

# KIWIRAIL 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** 6 (2 + 4)

Continue on separate sheets if necessary

## SUBMITTER DETAILS

Full name of Submitter Mike Tate

Postal Address 556 Roberts Line, RD10

Phone 027-3242-039

Palmerston North

Email miketate001@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:

Natural Environment, Connectivity, Communication and Engagement, Construction Management Plan, Noise and Vibrations, Stormwater mitigation, Community Cohesion, Strategic Fit, Economic Opportunities, Visual and Landscape

## 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.)

Please see Appendix A: "kiwirail-submission-form-Mike-Tate-Appendix-A-and-B.pdf"

## 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 recommend that the Council support KiwiRail's Notice of Requirement including construction and operation of the proposed Regional Freight hub in the proposed location. Please see Appendix B: "kiwirail-submission-form-Mike-Tate-Appendix-A-and-B.pdf".

**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**PLEASE SEND YOUR SUBMISSION BY 4PM, 26 MARCH 2021**

<b>MAILING TO</b>	Palmerston North City Council Private Bag 11-034, Palmerston North ATTENTION: Democracy & Governance Manager
<b>DELIVERING TO</b>	Council's Contact Services Centre, Civic Administration Building, Te Marae o Hine: The Square, Palmerston North ATTENTION: Democracy & Governance Manager
<b>EMAILING TO</b>	submission@pncc.govt.nz

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

<b>MAILING TO</b>	RMA Team KiwiRail Holdings Limited PO Box 593 Wellington 6140
<b>EMAILING TO</b>	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



## **APPENDIX A – KIWIRAIL SUBMISSION from Mike Tate.**

### **Reasons for supporting the NOR include the following.**

#### **Natural Environment and Connectivity: Rail use**

I support the increased use of rail to remove trucks off the road, so making our roads safer and reducing carbon emissions simultaneously.

#### **Communication and Engagement: Community liaison forums**

I strongly support continued communication between KiwiRail and the local community over the construction and then operational phases of the hub, to allow any issues to be discussed and resolved. The proposed Community liaison forums seems a good vehicle to allow this communication. It would also be very helpful to implement the proposed 'community hotline'.

#### **Construction Management Plan**

It is reassuring to know that the Construction Management Plan includes measures to be implemented to minimise dust from construction and related earthworks. It seems that this issue should be readily controlled.

#### **Noise and Vibrations**

I strongly support the NIMT trunkline being shifted 10 metres west of its current location. This should considerably ease the impact of both noise and vibrations that the houses to the East of the NIMT Railway line currently experience. Hopefully this shift may even reduce levels after construction of the hub to below the current level.

I also support the closure of Railway road as this will also benefit houses to the East of the NIMT Railway line in terms of noise and vibrations. And I also support the use of earth bunds, a wall, and native plantings to further reduce noise for nearby residents.

I strongly encourage KiwiRail to follow its plans to put the plantings in place before the main construction phase begins, so that these mitigation effects improve the environment for local residents from the very start.

As noise is likely to be one of the biggest issues for local residents who live close to the hub, this is an issue that needs to be prioritised to ensure that mitigations are sufficient to reduce noise levels to an acceptable level for neighbouring residents.

#### **Stormwater mitigation**

The proposed site is prone to periodic flooding. I see it as a positive that the development of the hub means that additional infrastructure including culverts and stormwater ponds are to be developed. These will help to prevent the impact of flooding on neighbouring properties. I also note that it would be unlikely that any other industry that located to the proposed position of the hub would be large enough to develop the same level of infrastructure, so that KiwiRail is able to is a bonus.

#### **Community Cohesion / Connectivity : Roading**

A big advantage of the proposed hub is that it seems likely that adjoining roads between the hub and the proposed freight ring road will bypass the Bunnythorpe village. There are some suggestions

of an overpass from the Northern end of the hub site and the Ashhurst-Bunnythorpe road. I have seen overpasses used with good effect in the village of Raumati on the Kapiti Coast (where SH1 crosses Raumati road, overpass put in place when the Expressway was built). Many people still walk and bike below this overpass with very few noise issues despite constant overhead traffic, due to the excellent noise barriers that form part of the overpass. Furthermore, the native plantings and bike trails that were developed when the overpass was put in mean that this area is used more frequently by pedestrians and cyclists than before the Kapiti Expressway and accompanying overpass were built. I could envisage similar happening here.

