

**UNDER** the Resource Management Act 1991 ("**RMA**")

**AND**

**IN THE MATTER** of a notice of requirement ("**NoR**") for a designation by KiwiRail Holdings Limited ("**KiwiRail**") for the Palmerston North Regional Freight Hub ("**Freight Hub**") under section 168 of the RMA

**STATEMENT OF EVIDENCE OF OLIVIA POULSEN  
ON BEHALF OF KIWIRAIL HOLDINGS LIMITED**

**CORPORATE**

**1. SUMMARY**

- 1.1 KiwiRail is seeking to improve the quality, location and layout of its freight terminals and yards, creating a more efficient and dependable network for the future.
- 1.2 In 2019, KiwiRail developed a master plan for intermodal freight hubs in New Zealand, which then represented a new approach to integrated logistics ("**Master Plan**"). This Master Plan was used by KiwiRail to identify the indicative size for a new freight hub and plan the location of different site components such that it could be adapted to fit various locations along the national freight network.
- 1.3 Following the development of the master plan, KiwiRail carried out a comprehensive site selection process to assist in determining a preferred site for the Freight Hub. This involved a series of workshops, decision conferencing and a comparative multi criteria analysis ("**MCA**") of a range of potential sites. As a result of that process, the proposed site near Bunnythorpe on the western side of Railway Road was selected as the preferred site for the Freight Hub from a technical perspective.
- 1.4 Once the preferred site was selected, the Freight Hub was developed to a preliminary concept design stage, which is future focused and has been sized to provide for forecasted freight and network operational growth. This concept design has been used to inform the boundaries of the designation

("Designation Extent") for the Freight Hub for which KiwiRail now seeks approval.

- 1.5 Since 2019, KiwiRail has carried out extensive engagement in relation to this project, to ensure that stakeholders and the public were informed of the progress of the project and had an opportunity to provide input. This has involved a multifaceted approach from in-person meetings and drop-in sessions, to (often in response to Covid-19 restrictions) online zoom sessions and an online interactive map. As well as working with a range of key stakeholders, KiwiRail has been engaging with iwi as part of an ongoing commitment to developing effective and enduring iwi partnerships.
- 1.6 KiwiRail is committed to working with its key stakeholders, iwi and the wider community as the project progresses.

## 2. INTRODUCTION

- 2.1 My full name is Olivia Jane Poulsen. I am the Executive General Manager of Property at KiwiRail. I hold the qualifications of a Bachelor of Laws and a Bachelor of Arts from the University of Auckland.

### Experience

- 2.2 I have been at KiwiRail since 2017, initially as a Senior Legal Counsel. In 2019, I was appointed as the General Manager for Investment and Capital Transactions. I began my current role as the Executive General Manager of Property in January this year. Prior to working at KiwiRail, I have been employed in a variety of legal roles since 2004, including at Auckland Airport and have been involved in a range of development and consenting projects.

### Involvement in the Freight Hub

- 2.3 In my prior role at KiwiRail as the General Manager for Investment and Capital Transactions, I led the team responsible for the development of the Master Plan for the Freight Hub, the site selection process, as well as engagement with community and stakeholders. In my current role, I have remained heavily involved in the Freight Hub particularly in relation to KiwiRail's engagement with iwi, customers, the local community and businesses.
- 2.4 In my role as Executive General Manager of Property, I am responsible for resource management planning, leasing, facilities management, land acquisitions and disposals, and iwi engagement and as such, I am very familiar with these matters as they relate to the Freight Hub.

### **3. SCOPE OF EVIDENCE**

3.1 This statement of evidence will:

- (a) explain the development of the Master Plan;
- (b) outline the process for selecting the location and developing a concept design for the Freight Hub;
- (c) explain KiwiRail's approach to community engagement in relation to the Freight Hub; and
- (d) respond to relevant submissions received and matters raised in the Section 42A Report.

### **4. MASTER PLAN**

4.1 Rail terminals and yards are a crucial part of KiwiRail's railway network. KiwiRail is seeking to improve the quality, location and layout of its freight terminals and yards, to create a more efficient and dependable network which is suitable for future growth. As part of this, KiwiRail is planning to develop intermodal freight "hubs" to improve the efficiency of the movement of freight by rail. KiwiRail's strategy for intermodal freight "hubs" is focused on improving direct access to the rail corridor to enable efficient movement of freight.

