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Name	Sheena McGuire
Organisation	KiwiRail
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Response Date	Aug 31 22
Notes	
Q1	Select the chapter you want to provide feedback on
Q2	In general, to what extent do you support the contents of this chapter?
Q3	Objective/Policy/Rule/Standard reference:
Q4	Feedback/Comments
Q5	Objective/Policy/Rule/Standard reference:
Q6	Feedback/Comments
Q7	Objective/Policy/Rule/Standard reference:
Q8	Feedback/Comments
Q9	Objective/Policy/Rule/Standard reference:
Q10	Feedback/Comments
Q11	supporting documents?
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Q12	If you need more space, or have any other general comments, please leave them here

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31 August 2021

Waitaki District Council
Private Bag 50058
OAMARU 9444

By email: planreview@waitaki.govt.nz

COMMENTS ON DRAFT WAITAKI DISTRICT PLAN

NAME OF SUBMITTER: KiwiRail Holdings Limited (KiwiRail)

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KiwiRail comments on Draft District Plan

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 is also the Requiring Authority for land designated "Railway Purposes" (or similar) in District Plans throughout New Zealand.

The Main South Line and the Waiareka Line extend through the Waitaki District and form a key part of the KiwiRail network nationally. KiwiRail seeks to protect its ability to operate, maintain and upgrade the Main South Line and the Waiareka Line into the future.

To achieve this, KiwiRail encourages land uses near the railway corridor that do not compromise the short or long-term ability to operate a safe and efficient rail network, both day and night. Where sensitive activities are proposed on land near the railway corridors, appropriate controls should be imposed to ensure long-term amenity for the sensitive activities. Associated with that is the risk of objections and complaints leading to restraints on the operation, maintenance and enhancement of the rail corridor. Safety is a key concern for KiwiRail so ensuring sightlines and level crossings are protected is also paramount.

KiwiRail's comments on the Draft Waitaki District Plan (Draft Plan) is set out in the attached table. The comments largely follow the structure of the Plan but there are some areas where comments are grouped into topic or issue areas. In terms of relief sought, insertions are marked in **bold** and underlined, while any recommended deletions of text are shown in *italics* and ~~struck out~~. All requested changes include any consequential changes to the Plan to link and/or accommodate the requested change in the stated, or alternate location.



KiwiRail is available to meet with the Council to discuss any elements of the comments provided within this table, to provide any clarification that may assist in decisions on the changes requested.

Regards,

A handwritten signature in black ink, appearing to read 'Sheena'.

Sheena McGuire
RMA Advisor
KiwiRail Holdings Limited

Submission Number	Section of Plan	Specific Provision	Support/Oppose/ Seek Amendment	Reasons for Submission	Relief Sought (as stated or similar to achieve the requested relief)
Part 1: Introduction and general provisions					
	Definitions	Accessway	Support	The definition as proposed includes access to any public place or to any railway station which is supported by KiwiRail.	Retain as proposed
	Definitions	Critical facilities	Support	KiwiRail support the inclusion of strategic rail networks within this definition.	Retain as proposed
	Definitions	Essential structures	Support	KiwiRail support inclusion of the rail transport network or service within this definition, including structures that support critical facilities and Regionally Significant Infrastructure.	Retain as proposed
	Definitions	Infrastructure	Support	The definition as proposed aligns with the RMA definition and is supported by KiwiRail, noting clause (g) includes rail.	Retain as proposed
	Definitions	Maintenance and repair	Support	KiwiRail support the definition proposed allowing for any work or activity necessary to continue the operation and/or function of existing infrastructure.	Retain as proposed
	Definitions	Network utility operator	Support	KiwiRail support the use of the RMA definition of Network Utility Operator, which includes railway activities. This approach supports the integrated management and provision of key infrastructure.	Retain as proposed
	Definitions	Noise sensitive activity	Seek amendment	The definition as proposed includes the relevant activities that are typically sensitive to noise. KiwiRail recommends student accommodation is included in the definition for clarity.	Amend as follows: means any 1. residential activity (including retirement villages) 2. visitor accommodation (including student accommodation) 3. educational facility 4. hospital or healthcare activity 5. place of worship 6. Marae
	Definitions	Regionally significant infrastructure	Seek amendment	KiwiRail seeks amendment to this definition to ensure the rail network is included as strategic land transport network isn't defined in the Draft Plan.	Amend as follows: 1. strategic land transport network including the rail network and arterial roads; 2. telecommunication facilities; 3. national, regional and local renewable electricity generation activities of any scale, including the Waitaki Power Scheme; 4. the electricity transmission network; 5. sewage collection, treatment and disposal networks; 6. community land drainage infrastructure; 7. community potable water systems; 8. established community-scale irrigation and stock water infrastructure; 9. transport hubs; 10. bulk fuel supply infrastructure including terminals, wharf lines and pipelines; 11. electricity distribution network; 12. Ōamaru airport and Ōmārama aerodrome and associated navigation infrastructure.
	Definitions	Reverse sensitivity	Support	KiwiRail support the definition proposed in relation to reverse sensitivity effects. It is important to recognise the vulnerability of existing, lawfully established activities such as the rail activities to other activities in the vicinity which may be sensitive to adverse environmental effects.	Retain as proposed
	Definitions	Sensitive activity	Support	KiwiRail support the listed activities within this definition.	Retain as proposed
	Definitions	Transport corridor	Seek amendment	KiwiRail support the inclusion of rail within this definition. However, KiwiRail seek amendment to the definition to increase the transport corridor to 100m from the boundary of a railway designation.	Amend as follows:

				This definition is applied in the Noise Chapter of the Draft Plan in relation to noise standards for noise sensitive activities. Studies show that the impacts of noise and vibration from a railway can be felt up to 100m from a rail corridor. KiwiRail seek amendment to ensure noise sensitivity activities are subject to appropriate noise and vibration standards to manage the potential for reverse sensitivity effects.	means the area located within 100 100m of the boundary of any State Highway or railway designation, but excludes any land where the speed limit applying to the State Highway is less than 70km/hour.
	Definitions	Transport network	Support	KiwiRail support the inclusion of rail infrastructure in this definition.	Retain as proposed
	Definitions	Transport network support infrastructure	Support	KiwiRail support the inclusion of rail infrastructure in this definition.	Retain as proposed
	Definitions	Upgrading	Support	The specific ability to improve or increase the safety or efficiency of existing infrastructure as defined as upgrading, is supported.	Retain as proposed
Part 2 – District-wide matters					
	Strategic Direction	SD-RA-O3	Support	KiwiRail support strategic direction to avoid reverse sensitivity effects.	Retain as proposed
	Strategic Direction	SD-UFD-01	Support	KiwiRail support the objective for integrated management with infrastructure.	Retain as proposed
	Strategic direction	SD-UFD-O3	Support	KiwiRail support strategic direction for appropriate location of activities, including minimising adverse effects from incompatible activities.	Retain as proposed
	Strategic direction	New	Seek inclusion	KiwiRail seek strategic direction relating specifically to infrastructure. In particular, KiwiRail seek recognition of the operational and functional need of infrastructure, and the management of adverse effects of other activities on infrastructure.	<i>Infrastructure operates efficiently and safely and is protected from incompatible development and activities that may create reverse sensitivity effects.</i>
	Infrastructure	Overall	Support	KiwiRail support the grouping of all infrastructure provisions, including overlay provisions, within the Infrastructure Chapter.	Retain as proposed
	Infrastructure	INF-O1	Support	KiwiRail support the objective of achieving effective, resilient, effective and safe infrastructure, in relation to all transport infrastructure.	Retain as proposed
	Infrastructure	INF-O2 and INF-P3	Support	Ensuring that infrastructure can meet existing and future demands is supported by KiwiRail, specifically noting the requirement around safety and efficiency in meeting that demand.	Retain as proposed
	Infrastructure	INF-O3	Support	The objective to provide for the establishment, operation, maintenance, repair, and upgrade of infrastructure efficiently within the district is supported by KiwiRail. KiwiRail support the recognition of the benefits of infrastructure in this objective.	Retain as proposed
	Infrastructure	INF-O4	Support	The objective to protect infrastructure from adverse effects of subdivision, use and development including reverse sensitivity, is supported by KiwiRail. KiwiRail further support the recognition of the functional and operational value of infrastructure.	Retain as proposed
	Infrastructure	INF-O5	Support	KiwiRail support the objective of achieving an effective, accessible and integrated transport network, in relation to all transport modes.	Retain as proposed
	Infrastructure	INF-P1	Support	KiwiRail support policy that recognises the benefits of Regionally Significant Infrastructure.	Retain as proposed
	Infrastructure	INF-P4	Support	Specific policy direction to enable new infrastructure, and to allow for the maintenance, repair, upgrading and removal of existing infrastructure, including when in overlays, is supported by KiwiRail. The rail asset is existing and its ability to continue to provide the service required of it over the life of the Plan, will rely on the ability to be maintained and upgraded as required.	Retain as proposed
	Infrastructure	INF-P5	Support	Recognition of reverse sensitivity effects, and the protection of Regionally Significant Infrastructure from these where there is the potential to impact on the	Retain as proposed

