

KIWI RAIL FREIGHT HUB SUBMISSION FORM



Form 21 – Submission on a Notice of requirement from KiwiRail Holdings Limited for a designation to accommodate a new regional freight hub


TO: Palmerston North City Council
Private Bag 11-034
Palmerston North 4410
ATTENTION: Democracy & Governance Manager

NUMBER OF PAGES

Continue on separate sheets if necessary

SUBMITTER DETAILS

Full name of Submitter **Sonia & Neal Watson**

Postal Address **43 Parrs Rd RD 10 Palmerston North**  Phone **0210571597**

Email **magoogle@xtra.co.nz**

Signature

(Signature of the person making submission or the person authorised to sign on their behalf. A signature is not required if you are submitting by electronic means.)


1 THE SPECIFIC PARTS OF THE NOTICE OF REQUIREMENT MY SUBMISSION RELATES TO ARE:

All of it

2 MY SUBMISSION IS: (Comment whether you support, oppose, or are neutral regarding specific parts of the Notice of Requirement or wish to have them amended and the reasons for your view.)

We oppose the NoR, citing:

1. Flooding

There are many mapped waterways and drains that flow through the properties on or near the proposed site. We have 1 such mapped waterway that runs through our and neighbouring properties. This waterway flows through a series of drains and then settles 

3 I SEEK THE FOLLOWING RECOMMENDATION OR DECISION FROM THE PALMERSTON NORTH CITY COUNCIL: (Give precise details, including the general nature of any conditions sought)

Do not approve the proposed location of ther KiwiRail hub.

1-2

4	DO YOU WISH TO BE HEARD IN SUPPORT OF YOUR SUBMISSION?
<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
5	IF OTHERS MAKE A SIMILAR SUBMISSION WOULD YOU BE PREPARED TO CONSIDER PRESENTING A JOINT CASE WITH THEM AT ANY HEARING?
<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
6A	I AM A TRADE COMPETITOR FOR THE PURPOSES OF SECTION 308B OF THE RESOURCE MANAGEMENT ACT 1991
<input type="checkbox"/> YES (If Yes, go to 6B)	<input checked="" type="checkbox"/> NO
6B	I AM DIRECTLY AFFECTED BY AN EFFECT OF THE SUBJECT MATTER OF THE SUBMISSION THAT: i. adversely affects the environment; and ii. does not relate to trade competition or the effects of trade competition
<input checked="" type="checkbox"/> YES (If Yes, comment below)	<input type="checkbox"/> NO

Please note that the small print on map of the proposed rail hub location is illegible. There was mention of extensive tree planting on the Parrs Rd side but this is not evident on the map.

PLEASE SEND YOUR SUBMISSION BY 4PM, 26 MARCH 2021	
MAILING TO	Palmerston North City Council Private Bag 11-034, Palmerston North ATTENTION: Democracy & Governance Manager
DELIVERING TO	Council's Contact Services Centre, Civic Administration Building, Te Marae o Hine: The Square, Palmerston North ATTENTION: Democracy & Governance Manager
EMAILING TO	submission@pncc.govt.nz
YOU MUST SERVE A COPY OF YOUR SUBMISSION ON KIWIRAIL HOLDINGS LIMITED BY	
MAILING TO	RMA Team KiwiRail Holdings Limited PO Box 593 Wellington 6140
EMAILING TO	Pam.Butler@kiwirail.co.nz

Please note that your submission (or part of your submission may be struck out if Palmerston North City Council is satisfied that at least one of the following applies to your submission (or part of your submission):

- it is frivolous or vexatious
- it discloses no reasonable or relevant case
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further
- it contains offensive language
- it is supported only by material that purports to be independent expert evidence but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter

Sonia & Neal Watson

Q2: MY SUBMISSION IS: (Comment whether you support, oppose, or are neutral regarding specific parts of the Notice of Requirement or wish to have them amended and the reasons for your view

We oppose the NoR, citing:

1. Flooding

There are many mapped waterways and drains that flow through the properties on or near the proposed site. We have 1 such mapped waterway that runs through our and neighbouring properties. This waterway flows through a series of drains and then settles often as flooding on the area of rural land on Te Ngaio and Clevely Line. Our concern is that any earthworks and drainage systems implemented for the project could have a negative affect on our land as backup of flood waters .

2. Noise/vibration /pollution

As the hub is to be a 24/7 yarding and shunting operation the resultant environmental side effects are immense to the adjoining and nearby properties . This concern also applies to the construction of the hub. Apart from the noise and vibration issues other environmental concerns we have are excessive light pollution ,dust and diesel fumes. There is the issue of storage of dangerous chemicals or explosive gas/fuels.

3. Cultural and Social disruption

Bunnythorpe and surrounds is a small ,close knit and long established community of village dwellers, lifestyle block owners, business owners and operators and farmers. This proposed rail hub ,we believe, will have a negative effect on the socio-economic nature of the community. The impact of the hub on the physical landscape will be immense.

4. Roading Issues

As Railway Road is to be partially closed and rerouted the concern is that smaller roads near Bunnythorpe such as Parrs Road, Tutaki Road , Eastern Clevely Line and Stoney Creek Road will be unfit for the increased traffic . None of the roads mentioned are at present 'true' 2 lane roads . Closure of Railway Road will increase the commute from Bunnythorpe to Palmerston North.

5. Effects on property values and resale potential

Properties in our area are either lifestyle blocks or working farms and as such are valued for the rural way of life they offer. This way of life is potentially to be severely compromised or destroyed if the hub goes ahead. PNCC rate payers will lose their homes.

The pressure on the availability of similar replacement properties (i.e lifestyle blocks) would be huge. Many residents live in this area due to its proximity to schools, workplaces, medical services, ability to keep animals and the like.

2-1

Form 21 – Submission on a Notice of requirement from KiwiRail Holdings
Limited for a designation to accommodate a new regional freight hub

TO: Palmerston North City Council
Private Bag 11-034
Palmerston North 4410
ATTENTION: Democracy & Governance Manager

2

Continue on separate sheets if necessary

Full name of Submitter Warren Bradley

Postal Address 787 Roberts Line R.D 8

Palmerston North

Phone 0211888334

Email bradleybarn@gmail.com

Signature

(Signature of the person making submission or the person authorised to sign on their behalf. A signature is not required if you are submitting by electronic means.)

1. Noise during construction is a concern. The 'beeping' during construction of the Progressive Warehouse is very annoying and gets inside your head. We have made complaints about the noise of the progressive construction. The Railhub construction will be closer to our residence and will be much larger project and go on for years therefore more annoying.
2. Noise once operating - the noise from the shunting and trucking, what are they going to do to keep the decibel reading to an acceptable level. What will an acceptable level be.
3. Light – We live in the country and used to darkness. We do not want the night lit up like daytime. What are they going to do to ensure we don't have light shining in our house.
4. Safe access to our property – at the moment we have very safe access and good visibility to the left and right of our driveway. It looks like we are going to have a driveway on the apex of new corner that is going to be put on Roberts Line. What is going to be done to ensure that we have safe access/visibilty in and out of our property.