4.2 In 2019, KiwiRail developed a Master Plan for intermodal freight hubs in New Zealand, which then represented a new approach to integrated logistics. Masterplanning is a tool that major infrastructure providers use to guide the effective and efficient development (or redevelopment) of land. A master plan approach has been used to integrate KiwiRail's technical and operational rail requirements with spatial requirements, to assist KiwiRail in developing or redeveloping its yards across New Zealand.

4.3 The Master Plan was developed based on future operational requirements, using specialist rail input from Stantec's North American branch. To develop the Master Plan and identify future hub requirements, existing and future freight demand in the central North Island was used.<sup>1</sup> The predicted changes in freight flows and greater demand has a spatial impact in terms of the extent of land required to develop facilities that will meet the projected increase in demand. The analysis showed a need to provide longer track lengths to accommodate 1500 metre trains, plan for higher speeds for marshalling traffic,

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<sup>1</sup> Intermodal Freight Hub Master Plan – Palmerston North Report, April 2020, at section 2.2.

and to work the marshalling yards from both ends of the terminal in order to reduce dwell times.<sup>2</sup> Consideration was also given to the required operational components of a regional freight hub as well as applicable rail standards, and safety requirements.

4.4 Three key functions of intermodal freight hubs were identified when developing the Master Plan, being:<sup>3</sup>

- (a) the marshalling of trains;
- (b) network services such as wagon storage, equipment maintenance and yard operations; and
- (c) container and commodity storage, enabling commercial opportunities to work with partners in freight forwarding thereby improving direct access to rail for customers.

4.5 Having regard to KiwiRail's operational requirements and these key functions, a concept layout for an intermodal hub was developed. The Master Plan was used by KiwiRail to identify an appropriate location for a freight hub along the North Island Main Trunk ("**NIMT**") line (the process for which I discuss in the following sections). The Master Plan will also be used in the future development of intermodal freight hubs around the country, to guide the extent of land needed and identify the key operational requirements.

## 5. SITE SELECTION AND DESIGN PROCESS

5.1 KiwiRail carried out a comprehensive process to determine the location for the Freight Hub. This process is discussed in detail in Ms Bell's evidence.<sup>4</sup> Broadly, this was conducted by way of:

- (a) a series of three workshops and decision conferencing which I attended along with various technical experts, key stakeholders, iwi representatives and other KiwiRail representatives; and
- (b) an MCA of a long list and short list of potential site options against a broad range of criteria from rail and property degree of difficulty to noise and vibration, ecology and strategic fit.

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<sup>2</sup> Intermodal Freight Hub Master Plan – Palmerston North Report. April 2020, at section 3.2.

<sup>3</sup> Intermodal Freight Hub Master Plan – Palmerston North Report. April 2020, at section 3.2.

<sup>4</sup> Evidence of Karen Bell, dated 9 July 2021.

- 5.2 Initially, nine potential area options were identified along the NIMT (and outside "developed" urban areas) and assessed. This included four sites in the vicinity of Bunnythorpe, four in the vicinity of Longburn and the existing rail yard at Tremaine Avenue ("**Existing Freight Yard**"), as shown in the table below.

Area	Description
Option 1	Bunnythorpe 1: West Side
Option 2	Bunnythorpe 2: East Side
Option 3	Bunnythorpe 3: West Side (Airport)
Option 4	Bunnythorpe 4: East Side
Option 5	Longburn 5: North Side
Option 6	Longburn 6: North West Side
Option 7	Longburn 7: West Side (River)
Option 8	Longburn 8: South East Side
Option 9	Existing KiwiRail Freight Yard in Tremaine Avenue

**Table 1:** Long list of areas assessed as part of the MCA

- 5.3 This was subsequently reduced to five options as a result of comparative assessments undertaken by KiwiRail's technical experts and workshops. Further assessment of those options reduced the site selection process to three potential sites all of which were in the north-east of Palmerston North.
- 5.4 Following further assessments by technical experts and a workshop, Site 3 was identified as the preferred site from a technical perspective for a range of reasons including its strategic fit with relevant planning and policy documents, its operational rail benefits, and the opportunities for connectivity to the wider strategic transport network.
- 5.5 Following the identification of the preferred site, KiwiRail considered the potential indicative layout of the site for the purposes of a preliminary concept design. Stantec developed four site layout options initially for KiwiRail to consider. While all of these layouts would meet its operational requirements, KiwiRail selected the layout where the operational areas, such as the container terminal and marshalling yard, were located further away from Bunnythorpe as the adverse effects including noise and vibration were less significant.
- 5.6 An indicative site layout is shown in Mr Skelton's evidence and the technical inputs that were considered in developing this site layout are discussed in more detail in his evidence.<sup>5</sup> The concept plan was used as the basis to then develop the spatial extent of the designation for the Freight Hub as discussed in Ms Bell's evidence.<sup>6</sup>

<sup>5</sup> Evidence of Michael Skelton, dated 9 July 2021, at section 5.

