

Kiwirail hub speaking notes - Submission

18/08/21

Mihi

Context

Main points of submission

Finish

Mihi:

Tena koutou, no reira tena tatou katoa.

Ko te mea tuatahi he mihi tautoko tenei ki toku whanaunga a Mason Durie mo tana korero i te Rahina e pa ana tenei take kei mua ia tatou o Tahuriwakanui no Aorangi Marae.

I tenei ao hurihuri, he wa o te huringa nui. ka tu matou i te mura o te ahi. Ko tenei te wa mo te whakakotahitanga o nga hapu/iwi o tenei rohe o Manawatu.

No reira e hoa ma, e whanaunga ma tena tatou katoa

Context:

My name is Mereti Howe, nee Taipana. I am a representative of my Mothers line (Kahu Durie) of the Durie whanau. And I am here to speak on their behalf of that whanau. I live in Waughs Road at the Aorangi Papakainga. I am from the Aorangi marae and Papakainga. My submission is not only supportive of our own whanau but also the Bunnythorpe residents affected by the NoR. I consider the wider implications of this project.

This is an addition to my original submission.

Main Points of submission:

1. Notice of Requirement: Railway Road 177 Hectares.
2. Extending the length of trains from 900mtrs to 1.5 kilometer
3. The inevitable increase in traffic, and heavy traffic in our area and increased air and noise pollution.

1. I am very familiar with Bunnythorpe I was brought up there from the age of 4 and went to Bunnythorpe Primary School. Bunnythorpe was a great country life and the Mangaone creek that runs through it, was our playground. It was also a food resource, for our whanau providing ample eels for our larder. The creek was healthy and there were many swimming holes. It was one of the best times in my childhood, to have the country life, running, swimming and eeling. My father had a huge garden, we always ate fresh and organic vegetables.

From my own search I have found that the land that is designated as industrial is only part of the 177.7 Hectares. Most of it is prime fertile land with undulations, puna that has been regenerated back to health and pukeko nesting and feeding grounds. Pukeko are a native species of swamp bird. There are houses, animals, trees and lifestyle blocks on it. This land is next to a rural village where there are lifestyle blocks owned by people wanting to experience the rural life, but work in town. Many people, (Im sure) chose to live in Bunnythorpe for those reasons. It did not seem to be well known that the 177.7 hectares in question was zoned by the PNCC as industrial. I have read through some of the transcripts from last week's technical and expert reports. I feel that no matter the technical or engineering solutions that would bend this land to the will of industry, it will be destroyed. It will devastate the rural hamlet of Bunnythorpe. Kiwirail will be creating just another industrial park, if it is to be built over and smothered with concrete and steel.

Now there is a debate simmering among the ranks of us helpless onlookers regarding the proposed liquid waste disposal. It seems that eventually the waste materials that are accumulated and placed in holding ponds, will be flushed into the Mangaone stream. In this area we have an already polluted Manawatu river from other industries that have dumped their rubbish into the river.. The Mangaone is a tributary. It was rich with eels, freshwater crayfish, it was a bountiful source of food and play. It once had beautiful swimming and fishing spots. Not so long ago either. Now a dwindling dying stream, polluted by people, animal and industry waste. In some places people dump their rubbish and even trolley carts in there. And now we are to contend with the Kiwirail hub doing the same thing. But on a much larger scale. It is a dangerous precedent. The timing of such a project is unfortunate and questionable now due to the climate change crisis we find ourselves in and on into the future. Climate change is predicated by what we do, by human activity especially industrialising natural land. It is documented, it is televised almost daily. The Climate change crisis is our reality, right now. It is time to think very carefully how we the human race go forward. Humanity is at a tipping point. With that as our context it does not seem to be the most intelligent use of the land. In fact it would be better to be returned to its natural state and left alone.

There has been a lot of protest and questions around this project from different parts of our communities which shows that there is a huge disconnect between those who are

planning this project, who have designs on this piece of land and those who actually live here.

Living in Auckland or elsewhere and planning an industry that is here in the Manawatu shows disregard for the lives and aspirations of the people who actually live here. I'm talking about Bunnythorpe and our people at Aorangi. The residents who seem to be the last to know what the real plans are! The plans and projections and amount of draft reports have been ongoing.

2. Extending the length of trains from 900 meters to 1.5kilometers will mean an increase in noise due to the weight of carriages on the railway lines, and land vibration. The vibration of the trains can affect house foundations over time, and with longer trains this will worsen. The thunderous noise of the trains along the rail corridor shatters the quiet and even the most triple glazed windows can't keep the noise out. We already deal with thundering trains that speed by us. But at 1.5 kilometers how long will they take to go by? And how often will this be during the day?? And what of carbon emissions? We do have cables above the lines, but not all trains use those. When they pass by you can smell the pungent smell of diesel oil.

Aorangi Marae is right next to the rail corridor 5 kms up the road from Bunnythorpe. Our Marae services our hapuu and the diverse community and has done so for generations, not just the Maori community but the Tertiary sector, Schools, Health and other Organisations as well as Government agencies. It has assisted many and been a place of sanctuary and learning for people wanting to improve their cultural education. But as the trains have become more frequent and now with a plan to lengthen them they will become an aberration on our customs and cultural practices at our Marae. I would like to ask at this point what are Kiwirails plans to minimise noise and ground vibration in our area of Aorangi marae and papakainga? If there is no dialogue around the real issues that we will face as a result of this project it has the potential to be a catastrophe not only environmentally but culturally.

