

## KiwiRail Regional Freight Hub Section 92 Responses - social impact assessment February 2021 - Prepared by Kirsty Austin

FURTHER INFORMATION REQUESTED	REASON GIVEN FOR THE REQUEST
<b>Q 98 Please provide further details on the changes made.</b>	The Community Engagement Report (Appendix E) states that mitigation measures have been developed from community feedback but doesn't go as far as to identify what mitigation was introduced as a result of the feedback.

### Response:

Examples of design elements, including mitigation, that were influenced by engagement feedback are:

- Reconnecting the perimeter road into Railway Road at the northern end of the site. Comments were raised during the first consultation events about noise from traffic (particularly heavy vehicles) that may end up on Te Ngaio Road and other local roads to the east of Bunnythorpe. Connecting the perimeter road to Railway Road, instead of constructing a connection to Te Ngaio Road, has avoided that potential noise effect.
- Moving the existing NIMT line to the west of its current location, away from residents along Sangsters Road. Numerous residents at the first consultation events commented on noise and vibration effects from existing trains and requested they be screened from this.
- Constructing a substantial noise barrier on the eastern side of the site. This was requested by numerous residents throughout the consultation events and has been incorporated into the design of the Regional Freight Hub.
- Designating land at the northern end of the site. The extent of the designation was extended to the north to provide for the perimeter road and noise mitigation. This was raised by some residents at the first consultation events who were concerned about whether road access and noise mitigation would be provided.

FURTHER INFORMATION REQUESTED	REASON GIVEN FOR THE REQUEST
<b>Q 99 Please prepare and provide additional maps showing the local impact area, including information on location of features, and defining the 'local impact area' that has been included in the description of population and demographic considerations.</b>	Section 3 of Technical Report J - Social Impact Assessment ('Existing Environment') would benefit from the inclusion of more maps to more clearly show the existing road and rail network, the location of community facilities and services, historic features and recreation/leisure features in the local impact area in relation to the local community identified for assessment. This will assist in understanding where these features are and how they relate to the defined communities.

### Response:

Refer to the appendices for the following maps:

- Appendix 1 - Map 1 Community facilities within the local impact area
- Appendix 2 - Map 2 Residential dwellings with the local impact area

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<b>Q 101 Please identify any specific communities of interest (or rationale as to why they are not present), and provide consideration of any potential effects on these communities</b>	There is no consideration of whether there are any 'communities of interest' within the local area which may be defined by socio-cultural or other community characteristics, particularly vulnerable communities (e.g. rental residents or retired residents who may have reduced accessibility) or different 'user' groups (e.g. church groups, school communities, sports communities or others).
<b>Response:</b>	
Specific communities of interest have not been identified beyond the geographical-based groupings within the local impact area listed below. The groupings below are the groups most affected by the Freight Hub from a social impact perspective and are therefore appropriate to focus on:	
<ul style="list-style-type: none"> <li>• landowners who will be displaced by the Freight Hub</li> <li>• residential / rural-residential communities surrounding most of the Freight Hub</li> <li>• Bunnythorpe township</li> <li>• industrial community / workforce adjacent to the southern end of the Freight Hub.</li> </ul>	
However, where particular characteristics occur that are relevant to understanding effects, the SIA draws on these. For example, in understanding the:	
<ul style="list-style-type: none"> <li>• Vulnerability of households who will be displaced by the Freight Hub - it is recognised that the area is characterised by a high proportion of home ownership and above average household income, which suggests residents will have options for their future relocation.</li> <li>• Impact of roading changes - it is recognised that most school children living within the local impact area travel away from the Bunnythorpe township and surrounding rural / rural residential areas to get to school in Palmerston North, and conversely most students attending Bunnythorpe School live in Palmerston North and travel into the township.</li> </ul>	
FURTHER INFORMATION REQUESTED	REASON GIVEN FOR THE REQUEST
<b>Q102 Please provide more information on the rationale for selecting the local impact area and details on meshblock and Census data that has been used to construct the local impact area profile.</b>	<p>The "local impact area" is defined as the NoR area, plus an approximate 1km catchment around the NoR footprint. The assessment also notes that Bunnythorpe itself has a population of 648, while the local impact area has 2,655 residents (triple the population of Bunnythorpe).</p> <p>The rationale for the 1km extent is unclear. There is a mapping gap (noted in 1 above) on the definition of this local impact area which makes further discussion on this issue difficult. Any relevant data (age, population size etc) that has been collected from Census data at the meshblock level or higher for the</p>

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	local impact area would be useful to understand the methodology behind the community profile.

**Response:**

The boundary of the local impact area was selected to incorporate the area where the local community is anticipated to be directly affected, either by land-take (properties within the Designation Extent) or as a result of changes to social impact categories (such as amenity and connectivity).

The boundary of the local impact area is located approximately 1km from the Designation Extent. This area was developed having regard to factors such as the outer extent of the noise contours and outcomes of travel time modelling. The local impact area was also informed by engagement feedback which indicated a perception that residents who will have to live with the new environment created by the Freight Hub will be affected to a greater extent than those who will be displaced (but will be compensated).

GIS analysis has been undertaken since the SIA was prepared, which enables a better understanding of the total population within the local impact area (see appendix 1). This estimates a total of 431 houses, which equates to approximately 1,265 residents (applying average resident per household data for the area from the 2018 Census).

These figures are smaller than those used in the SIA (being 2,655 residents in 906 households). The estimates in the SIA were based on the most appropriate statistical area units from the 2018 Census. Footnote 2 of the SIA lists the Census 2018 statistical areas that the Census data was drawn from to describe the local impact area. The selection of these statistical units recognise that the statistical units available for Bunnythorpe township (687 residents in 264 households) do not cover the whole local impact area and that statistical limitations occur if smaller statistical units are used. While total figures in the SIA area are larger than what has now been determined through further GIS analysis, the percentages provide a useful representation of population characteristics. For example, the lower percentage of households in the local impact who rent their home (20%), compared to New Zealand households as a whole (36%), remains a relevant characteristic.

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<b>Q103 Please provide assessment on either impacts at differing spatial scales – acknowledging the neighbour community as compared to the wider 1km local impact area community – or more explicit rationale as to why this assessment is not required. In particular, this includes the Bunnythorpe community, the rural residential community surrounding the site and potentially specific residential areas such as the Clevely Line, Maple Street and Sangsters Road.</b>	There is a risk that in making the 'local impact area' the smallest unit of analysis, effects on Bunnythorpe (and potentially specific streets within Bunnythorpe or other 'communities of interest' discussed above) may become obscured. Reconfiguring the shape of the local impact area, or including a 'neighbourhood community' or equivalent impact area may help to more clearly elucidate the differing impacts likely to be experienced by, say, residents on Clevely Line and within Bunnythorpe, as opposed to those living in the rural areas on the outskirts of Bunnythorpe. It is important that consideration is given to the scale of

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	<p>effects by these different 'communities' so we can recognise whether there are different effects experienced by different groups within the 'local area' versus impacts for the local community as a whole.</p> <p>For example, consideration of travel time changes may be appropriate for any community of interest (such as resident on the Clevely Line) and whether there is any impact for residents who use this road to access to the school or community facilities to the north in Bunnythorpe, and the changes to their accessibility with local road closures and diversions etc.</p>

**Response:**

One local impact area is applied, which is defined on the geographic extent of all directly affected communities and includes the communities referred to in the question. This approach was taken due to the level of detail available at the NOR stage and variabilities in the scale of effects anticipated across small areas (for example conclusions on visual amenity find that effects vary markedly between residences on the eastern side of Railway Road - from low to moderate-high adverse).

