

From: s9(2)(a)
To: s9(2)(a) s9(2)(a)
Subject: FW: A long term resilient solution for the Manawatu Gorge route
Date: Wednesday, 25 October 2017 8:56:14 a.m.

For CMS - cheers

s9(2)(a)

Principal Stakeholder Engagement Advisor

GHD

M: s9(2)(a) | E: s9(2)(a) | www.ghd.com
Level 1, Grant Thornton House, 215 Lambton Quay, Wellington | PO Box 1746 Wellington 6140, New Zealand
| www.ghd.com
[WATER](#) | [ENERGY & RESOURCES](#) | [ENVIRONMENT](#) | [PROPERTY & BUILDINGS](#) | [TRANSPORTATION](#)

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From: Manawatu Gorge [mailto:ManawatuGorge@nzta.govt.nz]
Sent: Tuesday, 24 October 2017 10:30 AM
To: s9(2)(a) <s9(2)(a)>
Cc: s9(2)(a) <s9(2)(a)>
Subject: RE: A long term resilient solution for the Manawatu Gorge route

Hi s9(2)(a)

Thanks for your email. The map of options not progressed is here
<http://www.nzta.govt.nz/projects/sh3-manawatu-gorge/publications>

As for your suspension viaduct suggestion, if you have any design plans or more information on where this sort of thing has been successfully done, I will be happy to forward your idea to the project team..

Best regards,

Stefan Wolf / Communications & Stakeholder Engagement

Governance, Stakeholders and Communications

M: s9(2)(a)

E: stefan.wolf@nzta.govt.nz / w: nzta.govt.nz

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Sunday, 22 October 2017 11:30 a.m.
To: Manawatu Gorge
Subject: Re: A long term resilient solution for the Manawatu Gorge route

Hi Adrienne

I can no longer find on the NZTA site the assessments of the options. Have they been removed?

However I recall that the objections to the viaduct option would not apply to a suspension viaduct, and wish to see an assessment of a suspension viaduct. If I should contact

someone else at NZTA to do this, kindly let me have their email address.

Thanks

s9(2)
(a)

On Wed, Oct 11, 2017 at 2:44 PM, Manawatu Gorge <ManawatuGorge@nzta.govt.nz> wrote:

Hi s9(2)
(a)

No you don't. I will pass this onto the project team to make sure your comments are captured.

Thanks

Adrienne Duffy
System Management
DDI s9(2)(a)
Mob s9(2)(a)
E adrienne.duffy@nzta.govt.nz / w nzta.govt.nz

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Wednesday, 11 October 2017 10:48 a.m.

To: Manawatu Gorge

Subject: Re: A long term resilient solution for the Manawatu Gorge route

Hi Adrienne

My input is on the website as one of 18 re the viaduct option. It reads:

Consider a suspended viaduct. Cables of steel or carbon fibre reinforced polymer are laid transversely at suitable intervals across the Gorge and anchored at or near the tops of the sides of the Gorge. The anchors are set back from the Gorge edges so that they are not affected by erosion or slips. A bridge deck following the contour of the gorge at a suitable height above the river and well clear of the sides is suspended from the cables by stays.

Though I haven't received a receipt number, do I need to do anything else?

Cheers

On Tue, Oct 10, 2017 at 3:59 PM, Manawatu Gorge <ManawatuGorge@nzta.govt.nz> wrote:

Hi s9(2)
(a)

In that case I don't think it would have worked. Would you like to have another go at it? The site is still available for submissions until tomorrow at 3pm when the new short list will go live.

Thanks

Adrienne Duffy
System Management
DDI s9(2)(a)
Mob s9(2)(a)

E adrienne.duffy@nzta.govt.nz / w nzta.govt.nz

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Saturday, 7 October 2017 7:26 a.m.
To: Manawatu Gorge

Subject: Re: A long term resilient solution for the Manawatu Gorge route

Hi Adrienne

Thanks. No I haven't received an email or receipt number.

Cheers

s9(2)
(a)

On Thu, Oct 5, 2017 at 3:21 PM, Manawatu Gorge <ManawatuGorge@nzta.govt.nz> wrote:

Hi s9(2)
(a)

When you added that comment did you receive an email or receipt number?
I have passed your original email onto our project team to ensure it is included on the feedback gathered.

Thanks

Adrienne Duffy
System Management

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Mob s9(2)(a)

E adrienne.duffy@nzta.govt.nz / w nzta.govt.nz

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Wednesday, 4 October 2017 4:21 p.m.
To: Manawatu Gorge
Subject: Re: A long term resilient solution for the Manawatu Gorge route

Hi Adrienne

Thanks. I added my comment (starting with "Consider a suspended viaduct.") to the Viaduct option but it has not appeared online. Did I miss something?

Kind regards

s9(2) (a)

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(a)

Thank you for your email yesterday.

Thank you for your feedback. You may have heard that we are using an online interactive mapping tool to collect feedback on the 13 options. Social pinpoint is an interactive mapping tool that outlines the long list options for the gorge and allows anyone to go and click on any option and submit feedback. There is also the ability to drag and drop general comments anywhere on the map. I would encourage you to use this interactive mapping tool to submit your comments. We will be closing the feedback period for the 13 long list options at the end of the day but will be using social pin point again when we short list the options. Feedback can be submitted at

<https://nztransportagency.mysocialpinpoint.com/manawatu-gorge-bypass-options#/>

Kind regards

Adrienne Duffy

System Management

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E adrienne.duffy@nzta.govt.nz / w nzta.govt.nz

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Tuesday, 3 October 2017 10:13 a.m.
To: Manawatu Gorge
Subject: A long term resilient solution for the Manawatu Gorge route

Cables of suitable material (such as steel or carbon fibre reinforced polymer) are laid transversely at suitable intervals across the Gorge and anchored at or near the tops of the sides of the Gorge. The anchors are set back from the Gorge edges so that they are not affected by erosion or slips. A bridge deck following the contour of the gorge at a suitable height above the river and clear of the sides is suspended from the cables by stays - in effect, a suspension bridge turned sideways and using piers provided by nature.

Faithfully

s9(2)(a)

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From: s9(2)(a)
To: s9(2)(a) s9(2)(a)
Subject: FW: A long term resilient solution for the Manawatu Gorge route
Date: Wednesday, 25 October 2017 11:23:37 a.m.

CMS

s9(2)(a)

Principal Stakeholder Engagement Advisor

GHD

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From: Manawatu Gorge [mailto:ManawatuGorge@nzta.govt.nz]
Sent: Wednesday, 25 October 2017 10:40 AM
To: s9(2)(a) <s9(2)(a)>
Cc: s9(2)(a) <s9(2)(a)>
Subject: RE: A long term resilient solution for the Manawatu Gorge route

Thank you s9(2)(a) I do recall a conversation at the Ashhurst Open Day about Millau, was that with you? In any case, I will forward your query to the project team for a response.

Best regards,

Stefan Wolf / Communications & Stakeholder Engagement

Governance, Stakeholders and Communications

M s9(2)(a)

E stefan.wolf@nzta.govt.nz / www.nzta.govt.nz

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Tuesday, 24 October 2017 10:04 p.m.
To: Manawatu Gorge
Subject: Re: A long term resilient solution for the Manawatu Gorge route

Hi Stefan

See https://en.wikipedia.org/wiki/Millau_Viaduct

However I still wish to see

- reinstated on your website the reasons why the options not short-listed were declined, and
- the reasons why my suggestion, posted in good time on your website, was excluded from the short list of options.

Best regards

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E adrienne.duffy@nzta.govt.nz / w nzta.govt.nz

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From: s9(2)(a)
To: s9(2)(a) s9(2)(a)
Subject: FW: Ballantrae Research Farm - Woodville - in relation to Alternative Gorge options
Date: Friday, 20 October 2017 11:25:59 a.m.
Attachments: [image004.png](#)
[image006.png](#)
[image008.png](#)
[Combined maps.docx](#)

s9(2)(a)

Principal Stakeholder Engagement Advisor

GHD

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From: Manawatu Gorge [mailto:ManawatuGorge@nzta.govt.nz]
Sent: Thursday, 19 October 2017 2:23 PM
To: s9(2)(a) <s9(2)(a)>
Subject: FW: Ballantrae Research Farm - Woodville - in relation to Alternative Gorge options

Hey s9(2)(a)

s9(2)(a) I think has been talking to s9(2)(a) and just wondering if you are aware of the below?

Thanks

Adrienne Duffy
System Management
DDI s9(2)(a)
Mob s9(2)(a)
E adrienne.duffy@nzta.govt.nz / w nzta.govt.nz

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Thursday, 12 October 2017 2:33 p.m.
To: Manawatu Gorge
Subject: Ballantrae Research Farm - Woodville - in relation to Alternative Gorge options

Hi

I attended the NZTA public meeting in Palmerston North yesterday where NZTA announced the preferred 4 options for the Manawatu Gorge alternatives. My role is s9(2)(a) with AgResearch, a Crown Research Institute involved in Pastoral Research. Below is a summary of AgResearch's role in NZ.

AgResearch is a Crown Research Institute whose purpose to enhance the value, productivity and profitability of New Zealand's pastoral, agri-food and agri-technology sector value chains to contribute to economic growth and beneficial environmental and social outcomes for New Zealand.

AgResearch fulfils its purpose through the provision of research and transfer of technology and knowledge in partnership with key stakeholders, including industry, government and Maori.

To achieve these outcomes, AgResearch is the lead CRI in the following areas:

- pasture-based animal production systems

- new pasture plant varieties
- agriculture-derived greenhouse gas mitigation and pastoral climate change adaptation
- agri-food and bio-based products and agri-technologies
- integrated social and biophysical research to support pastoral sector development.

AgResearch works with other research providers and end-users to contribute to the development of the following areas:

- biosecurity, land, soil and freshwater management
- climate change adaptation and mitigation
- food and beverage sector (including foods for human nutrition and health, food technologies and food safety).

To assist in this process we own and/or operate a number of research farms where field trials can be conducted in controlled environments. Ballantrae Research farm is one of these. Ballantrae is a 486ha sheep and cattle farm situated near Woodville and is situated on both sides of Saddle Road. From the initial 13 options it appeared that 3 went through our Ballantrae farm to varying degrees and in fact appeared to go through parts of a long term fertiliser site. I have only recently become aware of this.

The Ballantrae Research Farm had a long-term fertiliser and sheep grazing study established in 1975 on a block of 37 ha. The study has long been considered as a significant science resource, and a scan of the literature reveals a large number of research papers that have resulted from the research. The site has been maintained since its inception and has been highly valued by researchers and organisations such as FANZ (Fertiliser Association of New Zealand). Many see this as a site of National significance

The principal issue is that of the 4 shortlisted options 2 definitely look to go through the Fertiliser site. A 3rd option to the north of Saddle road is a new option and was not included your original google map advice online. At this stage I am unsure whether this 3rd option affects Ballantrae. The 4th option clearly has no impact on Ballantrae.

I have attached a document that shows the following

- Page 1 – Map of proposed options; Saddle Road, Northern Route 1 (shortlisted options)
- Page 2 – Options in relation to the Ballantrae farm boundary
- Page 3 – Close up of the paddocks boundaries of the long term fertiliser trial and relation to Saddle Road
- Page 4 – Location of long term fertiliser trial in relation to the rest of Ballantrae and Saddle Road

We would very much value an on-site discussion to discuss these options in more detail

Regards

s9(2)
(a)

s9(2)(a)

T s9(2)(a) M s9(2)(a)

Based at Ruakura Campus agresearch.co.nz



=====
Attention: The information contained in this message and/or attachments from AgResearch

From: s9(2)(a)
To: s9(2)(a) s9(2)(a)
Subject: FW: Feedback on Manawatu Gorge options
Date: Wednesday, 25 October 2017 8:55:35 a.m.

For CMS - cheers

s9(2)(a)

Principal Stakeholder Engagement Advisor

GHD

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-----Original Message-----

From: Manawatu Gorge [<mailto:ManawatuGorge@nzta.govt.nz>]
Sent: Tuesday, 24 October 2017 10:32 AM
To: s9(2)(a) <s9(2)(a)>
Cc: s9(2)(a) <s9(2)(a)>
Subject: RE: Feedback on Manawatu Gorge options

Hi s9(2)(a), s9(2)(a), s9(2)(a) & s9(2)(a),

Thank you for your email - yes, it has been received.

Thank you for taking the time to make a submission, I will forward this to the project team.

Best regards,

Stefan Wolf / Communications & Stakeholder Engagement Governance, Stakeholders and Communications
M s9(2)(a) E stefan.wolf@nzta.govt.nz / w nzta.govt.nz

-----Original Message-----

From: s9(2)(a) [[@s9\(2\)\(a\)](mailto:s9(2)(a))]
Sent: Monday, 23 October 2017 8:24 a.m.
To: Manawatu Gorge
Subject: Feedback on Manawatu Gorge options

Attention: Adrienne Duffy

Feedback on Option 1: Northern Route

We would be very concerned if this route was chosen as this would have serious implications for our farm on s9(2)(a) s9(2)(a).

Because of our limited amount of flat land the loss of any of this would have very serious implications on our ability to continue our dairying operation.

Our farm is not large and is just able at present to s9(2)(a), this would not be possible if land was taken for this route, leaving us with less land and a smaller ratio of flat to hill.

s9(2)(a) & s9(2)(a)
s9(2)(a) & s9(2)(a)

s9(2)(a)

Woodville 4999

Phone: s9(2)(a)

s9(2)(a)

We did not want to put this feedback on open forum and not time to post so hope this email is an accepted place for feedback. Please acknowledge this has been received.

Sent from my iPad

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#####

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From: s9(2)(a)
To: s9(2)(a)
Subject: FW: Manawatu Gorge alternative route feedback- Fertiliser Association of New Zealand
Date: Wednesday, 22 November 2017 9:38:12 a.m.

s9(2)(a)

Principal Communication & Engagement Consultant

GHD

M: s9(2)(a) | E: s9(2)(a) | www.ghd.com
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From: Manawatu Gorge [mailto:ManawatuGorge@nzta.govt.nz]
Sent: Monday, 20 November 2017 5:49 PM
To: s9(2)(a) <s9(2)(a)>
Subject: FW: Manawatu Gorge alternative route feedback- Fertiliser Association of New Zealand

Hi s9(2)(a) another late one ... it's the AgResearch one.

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Monday, 20 November 2017 3:41 p.m.
To: Manawatu Gorge
Cc: s9(2)(a)
Subject: Manawatu Gorge alternative route feedback- Fertiliser Association of New Zealand

Dear Sir/ Madam,

Recently, I have become aware of the significance of the proposed road options for the alternative routes for the Manawatu Gorge road. Although I have missed the formal submission date, on behalf of the Fertiliser Association of New Zealand, I wish to provide feedback, and express an interest in the protection of irreplaceable research facilities at the AgResearch Ballantrae Hill Country Research Station.