We also have our tangihanga practices which include carrying our tupapaku over the railway line to the urupa. Sometimes there are long processions of people and vehicles. Longer, noisier, heavier trains will seriously encroach on our tangihanga customs.

On the subject of Trucking transport.

Perhaps Trucks will decrease between Auckland and Bunnythorpe due to the train lengths increasing, but what of the traffic situation in this area of the Manawatu?

The train will stop but freight will still need to be distributed and delivered and for that you will need trucks. Especially with the plan to link up to local industry.

More traffic, more heavy traffic, longer trains seriously impedes on our way of life.

I would like to know if Kiwirail's plan includes minimising the impact of this development on those who live along Waughs road/Camerons Line Junction.

3. If KR Hub goes ahead regardless of our submissions, we do see that there will be an increase in car traffic, trucks and other vehicles connected to the industry in our area especially between Bunnythorpe and Feilding in the future. At this time some small businesses and industries are growing in Feilding and eventually they will hope to link up to some sort of distribution network. And I gather that the hope of the PNCC and MDC is to expand industrial potential in this area, and the Kiwirail Hub looks as if it is being set up to be central to this development. At the same time, the ring road is being constructed which will mean a non stop flow of traffic much of which will end up on Waughs road.

For this reason we want all such traffic diverted away from our area in Waughs road and the Waughs Road/Cameron's line junction. I support Mason Durie's proposal to build a dedicated road for the traffic overflow. The other proposal is to utilise the outer roads on the Southern side of Aorangi and Feilding. Through to KB Road, turning right on Rangitikei line, onto SH3 right on to Awahuri Rd right on to Kawakawa road then to Turners and to the Feilding industrial park, then onwards and out. From there trucks can get to the West coast, Wellington, and anywhere in between. Those roads seem the most practical for KR traffic employees and trucking And the same route for those travelling back.

The areas they pass through from Bunnythorpe to Feilding are not as populated as the route via Waughs road. Which as Mason Durie, has stated has a primary school on it, residences, a Resthome and marae and papakainga.

. This would address some of our traffic concerns. I'm sure that this is something that could be carried out in collaboration with NZTA, Horizons and perhaps MDC. There is collaboration going on right now for all of this planning and drawing up of maps and sites and other related work to have already started. The Waughs/Cameron's line junction and Waughs road itself is overloaded with the volume of traffic, it is not suitable for more traffic. There are safety issues for whanau turning in and out of their driveways from and to get on to the road. Some people have expressed fear when turning into the carpark from the road. They fear being hit by oncoming vehicles. Then there can be the large number of vehicles that need to access the marae carpark during times of tangihanga and hui. It is only a matter of time before there is a fatal accident.

In conclusion:

- I and my whanau and whanau whanui are against the NoR and the establishment of the KR Hub in Bunnythorpe or in any rural area of the Manawatu
For the reasons given.

However if it goes ahead, where ever it is:

- We want some thought and action to go into managing the volume of traffic that will ensue and impact on us outside the Aorangi Marae, and the Waughs Road/Camerons line junction.

In the form of:

- (a) A dedicated road
 - (b) Traffic is diverted to existing outer roads, as long as it is diverted away from our area of Aorangi Marae and papakainga for the reasons given.
- We would like some consideration given to building noise shields or barriers as a noise mitigation measure from the thunderous noise of 1.5 kilometer Trains. To be from Camerons line to at least 500mtrs down Waughs road
If not we would like compensation so that we can get a contractor to do this for us. With technical advice from railway experts.

Or a more sustainable measure could be investigated and implemented in our area such as the following:

One example of a solution: A way to reduce ground-borne vibrations and prolong the life of rail track components is by introducing resilient elements creating a mass-spring-damper system. In such a system, a given mass (the track itself and the train) interact with the spring (a resilient material) to isolate vibrations. The higher the mass, the more effective the isolation. Therefore, resilient mats at the basis of the system work best to mitigate ground-borne noise and vibrations.

- We would like the carbon emissions volumes that are put out by the trains eliminated in this decade. Diesel emissions from trains and vehicles cause cancer.

You mentioned on Monday that there had not been much engagement with Manawhenua. For Aorangi Marae and Papakainga Tahuriwakanui (Ngati Kauwhata) please contact Meihana Durie, Charles Taipana for the marae Trustees or Mason Durie.

For Ngati Kauwhata Nga Kaitiaki spokesman contact Dennis Emery.

Discussions with Manawhenua should always be in a collaborative manner, and under the Treaty of Waitangi the principles of Partnership, Participation in the discussion and finding of solutions always apply.

One last question for you to ponder 'Would you want this in your backyard?'

Thanks for the opportunity to speak to my submission.

Information sources:

- Whanau korero
- Lived experience
- Bunnythorpe residents
- Own research

- Adapt to Climate change now - Jobs for Humanity
- The Historic rise of carbon in the atmosphere since the industrial revolution
- National Geographic - Half of all natural land should be kept in its natural state to protect the earth.

- The impact of rail vibrations and how they can be reduced
- A sustainable solution to mitigate ground borne vibrations caused by trains
- Global railway review

- Palmerston North Integrated Transport Initiative - PNITI
- Updated Kiwirail footprint

- Palmerston North-Manawatu Strategic Transport Study