Our property is 787 Roberts Line Palmertson North

Legal Description LOT 3 DP 304361

2-2

We support the Railhub as it will be good for Palmerston North but have concerns see above

We approve as long as our concerns in section 1 are addressed.

☒ YES

☐ NO

☒ YES

☐ NO

☐ YES (If Yes, go to 6B)

☒ NO

☒ YES (If Yes, comment below)

☐ NO

We live across the road from the proposed railhub. Any adverse affects to the enviroment will directly affect us and our living conditions.

MAILING TO

Palmerston North City Council
Private Bag 11-034,
Palmerston North
ATTENTION: Democracy & Governance Manager

DELIVERING TO

Council's Contact Services Centre, Civic Administration Building,
Te Marae o Hine, The Square,
Palmerston North
ATTENTION: Democracy & Governance Manager

EMAILING TO

submission@pncc.govt.nz

MAILING TO

RMA Team
Kiwirail Holdings Limited
PO Box 593
Wellington 6140

KIWI RAIL FREIGHT HUB SUBMISSION FORM



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NUMBER OF PAGES

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SUBMITTER DETAILS

Full name of Submitter **MASON H. DURIE**

Postal Address **6 WAUGH ROAD, RD 5**

Phone **06 373 4445**

Email **mhdurie38@gmail.com**

Signature **M. Durie**

(Signature of the person making submission or the person authorised to sign on their behalf. A signature is not required if you are submitting by electronic means.)

1 THE SPECIFIC PARTS OF THE NOTICE OF REQUIREMENT MY SUBMISSION RELATES TO ARE:

**Bulk liquid storage
Access Roads
Noise management**

2 MY SUBMISSION IS: (Comment whether you support, oppose, or are neutral regarding specific parts of the Notice of Requirement or wish to have them amended and the reasons for your view.)

See attached letter

3 I SEEK THE FOLLOWING RECOMMENDATION OR DECISION FROM THE PALMERSTON NORTH CITY COUNCIL: (Give precise details, including the general nature of any conditions sought.)

See attached letter

ORIGINAL TO FOR ACTION AND REPLY		
RECD	10 MAR 2021	PNOC
COPY TO		
1.		
2.		

4 DO YOU WISH TO BE HEARD IN SUPPORT OF YOUR SUBMISSION?

☒ YES☐ NO

5 IF OTHERS MAKE A SIMILAR SUBMISSION WOULD YOU BE PREPARED TO CONSIDER PRESENTING A JOINT CASE WITH THEM AT ANY HEARING?

☒ YES☐ NO

6A I AM A TRADE COMPETITOR FOR THE PURPOSES OF SECTION 308B OF THE RESOURCE MANAGEMENT ACT 1991

☐ YES (If Yes, go to 6B)☒ NO6B I AM DIRECTLY AFFECTED BY AN EFFECT OF THE SUBJECT MATTER OF THE SUBMISSION THAT:
i. adversely affects the environment, and
ii. does not relate to trade competition or the effects of trade competition☒ YES (If Yes, comment below)☐ NO

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YOU MUST SERVE A COPY OF YOUR SUBMISSION ON KIWI RAIL HOLDINGS LIMITED BY

MAILING TO

RMA Team
KiwiRail Holdings Limited
PO Box 593
Wellington 6140

EMAILING TO

Pam.Butler@kiwirail.co.nz

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- it is frivolous or vexatious
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6 Waughs Road
RD 5
FEILDING 4775
8 March 2021

Palmerston North City Council

We have serious concerns about the impacts of the proposed Kiwi Rail Hub to be developed close to Bunnythorpe. Our concerns relate to:

- Bulk liquid storage
- Access roads, and changes to existing road layouts and intersections
- Noise management areas with associated planting

Our four whānau live at the Aorangi Marae Papakainga with homes on either side of the marae. Our homes face Waughs Road, with one of the homes also bordering Camerons Line. Waughs Road leads to Bunnythorpe. The Aorangi marae is at the heart of the papakainga and together, the Marae and the Papakainga have been in existence here for more than 135 years. Linked to the Marae and the Papakainga, and on the opposite side of the railway line is the Aorangi Urupa. Our whānau are tangata whenua and maintain ahi kā for the Tahuriwakanui Hapu.

Over time, especially over the past decade, we have been subjected to the consequences of road congestion due to greatly increased numbers of trucks and commuter vehicles. The high volumes of rail and road traffic have been associated with increasing risks to safety, health and wellbeing. We have serious exposure to noise, to fumes and to speed. Moreover, access to and from both our Papakainga and Urupa is increasingly fraught.

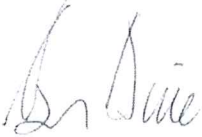
Our concerns about the Kiwi Rail proposal are related to the high likelihood of serious aggravation of the existing roading overload and the likelihood of concomitant rail overload through an increase in train traffic or through longer trains or both. They will all have lasting effects on the quality of life for our papakainga whanau, for the mana of the Marae, and for the integrity of the Urupa

We do not want our whanau to be further exposed to increased traffic volumes, or to longer or more trains. That will undoubtedly greatly magnify the current health and safety risks. Nor do we want to be subjected to even greater commotion from 24 hours of increased heavy truck and train traffic or to face the prospect of leakage from bulk liquid storage.

In our view the Kiwi Rail Hub should not proceed unless access to and from the Hub has, first and foremost, dedicated roads that do not intrude on existing roads linked to the Papakainga. The building and usage of such roads should not impinge on our health, our safety, and our environment. Further, before any work starts on building a Hub, the new Hub dedicated roads should be completed and ready to take Hub construction workers and other Hub traffic.

While our Papakainga is not within the PNCC jurisdiction, we ask the Council to take into account the wider impacts of the venture that have the potential to jeopardise the wellbeing of our whanau, now and for generations yet to come.

We might also add that similar concerns have relevance for the Taonui School on Waughs Road, where generations of our children have been educated.

A handwritten signature in dark ink, appearing to read 'Mason Durie', written in a cursive style.

Mason Durie

On behalf of the Aorangi Papakainga.

KIWIRAIL FREIGHT HUB SUBMISSION FORM

4-1



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NUMER OF PAGES

4

Continue on separate sheets if necessary

SUBMITTER DETAILS

Full name of Submitter **Bruce M & Alison M Hill**

Postal Address **5 Kohavia Lane, RD 10,**

Phone **06 329 2722 / 027 441 5839 / 027 316 3994**

Palmerston North

Email **thehillspn@gmail.com**

Signature

(Signature of the person making submission or the person authorised to sign on their behalf. A signature is not required if you are submitting by electronic means.)

1 THE SPECIFIC PARTS OF THE NOTICE OF REQUIREMENT MY SUBMISSION RELATES TO ARE:

Potential Adverse Effects KiwiRail Form 18: (a) Social impacts on local residents, including from land acquisition and a change in the quality and amenity of the environment. (b) Noise effects related to both the construction and operation of the Freight Hub. (c) Transport effects due to increased transport movements and other changes to the roading network to integrate access to the Freight Hub.

2 MY SUBMISSION IS: (Comment whether you support, oppose, or are neutral regarding specific parts of the Notice of Requirement or wish to have them amended and the reasons for your view.)