I also strongly support the closing of the three level crossings along Railway Road, for safety reasons. These level crossings are some of the most dangerous in New Zealand, and in combination with surrounding dangerous roads, have been the sites of several fatalities and near-misses in the recent years.

I also strongly support the implementation of a Rooding Network Integration Plan, to ensure integration of roading plans between KiwiRail, Waka Kotahi NZTA and PNCC.

It is also important to note that some of the other locations that KiwiRail considered for the hub do not have these advantages. For example, if the hub was instead located on the East side of the Railway line, this would result in trucks needing to use an underpass and then the Railway Road roundabout, to access the NEIZ or to reach the proposed freight ring road and head North or South. This would create a significant safety hazard. Locating the hub on the East would also have meant that many trucks would be likely to shortcut through Kelvin Grove, a densely populated residential area, so creating safety and noise issues for many people.

A technical note that by 'Bunnythorpe village' I am meaning the location of the majority of houses in Bunnythorpe which are grouped together (as can be easily seen using e.g. Google maps). This is because this is where the majority of people live within the village and it is here that a major highway would have the most detrimental impact on, for example, children crossing roads. My thoughts are that most people would regard this area as the 'Bunnythorpe village' - not all the way out to the rural sections of the Kairanga/Bunnythorpe region, where houses are sparsely located and speed limits road are generally high (many 100km roads).

#### **Strategic Fit: Zoning and Plans**

I acknowledge that for those people who will lose their homes or properties due to proposed hub, or will end up living directly next to the hub, this may be a very difficult time and I sympathise with them. However, I also note that approximately half of the proposed area is already zoned as "Industrial" and that PNCC has increasingly zoned more land as Industrial in this area west of the railway line, over recent years. As such, there is less disparity in the placement of the hub in this location than if it had been placed elsewhere in the Bunnythorpe region where land is not already zoned as Industrial.

I also support that the layout of the hub will have larger buildings down the Southern end, away from the Bunnythorpe village. This will mitigate both some of the noise and visual changes to the landscape. KiwiRail also indicates the colours to be used will be chosen to integrate with the environment, which I also support.



**Economic Opportunities for Bunnythorpe/Palmerston North and wider region**

I believe that the proposed KiwiRail hub is likely to create Economic Opportunities for Bunnythorpe and surrounding regions. This is both due to Construction opportunities, and due to the development of associated industries and services (for example, cafes and childcare services).

**Economic Opportunities and Community Cohesion: Bunnythorpe Village**

I believe that the Railway hub is likely to enhance the Bunnythorpe Village. Both by creating a slightly larger and more vibrant community with additional facilities created, both because of a higher population in the area and due to servicing the Railhub workforce. Additional facilities might include cafes and takeaways outlets within the Village.

I also believe that the proposed position of the hub, in association with the closure of Railway Road, will enable links to the proposed freight ring road to be able to more easily bypass the Bunnythorpe Village. This will increase both safety and the community feel of the village.

**Visual and Landscape/Natural Environment: Amenity value**

Very happy about all of the proposed native plantings (including River Plain, River Terrace and Wetland Species, and indigenous specimen trees) included as part of the proposal. They are likely to greatly improve the overall look of the area, and I agree with the assessments that these plantings will help to create a gateway feel into Bunnythorpe. Hopefully the plantings will also increase native birdlife in the area.

**Visual and Landscape: Recreational value**

Very excited about the development of the stormwater ponds, proposed surrounding broad areas of native plantings, and proposed off-road trail to and around these. I can imagine that these resources will be well-used by the community. Also, excited about the improved environment around the Te Araroa Trail due to native plantings. The lookout area over the hub also seems like a feature that will be of interest to many – I look forward to bringing our grandson here to watch the trains!

