

30 June 2025

District Planning Team  
Kaipara District Council  
Private Bag 1001  
Dargaville 0340

**By email:** [districtplanreview@kaipara.govt.nz](mailto:districtplanreview@kaipara.govt.nz)

## **SUBMISSION ON PROPOSED KAIPARA DISTRICT PLAN**

**NAME OF SUBMITTER:** KiwiRail Holdings Limited (KiwiRail)

**ADDRESS FOR SERVICE:** Level 1  
Wellington Railway Station  
Bunny Street  
PO Box 593  
**WELLINGTON 6140**

Attention: Joe McDougall

Ph: 027 279 0374

Email: [environment@kiwirail.co.nz](mailto:environment@kiwirail.co.nz)

### **KiwiRail submission on Proposed District Plan**

KiwiRail Holdings Limited (KiwiRail) is the State-Owned Enterprise responsible for the construction, maintenance, 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 for 'Railway Purposes' (or similar) in District Plans throughout New Zealand.

KiwiRail's national railway network (which comprises of 3,700km of track, over 200 locomotives, 18,100 hectares of land and 1,350 modern and heritage buildings).<sup>1</sup> is a nationally and regionally significant infrastructure asset. The rail network is critical to the safe and efficient movement of freight and passengers throughout New Zealand, and forms an essential part of the national transportation network and the wider supply chain. New Zealanders have invested significantly in the rail network and it is a critical public asset.

The North Auckland Line (NAL) and Dargaville Branch Line are designated rail corridors that extend through the Kaipara District and are a key part of the KiwiRail network nationally. KiwiRail seeks to protect its ability to develop, operate, maintain and upgrade these lines into the future.

<sup>1</sup>

Half Year Annual Report 2022 and Unaudited Financial Statements for the Six Months Ended 31 December 2021 (KiwiRail, 2022) at page 5.

[www.kiwirail.co.nz](http://www.kiwirail.co.nz) | 0800 801 070

Wellington Railway Station, Bunny Street, Wellington 6011  
Private Bag 39988, Lower Hutt 5045, New Zealand



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 the long-term amenity of sensitive uses. 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 critical.

KiwiRail's submission on the Proposed Kaipara District Plan (Proposed 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.

KiwiRail wish to be heard in relation to the submissions and if other parties make similar submissions, KiwiRail would consider presenting a joint case with those parties at the hearing.

KiwiRail could not gain an advantage in trade competition through this submission

Yours faithfully,

A handwritten signature in black ink, appearing to be 'JM' or 'Joe McDougall', written in a cursive style.