We oppose, in its entirety, the building of the proposed Rail Hub in the proposed current position (see attached submission)

3 I SEEK THE FOLLOWING RECOMMENDATION OR DECISION FROM THE PALMERSTON NORTH CITY COUNCIL: (Give precise details, including the general nature of any conditions sought)

That the PNCC does not approve the Rail Hub proposal but directs KIWIRAIL to resubmit its proposal based on consideration of other sites.

4 DO YOU WISH TO BE HEARD IN SUPPORT OF YOUR SUBMISSION?☐ YES☒ NO**5 IF OTHERS MAKE A SIMILAR SUBMISSION WOULD YOU BE PREPARED TO CONSIDER PRESENTING A JOINT CASE WITH THEM AT ANY HEARING?**☒ YES☐ NO**6A I AM A TRADE COMPETITOR FOR THE PURPOSES OF SECTION 308B OF THE RESOURCE MANAGEMENT ACT 1991**☐ YES (If Yes, go to 6B)☒ NO**6B****I AM DIRECTLY AFFECTED BY AN EFFECT OF THE SUBJECT MATTER OF THE SUBMISSION THAT:**

i. adversely affects the environment; and

ii. does not relate to trade competition or the effects of trade competition

☒ YES (If Yes, comment below)☐ NO

Like other home-owners in the area bounded by Stoney Creek Rd, Parrs Rd, Sangsters Rd and Clevely, we will be impacted adversely by a huge industrial development in close proximity to the above area which is generally described as rural lifestyle. These impacts will be noise, artificial light pollution, dust pollution (during development)

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submission@pncc.govt.nz

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RMA Team
KiwiRail Holdings Limited
PO Box 593
Wellington 6140

EMAILING TO

Pam.Butler@kiwirail.co.nz

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Rail Hub Submission

Bruce & Alison Hill, 5 Kohavia Lane (15 March 2021)

Introduction

In 2013, after searching for a rural section where we could peacefully retire, we bought an acre of undeveloped land in Kohavia lane. On consulting the planners at the PN City Council, prior to purchase, we were led to believe that the only potential major programme of work on the horizon was the new by-pass or ring road around Palmerston North (the position of that ring road being unknown).

At the time we purchased our section, the area around Kohavia lane was designated as rural residential. Most people who live around this area (i.e. Parrs Rd, Sangsters Rd, Clevely Line as well as in nearby Bunnythorpe) do so because they specifically value a rural or village lifestyle and all the benefits which that lifestyle brings. Unfortunately, should the Rail Hub development go ahead, the many households dotted around this community will be adversely affected and that rural lifestyle will be diminished to a greater or lesser extent.

When we built here, our acre was a bare paddock. Being keen gardeners, we have spent many hours (and a considerable amount of money) landscaping and planting, creating a very beautiful garden containing all the trees we love. Furthermore, as these trees and shrubs have grown there has been a marked increase in native bird-life – something that we hoped for but never anticipated would happen so rapidly.

Being in our late sixties / early seventies and given the investment we have made on this site, it is not feasible to simply sell up and move on to escape the Rail Hub. This garden is our last garden.

We would never have bought this property if we had known that the Rail Hub was likely to be situated on the proposed site along Railway Rd.

Given the above, we unequivocally oppose the building of an industrial complex i.e. the Rail Hub on the proposed Railway Rd site. It will destroy the rural nature of and lifestyle on the properties in aforementioned roads, not to mention other properties on the perimeter of the site. Another site for the Rail Hub, which impacts less families, needs to be found.

We realise that the impact on households such as ours will be much less than for some others and we are horrified at the loss that will be experienced by some others e.g. those in Clevely Line between Railway Rd and Roberts Line.

At various public meetings we have attended Project Team members have talked about 'mitigating' the negative effects of noise and light pollution as well as the unsightly appearance of the Rail Hub. But mitigation is about 'reduction' not 'elimination'. And despite their assurances, it is not within their ability to quantify the extent or the success of that mitigation.

Specific Concerns

Construction Noise

We are very concerned about the impact, on our local community, that the earth works, required to 'flatten' the Rail Hub site, will have even before the buildings and railway lines of the rail hub is installed. It is inescapable the whole process will be highly disruptive.

Should the project be approved, earth moving and site shaping will undoubtedly go on for at least year. This being the case, it is inescapable that there will be incessant earth *moving machinery noise* and *wind-blown dust* which will impact surrounding properties.

- **Should the proposal be approved then we strongly urge the Council to ensure that the following are prerequisites before the beginning of full site development:**
 1. **Completion of the new road around the perimeter of the site to replace Railway Rd as the main thoroughfare.**
 2. **Shifting / realigning of the main trunk line to its new position (i.e. approximately where Railway Rd is currently)**
 3. **Completion of the all the earth bunds, concrete walls and planting between the new main trunk line and the communities which would be most affected (i.e. Sangsters Rd, Clevely Line, Parrs Rd and parts of Bunnythorpe) so that construction noise, artificial light and windblown dust is mitigated from the start of the project.**

Traffic Flow Changes

KiwiRail has outlined, in its proposal, for Railway Rd to be closed and absorbed as part of the Hub and for a new route to be built on the other side of the Hub to carry Bunnythorpe traffic into Palmerston North.

- **We strongly urge the Council to consider the wider traffic flows in, around and between Palmerston North, Feilding and other towns and villages before making its decisions about the Rail Hub.**

Flooding

Some areas either side of Railway Rd, particularly in the vicinity of Clevely Line and through to Kairanga-Bunnythorpe Rd, are very low-lying and prone to flooding. We are concerned that the culvert and drainage design and construction for the proposed Rail Hub will impede the escape of flood water from Clevely Line, and Sangsters Rd etc.

- **We strongly urge the Council to ensure, by independent assessment, that all drainage in, around and under the Rail Hub site is sufficient to handle even the most extreme rainfall without flooding of the local community.**

Proposed Regional Ring Road

We realise that the proposed Regional Ring Road is not part of the KiwiRail application. Neither is the positioning of it KiwiRail's responsibility. Nevertheless, the positioning of the Ring Road could have huge potential ramifications for the community between Stony Creek Rd and Sangsters Rd which will already be adversely impacted by the rail hub development.

For example, should the ring road incorporate Stony Creek Rd, the community described above will be hit with a 'double whammy' of noise pollution, increased traffic density on both sides.

- **We strongly urge the Council to ensure that it does not consider the impact of the proposed Rail Hub in isolation but rather takes into account other developments (e.g. the Regional Ring Rd) when assessing the impact on the local community.**

KIWI RAIL FREIGHT HUB ⁵⁻¹ SUBMISSION FORM



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TO: Palmerston North City Council
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ATTENTION: Democracy & Governance Manager

NUMBER OF PAGES 3

Continue on separate sheets if necessary

SUBMITTER DETAILS

Full name of Submitter **Terry Brian Cooney**

Postal Address **Palmerston North Airport Ltd**

Phone **027 233 4727**

PO Box 4384, Airport Drive, Palmerston North

Email **terry.cooney@pnairport.co.nz**

Signature

(Signature of the person making submission or the person authorised to sign on their behalf. A signature is not required if you are submitting by electronic means.)

