

23 September 2019

Rangitikei District Council
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MARTON 4441

By email to: info@rangitikei.govt.nz

SUBMISSION ON PUBLICLY NOTIFIED PROPOSED PLAN CHANGE OR VARIATION (FORM 5)

Rangitikei District Plan: Plan Change

NAME OF SUBMITTER: KiwiRail Holdings Limited (KiwiRail)

ADDRESS FOR SERVICE: PO Box 593
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Attention: Rebecca Beals

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KiwiRail Submission on Proposed Plan Change – Rezoning of 1165-1151-1091 SH1 Marton

KiwiRail Holdings Limited (KiwiRail) is the State Owned Enterprise responsible for the management and operation of the national railway network. This includes managing railway infrastructure and land, as well as rail freight and passenger services within New Zealand.

KiwiRail has an interest in protecting its ability to continue to operate, maintain and enhance the nationally significant railway network into the future, which is reflected through the Designation over North Island Main Trunk (NIMT) corridor, being located immediately adjacent to the site of the Plan Change. Further to this, KiwiRail seek to ensure the safety and amenity of those parties occupying land adjacent to the rail corridor as far as is practicable.

KiwiRail understand that the Plan Change seeks to change the underlying zoning of the site from Rural to Industrial, and that none of the existing zone provisions for the Industrial Chapter are proposed to be changed.

The necessity for future land uses for industrial purposes is for the Council and community to determine, therefore in principle KiwiRail do not have any concerns with the site adjacent being zoned Industrial. KiwiRail's interest is in the impact of a change in land use on the safety and operation of the rail network. This includes potential access to or across the rail network from the site, and consequential effects from an increase in traffic over existing level crossings near the Plan Change site.



KiwiRail notes that a transport assessment has not been prepared to support the Plan Change to confirm that traffic movements from the industrial land, however one is being prepared that is to be available prior to any hearing (section 6.2.1 of the application). We anticipate that the permitted industrial uses following the plan change will likely be a more intensive traffic generator than rural land uses. Certainty that these can be safely accommodated on the roading network without effect on the safe and efficient operation of the rail corridor is unclear at this stage.

Following the Plan Change, permitted developments will mean KiwiRail cannot rely on a future review of traffic movements to address safety in relation to the rail corridor at the time of future developments. We therefore need to be satisfied that the safety effects in relation to transport from the increased industrial area are able to be safely mitigated through compliance with the existing Zone standards. KiwiRail has an interest in reviewing any additional detail on traffic effects that may be presented following the close of submissions.

While KiwiRail work with adjacent land owners and our customers that wish to access the rail network through sidings, there is no a guarantee that this is always able to safely be accommodated therefore we encourage early engagement.

KiwiRail hereby makes a neutral submission on the proposal until such time as further information is available, and wishes to speak to its submission in the event of a hearing.

Regards



Rebecca Beals
RMA Team Leader
KiwiRail