

Good Afternoon,

- My Name is David Odering, I reside at 813 Roberts Line Palmerston North (LOT 1 DP 483920; Valuation Ref. 14461 374 00)
- My property sits outside the designated land for the KiwiRail freight hub construction but would be affected by it.
- I have lived in Palmerston North my whole life and our family name is well known in the region for the garden centre started by my Grandfather in Cook Street 50 years ago.
- My Submission number is #98 and I speak to you on behalf of my wife Fiona and our three children, Clara, Hayley, and Duncan.
- Our family purchased the property at 813 Roberts line in 2015 and have lived there for 6 years. We selected this property in order to raise our three children in a rural area with close proximity to Palmerston North for work and schooling.
- We moved to Roberts Line from Haydon Street where we lived for 13 years, our plan was to remain here until our children leave high school in 2032
- My family enjoy Bunnythorpe, and our property has direct access to the Mangaone stream. Which was very appealing, we walk its banks and use the stream every week.
- I own an industrial equipment business employing 12 staff in Palmerston North, importing, repairing, and providing engineering services to industry across the region including Kiwirail, PNCC and Horizons.
- It is not my wish to inhibit a project of such economic importance to the people of Palmerston North or the greater Manawatu from going ahead.
- However, we are concerned about the impact the Kiwirail freight hub will have on our enjoyment of our property.
- The Rail hub will have a huge impact on the lives of everyone around it.
- Our property sits outside of the land sought in the NoR but stands to be substantially affected by the effects of the NoR as sought.
- It is not our wish to move, and we know of no other location quite like ours in the region. It offers us a quiet rural life on the banks of a stream with such convenient access to Palmerston North and Feilding.
- It is likely the impact of the Rail hub will be significant and will force us to move.
- We will be financially impacted due to the reduced appeal of our rural property.
- Kiwirail is able to benefit from developing a commercial operation delivering a profit from rental aspects of the project at the detriment of our family, lifestyle and financial position.

Start slide show and speak to the slides

- Being across the road from the site:
- We will be affected by the increased traffic, of most concern is heavy traffic. (7.10 pg23 - STATEMENT OF EVIDENCE OF MARK GEORGESON ON BEHALF OF KIWIRAIL HOLDINGS LIMITED)
 - o The Georgeson report (fig 6) has an estimated increase by 2040 of 2000vpd from 200vpd in traffic along the section of Roberts line from Richardsons line to Kairanga-Bunnythorpe Road
 - o Increased traffic flows coming from SH3 Sanson side – the Georgeson report acknowledges a 35% increase of heavy traffic from SH3 (Sanson)
 - o There is little in the Georgeson report covering verbally the effects on Roberts line outside our property only few diagrams
 - o I believe it is likely that traffic coming from the West will travel down Roberts line to the Rail hub and that this has been underestimated.
- We have a difficult driveway to exit as vehicles coming from the west are coming over a blind crest.
- Additional traffic would compound this danger and widening the road would not decrease the risk.
- A typical wait to exit our driveway at 8:10am is for 2-4 vehicles at the
- This area could not be raised as it is a floodway. A bridge over this section could be an option.
- Stormwater run-off would increase flow scouring the banks at the bottom of our property (section 9.8 of NoR pg29).
- Some of our bottom paddocks get flooded by the Mangaone stream in times of severe rain
- Increased average water levels in the Mangaone stream and water quality of the Mangaone stream are likely to deteriorate. (section 9.8 of NoR pg29)
- We are one of the first properties to receive the run-off and the stream banks narrow at our property so I believe any increased flows would result in greater risk of flooding. (section 9.8 of NoR pg29)
- When the Mangaone stream floods our driveway gets cut-off which has happened twice in 6 years (in June 2015 and May 2017) (section 9.8 of NoR pg29)
- I believe the stormwater mitigation ponds that are proposed are too small and would be flooded in an event similar to the 2015 flood.
- I am also concerned any hazardous materials spilled or leached from the site will enter the Mangaone stream and detrimentally affect our property. (section 9.16 pg44 - Effects associated with the storage, use and transport of hazardous substances).
- We have noticed substantial improvement in the Mangaone stream clarity and a drop in weed levels since a local Dairy farmer ceased milking upstream 3 years ago. I would not like to see this revert.

- The report adds the heavy traffic volumes to that which is already allowed for in the Stantec modelling.
- However this does not put any weighting to the direction of this traffic change. i.e. If it were Warehousing traffic would tend to come from the city. Rail operations such as logging trucks would likely come from out of town.
- During construction, the dust noise and light will directly affect us as we have observed with the Countdown distribution construction (currently drawing towards completion)
- This created, roading damage, mud on roads, construction machinery and heavy trucks on the roads, construction noise on weekends and at night. This project is 850m from our property and smaller than the Freight hub which is 250m away.
- I am arranging a qualified sound and light person to setup monitoring equipment on our property.
- I have also started capturing a series of photos and videos of our rural surrounds.
- This is to create a record of the ambient environment we currently enjoy and be a reference for future changes.

My request is that panel recommends the land encompassed in the following (roughly shown by the red triangle) be rezoned to Industrial as part of the NEIZ extension.

- 1) Location - 815 ROBERTS LINE - Legal Description LOT 1 DP 82306 LOT 3 DP 378955 - Area (ha) 14.5123 (a percentage of this land is floodway)
- 2) Location - 813 ROBERTS LINE - Legal Description LOT 1 DP 483920 - Area (ha) 2.3600 (Odering property)
- 3) Location - 813 ROBERTS LINE - Legal Description LOT 1 DP 304361 - Area (ha) 11.0690 (Unknown owner)
- 4) Location - 803 ROBERTS LINE - Legal Description LOT 1 DP 89093 - Area (ha) 0.7300
- 5) Location - 787 ROBERTS LINE - Legal Description LOT 3 DP 304361 - Area (ha) 3.0720
- 6) Location - 52 SETTERS LINE - Legal Description LOT 2 DP 69849 - Area (ha) 12.2340

This would potentially open up an additional 43.3(ha) for the NEIZ extension, offsetting some of the land the Kiwi Rail Freight Hub will use if it goes ahead.

This would also move the boundary of the rural residential area on the West side of the rail hub to 400m away instead of 50m.

The Mangaone stream would create a natural boundary between rural and industrial zones.

Rezoning these properties would reduce the effect mitigation requirements on the southwest side of the development.

This will offset the reduction in value of these properties due to reduced appeal to potential buyer for rural and residential purposes if Rail hub proceeds.

Regards,

David Odering

813 Roberts Line

Palmerston North

021 1456 146

daveo12@hotmail.com