<sup>6</sup> Evidence of Karen Bell, dated 9 July 2021.

- 5.7 KiwiRail recognises that a development of this scale will have potential adverse effects on the surrounding environment and will be a change for the community. KiwiRail has worked hard with its team of consultants to configure the elements of the Freight Hub in a way that minimises potential effects while also developing specific mitigation works including noise walls / bunds and landscaping. These measures are discussed in further detail in the evidence of the relevant technical experts.

## 6. KIWIRAIL'S APPROACH TO ENGAGEMENT

### Engagement objectives

- 6.1 KiwiRail's representatives and consultant team have engaged with a wide range of parties over many months to ensure the community were kept informed and given an opportunity to provide feedback. This input, along with technical assessments, helped to shape the resulting layout for the Freight Hub.
- 6.2 The engagement objectives were:<sup>7</sup>
- (a) Transparency in the process by keeping stakeholders and the community informed of progress, raising awareness of how the public can be involved, and clearly explaining how and why decisions have been made.
  - (b) Actively seeking and welcoming input from the public, iwi and stakeholders at various stages of the project. The project team wanted to develop a strong understanding of all interested parties' views on the Freight Hub.
  - (c) Supporting stakeholders and the community to understand how the Freight Hub fits into the development of transport infrastructure for Palmerston North and the lower North Island. As part of this, KiwiRail has actively engaged with key stakeholders to understand the broader plans and investment objectives for the region.
- 6.3 KiwiRail has undertaken a multifaceted approach to community engagement, the methods of which are discussed in further detail in relation to relevant parties below. The project team also adapted the engagement approach in response to the COVID-19 pandemic and nationwide alert level restrictions to include online zoom sessions when engagement could not occur in person due

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<sup>7</sup> Community Engagement Summary Report, October 2020, at section 2.1.

to these restrictions. I have been involved in each phase of the engagement programme.

### **Engagement with iwi**

6.4 Following the announcement of the Provincial Growth Fund ("**PGF**") funding for the Freight Hub in 2019, KiwiRail engaged with iwi early and reached out to several iwi groups with interests in the wider Palmerston North area. Three main groups were identified for engagement, being:<sup>8</sup>

- (a) Ngāti Kauwhata;
- (b) Rangitāne o Manawatū; and
- (c) Ngāti Raukawa ki te tonga.

6.5 The initial wide engagement phase identified key iwi interests and subsequent engagement more focused on a core group (although the initial wider iwi contact list was kept updated through project mail outs).

6.6 Since 2019, there has been contact between the parties depending upon the project development phase. This has taken different forms, including zoom and face to face hui. A detailed list of engagement with iwi including meeting dates is included as **Appendix 1** to my evidence. Broadly, this engagement has involved:

- (a) **Participation in the MCA workshops** – Ngāti Kauwhata and Rangitāne attended workshops 2 and 3 of the MCA process in 2019. They were invited to rank site locations and provide feedback in a form of their choice. Ngāti Kauwhata provided comments on site options, initially preferring site options in the north east over the southern site options.<sup>9</sup> As we moved through the assessment process, for the northern options there was a clear preference for sites away from the Aorangi Marae, which was a key factor in reducing the short list to three. Of those three sites, Ngāti Kauwhata indicated a preference for Site 4, followed by Site 3.

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<sup>8</sup> In identifying these groups, KiwiRail sought advice from both Palmerston North City Council ("**PNCC**") and Waka Kotahi, and supplemented that with local knowledge from representatives from Te Kupenga Mahi (KiwiRail's internal Maori network who ensure Tikanga is upheld), presenting at Manawatu District Council's Nga Manu Taiko.

<sup>9</sup> Palmerston North Regional Freight Hub Multi Criteria Analysis and Decision Conferencing Process, June 2020, at page 82.