**Natural Environment: Ecology**

Fully support the development of a naturalised and regenerated open channel stream environment and the use of specially designed culverts to permit fish passage. So good that a big corporation like KiwiRail is looking after the native flora and fauna, and making efforts to improve the natural environment around the hub.

**APPENDIX B. Recommendation to Council.**

I recommend that the Council support KiwiRail's request for a designation in the PNCC District Plan, in respect of a project for the construction and operation of a new intermodal rail and freight hub on 177.7ha of land to the west of Railway Road, between Palmerston North and Bunnythorpe. As per KiwiRail's Notice of Requirement.

I believe that there will be roading improvements involved in this initiative that the wider area will benefit from, not just Bunnythorpe itself. I also believe that the railhub will much improve the landscaping and beautification in the area around it, which will be beneficial to many people. The landscaping will also link the Bunnythorpe township in with the Te Araroa trail.

I also believe that it's important that the industrial area is planned carefully and is clearly separated from the residential area of Kelvin Grove and nearby rural-residential areas. The proposed location meets these objectives.



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**NUMBER OF PAGES** 6 (2 + 4 in Append

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## SUBMITTER DETAILS

Full name of Submitter **Zaneta Park**

Postal Address **556 Roberts Line, RD10, Palmerston North** Phone **027-250-7588**

Email **zaneta.park@hotmail.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:

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## 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.)

Please see Appendix A: "kiwirail-submission-form-Zaneta-Park-Appendix-A-and-B.pdf"

## 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 recommend that the Council support KiwiRail's Notice of Requirement including construction and operation of the proposed Regional Freight hub in the proposed location. Please see Appendix B: "kiwirail-submission-form-Zaneta-Park-Appendix-A-and-B.pdf".

<b>4</b>	<b>DO YOU WISH TO BE HEARD IN SUPPORT OF YOUR SUBMISSION?</b>
<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<b>5</b>	<b>IF OTHERS MAKE A SIMILAR SUBMISSION WOULD YOU BE PREPARED TO CONSIDER PRESENTING A JOINT CASE WITH THEM AT ANY HEARING?</b>
<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<b>6A</b>	<b>I AM A TRADE COMPETITOR FOR THE PURPOSES OF SECTION 308B OF THE RESOURCE MANAGEMENT ACT 1991</b>
<input type="checkbox"/> YES (If Yes, go to 6B)	<input checked="" type="checkbox"/> NO
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<input type="checkbox"/> YES (If Yes, comment below)	<input checked="" type="checkbox"/> NO

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## **APPENDIX A – KIWIRAIL SUBMISSION from Zaneta Park.**

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#### **Natural Environment and Connectivity: Rail use**

I support the increased use of rail to remove trucks off the road, so making our roads safer and reducing carbon emissions simultaneously.

#### **Communication and Engagement: Community liaison forums**

I strongly support continued communication between KiwiRail and the local community over the construction and then operational phases of the hub, to allow any issues to be discussed and resolved. The proposed Community liaison forums seems a good vehicle to allow this communication. It would also be very helpful to implement the proposed 'community hotline'.

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#### **Stormwater mitigation**

The proposed site is prone to periodic flooding. I see it as a positive that the development of the hub means that additional infrastructure including culverts and stormwater ponds are to be developed. These will help to prevent the impact of flooding on neighbouring properties. I also note that it would be unlikely that any other industry that located to the proposed position of the hub would be large enough to develop the same level of infrastructure, so that KiwiRail is able to is a bonus.

#### **Community Cohesion / Connectivity : Roading**

A big advantage of the proposed hub is that it seems likely that adjoining roads between the hub and the proposed freight ring road will bypass the Bunnythorpe village. There are some suggestions

## 24 - 4

of an overpass from the Northern end of the hub site and the Ashhurst-Bunnythorpe road. I have seen overpasses used with good effect in the village of Raumati on the Kapiti Coast (where SH1 crosses Raumati road, overpass put in place when the Expressway was built). Many people still walk and bike below this overpass with very few noise issues despite constant overhead traffic, due to the excellent noise barriers that form part of the overpass. Furthermore, the native plantings and bike trails that were developed when the overpass was put in mean that this area is used more frequently by pedestrians and cyclists than before the Kapiti Expressway and accompanying overpass were built. I could envisage similar happening here.

