

KIWI RAIL FREIGHT HUB PRESENTATION

Paul Thomas

1. Introductions
 - a. Paul Thomas – refer evidence
 - b. Grant Higgins, director of PMB Land Co Ltd owner and developer of some of the surrounding NEIZ land around the Rail Hub.
 - c. Bernard Higgins - possibly.
2. This is a Joint submission from 3 land development companies PMB Land Co Ltd, Brian Green Properties Ltd, Comm Build Property Ltd.
3. For the record, PMB Landco is a private landowner and member of the Central New Zealand Distribution Hub Stakeholders Group and supports that group's submission, which seeks a stronger partnership with Kiwi Rail to achieve the synergies necessary to deliver a world leading road, rail air freight hub for the lower North Island.
4. This particular submission is also in general support but does also raises just two issues. My expert evidence deals with one of those being the scope of activities authorized by the designation and the need for clearer definition of activities within the Freight Hub site and authorized by this designation.
5. The second matter relates to stormwater. This matter not being pursued in any evidential basis today because it is understood that the Council and other key stakeholders are committed to addressing wider stormwater strategy for this location as part of the integrated master planning work that is the focus of the Central New Zealand Distribution Hub Stakeholders submission.
6. This is, in my opinion, quite crucial in a strategic planning sense and I expect the Council to talk further about this stormwater matter as part of the proposed integrated master planning in their presentation, hopefully to the extent that you are satisfied that the freight hub designation is not "premature".ie ahead of the needed wider planning process.
7. My evidence focusses on the other issue and that is largely about the planning methods for authorization of this project.
8. The principal issue is the need for you to be satisfied that the requiring authority Kiwi Rail is financially responsible for the construction and operation of the public work proposed.
9. I have proposed that this can be largely addressed by way of definitional certainty in relation to Log Handling and Bulk Liquid Storage.
10. The Freight Forwarding activities and associated private sidings are more problematic.
11. It is understood that these are designed to accommodate "freight partners" such as Mainfreight, PBT, and Toll.

12. These are not minor ancillary concessions, Mr Skeltons evidence at 4.12 states it will consist of facilities for 4 major freight forwarders each of 22,000 m², and six smaller covered areas each being 11,600 m² Appendix A shows this totals 150,000 m² or 15 hectares of land.
13. The Kiwirail legal submissions at 4.9 states that “Kiwi Rail accepts financial responsibility for IT’S network utility operation. It is the existence of this financial responsibility that is important.”
14. I agree, - you therefore need to be satisfied that private sidings and private companies operating freight forwarding facilities are part of the operation of Kiwi Rails (its) railway network.
15. I note in my evidence, of course, that part but only part of the area to be occupied by these private facilities is within the NEIZ which provides for such activities.
16. In the event that you are satisfied that Kiwirail is financially responsible for these works, then it is important that these specific activities are also clearly defined in the designation. On the information available this might expressly be something akin to “freight forwarders whose operations are reliant on individual access to a rail siding”. Or something akin to this.

Paul Thomas
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