



# **SPECIALIST ASSESSMENT – COMMUNITY COHESION CRITERION**

PALMERSTON NORTH REGIONAL FREIGHT HUB MULTI  
CRITERIA ANALYSIS AND DECISION CONFERENCING  
PROCESS

PREPARED FOR **KIWI RAIL**

June 2020



# Community Cohesion

## 1. Introduction

Date: 23 September 2019

Author(s): credentials

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Karen Bell BA, BTP

The following is a comparative assessment of long list site options to inform the MCA workshop for KiwiRail's future Palmerston North Rail and Freight Hub.

This assessment has relied on the following information:

- Google Maps
- PNCC District Plan Maps
- Manawatu District Plan Maps
- Attachment 5 – location plan of the 9 sites
- Emails and attachments received from Karen Bell

The following information was not available for this assessment

- Plan Change 60 (MDC)

## 2. Constraints identified in each area

*Table 1: Constraints identified in each area*

Area for investigation	Constraints – what they are and where they are in the area
Option 1	<ul style="list-style-type: none"><li>• The area contains a school and marae- the marae is at the northern end of the option and the school in the middle.</li><li>• Feilding Airfield and Aerodrome located opposite the site and possible risk to flight safety could be a constraint</li></ul>
Option 2	<ul style="list-style-type: none"><li>• The area contains the Feilding Airfield and associated activities and facilities which provides training and employment and is the base for a range of aviation sport related activities. The facility is not easily relocated</li><li>• The area contains a number of businesses that may be easily relocated</li></ul>
Option 3	<ul style="list-style-type: none"><li>• Contains two PNCC designated sites; one associated with water and waste services, and one being the Aokutere water supply, which may be difficult to relocate</li></ul>
Option 4	<ul style="list-style-type: none"><li>• The area contains a large number of lifestyle blocks</li><li>• The Youth Justice Residence is located within the south-western corner of the area. This is a facility that may be difficult to relocate.</li></ul>



	<ul style="list-style-type: none"> <li>• A number of businesses are located through the area. These businesses could be easily relocated.</li> </ul>
Option 5	<ul style="list-style-type: none"> <li>• Area contains a piggery and other businesses. Unique and difficult to relocate.</li> </ul>
Option 6	<ul style="list-style-type: none"> <li>• A number of businesses are located within the site.</li> </ul>
Option 7	<ul style="list-style-type: none"> <li>• Contains a designation – the Chorus NZ Longburn Repeater Station for radiocommunication, telecommunication and ancillary purposes.</li> </ul>
Option 8	<ul style="list-style-type: none"> <li>• The area contains the MediaWorks AM Transmitter Mast</li> <li>• Schools, designations located through the area.</li> <li>• The area contains numerous businesses including Braeburn Industrial Extension (Fonterra extension).</li> <li>• Severance issues associated with impacts on connectivity and also the impact on the community catchment that utilises the facility that could mean that they choose to relocate to utilise another facility.</li> </ul>
Option 9	<ul style="list-style-type: none"> <li>• The area contains the existing KiwiRail freight hub and yard that is in a location in close proximity to numerous residential properties, industrial and commercial properties and associated businesses</li> <li>• the larger footprint of the masterplan area would include a portion of the Palmerston North Hospital.</li> <li>• A number of schools.</li> <li>• The site contains a number of “natural areas”.</li> <li>• Numerous designated and cultural areas, including schools, churches, water supply.</li> </ul>

### 3. Criteria being assessed

This criterion addresses the potential impact of the facility on existing activities located on or around the site. It is related both to the existing land use and zoning in the area and the final form of development and external effects of activity, and includes:

- Impact on land uses that are potentially of value to the wider community as they contribute to social interaction and social wellbeing or in the case of business it is related to difficulty in relocating and the potential that staff currently employed may have their employment affected by the works with a subsequent impact on their family and or wellbeing. Impacts on some designated sites may be related to potential network effects or disruption of key services that have a benefit for the wider community and may not easily be relocated.
- Impacts on Historic areas /natural areas are covered in other criteria, but it is recognised that these locations support the community’s the sense of place – the characteristic that make the place unique and foster connection to the place.
- Impact of the land being designated until development occurs (possibly 10 years) and its delivery in stages and associated potential severance effects.
- Severance associated with impacts on connectivity and also the impact on the community catchment that utilises the facility that could mean that they choose to relocate to utilise another facility.

#### Approach to the assessment

A review of the above listed statutory planning maps for the District and aerial mapping was undertaken to identify the existing land use activities and zoning in or around the site. The table contained in Appendix 1 assesses each option against the land uses in the area. The maps contained



within Appendices 2-5 illustrate the various land uses and locations within each option. This information was then analysed to identify common themes.

A summary of the common themes that were identified through the analysis and the implications for scoring the options are set out in the table below.

Note 1: The impact on land uses was broken down into subcategories listed below and was then aggregated. Each subcategory is listed and the scoring implications described in Table 2 below.

- Subcategories:
  - Impact on land and uses, including on natural areas / recreation/ reserves
  - Impact on designations and historic areas
  - Impact on businesses

*Table 2: Impacts*

<b>Theme</b>	<b>Scoring Implications (1 best /5 worst)</b>
<b>Impact on social and recreational activities and other land uses</b>	Areas that contained important social and employment facilities for the community that could be detrimentally affected scored worst.
<b>Impact on the land being designated until development occurs (possibly 10 years) and its delivery in stages</b>	Areas zoned for development that could be affected by the land being undeveloped for a period of time, were scored worst.
<b>Severance of community facilities</b>	Sites where the catchment of community facilities would be severed resulting in potential increased travel times and possible reduction in use of the facility, were scored worst.

#### Assumptions

- Google map aerials up to date
- District plans are up to date.
- Option 'area' is large. Some constraints may not in fact be contained within the final site but may in fact be located adjacent to the site.
- The freight hub may not need to take up the entire "Option" area.

## 4. Comparative Assessment

### Summary

A summary of the options against the relevant themes and assessment criteria to provide a scoring is illustrated in Table 3 below.



Table 3: Scoring of the options

Area for Investigation	Assessment of the option (Impact on...)			Score
	Impact on Land use	Land being designated	Severance of community facilities	
Option 1	3	4	4	4
Option 2	3	4	5	4
Option 3	3	3	2	3
Option 4	3	4	2	3
Option 5	3	3	2	3
Option 6	2	3	2	2
Option 7	2	3	4	3
Option 8	4	4	5	4
Option 9	5	5	5	5



## Assessment explanations

### ➤ Impact on land uses

As stated above, the impact on social and recreational activities and other land uses has been broken down into subcategories. Each subcategory is listed and assessed in Tables 4 - 6 below.