				safe and efficient operation, maintenance, repair, upgrading, removal and development is supported. Specific reference of the effects of and on rail, as proposed in point 4 of INF-P5, is supported.	
	Infrastructure	INF-P9	Support	The rail network is existing, however upgrades and improvements to the network are constrained by the existing network location, and how trains operate at a practical level. KiwiRail supports recognition of location and operational parameters for the rail network.	Retain as proposed
	Infrastructure	INF-P10	Support	KiwiRail support policy that recognises the benefits that new technologies can give to rail in terms of efficiency of the operation and safety and resilience of the network.	Retain as proposed
	Infrastructure	INF-P12 and INF-P13	Support	These policy directions are supported by KiwiRail. Recognition of the benefits of Regionally Significant Infrastructure and the transport network, and the clear policy direction enabling the ability to upgrade and develop that network is supported.	Retain as proposed
	Infrastructure	INF-P16, INF-P19, INF-20, INF-P21, INF-22	Support	Recognition that there are specific circumstances in which the upgrade of, existing or new, infrastructure may be appropriate on significant sites is supported. In particular, KiwiRail support that each of these policies links to functional and operational needs of infrastructure.	Retain as proposed
	Infrastructure	INF-P17, INF-P18	Support	KiwiRail supports policy direction which enables trimming, pruning and removal of notable trees if there is an operational or functional need for the location of infrastructure.	Retain as proposed
	Infrastructure	INF-R1	Support	KiwiRail support that the maintenance and repair, along with the removal, of existing infrastructure is provided for as a permitted activity.	Retain as proposed
	Infrastructure	INF-R2	Support	The ability for maintenance and repair and removal of existing infrastructure within any overlay as a permitted activity subject to standards, is supported.	Retain as proposed
	Infrastructure	INF-R3	Support	KiwiRail support the ability to upgrade existing infrastructure as a permitted activity, subject to standards.	Retain as proposed
	Infrastructure	INF-R4	Support	Part of the Main South Line is subject to the heritage setting overlay in the Oamaru area. KiwiRail note the need to preserve the heritage value of the area and the Discretionary activity status for infrastructure works not including antennas.	Retain as proposed
	Infrastructure	INF-R6	Support	KiwiRail support the ability to upgrade existing infrastructure as a permitted activity, subject to standards.	Retain as proposed
	Infrastructure	INF-R8	Support	KiwiRail support the ability to construct and extend vehicle access tracks ancillary to infrastructure as a permitted activity, subject to standards.	Retain as proposed
	Infrastructure	INF-R9	Support	KiwiRail support the ability to locate new infrastructure within a natural hazard or coastal hazard overlay, subject to standards.	Retain as proposed
	Infrastructure	INF-R12	Support	The ability to attach infrastructure to existing bridges is supported by KiwiRail.	Retain as proposed
	Infrastructure	INF-R22	Support	The ability to install ancillary infrastructure to be installed as a permitted activity is supported.	Retain as proposed
	Infrastructure	INF-R23	Support	The ability for signage to be installed as a permitted activity is supported, particularly noting that signage for the railway typically links to health and safety matters and the operation of the rail network.	Retain as proposed
	Infrastructure	INF-S8	Seek amendment	KiwiRail do not consider it appropriate for this standard to apply to the rail corridor. Works within the rail corridor such as cabinets or temporary structures would be within the designated corridor and would be subject to the railway purposes designation requirements. The road reserve includes land adjacent to residential streets and it is considered appropriate to impose a height restriction for cabinets	Amend as follows: Cabinets, electric vehicle charging stations, temporary infrastructure and temporary electricity generators and self-contained power units to supply existing infrastructure, meteorological enclosures and buildings

				and the like within the road reserve. It is not considered appropriate to apply the same to the designated rail corridor, which could in theory also capture station buildings due to the inclusive listing of 'and any other infrastructure, structure or building not otherwise listed'.	and any other infrastructure, structure or building not otherwise listed, which are located within the road reserve or rail corridor .
	Stormwater	STORM-01, STORM-P1, STORM-P2, SUB-S5	Support	KiwiRail support the objective and policy direction to require subdivision and development to achieve hydraulic neutrality. Uncontrolled stormwater discharge from adjoining landowners can undermine rail infrastructure and threaten the safe operation of the rail network. KiwiRail support onsite stormwater management to avoid this.	Retain as proposed
	Transport	TRAN-01, TRAN-P2	Support	KiwiRail support that on-site transportation facilities and site access is required to be provided in a manner which does not compromise the safety and efficiency of the transport network.	Retain as proposed
	Transport	TRAN-P3	Support	KiwiRail support consideration for the safe, efficient and effective functioning of the rail networks, and ensuring this will not be compromised when assessing onsite transport facilities that don't meet industry standards.	Retain as proposed
		TRAN-R1, TRAN-S17, SUB-S2	Seek amendment	<p>Safety at level crossings is essential and crossing setbacks and protection of sight lines is a key means of ensuring this. KiwiRail therefore support the inclusion of a rule and standard for setbacks and sight triangles for railway level crossings.</p> <p>KiwiRail recommend using 'vegetation' in the standard to include shelterbelts in the visual obstruction-free area.</p> <p>In addition, KiwiRail consider 'mitigation measures' to be an appropriate matter of discretion as opposed to offsetting or compensation if compliance with the standard cannot be achieved. KiwiRail seek to be consulted in these instances.</p>	<p>Amend as follows:</p> <ol style="list-style-type: none"> 1. Any new vehicle crossing must be located a minimum of 30m from a railway level crossing, as measured from the closest rail track to the edge of the vehicle crossing; 2. where a railway level crossing is controlled by stop signs or give way signs, any buildings, structures, vegetation plants or other visual obstructions must not be located within the approach sightlines or restart sightline areas, as shown in the shaded areas of Diagram 4 and Diagram 5 below. <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. the safety and efficiency of rail and road operations; and 2. whether a grade separated crossing will be provided; and 3. any mitigation offset or compensation measures offered; and 4. visibility and safe sight distances for vehicles using the level crossing. <p>Section 88 information requirements for applications:</p> <ol style="list-style-type: none"> 1. Applications under this rule must provide, in addition to the standard information requirements, evidence of engagement with KiwiRail.
	Natural Hazards	NH-P4	Support	Recognition that in some instances there are operational and functional needs for activities to locate in certain locations, which can include within hazard areas, is supported. The rail network has been in place for many years and for various operational reasons, is unable to be easily relocated to avoid such hazard areas.	Retain as proposed
	Natural Character	NATC-P1, NATC-P2	Support	As above, recognition that there are sometimes operation and functional needs for buildings and structures to be located in riparian margins, is supported by KiwiRail.	Retain as proposed
	Subdivision	SUB-O4	Support	KiwiRail support the objective to protect Regionally Significant Infrastructure.	Retain as proposed
	Subdivision	SUB-P3	Support	Stormwater discharge onto the rail corridor has the potential to damage the rail network and disrupt the safe and efficient function of the railway. KiwiRail support policy direction and provision for new allotments to manage stormwater on-site and within the public network.	Retain as proposed