I also strongly support the closing of the three level crossings along Railway Road, for safety reasons. These level crossings are some of the most dangerous in New Zealand, and in combination with surrounding dangerous roads, have been the sites of several fatalities and near-misses in the recent years.

I also strongly support the implementation of a Rooding Network Integration Plan, to ensure integration of roading plans between KiwiRail, Waka Kotahi NZTA and PNCC.

It is also important to note that some of the other locations that KiwiRail considered for the hub do not have these advantages. For example, if the hub was instead located on the East side of the Railway line, this would result in trucks needing to use an underpass and then the Railway Road roundabout, to access the NEIZ or to reach the proposed freight ring road and head North or South. This would create a significant safety hazard. Locating the hub on the East would also have meant that many trucks would be likely to shortcut through Kelvin Grove, a densely populated residential area, so creating safety and noise issues for many people.

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### **Strategic Fit: Zoning and Plans**

I acknowledge that for those people who will lose their homes or properties due to proposed hub, or will end up living directly next to the hub, this may be a very difficult time and I sympathise with them. However, I also note that approximately half of the proposed area is already zoned as "Industrial" and that PNCC has increasingly zoned more land as Industrial in this area west of the railway line, over recent years. As such, there is less disparity in the placement of the hub in this location than if it had been placed elsewhere in the Bunnythorpe region where land is not already zoned as Industrial.

I also support that the layout of the hub will have larger buildings down the Southern end, away from the Bunnythorpe village. This will mitigate both some of the noise and visual changes to the landscape. KiwiRail also indicates the colours to be used will be chosen to integrate with the environment, which I also support.



## **24 - 5**

### **Economic Opportunities for Bunnythorpe/Palmerston North and wider region**

I believe that the proposed KiwiRail hub is likely to create Economic Opportunities for Bunnythorpe and surrounding regions. This is both due to Construction opportunities, and due to the development of associated industries and services (for example, cafes and childcare services).

### **Economic Opportunities and Community Cohesion: Bunnythorpe Village**

I believe that the Railway hub is likely to enhance the Bunnythorpe Village. Both by creating a slightly larger and more vibrant community with additional facilities created, both because of a higher population in the area and due to servicing the Railhub workforce. Additional facilities might include cafes and takeaways outlets within the Village.

I also believe that the proposed position of the hub, in association with the closure of Railway Road, will enable links to the proposed freight ring road to be able to more easily bypass the Bunnythorpe Village. This will increase both safety and the community feel of the village.

### **Visual and Landscape/Natural Environment: Amenity value**

Very happy about all of the proposed native plantings (including River Plain, River Terrace and Wetland Species, and indigenous specimen trees) included as part of the proposal. They are likely to greatly improve the overall look of the area, and I agree with the assessments that these plantings will help to create a gateway feel into Bunnythorpe. Hopefully the plantings will also increase native birdlife in the area.

### **Visual and Landscape: Recreational value**

Very excited about the development of the stormwater ponds, proposed surrounding broad areas of native plantings, and proposed off-road trail to and around these. I can imagine that these resources will be well-used by the community. Also, excited about the improved environment around the Te Araroa Trail due to native plantings. The lookout area over the hub also seems like a feature that will be of interest to many – I look forward to bringing our grandson here to watch the trains!

### **Natural Environment: Ecology**

Fully support the development of a naturalised and regenerated open channel stream environment and the use of specially designed culverts to permit fish passage. So good that a big corporation like KiwiRail is looking after the native flora and fauna, and making efforts to improve the natural environment around the hub.

**APPENDIX B. Recommendation to Council.**

I recommend that the Council support KiwiRail's request for a designation in the PNCC District Plan, in respect of a project for the construction and operation of a new intermodal rail and freight hub on 177.7ha of land to the west of Railway Road, between Palmerston North and Bunnythorpe. As per KiwiRail's Notice of Requirement. There are many positives that are likely to result from the proposal, including:

- Improved visual amenity of the location, ecological improvements
- Recreational opportunities
- Main connecting roads are able to bypass the Bunnythorpe village area
- The NIMT trunkline is to be shifted reducing vibration and noise effects on neighbouring properties
- Economic and social benefits including likely additional facilities in the Bunnythorpe village over time (for example, development of cafes and other services).