*Table 4: Impact on land uses*

Option	Impact on land uses
1	<ul style="list-style-type: none"> <li>• Impact on school designation and students needing to relocate to another school or another location for school and increased travel times</li> <li>• Impact on marae</li> <li>• Limited impacts on recreation</li> <li>• farms affected</li> </ul>
2	<ul style="list-style-type: none"> <li>• Significant impact of moving the airfield and training facilities that are assumed cannot be avoided. Increased travel times to other locations for training – if there are other locations.</li> <li>• Limited impacts on recreation</li> </ul>
3	<ul style="list-style-type: none"> <li>• Low impact. Limited number of land uses in area.</li> <li>• Limited impacts on recreation</li> <li>• Contains two PNCC designated sites within the middle portion of the site; one associated with water and waste services, and the other being the Aokutere water supply. Designations may be difficult to relocate</li> <li>• Farms being affected</li> </ul>
4	<ul style="list-style-type: none"> <li>• If the Youth Justice Residence is closed. There may be difficulties in relocating the Youth Justice Residence and it is unknown if there are other similar facilities in the area.</li> <li>• Two large areas of reserves within this site that may be affected</li> <li>• Farms and businesses being affected</li> </ul>
5	<ul style="list-style-type: none"> <li>• located adjacent to a number of community facilities within the Westbrook suburb. If the freight hub is located in the southern portion of Option 5, those facilities will not be impacted upon.</li> <li>• Limited impacts on recreation</li> <li>• piggery could not easily be relocated</li> </ul>
6	<ul style="list-style-type: none"> <li>• Assumed social and community facilities within Longburn will still be able to be accessed if roads remain open or alternative accesses are provided.</li> <li>• Limited impacts on recreation facilities</li> <li>• farms being affected</li> </ul>
7	<ul style="list-style-type: none"> <li>• Assumed social and community facilities within Longburn will still be able to be accessed if roads remain open or alternative accesses are provided.</li> <li>• Designation – the Chorus NZ Longburn Repeater Station for radiocommunication, telecommunication and ancillary purposes.</li> <li>• Limited impacts on recreation</li> <li>• farms being affected</li> </ul>
8	<ul style="list-style-type: none"> <li>• Impact of school kids relocating to another school and increased travel times</li> <li>• Limited impacts on recreation</li> <li>• A number of designations within the area. Assumed they cannot all be avoided</li> <li>• farms and businesses being affected</li> </ul>



9	<ul style="list-style-type: none"> <li>• A number of schools, retirement homes located in the area. Potential zoning implications for the schools. A number of designations and cultural areas within the area that will be lost/removed, including schools, churches, water supply.</li> <li>• number of parks</li> <li>• industrial and commercial areas affected if site expanded</li> <li>• Site will contain a portion of the hospital if extended.</li> </ul>
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➤ **Impact on the land being designated until development occurs (possibly 10 years) and its delivery in stages**

*Table 5: Impact of the land being designated until development*

Option	Impact on the land being designated until development occurs (possibly 10 years) and its delivery in stages
1	• School and marae operations – could be able to operate for immediate future but uncertainty may impact roll of school. Changes to design could accommodate marae
2	• Assumed Airfield could operate for immediate future, but uncertainty may impact training and result in relocation of businesses
3	• Medium impact – potential for farming activities to continue for immediate future
4	• Youth Justice Residence operations affected could be able to operate for immediate future but relocation may be difficult
5	• Medium impact – potential for farming activities to continue for immediate future
6	• Medium impact – potential for farming activities to continue for immediate future
7	• Medium impact – potential for farming activities to continue for immediate future
8	• School operations could be able to operate for immediate future, but uncertainty may impact roll of school
9	• Schools could be able to operate for immediate future, but uncertainty may impact rolls of school

➤ **Severance of community facilities**

*Table 6: Impact on severance of community facilities*

Option	Severance of community facilities
1	• Impacts on roll with removal of housing in school catchment / zones
2	• Impacts on training and flying. Travel to Ohakea or Massey training school if those services are provided there. Increased travel times
3	• Minor severance
4	• Minor severance
5	• Minor severance
6	• Minor severance
7	• Access into Longburn may be severed from the State Highway.
8	• Extends across the State Highway*. Impacts on school through removal of housing in school catchment. Increased travel times to other schools.
9	• Numerous (seven) schools will be closed. Implications for other schools in the area – do they have capacity to take the surplus children. Increased travel times.

\* Assumed all existing roads will remain open to public traffic.



## Appendix 1: Assessment of Land use activities

Table 7: Assessment of existing land use activities

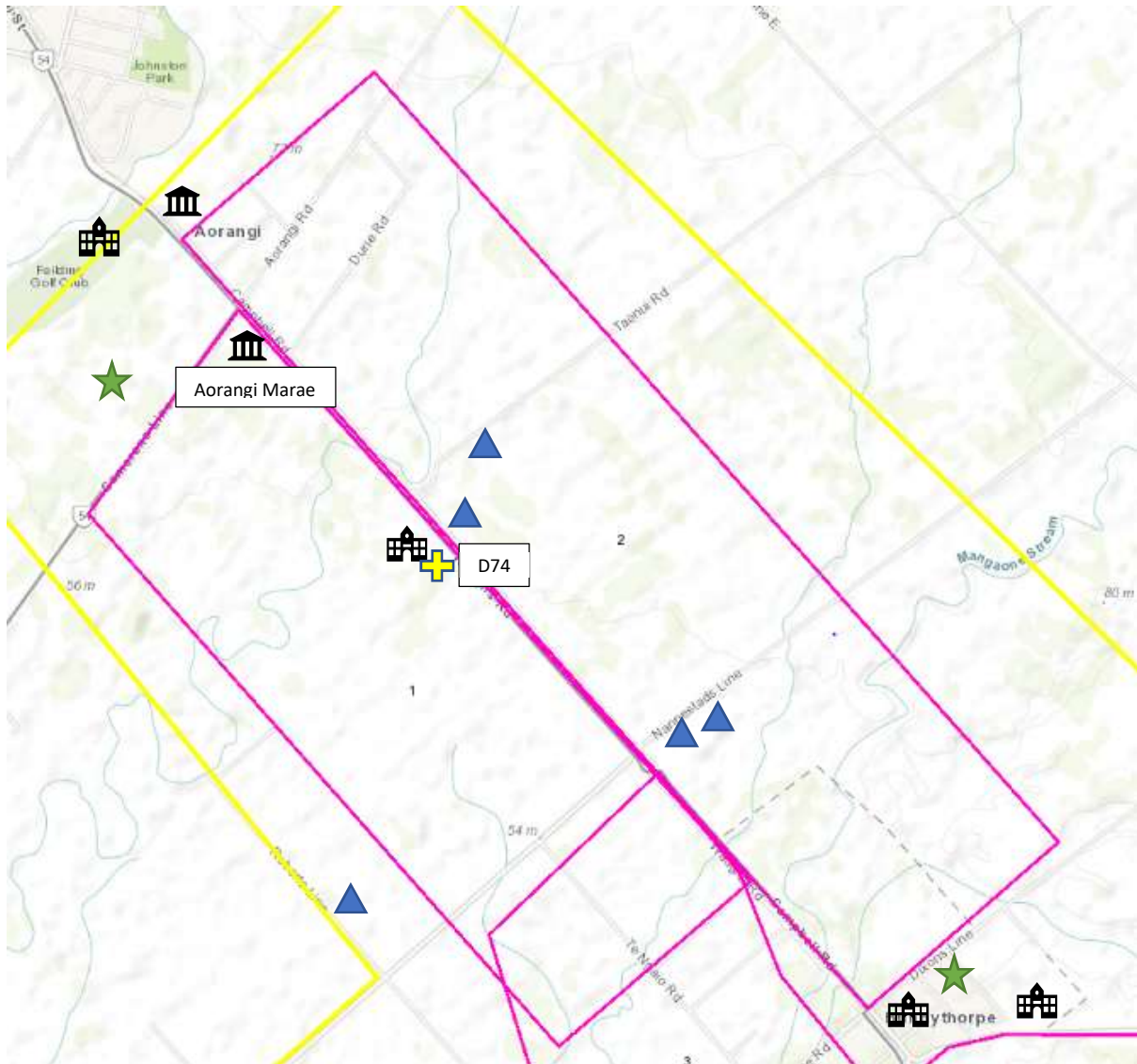
Area for Investigation	Assessment of the option
Option 1	This option is mainly rural land. Within the site is the Taonui School. The Aorangi Marae is located in this area. Height restrictions may apply associated with the adjoining Feilding Airfield and the associated activities on the site.
Option 2	Mainly rural land. Small area of industrial to the north of the site. Large constraint is the Feilding Airfield and associated aerodrome activities. Big impact to Feilding and Bunnythorpe losing this site and the associated facilities.
Option 3	Rural. Good location adjacent to the existing Industrial area which operates 24/7 Good connectivity to other industries and Palmerston North Airport. Potential height restrictions associated with the PN Airport. Two PNCC designated sites within the middle portion of the site, associated with water and waste services, and the Aokutere water supply.
Option 4	Intensive lifestyle blocks. Many properties affected. A number of reserve and recreation areas. Many commercial businesses situated on the lifestyle blocks. Preschool. Designations. Te Au rere a te Tonga - Youth Justice Residence. Adjacent to a Golf Course.
Option 5	Rural. This option situated adjacent to Westbrook suburb of Palmerston North and the associated residential activities, including a church, schools, parks, playgrounds, reserves, commercial properties, residential properties. Designations; Piggery. Option contains businesses.
Option 6	Rural. Businesses. Good connectivity to the industrial area of Longburn (adjacent to the south-eastern portion). Designations.
Option 7	Rural. Longburn to the north-eastern corner. Designations
Option 8	Adjacent to Longburn. Longburn Adventist College Playtop NZ Manawatu Racecourse. Industrial/commercial businesses Community Parks Braeburn Industrial Extension