1 THE SPECIFIC PARTS OF THE NOTICE OF REQUIREMENT MY SUBMISSION RELATES TO ARE:

Assessment of environmental effects.

2 MY SUBMISSION IS: (Comment whether you support, oppose, or are neutral regarding specific parts of the Notice of Requirement or wish to have them amended and the reasons for your view.)

Discharging efflux, and light underneath the horizontal obstacle limitation surface within the Palmerston North Airport Zone. Crane operations during construction and height of structures. If these areas are not assessed they may effect operations at Palmerston North Airport. The discharge of efflux is of the most concern. However, once determined by CAA NZ it may be found that no issues or mitigations are required.

3 I SEEK THE FOLLOWING RECOMMENDATION OR DECISION FROM THE PALMERSTON NORTH CITY COUNCIL: (Give precise details, including the general nature of any conditions sought)

Kiwirail submit a request to CAA NZ for a Part 77 determination on efflux discharge and any crane operations during the construction stage.
<https://www.aviation.govt.nz/rules/rule-part/show/77>

5-2

4 DO YOU WISH TO BE HEARD IN SUPPORT OF YOUR SUBMISSION?

☒ YES

☐ NO

5 IF OTHERS MAKE A SIMILAR SUBMISSION WOULD YOU BE PREPARED TO CONSIDER PRESENTING A JOINT CASE WITH THEM AT ANY HEARING?

☐ YES

☒ NO

6A I AM A TRADE COMPETITOR FOR THE PURPOSES OF SECTION 308B OF THE RESOURCE MANAGEMENT ACT 1991

☐ YES (If Yes, go to 6B)

☒ NO

6B I AM DIRECTLY AFFECTED BY AN EFFECT OF THE SUBJECT MATTER OF THE SUBMISSION THAT:

i. adversely affects the environment; and
ii. does not relate to trade competition or the effects of trade competition

☒ YES (If Yes, comment below)

☐ NO

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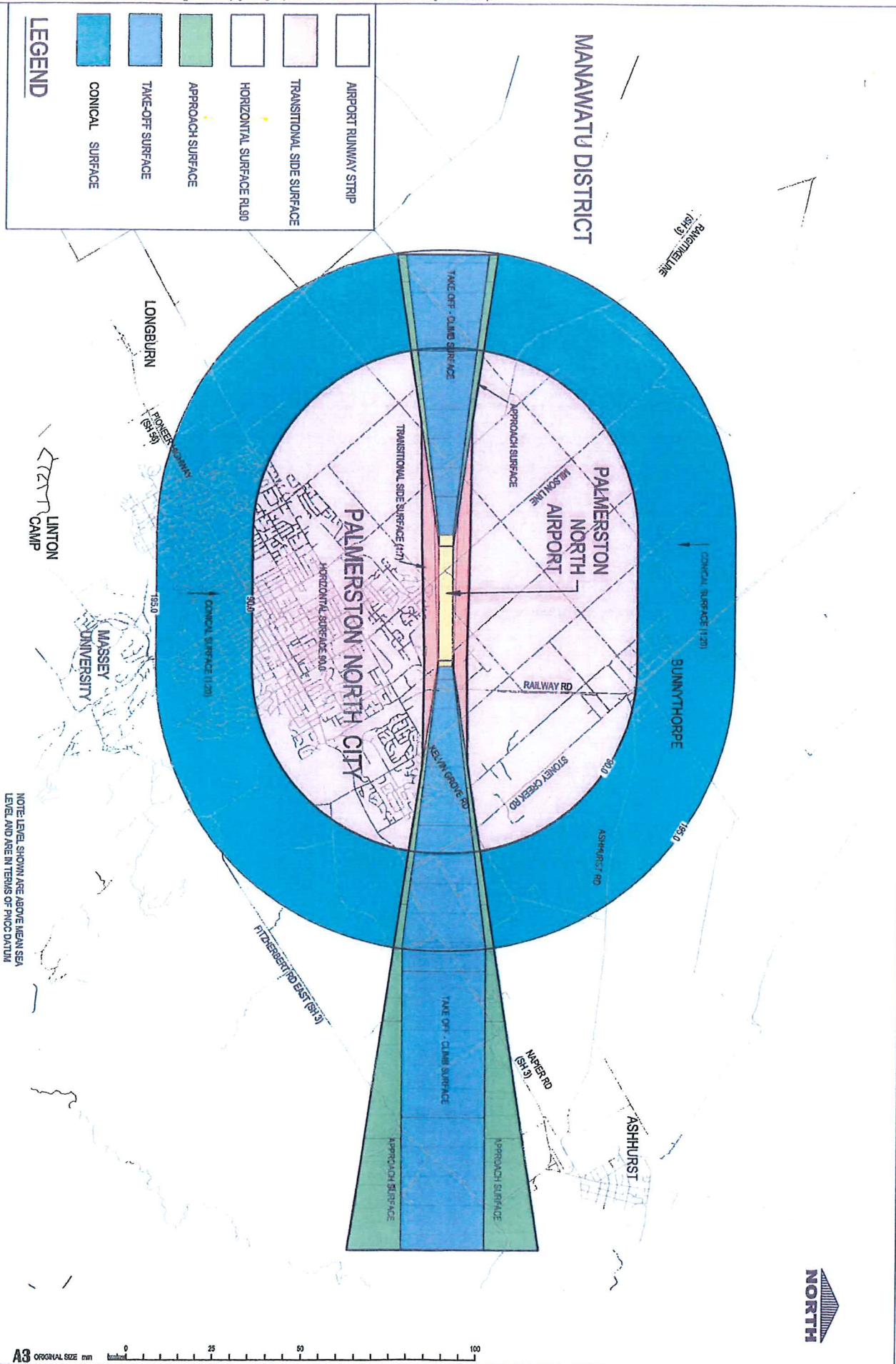
YOU MUST SERVE A COPY OF YOUR SUBMISSION ON KIWIRAIL HOLDINGS LIMITED BY

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KIWI RAIL FREIGHT HUB 6-1 SUBMISSION FORM



Form 21 – Submission on a Notice of requirement from KiwiRail Holdings Limited for a designation to accommodate a new regional freight hub

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NUMBER OF PAGES

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SUBMITTER DETAILS

Full name of Submitter Glen and Karen Woodfield

Postal Address PO Box 102, Bunnythorpe 4867

Phone 063292440

Manawatu

Email glenkarenz@gmail.com

Signature

(Signature of the person making submission or the person authorised to sign on their behalf. A signature is not required if you are submitting by electronic means.)

1 THE SPECIFIC PARTS OF THE NOTICE OF REQUIREMENT MY SUBMISSION RELATES TO ARE:

1. Noise management areas with associated planting
2. Buildings and other activities ancillary to freight hub
3. Access roads and changes to existing road layouts
4. Marshalling yards (including tracks, signals, overhead line equipment and lighting)

2 MY SUBMISSION IS: (Comment whether you support, oppose, or are neutral regarding specific parts of the Notice of Requirement or wish to have them amended and the reasons for your view.)

1. Amended: Change the height or position of the noise reduction bank
2. Oppose: Any new buildings not already on the plan, parallel to Maple Street.
3. Oppose: Access to the site beside 9 and 9a Maple street
4. Amended: We want to make sure that the best has been done to reduce noise in the marshalling yards and light pollution in the whole area.