However, a map has been prepared to illustrate social effects by different geographic areas within the local impact area, and the relative level of impact between these areas (see appendix 3).

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<p><b>Q104 How does KiwiRail propose to reflect the recommendations in the SIA in the conditions? Alternatively, please state where these recommendations are not accepted, and the extent to which identified social impacts are mitigated or managed through those proposed conditions in place.</b></p>	<p>The Social Impact Assessment makes a number of recommendations for mitigation and monitoring. However:</p> <ul style="list-style-type: none"> <li>a) These mitigation measures do not appear to have been reflected in the proposed conditions as at Appendix 3 to volume 1 of the NoR.</li> <li>b) The assessment (i.e in Table 7.1) lists the scale of impact expected without mitigation or management, but does not state what the reduction in impact would be expected to be if mitigation was implemented. This makes it difficult to assess the predicted effectiveness of the recommended mitigation measures on reducing social impacts.</li> </ul>

**Response:**

The mitigation recommended in the SIA (section 6) is largely addressed by conditions proposed in the NOR (Appendix 3). Further detail has been included in the amended conditions to reflect the SIA recommendations in greater detail. These amendments are summarised as follows:

- The Communication and Engagement (Community Liaison Forum) conditions clarify that the Community Liaison Forum is an interactive forum that will provide opportunities for community feedback, including feedback on draft management plans (which would include opportunities for feedback on specific design aspects). These amendments address recommendations in section 6.2d and 6.3 of the SIA.
- Communication and Engagement (Community Liaison Person) conditions – a new condition has been added to expand on the role of the community liaison person to receive and respond to enquiries relating to acquired properties (which can include maintenance matters), construction and operational matters (to address a recommendation in section 6.5 of the SIA).
- Communication and Engagement (Complaints register) conditions-a requirement for the Requiring Authority to provide regular updates to the community on the complaints register through the community liaison forum (to address a recommendation in section 6.4 of the SIA)
- Landscape Plan conditions)– additional requirement that, where practical, visual mitigation is in place as soon as possible (to address a recommendation in section 6.5 of the SIA).
- Operational Noise and Vibration Conditions – amendment to clarify that night-time noise from operational activities will be managed through an Operational Noise and Vibration Management Plan (including the process for modelling, monitoring and mitigating effects from this noise) and the plan will be publicly available. This addresses a recommendation in section 6.5 of the SIA).

#### FURTHER INFORMATION REQUESTED

#### REASON GIVEN FOR THE REQUEST

**Q105 Please provide confirmation that for any other recommended mitigation measures that are not provided in the conditions, that these are not factored in the social effects assessment (e.g. that the Social Impact Assessment stands).**

#### Response:

The recommendations in the SIA are addressed in the amended conditions.

#### FURTHER INFORMATION REQUESTED

#### REASON GIVEN FOR THE REQUEST

**Q106 Please identify and assess potential social impacts of the construction and operation of the Rail Hub on key community facilities including (but not limited to) Bunnythorpe Cemetery (and its community use) and schools.**

The Social Impact Assessment does not currently consider potential social impacts on some community facilities; for example, on users of Bunnythorpe Cemetery or Bunnythorpe School. The assessment notes that a significant proportion of the individuals required to relocate will likely need to move out of Bunnythorpe into the wider area, and this may affect the school's roll size (understood to be some 21-25 students) and provision of this community facility.

#### Response:

Effects on community facilities in the local impact area are considered generally in the SIA under the categories of 'The community – impact on resources in the community' and 'People's way of life'. More explicit analysis is set out below:

### Bunnythorpe School

Effects on Bunnythorpe School from the construction and operation of the Freight Hub may arise from changes to noise levels, routes/travel times to and from school, and the resident base.

Noise modelling results in the Acoustic Assessment indicate that noise generated by construction works and the operation of the Freight Hub will be audible at the school but not at levels that will cause disturbance or affect school activities.

The school's resident base is predominantly sourced from Palmerston North, so changes to routes and travel times to/from the school may affect the school community. The Integrated Transport Assessment concluded that travel time changes will have a minor negative effect at the operational stage. Modelling indicates that when the Regional Freight Hub is operational there will be no change in travel time from central Palmerston North to Bunnythorpe township, and an increase in approximately 1 minute from the suburb of Kelvin Grove. Changes to travel times and routes during construction are unknown because construction details have not been developed for the NoR stage. This can be assessed and managed through the proposed Construction Management Plan.

At this stage, it does not appear that the school would be adversely affected by the Freight Hub. While the school roll is small, and therefore its viability could be affected by substantial losses of school families (either because their home is within the Designation Extent or because they choose to move for other reasons related to the Freight Hub), discussions with the school's principal indicate an adverse effect on viability is unlikely. Only one school family is known to be located within the Designation Extent and the majority of school families live in Palmerston North city (not in Bunnythorpe township or elsewhere in the vicinity of the Freight Hub). There is also potential that Bunnythorpe township and surrounding area will attract new residents when a large permanent workforce is based at the Freight Hub.

### Bunnythorpe Cemetery

Noise modelling results in the Acoustic Assessment indicate that noise generated by construction works and the operation of the Freight Hub will be audible at the cemetery, but not at a level that would affect its amenity for visitors or disrupt funeral services. I understand that the Construction Noise and Vibration Management Plan will typically include a requirement to halt construction works during burial times and noted that construction activities in the vicinity of the cemetery will only occur for a very short time in the overall construction phase.

There will be limited views of the site from the cemetery. The Landscape and Visual Assessment concluded that there would be very low visual effects on cemetery visitors.

### Walkways and cycleways

The construction and operation of the Freight Hub will enable the continued use of, and planned extension to, PNCC's cycling and pedestrian pathway and Te Araroa trail. The indicative Landscape Plan and cross-sections illustrate the location of these facilities which are off-road and alongside substantial planting. This aligns with community values and feedback provided during engagement, and the desire to improve the Te Araroa trail between Fielding and Palmerston North.

It is anticipated that Te Araroa trail will remain open during construction. The only disruption may be to temporarily divert a section of it to enable earthworks.