	<p>Severance issues.</p> <p>The site contains the MediaWorks AM Transmitter Mast.</p> <p>Schools, designations are located through the site.</p>
Option 9	<p>The site contains numerous residential properties.</p> <p>The site contains numerous industrial and commercial properties and associated businesses.</p> <p>The site contains a portion of the Palmerston North Hospital.</p> <p>A number of schools are located within the site.</p> <p>The site contains numerous designated and cultural areas, including schools, churches, water supply.</p>



## Appendix 2: Options 1 and 2



### Legend

-  Social: community centre, library, school, golf course
-  Economic: childcare business, retail,
-  Cultural / Historic: marae, historic houses, object
-  Natural Areas, reserves, playgrounds
-  Designation, substation, transmitter mast

### Designations

- MDC





No	Requiring Authority	Designation Site	Designated purpose	Underlying Zoning	Legal Description	Further Details
D74	Minister of Education	Taonui Primary School	Educational Purposes	Rural 1	Pt Sec 576 Town of Bunnythorpe, Sec 1 Block II Kairanga SD	



### Appendix 3: Options 3 and 4



#### Legend

-  Social: community centre, library, school, golf course
-  Economic: childcare business, retail,





Cultural / Historic: marae, historic houses, object



Natural Areas, reserves, playgrounds



Designation, substation, transmitter mast

### Designations:

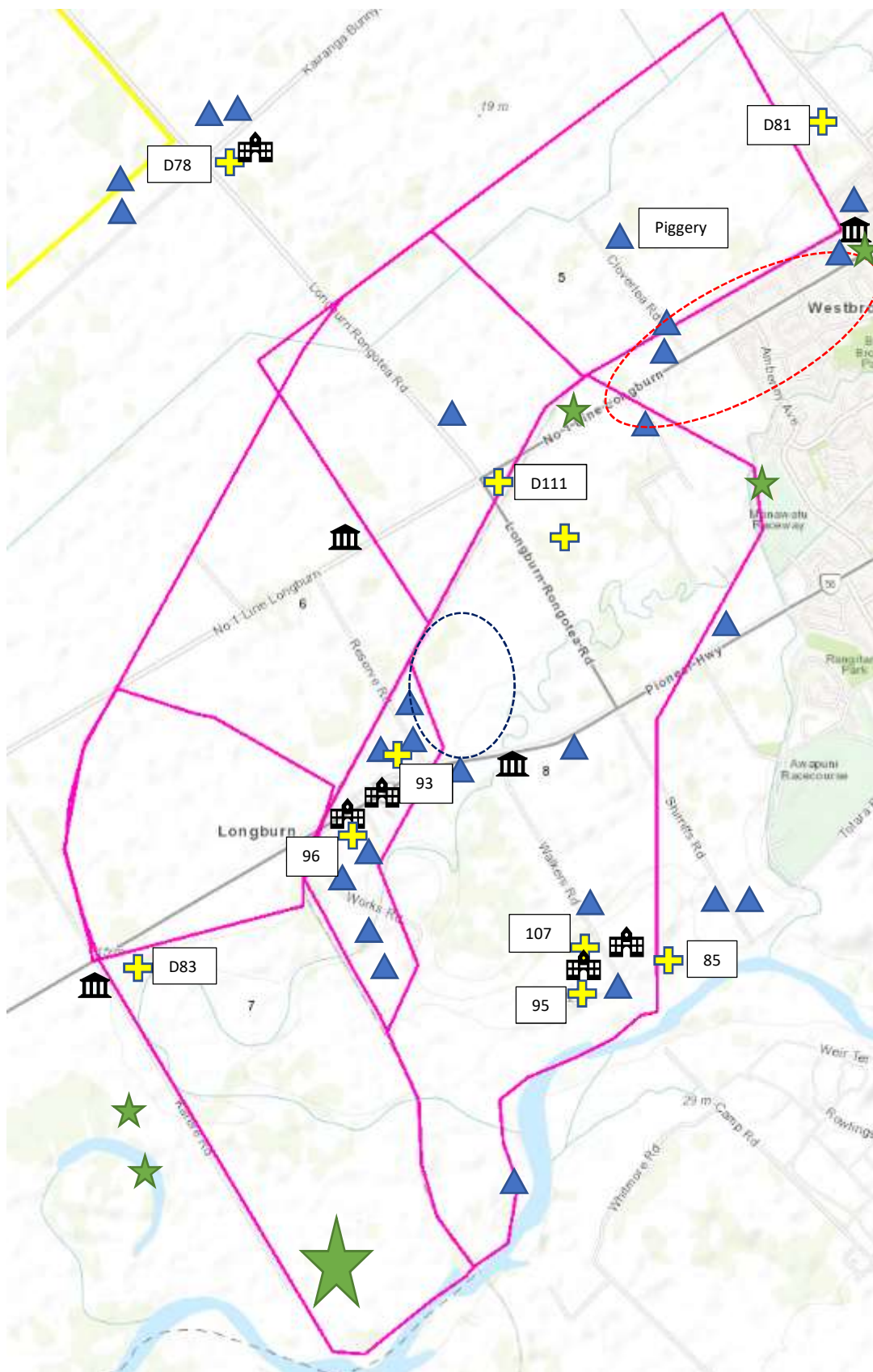
- PNCC

8.

Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
8.	Lot 1 DP 78675, (CT 45B/167, Milson Airport)	Air Navigation Aids (Very High Frequency Omni-Directional Radio Range and Distance Measuring Station)	Airways Corporation of New Zealand Limited	Rural	13		See Attachment 3,3A and 3B for explanatory diagrams and conditions; also includes Air Designation with associated controls.
94.	Sec 101, SO 33155 (Walkers Road, Longburn)	Water and Waste Services	Palmerston North City Council	Rural	30		
103.	Lot 1 DP 89587 (Rangitikei Line (SH3), Palmerston North)	Gas Gate	PowerCo Limited	Rural (Flood Prone Area)	12, 19		
105.		Akautere Water Supply	PNCC	Rural			



## Appendix 4: Options 5, 6, 7 and 8





## Legend



Social: community centre, library, school, golf course



Economic: childcare business, retail,



Cultural / Historic: marae, historic houses, object, church



Natural Areas, reserves, playgrounds



Designation, substation, transmitter mast



Residential area of Westbrook and associated facilities



Braeburn Industrial Extension

## Designations

### • MDC

No	Requiring Authority	Designation Site	Designated purpose	Underlying Zoning	Legal Description	Further Details
D83	Chorus New Zealand	Longburn Repeater Station	Radiocommunication, Telecommunication, and Ancillary purposes	Rural 1	Sec 1 SO 24142	
D78	Not allocated					
D81	Not allocated					
D111	Powerco Ltd	Kairanga Substation	Electricity Substation	Rural 1	Lot 1 DP 84422	

### • PNCC

Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
95.	Lots 1 and 2, DP 88028, Pt Lot 50 DP 526, Pt Sec 21 Karere District. (Carey Street, Longburn Longburn Primary School)	Educational Purposes	Minister of Education	Residential	30		



## **R12.4.2 BRAEBURN INDUSTRIAL AREA**

- (i) Any dairy related industrial activity is permitted in the Braeburn Industrial Area.
- (ii) Any activity ancillary to a dairy related industrial activity is permitted in the Braeburn Industrial Area.

### **Performance Standards**

- (a) Any activity must comply with R12.4.1(a), (b), (d), (e), (f), (g), (h), and (i).

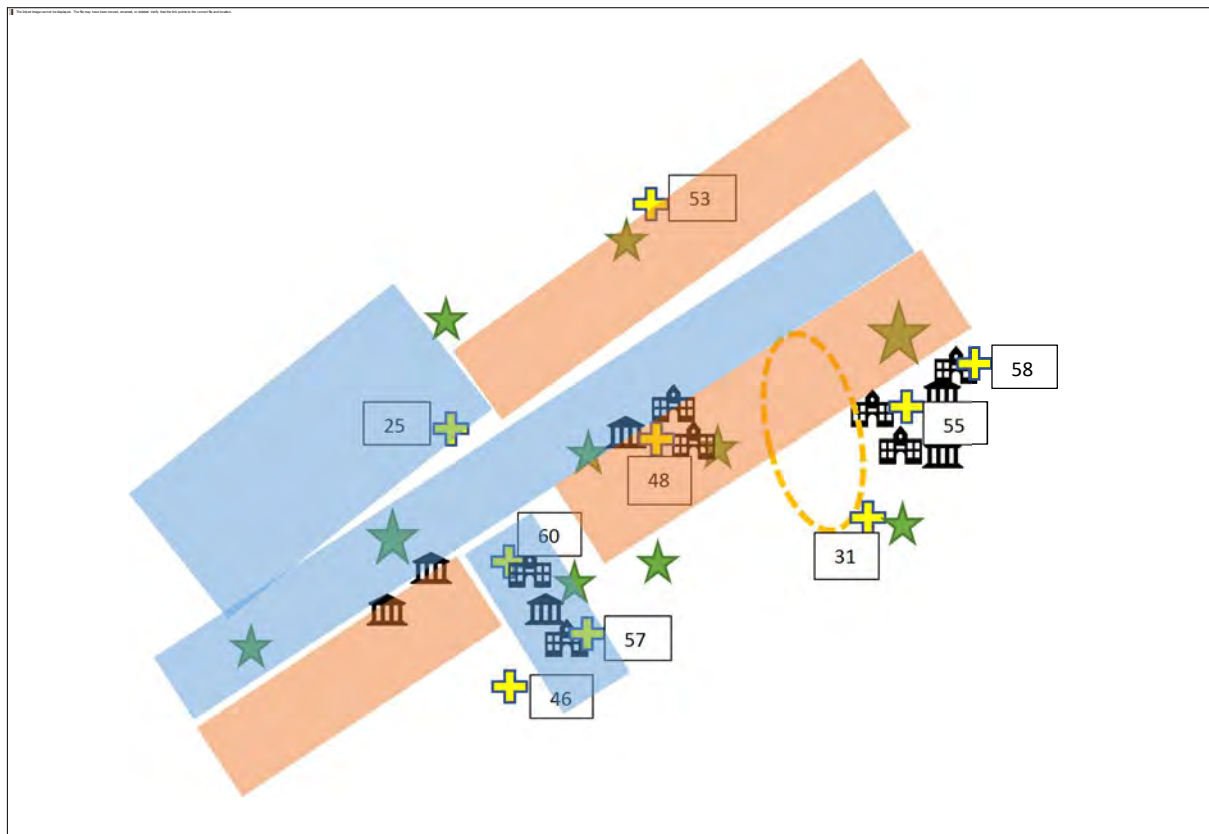
#### ***Explanation***

*The Braeburn Industrial Area provides additional land for the future expansion of Fonterra Co-Operative Group's (Fonterra) existing site at Longburn. The purpose of the area is to primarily provide for dairy related industrial activities to support the on-going operational and growth needs of Fonterra. However activities associated with or ancillary to dairy related industrial activities are appropriate within the Braeburn Industrial Area.*

*An appropriate ancillary activity may include, for example, a storage and transport depot where Fonterra is the primary contract underpinning the business location in the area, but a secondary contract is in place to store and distribute non-dairy related products. This would enable the business to remain commercially viable during Fonterra's non-peak production times but remain available to service its core client when needed. Note that an industrial activity that is not ancillary to a dairy related industrial activity is a non-comply activity in the Braeburn Industrial Area.*



## Appendix 5: Option 9



### Legend



Social: community centre, library, school, golf course, Retirement home



Economic: business, industrial, childcare business, retail, motor lodges



Residential



Cultural / Historic: marae, historic houses, object, church



Natural Areas, reserves, playgrounds, sports grounds



Designation, substation, transmitter mast



Hospital, including Hospice

### • PNCC

Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
25.	Lot 1 DP 45683 (133-137 Fairs Road)	Stormwater Ponding Areas	Palmerston North City Council	Flood Protection	19		