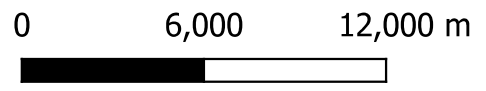
	Subdivision	SUB-P4	Support	KiwiRail support policy direction that requires compliance with minimum design standards for safe and efficient traffic movements, including vehicle crossing setbacks and sightline standards. These are important standards to ensure safety at rail level crossings.	Retain as proposed
	Subdivision	SUB-P6	Support	KiwiRail support policy that requires subdivision design to minimise adverse effects on the safe and efficient operations, maintenance of, and access to Regionally Significant Infrastructure.	Retain as proposed
	Subdivision	SUB-P12	Support	KiwiRail support clear policy direction to ensure that subdivision is designed and located to minimise the potential for any reverse sensitivity effects, and conflicts with, existing and permitted activities on adjacent sites. Point 11 of this policy specifically addresses reverse sensitivity by ensuring there is sufficient separation from zone boundaries with transport networks which is strongly supported by KiwiRail.	Retain as proposed
	Subdivision	SUB-P13	Seek amendment	<p>KiwiRail seek amendment to this provision to ensure reverse sensitivity is a consideration when assessing subdivision in Residential Zones. KiwiRail seek to ensure that there are appropriate setbacks from the rail corridor to effectively manage the interface between sensitive land uses and the operational rail corridor.</p> <p>The recommended amendment will support the intent of SUB-O4.</p>	<p>Amend as follows:</p> <p>Provide for subdivision in Residential Zones, including infill subdivision, where the design, size and shape of allotments:</p> <ol style="list-style-type: none"> 1. is consistent with and complement the anticipated residential density and form of development for the relevant zone; 2. support a range of housing types and sizes and offer different housing choices; 3. allow sufficient sunlight to living and outdoor spaces and enable on-site amenity and privacy; and 4. maximise opportunities for buildings to face the road or overlook public space; and 5. is consistent with any relevant design guidelines, including the Medium Design Residential Design Guidelines. <p>6. incorporates sufficient separation from transport networks to minimise the potential for any reverse sensitivity effects and/or conflict with existing and permitted activities on adjacent sites.</p>
	Subdivision	SUB-P16	Support	KiwiRail support the recognition of reverse sensitivity effects in relation to infrastructure that can be created with subdivision.	Retain as proposed
	Subdivision	SUB-S2	Support	KiwiRail support this standard which requires compliance with TRAN-P17 access standards in all zones including level crossing setbacks and retaining level crossing sightlines.	Retain as proposed
	Subdivision	SUB-S5	Support	KiwiRail support the requirement to for new allotments to connect to a reticulated system and achieve hydraulic neutrality within urban zones. KiwiRail seek to protect the rail corridor from stormwater discharge which can undermine rail infrastructure.	Retain as proposed
	Coastal Environment	CE-P8	Support	Recognition that in some instances there are operational and functional needs for activities to locate in certain locations, which can include within the coastal margin, is supported.	Retain as proposed
	Coastal Environment	CE-P18	Support	KiwiRail support policy which recognises that, in some instances, hard structures within the coastal environment are necessary to reduce an immediate risk of serious harm to property or infrastructure. There are sections of the Main South Line which run parallel to the coastline and are vulnerable to storm surge and high tides. KiwiRail support policy direction which acknowledges risk of coastal hazards	Retain as proposed

				to infrastructure and the need to construct hard structures as a protective measure.	
	Coastal Environment	CE-R8	Support	As above, KiwiRail support provisions for hard protection structures as a Discretionary Activity within the Coastal Environment.	Retain as proposed
	Light	LIGHT-O1, LIGHT-P1	Support	Recognition of the benefits of artificial outdoor lighting to maintain the safe operation of the transport network and the safety of transport users, is supported by KiwiRail. Lighting is an important feature at rail stations and platforms for the safety of rail users and KiwiRail seek to ensure this is provided for in the Plan.	Retain as proposed
	Light	LIGHT-O2, LIGHT-P2	Support	KiwiRail support the objective and policy direction to design and locate light sensitive activities to minimise reverse sensitivity effects.	Retain as proposed
	Noise	NOISE-O2	Support	KiwiRail support recognition and protection of existing and authorised noise generating activities, and the potential for new noise sensitive activities to give rise to reverse sensitivity impacts.	Retain as proposed
	Noise	NOISE-P2	Support	Recognition of existing lawfully established noise emitting activities is supported by KiwiRail.	Retain as proposed
	Noise	NOISE-P3	Support	<p>KiwiRail support policy requiring sensitive activities adjacent to the railway network to be designed, constructed and maintained to ensure an appropriate level of internal amenity is achieved.</p> <p>The rail network is a 24 hour a day, seven day a week operation, and the frequency, length and weight of trains can change without community consultation. Noise and vibration can have an impact on the internal amenity of a building. Appropriate mitigation, installed to ensure that the health and wellbeing of those living and working near to the rail network are not adversely affected, is pivotal to ensure that undue restrictions are not placed on the operation of the rail network.</p>	Retain as proposed
	Noise	NOISE-R5, NOISE-S3	Support	<p>KiwiRail strongly support the inclusion of plan provisions which seek to protect the effective function of rail operations as well as the health and wellbeing of nearby occupants.</p> <p>KiwiRail support the rule and standard relating to noise sensitive activities located within a transport corridor. Where compliance with NOISE-S3 cannot be achieved, the requirement for a restricted discretionary consent is considered appropriate.</p>	Retain as proposed
	Noise	New	Seek inclusion	Rail activities not only generate noise, but also vibration. KiwiRail seek the inclusion of a standard to manage the impacts of vibration arising from rail operations.	<p>Amend as follows:</p> <p>NOISE-R5</p> <p>PER-2</p> <p>NOISE-S3 and NOISE-SX is complied with.</p> <p>NOISE-SX Vibration standards for noise sensitive activities</p> <p>Any new buildings or alterations to existing buildings containing an activity sensitive to noise, within the transport corridor:</p> <p>(a) is designed, constructed and maintained to achieve rail vibration levels not exceeding 0.3 mm/s vw,95 or</p> <p>(b) is a single-storey framed residential building with:</p> <p>i. a constant level floor slab on a fullsurface vibration isolation bearing with natural frequency not exceeding 10 Hz, installed in accordance with the supplier's instructions and recommendations; and</p>