The Fertiliser Association has two member companies, Ballance Agri-nutrients and Ravensdown, which are both farmer owned co-operatives. Together they account for approximately 98 % of all fertiliser imported or manufactured in New Zealand. As farmer own co-operatives there is a strong focus on industry good services and research. This is funded and supported via our member companies themselves or through our Fertiliser Association.

The long-term fertiliser trial at Ballantrae is a unique industry-good facility owned by AgResearch. Should it be impacted on by the proposed road development, this particular trial site cannot be replaced. The only other long-term fertiliser trial site remaining in New Zealand is that at Winchmore on the Canterbury plains, which provides for a very different topography, soil and climate. Only the Ballantrae facility has direct application to the hill country pastoral farms in New Zealand which covers more than 7 million hectares. Sheep & beef farming accounts for 75 % of the farming land area, and so this particular site is very important for research on the long-term interests of the pastoral industry for hill country. The decades long, time series of data



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generated by the Ballantrae field trials provide an unparalleled opportunity to monitor trends in hill country agriculture over the long-term, and to address new challenges. It provides for unique insights that could not be obtained anywhere else for hill country livestock production.

The fertiliser trial-site was established in 1975, and is the only remaining hill country trial of its kind in New Zealand. This makes it a site of national significance. With only a handful of similar long-term fertiliser trials in existence around the world, this site is also of international significance.

With over 40 years of consistent phosphate fertiliser research history invested in the site, it would be very difficult if not impossible to find a replacement site with no previous fertiliser history, or with a verified and documented fertiliser history. Losing the site will curtail primary industry's opportunity to examine the benefits and impacts of phosphate fertiliser over the long term, with some of the issues relating to soil carbon, soil contaminants and the long term effects on soil health, pasture composition and livestock productivity.

In relation to climate change research, ruminant livestock account for approximately half of New Zealand's greenhouse gas emissions. Long term trial facilities under consistent grazing and fertiliser management are important for understanding soil carbon sequestration. Researching new ways of farming are also essential.

The Ballantrae Research Station also has an agro-forestry site established in 1996. It one of only four sites established at that time to provide a science resource for exploring the long-term changes in soil carbon stocks of tree-pasture systems at range of tree density/ pasture combinations to be examined in contrasting landscapes and climates. This facility a partial-Nelder radial planting design now has elevated significance given the challenge of meeting New Zealand's greenhouse gas commitments under the Paris Agreement.

Productive agriculture is essential to New Zealand as agriculture provides for approximately half of New Zealand's export income. Furthermore, Article 2 of the Paris Agreement requires meeting greenhouse gas commitments in a manner that does not threaten food security, and appropriate research facilities are likely to have increasing importance in finding solutions relevant to pastoral industry in hill country.

The long-term research facilities provided by Ballantrae research farm cannot be replaced or reproduced. For our industry, and the primary sector generally, these sites on the Ballantrae Research Station are highly valued for the opportunity they provide for understanding pastoral agricultural systems in New Zealand hill country and are considered to be significant both nationally and internationally.

I respectfully urge the Transport Agency Panel considering alternative road options to give due consideration to the importance of protecting the Ballantrae Research Station, and in particular, to maintaining the integrity of the long-term fertiliser trial and the agro-forestry site on the Ballantrae Research Station. Attached is a map indicating the locations of the two long-term trial sites referred to in this e-mail.

Kind Regards

s9(2)(a)

s9(2)(a)

| FERTILISER ASSOCIATION | Ph 04 473 6552 | Fax 04 473 6551 | Mob s9(2)(a)

The Fertiliser Association of New Zealand Incorporated

Level 2, Ballinger Building, 58 Victoria Street, Wellington 6011
PO Box 11519, Manners Street Central, Wellington 6142



Visit our website at: www.fertiliser.org.nz

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From: s9(2)(a)
To: s9(2)(a) s9(2)(a)
Subject: FW: Manawatu Gorge alternative route short list feedback
Date: Friday, 20 October 2017 11:23:50 a.m.

s9(2)(a)

Principal Stakeholder Engagement Advisor

GHD

M: s9(2)(a) | E: s9(2)(a) | www.ghd.com
Level 1, Grant Thornton House, 215 Lambton Quay, Wellington | PO Box 1746 Wellington 6140, New Zealand
| www.ghd.com
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From: Manawatu Gorge [mailto:ManawatuGorge@nzta.govt.nz]
Sent: Thursday, 19 October 2017 2:32 PM
To: s9(2)(a) <s9(2)(a)>
Subject: FW: Manawatu Gorge alternative route short list feedback

Hi s9(2)(a)

FYI.

Regards

From: Manawatu Gorge
Sent: Thursday, 19 October 2017 2:17 p.m.
To: s9(2)(a)
Subject: RE: Manawatu Gorge alternative route short list feedback

Hi s9(2)(a)

Thank you for your email and feedback dated 12th of October 2017. I apologise for my delay in responding.

I have passed on your email to the project team for consideration.

Thanks

Karen Emeny
System Management

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Thursday, 12 October 2017 12:02 p.m.
To: Manawatu Gorge
Subject: Manawatu Gorge alternative route short list feedback

Hi,

I can't get to the meetings but have been studying and reading up on the four Options you have in the news on the short list.

Personally I feel it is a waste of money up grading the Saddle to State Highway standards, and why two options either side of the Saddle isn't the terrain about the same as the Saddle? And that leaves me thinking that the best option for a new corridor through the Tararua's is option 4, South of the Gorge.

Regards

s9(2)(a)

Mangatainoka.

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From: s9(2)(a)
To: s9(2)(a)
Subject: FW: Manawatu Gorge Alternatives Short Listed Options
Date: Wednesday, 22 November 2017 9:43:58 a.m.

s9(2)(a)

Principal Communication & Engagement Consultant

GHD

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Please consider our environment before printing this email

From: Manawatu Gorge [mailto:ManawatuGorge@nzta.govt.nz]
Sent: Tuesday, 31 October 2017 10:37 AM
To: s9(2)(a) <s9(2)(a)>
Cc: s9(2)(a) <s9(2)(a)>
Subject: RE: Manawatu Gorge Alternatives Short Listed Options

Hi s9(2)(a),

Thank you for your email and for your submission. I have forwarded your comments to the project team.

I have also added you as a recipient for our regular newsletter. You should be receiving the first one this coming Friday, early afternoon.

Best regards,

Stefan Wolf / Communications & Stakeholder Engagement

Governance, Stakeholders and Communications

M s9(2)(a)

E stefan.wolf@nzta.govt.nz / w nzta.govt.nz

From: s9(2)(a) [mailto:s9(2)(a)]

Sent: Monday, 30 October 2017 10:39 p.m.

To: Manawatu Gorge

Subject: Manawatu Gorge Alternatives Short Listed Options

Could you please put me on the mailing list to receive regular project updates? My contact details are as follows:

Name: s9(2)(a)

Address: s9(2)(a)

Phone: s9(2)(a)

E-Mail: s9(2)(a)

I would like to make the following comments on the four selected options recently published and answer the questions set out on the feedback form.

1) *What issues do you think are most important to consider in determining the route for the Manawatu Gorge Alternative?*

- To keep the route short with good linkage back into the existing road network.
- To be safe with no sharp corners - I.E. A no surprises type alignment with built in safety
- To be constructed with minimum 100+ km/h design speed
- To have up hill and downhill passing lanes
- To bypass urban centers, especially Ashhurst and Woodville
- To keep the gradients of the alignments as low as possible to promote more efficient fuel use and reduce mechanical wear and tear on vehicles using the new route.
- To keep the maximum elevation of the new route as low as possible to also promote more efficient fuel use and reduce mechanical wear and tear on vehicles using the new route.

2A) What do you like about Option 1?

- It would be easy to link it onto Oxford Road and McLean Street to end the alternate alignment at the existing SH2/SH3 intersection to comply with the former Government's directive to appease the Woodville community's desire to keep the highway running through the town. Better still, the new route could continue along Oxford Road to link back onto SH2 to the east of Woodville on the new Papatawa realignment project.

2B) How could Option 1 be improved? What don't you like about Option 1?

- Nothing can be done to improve it unless it links directly to Oxford road and then links with SH2 on McLean Street.
- The route is too long
- It is too steep at 8%
- It links directly back onto Vogel Street via Woodlands Road instead of McLean Street

3A) What do you like about Option 2?

- It would be easy to link it onto Oxford Road and McLean Street or, better still, continue along Oxford Road to link back onto SH2 to the east of Woodville on the Papatawa realignment.

3B) How could Option 2 be improved? What don't you like about Option 2?

- Nothing can be done to improve it unless it links directly to Oxford road and then links with SH2 on McLean Street.
- It is too long
- It has too many corners

- It is too steep
- It links directly back onto Vogel Street via Woodlands Road instead of McLean Street
- It is not a green fields route so will need to be constructed at the same time as traffic is trying to use the road. That will make it tough on traffic and construction teams slowing the work down so the project takes longer to complete

4A) What do you like about Option 3?

- It is the shortest route
- It is not as steep as the first two options

4B) How could Option 3 be improved? What don't you like about Option 3?

- It could be improved if the eastern side was combined with the old part of the Saddle Road to connect directly into Oxford Road rather than Vogel Street.
- I do not like the way the proposal has the eastern end linking directly to Vogel Street rather than Oxford Road

5A) What do you like about Option 4?

- Not a lot

5B) How could Option 4 be improved? What don't you like about Option 4?

- Instead of the eastern end linking directly to Vogel Street, it should link with SH2 south of Woodville
- Stoney Creek Road will need to be upgraded to provide the east west link to Bunnythorpe and Feilding in place of the existing Bunnythorpe- Ashhurst Road link presently used for the east west link north of Ashhurst and Palmerston North
- Something will need to be done about the extra traffic outside Whakarongo School
- It is a lot longer than the other three options so this counts against it
- It will take longer to construct
- It doesn't provide any benefits for Wairarapa traffic even though it is further south than the other options
- It needs two new bridges across the Manawatu River rather than one as proposed in the first three options.

6) Would a temporary bypass of Ashhurst be acceptable if it became a part of the long term response?

A bypass of Ashhurst should be built as soon as possible. It doesn't need to be part of the long term response. As it is going to take so long to build the new route, highway traffic should be taken out of the Ashhurst urban area as soon as possible to provide relief to the community. In future, the old Saddle Road will still require a connection to SH3 so it will bring an early benefit to the local community if it is constructed sooner rather than later.

7) Do you have any other comments or suggestions?

The question must be asked, "Why the need to create a new alignment and not take the

opportunity to Bypass Woodville?" Every other major realignment project throughout the country wants traffic to flow more freely and efficiently. This is done by bypassing low speed urban areas like for example, Johnsonville, Tawa, Porirua, Mana, Plimmerton, Paekakariki, Paraparaumu, Waikanae, Otaki, Levin (SH57 for example) Taupo, Cambridge, Hamilton, Taupiri, Ngauruwahia, Huntly etc. etc. What is so different about Woodville that an exception is made for it? If the highway continues to pass through the retail section of Woodville, Hawkes Bay traffic won't get the benefit of greater efficiency of bypassing this little bottleneck on the eastern highway networks that SH1 traffic is getting

There are heaps of other examples that could be pointed to of small and larger town commercial areas being bypassed like Pokeno, Waitara, Temuka, Timaru, Gisborne, Cromwell, Napier and Hastings to name but a few.

The precedent has been set for bypasses to be made to benefit the greater need of highway traffic over these centers. We now have a new government and Minister of Transport, so let's get the rash promise that was made by a former regime overturned so a truly rational decision can be made about the future of the junction of SH3 with SH2

Thank you for taking the time to consider my thoughts about this very important project.

Yours faithfully,

s9(2)(a)

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From: Manawatu Gorge
To: s9(2)(a)
Subject: FW: Manawatu Gorge closure project update no. 13
Date: Friday, 20 October 2017 11:52:10 a.m.

Hey s9(2)(a)

More feedback below from s9(2)(a)

Thanks

Adrienne Duffy

System Management

DDI s9(2)(a)

Mob s9(2)(a)

E adrienne.duffy@nzta.govt.nz / w nzta.govt.nz

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Monday, 16 October 2017 11:23 a.m.
To: Manawatu Gorge
Subject: RE: Manawatu Gorge closure project update no. 13

Morning,

Out of scope

[Redacted content]

While I am here, I would like to also give my support to Option 4 for the Gorge replacement, for the following reasons:

1. It is the most direct route with the shortest travelling times and distances
2. It gives PN City its much-needed second bridge over the Manawatu River and contributes to the ring road concept for PN City
3. It improves access from the northern side of PN City to areas east of the River and to Massey – commuters travelling to Massey and the science centres from this side of PN and beyond can use the new route in favour of travelling right through PN itself.
4. It avoids the soft, erosion-prone sedimentary materials that are present in the vicinity of the Saddle Rd – note for example the extensive slumping and earthflows (active and inactive) immediately S of the Saddle Rd on the lower western side. Also note how much the road cutting into these materials on the eastern side of the Saddle Rd summit has failed over the years, even after it was benched to reduce material falling onto the road. This stuff generally does not stand up well in road cuttings.

Thanks and best regards,

s9(2)(a)

From: NZ Transport Agency [<mailto:manawatugorge=noreply.nzta.govt.nz@cmail19.com>] **On Behalf Of** NZ Transport Agency
Sent: Friday, 13 October 2017 12:05 p.m.
To: s9(2)(a)
Subject: Manawatu Gorge closure project update no. 13

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Weekly update No. 13 Manawatu Gorge closure

This weekly update, 13 October 2017, is produced by the NZ Transport Agency to provide the latest information about the impact of the Manawatu Gorge closure and the development of an alternative transport corridor linking Manawatu, Hawke's Bay and northern Wairarapa.

You are receiving this update because you either registered or you are on our stakeholder list. If you no longer wish to receive these updates, please unsubscribe.

From: s9(2)(a)
To: s9(2)(a) s9(2)(a)
Subject: FW: Manawatu Gorge Options Feedback
Date: Friday, 20 October 2017 11:25:54 a.m.

s9(2)(a)

Principal Stakeholder Engagement Advisor

GHD

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From: Manawatu Gorge [mailto:ManawatuGorge@nzta.govt.nz]
Sent: Thursday, 19 October 2017 2:31 PM
To: s9(2)(a) <s9(2)(a)@ghd.com>
Subject: FW: Manawatu Gorge Options Feedback

Hi s9(2)(a)

I am responding to some of the simple Manawatu Gorge emails.