31.	Lot 3 DP 82859 (476 Featherston Street)	Water Supply Services	Palmerston North City Council	Recreation	20		
46.	Lots 3-8 DEEDS 364, Pt Lot 1 DP 3819, Lot 2 DP 3819, Pt Subdivisions 5 SECT 277 TN OF Palmerston North, Subdivisions 6-8 SECT 277 TN OF Palmerston North, Lots 13-16 DEEDS 497 (201 Featherston Street, Central Normal School)	Education Purposes	Minister of Education	Residential	19		
48.	Pt Lot 1 DP 8494, Lot 2 DP 8494, Lot 2 DP 25282, Pt Lot 11 Deeds 176 (25 Russell Street, Russell Street School)	Education Purposes	Minister of Education	Residential	19		
53.	Lot 11 DP 55047, Pt Lot 1 DP 4946 (7 Rutland Place, Milson Primary School)	Education Purposes	Minister of Education	Residential	12		
55.	Pt Lot 8 and Lots 9-15 DP 14466, Pt Lots 4-15 DP 534, Lot 2 DP 23998 (25 Freyberg Street, Ross Intermediate School)	Education Purposes	Minister of Education	Residential	20		
57.	Pt Section 239 and 1718 and Section 1775 Town of PN, Pt Lots 39-44 Deeds 189, Lot 1 DP 16660 (263 Featherston Street, Palmerston North Boys High School)	Education Purposes	Minister of Education	Residential	19		
58.	Pt Sec 248 and 249 TN of PN, Pt Lot 3 DP 9782, Pt Lot 1 DP 13872, Lot 31 DP 15266, Lot 1 DP 311778, Lot 1 DP 417868 (33 Freyberg Street, Freyberg High School)	Education Purposes	Minister of Education	Residential	20		
60.	Lot 14 Deeds Plan 189, Pt Secs 228, 229, 230, 235, 236 Town of Palmerston North, Pt Lot 4 and Lots 5-8 DP 10561 (374 Rangitikei Street, Queen Elizabeth College)	Education Purposes	Minister of Education	Residential	19		



## Addendum to the Workshop 2 Community Cohesion Assessment

### Reasons for the addendum

The reason for this addendum is to provide a:

- record updates to my assessment following workshop 2; and
- further assessment of the area options with the masterplan layout applied

### Updates to assessment post workshop 2

Following workshop 2, I updated my original assessment. These changes are:

- As a result of information from PNCC regarding an error in their planning maps which resulted in the designation for the Aokutere water supply being referenced instead of the designation for Bunnythorpe Cemetery, Option 3 in Tables 1, 4, 7 is amended to replace "Aokutere water supply" with "Bunnythorpe Cemetery". This change of one type of designation with another did not affect the assessment of the site and the score remained the same.
- In Table 3, the score of Option 8 changes from a score of '4' to a score of '5'. This change was made as a result of discussions held at the MCA Workshop 2, where it was determined that the impacts were similar to that of option 5. I agreed with that assessment and therefore amended the scoring.
- In Table 6, Option 8, an additional bullet point of "Significant severance issues for the community" is added to the assessment. This insert was added as the proposed railway would provide a physical obstruction of this community from Palmerston North.
- The map in Appendix 3 is replaced by the map set out on the last page of this Addendum and the rows relating to Reference No 94 and Reference 105 in Appendix 3 are replaced with rows relating to Reference No 93 and Reference No 104 set out below. As above, this is as a result of a correction of the PNCC planning maps to clarify that designation 104 rather than designation 105 was contained within the Option 3 site. The error in the planning maps also meant that designation 94 was referred to instead of designation 93. These designations are both water and waste service designations and the correction of the designation number did not affect my assessment.

93.	Lots 2 and 4 DP 47914 (Te Ngāio Road, Bunnythorpe)	Water and Waste Services	Palmerston North City Council	Rural (Flood Prone Area)	2, 7		
104.	Sec 1142 Town of Bunnythorpe (Maple Street, Bunnythorpe)	Cemetery (Bunnythorpe)	Palmerston North City Council	Recreation As shown on Planning Map 2	2	Notice of Requirement Documents are attached in Appendix 5 – 15C Technical Reports (1).	

### Further assessment

During Workshop 2, participants acknowledged that having a specific site to assess within the areas identified could potentially result in changes to the scores presented at Workshop 2.

As a result, after Workshop 2, the masterplan was applied to the area options assessed in Workshop 2, and sites within those areas identified. The rail connection was included on the refined options, and the implications for connecting to the North Island Main Trunk line were identified.

There are two layout options for areas 1 and 2 (Options 1a, 1b, 2a, 2b). Three layouts were originally developed for area 3, however only one layout was ultimately taken forward for assessment because the others did not meet the project objectives. I had undertaken the assessment of all three layouts which are included in this report for completeness. Area 4 could only accommodate one layout option. There were significant constraints at the ends of areas 5 and 6, therefore the parts of these two areas without the constraints were combined to create site 5.

Sites in areas 7, 8 and 9 were not identified as these areas were fatally flawed at Workshop 2.

### Assessments

An assessment of a long list of site options to inform the MCA process was undertaken on 8 October 2019. That assessment is attached as Appendix A to this report.



## Appendix A – Community Cohesion Assessment of Masterplan Long List of Options

# Community Cohesion

## 1. Introduction

Date: 8 October 2019

Author(s): credentials

April Peckham BRP (Hons). NZPI – Intermediate

Karen Bell BA, BTP

The following is a comparative assessment of a long list of site options, being Options 1a, 1b, 2a, 2b, 3a, 3b, 3c, 4 and 5, to inform the MCA process for KiwiRail's future Palmerston North Rail and Freight Hub.

## 2. Criteria being assessed

This criterion addresses the potential impact of the facility on existing activities located on or around the site. It is related both to the existing land use and zoning in the area and the final form of development and external effects of activity, and includes:

- Impact on land uses that are potentially of value to the wider community as they contribute to social interaction and social wellbeing or in the case of business it is related to difficulty in relocating and the potential that staff currently employed may have their employment affected by the works with a subsequent impact on their family and or wellbeing. Impacts on some designated sites may be related to potential network effects or disruption of key services that have a benefit for the wider community and may not easily be relocated.
- Impacts on Historic area/natural area are covered in other criteria, but it is recognised that these locations support the community's sense of place – the characteristics that make the place unique and foster connection to the place.
- Impact of the land being designated until development occurs (possibly 10 years) and its delivery in stages and associated potential severance effects.
- Severance associated with impacts on connectivity and also the impact on the community catchment that utilises the facility that could mean that they choose to relocate to utilise another facility.

### Approach to the assessment

A review of the relevant planning maps for the District and aerial mapping was undertaken through the earlier process of assessment for Workshop 2 to identify the existing land use activities and zoning in or around the sites. That information was also used to assess the additional options



resulting from Workshop 2 (being Options 1a, 1b, 2a, 2b, 3a, 3b, 3c, 4 and 5), which are the focus of this assessment.

The common themes that were identified through the earlier process of assessment for Workshop 2 (being Options 1 to 9), were also used to analyse the implications for scoring the additional options listed above. The common themes are set out in the Table 1 below.

*Table 1: Common Themes*

Theme	Scoring Implications (1 best /5 worst)
<b>Impact on social and recreational activities and other land uses</b>	Areas that contained important social and employment facilities for the community that could be detrimentally affected scored worst.
<b>Impact on the land being designated until development occurs (possibly 10 years) and its delivery in stages</b>	Areas zoned for development that could be affected by the land being undeveloped for a period of time, were scored worst.
<b>Severance of community facilities</b>	Sites where the catchment of community facilities would be severed resulting in potential increased travel times and possible reduction in use of the facility, were scored worst.