Joe McDougall  
**Senior RMA Advisor**  
KiwiRail Holdings Limited

Submission Number	Section of Plan	Specific Provision(s)	Support/Oppose / Seek Amendment	Reasons for Submission	Relief Sought (as stated or similar to achieve the requested relief)
<b>Part 1: Introduction and general provisions</b>					
1.	Definitions	Regionally Significant Infrastructure	Seek amendment	<p>This definition does not refer to rail infrastructure. KiwiRail seeks that this definition clearly includes the rail network and associated facilities as regionally significant infrastructure.</p> <p>The rail network is critical to the safe and efficient movement of freight and passengers inter-regionally, and forms an essential part of the national transportation network and the wider supply chain.</p> <p>Freight volumes in Northland are expected to increase to 23 million tonnes by 2042. Rail is crucial to developing an efficient, integrated transport system for the region. Each tonne of freight carried by rail has 70 per cent fewer emissions than that carried by road. It also helps reduce road congestion and road maintenance costs through fewer truck journeys.</p> <p>KiwiRail plans for a future connection to Marsden Point and upgrades to railway between Kauri and Otiria. The operation and maintenance of the NAL through the Kaipara District will be significant as KiwiRail seeks to improve freight connectivity across the country.</p>	<p>Add as follows: means:</p> <ul style="list-style-type: none"> <li>a) Main pipelines for the distribution or transmission of natural or manufactured gas or petroleum and key delivery points and storage facilities;</li> <li>b) Key facilities required for communication (including telecommunication, broadband, wireless networks and radio);</li> <li>c) The 'national grid' as defined by the Electricity Industry Act 2010 including facilities for the transmission of electricity from the 'national grid' (such as substations, grid injection points etc.) to the 'network';</li> <li>d) Network electricity lines and associated infrastructure that constitute the sub-transmission network;</li> <li>e) Electricity distribution assets which supply essential public services (such as hospitals or lifelines facilities), large (1MW or more) industrial or commercial consumers, 1000 or more consumers or are difficult to replace with an alternative supply if they are compromised";</li> <li>f) Electricity generation facilities (including Ngāwhā geothermal power station and Wairua hydroelectric power station) which supply electricity to either the national grid or the local distribution network;</li> <li>g) Regional and district council water storage, trunk lines and treatment plants;</li> <li>h) Regional and district council wastewater trunk lines and treatment plants and key elements of the stormwater network including treatment devices; or</li> <li>i) Flood management / protection schemes managed by regional and / or district councils.</li> <li>j) <b><u>Railway lines and associated railway facilities</u></b></li> </ul>
2.		Infrastructure	Support	The definition refers to the RMA definition and is supported by KiwiRail, noting clause (g) includes rail.	Retain as proposed
3.		Rail Corridor Noise Control Boundary	Seek amendment	In addition to the overlay that is shown on the planning map, KiwiRail seek an accompanying definition that briefly explains the overlay and expresses the distance (100m) from the legal boundary of the rail designation.	<p>Add as follows:</p> <p><b><u>Rail Corridor Noise Control Boundary</u></b>  <b><u>Means an overlay designed to reduce the impacts of noise coming from the state highway or railway. As shown on the Planning Maps, it is defined as any point within 100 meters from the legal boundary of the KiwiRail Rail designation.</u></b></p>
4.			Seek amendment	In addition to the overlay that is shown on the planning map, KiwiRail seek an accompanying definition that briefly explains the overlay and that expresses the distance (60m) from the legal boundary of the rail designation.	<p>Add as follows:</p> <p><b><u>Rail Vibration Alert Overlay</u></b>  <b><u>Means an overlay designed to alert property owners that the area may be subject to vibration effects from rail activities. No planning controls are associated with this overlay. As shown on the Planning Maps, it is defined as any point within 60 meters from the legal boundary of the KiwiRail Rail designation.</u></b></p>
5.		Transport Network	Seek amendment	KiwiRail generally supports the definition, subject to an amendment to clarify it includes the entire railway corridor.	means roads, cycleways, footpaths, state highways and the rail <b><u>corridor</u></b>
6.		Minor upgrading	Support	Kiwirail supports the inclusion of a definition that recognises that minor upgrading includes increase in the capacity, efficiency or security of existing infrastructure	Retain as Proposed