*The proposal also fits with the Industrial zoning of almost half of the proposed area. However, it is very important that the proposed mitigations for light and noise to reduce their impact on neighbouring properties are put in place and maximised, to reduce their impact on these households.*



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## SUBMITTER DETAILS

Full name of Submitter **Andreas Johannes Hofman**

Postal Address **371 Tutaki Road RD10**

Phone **06-3292127**

**Palmerston North**

Email **kiwihofmans@inspire.net.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:

I am concerned and have some reservations towards the proposal of constructing the Freight Rail Hub in the Bunnythorpe area.

## 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.)

Taking into account that the realization of the Hub can take 5 years to achieve full capacity, this means ongoing noise, dust and vibration. Depending the wind direction dust and noise can have an impact to be able to have open windows etc. At present we experience vibration resulting from trains and are concerned this might increase. When operational, I am concerned with the long working hours involved, disturbing as such our sleeping pattern.

## 3 I SEEK THE FOLLOWING RECOMMENDATION OR DECISION FROM THE PALMERSTON NORTH CITY COUNCIL: (Give precise details, including the general nature of any condition **see attached page**)

Regarding to the issues mentioned in Section 2, I like to ask the Panel of Commissioners to consider these health related issues in their disson making process. Additional to this I like to react to S 92 KiwiRail response Attachement 9: Transport. This attachement is merely providing information regarding truck movements etc. Although the transport response is designed "with community in mind", many questions for local residents remain around the issue which roads ("prefered roads") are going to be used, or upgraded for car users to travel between Feilding and Palmerston North. This issue is been around for



**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:**  
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ii. does not relate to trade competition or the effects of trade competition☐ YES (If Yes, comment below)☒ NO**PLEASE SEND YOUR SUBMISSION BY 4PM, 26 MARCH 2021**

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- 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



**(Andreas Hofman)**

**Q3: I SEEK THE FOLLOWING RECOMMENDATION OR DECISION FROM THE PALMERSTON NORTH CITY COUNCIL:**

Regarding to the issues mentioned in Section 2, I like to ask the Panel of Commissioners to consider these health related issues in their decision making process. Additional to this I like to react to S 92 KiwiRail response Attachment 9: Transport. This attachment is merely providing information regarding truck movements etc. Although the transport response is designed "with community in mind", many questions for local residents remain around the issue which roads ("preferred roads") are going to be used, or upgraded for car users to travel between Feilding and Palmerston North. This issue is been around for many years and PNCC and NZ Transport (NZ Transport was never present at the meetings) might provide some answers to this important aspect.

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### SUBMITTER DETAILS

Full name of Submitter **Peter Hurly**

Postal Address **P O Box 311`**

**Palmerston North**

Phone **06 3292077**

Email **pandjhurly@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:

Noise, environmental impact including pollution / health issues / costs and rates and taxes / impact on residents and loss of property and valuation.

### 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**

No, I don't agree with the current proposal. There has been insufficient consultation with the residents of Bunnythorpe regarding this plan. I consider that this has been rushed through and any obstacles are simply pushed aside. The cut-off date for submissions as being tomorrow's date indicate the rush by which this plan is being pushed through, giving residents, who will be most affected, little time to make an informed consent. My submission has been hastily compiled so as to meet the cut off date for submissions. We moved to Bunnythorpe in order to enjoy the benefits of a rural life style and in order

### 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)

1 Delay the haste with which this proposal is being put through so as to give more time for residents to make an informed decision and to seek assurances from independent investigators.