### 3. Comparative Assessment

#### Assumptions

- Option 3b:
  - PCC Water Bore southern end of site – assume impacts on this resource will be avoided. If not, this would score closer to 5.
- Option 5:
  - Close to community hall – assume will be located outside that site.
  - Contains MDC Designation D111; Powerco Ltd Electricity Substation – assume could be located outside of the KiwiRail site, or KiwiRail could provide access to the substation e.g. via an easement. If relocation of the substation is required, which may not be easy or indeed possible, this would have higher impacts (and score closer to 5).
  - Contains Historic House (RH7) – assume this has been assessed in Historic Assessment.

#### Summary

A summary of the options against the relevant themes and assessment criteria to provide a scoring is illustrated in the Table 2 below.

*Table 2: Scoring of options against the relevant themes and assessment criteria*

COMMUNITY COHESION				
Layout	Assessment of the option (Impact on...)			Score
	Impact on Land use	Land being designated	Severance of community facilities	



Option 1a	4	4	4	<b>4</b>
Option 1b	2	3	3	<b>2.7</b>
Option 2a	4	4	4	<b>4</b>
Option 2b	2	2	1	<b>1.7</b>
Option 3a	3	2	1	<b>2</b>
Option 3b	2	1	1	<b>1.3</b>
Option 3c	2	1	1	<b>1.3</b>
Option 4	3	2	1	<b>2</b>
Option 5	2	1	4	<b>2.3</b>

The scores in Table 2 above were then rounded to provide the overall scoring of each option, which are contained in Table 3 below. Scores of .5 or below were rounded down, whilst scores of .6 and above were rounded up to provide the rounded scores.

*Table 3: Rounded Scoring*

<b>COMMUNITY COHESION – Scoring</b>		
<b>Layout</b>	<b>Score</b>	<b>Comments:</b>
Option 1a	4	<ul style="list-style-type: none"> <li>• Taonui School contained within the site. Severance for community. Longer travelling distances and times. Implications for other schools in the area.</li> <li>• MDC Utility Asset – potential to be relocated.</li> <li>• Mainly rural.</li> <li>• Opposite Feilding Aerodrome – potential height restrictions.</li> </ul>
Option 1b	3	<ul style="list-style-type: none"> <li>• Close to Taonui School. Implications for the designation and drop of school roll.</li> <li>• MDC Utility Asset – potential to be relocated.</li> <li>• Mainly rural.</li> </ul>
Option 2a	4	<ul style="list-style-type: none"> <li>• Feilding aerodrome and associated activities and facilities contained within the site. Provides training and employment and is the base for a range of aviation sport related activities. Not easily relocated. Severance.</li> <li>• MDC Utility Asset – potential to be relocated.</li> <li>• Mainly rural.</li> <li>• Some businesses that could be easily relocated.</li> </ul>
Option 2b	2	<ul style="list-style-type: none"> <li>• Close to Feilding Aerodrome – possible height restrictions.</li> <li>• MDC Utility Asset – potential to be relocated.</li> <li>• Rural.</li> <li>• Some businesses that could be easily relocated.</li> </ul>
Option 3a	2	<ul style="list-style-type: none"> <li>• Higher density rural environment which will impact on the land use.</li> <li>• PCC Utility Asset (Water and Waste Services)</li> </ul>
Option 3b	1	<ul style="list-style-type: none"> <li>• PCC Water Bore southern end of site – assume impacts on this resource will be avoided. If not, this would score closer to 5.</li> <li>• Rural</li> <li>• Good connectivity to other pocket of industries (Ezibuy etc) and PN Airport.</li> <li>• Potential height restrictions associated with the PN Airport.</li> </ul>



Option 3c	1	<ul style="list-style-type: none"> <li>• PCC Water Bore southern end of site – assume impacts on this resource will be avoided. If not, this would score closer to 5.</li> <li>• Rural</li> <li>• Good connectivity to other pocket of industries (Ezibuy etc) and PN Airport.</li> <li>• Potential height restrictions associated with the PN Airport.</li> </ul>
Option 4	2	<ul style="list-style-type: none"> <li>• Close proximity (and potentially contains) higher density lifestyle blocks.</li> <li>• Good connectivity to other pocket of industries (Ezibuy etc) and PN Airport.</li> <li>• Potential height restrictions associated with the PN Airport.</li> <li>• Contains a number of businesses that may be easily relocated.</li> </ul>
Option 5	2	<ul style="list-style-type: none"> <li>• Rural</li> <li>• Close to community hall – assume will be located outside that site.</li> <li>• Contains MDC Designation D111; Powerco Ltd Electricity Substation – assume could be located outside of the KiwiRail site, or provide access to the substation.</li> <li>• Severance of Longburn community to northern communities ie. Rongotea. Would have to travel into Palmerston North potentially and around.</li> <li>• Contains Historic House (RH7) – assume this has been assessed in Historic Assessment.</li> </ul>



Map in Appendix 3 to Workshop 2 Report





# KiwiRail: Palmerston North - Workshop 3 Community Cohesion Assessment

## 1. Introduction

Date: 17 November 2019

Author(s): *credentials*

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The following is a comparative assessment of short list site options to inform the MCA workshop 3 for KiwiRail's future Palmerston North Rail and Freight Hub.

This assessment has relied on the following information:

- Site visit and workshop 1, 20 August 2019
- Workshop 2, 25 September 2019
- Google Maps
- PNCC District Plan Maps
- Manawatu District Plan Maps
- Emails and attachments received from Karen Bell, including the MCA Workshop 3 Briefing Note, dated 8 November 2019.
- Information obtained via email (including attachments) from David Murphy regarding PNCC resource consents in the area of the sites.
- Information obtained via email (including attachments) from Matthew Mackay regarding MDC resource consents in the area of the sites.

## 2. Constraints identified in each site

Site	Constraints – what they are, where they are in the site and the significance of the constraint
Option 2	<ul style="list-style-type: none"><li>• The area contains the Feilding Airfield and associated activities and facilities which provides training and employment and is the base for a range of aviation sport related activities. The facility is not easily relocated.</li><li>• The area contains a number of businesses that may be easily relocated</li></ul>
Option 3	<ul style="list-style-type: none"><li>• Contains two PNCC designated sites; one associated with water and waste services, and one being the Bunnythorpe Cemetery, which may be difficult to relocate.</li><li>• Contains a PNCC water bore.</li><li>• Potential height restrictions associated with the PN Airport.</li></ul>
Option 4	<ul style="list-style-type: none"><li>• The area contains a large number of lifestyle blocks which will be affected.</li></ul>



	<ul style="list-style-type: none"> <li>• A number of businesses are located through the area. These businesses may be easily relocated.</li> <li>• On opposite side of Railway Road is a PNCC water bore.</li> <li>• Close to the Air Navigation Air (Designation 8 PNCC District Plan)</li> <li>• Close to Bunnythorpe Recreation Reserve.</li> </ul>
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### 3. Criteria being assessed

It is noted that the criteria being assessed for Workshop 3 is different from those assessed in Workshop 2. There was feedback at the workshop from David Murphy from PNCC that when we went to the short list we could look at what the community expectations were based on the zoning and resource consent data and the designations (that we had identified as constraints). In addition, there were questions raised at the workshop about the criteria and therefore the assessment overlapping with property, connectivity, natural environment and heritage assessments in the wording in the criteria used for community cohesion.