Rangitāne indicated a preference for Sites 3 and 4, either side of Railway Road near Bunnythorpe, subject to a more detailed assessment of the impact on sites of significance and waterways. Site options to the north and furthest south were considered less acceptable due to their proximity to the Manawatu and Oroua Rivers, respectively.<sup>10</sup>

- (b) **Site visits** – KiwiRail was invited to attend site visits, including a joint site visit in September 2020 with Ngāti Kauwhata so that KiwiRail could gain better local and cultural insights in relation to the Site. The project team also visited Aorangi Marae (at which Ngāti Kauwhata representatives were present) in October 2020 to discuss the reasons for the selected site for the Freight Hub, concerns relating to the Aorangi Marae, and how the mutual relationship should be formalised.
- (c) **Hui** – KiwiRail has held various hui, including zoom hui where face to face meetings were not possible due to Covid-19 restrictions, to provide updates on the progress of the project and discuss ways to formalise the parties' relationships moving forward. After the Christmas break in 2020, Ngāti Kauwhata suggested the establishment of a formal hui forum where the mana whenua would sit to work on the development of a cooperative working framework. Meetings were scheduled to progress a formal reset hui which culminated in the Ngati Kauwhata and Freight Hub hui at BNZ Partners Centre, Palmerston North in March 2021. This represented the start of a joint partnership forum to address the relationship, values and framework for moving on through the Freight Hub project stages.

6.7 KiwiRail has been exploring ways to formalise the relationships with iwi to foster a positive and effective working relationship going forward.<sup>11</sup> KiwiRail has proposed a condition which requires the development of a formal mana whenua engagement framework, which will then provide for the incorporation of iwi values from the design, through to implementation. KiwiRail intends to enable iwi to determine how they wish to work on the project and ensure that their values are represented throughout.<sup>12</sup>

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<sup>10</sup> Palmerston North Regional Freight Hub Multi Criteria Analysis and Decision Conferencing Process, June 2020, at page 82.

<sup>11</sup> Section 92 Information Request response, questions 95 and 96 response.

<sup>12</sup> Section 92 Information Request response, question 97 response.



- 6.8 In addition to the proposed NoR mana whenua engagement framework, KiwiRail and iwi are working towards developing a working framework agreement. Iwi engagement will continue throughout the development of the Freight Hub as part of KiwiRail's ongoing commitment towards developing effective and productive iwi partnerships.

### **Engagement with Councils**

- 6.9 To ensure efficient alignment and integration of initiatives, KiwiRail has been working with PNCC and Horizons Regional Council ("**HRC**"), as key stakeholders in the region.
- 6.10 Since a very early stage of the project, KiwiRail has been working with PNCC to ensure that the Freight Hub aligns with the PNCC's strategic planning and the city's economic growth aspirations.<sup>13</sup> From the outset, PNCC attended the three workshops held as part of the MCA process and since the Site was selected, KiwiRail has also been working with the PNCC to understand how the Freight Hub can integrate with PNCC's plans for this area, including planned improvements to the transport network as well as the impacts on PNCC's infrastructure assets that are within or near the Site.
- 6.11 Acknowledging that the Freight Hub will also require regional consents, KiwiRail has also been working with HRC. The HRC has also been involved with the Freight Hub project from its infancy, attending Workshop 3 of the MCA process where the Freight Hub site was identified from a short list of options.<sup>14</sup> KiwiRail has since kept the HRC up to date as the project has progressed and this engagement is ongoing.<sup>15</sup>

### **Engagement with landowners**

- 6.12 It was important to KiwiRail that we engaged with directly affected landowners as soon as practicable and kept them informed throughout the process.<sup>16</sup>
- 6.13 Immediately prior to the announcement of the preferred site for the Freight Hub in July 2020 and wider community engagement, letters were sent to all landowners that were identified as being within or immediately adjacent to the Site. These letters offered face to face meetings with a KiwiRail representative and a property specialist. Most landowners requested a face to face meeting,

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<sup>13</sup> Community Engagement Summary Report, October 2020, at section 3.

<sup>14</sup> Community Engagement Summary Report, October 2020, at section 3.2.

<sup>15</sup> Community Engagement Summary Report, October 2020, at section 3.2.

<sup>16</sup> Community Engagement Summary Report, October 2020, at section 3.

and these meetings took place between 2 July 2020 and 15 August 2020.<sup>17</sup> I attended a number of these meetings.

- 6.14 Along with funding to consent the project, KiwiRail received funding from the PGF to commence land acquisition. In response to approaches from some landowners within the footprint, we have commenced acquiring land within the footprint. To date, 6 properties (approximately 41% of the Site) have been acquired by KiwiRail.