Adrienne advised that I should of BCC'd you in to the responses, so I will forward the few that I have done.

Warm regards

s9(2)(a)

From: Manawatu Gorge
Sent: Thursday, 19 October 2017 2:25 p.m.
To: s9(2)(a)
Subject: RE: Manawatu Gorge Options Feedback

Hi s9(2)(a)

Thank you for your email and feedback dated 13th of October 2017. I apologise for my delay in responding.

I have passed on your email to the project team for consideration.

Warm regards

Karen Emeny
System Management

From: s9(2)(a) [mailto:s9(2)(a)]

Sent: Friday, 13 October 2017 10:23 a.m.
To: Manawatu Gorge
Subject: Manawatu Gorge Options Feedback

Good morning

There are faults will all 4 of your options:

Options 1, 3 & 4 will have major environmental impact.

Option 2 – while upgrading an existing road should have less environmental impact, how can it take the same length of time to upgrade an existing road as it would to build a road from scratch?

In saying that we definitely need to just get on a build one and I would therefore support **Option 4 – South of the Gorge**. It is faster and shorter than the other options & traffic can still flow freely on the Saddle Road and Pahiatua track without construction going on.

Best regards

s9(2)(a)

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From: s9(2)(a)
To: s9(2)(a)
Subject: FW: Manawatu Gorge shortlist
Date: Wednesday, 22 November 2017 9:43:32 a.m.

s9(2)(a)

Principal Communication & Engagement Consultant

GHD

M: s9(2)(a) | E: s9(2)(a) | www.ghd.com
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From: Manawatu Gorge [mailto:ManawatuGorge@nzta.govt.nz]
Sent: Tuesday, 31 October 2017 10:38 AM
To: s9(2)(a) <s9(2)(a)>
Cc: s9(2)(a) s9(2)(a)
Subject: RE: Manawatu Gorge shortlist

Hi s9(2)(a),

Thank you very much for your submission. I have forwarded your comments to the project team.

Best regards,

Stefan Wolf / Communications & Stakeholder Engagement

Governance, Stakeholders and Communications

M s9(2)(a)

E stefan.wolf@nzta.govt.nz / w nzta.govt.nz

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Monday, 30 October 2017 7:13 p.m.
To: Manawatu Gorge
Subject: Manawatu Gorge shortlist

Hi,

I just discovered that I missed the cut-off for the submissions, so I'll take the option to email you anyway.

For a start, I've been involved, as a historian, in the production of a book that is being written on the history of the Manawatu Gorge. So I now know things about it that I previously didn't know a thing about. I also attended s9(2)(a), as did my s9(2)(a) and s9(2)(a). I wrote a history of the school and district that was published in 1999.

I like Option 4. I don't see any point in huge numbers of people having to drive to Ashhurst, when they can go across the top from near Whakarongo. Ashhurst clearly doesn't want the traffic, though they might live to regret that a bit if they prove to get used to people stopping in the town to shop there.

I don't think travellers should have to pass down the main street of Woodville as a matter of necessity, if a better route around the town is more practical. I drive through Woodville about once a month, and at times of day when most of their shops are closed. Driving through Woodville is like driving through a dark canyon, where I worry that someone is going to step in front of my car. If the new road suits the main street of Woodville best, then so be it, but it should not be a forced route.

I don't agree that the new route should be held to ransom by the presence of Whakarongo School. I do understand the problem for the school, but it would be better to sort the access to the school - and ideally open a new school elsewhere in the suburb and turn that wonderful small semi-rural school back into what it was in the 1990s. Its too large for its location. Many of the classrooms appear to be relocatable.

The important thing on this occasion is the convenience of travellers, and if the traffic flows evenly, then the problems should sort themselves out - but 'doing something' about the location and access situation for Whakarongo School will be a huge bonus. Most kids who attend it already travel a long way to reach it. There is something hugely wrong about over 500 kids attending the school that has no close-by houses. Dealing with the school's location dilemma effectively is more sensible than using a State Highway route via the Ashhurst area.

I don't think the quality or otherwise of the land in the area of Te Matai Road concerned with Option 4, is necessary to be considered in this instance. The important thing is the get the new route running ASAP.

Regards,

s9(2)(a)

s9(2)(a)

Palmerston North 4414

s9(2)(a)

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From: s9(2)(a)
To: s9(2)(a) s9(2)(a)
Subject: FW: manawatu gorge
Date: Wednesday, 25 October 2017 8:58:29 a.m.

For CMS - cheers

s9(2)(a)

Principal Stakeholder Engagement Advisor

GHD

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From: Manawatu Gorge [mailto:s9(2)(a)]
Sent: Tuesday, 24 October 2017 10:28 AM
To: s9(2)(a) <s9(2)(a)>
Cc: s9(2)(a) <s9(2)(a)> s9(2)(a) <s9(2)(a)>
Subject: RE: manawatu gorge

Hi s9(2)(a),

Thanks for your email and your feedback. I will forward your submission to the project team.

As for the Gorge, no decisions have been made but cycling and walking will certainly be looked at as possibilities. You are right, it is potentially a fantastic tourist attraction.

Best regards,

Stefan Wolf / Communications & Stakeholder Engagement

Governance, Stakeholders and Communications

M: s9(2)(a)

E: stefan.wolf@nzta.govt.nz / w nzta.govt.nz

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Saturday, 21 October 2017 1:37 p.m.
To: Manawatu Gorge
Subject: manawatu gorge

Hello\$

I am the owner of s9(2)(a) on s9(2)(a) and the gorge closure has cost my business 10-20 customers a day \$500-\$1000 a week in sales. I want to see a option that is best for the region long term connecting to proposed ring roads bypassing Ashhurst and Palmerston North. So I go with option 4 but I do think the connection to SH 3 is to far South to connect with Feilding and North bound traffic and to close to PN and lifestyle blocks in the Whakarongo area.

nd

Option 4 would also give PN a much needed 2 bridge and provide a option for future growth for Ashhurst.

The 3 options on the North of Gorge have been well thought out. Option 3 is the best option as I think Saddle Road needs to be kept as a alternative route

Also is there possibility that the gorge road can be used for recreational use walking and cycling etc as it is a great tourist attraction

Regards

s9(2)
(a)

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From: s9(2)(a)
To: s9(2)(a) s9(2)(a)
Subject: FW: New Route
Date: Friday, 20 October 2017 11:25:54 a.m.

s9(2)(a)

Principal Stakeholder Engagement Advisor

GHD

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From: Manawatu Gorge [mailto:ManawatuGorge@nzta.govt.nz]
Sent: Thursday, 19 October 2017 2:29 PM
To: s9(2)(a) <s9(2)(a)>
Subject: RE: New Route

Hi s9(2)(a),

Thank you for your email and feedback dated 13th of October 2017. I apologise for my delay in responding.

I have passed on your email to the project team for consideration.

Warm regards

Karen Emeny
System Management

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Friday, 13 October 2017 2:50 p.m.
To: Manawatu Gorge
Subject: New Route

Hi

I cant get to any of the meetings as I don't have a car so thought this was easier to have my say. Looked at the 4 new Routes. No 4 looks the best and more stable area.

Thank you

Regards
s9(2)(a)

Taraura District

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From: s9(2)(a)
To: s9(2)(a) s9(2)(a)
Subject: FW: Proposed routes for gorge update.
Date: Wednesday, 25 October 2017 8:55:04 a.m.

For CMS - cheers

s9(2)(a)

Principal Stakeholder Engagement Advisor

GHD

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From: Manawatu Gorge [mailto:ManawatuGorge@nzta.govt.nz]
Sent: Tuesday, 24 October 2017 10:33 AM
To: s9(2)(a) s9(2)(a)
Cc: s9(2)(a) <s9(2)(a)>
Subject: RE: Proposed routes for gorge update.

Hi s9(2)(a),

Thanks for your email and for taking the time to make a submission.

I will forward the information you provided to the project team.

Best regards,

Stefan Wolf / Communications & Stakeholder Engagement

Governance, Stakeholders and Communications

M s9(2)(a)

E stefan.wolf@nzta.govt.nz / w nzta.govt.nz

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Monday, 23 October 2017 7:57 p.m.
To: Manawatu Gorge
Subject: Proposed routes for gorge update.

Route 1

The land on this route is very unstable, the soil sits on papa and is very prone to slipping. Also it is very windy from the west – southwest. Imagine a funnel with the open end facing Ashhurst and the narrow end facing Woodlands road. Easterly and southerly winds are not a problem.

Route 2

Saddle road-major upgrade. I doubt if this can be made a satisfactory long term solution. All you are going to get are angry motorists and frustrated contractors as they try

to work around each other.

Route 3

This is the shortest route being around 55% shorter than the longest route. There will also be fewer land owners to deal [with](#). It will also provide a more direct route for those travelling to the western central Nth Is.

Route 4

This is the longest route and is also 25% dearer than the next cheapest option and could be up to 75% dearer than the cheapest option. While it would provide great access for Tararua residents to Palmerston Nth is it the best option for people travelling further afield.

Would the Woodville end be subject to flooding, the 2004 flood reached the base of the railway overbridge and covered the road on the Ballance side of the Beyond the Bridge Cafe.

Other notes.

I attended the briefing in Woodville on Oct 12. One of your representatives said that they had recently been told of an old tip site on Saddle Rd. ^{s9(2)(a)}

^{s9(2)(a)} As there was no industry in the area its main contents were household rubbish, garden waste, old fencing wire and used roofing iron. Lastly there are several areas of pit metal on Saddle Road. While this is very hard to break up history has proved that it does not make a satisfactory base for a road due to compaction problems.

Thank you for the opportunity to make a submission

^{s9(2)(a)}

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From: s9(2)(a)
To: s9(2)(a) s9(2)(a)
Subject: FW: SH3 Manawatu Gorge alternative route feedback
Date: Wednesday, 25 October 2017 11:22:52 a.m.

CMS

s9(2)(a)

Principal Stakeholder Engagement Advisor

GHD

M: s9(2)(a) | E: s9(2)(a) | www.ghd.com
Level 1, Grant Thornton House, 215 Lambton Quay, Wellington | PO Box 1746 Wellington 6140, New Zealand
| www.ghd.com
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From: Manawatu Gorge [mailto:ManawatuGorge@nzta.govt.nz]
Sent: Wednesday, 25 October 2017 10:44 AM
To: s9(2)(a)
Cc: s9(2)(a) <s9(2)(a)>
Subject: RE: SH3 Manawatu Gorge alternative route feedback

Hi s9(2)(a),

Thank you very much for your email. Thank you for taking the time to make a submission. I have forwarded this to the project team.

Best regards,

Stefan Wolf / Communications & Stakeholder Engagement

Governance, Stakeholders and Communications

M s9(2)(a)

E stefan.wolf@nzta.govt.nz / w nzta.govt.nz

From: s9(2)(a) [mailto:s9(2)(a)]

Sent: Tuesday, 24 October 2017 9:28 p.m.

To: Manawatu Gorge

Subject: SH3 Manawatu Gorge alternative route I feedback

Dear NZTA,

As a local business providing a service to Ashhurst this affects me because option 4 will direct traffic away from my Business on the Ashhurst Bunnythorpe road as its diverted directly down Stoney Creek road. This will also affect many small but vital businesses in the Ashhurst area.

Ashhurst is a growing Village and needs the through traffic to maintain the thriving businesses, connections to the city and not loose its vitality.

I appreciate you considering my submission.

Kind Regards s9(2)(a)

--

s9(2)(a)

s9(2)(a)

Palmerston North 4470

s9(2)(a)

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1982

From: s9(2)(a)
To: s9(2)(a)
Subject: FW: SH3 Manawatu Gorge alternative route
Date: Wednesday, 22 November 2017 9:38:51 a.m.
Attachments: [image001.png](#)

s9(2)(a)

Principal Communication & Engagement Consultant

GHD

M: s9(2)(a) | E: s9(2)(a) | www.ghd.com
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From: Manawatu Gorge [mailto:ManawatuGorge@nzta.govt.nz]
Sent: Tuesday, 14 November 2017 8:14 AM
To: s9(2)(a) <s9(2)(a)>
Subject: FW: SH3 Manawatu Gorge alternative route

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Monday, 13 November 2017 8:02 p.m.
To: Manawatu Gorge
Subject: RE: SH3 Manawatu Gorge alternative route

Many thanks Stefan for your response to my email. But I do hope that the new government will have another look at this project. Especially for future generations.

Much obliged

s9(2)(a)

Sent from [Mail](#) for Windows 10

From: [Manawatu Gorge](#)
Sent: Monday, 13 November 2017 10:21 AM
To: s9(2)(a)
Cc: s9(2)(a) ([GHD](#))
Subject: RE: SH3 Manawatu Gorge alternative route

Hi s9(2)(a),

Thank you for your email.

The option of a viaduct was looked at, but not progressed. Here is a link to a poster showing why various options were excluded from the shortlist of options.

<http://www.nzta.govt.nz/assets/projects/sh3-manawatu-gorge/sh3-manawatu-gorge-long-list-options.pdf>

Best regards,

Stefan Wolf / Communications & Stakeholder Engagement

Governance, Stakeholders and Communications

M s9(2)(a)

E stefan.wolf@nzta.govt.nz / w nzta.govt.nz

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Saturday, 11 November 2017 2:45 p.m.
To: Manawatu Gorge
Subject: SH3 Manawatu Gorge alternative route

To whom it may concern:

Perhaps you could build this type of Viaduct for the M/Gorge? Rather than go over the Rangers. Of course it would better as a Four lane highway. Or with the future in mind, add another lane for a more modern Rail link? If the cost is a worry, why not make it a TOLL Viaduct through the Gorge? The Gorge is a Natural Gap through the Rangers. Please spend the money or take it to the new government for appraisal.

www.stuff.co.nz/the-press/news/98788553/arthur-pass-road-closed-after-serious-crash

Kind regards

s9(2)(a)

Sent from [Mail](#) for Windows 10

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From: s9(2)(a)
To: s9(2)(a) s9(2)(a)
Subject: FW: State Highway 3:
Date: Wednesday, 25 October 2017 1:44:41 p.m.

CMS

s9(2)(a)

Principal Stakeholder Engagement Advisor

GHD

M: s9(2)(a) | E: s9(2)(a) | www.ghd.com
Level 1, Grant Thornton House, 215 Lambton Quay, Wellington | PO Box 1746 Wellington 6140, New Zealand
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From: Manawatu Gorge [mailto:ManawatuGorge@nzta.govt.nz]
Sent: Wednesday, 25 October 2017 1:42 PM
To: s9(2)(a) <s9(2)(a)>
Cc: s9(2)(a) <s9(2)(a)> ghd.com>
Subject: RE: State Highway 3:

Hi s9(2)(a),

Thank you very much for your email. Thank you for taking the time to make a submission. I have forwarded this to the project team.