The Landscape and Visual Assessment concluded that visual effects on Te Araroa trail users would be low-moderate adverse in the short-term (where the noise mitigation wall is dominant), but overall it

will be positive when the planting has sufficient time to screen the wall. Dr Chiles' opinion is that while the Freight Hub will be audible to users of Te Araroa trail, it will not be unpleasant. He noted that the noise these users currently experience from Railway Road and the railway line will be removed / reduced, and will be in keeping with the route further to the south where it passes the industrial area.

### Mitigation

In addition to mitigation recommended by noise, landscape and transport specialists, mitigation is recommended in the SIA to ensure service providers (including Bunnythorpe School, PNCC and Te Araroa Manawatū Trust) are kept informed of construction progress and potential disruption, and other matters that may affect their operation, viability and amenity. The process for keeping these groups informed will be determined through the Construction Engagement Plan which is provided for in the conditions.

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<b>Q107 Please provide an assessment of how any change in character of noise and lighting effects from the Freight Hub might affect residential amenity, quality and character of the environment, and social impact.</b>	The assessment of effects relating to noise and lighting does not address how the change in character of noise and lighting from the Regional Freight Hub may affect the character and amenity of what is currently a quiet, largely rural-residential neighbourhood (noting the North-East Industrial zoning to the south). For example, page 23 of the Social Impact Assessment notes that "in most locations the daytime noise would be compatible with residential activity (less than 55dB)". From a social impact perspective, it would be beneficial to consider these changes. It is acknowledged that this is reflected in the overall assessment of impacts, but not on commentary for impact on the community in the neighbourhood area.

### **Response:**

The SIA indicates that the creation of a noisier environment is one of the key causes of social impacts in the local impact area arising from the construction and operational phases of the Freight Hub. Effects from noise are considered in the SIA under the categories of 'Quality and amenity of the environment' and 'People's way of life – patterns at home and work'. A summary is set out below.

### Construction phase

- *Quality and amenity of the environment: moderate negative effect*  
Changes to the amenity of the environment as a result of increased noise levels and changes to the landscape/visual character (views of a construction site) may be experienced by numerous properties and from public areas. The long construction phase will mean these effects will be experienced for a number of years. Uncertainty remains for residents about the extent and duration of effects anticipated for individual properties.



- *Peoples' way of life - patterns at home and work: low-moderate negative*  
Disruption and frustration for residents if construction noise results in them changing their patterns at home and work (eg, for residents who are home during the day who are particularly susceptible to noise such as shift workers and babies/infants). Increased frustration is likely if residents cannot anticipate when/where to expect noisier periods over the lifetime of a long construction phase. This can be managed through the proposed Construction Engagement Plan.

#### Operational phase

- *Quality and amenity of the environment: high negative*  
Changes to the amenity of the environment as a result of increased noise levels and changes to the landscape/visual character will be felt across most of the local impact area, and those residents that experience the most significant change will experience both noise and visual effects (and will have experienced these throughout the construction phase). While noise and landscape mitigation can be implemented, the changes will still impact on values of importance to the local community.
- *Peoples' way of life - patterns at home and work: moderate-high negative*  
A noisier environment may affect residents' patterns at home, and possibly at work and school. The effect would be most severe if night-time activities are undertaken.

#### Lighting

A technical assessment of the effects of lighting (e.g., from light spill or enjoyment of the night sky) is not available to inform the SIA. This is one reason that a conservative scale of effects (high negative) was applied when assessing effects on the community of changes to the amenity of the environment.

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<b>Q108 Please provide more detailed assessment and explanation of the nature of expected travel disruptions during construction</b>	The Social Impact Assessment (page 18) notes that "residents may find their usual patterns of movement disrupted at times" during construction. A more detailed analysis of who may have their movements disrupted, and how would enrich this section of the assessment, and assist to clarify how the impact rating of low-moderate negative was reached.

#### **Response:**

Travel disruptions for residents within the local impact area during construction may arise when the new roading network is constructed, and when construction traffic moves to / from the site. The SIA notes that effects of construction on peoples' way of life is uncertain because construction details and a technical assessment of construction traffic effects are not available at the NoR stage. For this reason, a conservative scale of effect was applied (low-moderate negative effect) and mitigation was recommended to require a Construction Traffic Management Plan (which has been incorporated into the conditions) and engagement with the community on these matters.



I understand that initial works will be largely contained within the site (as they relate to cut and fill and the construction of the stormwater ponds). Importing of material will follow this and this stage is expected to contribute more to truck movements (and therefore traffic disruption).

#### Traffic disruption for local residents when roading changes are constructed

Development of the Freight Hub requires a section of Railway Road to be permanently closed (between Roberts Line and south of Maple Street). However, the construction of the new perimeter road will serve as an alternative connection for the public. Portions of Clevely Line, Te Ngaio Road and Richardsons Line, where they are within the site, will also be permanently closed. Associated changes to the road network include new intersections, closure of level crossings making Roberts Line (east) and Clevely Line (east) cul-de-sacs, relocation of driveways, and an improved link between Roberts Line and Sangsters Road.

Railway Road is the most used route for residents in the vicinity of the site (Bunnythorpe township and surrounding rural / rural-residential areas) to access jobs, shops, recreation and other services. Most residents travel to these destinations in Palmerston North city or Fielding. Railway Road will remain open while Perimeter Road is under construction. The construction of Perimeter Road will largely occur across farmland, away from the existing road network.

When Railway Road permanently closes (the section within the site) and Perimeter Road opens, local residents and businesses may experience short-term disruptions to roads and footpaths outside their properties, temporary detours, and from adjusting to new routes. The table below provides examples of who may experience short-term disruption.

<b>Roading works</b>	<b>Who may be affected</b>
Works to join Perimeter Road to Railway Road	<ul style="list-style-type: none"> <li>Residents adjacent to this intersection (Maple Street / Railway Road block)</li> <li>Bunnythorpe township residents travelling to / from Palmerston North</li> </ul>
Works to join Perimeter Road to Roberts Line (west)	<ul style="list-style-type: none"> <li>Residents on Roberts Line (west) (few residences in this location)</li> <li>Bunnythorpe township residents who travel to /from Palmerston North</li> </ul>
When Te Ngaio Road and Clevely Road (west) are closed where they intersect with the site	Residents at the following locations who will need to use new routes to get to/from Bunnythorpe township and south/to Palmerston North: <ul style="list-style-type: none"> <li>southern end of Te Ngaio Road</li> <li>Maple Street</li> <li>western end of Clevely Line</li> <li>western end of Roberts Line</li> </ul>
When access from Clevely Line (east) to Railway Road is closed	Residents at the following locations who will need to use Stoney Creek Road to travel into Bunnythorpe township (or further north) and Palmerston North: <ul style="list-style-type: none"> <li>Clevely Line (east)</li> <li>Sangsters Road</li> <li>Parrs Road</li> <li>Tutaki Road</li> </ul>
When Roberts Line / Railway Road level crossing is closed and works are undertaken to improve the connection between Sangsters Road and Roberts Line	<ul style="list-style-type: none"> <li>A few residents at the southern end of Sangsters Road</li> <li>Residents/businesses in the vicinity of the Railway Road / Roberts Line intersection</li> </ul>

#### Traffic disruption for local residents from construction vehicles

Higher volumes of construction vehicles, particularly heavy vehicles, may disrupt the local community's movements (affecting patterns of daily life, including connectivity) by:

- making it more difficult or taking longer to enter/leave residential properties
- increasing travel times if hold-ups occur when construction vehicles enter/leave the site
- making it more difficult for residents to cross roads to get to key facilities (such as the shops, services, bus stops and Bunnythorpe school).