### **Engagement with key stakeholders**

- 6.15 As well as the local and regional authorities, KiwiRail recognises that there are a range of other stakeholders that have an interest in the development of the Freight Hub. In particular, KiwiRail has been engaging with Waka Kotahi to ensure that the Freight Hub aligns and can efficiently integrate with the regional road network and the Palmerston North Integrated Transport Initiative. Broader Government transport objectives have also been discussed like mode-neutral decision making and emissions reductions.<sup>18</sup>
- 6.16 KiwiRail has also worked closely with key business stakeholders in the Palmerston North area, including the Central Economic Development Agency, as well as landowners within the North East Industrial Zone ("**NEIZ**"), including Foodstuffs North Island Limited. As discussed in further detail below, KiwiRail is working closely with these key stakeholders to develop strategies and practical options to realise the potential wider benefits of the Freight Hub for nearby commercial operations.<sup>19</sup>
- 6.17 KiwiRail has also been engaging with various utility providers who operate within the vicinity of the Freight Hub, such as Transpower, First Gas and Powerco as well as Palmerston North Airport. This engagement has focused around ensuring the protection of and managing potential adverse effects on infrastructure and assets.

### **Engagement with the wider community**

- 6.18 Following the announcement of the Master Plan concept for the Freight Hub in 2019, KiwiRail held a drop-in session and two presentations at Bunnythorpe School in February 2020. This was designed to give the community an

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<sup>17</sup> Community Engagement Summary Report, October 2020, at section 4.4.

<sup>18</sup> Community Engagement Summary Report, October 2020, at section 3.

<sup>19</sup> Community Engagement Summary Report, October 2020, at section 3.2.

overview of the project, the Master Plan and the site selection process. Approximately 300 people attended these sessions.<sup>20</sup>

- 6.19 Following this, KiwiRail has ensured the community were kept up to date as the project developed and had an opportunity to provide feedback on the Freight Hub. In July 2020, community drop-in sessions were held following the Ministerial announcement of the preferred site. While some of the details of the design and Designation Extent were still being developed at that stage, in line with its engagement objectives, KiwiRail wanted to continue the conversation with the community and provide them with the opportunity to have their say before that work was finalised.
- 6.20 These drop-in sessions were held at various locations, including Bunnythorpe School, The Plaza, and the Albert Street Market. A zoom session was also held for those who could not attend an in person drop-in session, where information was provided on the Freight Hub and questions could be raised.<sup>21</sup> The community was able to provide input on hard copy forms, which were handed out at the drop-in sessions.<sup>22</sup>
- 6.21 A Social PinPoint website was also set up to provide an online interactive map, where people could make comments in relation to a specific issue and initiate discussions on particular topics.
- 6.22 Following the engagement period held in July 2020, KiwiRail further refined the concept design and Designation Extent taking into account the community's input. KiwiRail then presented this updated design to the community in September 2020 with further opportunities for the public to provide feedback directly to the project team. Community drop in sessions were held on 22, 23 and 24 September 2020.<sup>23</sup> Letters were again sent to affected landowners with an opportunity to meet with KiwiRail.<sup>24</sup>
- 6.23 Interested members of the community could also opt in to receive regular email updates on the project and provide an explanation of how they can get involved. KiwiRail established a project email inbox also to provide a direct point of contact for interested parties to submit feedback and questions to KiwiRail.<sup>25</sup>

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<sup>20</sup> Community Engagement Summary Report, October 2020, at section 4.3.

<sup>21</sup> Community Engagement Summary Report, October 2020, at section 4.4.

<sup>22</sup> Community Engagement Summary Report, October 2020, at section 4.4.

<sup>23</sup> Community Engagement Summary Report, October 2020, at Table 6, section 4.5.

<sup>24</sup> Community Engagement Summary Report, October 2020, at section 4.4.

<sup>25</sup> Community Engagement Summary Report, October 2020, at section 4.4.

- 6.24 KiwiRail also provided regular media updates at key milestones for the project. These updates were provided online on KiwiRail's website, on KiwiRail social media accounts and in print adverts. This was regularly monitored throughout the project. KiwiRail's website provided a space for the community to view images, videos, FAQs and other digital tools used to provide information on the Freight Hub.<sup>26</sup>
- 6.25 KiwiRail has and continues to remain accessible to affected landowners and the wider community to discuss concerns in relation to the Freight Hub through the project inbox.

## **7. RESPONSE TO SUBMISSIONS AND SECTION 42A REPORT**

- 7.1 KiwiRail requested that the PNCC publicly notify the NoR, to ensure the community were provided with an opportunity to comment on the documents lodged as part of the NoR.
- 7.2 KiwiRail has carefully reviewed each submission and considered the matters raised in those submissions. The submissions have been addressed by the relevant technical expert in their evidence. A number of matters raised in submissions that are relevant to my evidence are also raised in the Section 42A Report and I address these below.

### **Community engagement**

- 7.3 Various submitters have asserted that there has been a lack of engagement and information provided by KiwiRail and have raised concerns with the way in which KiwiRail has conducted engagement with the local community.<sup>27</sup>
- 7.4 As noted above, I have personally been involved with each phase of KiwiRail's program for the Freight Hub. Consultation with affected parties, key stakeholders and the Bunnythorpe community has been ongoing since the announcement of the Master Plan concept for the Freight Hub in 2019. As explained in section 6 above, prior to lodgement of the NoR, KiwiRail carried out extensive public consultation.

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<sup>26</sup> Community Engagement Summary Report, October 2020, at section 4.4.

<sup>27</sup> Submission 26 by Peter Hurly, submission 35 by Robyn Curtis, submission 39 by Letitia Stick, submission 47 by Aaron Fox, submission 72 by Danelle O'Keefee and Duane Butts.

7.5 Engagement with the community will also be ongoing. As part of the proposed conditions for the Freight Hub attached to Ms Bell's evidence as Appendix 1 ("**Proposed Conditions**"), KiwiRail has proposed to:

- (a) establish a Community Liaison Forum to enable KiwiRail to provide information to, and receive feedback from, the community on any matters relating to the construction and operation of the Freight Hub;
- (b) appoint a Community Liaison Person as a point of contact for all enquiries relating to the Freight Hub, including land acquisition, construction and operational measures;
- (c) prepare a Construction Engagement Plan to outline a process to ensure that the community is provided with information during the construction of the Freight Hub; and
- (d) establish a register of any complaints received and action undertaken by KiwiRail to address complaints. Updates on the complaints register shall be provided through the Community Liaison Forum.

7.6 The purpose of these conditions and further refinements that have been made to these conditions is discussed in the evidence of Ms Bell and Ms Austin.

#### **Iwi engagement**

7.7 In their submissions, Ngāti Kauwhata, Ngati Turanga, Rangitāne o Manawatū and Ngati Raukawa have requested that a panel be created, which they can be part of, to include tanagata whenua in decision making for the Freight Hub, particularly in relation to natural resources within their rohe.<sup>28</sup>

7.8 KiwiRail is committed to developing effective and productive iwi partnerships. As explained in section 6 of my evidence above, KiwiRail has directly engaged with Ngāti Kauwhata, Rangitāne o Manawatū and Ngāti Raukawa since the announcement of the PGF for the Freight Hub in 2019. Since then, there has been ongoing contact between the parties. Engagement with iwi has taken different forms and both formal and informal feedback has been provided in relation to the Freight Hub.

7.9 KiwiRail has a strong desire for iwi to have an ongoing role in the design and delivery of the Freight Hub. KiwiRail has proposed an NoR condition which

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<sup>28</sup> Submission 14 by Ngāti Kauwhata, submission 49 by Ngati Turanga. submission number 69 by Rangitāne o Manawatū, submission 96 by Ngāti Raukawa.

requires the development of a mana whenua engagement framework, which will provide for the incorporation of iwi values from the design, through to implementation. The matters raised in iwi submissions can be addressed through this framework. The framework provides a mechanism for a panel to be established and KiwiRail intends work with iwi to develop the detail of this framework through meetings and hui.

- 7.10 The Council Officers have raised concerns that proposed condition lacks specificity.<sup>29</sup> KiwiRail proposed this engagement framework as a mechanism to enable iwi to determine how they wish to be involved on the project to ensure their visions and values are represented throughout.<sup>30</sup> KiwiRail did not consider that it was appropriate to pre-empt or require an outcome as part of the proposed conditions while engagement with iwi was ongoing as it is important to KiwiRail that the framework and forum developed reflects the outcomes that both KiwiRail and mana whenua wish to see from it.
- 7.11 The need for Cultural Values Assessments from mana whenua has also been raised in submissions<sup>31</sup> and by the Council Officers.<sup>32</sup> KiwiRail agrees that the design and mitigation of the Freight Hub should be informed by a comprehensive understanding of the cultural values of the site and the wider area. KiwiRail has had initial conversations with iwi about preparing cultural values assessments. KiwiRail also acknowledges that this has been a particularly busy period for iwi with other commitments, such as Waitangi Tribunal hearings taking place and the resourcing constraints that this presents. KiwiRail will continue to work with iwi to ensure they are appropriately resourced to provide input. It remains our view that it is not appropriate for KiwiRail (on its own) to assess the cultural values of the Site and wider area and we are continuing to work with iwi in this regard.