3 I SEEK THE FOLLOWING RECOMMENDATION OR DECISION FROM THE PALMERSTON NORTH CITY COUNCIL: (Give precise details, including the general nature of any conditions sought)

See attached notes.

6 - 2

4	DO YOU WISH TO BE HEARD IN SUPPORT OF YOUR SUBMISSION?
<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
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6B	I AM DIRECTLY AFFECTED BY AN EFFECT OF THE SUBJECT MATTER OF THE SUBMISSION THAT: i. adversely affects the environment; and ii. does not relate to trade competition or the effects of trade competition
<input type="checkbox"/> YES (If Yes, comment below)	<input type="checkbox"/> NO
<div></div> <div></div> <div></div>	

PLEASE SEND YOUR SUBMISSION BY 4PM, 26 MARCH 2021	
MAILING TO	Palmerston North City Council Private Bag 11-034, Palmerston North ATTENTION: Democracy & Governance Manager
DELIVERING TO	Council's Contact Services Centre, Civic Administration Building, Te Marae o Hine: The Square, Palmerston North ATTENTION: Democracy & Governance Manager
EMAILING TO	submission@pncc.govt.nz
YOU MUST SERVE A COPY OF YOUR SUBMISSION ON KIWIRAIL HOLDINGS LIMITED BY	
MAILING TO	RMA Team KiwiRail Holdings Limited PO Box 593 Wellington 6140
EMAILING TO	Pam.Butler@kiwirail.co.nz

Please note that your submission (or part of your submission may be struck out if Palmerston North City Council is satisfied that at least one of the following applies to your submission (or part of your submission):

- it is frivolous or vexatious
- it discloses no reasonable or relevant case
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further
- it contains offensive language
- it is supported only by material that purports to be independent expert evidence but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter

Feedback to council around NOR from KiwiRail.

Noise management areas with Associated Planting. - Amended

We have a son with autism who loves trains and this home has been built and orientated to support him into the future. The property has been orientated for the view, hills, windmills and trains, and this would stop that from happening. We have two points to make.

1: Please lower the sound/noise barrier hill to at least 2 meters or move it out to the original plan position so that we do not lose the view and are blocked completely. The current plan is for 3 metres plus trees.

2: Please do not build this first in case the rail hub does not proceed and our view is permanently blocked.

3: The plans are not clear on the boundary of the sound bank. Clarity around the details of this is required as it only indicates approx

Buildings & Other activities ancillary to freight hub. - Oppose

We oppose any new buildings not on the plan, to be built parallel to Maple Street. We also are opposed to flipping the plans around so there is more noise in Maple Street e.g. marshaling yards to stay at the furthestmost point.

Access Roads and changing to existing road layout - Oppose

Our son has huge sensory issues. Specifically to noise. Already this process potentially puts the family at risk of intense stress.

We oppose use of access from Maple Street beside 9 and 9a Maple Street for site access for both prep, building and final plan. We are not in favor of Railway road cutting in front of us. In the first plan this was not planned, but appeared in the second plan. We are concerned with the lack of consideration to those of us in Maple Street, as we are officially "not impacted" by the rail hub, but actually we are going to be impacted more due to the potential road changes and other plans.

We are expecting to have to put in double glazing to help deal with this. NZ rail has indicated there is no support in this process. As mentioned above, the impact and mental health on our son is unpredictable as there are many changes and many variables happening, without consultation or talking to us about how we can be supported to make this process for our son as easy as possible.

The Marshaling yards including track signals, overhead line equipment and lightening. - Amended

We have a couple of points to note.

1: What evidence can be provided to show the best has been done to reduce noise in the marshaling yards and light pollution in the whole area.

2: There has been no process of evaluation or reviewing this stage by stage. Or even after the event. By this we mean, what happens if our home starts cracking due to the vibrations. What

6 - 4

Feedback to council around NOR from KiwiRail.

happens if the noise becomes out of control. What happens with the decisions from NZTA - although they are separate, their decisions impact the hub and those living in the community. What form of re- dress do we have during and after if this goes ahead.

Final comment: It is not appropriate for us, who are going to be massively impacted but as mentioned, NZ Rail have said we fit into the "not impacted" zone; to not be offered compensation.

KIWI RAIL FREIGHT HUB SUBMISSION FORM



Form 21 – Submission on a Notice of requirement from KiwiRail Holdings
Limited for a designation to accommodate a new regional freight hub

TO: Palmerston North City Council
Private Bag 11-034
Palmerston North 4410
ATTENTION: Democracy & Governance Manager

NUMER OF PAGES 6

Continue on separate sheets if necessary

SUBMITTER DETAILS

Full name of Submitter **Rochelle & Rex McGill**

Postal Address **9 Sangster Rd, RD 10, Palmerston North** Phone **027 257 2026 / 0274 922 951**

Email **mcgill.r@xtra.co.nz**

Signature

(Signature of the person making submission or the person authorised to sign on their behalf. A signature is not required if you are submitting by electronic means.)

1 THE SPECIFIC PARTS OF THE NOTICE OF REQUIREMENT MY SUBMISSION RELATES TO ARE:

Airbourne Pollutants

Noise

Vibration

Lighting

Road use changes

Pest control. Please see attached forms for specific parts of NoR each topic relates to.

2 MY SUBMISSION IS: (Comment whether you support, oppose, or are neutral regarding specific parts of the Notice of Requirement or wish to have them amended and the reasons for your view.)

Overall we do not support the Rail Hub. That said we realise that we have little power to stop this project from proceeding. With that in mind in this submission we set out to describe the impacts of and proposed solutions to the six topics stated above. Our understanding of the topics as presented in the Kiwirail Notice of Requirement (NoR) is such that our submission would be considered neutral. Each of the above topics and their relation to the Kiwirail NoR is presented on the attached pages amendments that we believe need adjusting

3 I SEEK THE FOLLOWING RECOMMENDATION OR DECISION FROM THE PALMERSTON NORTH CITY COUNCIL: (Give precise details, including the general nature of any conditions sought)

As per above please consult the attached pages in relation to the six topics found within our submission.

4	DO YOU WISH TO BE HEARD IN SUPPORT OF YOUR SUBMISSION?
<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
5	IF OTHERS MAKE A SIMILAR SUBMISSION WOULD YOU BE PREPARED TO CONSIDER PRESENTING A JOINT CASE WITH THEM AT ANY HEARING?
<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
6A	I AM A TRADE COMPETITOR FOR THE PURPOSES OF SECTION 308B OF THE RESOURCE MANAGEMENT ACT 1991
<input type="checkbox"/> YES (If Yes, go to 6B)	<input checked="" type="checkbox"/> NO
6B	I AM DIRECTLY AFFECTED BY AN EFFECT OF THE SUBJECT MATTER OF THE SUBMISSION THAT: i. adversely affects the environment; and ii. does not relate to trade competition or the effects of trade competition
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KIWIRAIL SUBMISSION - 9 SANGSTERS ROAD, RD10, PALMERSTON NORTH 4470.

1. **AIRBOURNE POLLUTANTS** - specifically in relation to drinking water capture for property at 9 Sangsters Rd.