					<p><i>ii. vibration isolation separating the sides of the floor slab from the ground; and</i></p> <p><i>iii. no rigid connections between the building and the ground.</i></p> <p>4. A report is submitted to the council demonstrating compliance with clauses (1) to (3) above (as relevant) prior to the construction or alteration of any building containing an activity sensitive to noise. In the design:</p> <p>(a) railway noise is assumed to be 70 LAeq(1h) at a distance of 12 metres from the track, and must be deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres.</p>
	Temporary Activities	TEMP-O2, TEMP-P2	Support	KiwiRail support that temporary activities are enabled where there is no adverse effects on the safety and efficiency of the transport network.	Retain as proposed
Part 3 – Area specific matters					
	Multiple	Zones adjacent to rail corridor	Seek amendment	<p>For health and safety reasons, KiwiRail seek a setback for structures from the rail corridor boundary. While KiwiRail do not oppose development on adjacent sites, ensuring the ability to access and maintain structures without requiring access to rail land is important.</p> <p>The current Plan structure enables a 4.5m setback from the road boundary under GRZ-S6, however the rail corridor could only have a 1m setback under GRZ-S6 point 2, increasing the risk that poles, ladders, or even ropes for abseiling equipment depending on the height of the buildings, could protrude into the rail corridor and increase the risk of collision with a train.</p> <p>While KiwiRail prefer a 5m setback, for consistency and to avoid additional rules, KiwiRail would accept a 4.5m setback to align with the road boundary setback already proposed in some specific zones.</p> <p>KiwiRail note that the road setback distance varies throughout the Draft Plan e.g. it is 2m in MRZ-S6 and 15m in GRUZ-S4. KiwiRail could not support a setback of less than 4.5m. One option is a cross-reference between the standards of each zone to avoid repetition, or to create a standard rail corridor setback rule and replicate it in each zone.</p>	<p>Amend as follows:</p> <p>XXX-SX: Minimum building and structure setbacks The minimum setback of any part of a building or structure for an activity shall be:</p> <p>...</p> <p>X. from a road or rail corridor boundary: 4.5m.</p> <p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to:</p> <p>...</p> <p>X. the safe and efficient operation of the rail network.</p>
	General Rural Zone	GRUZ-R15	Seek amendment	KiwiRail support CON-4 which requires a 10m setback from adjoining property boundaries for afforestation. KiwiRail seek to broaden the application of the rule to include afforestation and replanting. This ensures not only new carbon forestry but also replacement forestry is required to be setback from the rail corridor.	<p>Amend as follows:</p> <p>CON-4 Afforestation and replanting must not occur—</p> <p>1. within 10m of the boundary of an adjoining property that is not owned by the owner of the carbon forest or the land it is located on (unless that adjoining property is also carbon forest or plantation forest); or</p> <p>...</p>
	Planning maps	Planning maps	Seek amendment	<p>On 30 November 2020, KiwiRail sought a rollover of existing designations with corrections and a GIS shapefile was provided. KiwiRail provide an updated shapefile with this submission which relates to the rail designation and identification of the rail corridor within the district.</p> <p>KiwiRail seek the following corrections to the planning maps:</p> <p>1. SNF071 should not extend into the rail corridor. The Main South Line corridor is an established and developed network. It is not considered appropriate to include the operational rail corridor in the SNA. at the following locations should not overlap with the established rail corridor.</p>	<p>Amend as follows:</p> <ol style="list-style-type: none"> 1. Update rail corridor in line with provided shapefile (orange layer). 2. Remove SNF and SNAs from the rail corridor, 3. Correct the rail centreline to accurately follow the rail network.

				<ol style="list-style-type: none">2. SNA299 and SNA300 both extend into the rail corridor. As above, it is not considered appropriate to include the established rail corridor and rail infrastructure within these areas.3. KiwiRail-owned land and the rail corridor/reserve are missing from areas within the district. Please see attached shapefile.4. Rail assets including level crossings and bridges are not included in the rail corridor. Please see attached shapefile.5. The rail centreline is inaccurately shown on the maps and does not follow the true route of the rail network. This is misleading and could be the source of misinterpretation of the Plan.	
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Kiwirail Draft District Plan Feedback:
Entire rail corridor



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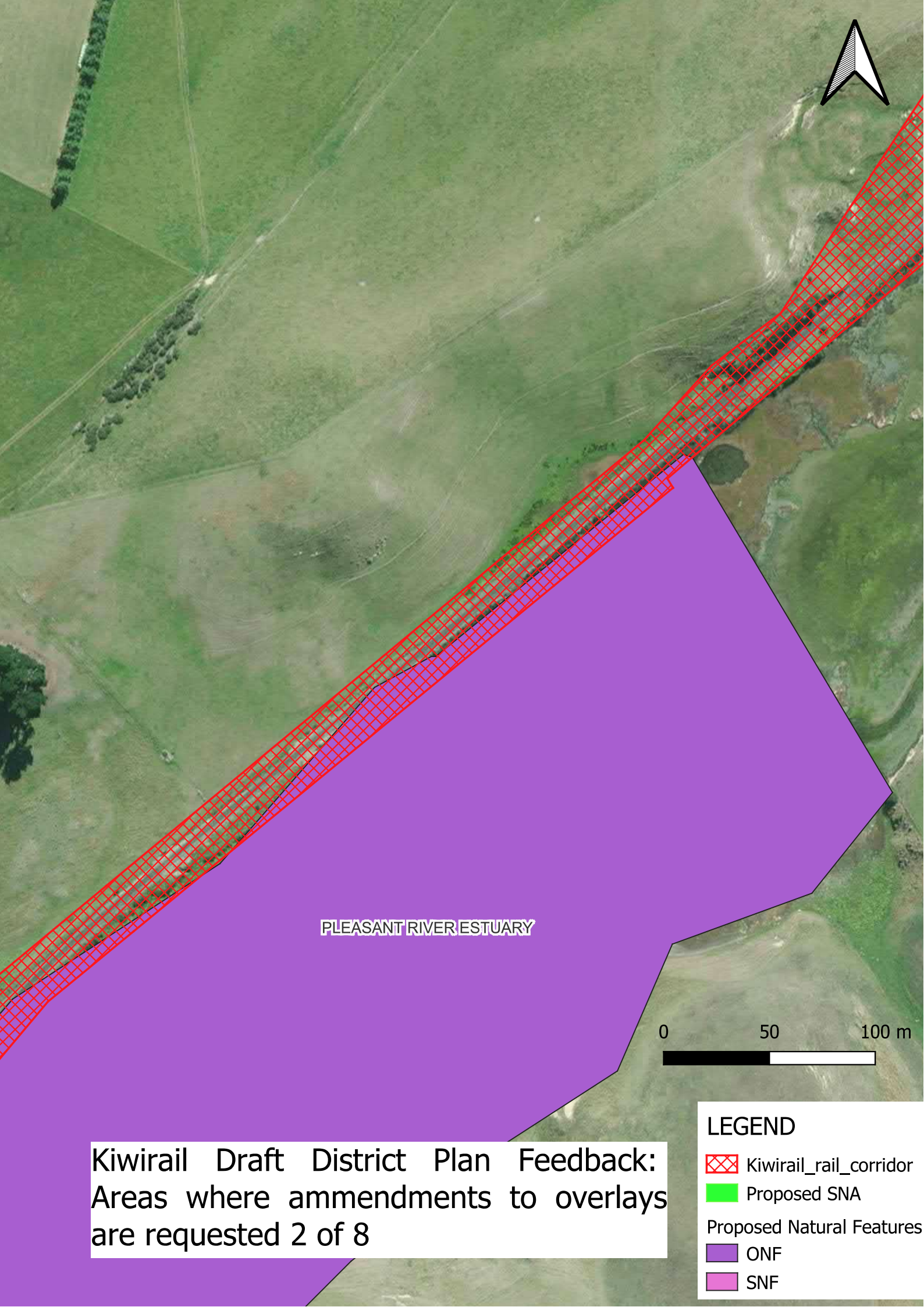
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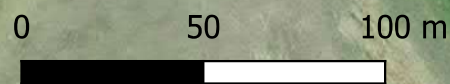
Kiwirail Draft District Plan Feedback:
Areas where ammendments to overlays
are requested 1 of 8

