and risks associated with pressure to provide infrastructure in multiple locations.
- A clearer newly defined development contributions policy that continues to cover the costs of growth.
- The development community understands and accepts development contributions.
- Supporting infrastructure is in place to support planned housing and industrial development.
- Infrastructure is available to enable new residential development opportunities at Ashhurst.
- 2018 LTP and supporting asset management plans contain infrastructure programmes to provide sufficient capacity for land supply to exceed demand by 20%, as required by the National Policy Statement for Urban Development Capacity.
- Council is working with landowners at Napier Road, Flyers Line and Roxburgh Crescent to investigate the capacity of existing infrastructure to service future residential development.
- We have a better understanding of the options for servicing City West residential area, including the efficiency and effectiveness of servicing parts of City West individually.
- Infrastructure has started to be established in the extended North East Industrial Zone to support development in stage 1 of the area.
- Council is working collaboratively with the owners of the private infrastructure at Longburn to enable future industrial development. If this is not successful Council should consider upgrading and taking responsibility for the infrastructure.

How we're going to get there



Day to day / ongoing actions to achieve the purpose

- Provide additional infrastructural capacity to support growth.
- Monitor supply and demand of urban development and infrastructural capacity.
- Administer newly defined Development Contributions Policy and enhance communications.
- Collaborate with landowners and developers on the provision of infrastructural capacity.
- Ensure infrastructural capacity accommodates projected urban intensification.

New ongoing actions to achieve the purpose

- Provide additional infrastructural capacity in advance of growth.
- LTP and asset management plans contain infrastructure programmes to provide sufficient capacity for land supply to exceed demand by 20% (2018 – ongoing).

Specific programmes to achieve the purpose (with timeframe)

- Carry out a joint infrastructure investigation project for City West (by end of 2020/2021).
- LTP and AMPs contain infrastructure programmes to provide sufficient capacity for land supply to exceed demand by 20% (by end of 2020/2021)

Actions contributing to Council's strategic themes



a) Smart city practices

- Provide additional infrastructural capacity in a timely manner.
- On-line development contributions calculator.

b) Sustainable practices

- Provide infrastructural capacity to support urban intensification.
- Use development contributions to recover the costs of growth.

c) Iwi partnerships

- Proactively engage with Rangitāne o Manawatū in regards to the long-term investment in the city's infrastructure.
- Ensure network infrastructure is available to support post-settlement property development.

d) Strategic partnerships

- Landowners, developers, central Government, utility providers.

Measures of success

- Land supply with supporting infrastructure exceeds demand by 20%
- Infrastructure is available at the right time and at the right location to service future development

- A ready supply of land and infrastructure to enable a range of different houses and industrial and commercial development opportunities

Related policies



- District Plan
- Asset Management Plans and Infrastructure Strategy
- National Policy Statement on Urban Development Capacity
- Development Contributions Policy
- Local Area Traffic Management Policy
- Water Supply Bylaw
- Stormwater Drainage Bylaw
- Trade Waste Bylaw
- Speed Limits Bylaw

Long-term Plan levels of service

- Council provides water, transport and waste infrastructure to support growth.
- Council provides transport, stormwater, wastewater and water infrastructure to support growth.

Long-term Plan KPIs

- At least three years of housing and business land with services is immediately available.
- 30 year Asset Management Plans for transport, stormwater, wastewater and water are in place and major AMP projects approved in the long-term plan are achieved.





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