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				(where this utilises existing structures and networks and/or structures and networks of a similar scale and character).	
7.		Network utility operator	Support	KiwiRail support use of the RMA definition which includes a person who constructs, operates, or proposes to construct or operate a railway line.	Retain as proposed
8.		Noise sensitive activity	Seek amendment	KiwiRail generally supports the definition, subject to an amendment that clarifies the inclusion of specific activities which are commonly recognised as activities sensitive to noise.	Amend as follows:  includes residential use, <b>health care facilities (including hospitals)</b> , homes for the aged, places of assembly for cultural, entertainment, recreation, or leisure, <b>places of worship, marae</b> , education facilities, conference centres, public halls, childcare facility, theatres, motels, hotels, cinemas, display galleries and museums, and other similar uses and activities.
9.	Definitions	Network utility operator	Support	KiwiRail support the use of the RMA definition of Network Utility Operator (and network utility operation which has a corresponding meaning), which includes railway activities. This approach supports the integrated management and provision of key infrastructure.	Retain as proposed
10.		Reverse sensitivity	Seek Amendment	Reverse sensitivity is a term that is used within the Proposed Plan (including but not limited to the Transport, Infrastructure, Noise and Subdivision chapters) but is not defined.  KiwiRail seeks amendment to ensure the inclusion of the development, upgrading, operation and maintenance of approved existing or permitted activities.  It is imperative for the continued safe and efficient operation of the rail network that rail activities are recognized as being more than the operation of the railway. Rail activities include the development, upgrading, operation and ongoing maintenance of the rail network which includes rail yards.	Add as follows:  <b><u>Reverse sensitivity means the potential for the development, upgrading, operation and maintenance of an existing lawfully established activity to be compromised, constrained or curtailed by the more recent establishment or alteration of another activity which may be sensitive to the actual, potential or perceived environmental effects generated by an existing activity.</u></b>
11.		Regionally significant transport infrastructure	Seek Amendment	Regionally significant transport infrastructure is a term used within the Transport Chapter in Policy TRAN-P3, but it is not defined.  KiwiRail assume the definition refers to the 'Regionally significant infrastructure' defined in Appendix 3 of the Regional Policy Statement for Northland 2016, specifically the sub definition under section 3 'Transport'.  For clarity, KiwiRail seek the inclusion of the definition from the RPS which includes the railway network and railway facilities.	Add as follows:  <b><u>Regionally significant transport infrastructure includes:</u></b> <b><u>(a) State highways;</u></b> <b><u>(b) Roads as well as walking and cycling facilities that are of strategic significance as identified in the Regional Land Transport Strategy26;</u></b> <b><u>(c) Whāngārei, Kaitiāia and Bay of Islands airports;</u></b> <b><u>(d) Installations and equipment for air navigation;</u></b> <b><u>(e) Northport, including the adjoining land used for the movement and storage of cargo;</u></b> <b><u>(f) Railway lines and associated railway facilities</u></b>
	<b>Part 2 – District-wide matters</b>				
12.	Strategic Direction	SD-VK-06	Seek Amendment	KiwiRail support this Strategic Direction however seek amendment to broaden the scope of this objective and include the transport network.	Amend as follows:  Reverse sensitivity effects between incompatible activities, and zones <b><u>and the transport network</u></b> are avoided where practicable, or otherwise mitigated.

