

**Submission of Peter Gore to Panel of Commission for Kiwirail Freight Hub**  
**Notice of Requirement**  
17<sup>th</sup> August 2021

Myself and my partner Dale live at 253 Te Ngaio Road. This portion of the farm has been in my family for 130 years and farmed by my family for 130 years. My great grandparents cleared the land and we've been there ever since. Shortly after arriving in Bunnythorpe my Great Grandmother Ellen and her neighbour Jane Major signed Kate Shepperds petition. An act that we still take pride in.

There are 2 old house sites on the farm – one, the original house of my Great Grandparents and the other of the Majors. Still, odds and sods occasionally work their way to the surface, we have a large collection of bottles and jars excavated from both sites. All these things give connectivity to the land, a sense of belonging – we have never been anywhere else.

So when KiwiRail turned up in our neighbourhood hand delivering notices around to our neighbors, giving them the heads up that their land and houses were in peril, we were naturally curious as to where this railyard was to go. So when the Shane Jones circus duly came to town for the grand announcement my partner Dale set off to town to get a ringside seat, to hear what Shan Jones had to say. Dale arrived at the event, made her way to the plan of the Railhub and saw that our house, our farm, our life was beneath the footprint of the Hub. Kiwirail had simply forgotten to inform us. The portion of our farm required is 13.5% of the Railhub and we found out by accident.

After a letter to KiwiRail from our Lawyer, a bloke Gonzalo and his sidekick came to our house with all the guff telling us of our pending demise. We have never gotten a satisfactory explanation as to why we were never consulted. We weren't hard to find – we've been here for 130 years.

The only explanation given was we never had a letterbox, which is a moot point as the neighbors had their info hand delivered to the door. Through the course of the meeting Gonzalo assured us no more of the farm would be required, leaving us a space to build or relocate our house to a field behind the Bunnythorpe Cemetery. A place I hold dear as that is where my people are. Up until recently I was one of the last volunteers that buried people – being the Bunnythorpe Cemetery Trust, my Great Grandfather, my Grandfather, my Father and my Brother and Myself have all volunteered to bury our local people, I have buried my maternal Grandparents, my Parents and other Family

members and loads of other weird and wonderful people I have known throughout my life.

I took Gonzarlo for his word.

Shortly before an information meeting at the Bunnythorpe School a new map arrived in the post... Kiwirail needed more land, acquiring the fields behind the cemetery, once again no consultation. The explanation being – we need the land for roading, so why aren't the roading plans being consulted on in the same forum as the Railhub?

From the dealings we have had with KiwiRail it is abundantly clear they believe people and landowners are just a hindrance to their plan and just wish to dismiss them out of hand.

The area which we farm is prone to flooding



**(Photo 1)**

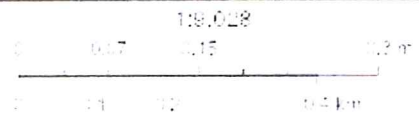


**(Photo 2)**

### Geographic Boundary Viewer Map



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Regional Council - 2021

FLOOD BOUNDARY

HUB BOUNDARY





**(Photo 3)**



**(Photo 4)**

– anything from 1 to 12 events a year. From minor events to significant. In a significant event of local runoff and Mangaone backwash, the basin ponding is approximately 800metres at the longest point and 500metres at its widest, and a depth exceeding 1.5 metres. But in all the reports I have seen, none address the event when the Mangaone Stream & Jacks Creek Breach their channels. This can and does leave inundation of land from beyond Roberts Line to over Railway road and from Clevely Line to the Mangaone Stream Bridges on Campbells Road. **(I have attached a graphic showing where the flooding occurs within the freight hub footprint)**. These events can flood my neighbors cowshed and flood the house on the corner of Cooksley Road and Kairanga Bunnythorpe Road. On one occasion in 2004, A house was flood damaged to the point of being condemned. Now take out of the equation the ponding capacity of the Te Ngaio Road basin and push that water back into Bunnythorpe and more of the Village will certainly be at risk. Looking at the flood mitigation ponds on the RailHub Plan, they will be woefully lacking. Granted I am no Engineer and I have no Degree, but I have seen and worked through many floods over the years and with the forecast of more severe and frequent weather events increasing over the next decades, I would suggest only a delusional optimist or a gambler would suggest a RailHub in Bunnythorpe.

We have an area of farmland that was unsuitable for farming. It has natural springs and small ponds. We fenced this portion and planted it in trees to let it revert to what it once may have been. 15 years on, many of the trees are in excess of 20 feet tall and the wetter areas are exhibiting wetland characteristics. So far with 2 wetland plant species naturally re-establishing. Among the plantings predominantly LemonWood, Pittosporum, Lacebark and Flax are Kowhai, Totara, Rimu, Ngaio, Karaka and one splendid Kauri.