The table below indicates potential areas within the local impact area that may experience this disruption if those routes are used by construction traffic. The Construction Engagement Plan will provide information for routes for construction vehicles and other temporary traffic management measures (such as changes of routes for cycling etc). This will be determined once a more detailed construction programme is developed):

Potential construction traffic routes	Who may be affected
If earthworks material is sourced from the north (e.g., construction vehicles use Campbell Road or Kairanga-Bunnythorpe Road to enter the site)	<ul style="list-style-type: none"> <li>• Residents living in the vicinity of the Bunnythorpe intersection (such as Kairanga-Bunnythorpe Road, Maple Street, Railway Road)</li> <li>• Other residents who use the Bunnythorpe intersection (residents in the main part of the township and in the rural residential areas on the eastern side of Railway Road)</li> </ul>
If earthworks material is sourced from the east or south-east (e.g., construction vehicles use Ashhurst Road or Stoney Creek and travel along Bunnythorpe's main road and through the Bunnythorpe intersection, or Roberts Line (east).	<ul style="list-style-type: none"> <li>• Residents along these routes (predominantly rural and rural-residential properties)</li> <li>• Retail and service providers on the main road (Campbell Road) and residents who access these services (for Ashurst Road and Stoney Creek Road routes only)</li> <li>• Residents living in the vicinity of the Bunnythorpe intersection (such as Kairanga-Bunnythorpe Road, Maple Street, Railway Road) (for Ashurst Road and Stoney Creek Road routes only)</li> </ul>
If earthworks material is sourced from the west or south-west (e.g., construction vehicles use Kairanga-Bunnythorpe Road or Roberts Line (west)	<ul style="list-style-type: none"> <li>• Residents along these routes (predominantly rural and rural-residential properties)</li> </ul>
Other building materials	<p>Dependent on where building materials will be sourced from and construction site access point(s). It is assumed most materials will come from Palmerston North, therefore the following will potentially be affected:</p> <ul style="list-style-type: none"> <li>• industrial and commercial premises along Railway Road (between the site and Palmerston North)</li> <li>• residents along Roberts Line (west)</li> </ul>
Construction staff	<p>Dependent on where the workforce will live and where the construction site access point(s) will be. Potentially residents along the following routes:</p> <ul style="list-style-type: none"> <li>• Residents living in the vicinity of the Bunnythorpe intersection (such as Kairanga-Bunnythorpe Road, Maple Street, Railway Road)</li> <li>• Kairanga-Bunnythorpe Road</li> <li>• Roberts Line (west)</li> <li>• Railway Road (between the site and Palmerston North)</li> </ul>

#### FURTHER INFORMATION REQUESTED

#### REASON GIVEN FOR THE REQUEST

**Q109 Please review the report and clarify the impact ratings scale in respect of any identified inconsistencies**

There is some inconsistency in the language used to describe effects throughout the report. For example, in the Executive Summary of the Social Impact Assessment the reduction in amenity for residents is

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	rated as 'high negative' for the local impact area, however on page 24 the same impact is described as 'significant'.

**Response:**

The impact ratings have been reviewed and as a result summary tables 4 and 5 (section 7.1) have been amended to insert the “overall rating” for each category of effect. The amended tables are provided in appendix 4 with the new text underlined. Most categories of effect have an overall rating, which are influenced by sub-categories. For example, the overall rating for the category ‘Quality and amenity of the environment’ on the local impact area for the construction phase is moderate negative. This reflects a moderate negative rating for amenity and low negative rating for safety.

FURTHER INFORMATION REQUESTED	REASON GIVEN FOR THE REQUEST
<b>Q110 Please provide an assessment of potential impacts on community cohesion and any available mitigation measures.</b>	The Social Impact Assessment considers changes to community amenity, but community cohesion has not been directly considered. With 24 houses being acquired and changes to the population of Bunnythorpe likely (people relocating elsewhere, and construction workforce potentially moving in) it is appropriate to consider how these changes may impact on existing community connections and how community cohesion may be altered, at the various stages of development. Similarly, the Regional Freight Hub and associated road closures will create a degree of severance between communities on either side of the Hub, and the impact of the severance on community cohesion should be considered.

**Response:**

Effects on community cohesion in the local impact area from the operational phase is considered in the SIA under the category of ‘Community character’ (section 4.1 specifies that community cohesion forms part of the assessment of community character). A moderate negative effect is identified. This recognises that the community within the Designation Extent, which largely consists of rural-residential homeowners, will be replaced by an industrial workforce. There may also be residents in the vicinity of the site who choose to move because of changes created by the Freight Hub. While 24 households within the Designation Extent is not a significant proportion of the households in Bunnythorpe township and surrounding rural / residential-residential and industrial areas, it may have some impact on community cohesion. In particular, the demographic profile of the area indicates that residents are typically settled (move less frequently), which means that the displacement of households as a result of the Freight Hub may result in established families moving, or families moving who had planned to be part of the community for a long time.

**FURTHER INFORMATION REQUESTED****REASON GIVEN FOR THE REQUEST**

**Q111 Please provide an assessment considering 'sense of place' and the aspirations the community has, both for the 'local' Bunnythorpe, but also in respect of opportunities the project has to support (or conversely impact on) the planned growth of the area as an industrial hub; and in respect of economic connectivity and growth in the wider area.**

There is no assessment of the impact of the Regional Freight Hub on the fears and aspirations identified in the assessment (e.g. for Bunnythorpe to retain its small, village feel – Village Plan), and the impacts the Regional Freight Hub may have on the sense of place values and aspirations for the community overall. The Council and community have identified a number of wider land use and connectivity aspirations (e.g. in respect of the North-East Industrial Area and the potential connectivity of this area to the wider region via the Bypass Route). In the case of the former, this is a planned aspiration (with zoning providing for growth and land use change).

**Response**

‘Sense of place’ is essentially the characteristics of value and/or aspirations for an area. Community values and aspirations for Bunnythorpe township and the industrial area are described in the existing environment (section 3.1.4). Potential effects on the character of areas within/affected by the operational phase of the Freight Hub are considered under the categories of ‘Community character’ and ‘Quality and amenity of the environment’. These categories are inter-related because the aspirations and characteristics of value to residents of Bunnythorpe township and residents in the surrounding rural-residential areas are largely based on the amenity of their environment.

In terms of ‘sense of place’ for Bunnythorpe township, the following summarises the effects of the Freight Hub on the desired village outcomes as described in the Bunnythorpe Village Plan<sup>1</sup>:

- *Bunnythorpe residents choose to live in Bunnythorpe for the quiet village and rural lifestyles* – the Freight Hub will result in an increase in background noise levels the township will experience and the potential for more activity (‘busyness’) with a large, new workforce adjacent to the township. The Freight Hub will also replace some of the rural lifestyle with industrial development, which will reduce the physical separation of the township from Palmerston North. However, the proposed mitigation will assist in addressing this (including noise measures, mitigation planting at the entrance to the township, planting and site layout to provide separation between the township and Freight Hub activities)
- *Bunnythorpe residents like the easy access they have to nearby facilities and services in Palmerston North and Fielding* – the Freight Hub is largely consistent with this outcome. While it will alter the route to Palmerston North for some residents of the township, (including the location of bus stops) this will not significantly increase travel times and will improve the safety of some routes as concluded in the Integrated Transport Assessment.
- *Bunnythorpe residents have a strong sense of local community* – there is no indication the Freight Hub will alter the sense of community.
- *Bunnythorpe residents want improvements to roading in and around Bunnythorpe* – the new roading, intersection and level crossing works associated with the Freight Hub are consistent with this outcome, including enabling the ability to integrate the Freight Hub roading network future roading aspirations such as a Bunnythorpe bypass and ring road, through the Road Network Integration Plan provided in the conditions.

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<sup>1</sup> *Bunnythorpe Village Plan 2018* (PNCC, 2018)

FURTHER INFORMATION REQUESTED	REASON GIVEN FOR THE REQUEST
<b>Q112 Please provide an assessment of potential operational changes to the environment in respect of light effects and the proposed noise mitigation methods, such as impacts on privacy, shading, amenity, and all aspects of the quality of environment and value the community has in that environment. It is acknowledged that this information largely arises from information requests from other physical environmental assessments.</b>	While the proposed noise walls may have acoustic justification, they may also have associated negative effects, for example on outlook, rural character and amenity. In addition, issues of light spill from the facility (with an industrial rather than residential or rural use) appear potentially high (or at least high change). It would be valuable for the social impact assessment to consider the potential impacts of these aspects of the proposal on the community. The social impacts on the 'quality of the environment' can provide a useful evaluation of potential 'trade-offs' in mitigation (e.g. balancing changes in noise with amenity/shading effects etc). This requires assessment of the potential effects of the mitigation measures themselves, and this may be relevant in some areas such as Sangsters Road, where the mitigation for noise and light effects may exacerbate amenity and rural character effects.

**Response:**

Effects on the quality of the environment from the operational phase are considered in the SIA under the category of 'Quality and amenity of the environment'. The impact on the local impact area is rated high negative. It is not possible with the information available at the NoR stage to undertake a more detailed site-specific assessment. As noted in relation to question 107, a technical assessment of the effects of lighting is not available to inform the SIA. This is one reason that a conservative scale of effects was applied when assessing effects on the community from changes to the amenity of the environment.

At the detailed design stage an assessment of effects on matters such as privacy and shading can be undertaken at an individual property level where properties are specifically affected. This would be the appropriate stage to manage the effects and mitigation measures, such as noise and shading which may result from noise mitigation structures.

FURTHER INFORMATION REQUESTED	REASON GIVEN FOR THE REQUEST
<b>Q113 Depending on the reliance on socio-economic benefits, please provide a more detailed assessment of anticipated positive social impacts.</b>	The Social Impact Assessment assesses the impacts on the wider impact area as largely positive. If these benefits, including socio-economic benefits, are being relied on for the overall assessment of the potential impacts of the project, it is considered they could be more clearly assessed and evaluated, including reference and citation to the assessment from other specialists to inform any qualitative assessment in the Social Impact Assessment. For example, the scale and nature of employment

**FURTHER INFORMATION REQUESTED****REASON GIVEN FOR THE REQUEST**

benefits in terms of people's way of life and wellbeing may be quantified from economic assessment and accessibility / connectivity outcomes from the transport assessment. In particular, the assessment of the aspirations of economic growth in the wider District and the contribution of the project to those (e.g. the North-East Industrial area and the role of a transport hub to the functioning of this area) could also benefit from specific consideration.

**Response:**

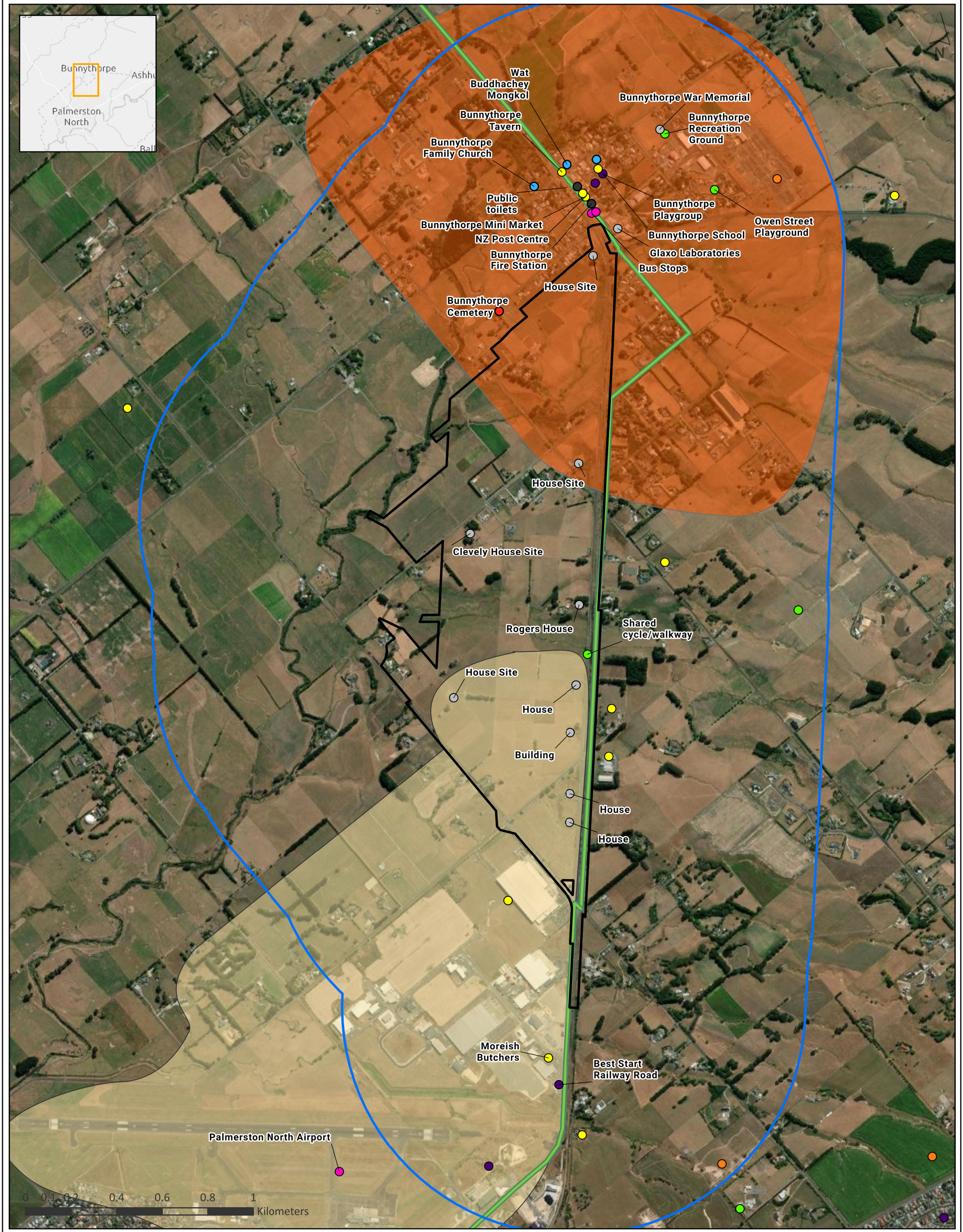
The SIA takes into account the findings of the Economic Assessment. Effects considered under the category of 'income and employment opportunities' conclude that the Freight Hub will create low positive effects for the wider and local impact areas. For example:

- the construction workforce that will be required to build the Freight Hub provides employment opportunities for residents. Construction is one of the larger employment sectors for residents in the wider and local impact areas. With many large construction projects forecast over a similar period, the number of residents employed in the construction sector may increase.
- jobs created at the Freight Hub and from businesses associated with the Freight Hub provide an opportunity for local employment. Residents in the wider and local areas are currently employed in relevant sectors and will therefore have appropriate skills to access these jobs (transport, warehousing and the wholesale trade).

Low positive effects are also identified under the category of 'quality and amenity of the environment' for the wider and local impact areas. Improved safety for people using roads and footpaths is anticipated as a result of improvements to the road network.

## Appendix 1 – Map of community facilities within the local impact area





Map 1 : Community Facilities  
Within the Local Impacted Area

Data Sources: Palmerston North City Council, Walking Access, Stantec  
Baseemap Service Credits: Earthstar Geographics, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, FAO, METI/NASA, USGS  
Map displayed in NZGD 2000 New Zealand Transverse Mercator coordinate system.  
Author: CW  
Reviewed by: CD  
Review date: 4/2/21  
Project Code: 310003007

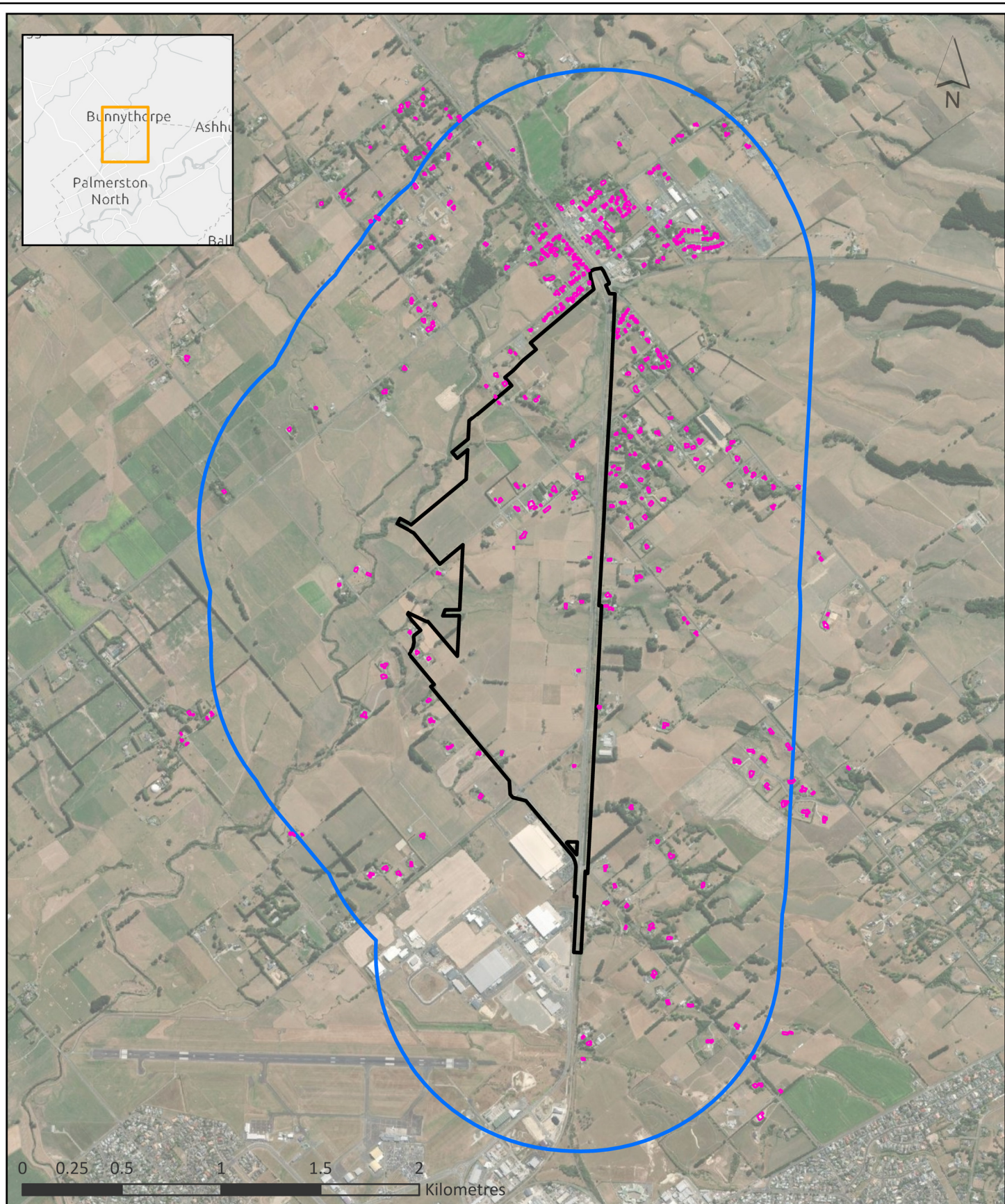
- |   |                    |   |
|---|--------------------|---|
| <b>Services/Activities</b>                  | <b>Education</b>   | <b>KiwiRail Designation Boundary</b>    |
| ● Cultural/Historic                         | ● Cemetery         | <b>Local Impact Area</b>                |
| ● Designation, substation, transmitter mast | ● Other Facilities | <b>Industrial Area (Indicative)</b>     |
| ● Commercial                                | ● Public Transport | <b>Bunnythorpe Village (Indicative)</b> |
| ● Recreation/Leisure                        | ● Te Araroa Trail  |   |
| ● Place of Worship                          |                    |   |

This document has been prepared based on information provided by others as cited in the data sources. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result. Stantec assumes no responsibility for data supplied in electronic format, and the recipient accepts full responsibility for verifying the accuracy and completeness of the data.





## Appendix 2 - Map of residential dwellings within the local impact area



## Map 2 - Residential Dwellings Within the Local Impacted Area

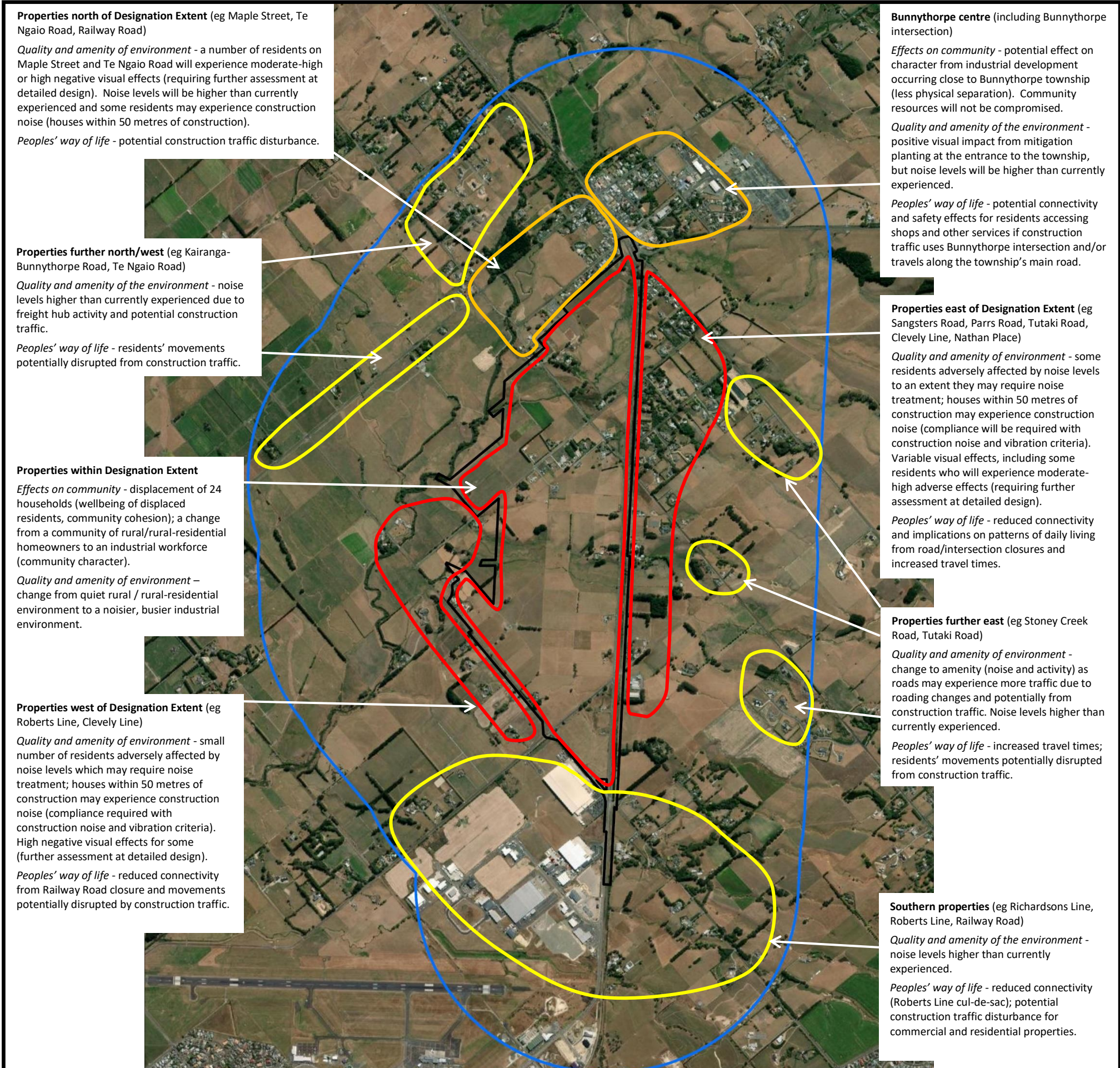
- Residential Dwellings (431)
- KiwiRail Designation Boundary
- Local Impact Area

Data Sources: Palmerston North City Council, LINZ, Stantec  
 Basemap Service Credits: Earthstar Geographics, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, FAO, METI/NASA, USGS  
 Map displayed in NZGD 2000 New Zealand Transverse Mercator coordinate system.  
 Author: CW  
 Reviewed by: CD  
 Review date: 4/2/21  
 Project Code: 310003007

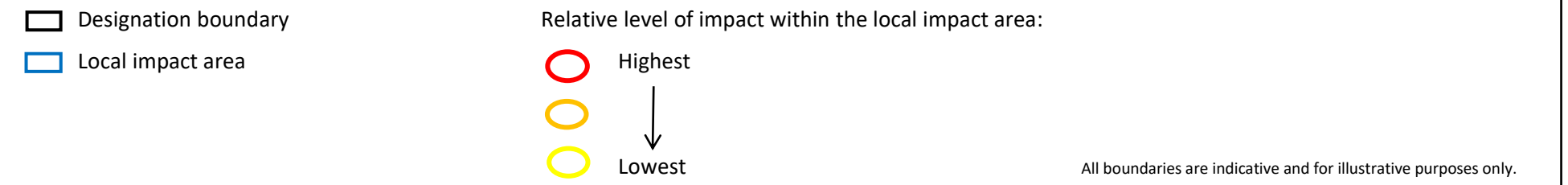
This document has been prepared based on information provided by others as cited in the data sources. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result. Stantec assumes no responsibility for data supplied in electronic format, and the recipient accepts full responsibility for verifying the accuracy and completeness of the data.

## Appendix 3 – Comparison of social impacts across the local impact area





Map 3 – Comparison of social impact across the local impact area





## Appendix 4 – Updated summary tables

Amendments to tables 4 and 5 are indicated by underlined text.