2. Obtain independent assessments regarding noise and environmental pollution as well as assessing health outcomes



**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

**SEE ATTACHED**☒ YES (If Yes, comment below)☐ NO

As stated above, I and my family are affected by noise, vibrational and environmental impacts of the proposal. I am concerned about the health effects should the planned operations take place. I am concerned about the impact of the plan on the resilience of the area. I am concerned about the financial implications - devaluation of our

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

**DELIVERING TO**

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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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(Peter Hurly)

## 2: MY SUBMISSION IS:

No, I don't agree with the current proposal. There has been insufficient consultation with the residents of Bunnythorpe regarding this plan. I consider that this has been rushed through and any obstacles are simply pushed aside. The cut-off date for submissions as being tomorrow's date indicate the rush by which this plan is being pushed through, giving residents, who will be most affected, little time to make an informed consent. My submission has been hastily compiled so as to meet the cut off date for submissions.

We moved to Bunnythorpe in order to enjoy the benefits of a rural life style and in order to give our adult daughter – who has a chronic illness problem – some independence by having her own accommodation attached to our dwelling. Her condition makes her very noise sensitive. The plan to have a 24/7 freight hub operation will only increase the auditory and non auditory impact on her health and on the health of the residents. Your plan is only going to increase environmental and noise pollution and, as such, will devalue our property. KiwiRail says that rail lessens pollution when compared to automobile exhausts. While there is some truth in this, I would argue that a freight hub will only attract more vehicles in the area this adding to environmental pollution. Additionally, there have been a number of paper written exploring the health effects on people living near to marshaling yards for example Rhonda Spencer-Hwang (Journal of Community Health 2015 Oct 1015 - 1023) et al showing an increase in respiratory illnesses in children living near major rail roads. Many of these conditions are related to diesel pollution (about which the government has also expressed concerns.) Given that last year KiwiRail bought more diesel locomotives from China it would not appear that there is a likelihood of removing these locomotives anytime soon and electrifying the system.

There are other health considerations;- In 2005, the California Air Resources Board conducted Health Risk Assessments for the 18 major California rail yards. This assessment looks at the rail yard's emissions inventory, wind dispersion data, where people live in relationship to the yard, and other factors that help the agency calculate the increased cancer risk caused by rail yard operations, including the emissions from diesel engines operating at the rail yard. The HRAs found that in total, the 18 rail yards are responsible for 210 tons of diesel pollution emissions a year, posing a significant public health risk and putting more than 3 million people at an elevated risk of cancer. (From "Tracking Harm. Health and environmental impact of rail yards 2012)

**(Peter Hurly)**

effects of Will Horizons pay for the trees to be planted along the frontage of our home and for double glazing so as to reduce the increased volume of noise?

Additionally, while Kiwi Rail indicate that a rail freight hub will reduce environmental pollution, we don't believe this to be correct since the presence of a rail hub will also mean increased road traffic too and from the hub thus actually increasing noise and environmental pollution. Additionally the map of the noise increase is probably flawed as it doesn't factor in wind issues and the fact that noises are more easily perceived in the stillness of the night.

While KiwiRail indicates that the increased noise levels will be marginal, I think that the estimate has been biased in their favour. Before we moved to Bunnythorpe, we lived in Milson. Even there, at times we could hear and were affected by rail noises from the Palmerston North rail yards. This especially so on clear cold nights when the meteorological conditions were favourable.

Apart from the effects of noise affecting sleep patterns - leading to increased fatigue and loss of productivity and increased risks to accidents, noise also affects release of catecholamines, increasing blood pressure and stress. As I have indicated above, our daughter is particularly prone to stress from noise. How is KiwiRail going to minimise health risks from noise and will they be prepared to pay for improvements around residential properties to mitigate the impact of noise? Certainly a 24/7 operation must have its impact.

Associated with noise is vibration a 24/7 operation will also affect residents by increased vibration.

The current roading around the area is unsafe for walking / cycling and residents have already complained about how vehicles speed along the roads making it unsafe for walkers/ joggers / cyclists. With increased freight traffic how much worse will this safety issue become? Additionally, the plans to alter the roads, have not been clearly shown.



(Peter Hurly)

Not only are residents affected by the proposal but the wider community is also affected. The plan to remove Railway Road apart from impacting on residents – who will be forced out of their properties – also affects commuter between Palmerston North and Feilding. When we have mentioned this to those who use this route, they were, in general, unaware of the proposals.