Furthermore, with the selection of the three sites, some of the criteria as worded was no longer relevant and would not result in the sites being differentiated - for example:

- the 2<sup>nd</sup> criteria in workshop 2 related to Historic areas /natural areas was no longer relevant as there were not any in the three areas being assessed:
- It was noted in Workshop 2 that there were very few (if any) critical land uses that the community relied on within the three options (apart from the Fielding Airport). Additionally, the resource consent data from PNCC and MDC had been obtained, and it was determined that there were mistakes in the PNCC District Plan relating to designations, so the information provided was more specific.

The wording of the first criteria for workshop 2 was therefore broken into three parts (the first two criteria for workshop 3 and the last one) to be more focused as to assist in differentiating the site options.

- Wording of the third bullet point was changed to be more specific
- Wording of fourth bullet point was amended to remove connectivity due to overlap with that assessment.

This criterion for Workshop 3 addresses the potential impact of the facility on the community, including existing activities located on or around the site. It is related both to the existing land use and zoning in the area and the final form of development and external effects of activity, and includes:

- Degree of alignment with the form of development and level of activity anticipated by the zoning applied in the area around the site
- Impact on specific existing and or proposed (resource consents or designations not given effect to) activities that are potentially of value to the wider community and support the community's the sense of place
- Potential impact of designation being in place on owners of land around site (e.g. inability to sell or to develop as previously planned / increased interest in land)
- Potential for severance effects being caused (inconvenience and difficulties for community interact) by the presence of the hub in this location
- Impact on resource consents granted by PNCC and MDC for activities that have not been given effect to.



### Approach to the assessment

The community cohesion criteria were scored using the following scale:

Score	1	2	3	4	5
Impact	Low	Medium Low	Medium	Medium High	High

The criteria were assessed individually, as identified in Appendix 1. A review of the statutory planning information collated for Workshop 2 was used, in addition to the information obtained from PNCC and MDC relating to resource consents approved within each site. The criteria were then aggregated to get to a final score for each site.

### Assumptions.

- Google map aerials up to date
- District plans are up to date.
- Resource consents granted by PNCC and MDC have been implemented or will be.

## 4. Fatal Flaws

No fatal flaws were identified as part of the Community Cohesion assessment.

## 5. Comparative assessment

Site	Assessment of the option	Score
2	<p>A significant impact to the community in this area includes:</p> <ul style="list-style-type: none"><li>• Loss of the Feilding Airfield and associated activities and facilities which provides training and is the base for a range of aviation sport related activities.<ul style="list-style-type: none"><li>- loss of jobs</li><li>- loss of a community facility</li><li>- The facility is not easily relocated.</li></ul></li></ul> <p>Low impacts would be:</p> <ul style="list-style-type: none"><li>• Low impact of severance as good road linkages remain around the site.</li><li>• Not a lot of residential development directly adjoining the site</li><li>• A number of existing businesses in the area, but could be relocated</li><li>• Area used to 'businesses' and associated traffic movements</li><li>• Community's sense of place will not be adversely affected</li></ul>	3



3	<p>There are a couple of potential issues with this site, including:</p> <ul style="list-style-type: none"> <li>• The location of the PNCC designations and water bore which may be affected.</li> <li>• Severance between eastern and western sides of Railway Road = longer travelling distances and times, although it is noted that the “new” Railway Road does provide a reasonably direct route around the site, with the ‘closed’ roads being able to easily connect onto the new route.</li> <li>• Impact on residential areas adjoining the site at the northern end of the site at Bunnythorpe.</li> <li>• Severance of pedestrian access between Kairanga Bunnythorpe Rd and Dixons Line.</li> </ul> <p>Low impacts of the hub in this location for the following reasons:</p> <ul style="list-style-type: none"> <li>• Good alignment with the industrial zoned land and businesses to the south.</li> <li>• Reasonably direct route around the site, with the ‘closed’ roads being able to easily connect onto the new route.</li> <li>• The traffic rerouted onto the “new” Railway Road will bypass the centre of Bunnythorpe = positive effect.</li> </ul>	3
4	<p>There are a couple of potential issues with this site, including:</p> <ul style="list-style-type: none"> <li>• Severance between eastern and western sides of Railway Road = longer travelling distances and times, although it is noted that the closed roads are not high volume roads. The link around the hub is longer and not as direct.</li> <li>• High impacts on lifestyle blocks – potential difficulty of selling and developing</li> <li>• Potential high-medium impact on access to the Bunnythorpe Recreation Reserve.</li> </ul> <p>Low impacts include:</p> <ul style="list-style-type: none"> <li>• Railway Road remains open.</li> <li>• Potentially a safer and more accessible intersection at the Campbell Road Ashurst Rd intersection.</li> </ul>	2

## 6. Mitigation

The key piece of mitigation that would improve Options 3 and 4 would be to provide pedestrian access between Dixons Line to Kairanga Bunnythorpe Road to help reduce severance issues in the community.



# Appendix 1

SITE	ASSESSMENT OF THE OPTION	SCORE
2	<p><b>Degree of alignment with the form of development and level of activity anticipated by the zoning applied in the area around the site</b></p> <ul style="list-style-type: none"> <li>• Rural in nature</li> <li>• Not a lot of residential development directly adjoining the site</li> <li>• Increased activity in area than what would currently be anticipated in rural environment. But reasonably high traffic network.</li> <li>• A number of existing businesses in the area, but could easily be relocated</li> <li>• Existing aerodrome and associated activities and facilities on proposed site</li> <li>• Area used to 'businesses' and associated traffic movements</li> <li>• Community's sense of place will not be adversely affected</li> <li>• Good linkages around the site</li> </ul>	3
	<p><b>Impact on specific existing and or proposed (resource consents or designations not given effect to) activities that are potentially of value to the wider community and support the community's the sense of place</b></p> <ul style="list-style-type: none"> <li>• Loss of the Feilding Airfield and its collection of aircraft and aviation related activities (gliders, microlights, amateur built or general aviation) including the Feilding Flying Club, Wanganui Manawatu Gliding Club and the Manawatu Aviation club. Flight training and agricultural operations are based at the airfield.</li> </ul>	4
	<p><b>Potential impact of designation being in place on owners of land around site (e.g. inability to sell or to develop as previously planned / increased interest in land)</b></p> <ul style="list-style-type: none"> <li>• Low-medium impact – rural in nature. Activities may be able to continue but land around the site maybe more difficult to sell</li> </ul>	2
	<p><b>Potential for severance effects being caused (inconvenience and difficulties for community interact) by the presence of the hub in this location</b></p> <ul style="list-style-type: none"> <li>• While roading around the site still provides good and reasonably direct linkages the increase in traffic volumes on existing local roads around the site (freight traffic accessing and leaving the new site) may discourage community walking and cycling along the existing roads</li> <li>• Kairanga Bunnythorpe Rd and Dixons Line potentially closed to through traffic and pedestrians = severance of pedestrians accessing one side to the other – shops and tavern located.</li> </ul>	4