Best regards,

Stefan Wolf / Communications & Stakeholder Engagement

Governance, Stakeholders and Communications

M s9(2)(a)

E stefan.wolf@nzta.govt.nz / www.nzta.govt.nz

From: s9(2)(a) | s9(2)(a) [mailto:s9(2)(a)]
Sent: Wednesday, 25 October 2017 1:05 p.m.
To: Manawatu Gorge
Subject: State Highway 3:

Afternoon Team,

I would like NZTA to implement Option #4, as I have indicated on your website, the following.

1. We need another bridge between Ashhurst bridge and Fitzherbert bridge to accommodate city growth, as Palmerston North grows towards Ashhurst on both sides of the river.
2. The NZ Army need to be able to travel North without going through PN City.
3. We need a State Highway from the new Aokautere area bridge to Kakariki/Marton or Sanson. Have a direct link between Hawkes Bay/Wairarapa and State Highway 1/Taranaki.

4. On the Wairarapa side we need to cross the Manawatu River, go east along Ormond Road, cross State Highway 2, bypass Woodville and re-join State Highway 2 on the east end of Woodville.(Pinfold road intersection). Where State Highway 3 crosses State Highway 2 at Ormond Road have a large roundabout, turn north to Woodville, south to Pahiatua.

Trust this helps in your decision making.

Kind Regards,

s9(2)(a)

s9(2)(a)

s9(2)(a)

almerston North

4414

P s9(2)(a)

Freephone s9(2)(a)

s9(2)(a)

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From: s9(2)(a)
To: s9(2)(a) s9(2)(a)
Subject: FW: The southern route is by far the best . The freedom to build a new road with Public interference. Start and finish the job with out delay and troublesome
Date: Friday, 20 October 2017 11:23:29 a.m.

s9(2)(a)

Principal Stakeholder Engagement Advisor

GHD

M: s9(2)(a) | E: s9(2)(a) | www.ghd.com
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From: Manawatu Gorge [mailto:ManawatuGorge@nzta.govt.nz]
Sent: Thursday, 19 October 2017 2:35 PM
To: s9(2)(a) <s9(2)(a)>
Subject: RE: The southern route is by far the best . The freedom to build a new road with Public interference. Start and finish the job with out delay and troublesome

Hi s9(2)(a)

Thank you for your email and feedback dated 13th of October 2017. I apologise for my delay in responding.

I have passed on your email to the project team for consideration.

Warm regards

Karen Emeny
System Management

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Friday, 13 October 2017 3:18 p.m.
To: Manawatu Gorge
Subject: The southern route is by far the best . The freedom to build a new road with Public interference. Start and finish the job with out delay and troublesome

Road users. Practical access from both sides allowing unhinder development. And age site approach to the jobs COMPLETION. Regards s9(2)(a)

Sent from my Samsung Galaxy smartpho

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From: s9(2)(a)
To: s9(2)(a) s9(2)(a)
Subject: FW: The Southern-Most option - Option 4: South of the Gorge - on the Taraua's side
Date: Friday, 20 October 2017 11:23:10 a.m.

Hi, the below is for consultation manger – I will send through more.

s9(2)(a)

Principal Stakeholder Engagement Advisor

GHD

M: s9(2)(a) | E: s9(2)(a) | www.ghd.com
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From: Manawatu Gorge [mailto:ManawatuGorge@nzta.govt.nz]
Sent: Thursday, 19 October 2017 2:38 PM
To: s9(2)(a) s9(2)(a)
Subject: RE: The Southern-Most option - Option 4: South of the Gorge - on the Taraua's side

Hi s9(2)(a)

Thank you for your email and feedback dated 13th of October 2017. I would like to apologise for my delay in responding.

I have passed on your email to the project team for consideration.

Warm regards

Karen Emeny
System Management

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Friday, 13 October 2017 3:46 p.m.
To: Manawatu Gorge
Subject: The Southern-Most option - Option 4: South of the Gorge - on the Taraua's side

I wish to express my opinion regarding the Taraua/Ruahine crossing (Te Apiti ~ Manawatu Gorge Replacement Road) / SH # 3

Very clearly, to any engineer,
the best option is to proceed with The Southern-Most option -
Option 4: South of the Gorge - on the Taraua's side of the Gorge.

Points that I will make here include ...

A) Better alignment - As a *virgin "green-fields" development*,
and with *no "GAS PIPELINE"* to complicate things,
a better alignment,
with thus better safety, and higher average speeds,

(shorter travel time) because of nicer curves.

B) **Better gradients,**

especially true on the Manawatu side of the range

This will be much harder to achieve on the Ruahine side,
without adding in big loops up the Pohangina valley hillside.

Gentler gradients improve **pavement (wear) life**.

Gentler gradients improve **average traffic speeds**.

Gentler gradients **improve journey times**.

C) No working "Around the Public"

Virgin "green-fields" site allows for

better

"wet-weather mitigation works"

(sediment/evaporation ponding/bunding, etc.)

Virgin "**green-fields**" site tends to facilitate

a **better final product**

(a **better "end-result"** road, because of **fewer compromises**).

D) This route has the **greatest likelihood** of
LONG TERM Stability & Viable-Maintainability.

E) This route is less likely to be adversely effected

by **SNOW &/or Fog**

(because better~safer lane-widths, & bend-radii are easier to justify, here).

F) This route can more likely be designed with
long, continuous passing lanes.

G) As a virgin "green-fields" project with few "width" constrains.

The separation of "**contra-flow**" (opposing direction) traffic,

by "New-Jersey-profile" concrete,

or Tensile Steel-wire rope **barrier systems**

can run **almost full-length**.

H) As a virgin "green-fields" project

few intersecting "local roads" need to be accommodated.

I) Interconnecting access to the existing "Windfarm" roadways,

would future-proof the **Windfarms** somewhat.

J) The Southern-most route,

could be the most **FUTURE-PROOFED** alignment,

thus requiring less "duplication" if traffic volumes were to increase.

K) The Saddle Hill Road, would still provide **Duplication/Redundancy**

to back up this route, as a "**Contingency**", if the unthinkable ever happened !

L) In time

(when current "Local Body" politicking dies down again - re Woodville)

an **alternative connection to SH #2**,

(from Balance-Gorge Road),

joining SH #2 near to the **Manganoka** (Historic Tui) Brewery,

would reduce traffic congestion further,

by dividing the "Hawkes Bay" direction traffic,
off from the "Wairarapa" direction traffic,
rather than FUNNEL the **BOTH together** through
an **unsuitable derelict village**.

M

) Another Manawatu River-Crossing,
very near to Palmerston North could now be **justified** !

N

) This route will yield **fewer casualties & fatalities,**
per vehicle-kilometr travelled.

O) **Less** scope for "**unfortunate "Surprises" altering the Time-Line** for
construction.

Summary:

I am going to suggest that 150 year "**whole of life" costing** would favour the Southern-
most option largely because of
reduced "**on-going**" out-goings, & a higher productivity-offset.

Regards

s9(2)
(a)

s9(2)(a)

Dannevirke resident
Taranua District.

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From: s9(2)(a) - s9(2)(a)
To: s9(2)(a)
Cc: s9(2)(a) - [Taranaki](#)
Subject: QEII National Trust - Open Space Covenants and Manawatu Gorge Road
Date: Monday, 13 November 2017 9:30:15 a.m.

Tena koe s9(2)(a)

We write regarding the proposed alternative routes for the Manawatu Gorge road. We understand that the a shortlist of four options [has been published](#).

There are a number of registered open space covenants protecting areas in and around those four route options. Please see the **attached** maps indicating the boundaries of the covenants in question. If you would like more detailed information about the covenant locations, please do not hesitate to ask. We can prepare a GIS layer of all the nearby covenants if that would be useful for you.

Our Regional Representative for the area, s9(2)(a), has let us know that NZTA have been in touch with several covenantors in the area to discuss the proposed routes. At this stage, we wanted to clarify the locations of the protected areas so that these can be accounted for in future discussions about this project.

We ask that, as this project progresses, you communicate with me and/or s9(2)(a) (s9(2)(a), s9(2)(a)). We would ideally like to be involved in these discussions as early as possible, in the event that the chosen option impacts one of the registered covenants.

If you have any questions, or would like to discuss this matter further, please feel free to get in touch.

Nga mihi

s9(2)(a) | s9(2)(a) | **Queen Elizabeth II National Trust**

Vocus House, Level 4, 138 The Terrace, PO Box 3341, Wellington 6140

DD: s9(2)(a) | Main line 0800 467 367 (04 472 6626)

www.openspace.org.nz | www.facebook.com/QEIINationalTrust

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From: Manawatu Gorge
To: s9(2)(a)
Subject: RE: Manawatū Gorge alternative route short list feedback
Date: Thursday, 19 October 2017 2:11:20 p.m.

Hi s9(2)(a)

Thank you for your email and feedback last week. I apologise for the delayed response it has been very busy.

I have passed on your feedback and comments onto our project team for consideration.

Kind Regards

Adrienne Duffy
System Management
DDI s9(2)(a)
Mob s9(2)(a)
E adrienne.duffy@nzta.govt.nz / w nzta.govt.nz

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Thursday, 12 October 2017 11:31 a.m.
To: Manawatu Gorge
Subject: Manawatū Gorge alternative route short list feedback

Having studied the four, shortlisted, options for the Gorge Road replacement I would make the following comments:-

Why do all the proposed routes connect to State Highway 3/Napier Road heading for Palmerston North?

This option appears to be very short sighted looking at the future developments for Palmerston North and Road connections around the City.

Napier Road between Whakaronga School and Roberts Line is currently being developed as Residential Sections and is the proposed expansion of the City.

The Roberts Line/Te Matai Road/Napier Road intersection is already a known, serious, accident area.

Most Trucking depots and Distribution Warehouses are now situated either between the Airfield/Railway Road, in Kelvin Grove or along the Railway/Tremaine Avenue areas. These are all on the other side of Palmerston North to State Highway 3/Napier Road.

It has already been announced in the Public Media that Kairanga/Bunnythorpe Road and Ashhurst Road are to become the bypass for traffic around the City travelling to/from the South. For a considerable period of time these Roads have had fairly heavy usage for trucking and passenger vehicles. This has increased with the Gorge Road closure. It also appears that Colyton Road is seeing considerably more traffic accessing the Saddle Road from/to the North.

Both these Roads currently take traffic into the Ashhurst Residential area with Colyton Road

traffic travelling through the Main Shopping area and Ashhurst Road connecting directly to the Town Route to the Saddle Road but normally taking Traffic out to State Highway 3 at an accident prone intersection.

The original 13 options had the Saddle Road option looping to the North of Ashhurst before travelling down to State Highway 3/Napier Road to the West of Ashhurst. This was an unacceptable option due to the effect of surrounding the Ashhurst Village with a Major Road system.

However, the option did exist to bring the Northern most point of the loop across to meet up with Grove Road (at the kink in that Road) and hence to Ashhurst Road and the City Bypass. This would have completely bypassed the Ashhurst Village.

This option could now be applied to options 1,2 and 3 of the new shortlisted Routes.

This would mean that all Heavy Transport would then be able to access Depots/Distribution Centres etc. from the City bypass by turning onto Railway Road at Bunnythorpe and not having to travel through the City area.

All traffic coming from the Hawkes Bay would then have the option of going North via Colyton Road, South by using the City Bypass (Grove Road, Bunnythorpe Road, Kairanga/Bunnythorpe Road) and, indeed, connecting directly to the Manawatu Scenic Highway opened some two Years ago.

As an aside I am not suggesting this as a N.I.M.B.Y exercise as s9(2)(a) [redacted] already and have seen the volumes of Trucks increase many hundreds of percent in the [redacted]

The time is right to consider the future Roading developments whilst building a new Route from the Manawatu to the Hawkes Bay not some short sighted connection to Palmerston North that will create havoc with Heavy Vehicles etc. in the confines of the City to get across Town to their Depots and travelling through the future residential expansion.

To leave the connection of any new Road to State Highway 3/Napier Road also means the traffic would revert to travelling around the Southern portion of the Ashhurst Village/Ashhurst Domain etc. in a "U" shaped path to the new Road from the City Bypass.

s9(2)(a) [redacted]

s9(2)(a) [redacted]

s9(2)(a) [redacted]

Palmerston North 4470

s9(2)(a) [redacted]

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From: Manawatu Gorge
To: s9(2)(a)
Subject: RE: Manawatu Gorge
Date: Friday, 20 October 2017 11:55:58 a.m.

Hi s9(2)(a)

Thank you for your email and feedback dated 17 October 2017.

I have passed on your comments to the project team from consideration.

Kind Regards

Adrienne Duffy

System Management

DDI s9(2)(a)

Mob s9(2)(a)

E adrienne.duffy@nzta.govt.nz / w nzta.govt.nz

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Tuesday, 17 October 2017 12:27 p.m.
To: Manawatu Gorge
Subject: Manawatu Gorge

Hello to whom it may concern

I used to work in road construction...

An idea for the Manawatu Gorge is to build a Half Tunnel with a sloping roof so any landslides will just slide over the tunnel into the gorge.

The Tunnel can be erected in a safe environment by means of prefabricated sections.

Regards

s9(2)(a)

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From: Manawatu Gorge
To: s9(2)(a) [Manawatu Gorge](#)
Subject: RE: prefer option 4 south of the gorge
Date: Tuesday, 17 October 2017 11:24:25 a.m.

Hi s9(2)(a)

Thank you for your email and feedback dated 12th of October 2017.
I have passed on your email to the project team for consideration.

Thanks

Adrienne Duffy
System Management
DDI s9(2)(a)
Mob s9(2)(a)
E adrienne.duffy@nzta.govt.nz / w nzta.govt.nz

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Thursday, 12 October 2017 7:11 a.m.
To: Manawatu Gorge
Subject: prefer option 4 south of the gorge

Hi there,

I would just like to say that I have reviewed the 4 shortlisted options. I believe that Option 4: South of the Gorge is the best option in terms of resources, road use, access, and economic aspects (e.g., Palmerston North, Woodville, Wellington, Hawkes Bay).

s9(2)(a)
s9(2)(a)
Hawkes Bay, New Zealand

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From: s9(2)(a)
To: s9(2)(a)
Subject: FW: Manawatu Gorge alternative route short list feedback
Date: Wednesday, 22 November 2017 10:30:51 a.m.

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Sunday, 15 October 2017 1:53 p.m.
To: Manawatu Gorge
Subject: Manawatu Gorge alternative route short list feedback

Hi,

Looking at your proposals, I note you haven't considered another option.

If you look at your map, and draw a straight line from the words, "Napier Road" to the words, "Masterton Road", you will find a valley running on approximately this line for some considerable distance.