Residents in the area will be affected by the roading change and some will no doubt be forced out of their houses. In addition, we will lose a green belt that currently exists in the area.

What are the costs in relation to this proposal and how will it impact on residents rates and taxes? People in Wellington are being advised of increased rates and taxes as Wellington Council - what assurance do residents have that they won't be financially impacted?

Currently sewage / drainage in the area of Bunnythorpe is suboptimal. (When we moved into our house, we were subjected to raw sewage coming up from drains outside our front door in heavy rains as the system could not cope with the drainage.) Will such a construction of a freight hub add to the drainage issues?

As a freight hub would also be useful near the airport what has been done about looking at areas closer to the airport in areas that are already zoned for commercial activity?

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

As stated above, I and my family are affected by noise, vibrational and environmental impacts of the proposal. I am concerned about the health effects should the planned operations take place. I am concerned about the impact of the plan on the resilience of the area. I am concerned about the financial implications - devaluation of our property / rising rates and taxes and costs in relation to noise and pollution reduction.



# KIWI RAIL FREIGHT HUB SUBMISSION FORM

27 - 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

NUMER OF PAGES

Continue on separate sheets if necessary

## SUBMITTER DETAILS

Full name of Submitter **Helen and Pita Kinaston**

Postal Address **824a Roberts Line, RD8, Palmerston North** Phone **0211315463 (Helen) 0212277448 (Pita)**

Email **thekinastons@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:

My concerns relate to;

- Noise from the Freight during construction;
- Noise from the Freight HUB during normal operations;
- Noise from the replacement road for Railway Road;
- Access to our property and stockwater easements
- Recreational track adjacent our property.

## 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**

In terms of noise during construction our concerns relate to hours of construction and the days of the week this will occur. In terms of noise during the normal operation of the Hub again our concerns relate to hours and days of operation and particularly the night time noise levels. We currently live in a rural environment and construction noise and the noise from the HUB when in operation will certainly have an effect on the current noise levels we are experiencing.

## 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**

We would like the ability to comment on the hours of work for the HUB construction and operation and the days of the week work will occur.

We would like to see strict requirements around noise mitigations at the HUB and offset mitigations to manage noise to the extent that we are not adversely impacted by noise from the HUB during construction and normal operations.

The Mitigation barrier wall for noise needs to be between our property and the road.  
The access to our property and stockwater easement are guaranteed



**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

We live directly beside the development area

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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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(Helen & Pita Kinaston)

**Q2: MY SUBMISSION IS:**

In terms of noise during construction our concerns relate to hours of construction and the days of the week this will occur. In terms of noise during the normal operation of the Hub again our concerns relate to hours and days of operation and particularly the night time noise levels. We currently live in a rural environment and construction noise and the noise from the HUB when in operation will certainly have an effect on the current noise levels we are experiencing.

Also the replacement for Railway road will be four times closer to our property than the current Railway Rd location. Railway Road is a busy road and the traffic volumes are much more than we experience from Roberts Line which is adjacent our property. The new road location will increase the road noise we experience.

Currently the noise mitigation barrier wall is between the new road and the HUB. We would like to see this wall situated between our property and the new road. At the other end of the HUB near Maple Street, Bunnythorpe the barrier wall is between the road and properties and we would like to see this extended.

The access to our property and our stockwater come from easements on our neighbours property at 824 Roberts Line. 824 is mainly taken up by the HUB stormwater pond and we are concerned about our ongoing access to our property and the stockwater easement.

With our 2 closest neighbours losing their properties to the HUB we are now going to be a single house right next to a large stormwater pond which is proposed to have a recreational walking track around it. We have concerns that this will impact on our privacy and security and do not want to have to share access to our property with this or have a public parking space right next to our house and driveway. There are many recreational reserves around the Manawatu and we don't feel that another is necessary or that this is an appropriate place for one.



(Helen & Pita Kinaston)

**3. I SEEK THE FOLLOWING RECOMMENDATION OR DECISION FROM THE PALMERSTON NORTH CITY COUNCIL:**

We would like the ability to comment on the hours of work for the HUB construction and operation and the days of the week work will occur. We would like to see strict requirements around noise mitigations at the HUB and offset mitigations to manage noise to the extent that we are not adversely impacted by noise from the HUB during construction and normal operations.