In response to Kiwirail Notice of Requirement (NoR):

- Section 9.5.3
- Section 9.13
- S92 Requests and Responses - Attachment 5 - contaminated land point 174.
- S92 Requests and Responses – Attachment 12 – Social Impact, Table 5, pg 21

We are a semi-rural property sitting directly to the east of the proposed rail hub and within approximately 100 meters of the proposed rail hub boundary. All the potable water requirements for our property is reliant on rainwater capture from the main dwelling roof. We are currently not connected to the Bunnythorpe trickle feed water system that extends from Parrs Rd unlike our immediate neighbour's.

IMPACT

- The property at 9 Sangsters Rd sits in the prevailing westerly wind flow to the east of the proposed Rail Hub. While the NoR considers the working impact of pollutants from the Hub once in operation no mention is made of mitigation of airborne pollutants during the construction phase of the project. As attested to at the Bunnythorpe Community meetings held in 2020, the planned earthworks will require approx. 2.34 million cubic meters to be moved over a 3-5 year period. Also within the construction groundwork being planned, a proposed 1.5 Million cubic meters of backfill will be introduced to the work site. In the proposed mitigation of that phase of the construction process, the information provided by Kiwirail at the Community meetings was to use either water and/or chemicals to suppress dust drift. However we believe due to weather factors and the easterly position of not only our property but also those in the community surrounding us, will be adversely affected. Properties to the east of the project will be impacted in their ability to collect potable water without having an increase in airborne pollutants affecting the water quality.
- Kiwirail proposes to mitigate this impact by planting vegetation and trees to act as a buffer to wind-blown pollutants. It takes approximately 5-10 years for trees and shrubs to grow to the relevant height that will supposedly mitigate the pollutants that Kiwirail agree will be a problem. With that in mind how will Kiwirail mitigate the airborne pollutants, especially during the initial construction phase on the project as the plantings will not have had time to mature to offer the proposed protection as stated in the solutions of the NoR?
- The information provided at the community meetings inferred that once the initial mitigation planting was completed that a period of maintenance of the vegetation would be put in place for a 5-6 year period. We contend that this period will not be long enough to produce the desired impact of the planting. Looking at the current state of maintenance to the 10 meter Kiwirail corridor that extends along the main trunk line from Bunnythorpe to the PNCC North-western Industrial Estate we have little confidence that any of the agencies involved in the current maintenance of vegetation will be able to live up to the maintenance aspirations of the proposed vegetation mitigation zones.
- Aside from the construction phase of the project, once the Rail Hub is operational significant increases in airborne pollutants are expected. This will also affect the maintenance requirements of properties to the east of the complex. Kiwirail are moving away from electrified locomotion to a fossil fuel based fleet. One of the future outcomes proposed by Kiwirail is for longer trains to be a feature of traffic on the rail network. At low speeds, particularly when locomotives are having to generate torque to provide the initial force to move trains from the proposed ten siding Rail Hub terminal, exhaust emission will be increased. For

properties that rely solely on rainwater collection for their water source, this valuable commodity will now have to be used for more regular maintenance of easterly properties.

SOLUTION

- Kiwirail to assess and provide solutions, on a property-by-property basis, to all properties within one kilometer of the Rail Hub boundary who capture rainwater for potable purposes. This may range from providing first catch run-off systems to extra filtration devices.
- Kiwirail to provide annual testing of all potable rainwater catchments systems within one kilometer of the Rail Hub boundary.
- PNCC to provide, at Kiwirail's expense, full connectivity to town water supply to all affected properties within one kilometer of the Rail Hub boundary.
- Ongoing and Independent monitoring of airborne pollutant levels.

2. NOISE

In response to Kiwirail Notice of Requirement (NoR):

- Section 9.4.1
- Section 9.15.1
- S92 Requests and Responses – Attachment 12 – Social Impact Q107 response Long Construction phase
- S92 Requests and Responses – Attachment 7 – Noise and Vibration Request 8-12, 15, 18(iii) and 19. Figures 1, 7, 8, 11 and 12 – Proposed Noise Buffer Zones
- Technical Report J - Social Impact Assessment Section 5.1

Currently the PNCC District Plan designates the northern area of the proposed Rail Hub as Rural. Kiwirail are seeking to have this designation changed to allow for a 24/7/365 rail operation. Additionally there will be an increase in noise during the construction phase of the project. Both the change in land use and the construction phase will have long-term implications in regards to the impact of noise to the property located at 9 Sangsters Rd and surrounding properties.

IMPACT

- According to the results of the Technical Report D included in the NoR, the impact of noise will be felt most by property dwellings within 100 meters of the proposed Rail Hub boundary. As noted in NoR technical report D figure 1 includes a proposed noise management boundary/wall. According to the KiwiRail report, our dwelling will be right at the top of the acceptable range of 55Db for noise. Therefore, the assumption can be made that as per requests 18 & 19, noise levels will regularly exceed this level. This assumption is based on Kiwirail's own admission that they will find it difficult to monitor noise levels, which is alluded to in the "Special Audible Characteristics" SAC's.
- Changing the zoning designation from Rural to 'Rail Hub' will mean a lack of restrictions to the activities inside the operational Rail Hub. Operations will proceed 24/7/365 with loading and unloading of trains. This will drastically change the nature of living within close proximity of the Rail Hub. The current PNCC 10 year plan makes no indication of an extension to the North East Industrial area. The current operation rules that apply in that area limit industrial noise between the hours of 10pm – 6am (see PNCC District Plan Section 12A.6.2 (H)).
- The noise monitoring which was used to produce the Noise impact report was under-taken between Feb – July 2020. This time frame included the Govt. mandated Covid-19 lockdown period. Due to this, the resulting recordings may not represent a true indication of noise level and transmission. Traditionally the spring equinox period (late Sept-Dec) is when noise transmission would be at its peak, which again may have given the recorded noise testing a false positive result.

SOLUTIONS

- Definitive boundary mitigation put in place for affected dwellings that sit within the reports upper noise readings, particularly as the Kiwirail NoR proposes operational noise of 45Db at night and 55Db during the day.

7 - 5

- Enforce an operational noise restriction between 10pm - 6am as per current North East Industrial zone requirements.
- Re-monitor the noise impacts over a full 12-month period to understand the impact of seasonal variations in noise travel, if any.
- PNCC and Kiwirail to institute an independent noise monitoring system to monitor and report on any breaches to noise limits created by the Rail Hub operations, particularly between the hours of 10pm and 6am.
- Kiwirail to provide independent assessment of the impact and further mitigation needs of each individual property within one kilometer of any Rail Hub boundary. Mitigations may include introducing structural elements to the dwelling to provide acceptable levels of noise transmission that meet an independently agreed level.

3. VIBRATIONS

In response to Kiwirail Notice of Requirement (NoR):

- Section 9.4 Noise and Vibration Effects

Vibrations occur with passing train movements north and south on the main trunk line. With the proposed increase both in traffic and in size of train being proposed by Kiwirail (current max length 900m, proposed future train length 1500m) the impact of operation vibration will continue. With loading and un-loading operations to be added, these impacts may increase.