LEGEND




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-  Proposed SNA
- Proposed Natural Features
 -  ONF
 -  SNF



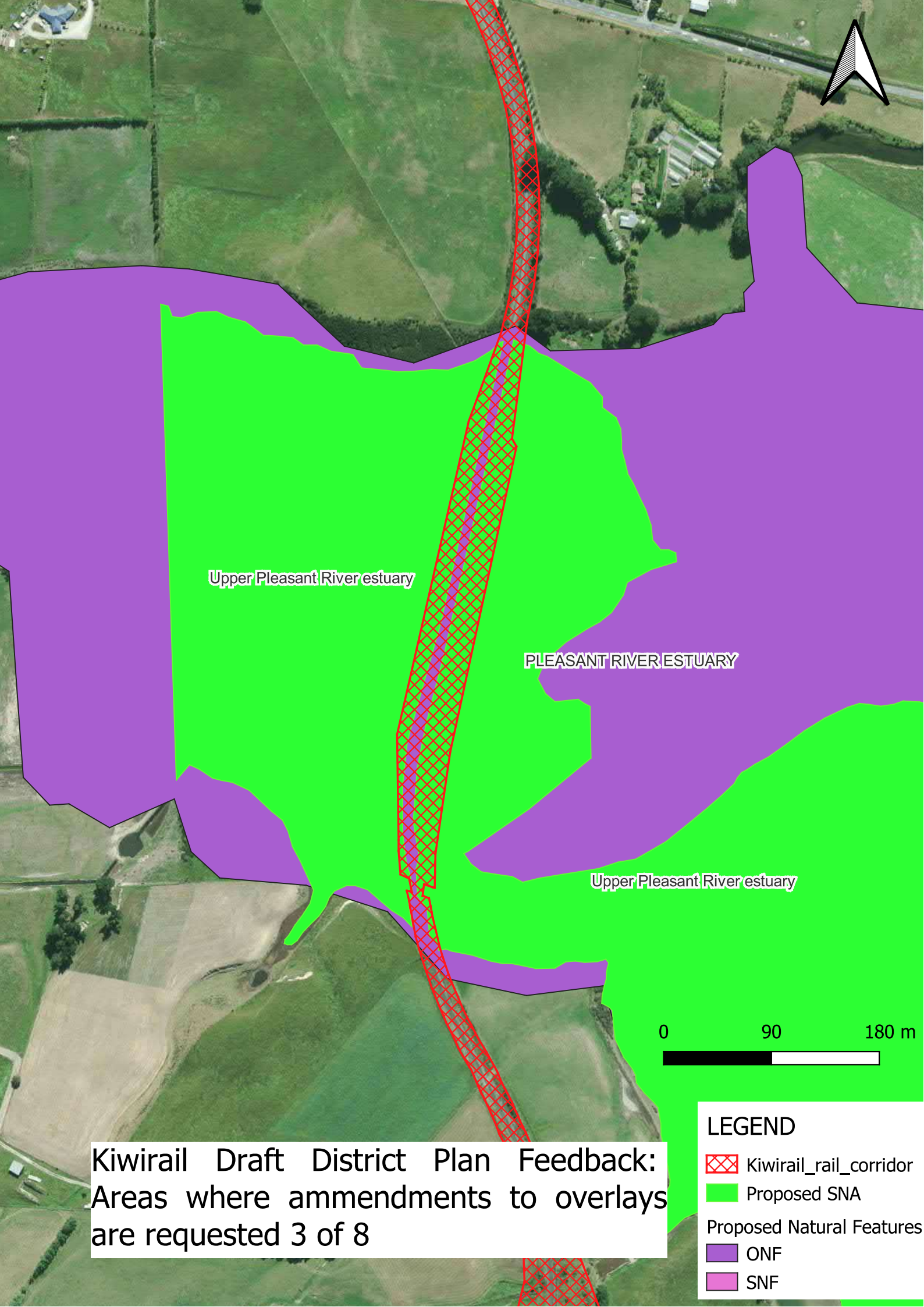
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Kiwirail Draft District Plan Feedback:
Areas where ammendments to overlays
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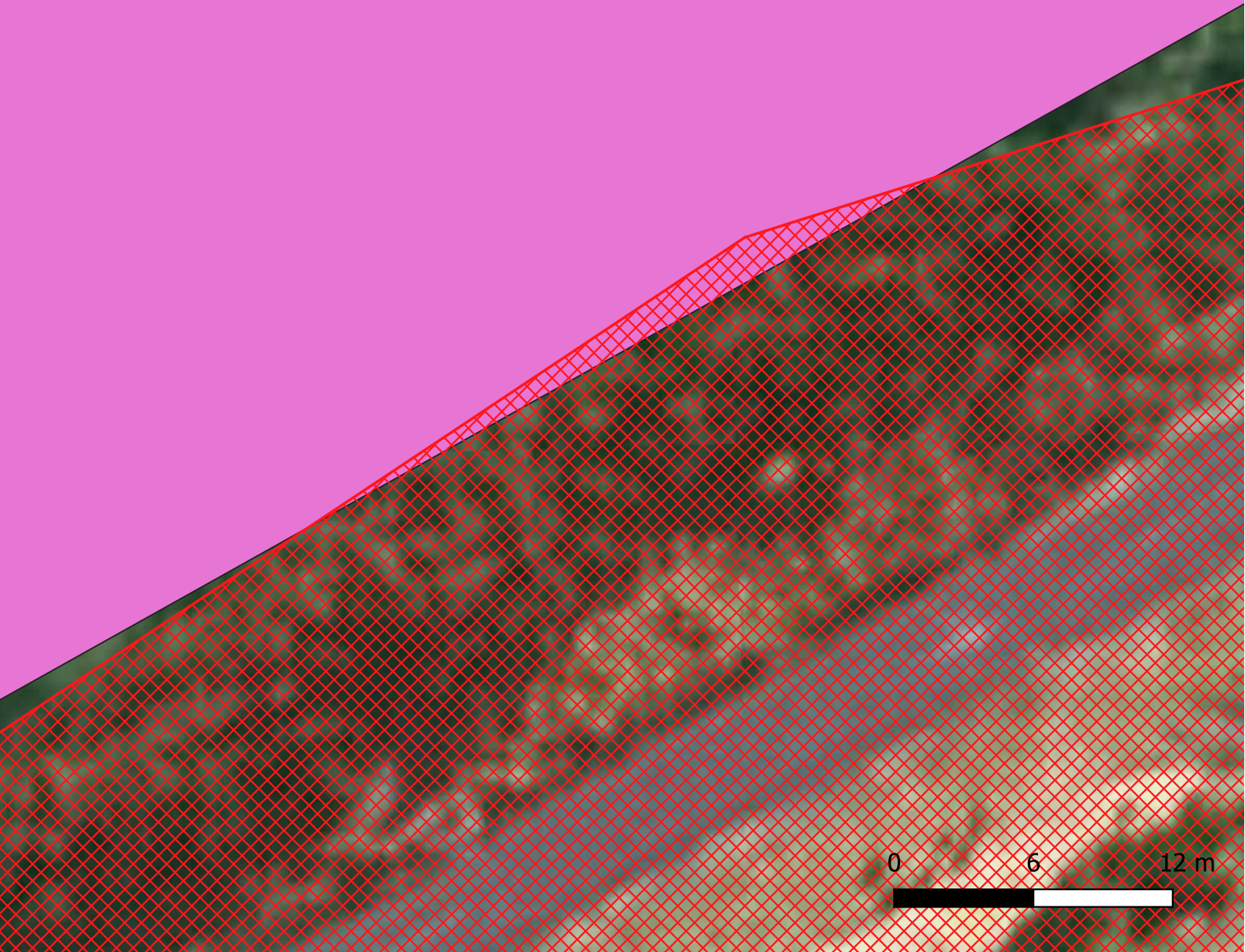