	<p><b>Impact on resource consents for activities that have not been given effect to</b></p> <p><b><i>**Note: It is uncertain if the consents have been given effect to.</i></b></p> <ul style="list-style-type: none"> <li>Several subdivision consents have been approved within the site. The most recent was for a variation to a subdivision in 2019, for lot size and the amendment to a proposed building platform. As the subdivision consents are relatively small, and are for variations, this was given a score of 0.</li> </ul>	0
3	<p><b>Degree of alignment with the form of development and level of activity anticipated by the zoning applied in the area around the site</b></p> <ul style="list-style-type: none"> <li>Cemetery close to site</li> <li>PNCC water bore at southern end of site</li> <li>Industrial zoned land over half site ( southern end ) and to the south = good alignment with existing form of development in area.</li> <li>Residential to the north and at Bunnythorpe = site potentially not in line with existing development in the area.</li> <li>Unclear if the recreation reserve on Kairanga Bunnythorpe Road will be affected?</li> </ul>	2
	<p><b>Impact on specific existing and or proposed resource consents or designations not given effect to that are potentially of value to the wider community and support the community's the sense of place</b></p> <p><b><i>**Note: It is uncertain whether or not the consents have been given effect to.</i></b></p> <ul style="list-style-type: none"> <li>Large 28 and 32 lot subdivisions in the southern section of the site (adjacent to the industrial area), granted in 2010. Variations granted in 2013.</li> <li>Does not make a fundamental difference in the scoring however this would obviously impact the land acquisition costs and number of people affected</li> </ul>	3
	<p><b>Potential impact of designation being in place on owners of land around site (e.g. inability to sell or to develop as previously planned / increased interest in land)</b></p> <ul style="list-style-type: none"> <li>Potential difficulty of adjoining / close residential properties to the hub being able to sell</li> <li>Rural land around the site maybe more difficult to sell , although there may be some acquisition by speculators</li> </ul>	3
	<p><b>Potential for severance effects being caused (inconvenience and difficulties for community interact) by the presence of the hub in this location</b></p> <ul style="list-style-type: none"> <li>Good connectivity to the industrial land to the south – 24/7 operation.</li> <li>Severance between eastern and western sides of Railway Road = longer travelling distances and times for those using some roads. These are not major roads however, so potentially not many</li> </ul>	3



	<p>affected by this. Good access provided via the new north south replacement for 'Railway Road'</p> <ul style="list-style-type: none"> <li>Severance of 'lifestyle blocks' on eastern side of Railway Road to the area in west – however, as above, can use the new 'Railway Rd', or go via a potentially extended Cleverly Line into Bunnythorpe.</li> </ul>	
	<p><b>Impact on resource consents for activities that have not been given effect to</b></p> <p><b><i>**Note: It is uncertain if the consents have been given effect to or not.</i></b></p> <ul style="list-style-type: none"> <li>The properties situated in the southern section of the Cleverly Line and Te Ngaio Rd intersection, have between approximately 2013 – 2018 had several resource consents granted, including: <ul style="list-style-type: none"> <li>Rural residential land use consents, and bulk and location</li> <li>2 lot subdivision</li> <li>4 lot subdivisions in 2014 and 2017</li> <li>Boundary adjustment subdivision in 2018</li> <li>Does not make a fundamental difference in the scoring however this would obviously impact the land acquisition costs and number of people affected</li> </ul> </li> </ul>	2
4	<p><b>Degree of alignment with the form of development and level of activity anticipated by the zoning applied in the area around the site</b></p> <ul style="list-style-type: none"> <li>Rural</li> <li>Lifestyle blocks</li> <li>Increased activity in area than what would currently be anticipated.</li> <li>Impacts on Bunnythorpe community and area of lifestyle blocks.</li> <li>Land identified as recreation area between Stoney Creek Road and Tutaki Road looks to be avoided but those looking to access it from Stoney Creek Road will potentially be affected by freight traffic and traffic re routed</li> </ul>	3
	<p><b>Impact on specific existing and or proposed resource consents or designations not given effect to that are potentially of value to the wider community and support the community's the sense of place</b></p> <ul style="list-style-type: none"> <li>None known</li> </ul>	0
	<p><b>Potential impact of designation being in place on owners of land around site (e.g. inability to sell or to develop as previously planned / increased interest in land)</b></p> <ul style="list-style-type: none"> <li>Potential impact on 'lifestyle blocks' being able to develop / sell in future as adjacent to the new hub.</li> <li>The end of site 4 falls under the area subject to Airport approach restrictions as set out in Appendix 3 but as a designation could overrule the zone rules as long as the works in these areas consider Civil Aviation requirements this should not be an issue</li> </ul>	4



	<p><b>Potential for severance effects being caused (inconvenience and difficulties for community interact) by the presence of the hub in this location</b></p> <ul style="list-style-type: none"> <li>• Close to Stoney Creek/ Tutaki Road Recreation Reserve. Tutaki Road will be closed so access will be only from Stoney Creek Road or along the southern section of Tutaki Road accessed from Kelvin Grove Road meaning longer travelling times to access the reserve.</li> <li>• A few road closures: <ul style="list-style-type: none"> <li>- The norther end of Roberts Line will not be able to be accessed from Railway Road, meaning impacts on Foodstuffs and other land uses on Roberts Line</li> <li>- Tutaki Road will not be accessed from Railway Road. . Have to travel on new link road to Stoney Creek Road, but can connect onto new route around the hub. Increase in travel times, but not significant.</li> <li>- Sangsters Road off Railway Road.</li> </ul> </li> <li>• Pedestrian access from Kairanga Bunnythorpe Road to Dixons Line potentially severed = high impact.</li> </ul>	3
	<p><b>Impact on resource consents for activities that have not been given effect to</b></p> <p><b><i>**Note: It is uncertain if the consents have been given effect to.</i></b></p> <ul style="list-style-type: none"> <li>• Several subdivision consents have been granted for properties within this site, including: <ul style="list-style-type: none"> <li>- 7 lot subdivision in 2015</li> <li>- Several 2 lot subdivisions between 2013 and 2017</li> </ul> </li> </ul> <p>Due to the size of the proposed subdivisions granted consent, and the number within this site, this has been given a higher score.</p>	2



<b>OPTION</b>	<b>Degree of alignment with the form of development and level of activity anticipated by the zoning applied in the area around the site</b>	<b>Impact on specific existing and or proposed (resource consents or designations not given effect to) activities that are potentially of value to the wider community and support the community's the sense of place</b>	<b>Potential impact of designation being in place on owners of land around site (e.g. inability to sell or to develop as previously planned / increased interest in land)</b>	<b>Potential for severance effects being caused (inconvenience and difficulties for community interact) by the presence of the hub in this location</b>	<b>Impact on resource consents for activities that have not been given effect to</b>	<b>mean</b>
<b>2</b>	3	4	2	4	0	( 2.6) 3
<b>3</b>	2	3	3	3	2	( 2.6) 3
<b>4</b>	3	0	4	3	2	(2.4) 2



## Appendix 2: PNCC Resource Consents

SITE 3	Resource Consents PNCC
	<p>Land use includes:</p> <ul style="list-style-type: none"><li>• Bulk and location</li><li>• separation distances</li><li>• rural Residential</li></ul> <p>Subdivision:</p> <ul style="list-style-type: none"><li>• small 2 – 4 lot subdivisions</li><li>• boundary adjustment.</li></ul>



Site 4	Resource Consents PNCC
	<p data-bbox="790 336 933 369">Subsivisions:</p> <ul data-bbox="829 369 1204 481" style="list-style-type: none"><li data-bbox="829 369 1125 403">• 2 lots (2013, 15 &amp; 17)</li><li data-bbox="829 403 1204 436">• 7 lot rural residential (2015)</li><li data-bbox="829 436 1141 481">• Boundary adjustments</li></ul>



## Appendix 3: Airport Approach Restrictions