Environment blokes from Wellington came to the farm at KiwiRail's request to investigate the farm. They took photos, looked at vegetation, extracted soil plugs, took more photos, then went away. The whole exercise took approximately 50 minutes. When the younger of these 2 fellas spoke to his report at this hearing last week. He was asked two questions that Dale had put forward. One, what trees did he see that weren't predominant and two, in your opinion how long would you consider this area to have been fallowed (set aside). The first question began to be answered by rattling off the names of the lower canopy trees and when the taller canopy trees were about to be named he could not remember past Kowhai. The answer to the second question was that he couldn't really say as the wet field with the plantings, the field next to it and the fields across the road all looked pretty much the same.

Now any area left to its own devices for 15 years will obviously look very different to a clover rye based grazing pasture and for an expert not to know the difference and say so in a public forum would suggest Kiwirail backed the wrong horse.

Is it in the most expensive and the most technically difficult? – Yes it is.

Does it displace more people than any of the other 'said' options? – Yes it does

Will it affect more residents surrounding the hub with noise, vibration, light and dust pollution than any other option? Yes it will.

This in itself flies in the face of a statement made last week by Karen Bell – Not wanting to be too close to existing or anticipated residential areas. You can't get much closer than being in someones front yard.

Will the associated roading carve the village of Bunnythorpe into many pieces?

Yes it will

Do any of these things matter? To Kiwirail - they don't.

This whole process is defended by 'who has the largest war chest'. Case in point: Kiwirail had the young Ecologist come to our farm, poked around for a bit and presented his finding here last week, as I said earlier he told the Panel there was no discernable difference between a 15 year fallowed field and adjacent clover rye pasture. We have no funds to employ our own specialist to refute his findings. We can laugh at him for being ludicrous, but I am no expert, I have no letters after my name, so in an official report who would be believed, a 50 something cynic or a bright eyed lad with a degree.

Our Barrister here – Morgan – We can afford him to read a bit for us, to put together and speak to a more technical submission on our behalf, but can we afford to get the best out of Morgan with as many hours and employing as many of our own experts as he see's fit? Like bloody hell we can.

Kiwirail goes through this process knowing full well the odds are in their favour 'cause they have a very robust legal fund and experts tripping over one another. The impact on the village of Bunnythorpe and displacement of affected land owners is of no real concern to them. They may feel a little uncomfortable being ridiculed in a public forum, but that will soon pass as soon as we adjourn for tea. This development will not be good for Bunnythorpe. It will be the death nell of a proud and wonderful village.

I have a fantastic family and magnificent friends. I take strength from all of them 'cos some people have dangled themselves in the shed for far less of an upheaval than what we are going through.

Ta.





**Kiaora Kautau, ko Dale O'Reilly taku ingoa. My name is Dale O'Reilly and I thankyou Judith, John, Gina and Miria for this opportunity to speak to our submission.**

I grew up in Bunnythorpe and although my family moved into town when I was in my early teens, my connection to Bunnythorpe was always strong because my father, Grandmother and Great Grandparents all lived in Bunnythorpe. It was through this connection that well into our 30's Peter and I reconnected some 20 years ago. My Grandmother, my fathers brother who died when he was just a boy and my Great Uncle Buz (earnest George Sutherland – who was a celebrated athlete and served in the war) are all laid to rest at the Bunnythorpe Urupa which Peter has explained connects with the boundary of our property.

Like Peter, I have a strong connection to the land. Like many I have a diverse whakapapa, part of which is the marriage generations ago of an American Whaler Captain William Lewis and Erina Wharekiri of Ngati Kahungunu, my great great great Grandparents. Finding this part of my whakapapa was a revelation in that it explained my sense of kaitiakitanga – in particular treading lightly on and protecting the land. Peter and I feel we have been pretty much ahead of the game in terms of making changes to our farming practices towards a more regenerative & self-reliant system. We exited the Dairy industry over 10 years ago and now farm predominantly beef. We reduced our stocking rate and sell our cattle at an age when their weight on the predominantly wet land during the mid-winter months, is becoming detrimental. We retained a huge herd of 5 dairy cows, to feed a few calves and to produce our cheeses and make & freeze our butter for the year. We grow pumpkins for sale locally, some watercress too and make our own jams, jellies & pickles from our own and wild produce. We have a large patch of nettle on the farm which we make into nettle tea which is wonderful fertiliser. As you have heard from Peter we have retired and planted a paddock where there is a natural spring and wetland plants are regenerating



**(Photo 6)**

– in the words of Kiwirails Ecologist Jeremy Garret-Walker 'In one area we found a small growth of watercress (*Nasturtium Officinale*) and several *Eleocharis Acuta*...' this is commonly known as Sharp Spike Sedge. Given that the NPSFM requires that there be no further loss of inland wetlands and Te Mana o te Wai prescribes that the Wai should be allowed to function in its own right, then protecting the hauora of the wai itself must take priority surely. This statement also surely applies to the stream length that is

proposed to be culverted, the stream where there is life – we know it is home to eels



(photo 7).