IMPACT

- Although Kiwirail propose shifting the main trunk track to the area currently used as Railway Road, the impact of vibrations will still be felt by properties particularly those properties along Sangsters Road. With the proposed changes to train size and continual movement in and out of the Rail Hub operating area the impact of vibrations can only be guessed at.

SOLUTION

Kiwirail to set up an independent monitoring regime to collect vibration data to understand impact of operational use of the Rail Hub. Depending on results Kiwirail to under-take a property by property assessment of vibration impacts on dwellings within 100m taking into account construction type.

4. PEST CONTROL

The final lay-out of the Rail Hub as proposed by Kiwirail will see a significant re-routing of waterways that flow from East to West into the Mangaone Stream. This will include the installation of culverts and canals to help flow water through the operational site and to settling ponds to the West of the Rail Hub. These waterways will include significant planting of native vegetation. In addition, the formed noise mitigation Bunds and Walls are to be planted as well.

IMPACT

- While such planning is a positive in that it opens up natural corridors for native species to thrive there seems to be a glaring omission of any thought having been spent on instituting a pest control programme. As most rural dwellers know, managing pests such as Rats, Stoats and Possum is an on-going part of country lifestyle living. With the advent of the waterways and planting as proposed within the Rail Hub, this has the potential to increase pest movements and habitation. Nowhere in any of the current documentation in regards the NoR is there any mention of pest control. Given the size of the project and the nature of operations (storage and handling goods) we believe this is an oversight.

SOLUTION

- Kiwirail to plan and invest in a pest management plan for the Rail Hub site.

5. LIGHTING

In response to Kiwirail Notice of Requirement (NoR):

- S92 Requests and Responses – Attachment 4B – Up-dated lighting Report 4.6.2 Glare
- S92 Requests and Responses – Attachment 12 – Social Impact Q112

One of the contributing social features of living in a semi-rural setting is enjoyment of the night sky due to limited light pollution.

IMPACT

- With the introduction of artificial lighting across the Rail Hub area, the ability to enjoy observing the stars in the night sky will be severely impacted. One of the benefits of country living will be lost to residents and neighbours of the proposed Rail Hub area.
- Safety lighting will be used within the operational area of the Rail Hub. This will be particularly invasive during night operations.

SOLUTION

- Kiwirail and PNCC to set up independent monitoring of light glare with reporting of light pollution levels to a community panel on an on-going basis.

6. ROAD USE IMPACT

In response to Kiwirail Notice of Requirement (NoR):

- Section 9.15.2 – Operational Phase
- S92 Requests and Responses – Attachment 12 – Social Impact Q108 – Travel Disruptions
- Technical Report J - Social Impact Assessment pg18 - Safety

As per the S92 Social Impact Assessment appendix 3, map 3 Social Effect indicates that Cleverly Line, Sangsters Rd, Parrs Rd and Tutaki Rd have the potential to be significantly impacted by increased traffic use and a change in traffic patterns. These roads are at best secondary rural roads and do not provide adequate safety features to cope with any increase in traffic along these routes. They currently do not have run-off verges or road markings.

IMPACT

Any increase in traffic along Cleverly Line, Sangsters Rd, Parrs Rd and Tutaki Rd, will impact on the semi-rural nature of the area. Any increase in traffic increases the risk to local residents, especially when exiting or entering properties. These roads have the potential to become a “rat race” for traffic from the increasingly populated Whakarongo housing estates. While Railway Road will be re-routed to allow for the current volume of traffic, population increase within the Whakarongo area will drive people to look for alternate routes rather than the current bottleneck at the Tremaine/Vogel street lights.

While Kiwirail were adamant at the Bunnythorpe Community meetings that traffic flow and issues were not their responsibility, the proposed Rail Hub will have a downstream impact on traffic flows and the choices vehicle drivers make as to alternate routes around the Rail Hub.

Many local residents use the local rural roads mentioned above to exercise on or walk their dogs on. Any increase in traffic will make such activities much more hazardous.

SOLUTION

PNCC and Kiwirail to investigate and put in place solutions for the rural roads surrounding the proposed Rail Hub. Widening these roads and putting road markings in place would be a start.

Form 21

**Submission on Notice of Requirement from KiwiRail for a
Designation for a new intermodal rail and freight hub**

To: Palmerston North City Council

Submission on: Regional Freight Hub Designation for KiwiRail

Name of submitter: Fire and Emergency New Zealand (FENZ)

Address: c/o Beca Ltd
PO Box 3942
Wellington 6140

Attention: Britta Blann

Phone: 04 460 1763

Email: britta.blann@beca.com

This submission is made on behalf of Fire and Emergency New Zealand (FENZ) on the Notice of Requirement (NOR) received by Palmerston North City Council from KiwiRail Holdings Limited (KiwiRail) for a designation to accommodate a new intermodal rail and freight hub, called the Regional Freight Hub.

The Fire and Emergency New Zealand Act 2017 (FENZ Act) established FENZ from 1 July 2017. FENZ has a responsibility under the FENZ Act to reduce the incidence of unwanted fire and the associated risk to life and property. As such, FENZ monitors changes in statutory planning documents occurring under the Resource Management Act 1991 (RMA) to ensure that, where necessary, appropriate consideration is given to fire safety.

FENZ's role includes promoting fire safety and fire prevention, and extinguishing fires. FENZ considers that this NOR provides an opportunity to better facilitate these activities by including provisions which will enable people and communities to provide for their health and safety with regard to fire safety, fire prevention and fire extinction.

FENZ also recognises the importance of KiwiRail's designation for enabling the replacement of its existing Palmerston North Freight yard with a new future-proofed Regional Freight Hub in Palmerston North City.

The specific part of the application that FENZ's submission relates to is:

- Appendix 3: Proposed Conditions.

FENZ's submission is:

The NOR seeks to designate land for a new future-proofed Regional Freight Hub, replacing the existing Palmerston North freight yard. The Regional Freight Hub activities include, but are not limited to, service facilities and bulk storage of hazardous substances, which poses a high risk to FENZ. Additionally, marshalling yards with overhead line equipment could limit access to the fire

8 - 2

source. It is understood from the NOR documents that some consideration has been given to firefighting water supply and access for firefighting activities. Adequate access to both the source of a fire and a firefighting water supply is essential to the efficient operation of FENZ and the mitigation of the risk posed by fire.

FENZ wishes to ensure that water supply and access is provided in accordance with industry standards. The New Zealand Firefighting Code of Practice SNZ/PAS 4509:2008 (Code of Practice) is a non-mandatory New Zealand Standard that sets out the requirements for firefighting water and access. The Code of Practice enables a consistent approach throughout New Zealand and allows FENZ to operate effectively and efficiently in a fire emergency. The Code of Practice is a publicly available specification that FENZ has made freely available online.

The requirements for firefighting water supply and access in accordance with the Code provide for the health, safety and wellbeing of people and the wider community, and therefore achieves the purpose of the RMA.

FENZ seeks the following:

A condition be placed on the designation to the effect of:

Access to water supply for firefighting purposes

All new buildings within the facility shall be serviced with adequate water supply and access to that supply for firefighting purposes in accordance with the New Zealand Fire Service Firefighting Code of Practice SNZ PAS 4509:2008.