## 7.1 Summary of social effects and recommended mitigation

**Table 4: Summary of social effects from the construction phase and measures to address these effects**

[illegible]

Social impact	Area and scale of impact	Measures to address adverse effects
		<p>mechanism for keeping community representatives informed and to provide feedback on design and construction matters</p> <ul style="list-style-type: none"> <li>○ establish a 'hotline' for the community to report construction-related and other project issues as they arise (this could make use of KiwiRail's existing Freight Hub email used during the NoR process).</li> </ul>
<b>Peoples' way of life</b>	<b>Overall rating:</b> <b><u>Local impact area: low-moderate negative</u></b> <b><u>Wider impact area: low negative</u></b>	
<p><i>Connectivity</i> - Disruption and increased travel times from detours as new road(s), intersection upgrades and property access are constructed, and from construction vehicle movements. Potential frustration if residents cannot anticipate when/where to expect these delays over the lifetime of a long construction phase.</p> <p><i>Patterns at home and work</i> - disruption and frustration for residents if construction noise results in them changing their patterns at home and work (eg, for residents who are home during the day who are particularly susceptible to noise such as shift workers and babies/infants). Increased frustration is likely if residents cannot anticipate when/where to expect noisier periods over the lifetime of a long construction phase.</p>	<p>Local impact area: low-moderate negative Wider impact area: low negative</p> <p>Local impact area: low-moderate negative Wider impact area: low negative</p>	<p>Support mitigation measures recommended by transport and noise specialists.</p> <p>In addition:</p> <ul style="list-style-type: none"> <li>• prepare and implement an engagement plan that establishes a regular flow of information during the construction phase</li> <li>• establish a project/construction 'hotline' (this could make use of KiwiRail's existing Freight Hub email used during the NoR process <u>or another</u> medium) and complaints management register.</li> </ul>



Social impact	Area and scale of impact	Measures to address adverse effects
<b>The community</b>	<b>Overall rating:</b> <b>Local impact area: moderate negative</b> <b>Wider impact area: negligible-low negative</b>	
<i>Impact of potential property acquisition</i> - effects on wellbeing (anxiety, stress) during the pre-construction and construction phases from: <ul style="list-style-type: none"> <li>uncertainty about the extent of land-take</li> <li>the land acquisition process and relocation for individual landowners</li> <li>uncertainty about the effects that will be experienced for adjacent neighbours whose land is not acquired / acquired in full.</li> </ul>	Local impact area: moderate negative	Adverse effects have been mitigated as far as practicable through: <ul style="list-style-type: none"> <li>KiwiRail's approach to minimise uncertainty by 1) limiting publicity to a small list of site options considered operationally viable; 2) assessing the short-list options and announcing the preferred option within a short timeframe; 3) initiating early property purchase to enable property owners to relocate quickly if that is their preference.</li> <li>The use of different communication methods to provide regular information flows between the project team and local community prior to lodging the NoR.</li> </ul> Ensure on-going engagement (eg, preparation of engagement plan, establish a primary point of contact for the community to engage with).
<i>Impact on resources in the community (housing supply)</i> - potential for housing supply issues in the short-term if some of the construction workforce chooses to move close to the site.	Local impact area: low negative Wider impact area: negligible-low negative	Invite PNCC and MDC staff to participate in the community liaison forum to provide a flow of information on housing supply matters.
<b>Income and employment</b>	<b>Overall rating:</b> <b>Local and wider impact areas: low positive</b>	
<i>Income and employment opportunities</i> - the construction workforce that will be required to build the Freight Hub provides employment opportunities for residents. It is noted that construction is one of the larger employment sectors for residents in the wider and local impact areas. With many large construction projects forecast over a similar period, the number of residents employed in the construction sector may increase.	Local impact area: low positive Wider impact area: low positive	N/A
<i>Other financial implications</i> - fear of reduced property values	Local impact area: negligible	<ul style="list-style-type: none"> <li>Maintain ongoing site management when properties are acquired and throughout the construction phase to minimise the potential for vandalism and appearance of a "vacant site".</li> <li>Where appropriate, undertake mitigation planting prior to construction.</li> </ul>

**Table 5: Summary of social effects from the operational phase and measures to address these effects**

[illegible]

Social impact	Area and scale of impact	Measures to address adverse effects
<ul style="list-style-type: none"> <li>a community that largely consists of rural-residential homeowners will be replaced with an industrial workforce</li> <li>it is uncertain whether residents whose land will be acquired will remain living locally</li> <li>it is uncertain whether residents close to the Freight Hub will choose to move away once it is operational because of the changes</li> <li>the existing quiet, rural 'feel' of the community will change (as identified under the 'quality of environment and amenity')</li> </ul> <p>Some change could have been anticipated by the industrial zoning on the southern end of the project site, but not to the extent proposed (scale and proximity to Bunnythorpe).</p> <p><i>Impact on resources in the community</i> – the creation of jobs at the freight hub has the potential for some of the workforce to relocate closer to their job which may increase housing pressure (negative impact) and may increase viability of community services such as Bunnythorpe school (positive impact). With the close proximity of the freight hub to larger urban areas, the workforce (and therefore impact) is likely to be dispersed, and there is sufficient time for councils to factor in housing supply to their growth plans before the freight hub becomes fully operational.</p>	<p>Local impact area - negligible Wider impact area - negligible</p>	<p>Invite relevant organisations (such as PNCC, MDC, Bunnythorpe School) to participate in the forum for community liaison, to assist service providers to plan for future capacity, and to provide the community with confidence this is occurring.</p>
<p><b>Peoples' way of life</b></p>	<p><b>Overall rating:</b>  <b>Local impact area: moderate-high negative</b>  <b>Wider impact area: negligible-low positive</b></p>	
<p><i>Patterns at home and work</i> - noisier environment may affect residents' daily patterns at home, and possibly at work and school. The effect would be most severe if night-time activities are undertaken.</p> <p><i>Connectivity</i> - people's movements to daily activities, such as getting to / from work, school and other community services and facilities, and Palmerston North airport may take longer due to new Railway Road, road closures and relocated accessways.</p> <p>Enabling the continued use of, and planned extension to, PNCC's cycling and pedestrian pathway and the Te Araroa Trail will maintain active transport options for commuting and recreation provision.</p>	<p>Local impact area: moderate-high negative</p> <p>Local impact area: low negative Wider impact area: negligible-low positive</p> <p>Local impact area: negligible Wider impact area: negligible</p>	<p>Support mitigation identified in the Acoustic assessment. In addition,</p> <ul style="list-style-type: none"> <li>provide clarity for the community about the night-time activities that will be undertaken and ensure night-time noise effects are appropriately mitigated</li> </ul>

Social impact	Area and scale of impact	Measures to address adverse effects
<b>Income and employment</b>	<b>Overall rating:</b> <b>Local and wider impact areas: low positive</b>	
<i>Income and employment opportunities</i> - jobs created at the Freight Hub and from businesses associated with the Freight Hub provide an opportunity for local employment. Residents in the wider and local areas are currently employed in relevant sectors (transport, warehousing and the wholesale trade).	Local impact area: low positive Wider impact area: low positive	N/A
<i>Other financial implications</i> - fear of reduced property values	Local impact area: negligible	Where possible, initiate mitigation planting as soon as practical, so noise and visual mitigation is established in time for the site becoming operational.