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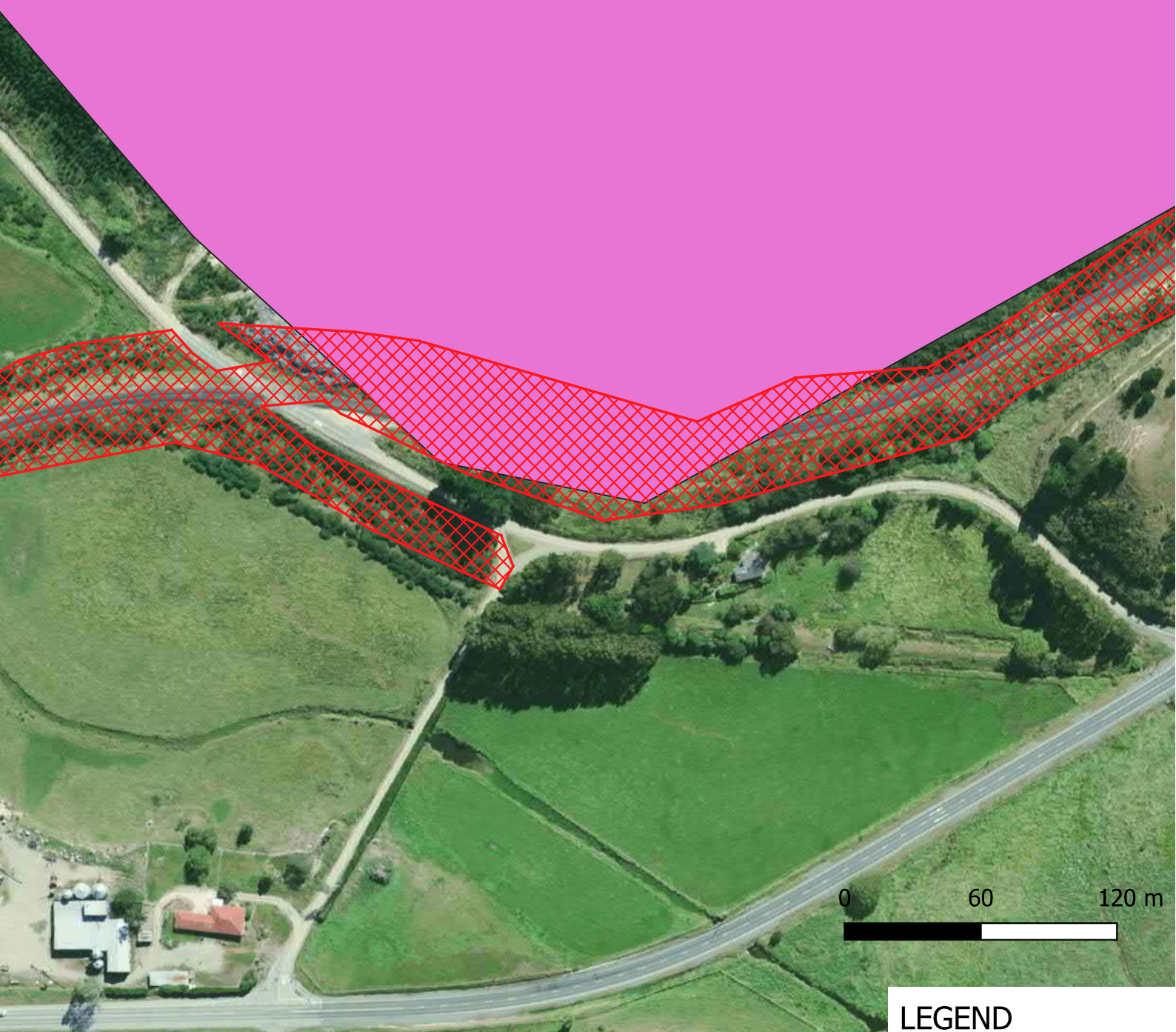
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Kiwirail Draft District Plan Feedback:
Areas where ammendments to overlays
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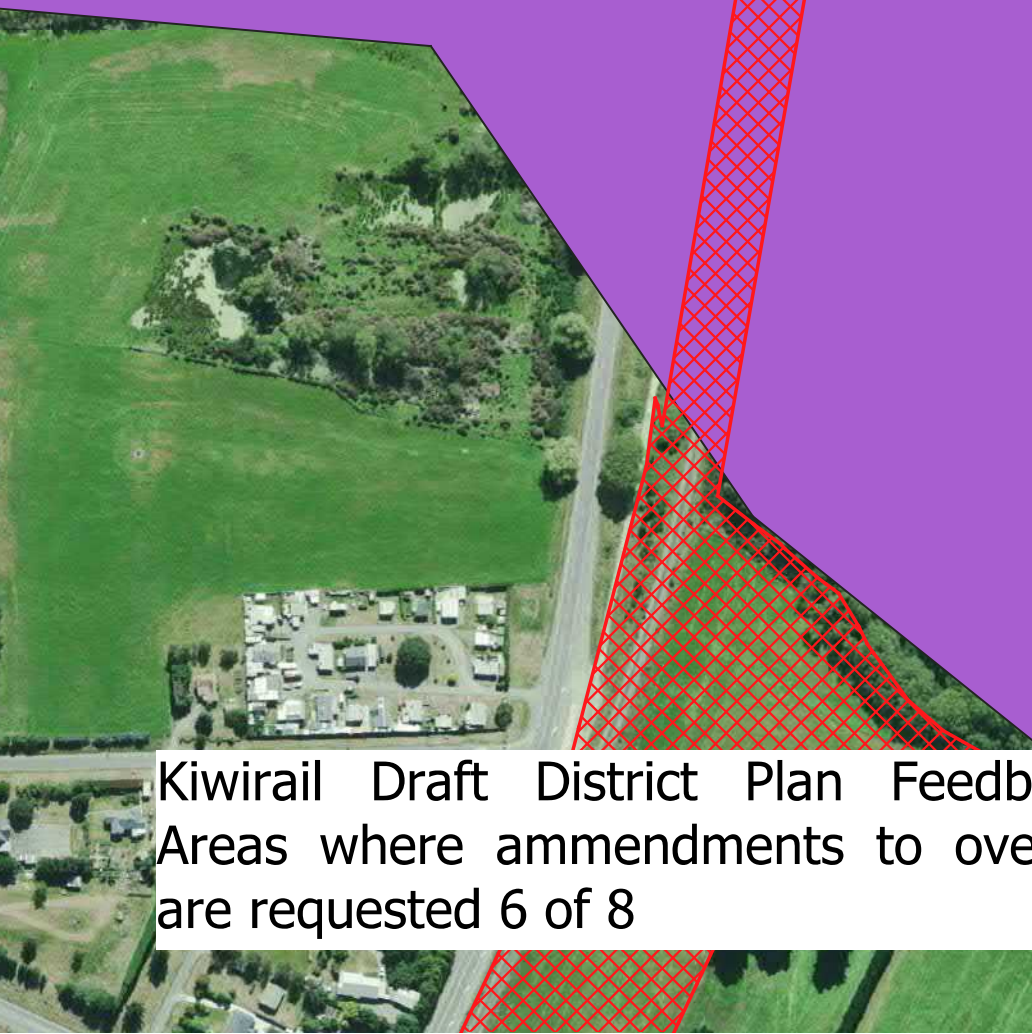
PUKEHIWITAHU, PAKEHIWITAHU