FENZ could not gain an advantage in trade competition through this submission.

FENZ wishes to be heard in support of its submission.

If others make a similar submission FENZ will consider presenting a joint case with them at a hearing.



.....
(Signature of person authorised to
sign on behalf of Fire and
Emergency New Zealand)

22/03/2021

.....
Date

KIWI RAIL FREIGHT HUB 9-1

SUBMISSION FORM



Form 21 – Submission on a Notice of requirement from KiwiRail Holdings
Limited for a designation to accommodate a new regional freight hub

TO: Palmerston North City Council
Private Bag 11-034
Palmerston North 4410
ATTENTION: Democracy & Governance Manager

NUMBER OF PAGES

Continue on separate sheets if necessary

SUBMITTER DETAILS

Full name of Submitter **Jim Jefferies**

Postal Address **518 Ruahine Street, PN 4410**

Phone **0274449876**

Email **jeffpn@extra.co.nz**


Signature

(Signature of the person making submission or the person authorised to sign on their behalf. A signature is not required if you are submitting by electronic means.)

1 THE SPECIFIC PARTS OF THE NOTICE OF REQUIREMENT MY SUBMISSION RELATES TO ARE:

The overall concept of a freight hub and an issue with respect to a project which may be delayed due to the relatively long term implementation of the hub.

2 MY SUBMISSION IS: (Comment whether you support, oppose, or are neutral regarding specific parts of the Notice of Requirement or wish to have them amended and the reasons for your view.)

I strongly support the establishment of a freight hub near the North East Industrial Zone. My issue is as follows. Currently a cycle walking pathway is under construction between PN and Feilding. The MDC have approved their part of the project and construction is well advanced. The balance of the project is under the control of PNCC. Complications will arise due to the logical path in the PNCC area being in the vicinity of land designated for the freight hub. This could result in significant delays in completing this pathway. 

3 I SEEK THE FOLLOWING RECOMMENDATION OR DECISION FROM THE PALMERSTON NORTH CITY COUNCIL: (Give precise details, including the general nature of any conditions sought)

I would like to see a solution found for the above issue and the notice of requirement specify that such a solution be found. This could involve some temporary links established until the final form of the hub is confirmed. I would be a regular user of this pathway and like many other similar users would find it frustrating to have a half finished pathway in place for the long term.

4 DO YOU WISH TO BE HEARD IN SUPPORT OF YOUR SUBMISSION?☒ YES☐ NO**5 IF OTHERS MAKE A SIMILAR SUBMISSION WOULD YOU BE PREPARED TO CONSIDER PRESENTING A JOINT CASE WITH THEM AT ANY HEARING?**☒ YES☐ NO**6A I AM A TRADE COMPETITOR FOR THE PURPOSES OF SECTION 308B OF THE RESOURCE MANAGEMENT ACT 1991**☐ YES (If Yes, go to 6B)☒ NO**6B I AM DIRECTLY AFFECTED BY AN EFFECT OF THE SUBJECT MATTER OF THE SUBMISSION THAT:**
i. adversely affects the environment; and
ii. does not relate to trade competition or the effects of trade competition☒ YES (If Yes, comment below)☐ NO

I currently cycle twice a week between PN and Feilding so would be a regular user of the pathway.

PLEASE SEND YOUR SUBMISSION BY 4PM, 26 MARCH 2021

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DELIVERING TO	Council's Contact Services Centre, Civic Administration Building, Te Marae o Hine: The Square, Palmerston North ATTENTION: Democracy & Governance Manager
EMAILING TO	submission@pncc.govt.nz

YOU MUST SERVE A COPY OF YOUR SUBMISSION ON KIWIRAIL HOLDINGS LIMITED BY

MAILING TO	RMA Team KiwiRail Holdings Limited PO Box 593 Wellington 6140
EMAILING TO	Pam.Butler@kiwirail.co.nz

Please note that your submission (or part of your submission may be struck out if Palmerston North City Council is satisfied that at least one of the following applies to your submission (or part of your submission):

- it is frivolous or vexatious
- it discloses no reasonable or relevant case
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further
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KIWI RAIL FREIGHT HUB SUBMISSION FORM



Form 21 – Submission on a Notice of requirement from KiwiRail Holdings Limited for a designation to accommodate a new regional freight hub


TO: Palmerston North City Council
Private Bag 11-034
Palmerston North 4410
ATTENTION: Democracy & Governance Manager

NUMBER OF PAGES

2

Continue on separate sheets if necessary

SUBMITTER DETAILS

Full name of Submitter **TIMOTHY BRENDON TEWAKE**
Postal Address **209 TUTAKI RD** Phone **027 404 5559**
PALMERSTON NORTH Email **timtewake@yahoo.com.au**
Signature 

(Signature of the person making submission or the person authorised to sign on their behalf. A signature is not required if you are submitting by electronic means.)

1 THE SPECIFIC PARTS OF THE NOTICE OF REQUIREMENT MY SUBMISSION RELATES TO ARE

- DESIGNATION OF LAND UNDER RMA 1991.
- CONSTRUCTION AND OPERATIONAL ACTIVITIES

2 MY SUBMISSION IS: (Comment whether you support, oppose or are neutral regarding specific parts of the Notice of Requirement or wish to have them amended and the reasons for your view.)

- OPPOSE DESIGNATION OF LAND, UNDER RMA 1991. SUBMISSION SHOULD BE DELAYED UNTIL NEW ACTS ARE IN POWER.
- NOISE, LIGHT AND AIR POLLUTION NOT ACCEPTABLE DURING OPERATION AND CONSTRUCTION

3 I SEEK THE FOLLOWING RECOMMENDATION OR DECISION FROM THE PALMERSTON NORTH CITY COUNCIL: (Give precise details including the general nature of any conditions sought.)

- CURRENT NOTIFICATION DISMISSED. SHOULD BE JUDGMENT UNDER NEW ACTS BEING, NATURAL AND BUILT ENVIRONMENT, STRATEGIC PLANNING AND CLIMATE CHANGE ADAPTION ACTS.
- DUE TO IMPENDING NOISE, LIGHT AND AIR POLLUTION NOTIFICATION SHOULD BE DISMISSED AND RE-LOCATED.

4 DO YOU WISH TO BE HEARD IN SUPPORT OF YOUR SUBMISSION?

☒ YES

☐ NO

5 IF OTHERS MAKE A SIMILAR SUBMISSION WOULD YOU BE PREPARED TO CONSIDER PRESENTING A JOINT CASE WITH THEM AT ANY HEARING?

☒ YES

☐ NO

6A I AM A TRADE COMPETITOR FOR THE PURPOSES OF SECTION 304B OF THE RESOURCE MANAGEMENT ACT 1981

☐ YES (If Yes, go to 6B)

☒ NO

6B I AM DIRECTLY AFFECTED BY AN EFFECT OF THE SUBJECT MATTER OF THE SUBMISSION THAT:
 i. adversely affects the environment; and
 ii. does not relate to trade competition or the objects of trade competition

☐ YES (If Yes, comment below)

☐ NO

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- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further
- it contains offensive language
- it is supported only by material that purports to be independent expert evidence but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter