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Tēna koe Pam

KiwiRail Regional Freight Hub – Notice of Requirement
Further information required pursuant to s 92 of the Resource Management
Act 1991 (RMA) – issues raised by submitters

The Council's Reporting Officers have reviewed the submissions received on the Notice of Requirement (NoR) and supporting documentation lodged by KiwiRail for the Regional Freight Hub Project ("the Project. In response to matters raised by submitters, the Reporting Officers have compiled a list of requests for further information in accordance with s 92 RMA.

The information requested will assist the notified public, Reporting Officers, and subsequently the Hearing Panel, to understand the full nature of the Project and the scale of the potential and actual effects on the environment arising from the Notice of Requirement.

The request for further information under s 92(1) is set out at Schedule 1, attached to this letter.

The Reporting Officers would welcome a response to the request for further information in accordance with s 92A(1) within 15 working days. Alternatively, please tell us in writing the date you will be providing the information, if you need longer than 15 working days (s92A(1)(b)). If you choose a later date, this date will need to be agreed with the author.

I acknowledge that you have the right to refuse to provide this information under s92A(1)(c). Please inform us in writing within 15 working days of the receipt of this letter, if you do not intend to provide the information requested, or if you wish to agree a later date for provision of the requested information.

If you have any questions about this letter, or would like to discuss it in more detail, please contact Anita Coplestone on anita@kahuenviro.co.nz.

Yours sincerely

Anita Coplestone
S42A Reporting Planner
for the KiwiRail Regional Freight Hub Notice of Requirement
PALMERSTON NORTH CITY COUNCIL

Schedule 1



Economic effects

1. *Please provide the modelling and associated input data and assumptions used to generate the economic impact estimates provided in Appendix A of Attachment 8a to KiwiRail's s92 response, including the modelling behind the forecast rail freight volumes that underpin the economic impacts.*
2. *Please provide justification for the assumption that the introduction of longer trains would reduce operating costs by 10%, as stated in Appendix A of Attachment 8a to KiwiRail's s92 response.*
3. *Appendix A, section 3 of Attachment 8a to the s92 response states that "the introduction of [longer trains] has only been considered at a conceptual level and for capacity reasons they may not be required until the latter half of the century, unless demand for rail increases faster than expected". We understand the modelling has assumed the benefits of longer trains will be realised from 2032. Please calculate the economic benefits based on 1500m long trains being introduced post 2050.*
4. *Please provide estimated construction costs that inform the estimated economic impacts of construction provided in section 4 of Attachment 8b to KiwiRail's section 92 response.*
5. *A figure of 1,000 jobs is cited on page 13 of Attachment 8b to KiwiRail's section 92 response. It is not clear what this relates to (e.g. whether this is the amount of jobs at the existing rail yard, at the new rail yard, or the expected difference between the two). To clarify, please provide the number of FTE's employed at the existing rail yard and an estimate of the number of FTE's expected to be employed at the new facility once fully operational.*

Rail Operations

Chapter 1.3.1 of the Design, Construction, and Operation Report, states that the predicted increase in traffic between Auckland/ Hamilton and Palmerston North will be accommodated by increasing train lengths by 65% to 1,500 m. However, the AEE at chapter 10.3.1.1 notes that terminals connected to Palmerston North have restricted capacity to handle more than the existing 900-metre-long trains.

6. *Please clarify and/or provide additional information regarding the design requirement to accommodate trains of 1,500 m in length, including:*
 - a. *whether there has been any planning to increase network capacity to accommodate trains longer than 900 m beyond the Palmerston North Terminal;*
 - b. *a rationale for why the requirement to accommodate trains 1,500 m long is reasonably necessary, in relation to the Project objectives.*

7. *Has capacity modelling been carried out to confirm that the marshalling yard has the capacity to accommodate the future forecast operational needs of the Freight Hub? If not, when will this occur and how might this affect the arrangement of on-site facilities?*

Transport and Traffic effects

8. *Please confirm whether or not the Freight Hub will impact on Council's delivery of the shared pathway between Bunnythorpe and Palmerston North, including the Council's committed timeframe for delivery of the shared path, and how any adverse effects will be mitigated.*
9. *Please identify and demonstrate an option to maintain safe access to the Foodstuffs site via each of its driveways, taking into account the operational needs of site and the interaction of the accesses with the operation of the existing building. This needs to be understood in the context of the forecast changed traffic condition along the Roberts Line frontage to the site and the proximity of the site to Railway Road.*

Noise and vibration effects

10. *In response to the Ministry for Education's request [Submission 92], please provide further assessment of the potential noise effects arising from operational road traffic and maintenance of trains/carriages on Bunnythorpe school.*
11. *Question 21 in the December s92 request sought noise measurements or predictions for shunting rolling stock (including the short term impulsive noise of the freight wagon couplings on small shunts). Attachment 7 of KiwiRail's s92 response states that no trains were observed being assembled, so sound levels are not available. Given the intended marshalling function of the Freight Hub, please monitor and model train assembly noise and advise whether any impact noise generated is likely to have an effect at night?*

Hydrogeological effects

12. *Submission 72 is concerned about potential effects on groundwater. Figure 5-9 in the AEE shows the location of a number of water bores within and near the designation extent. Will there be discharges to groundwater during earthworks, construction or operation of the Freight Hub which might affect:*
- a. *Water quality within potential receiving environments, e.g. surface water bodies or bores?*
 - b. *Compliance with the drinking water standards in the Resource Management (National Environmental Standards for Sources of Human Drinking Water) Regulations 2007?*
13. *What, if any, regional council consents will be required for potential discharges to groundwater or to land where contaminants may enter groundwater?*
14. *Given the proposed creation of impervious surfaces, stormwater collection and management and the piping of existing waterways, please assess any potential effects of*

those changes on groundwater recharge and consequential effects on existing groundwater takes.

Effects on utilities

- 15. Noting the matters raised in Transpower's submission [Submission 67], please provide an assessment of effects of the proposed construction works, permanent structures and landscaping on the National Grid, and provide details of any mitigation or management measures proposed to address any identified adverse effects.*