### **Integration with the NEIZ**

- 7.12 Some of the Council's technical experts consider that in order to achieve an efficient freight precinct a high degree of integration is required between the Freight Hub and the NEIZ. This is supported by the Council Officers. The Council Officers have proposed a range of mechanisms to address this, including preserving the ability for a dedicated freight corridor between the

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<sup>29</sup> Section 42A Report, dated 18 June 2021, at paragraph 448.

<sup>30</sup> Section 92 Information Request response, question 97 response.

<sup>31</sup> Submission 51 by Manawatu District Council.

<sup>32</sup> Section 42A Technical Evidence Social Impacts, dated 18 June 2021, at paragraph 71.

Freight Hub and the NEIZ to be established in the future.<sup>33</sup> This is addressed in the evidence of Mr Paling and Mr Georgeson.

- 7.13 Relevant to my evidence, the Council Officers also suggested that KiwiRail actively engage with stakeholders about potential opportunities for integration and proposed (subject to KiwiRail's agreement) that a condition be imposed requiring the establishment of an NEIZ users' group. The proposed purpose of this group would be to determine the appropriate means to provide for safe and efficient freight connections between the NEIZ and the Freight Hub.<sup>34</sup>
- 7.14 KiwiRail shares the Council Officers' desire for the Freight Hub and the NEIZ to be efficiently integrated. KiwiRail has been actively engaging with a range of key stakeholders that have interests in the NEIZ, including PNCC, Waka Kotahi NZ Transport Agency and landowners in the NEIZ, to identify potential opportunities for integration. I have personally participated in a number of meetings and workshops with these stakeholders.
- 7.15 KiwiRail has been invited to participate in a Reference Group and Steering Group to ensure alignment on the Central New Zealand Distribution Hub Strategy and the Palmerston North Integrated Transport Investment Project. The purpose of this group is to provide strategic leadership and an overview to achieve alignment and connection between various strategic projects, organisational collaboration at a governance level, and working together to implement the objectives within the Central New Zealand Distribution Hub Strategy and the Palmerston North Integrated Transport Investment Project.
- 7.16 In terms of realising the potential benefits of a freight precinct in this area, the Freight Hub is only one piece of the puzzle. The engagement with these stakeholders is ongoing, independent of this NoR process and should continue to occur alongside the development of the Freight Hub. In light of this, I do not consider that it would be appropriate to require an NEIZ users' group to be established as a condition on KiwiRail's designation.
- 7.17 The Freight Hub proposal has been informed by a well-designed Master Plan as well as a robust site selection and design process, to ensure that it meets KiwiRail's operational requirements and manages the effects on the environment. KiwiRail has worked with, and listened to, key stakeholders and the community in putting this proposal together and is committed to working

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<sup>33</sup> Section 42A Report, dated 18 June 2021, at paragraph 723.

<sup>34</sup> Section 42A Report Planning Companion, dated 18 June 2020, at page 38.

with all interested parties on the delivery of the Freight Hub over the lifetime of the project.

**Olivia Poulsen**

**9 July 2021**



### Appendix 1 - Iwi Engagement

Iwi	Date	Form	Purpose
Ngāti Kauwhata			
	November 2018	Phone / Kanohi-ki-te-Kanohi	Initial contact with Ngāti Kauwhata CEO
	March 2019	Email out to all local iwi	Project start up
	13 September 2019	Kanohi-ki-te-Kanohi at MDC offices Rarite Mataki	Project introduction and invitation to attend MCA process
	8 October 2019	Kanohi-ki-te-Kanohi KiwiRail representatives and Dennis Emery, Rarite Mataki	MCA process invitation
	25 September 2019	Workshop with KiwiRail and wider project team and stakeholders	MCA workshop 2 – attend and provide commentary
	20 November 2019	Workshop with KiwiRail and wider project team and stakeholders	MCA workshop 3 – attend and provide commentary
	21 February 2020	Kanohi-ki-te-Kanohi 139 South Street FEILDING (Iwi Offices), Denis Emery	Project and relationship agreement – discussion of Ngāti Kauwhata's development interests and concerns with impacts on the Aorangi Marae
	3 April 2020	Teams meeting – during Covid-19 lockdown period	Covid-19 assistance and Kawenata, discussion relating to the preferred site announcement
	20 April 2020	Teams meeting called by Stephen Thomas (KiwiRail)	Relationship agreement, discussion of shortlisted sites north of Palmerston North and Covid-19 updates in relation to the Freight Hub.