On Google Earth there appears to be some gradients, but over a lesser distance than the suggested southern option.

Is this worth considering? Are there any downsides to this idea?

I would appreciate your response.

Regards,

s9(2)(a)



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From: s9(2)(a)
To: s9(2)(a)
Subject: FW: Manawatu Gorge alternative route short list feedback
Date: Wednesday, 22 November 2017 10:29:30 a.m.

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Friday, 13 October 2017 11:01 a.m.
To: Manawatu Gorge
Subject: Manawatu Gorge alternative route short list feedback

Hi All,

I favour option 1 since it is timely, on the more stable land on the northern side of the Gorge, limits impact on new land which is useful for farming and recreation, suits those not needing to travel through Palmy and hence keeps palmy traffic down.

s9(2)(a) and have ridden North Range road, Wharite and the Bridge Café Track off Hall Block Rd. I have also given feedback on possible cycle routes adjacent to the Gorge walking track. I have concerns a southern route would impact these recreational activities, the windmills and farm land.

Some realignment of the saddle road on the Eastern side would help make Northerly travel quicker.

Saddle road upgrade work to date has made a big positive impact but unfortunately has not been completed quickly so was not fully ready for additional traffic following our latest gorge slip.

I think passing lanes are important to allow for varying traffic speeds but if this alters the cost significantly then passing can be provided for on flatter terrain. Transport operators have an option of using containerised rail transport through the gorge and swapping to road on the Eastern side of the ranges if necessary. There is a lot of damage to our roads by heavy transport (here and NZ wide) which is probably not recovered from transport operators so maybe they could be forced to rail over a certain weight (or a toll on the road for heavies).

I think the existing bridge should be used to cross the Manawatu river on the Western side of the Gorge then the road taken along the eastern bank prior the gorge to link to the Saddle road and bypass Ashurst township.

I don't wish to present my comments in person but can elaborate on these ideas if requested.

Regards

s9(2)(a)

s9(2)(a)

Palmerston North, 4412

s9(2)(a)

s9(2)(a)

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From: §9(2)(a)
To: §9(2)(a)
Subject: FW: Manawatu Gorge quandry
Date: Wednesday, 22 November 2017 10:30:25 a.m.

From: §9(2)(a) [mailto:§9(2)(a)]
Sent: Friday, 13 October 2017 5:58 p.m.
To: Manawatu Gorge
Subject: Manawatu Gorge quandry

WHY for the last FOUR YEARS, will no government department, no local council body, NZTA, nor Simon Bridges, simply answer the fact to WHY cannot the existing road (which already goes HALFWAY), from Centre / Back Road, be used? Requiring then an upgrade of Northern Range and Hall Block Road.
As per attached pics

Covers easy access to Ashhurst, Bunnythorpe/ Feilding (and on to Sanson / Bulls for North and Wanganui/ Taranaki traffic, as Centre road is only 2km from the Manawatu Gorge Western exit, and access South to Palmerston North and on.

Feed back is answered in 3 days? A bureaucratic joke.

§9(2)(a)
Wanganui

From: §9(2)(a) [mailto:§9(2)(a)]
Sent: Saturday, 30 September 2017 14:07
To: manawatugorge@nzta.govt.nz
Subject: Manawatu Gorge quandry

Good afternoon,

i would like to know why an alternative route cannot be completed reasonably quickly, when half of the highway us already there?

Sure no one North of the Bombay Hills, and South of the auckland harbour bridge give a rat's arse about regional New Zealand, but that link between West and West Lower North Island is CRUCIAL

Kind regards

§9(2)(a)
Wanganui

Re the Manawatu Gorge

A friend of mine was telling me his Father was an engineer on the original "doing up" of The Gorge just after WW2, and told "them" (the useless government) at the time that it was a total waste of time developing that road, due to "rotten rock" and movement. **They have known all about the problems for decades.**

§9(2)(a), and area covers Lower North Island, §9(2)(a) . §9(2)(a)

In 2011 I drove up Central Road, turned onto Back Road. No one at the farm at the end to canvas, but just about to leave and a "telecom" van came out of the security gate, before it closed I drove in.

I then drove up to the top on a WIDE, TWO LANE road, with EASY Slopes and curves. At the top I went through a gate, onto "Northern Range Road", I went left eventually onto "Hall Block Road", I followed that road to the Ballance Bridge.

Attached are photos, and my original post I dropped on Facebook in 2011

§9(2)(a) I saw a huge old photo of the original Ballance Bridge, it was in the site that I now suggest, as the existing bridge is way to skinny and dangerous, and would heed traffic flow due to the corners.

I simply want to know WHY this road option has not been looked at, look at all the other STUPID ideas that have been suggested, tunnels and bridges (far to expensive and slow), and doing up The Saddle.....?? THE SADDLE ROAD?? Have some common sense.....

Regards

§9(2)(a)
Wanganui

From: §9(2)(a)
Date: Tue, 11 Jul 2017 10:37
To: §9(2)(a)
Subject: W: Manawatu Gorge quandry

Dear §9(2)(a)

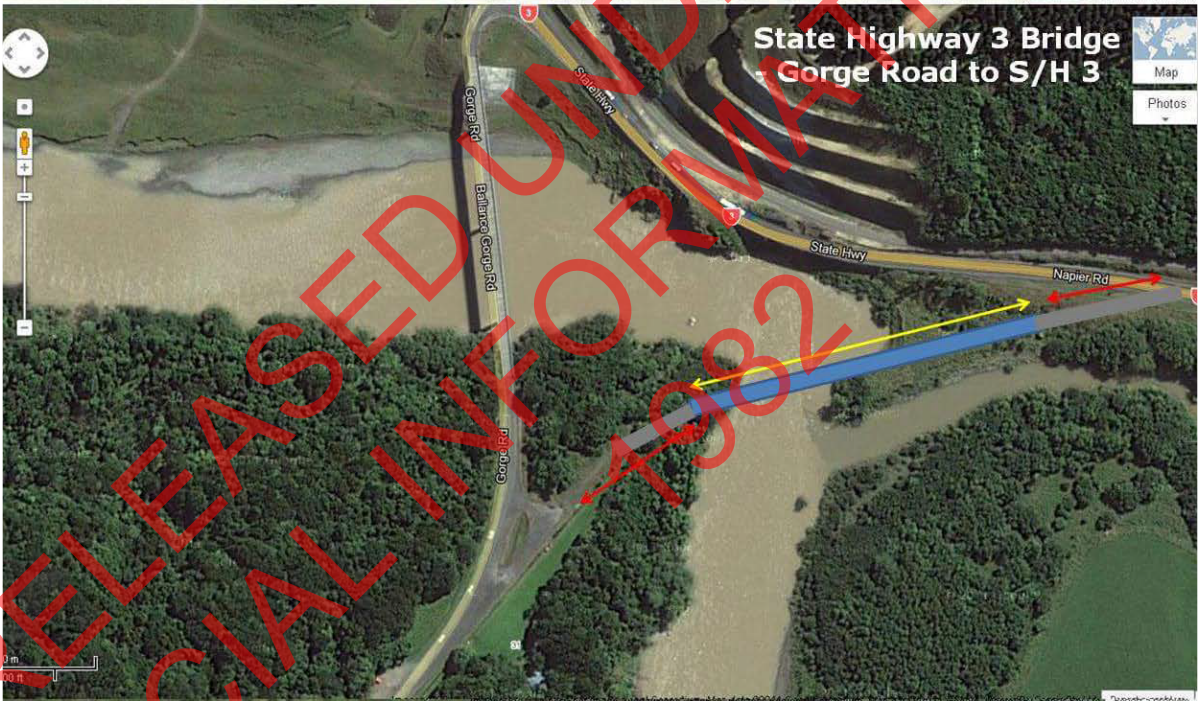
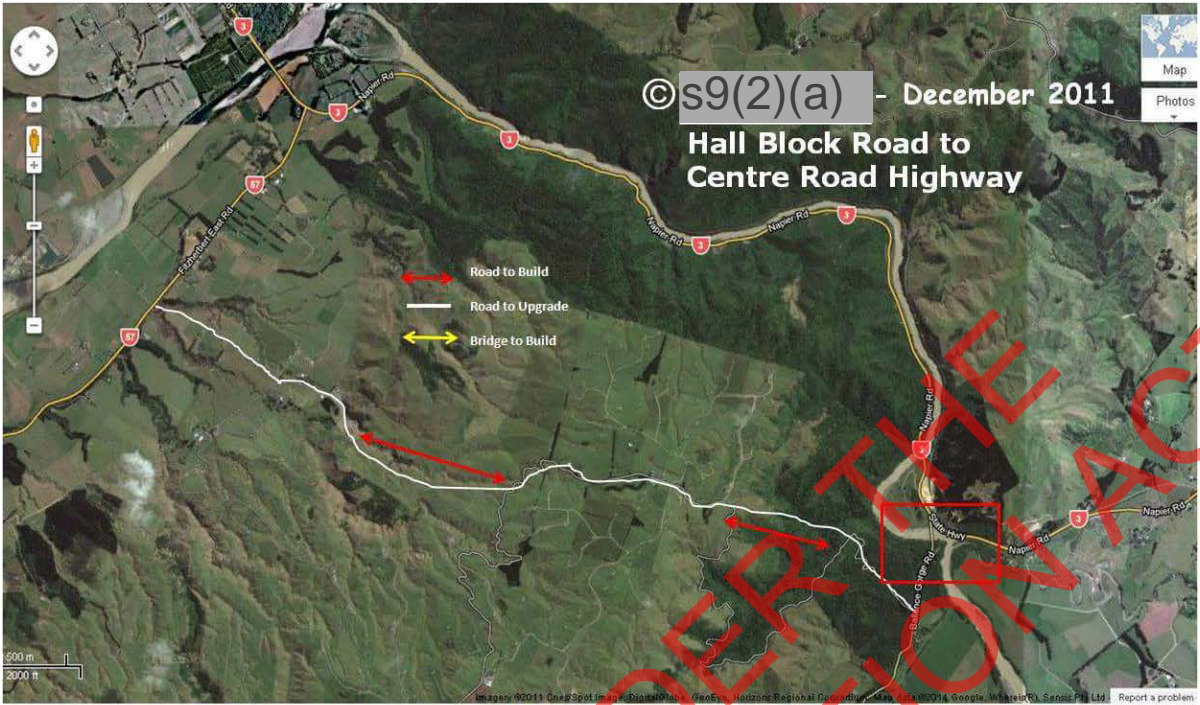
On behalf of Hon Simon Bridges, Minister of Transport, thank you for your email dated 7 July 2017.

Your comments have been placed before the Minister for his information.

Kind regards,

§9(2)(a) | Administration Private Secretary – Transport
Office of Hon Simon Bridges | Minister of Transport
Beehive, Parliament Buildings, Wellington 6160, New Zealand

From: §9(2)(a) [mailto:§9(2)(a)]
Sent: Friday, 7 July 2017 6:14 p.m.
To: S Bridges (MIN)
Subject: Manawatu Gorge quandry



s9(2)(a)
Wanganui
s9(2)(a)

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From: s9(2)(a)
To: s9(2)(a)
Subject: FW: SH3 Manawatu Gorge alternative route feedback
Date: Wednesday, 22 November 2017 10:31:10 a.m.

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Thursday, 12 October 2017 7:42 a.m.
To: Manawatu Gorge
Subject: SH3 Manawatu Gorge alternative route feedback

Greetings

I live in Napier and if I want to go anywhere south, I have to go through Woodville.

My preferred route to Wellington is via the Wairarapa.

Palmerston North is seldom a destination and I avoid the City:

- Going west (Wanganui, New Plymouth etc) by traveling through Ashurst and Fielding.
- Going south (Levin etc) by travelling through Aokautere and Shannon.

I suggest that some thought is given now to future possibilities / options for the roading network surrounding Palmerston North for 'through travellers' be they trucks or tourists and the gorge replacement road western terminal strategical placed accordingly.

I have no particular preference for the gorge replacement road other than it should NOT be the Saddle Road upgraded.

A greenfield alternative gives the road builders the freedom to build without worrying about controlling road users at the same time.

Please allow for new walking and cycling tracks (and access to existing walking and cycling tracks). Possibly a walking / cycling bridge (viaduct) could be built around the big slip too??

Cheers

s9(2)(a)

s9(2)(a)

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From: s9(2)(a) [redacted]
To: s9(2)(a) [redacted]
Subject: FW: Tararua Road
Date: Wednesday, 22 November 2017 10:30:03 a.m.

From: s9(2)(a) [redacted] [mailto:s9(2)(a) [redacted]]
Sent: Friday, 13 October 2017 4:59 p.m.
To: Manawatu Gorge
Subject: Tararua Road

Hi

Topo Maps 50,000:1 suggests that Tararua Road from Mangahao to Fernhills, is gravel and about 4 km long

The present route along Makomako Road is about 10 km,

Google Earth shows that Makomako Road is rather narrow with no side margins.

Any new highway to replace the Manawatu Gorge will still require an effective alternative.

Tar sealing and widening Tararua road will provide "route security" and a 6 km shorter route from Palmerston North to Pahiatua

Tararua Road appears to only have 2 or 3 private dwellings on it.

Regards

s9(2)(a) [redacted]

s9(2)(a) [redacted]

Paihia

From: s9(2)(a) [redacted] [mailto:s9(2)(a) [redacted]]
Sent: Friday, 13 October 2017 1:31 p.m.
To: 'manawatugorge@nzta.govt.nz'
Subject: Shortlist feedback

Hi

My preferred route would be

Western End Roundabout at intersection of SH 3 and SH 57.

One Bridge over the Manawatu River and the Railway, East of the Pohingina River.

Through the Ruahine Te Apiti Wind Farms (Owned by a State Owned Enterprise???)

Eastern Connection down a shallow gully to join SH 3, 500 metres West of Woodlands Road, just before the existing Bridge over the Railway, west of Woodville.

Is there an existing 'paper road' up the shallow gully for 1 km here???

IS THIS OPTION 3 ?

Regards

s9(2)(a)

Paihia

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From: s9(2)(a)
To: s9(2)(a)
Subject: FW: options for gorge bypass
Date: Wednesday, 22 November 2017 10:31:41 a.m.

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Friday, 20 October 2017 4:47 p.m.
To: Manawatu Gorge
Subject: options for gorge bypass

Hi,

I went to one of the road shows along with many others.

I have time to reflect on these options now.

It seems to me that the southern option stands out as a better deal.