And, in following that through in relation to our property, there must surely be ecological considerations around the extent to which the natural flood basin's makeup has particular attributes because of the regular flooding – naturally occurring sedimentation of nutrients to the soils for instance. The rushes up the side of the basin distinctly delineate the tideline of the highest flooding.

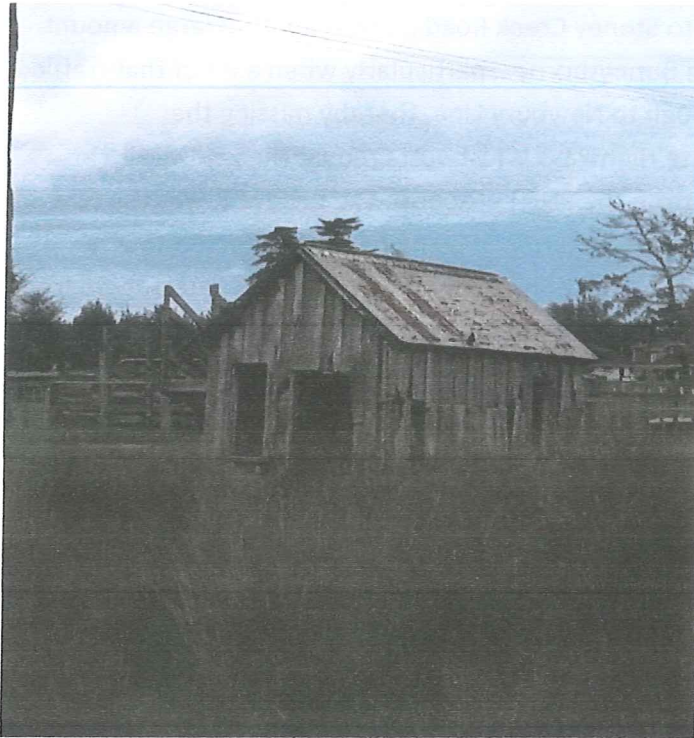


(photo 8).

Because the water pools, when the level recedes rush seeds are left behind. You have heard from Peter the regularity of flooding in the basin, there are permanent drop down 'Flooding' signs at each end, on Te Ngaio Road because of the regularity.

As Peter has said this natural flood basin protects areas upstream and downstream of the Mangaone. We cannot see the detention ponds proposed being able to cope.

The settlers hut on section 1478 (site 16 of the archeological report) belonged to settler John McDonald and may have value. It has not been identified in the report.



(Photo 9)

I have brought the notes I made when going through the Notice of Requirement documentation on the website, which refer to particular documents, paragraphs and page numbers, to which I have made notes in red ink. More information about the reliance on artificial distinctions between site options & weightings made within the MCA process, is provided there. I didn't want to bore everyone by going through them report by report and paragraph by paragraph in this forum, so will provide them for you to peruse later. One of many examples is in the Assessment of Environmental Effects which says 'The closest residential zoned sites to the freight hub are located on Maple Street, Railway Road, Kairanga-Bunnythorpe Road, Stoney Creek Road and on Nathan Place. Other sites in Bunnythorpe are zoned industrial, local business and recreational'. This statement overlooks all the houses on Clevely Line, Sangsters Road, Parrs Road & Tutaki Road – housing equally close and in some cases closer to the hub and in doing so greatly under-represented the effects on properties in the eyes of the assessors.

Information about the future roading options within the Notice of Requirement is extremely limited when this is a major consideration for the people of Bunnythorpe who have been opposing the Bunnythorpe end of the Rural Freight Ring Road and the Feilding to PN connection to it, ever since it was first proposed back in 2010. It first started in 2007 with the proposal of options for improved connection of Feilding to PN. It then morphed into a Rural Freight Ring Road and Feilding to PN connection, after a joint transport study was commissioned by the two Territorial Authorities in 2010. It has now morphed into the PNITI which Kiwirail have said is not available publicly. That is rubbish – at a public meeting in Bunnythorpe which was requested by PNCC to inform residents of the impending 10 year plan submission process (back in May if I recall rightly), a visual presentation was made by NZTA representative Ross l'Anson about the PNITI. He then supplied the full document for circulation. The NZTA Board have approved it, the PNCC 10 year plan allows & discusses investment into it, and both projects in fact, look lined up to be delivered in tandem. That the effects on the community of the Kiwirail Freighthub will be detrimental is just half of the picture.