<b>Iwi</b>	<b>Date</b>	<b>Form</b>	<b>Purpose</b>
	2 July 2020	Minister's announcement of preferred site	Representatives of Ngāti Kauwhata attended the Minister's announcement of the preferred site
	17 August 2020	Teams meeting Tiratahi Taipana, Dennis Emery, Jeff Rakatau, Sir Mason Durie	Discussion of the site selection process, Iwi Employment matters, local road issues (acknowledging a recent fatality on Railway Road), Kawenata
	18 September 2020	Field trip for KiwiRail staff	Joint Site visit to hear about iwi history and relationship to the area, to gain local and cultural insights in relation to the Site
	24 September 2020	Te Papa catch up with Denis Emery and Goncalo Sintra	Discussion of Freight Hub impacts and mitigations
	8 October 2020	Kanohi-ki-te-Kanohi Ngati Kauwhata offices 139 South Street, Feilding	Ongoing Relationship development and sharing iwi environmental and educational aspirations
	8 October 2020	Visit to Aorangi Marae	KiwiRail visit met marae trustees to discuss reasons for the selected Freight Hub Site and how a mutual relationship should be formalised
	13 November 2020	Kanohi-ki-te-Kanohi Catch up	Discussion between Olivia Poulsen and Meihana Durie about Aorangi Marae safety issues
	27 November 2020	Kanohi-ki-te-Kanohi Catch up KiwiRail offices Palmerston North Rail Yard, Tremaine Avenue	Discussion of a cultural impact assessment report by hapu and Iwi o Ngati Kauwhata, actions from our Aorangi Marae meeting minutes, relationship agreement, confirming the final Freight Hub Site
	12 March 2021	BNZ offices 203 Broadway Avenue	Ngāti Kauwhata and KiwiRail hui to start a formal iwi forum to address the

<b>Iwi</b>	<b>Date</b>	<b>Form</b>	<b>Purpose</b>
			relationship, values and framework for moving on through the Freight Hub project stages
	30 May 2021	Hui Panel at BNZ offices 203 Broadway Avenue	Relationship reset, foundations for moving towards a combined iwi forum, engagement and communications lines
<b>Rangitāne o Manawatū</b>			
	March 2019	Mail out to all local iwi	Project start up
	12 September 2019	Face to face at Rangitane offices, 140 – 148 Maxwells Line, Palmerston North.	Project start up and MCA, start formal engagement
	25 September 2019	Attend and provide commentary	MCA workshop 2 – attend and provide commentary
	20 November 2019	Attend and provide commentary	MCA workshop 3 – attend and provide commentary
	15 May 2020	Teams meeting with Rangitāne, Chris Whaiapu Ruma, Hayden Potaka	Project update and discussion of future opportunities
	18 August 2020	Teams meeting with Rangitāne, Chris Whaiapu	Project update and discussion of the selected Site
	2 October 2020	Rangitāne and KiwiRail Freight Hub Teams catch up, Chris Whaiapu Ruma	Hui was held following the completion of the MCA process to discuss relevant developments of the Freight Hub
	22 October 2020	Hui in Palmerston North with Rangitāne, Chris Whaiapu and KiwiRail, held at the iwi office, Maxwells Line	Hui to provide updates on the Freight Hub, discussion of impacts and mitigations, Cultural Impact Assessment and formal comment options.

<b>Iwi</b>	<b>Date</b>	<b>Form</b>	<b>Purpose</b>
	30 May 2021	Hui panel at BNZ offices 203 Broadway Avenue	Apologies could not attend
<b>Ngāti Raukawa ki te tonga</b>			
	March 2019	Mail out to all local iwi	Project start up
	8 October 2019	Kanohi-ki-te-Kanohi at KiwiRail offices Tremaine Avenue; Lindsay Poutama CEO and Hayden Turoa	Introduction to project details and long list and project phasing
	30 May 2021	Hui panel BNZ offices 20 Broadway Avenue, Lindsay Poutama CEO	Wider iwi Relationship reset, iwi engagement and communication lines values, foundations for moving towards a combined iwi forum