The main point is that the maximum gradient is 6%.

the next point is that tracks across the hills and is intersect with Napier Road at Stoney Creek Road. this gives a direct line across to Feilding. (Outer ring road?)

the Bunnythorpe issue - PNCC are wrestling with this - is the railway - how to cross/not cross this and create a design that is simple and eloquent. This is easily fixed by lowering the railway as it comes up from the dip on the PN side. The excavations will provide fill to raise the dips both for the railway and Railway road. The railway gradient will be improved i.e. dips removed and low gradient all the way to the bridge on the top side of Bunnythorpe, Stoney Creek dip into Bunnythorpe would also be filled and the requirement for a bridge over the railway reduced to flat. Further the new road would go through the road reserve (a new bridge over the stream) and straight through to Feilding.

It would be nice to know that NZTA and Kiwirail can talk to each other and work together on projects that have mutual interest.

You need to think ahead.

Blessings,

s9(2)(a)

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From: s9(2)(a)
To: s9(2)(a)
Subject: FW: preferred option of the last 4 proposals
Date: Wednesday, 22 November 2017 10:32:11 a.m.

From: s9(2)(a) [mailto:s9(2)(a)]
Sent: Friday, 20 October 2017 5:59 p.m.
To: Manawatu Gorge
Subject: preferred option of the last 4 proposals

My preferred option is the southern one. **BUT NOT AT ITS**

PRESENT LOCATION.

From the first 13 that were initially present the ones going from the Palmerston North to Ashhurst on the southern side at Raukawa Road and Te Matai road north have suddenly been found to be unworkable and the present plan has the audacity and stupidity to come of the end of Stoney creek road and compromise the biggest primary school in the Palmerston North district.

Huge community money and effort was put into building that school hall.

I don't care whether your idea is to build a flyover from the railway line over the intersection and the school. The flyover will do nothing but create shadows and block natural light to the school and playing area. But any vehicle can crash off a flyover no matter how good the safety rails are and the school would have a fair chance of a crashed vehicle landing in it.

There is also the question of noise and there is little that you could do to prevent that unless the NZTA would pay for

double glazing to all of the windows in the school.

There has to be a better option and one that would take the commercial traffic from the northern end of town and feed it in a different angle on to the proposed southern route would be a better option.

I believe the connecting point to the proposed southern route has to be closer to Palmerston North **but certainly not where it is shown presently on a 300 metre strip at the end of Stoney Creek road.**

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MASSEY UNIVERSITY
TE KUNENGA KI PŪREHUROA

25 October 2017

Adrienne Duffy
NZ Transport Agency
Private Bag 11777
Palmerston North 4442
Email: Manawatugorge@nzta.govt.nz

Dear Adrienne

Thank you for the opportunity to comment on the short-listed corridors for the Manawatu Gorge alternative routes.

Massey University would like to note that Option 4: South of Gorge route will intersect with and cut through the Massey University owned Tuapaka farm.

Tuapaka Farm is a quality research, teaching and extension facility in sheep and beef farming for the University. It is particularly used in research investigating aspects of hill country farming. Should Option 4 be chosen as the preferred alternative route it should be noted that, on the basis of the indicative plans published, a substantial portion of the farm would be separated by the highway.

The impact to the University of this proposal would be significant. Tuapaka's value is greater than its fundamental commercial value. It drives an intrinsic benefit to the New Zealand sheep and beef industry. 28 separate research trials covering sheep, beef and associated environmental impacts have been undertaken on Tuapaka over the past 5 years. Properties that reflect hill country environments and which are within convenient distance from the University are scarce.

If Route 4 is chosen, Massey has a preference to retain the severed portion of the farm, as the University would want to avoid operating a marginally economic farm. This will necessitate NZTA providing for temporary access throughout construction and permanent unhindered access post construction. This access will need to be able to cater for farm vehicular traffic and livestock movements.

In addition to the farm operations and accompanying staff, the farm is a teaching and research platform for many students so there will be a requirement for very stringent health and safety issues around the roadworks. This would limit our ability to conduct intensive sheep and beef research, and to train young scientists in agriculture.

If Route 4 is selected, then Massey will be requesting compensation for disruption of its research, teaching and extension operations in addition to the Capital Value of the lost land. As well as the disruption to the farm business the presence of the farm attracts external funding for applied hill country sheep and beef cattle research which would also need to be recognised.

Should you have any queries in regards to the above, please feel free to contact me directly.

Yours sincerely

Stuart Morriss
Assistant Vice-Chancellor Operations, International, and University Registrar

24 October 2017

New Zealand Transport Agency
Private Bag 11777
PALMERSTON NORTH 4442

Attention: Adrienne Duffy

Dear Adrienne

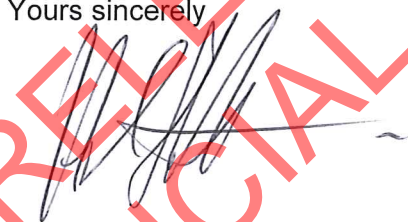
**SUBMISSION ON MANAWATŪ GORGE
ALTERNATIVES SHORT-LISTED OPTIONS**

At its meeting on 24 October 2017 Palmerston North City Council endorsed Accelerate 25's submission to NZTA supporting Option 4: South of Gorge as the replacement Manawātū Gorge road.

Palmerston North City Council supports Option 4: South of Gorge for the same reasons outlined in the Accelerate 25 submission.

Please don't hesitate to contact Ray Swadel, General Manager, City Networks, at extension 8418, or via email ray.swadel@pncc.govt.nz, if you have any questions regarding this letter.

Yours sincerely



Heather Shotter
CHIEF EXECUTIVE

24 October 2017

New Zealand Transport Agency
Private Bag 11777
PALMERSTON NORTH 4442

Attention: Adrienne Duffy

Dear Adrienne

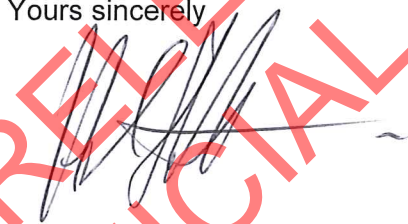
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Please don't hesitate to contact Ray Swadel, General Manager, City Networks, at extension 8418, or via email ray.swadel@pncc.govt.nz, if you have any questions regarding this letter.

Yours sincerely



Heather Shotter
CHIEF EXECUTIVE

25 October 2017

Mr Ross l'Anson
NZTA
Private Bag 11 777
Palmerston North 4442

Dear Ross

Manawatu Gorge Solution Submission

Tararua District Council thanks and is grateful to NZTA for its provision of resources and significant effort in managing the impact of the loss of the Manawatu Gorge and options for an east-west route.

Tararua District Council remains a key partner to assist NZTA in your planning and future physical works. It remains important that the views of both sides of the Manawatu Gorge communities are considered.

We concur with the submission from Accelerate 25, dated 19 October 2017 that option 4 appears at this preliminary stage to be the most optimal long-term option. Tararua District Council understands that it will be beneficial for both the Woodville and Pahiatua communities while providing a strategic position for the lowest cost option to road users.

We do not support option 2 as the Saddle Road will remain a necessary east-west alternate route, and we note that it will also be difficult to construct whilst acting as the principal connecting road.

Yours sincerely



Tracey Collis
Mayor

25 October 2017

Ross l'Anson
Manager System Management – Manawatū-Whanganui &
Taranaki
New Zealand Transport Agency
Private Bag 11777
Palmerston North 4442

File ref: ESM 04 01
MJM

Via email
ross.l'anson@nzta.govt.nz

Dear Ross

MANAWATU GORGE SOLUTION SUBMISSION

Accelerate25 (A25) is the Manawatū-Whanganui regional action programme to collaboratively unlock and drive major economic developments across Central New Zealand. The programme is a partnership initiative across Central Government, seven Local Councils and the Regional Council, Iwi and business and is governed by a lead team made up by representatives from each of these sectors, NZTA is one of the Central Government partners. Distribution and transport has been identified as a key enabler to unlock growth opportunities and A25 has a large integrated project team working on enhancing infrastructure around the Central New Zealand distribution hub, including the regional freight ring road that is underway.

The A25 Lead Team met on Friday 13 October 2017 and considering the information available unanimously endorsed the option 4 alignment for the proposed new Manawatū Gorge replacement road as it provides for maximum benefits out of A25. Noting that there is too little time to provide detailed analytics for this, or any of the other options for that matter, the Lead Team agreed this needed to be done in due course. Based on current understanding, option 4 alignment is considered optimal for a number of reasons including:

1. Close connection to the major population centre of Palmerston North, including key freight hubs such as the North East industrial area. The alignment flows in a natural line from the distribution hub and airport through to Eastern North Island.
2. A connection directly with the agreed Regional Freight Ring Road - which was identified as part of the JTS Report in 2011 (jointly funded by NZTA, HRC, MDC, and PNCC), which forms part of the operative RLTP, and more recently the Government funding announcements of 2016, as part of the regional Accelerate 25 Economic Development package (see attached map). Also, by connecting to the Regional Ring Road closer to Palmerston North there is the opportunity to remove large parts of the previously agreed Ring Road (i.e. the Ashhurst Road section), as well as current portions of SH 3 and SH57 which saves costs.
3. Providing a more direct, resilient, efficient and high-speed link for the majority of road users from either Palmerston North, or transiting from points South and North - to the East (including the port of Napier). Recognising the importance of connecting closely to the current RoNs from the


South and routes that will soon be planned north of the Manawatū River - that must not only connect and unlock this part of the Region to the North and West - but to the East as well.

4. The provision of an alternative route for Defence traffic to access training bases to the North (Waiouru), as well as significant access improvement to the Airforce Base at Ohakea and the whole central and upper North Island for Civil Defence Emergencies. Noting this has been the subject of several requests before now from the NZ Army, who are concerned at safety issues and time constraints associated with the number and frequency of heavy vehicles they require to transit the high-density areas of the Palmerston North City. While this is not the optimal alignment from a Defence perspective, it is still a lot better than the current situation.

With a 50 plus year view in mind, in terms of Option 4; the points 1 - 4 above fit well with the strategic directions set within A25 and its sub group of Accessing Central NZ; and via the current and soon to be approved RLTP. Option 2 was not supported by the A25 Lead Team at all, due to envisaged delays inherent in 'using while building' - as well as reducing resilience within the network.

Other key stakeholders (listed below) have agreed to join this submission to show our strong and cohesive regional view.

Yours sincerely



Michael McCartney
Lead Team Facilitator
ACCELERATE 25

C/- Horizons Regional Council

Encl

Map - Gorge Alternative Option Integration with Accessing Central New Zealand

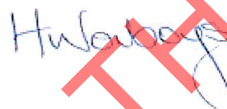
Signatures of Key Stakeholders to Accelerate 25 Submission



Bruce Gordon
Chairman
Horizons Regional Council



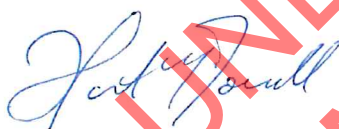
Grant Smith
Mayor
Palmerston North City



Helen Worboys
Mayor
Manawatu District



Tracey Collis
Mayor
Tararua District



Hamish McDouall
Mayor
Whanganui District



Andy Watson
Mayor
Rangitikei District



p.p.
Sandy Walker
Area Executive
Road Transport Association



Linda Stewart
Chief Executive Officer
Central Economic
Development Agency Ltd



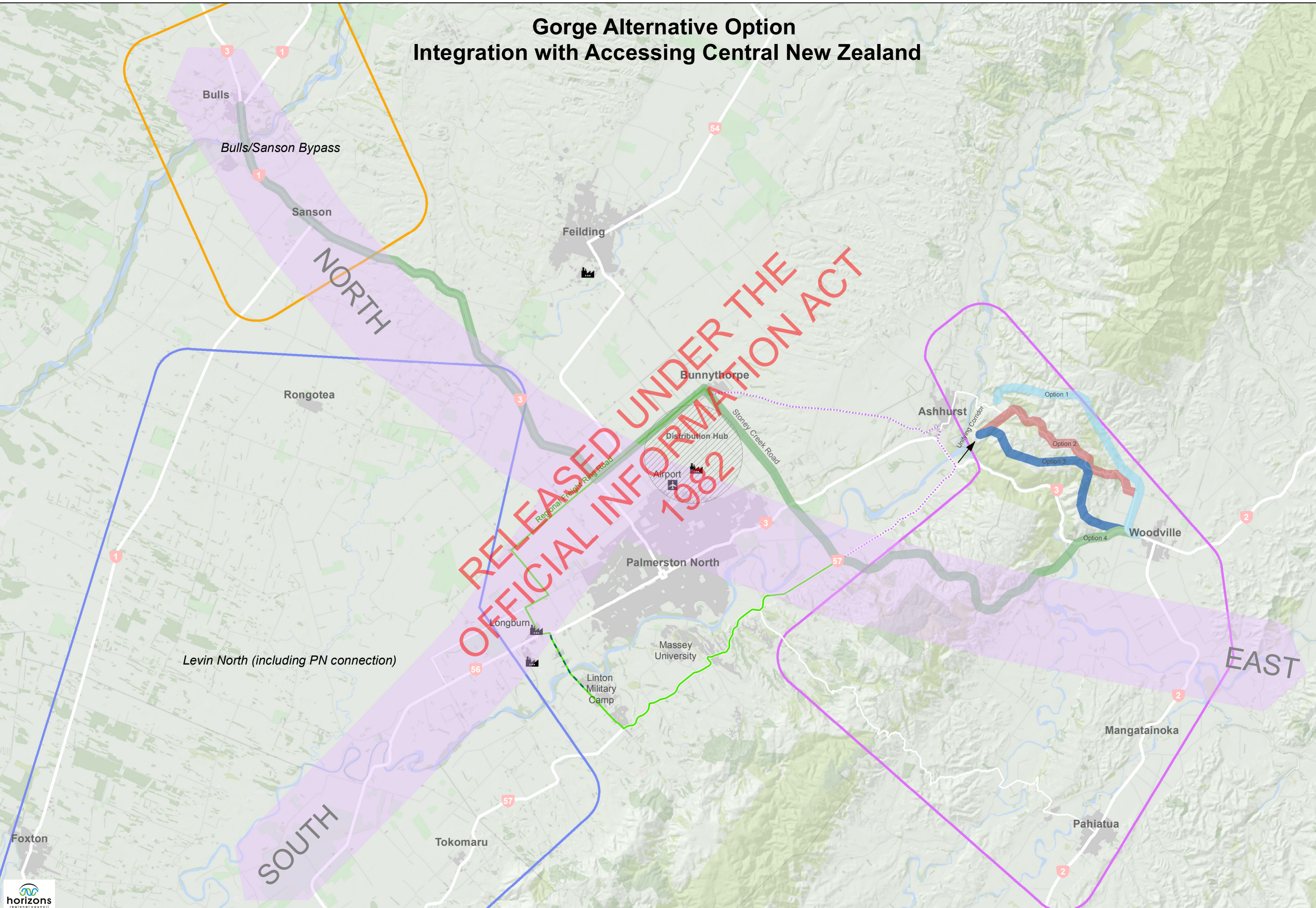
Garth Cowie
Chief Executive Officer
Port of Napier Limited



p.p.
Nigel Shaw
Depot Manager - New Zealand Operations
Transport- Pahiatua Longburn
Fonterra Co-operative Group Limited