The Mitigation barrier wall for noise needs to be between our property and the road.

The access to our property and stockwater easement are guaranteed. Restriction on the recreational use of the stormwater pond.

**6B:**

We live directly beside the development area

# KIWI RAIL FREIGHT HUB SUBMISSION FORM

28 - 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

**NUMER OF PAGES**

2

Continue on separate sheets if necessary

## SUBMITTER DETAILS

Full name of Submitter **Katrina George**

Postal Address **226 Tutaki Road**

Phone **0273748195**

**Palmerston North 4470**

Email **katrinageorge@outlook.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:

Concerned about the proposal to operate a freight hub in Bunnythorpe

## 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.)

Two main areas of concern are the operating hours proposed and the impacts that this has on noise and traffic flow/volume in the area. I am concerned that the proposal for the freight hub to operate 24/7 will impact my family when resting and sleeping as the noise will be constant. Also I am concerned that the traffic flow will be disrupted significantly and will have a negative impact on traffic flow in the community. These narrow country roads cannot cope with increased traffic volume.

## 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 request that the council seeks an alternative location for this kiwirail proposal, further away from urban development.  
When/if the kiwirail proposal goes ahead, I would request that provisions are put in place to lower the operating hours to minimise noise in the community. For example operating hours of 8am-5pm. I would also request that consideration is made for an alternative road from Bunnythorpe to Palmerston North. Current roading cannot effectively manage the traffic volume.



**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
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☒ YES (If Yes, comment below)☐ NO

Live in the area

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# KIWI RAIL FREIGHT HUB <sup>29 - 1</sup>

## 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

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### SUBMITTER DETAILS

Full name of Submitter Tomas Burleigh Behrens

Postal Address 29 Bryant Street

Phone 02102781528

Takaro, Palmerston North, 4412

Email t.burleigh@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:

Access roads, and changes to existing road layouts and intersections

### 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 oppose the plan's lack of specific provision for cycling. The RFH goes through the best route for a Palmerston North to Feilding shared path - something which both PNCC and Manawatu Council have been working towards. Also, the increase in traffic, especially heavy vehicle traffic, will negatively impact the safety and enjoyment of people who currently cycle between Bunnythorpe and Palmerston North. The route from Railway Road, into Roberts Line, then Clevely Line, then Te Ngaio Road is important for cycling because the route has lower traffic than the surrounding roads and is used to access

### 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)

PNCC need to seek a requirement for a wide, sealed and separated shared path the new access road and the section of Roberts Line joining the new road with Railway Road. Council should also require additional/upgraded crossings at intersections that will access the shared path.



**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

Cycling is my primary mode of transport, I don't own a car. Also, I am a keen recreational cyclist who cycles on the roads effected by the RFH plan. The increase in traffic will negatively impact my access to Bunnythorpe.

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

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

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# KIWI RAIL FREIGHT HUB SUBMISSION FORM



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## NUMBER OF PAGES

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## SUBMITTER DETAILS

Full name of Submitter **Bunnythorpe Community Committee**

Postal Address **c-/ 8 Dixons Line**

Phone **0273437890**

**RD11, Palmerston North**

Email **office@bunnythorpe.org.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:

Railway hub in relation to Bunnythorpes infrastructure, aesthetics, community safety and wellbeing.

## 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 proposed location of this railway hub and the proposed roading changes.

## 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)

Reconsider the location of the hub. Reconsider the proposed roading layout to avoid having main roads going through Bunnythorpe and dissolving main arteries into Palmerston North. Consider what funding will be set aside to make Bunnythorpe aesthetically pleasing if this hub goes ahead. Consider noise pollution, traffic congestion, access to footpaths, bus stops, churches, school, community centre.



**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
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☐ YES (If Yes, comment below)☒ NO**PLEASE SEND YOUR SUBMISSION BY 4PM, 26 MARCH 2021****MAILING TO**

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