Kiwirail Draft District Plan Feedback:
Areas where ammendments to overlays
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 -  ONF
 -  SNF



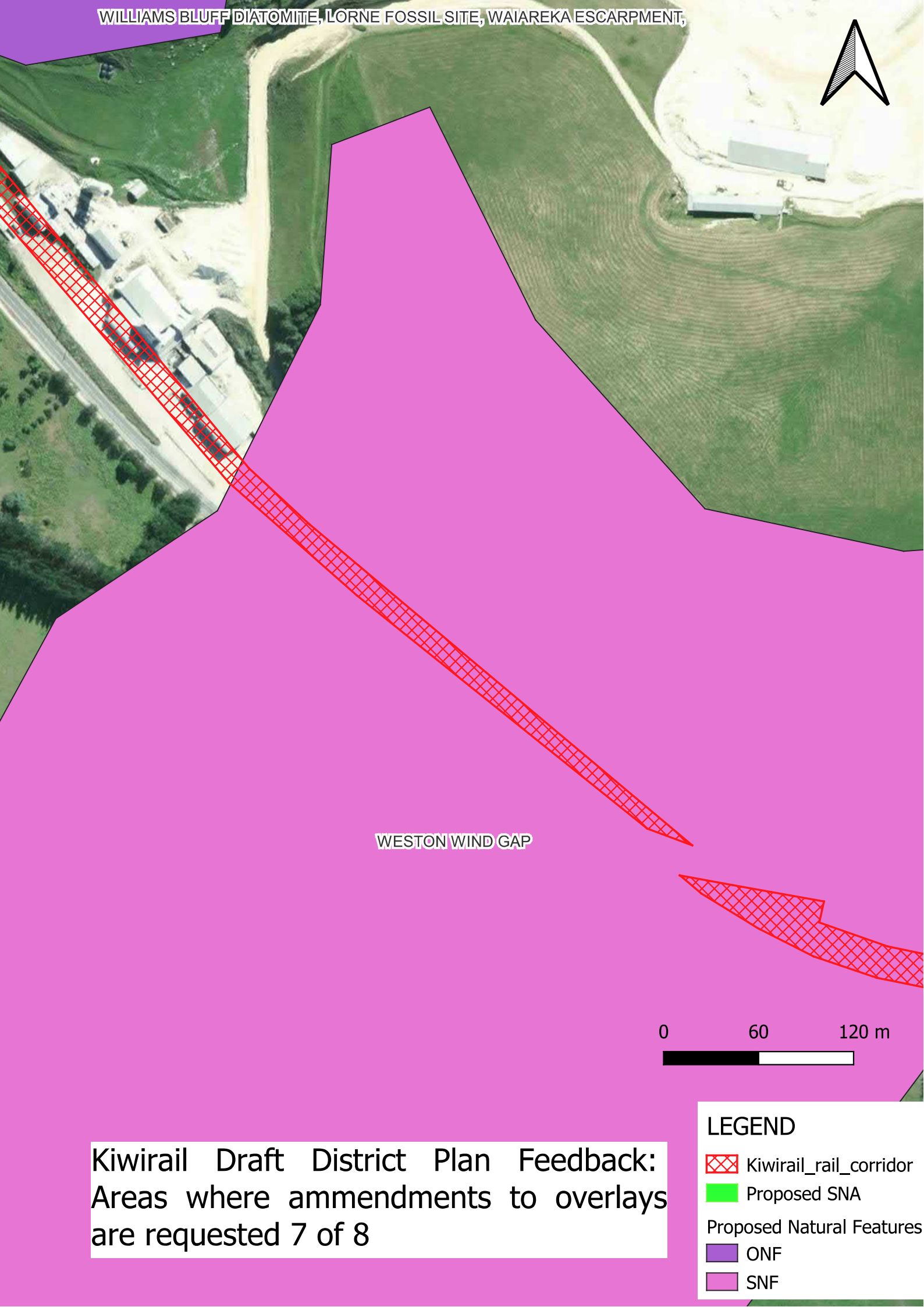
WAITAKI RIVER



LEGEND

-  Kiwirail_rail_corridor
-  Proposed SNA
- Proposed Natural Features
 -  ONF
 -  SNF

Kiwirail Draft District Plan Feedback:
Areas where ammendments to overlays
are requested 6 of 8