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Gorge Alternative Option Integration with Accessing Central New Zealand



Signatures of Key Stakeholders to Accelerate 25 Submission as at 21 November 2017

Bruce Gordon
Chairman
Horizons Regional Council

Grant Smith
Mayor
Palmerston North City

Helen Worboys
Mayor
Manawatu District

Tracey Collis
Mayor
Tararua District

Hamish McDouall
Mayor
Whanganui District

Andy Watson
Mayor
Rangitikei District

p.p.
Sandy Walker
Area Executive
Road Transport Association

Linda Stewart
Chief Executive Officer
Central Economic
Development Agency Ltd

Garth Cowie
Chief Executive Officer
Port of Napier Limited

p.p.
Nigel Shaw
Depot Manager - New Zealand Operations
Transport- Pahiatua Longburn
Fonterra Co-operative Group Limited

Group Captain Nick Olney
Base Commander
RNZAF Base Ohakea

B.L. Wellington, DSD
Colonel
Commander 1st (New Zealand) Brigade
New Zealand Army

Lyn Patterson
Mayor of Masterton

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Vivien Napier
Mayor
South Wairarapa District Council



John Booth
Mayor
Carterton District Council

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24 October 2017

File ref: 32003-162

Attn: Adrienne Duffy
New Zealand Transport Agency
Private Bay 11777
Palmerston North 4442

Email: manawatugorge@nzta.govt.nz


**HERITAGE NEW ZEALAND POUHERE TAONGA SUBMISSION ON THE OPTIONS FOR THE
MANAWATŪ GORGE ALTERNATIVE ROUTE**

1. Heritage New Zealand Pouhere Taonga (**'Heritage New Zealand'**) is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 (**'HNZPT Act'**) for the identification, protection, preservation and conservation of New Zealand's historical and cultural heritage. Heritage New Zealand is New Zealand's lead heritage agency.
2. Thank you the opportunity to comment on the proposed options for the Manawatū Gorge (**'Gorge'**) alternative route. The current road through the Gorge was completed in 1871, with the bridge in 1875, and the railway in 1891. Its construction is a story that involves both Māori and European labour, with Māori employed to clear vegetation while gangs of Europeans worked on the road. The opening of the railway in particular was a milestone event, making possible a straight-through train journey connecting Wellington to Napier via Palmerston North and Woodville.
3. Heritage New Zealand acknowledges the rationale for discontinuing the route through the Gorge. However, the Gorge is an interesting part of New Zealand's infrastructure history and part of the New Zealand Transport Agency's (**'NZTA'**) own heritage. To ensure that the important history of this route and its construction is not lost, Heritage New Zealand would like to see historical research commissioned into the road's construction and use. We recommend that NZTA gives consideration to how this might be achieved. Heritage New Zealand would be pleased to work with NZTA and Historic Places Horowhenua-Manawatu to consider such research, should there be insufficient funds to pursue this through other means. Historic Places Horowhenua-Manawatu emerged from the former Manawatu branch committee of the New Zealand Historic Places Trust.
4. This research into the Gorge would also be useful to inform historic interpretation so future generations can appreciate the energy, technical ingenuity, and commitment that went into this significant piece of infrastructure. Such interpretation should also provide for Māori histories and traditions that relate to the Gorge. For example, the Teara website explains a Rangitāne tradition where the gorge was formed when the giant tōtara tree Ōkatia forced its way through the Ruahine and Tararua Ranges. Depending on the results of that research, we would encourage NZTA to consider proposing the Gorge road for listing on the New Zealand Heritage List / Rārangi Kōrero.
5. Heritage New Zealand also recommends that NZTA commission an archaeological assessment early in the process for both works decommissioning the current road and for the construction of the new road. Being of pre-1900 construction the current road is an archaeological site, and accordingly any modification or destruction requires an archaeological authority from Heritage

New Zealand under the HNZPT Act. There are also recorded archaeological sites of Māori origin at the western entry to the Gorge, and the wider area is known for pre-1900 habitation.

6. Prior to committing to a specific indicative corridor, Heritage New Zealand encourages NZTA to consult with a qualified archaeologist to determine which route would likely have the least impact on archaeological material. When further details about the new route are determined, Heritage New Zealand looks forward to pre-application meetings regarding the archaeological authority process.

Yours sincerely



Claire Craig
General Manager
Central Region
Heritage New Zealand Pouhere Taonga

Address for Service:

Finbar Kiddle
Heritage Adviser Planning
Central Region
Heritage New Zealand Pouhere Taonga
PO Box 2629
Wellington 6140
DDI: s9(2)(a)
Email: HAPlanningCR@heritage.org.nz

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Feedback by National Road Carriers (Inc) on the Proposed Manawatu Gorge Alternatives Short-listed Options

Dear Adrienne

Thank you for seeking feedback on a proposed Manawatu Gorge Alternatives Short-listed Options. We understand that any feedback was to be provided by **25th October**.

National Road Carriers (NRC)

2. NRC provides service and advice to those who choose to earn a living in transport and logistics. An Auckland based trucking association; the NRC has 1500 members North Island wide, of which 45% are single vehicle operators and 75% employ 10 or less, including many who expect their views to be forcefully represented in this Submission.

3. The NRC is dedicated to working for and with members to achieve progressive improvement in all aspects of the industry including safety, recruitment and retention of staff, compliance, profitability and professionalism and our feedback is based on member input.

Role of Freight

4. While a small percentage of freight movement in the Central North Island is by rail the vast majority is moved by road including accessing ports, inter and intra-regional freight movements.

5. Customers and business in the area require just in time delivery of their goods to keep operating costs down and productivity up.

6. In summary, the areas regional economic growth prospects are inextricably linked to the performance of the freight distribution sector.

Feedback

7. National Road Carriers have sought feedback from members within the surrounding provinces and the message is quite clear. The preferred option will be the one that is safe to use, has the best economic returns for the industry and subsequently their client and the route must be dependable and future proofed.

8. Closure of the existing route has cost the industry dearly and there is considerable consternation at the time proposed to provide any of the options the best being 5 – 6 years. We contend that this is having significant financial impact and the process needs to be fast tracked in a similar fashion as occurred on the Kaikoura Coast road.

9. NRC submits that priority should be given to linking the current route on the Saddle Road to State Highways 3 and 57 by fast tracking the Ashhurst connection as shown on the option map but not listed.

10. NRC member feedback indicates **option 3** as the preferred route. This is the more direct route, work can begin while the Ashhurst link is established and connect to this link when completed. This construction would be largely off the existing road creating minimal disruption to traffic using the Saddle Road in the interim.

11. Why not other options?

- Option 1. Route is considerably further with no apparent cost savings or benefits over Option 3
- Option 2. With a similar completion time and the marginal cost savings would be negated by the disruption to traffic during construction on a route that is already difficult. Those travelling and living in the area have already endured considerable inconvenience without enduring another 5 – 6 years of road works and delays on the route.
- Option 4. A Lot of business goes through Fielding, Whanganui, Wellington and New Plymouth and this option does not allow for this without involving extra travel. The road freight industry is quite nervous about this route crossing the ranges and the safety aspect of strong wind gusts on high sided vehicles. It is also the most costly option, taking the longest time to complete and fails to connect to the west. The least preferred option.

We thank you for the opportunity to put forward our proposals and thoughts and trust our concerns will be given serious consideration.

Yours truly,

Grant Turner
Executive Officer
National Road Carriers (INC)

DDI: s9(2)(a) | M: s9(2)(a) | E: grant.turner@natroad.co.nz | W: www.natroad.co.nz

'Supporting those who choose to make a living in the Road Transport Industry' Since 1936

25 October 2017

Ross I'Anson
Manager System Management – Manawatū-Whanganui & Taranaki
New Zealand Transport Agency
Private Bag 11777
Palmerston North 4442
Via email: ross.i'anson@nzta.govt.nz and manawatugorge@nzta.govt.nz

NAPIER PORT SUBMISSION TO MANAWATU GORGE SOLUTION

Napier Port directly and indirectly supports over 27,000 jobs and 51% of Hawke's Bay's Gross Regional Product (GRP). We play a significant and vital role in the regional economy and a sustainable and long-term road network is fundamental for our business to operate, inter alia, economically and commercially.

We support and endorse Option 4 'South of Gorge' for the reasons stated below:

1. We have an alliance with Ports of Auckland and Halls Group, under which we have constructed the Longburn Intermodal Freight Hub in Palmerston North. Strategically positioned with a direct rail link to Napier Port, the Longburn Intermodal Freight Hub is an inland port designed to provide an efficient solution for shippers in the Manawatu region.

In 2016, Longburn invested in upgrades to on-site facilities and will continue to work with importers and exporters in the area to maximise freight storage and distribution, with the aim for supply chain efficiency that may lower prices for exporters. A reliable and resilient road network between the East Coast and the Central New Zealand is crucial to the future of this facility and to the efficiency of the New Zealand supply chain. Option 4, connecting into the Regional Freight Ring Road, is the most effective solution for freight both nationally and regionally.

2. The axis of Option 4, centred on Palmerston North and the Regional Freight Ring Road, linking to the East (Hawke's Bay (SH2/SH57)) to the North (Bulls/Sanson (SH3/SH1)) and South (Levin (SH56)), provides good transportation connections to the distribution hub of Palmerston North.
3. A more reliable and resilient road network is important to maintain 'lifelines' and the movement of commodities between Central North Island, Hawke's Bay and the East Coast. Events such as the Kaikorua earthquake, where Centreport was out of action are examples of the need for a resilient road network to ensure the safe and efficient movement of freight is able to occur.

As one of many stakeholders, we have provided our support to the Accelerate25 (A25) submission to show our strong Central North Island position and regional viewpoint. Napier Port is a vital contributor to the Central New Zealand economy. We have prepared this additional written submission to support Option 4, based on the indicative corridor.

Yours sincerely,



Garth Cowie
Chief Executive Officer

Submission on the Proposed Gorge Road Replacement.

This document considers and discusses in depth some of the major constraints associated with option 4. This leads to the conclusion that option 3 is by far the most suitable option moving forward with finding an alternative route for the Manawatu Gorge.

The first consideration is on the number of and impact magnitude on affected land owners. Of all the corridor options, the option 4 corridor has a significantly longer length on flat land of which most is highly valued horticultural class one land (Whakarongo – Manawatu River vicinity). This high value class one land tends to be owned in small blocks with intensive horticulture enterprises utilising it. The impact on a land owner of losing a portion of their land increases as the land holding decreases in size. (see figure 1)



Figure 1: % land Loss Relative to Land holding

The impact on a land owner with a small horticulture block could be devastating and result in the non viability of their business as for example a 10% loss of land would be enough to change the viability of a horticulture enterprise. Within the proposed corridor of option 4 from State Highway 3 near Whakarongo through to the Manawatu River there is approx. 12 land owners potentially affected and up to potentially 13 businesses affected. (In a number of cases the land owner and horticultural enterprise on that land are separate as a number of properties are leased out). Small horticultural enterprises often provide more employment opportunities than extensive sheep and beef units as will be encountered by all options as they cross the Ruahine or Tararua Ranges.

There will be a large number of households either directly (within the corridor) or indirectly (within approx 200m of the corridor who will need some sort of mitigation to bring the noise level generated by the highway down to an acceptable level of 57 dB or below). There are 6 households within the corridor and a further 19 within 200m of the corridor giving a total of potentially 25 households directly or indirectly affected. (see appendix 1)

Although option 4 is one of the shortest and quickest routes for Palmerston North it is not one of the shortest or quickest routes for freight and livestock trucks needing to either access the airport industrial area (via the proposed upgraded Kairanga- Bunnythorpe Line) or the Feilding saleyards or onto the Whanganui/Taranaki areas. This is far better served using option 3 with an upgraded or replaced rail over bridge at Ashhurst (again already proposed) improving access to Ashhurst-Bunnythorpe Rd which currently takes all that traffic anyway. If option 4 were to proceed then there needs to be suitable route from State Highway 3 at Whakarongo through to Bunnythorpe. This will add to the cost of option 4, already the most expensive, probably in the vicinity of another 100 million dollars. The current Stony Creek Road is not suitable for large trucks and directly passes Whakarongo school (roll approx 500). This route would need to be completed at the same time and a quick look on Goggle Earth would suggest that there could be ten times the number of directly or indirectly affected households compared with the Te Matai Rd area. At this stage a majority of those people will not even be aware the gorge road alternative may well affect them therefore will miss out on their chance to have a say.

Therefore in conclusion it can be seen that Option 4 will:

- change traffic flow patterns (the other 3 options all start and finish at the current gorge road terminals), requiring additional roading work and expense to be completed at the same time.
- significant greater social impact due to the disruption of many more households than any of the other options. All options have a similar length through the ranges therefore all will disrupt a similar few extensive livestock enterprises, but option 4 with a significant corridor through flat, highly productive class one land will disrupt many more households and many small horticultural enterprises (in size, not necessarily in value)
- magnitude larger social impact from other required routes to make option 4 viable.
- as the most expensive and longest timeframe to construct, it extends the length of the negative impact of the closed gorge on the Manawatu area.




In my opinion option 3 is the best with its lower budget, shorter timeframe to build, connectivity to current roading network, lower social impact and one of the options most suitable for trucks with the lower maximum gradient of 6%.

As a footnote don't waste money on a bi-pass for Ashhurst, use the saved time, money and effort to get on with the real alternative. Residents in Ashhurst who live on the current route knowingly purchased properties fully aware that their road was an alternative for the gorge. In 5-6 years everything will be better for them than previous for the foreseeable future as the saddle road alternative will no longer be required. Why disrupt the lives of others who have chosen quiet streets or rural lifestyles away from main roads just because some are complaining when their road is being used for what it was designed as, an alternative to the gorge road.

Mark Osborne
s9(2)(a)
Palmerston North
s9(2)(a)

Appendix 1.



-  = household directly affected within proposed corridor.
-  = household indirectly affected (within 200m of proposed corridor)
-  = significant horticulture pack house, storage shed or similar within proposed corridor

Good Morning,

Firstly, I would like to thank you for my invitation to attend the Gorge Alternative Route Workshops. I will keep this short and would like to give my support and that of the NZ Heavy Haulage Association to Option 3 of the Short List Alternative Routes.