When giving his evidence Mr Skelton pointed out that the logging trucks would be using the Northern Access to the Freight Hub. This is in Bunnythorpe. Mr Skelton also said in his evidence that with the closure of the Roberts Line Rail Crossing, traffic would divert to Stoney Creek Road... this is another large amount of commuter traffic being purposely diverted through Bunnythorpe... particularly when a lot of that traffic currently utilises the length of Roberts Line right through to Newbury Line, thereby missing the Bunnythorpe Village. This on top of the Railhub & State Highways is just outrageous. These Kiwirail assessments should not have been made in isolation from the PNITI proposal. We believe it was the fact that Bunnythorpe had slipped through the cracks for years, in terms of being formally referred to as a village. Bunnythorpe was just a point on a map with no population attached which probably stemmed from being split between different Councils when original statistical boundaries were formed. This allowed the 2010 Joint Transport Study writers to propose that State Highways go through our village (the fact that they have called them 'bypasses of Bunnythorpe' ever since, when as you can see by the stats NZ Settlement Boundary map (**10. Attached – last page**) it goes through our village, gives credibility to our thinking). All roading plans since, including the PNITI have been based on the 2010 JTS. The delineation of a settlement by Statsnz is by historical maps and by housing density. If we didn't have the housing density, the settlement boundary would have been smaller. The review of Statistical Boundaries undertaken by Statsnz in 2018 has rectified this, and official population stats are now available.

It is said in the Assessment of Environmental Effects, 'The area occupied by the Freight Hub does not currently contain any specific community and leisure facilities however the opportunity to provide walking and cycling connections is shown in the Landscape plan...' The Northern area and in particular Te Ngaio Road and Clevely Line is a very popular area for walkers and cyclists and many from all over Bunnythorpe use this area for their exercise and leisure. Some pushing children in buggies, others walking their dogs and many groups of cyclists regularly use this corridor. This is because these are beautiful quiet country lanes, full of domestic and wild animals to see. While walking this area it is common to see pukeko, kingfisher, ducks, rabbits, hares, hawks, horses and farm animals. Springtime is wonderful to see the little offspring of the various creatures. When you have this in your backyard, theres no need for a leisure facility, but this will be lost to all of our residents.

Also in this assessment, it say 'the Glaxo's factory was located between Campbell Road, Dutton Street and Ashhurst Road, it was subsequently used as a manufacturing plant for its BMX bikes and is currently zoned industrial'. This sentence gives the impression that the Glaxo building is not still there. It is and could be affected by construction not only of the FreightHub, but the huge Road infrastucture that is proposed. This is another reason that the two projects need to be assessed for their combined effects on residents of Bunnythorpe and in our opinion the affects will be so great as to be unable to be mitigated and therefore must change.

The loss of amenity in losing our immediate environment is huge. Not only do I consistently walk the Te Ngaio Road, Clevely line Roads (to keep active the hip replacement I received last year), but, because of the environment we have encouraged we regularly have Tui, Bellbird, Grey Warbler, & fantail in our backyard

and the visiting Black Fronted Dottrel to the farm, where pukeko and ducks are prevalent.



**(Photo 11)**

As keen bushwalkers, Peter and I have never been closer to NZ birdlife than we are at home. Our outlook from the office in our house is to the paddock that we planted, we often get a group of cheeky pukeko wandering our lawn for food and on one occasion recently, we looked out our dining room window to see a hawk standing on our lawn not 3 metres away.

Not only will the land and house we will be left with, be heavily impacted by the construction and operation of the freight hub - particularly in terms of noise, vibration, dust and traffic, we also lose our lifestyle and income. We are outdoors people – to have our windows treated is a fine gesture, but to walk out the door to the type and level of noise this hub will create will be excruciating when our current environment is so peaceful. We have spent years tuning our operation to meet the environmental & sustainability needs of the land as well as our own health, wellbeing & self reliance goals. To have this land not only taken from us but bowled for a concrete jungle that still, to our mind cannot be substantiated as an appropriate site for this type of project, is inconceivable.

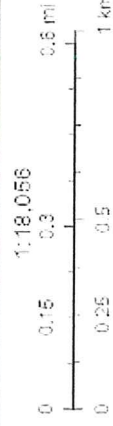


# Geographic Boundary Viewer Map



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- Urban-Rural Areas - 2021
- Major urban area
- Large urban area
- Medium urban area
- Small urban area
- Rural settlement



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