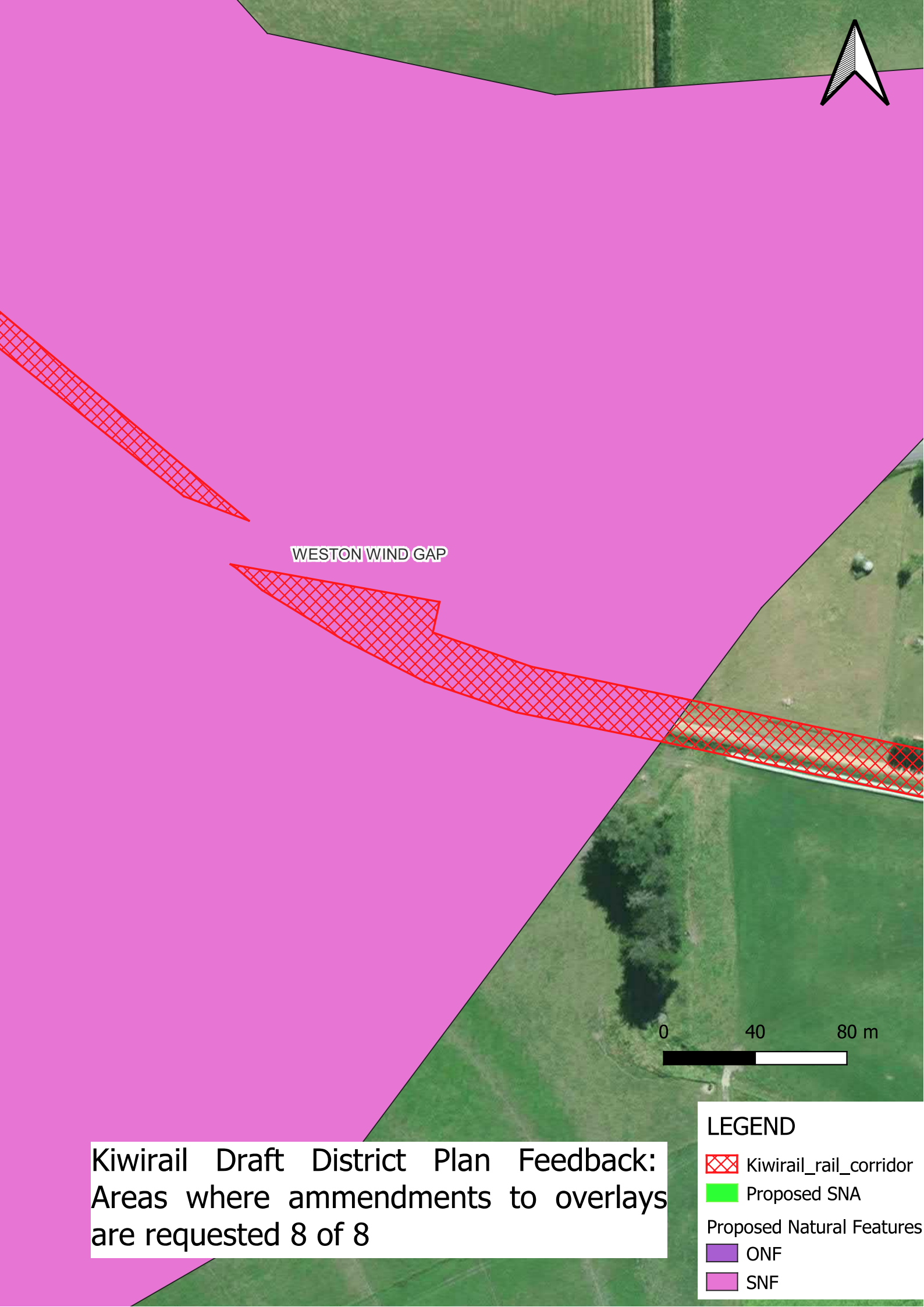
WESTON WIND GAP



Kiwirail Draft District Plan Feedback:
Areas where ammendments to overlays
are requested 7 of 8

LEGEND





-  Kiwirail_rail_corridor
-  Proposed SNA
- Proposed Natural Features
 -  ONF
 -  SNF



WESTON WIND GAP



LEGEND

-  Kiwirail_rail_corridor
-  Proposed SNA
- Proposed Natural Features
 -  ONF
 -  SNF

Kiwirail Draft District Plan Feedback:
Areas where ammendments to overlays
are requested 8 of 8

Katrina Clark

From: Sheena McGuire <Sheena.McGuire@kiwirail.co.nz>
Sent: Monday, 17 October 2022 11:28 am
To: Plan Review
Subject: ADDENDUM -KiwiRail comments - Waitaki District Council - Draft District Plan

Follow Up Flag: Follow up
Flag Status: Flagged

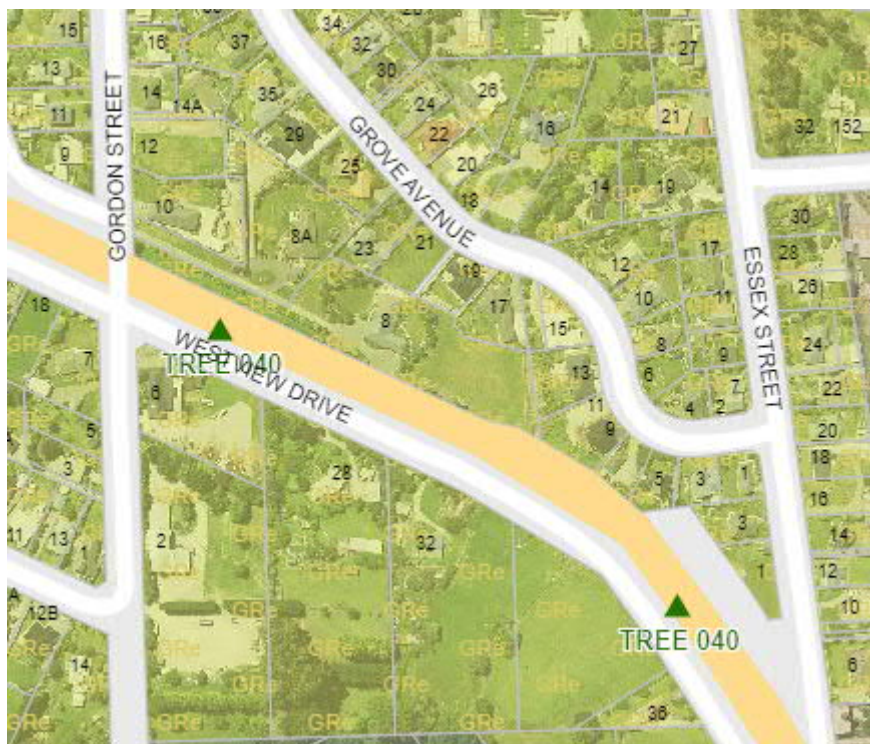


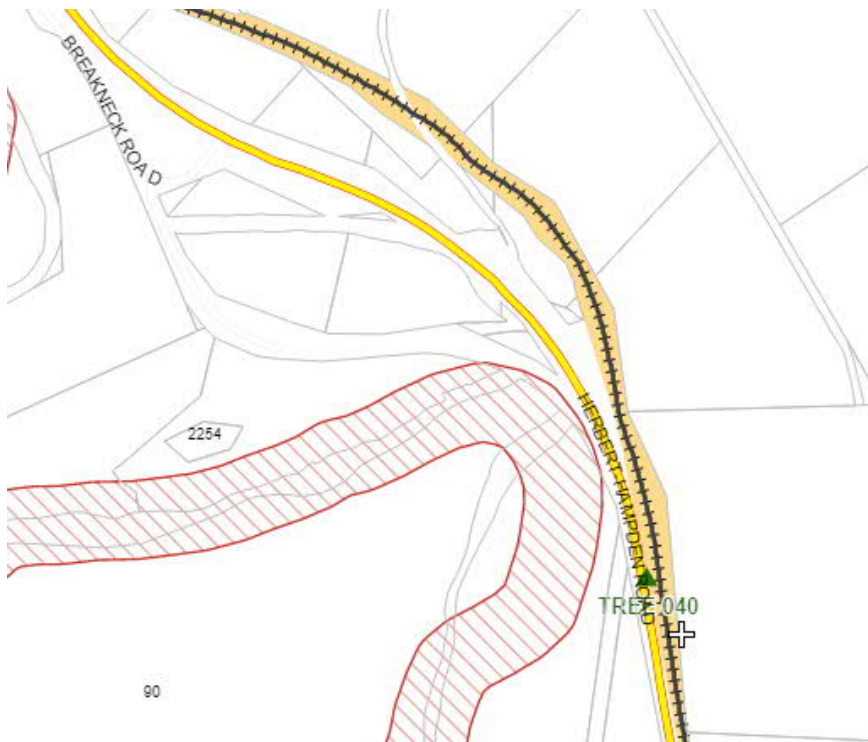
External Email Be careful with links and attachments. Think before clicking – do I know this person and does this person’s request make sense?

Good morning,

Since submitting KiwiRail’s comments on the Draft District Plan, it has come to my attention that there are three proposed notable trees (snip below) that are located within the railway reserve.

KiwiRail object to the three trees identified as TREE 040 below being included in the schedule of notable trees. The schedule incorrectly refers to the road reserve when the trees are located on rail land. The protection of these trees would not be conducive to the designation of the Main South Line and Waiareka Line for ‘railway purposes’. Maintaining vegetation within the rail corridor is essential to provide for appropriate train clearances and ensure the rail network can operate safely and efficiently. KiwiRail seeks the removal of the trees identified below from the schedule of notable trees.





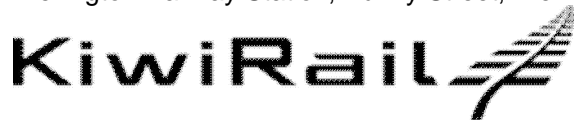
I apologise that this was not included in the initial comments. Please let me know if you have any questions.

Ngā mihi,

Sheena McGuire | RMA Advisor

MOB: +64 27 227 7780

Wellington Railway Station, Bunny Street, Wellington 6011 | PO Box 593, Wellington 6140, New Zealand



www.kiwirail.co.nz

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