We find this route the shortest with the least amount of disruption, the most cost efficient, and with the lowest gradients, which is important to our Industry.

However, please consider the following when in the design stage.

- The intended four new bridges, please keep in mind that long spans will inevitably create a bridge restriction for our industry, which will restrict traffic flow, travel times and most importantly safety issues for our pilots to stop and queue traffic while our overweight vehicles are crossing these bridges.
- Since median barriers are intended to be used, please ensure we have a clear 7.5m each side, and more on corners and where there are any overhead lights – please see our Design Specification Book on our NZHHA Website under Engineers heading.
<http://www.hha.org.nz/for-engineers/design-specifications>
- Please send all draft plans and more importantly final plans to Jonathan at NZHHA for approval.
- Probably the most important is the connectivity between Woodville and SH3 North or the SH57 alignment. As was pointed out to yourselves at the last meeting, I am sure our industry will embrace the new road but our Heavy Transporters and Overdimensional loads will continue to be forced to use SH3 through PN City on Main St, Princess St, Grey St and Rangitikei St which is becoming more dangerous daily especially with the increasing population and traffic build up in the intercity.
- The bridges within our City boundaries are becoming unpassable with “DO NOT CROSS” bridges increasing at an unprecedented level.
Please upgrade, widen and straighten Ashhurst Bunnythorpe & Kairanga Bunnythorpe Roads to allow travel for our industry and also please consider the following:
 1. Manawatu River Bridge. SH3, BSN 4883
 2. Turitea Stream Bridge. SH57, BSN 489
 3. Lankshear’s Bridge – SH57, BSN 587
- please strengthen or renew these three bridges to an acceptable level, so they no longer have a “High” Traffic Control Status (stopping all traffic while trucks cross).
This is a huge safety issue for our Industry!
 4. Fitzherbert E Creek Culvert No. 2. SH57, BSN 643
 5. “Jacks Bridge” on Kairanga Bunnythorpe Road
 6. The bridge on Ashhurst Rd between Watershed & Grove Roads
– all these three bridges are all have a restriction of “DO NOT CROSS”
- The Rail crossing was touched on lightly, but if your working group decides to go ahead with an upgrade on this route or the Option 4 route, we would like you to also consider the crossing at Bunnythorpe to enable safe travel. A flat, level surface for at least 20m each side of the crossing would allow a safe easy passage, ensuring we do not get bellied on the crossing or break axles causing long delays and safety issues with Train travel and traffic diversions and delays.

- Please future proof this route for our Industry, as we do not like or desire to stop and queue traffic up to six times in the short span of 20km.

I am aware of the meeting with yourselves and Accelerate 25 and council members to advance Option 4, if this route is chosen, many of the issues above still apply and still need to be addressed but would relate to Stoney Creek Road instead. Please remember that if Option 4 proceeds and the new bridge is built, I am convinced that there will never be a South/West Bridge built at Longburn, which will in turn probably stop any Regional Ring Road completion. Heavy traffic from the Longburn Inland Port and Fonterra will be forced to use SH56 and Rangiotu Rd (MDC) when SH56 is in flood or closed due to its continual high accident rates.

Again, thank you for your time and good luck with your proceedings.

Jina Ware

J.P. WARE TRANSPORT LTD
NZHHA Board Member
BESS & Pilot Assessor



Heavy Haulage in the Manawatu
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24/10/2017

Re: Feedback on Manawatu gorge Options.

- Each of the four options have their merits and we consider that taking a long-term view is paramount.
- Short term cost savings should not hold sway over long term advantages.
- The lowest gradient options will give the greatest savings with time.

s9(2)(a) we have a number of personal reasons for this not to be a preferred option:

- Property values are expected to be adversely affected – certainly during any upgrade and probably after.
- Roadside fence maintenance for us is only possible from on the road not from on the property.
- Roadside fences are being removed and replaced at random and without consultation which means that we are unable to plan future stocking of the property.
- Roadside entrance safety is currently a major issue for us.
- Logging of the property will be majorly affected during upgrading, we have put logging on hold for the present, but this could become a major setback to our revenue generation.
- Disruption may continue for many years.
- On-road stock movement is no longer possible.
- Littering is still a major problem and will continue if laybys remain in place. Council are aware of littering towards the s9(2)(a) where a small layby allows late night dumping.
- Tourism to the windmill site will become a safety hazard.

Thank you

Feedback on the thirteen Manawatu Gorge alternate route options.

s9(2)(a)

s9(2)(a)

Ashhurst 4810

M. s9(2)(a)

E. s9(2)(a)

Criteria I used to assess the thirteen proposed options, in no particular order...

Where possible retain/reuse existing road infrastructure that supports journey habits.

- Retain as much of the current journey as possible rather than build an entirely new road infrastructure that is significantly longer and/or changes the route significantly to that which existed before the Gorge closure.
- Traffic to or from the Gorge on the western side uses one of three routes: SH3, SH57, or the Ashhurst-Bunnythorpe Road. Any significant deviation from the current Gorge entrance on the western side would likely lead to more traffic on connecting roads that weren't designed for it.

Transport industry friendly.

- Route as short as practical.
- Inclines not excessive.

Easy Woodville / Palmerston North commute.

- The Woodville area was starting to become a place of choice for people to live and commute to Palmerston North. This was beneficial to that region and Palmerston North as it gave more area for urban spread.
- This point does not mean the route has to pass through Woodville, but it should at least pass near Woodville to allow an easy and relatively direct commute to Palmerston North.
- This would also be beneficial to Woodville business without necessarily forcing traffic through the centre of Woodville.

Environmental considerations.

- The bush on both sides of the Manawatu Gorge is an important habitat for native flora and fauna. It's an important corridor for birds, particularly smaller bush dwelling ones, to travel between east and west. We cannot afford to lose any of that.

Recreational activities.

- The Gorge Walk is a significant and popular recreation and exercise area for people due to its proximity to Palmerston North. Any solution that would see that destroyed would be hugely detrimental to the wider Manawatu community.

Do not allow the "not through Ashhurst" situation to affect how SH3 is treated.

- Moving the road away from the section of SH3 between Hacketts Road and the Manawatu River just to avoid Ashhurst should not be an important consideration. The highway has always been there and those who live there are used to the highway being there.
- Further to this, I have seen comments regarding the 80 km/h speed restriction on this piece of road being put forward as good reason to shift the road away from this area. The counter to this argument is that the Manawatu Gorge itself had an 80 km/h speed restriction for some time and there's every likelihood that further sections of SH3 between Palmerston North and Ashhurst will become 80 km/h zones in the future due to urban spread. Therefore any gains by avoiding a short 80 km/h section of road may be short lived.

Future proof.

- While the latest known Gorge traffic volumes were in the order of 7,500 plus vehicles per day I can only see that increasing quickly due to factors such as urban growth on the eastern side of the ranges, and increased freight, particularly to and from the Port of Napier. The road needs to be ready for this growth, not upgraded at some later time when it's already too late.

No big winners or losers.

Cost should not be a primary consideration.

Time to complete should be considered but not at the expense of potentially better options.

Resilience to closure.

Assessment of options...

Manawatu Gorge Viaduct.

While I'm not opposed to this option I believe that there will be more cost-effective options that give a similar or better result.

Many people will like this option because it provides a pleasant outlook for the drive, with views of both sides of the Gorge. However, they will be more or less horizontal views with little opportunity to see into the Gorge below.

There could be potential safety and resilience issues if there are further large slips in the Gorge that could damage supporting pylons.

Box Cut Route.

I like this option as it meets most of the criteria above.

One concern is regarding how far back cuttings will encroach on the bush.

Another concern is whether the gradient will be OK for heavy vehicles as it's a short up and over.

Manawatu Gorge Southern Bank.

Assuming this is the option to raise the road 15 metres etc. I'm definitely not in favour of it.

I can't see how that much rock can be removed, moved, and compacted in less time and at a lower cost than other options as claimed by the consortium who put it forward.

I also can't see how the intention to build up the existing road can be a success given that so much of it is already on bridges, half bridges, and unstable rock. The existing road will surely collapse under the weight of the extra 15 metres of rock on it. Clearly the real plan is to simply shift the entire road south and then blast enough of the rest of the hill away to give a clear place for further slips to fall. Either way it would decimate most of the bush and the entire Gorge Walk would be lost.

North Routes 1, 2, and 3.

I'm not in favour of any of these routes. They simply drive the traffic further north which seems to make the journey longer. While the height of the ranges may be lower on the north side it appears more rugged so it may not be any easier or faster to construct a road through.

If there were a northern route that continued north and connected to SH2 somewhere near the halfway point between Woodville and Dannevirke then it might be viable. However, that contradicts many of the criteria above.

These routes are also unlikely to be favoured by Ashhurst residents.

Saddle Road.

I'm not in favour of this option. It would take the Saddle Road out of action for long periods while the upgrade is happening. It also doesn't address the issue of it being a steep gradient for heavy vehicles, unless upgrade really means a complete rebuild.

Furthermore, the route around Ashhurst pretty much ring-fences the settlement and prevents growth to the west and the north.

Southern Route 1.

I quite like this option as it has all the benefits of the Box Cut options but likely has a lesser gradient making it more suitable for heavy vehicles. It also looks like it will be less disruptive to the wind farm.

Southern Route 2.

This is also a reasonable option except that it is on or very near to Hacketts Road, which will make it a hard sell to those residents. It also requires a new bridge across the Manawatu River, adding to the cost. Maybe if it were modified to link back to the beginning of Southern Route 1 near the SH57 and current Gorge road

intersection it would be a good option. It's slightly longer than the Box Cut and Southern Route 1 options, but maybe not much different in length to the old Gorge route. Therefore it would likely offer a better gradient for heavy vehicles while not lengthening the journey significantly.

Southern Route 3.

This would have been a good option twenty years ago, especially if combined with a link road from the Ashhurst-Bunnythorpe Road through to SH3 and onto this route. However now that Raukawa Road is more populated it'll be a hard sell to those residents. Also without a link back to the Ashhurst-Bunnythorpe Road it requires traffic from that direction to double back from Ashhurst. Alternately traffic will come down Stony Creek Road which isn't a safe choice. This option also requires a new bridge across the Manawatu River, adding to the cost.

Southern Route 4.

As with Southern Route 3, this would have been a good option twenty years ago, especially if linked up with Stony Creek Road through to Bunnythorpe. Unfortunately, it's too late for this option given the number of properties now in the way.

Long Tunnel.

Although my overwhelming preference is for a tunnel I don't support this one in its proposed form. This tunnel is quoted as being 10.5km long and I can only assume that's been done to deliberately price it out of the competition because it doesn't need to be that long. There is no indication of where each of the tunnel ends would be, but given the quoted length it looks like it is going under the river at both ends.

Short Tunnel.

I'm not in favour of this option. Again, the quoted length of the tunnel seems longer than it needs to be, and I can only assume that's been done to deliberately price it out of the competition. This option also leads back into the Gorge which is a narrow two-lane road, so there's no future-proofing there.

Alternate options and thoughts...

Straight Tunnel approximately along the line of the Box Cut route.

According to Google Maps the straight-line distance from the intersection of SH57 and SH3 and Gorge Road just north of Hall Block Road is about 5.9km. The terrain at the Ashhurst end would allow about 500m of road before entering a tunnel and there would likely be a short section of road at the Woodville end before Gorge Road, meaning a tunnel between 5 and 5.5 km would be required. A tunnel provides a relatively flat option with no corners etc. so is very transport friendly and safe.

At Gorge Road on the Woodville side there are then three options:

1. Widen Gorge Road through to the current Balance Bridge and if necessary build a second bridge to cope with the traffic in one direction. I believe the current Balance Bridge may be a little bit narrow for the increased number of vehicles it would be required to take in both directions.
2. Follow approximately one of the proposed routes between Gorge Road and SH3 towards Woodville that have been already drawn for Southern Routes 1 to 4.
3. Carry on in a relatively straight direction and connect up with SH2 via or near to Broomfield Road. This option would suit traffic to and from the south. It also ensures that traffic will continue to pass through Woodville via Mclean Street while also providing opportunity for a future bypass south of the town when it's inevitably required.

Each of these requires an additional bridge across the Manawatu River however that has already been factored into the Southern Routes 1 to 4 so are neutral from that perspective.

Alternate east side exit option.

Whatever the chosen overall route, if it comes out on Gorge Road then I encourage considering the option I've already outlined above of continuing through to SH2 via or near to Broomfield Road as it is more future proof. It also makes the Pahiatua to Palmerston North route potentially easier than the Pahiatua Track as many commuters to and from Pahiatua previously preferred the Manawatu Gorge route.

West side future Ashhurst bypass.

Assuming any new road will still use SH3 past Ashhurst there should be planning put in place now for a link road between Ashhurst-Bunnythorpe Road and SH3, intersecting SH3 either at the point where Hillcrest Road joins SH3 or somewhere south of there as appropriate. Such a bypass would take traffic away from the tricky Hillcrest Road often used to bypass Ashhurst, and the Hillary Crescent route via the south end of Ashhurst.

Variation on Southern Route 2.

If Southern Route 2 was altered so that it connects with SH3 approximately one third closer to Southern Route 3 than it's drawn now, and if it was combined with a new link road from the Ashhurst-Bunnythorpe Road as outlined above it may become a viable option. It still has the drawback that it requires an additional bridge but it does avoid the issue of Hacketts Road.

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Submission to NZTA

s9(2)(a) , there is a long family history here, which is quite unique. s9(2)(a) .

s9(2)(a) which recognises sustainability and environmental stewardship. There are many areas of native bush on the property. A key area of this would be affected by the proposed new road. The native bush is home to many native birds. We pride ourselves on leaving bush areas to prevent erosion. We have purposefully allowed Manuka, Kanuka and other native bush to re-grow and stabilise the steeper slopes.

s9(2)(a) began to build their new sustainable home, which is off the grid and powered by solar panels. It was purposely built at this site for the unobstructed views of the property ,therefore we do not want a state highway through this house site, or a visual scar on the landscape. Over 1,000 native flaxes and trees have been planted in the last 12 months on the faces close to the house, where Option 1 looks likely to go.

s9(2)(a) for its balance of flat land and hill country. To put the proposed highway through this property would be a great shame. Depending on which option is chosen, as two options would affect us, we would need to decrease our stock numbers by at least 500 stock units.

This land is very wet and prone to slipping; therefore we have placed our tracks where they will cause the least amount of slipping. We spread grass seed over any bare ground on tracks. In the last few years we have been planting 100 willow poles in areas identified by Horizons regional council as slip prone country. There are several springs on the ridges where Option 1 is destined to go, which run all year round.

Option 2 cuts through the middle of a Scion research block of 100 poplar trees, with 10 different varieties of poplar poles for hillside stabilisation research.

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