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13.	Infrastructure	INF-O1	Support	KiwiRail supports this objective. Providing effective, resilient, efficient and safe infrastructure is supported by KiwiRail	Retain as proposed
14.	Infrastructure	INF-O3	Support	KiwiRail supports this objective. Protecting infrastructure from incompatible land use, subdivision or development is supported by KiwiRail	Retain as proposed
15.	Infrastructure	INF-P1 INF-P2 INF-P4	Support	KiwiRail supports these policies that recognise: <ul style="list-style-type: none"> <li>the benefits of infrastructure (including rail infrastructure) in providing for and protecting such infrastructure;</li> <li>co-ordinating future land use and infrastructure so it is integrated, efficient and aligned;</li> <li>the benefits of new technologies in infrastructure</li> </ul>	Retain as proposed
16.	Infrastructure	INF-P3	Support	KiwiRail supports this policy that recognises the benefits that can be gained from the development and use of regionally significant infrastructure; and effectiveness and efficiency of existing and planned regionally significant infrastructure. Referring back to submission point 1, the definition of Regionally Significant Infrastructure should include rail infrastructure.	Retain as proposed
17.	Infrastructure	INF-P6 INF-P7	Support	KiwiRail supports these policies to minimise adverse effects on the environment but having regard to the operational or functional need to locate infrastructure in certain locations in some instances.	Retain as proposed
18.	Infrastructure	INF-P11	Support	KiwiRail supports the appropriate location and design of sensitive activities to minimise reverse sensitivity effects on infrastructure.	Retain as proposed
19.	Infrastructure	INF-P12	Support	KiwiRail supports Policy INF-P18 to protect regionally significant infrastructure from being unreasonably compromised, including from the effects of subdivision, land use or development.  Referring back to submission point 1, the definition of Regionally Significant Infrastructure should include rail infrastructure.	Retain as proposed
20.	Infrastructure	INF-R1	Support	KiwiRail supports that the operation, maintenance and repair, along with the removal, of existing infrastructure (and ancillary vehicle access tracks) is provided for as a permitted activity, subject to standards.	Retain as proposed
21.	Infrastructure	INF-R2	Support	KiwiRail supports that new underground infrastructure is provided for as a permitted activity, subject to standards.	Retain as proposed
22.	Infrastructure	INF-R3	Support	KiwiRail supports that new infrastructure in existing buildings is provided for as a permitted activity, subject to standards.	Retain as proposed
23.	Infrastructure	INF-R4	Support	KiwiRail supports that the minor upgrading of aboveground infrastructure is provided for as a permitted activity, subject to standards.	Retain as proposed
24.	Infrastructure	INF-R5	Support	KiwiRail supports that the temporary infrastructure, temporary electricity generator and self-contained power units is provided for as a permitted activity, subject to standards, including a maximum duration of twelve months. A restricted discretionary status outside when compliance with standards is not achieved is supported.	Retain as proposed
25.	Infrastructure	INF-R7	Support	KiwiRail supports that infrastructure located on or within existing bridges and structures across waterways is provided for as a permitted activity, subject to standards.	Retain as proposed

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26.	Infrastructure	INF-R9	Support	KiwiRail supports that any infrastructure not specifically provided for is provided for as a permitted activity, subject to standards.	Retain as proposed
27.	Infrastructure	INF-R47	Support	KiwiRail supports that buildings and structures within the National Grid Yard where undertaken by a network utility operator as a permitted activity.	Retain as proposed
28.	Infrastructure	INF-R49	Seek amendment	KiwiRail seeks amendment of this rule to ensure earthworks, vertical holes or land disturbance within the National Grid Yard includes a similar permitted activity status for rail maintenance and repair as given for road repair.	Amend as follows:  Earthworks undertaken for cultivation or, repair or sealing of a road, pedestrian accessways, walkways, cycleways, driveways or farm tracks; <b><u>or repair or maintenance of the rail corridor</u></b> ; and
29.	Transport	TRAN-O1	Support	KiwiRail supports this objective. A well-connected, integrated and accessible transport network is supported by KiwiRail	Retain as proposed
30.	Transport	TRAN-O2	Support	KiwiRail supports this objective. A transport network that is safe, efficient and effective in moving people and goods within, to and from the Kaipara District is supported by KiwiRail	Retain as proposed
31.	Transport	TRAN-O3	Support	KiwiRail supports this objective. Ensuring activities that generate traffic do not adversely affect the safety or efficiency of the transport network is supported by KiwiRail	Retain as proposed
32.	Transport	TRAN-O4	Support	KiwiRail supports this objective. A transport network that is not compromised by incompatible activities which may result in reverse sensitivity effects or conflict is supported by KiwiRail	Retain as proposed
33.	Transport	TRAN-O5	Support	KiwiRail supports this objective. KiwiRail supports the adverse effects from the construction, maintenance and development of the transport network are avoided, remedied or mitigated.	Retain as proposed
34.	Transport	TRAN-P1	Support	KiwiRail supports this policy for the provision for the construction, maintenance, upgrading and operation of an efficient, effective, integrated, safe, resilient, accessible and sustainable transport network.	Retain as proposed
35.	Transport	TRAN-P2	Support	KiwiRail supports this policy for the design of road corridors, carriageways and intersection in accordance with relevant guidelines, specifically considering: <ul style="list-style-type: none"> <li>• Safe and accessible provision for pedestrians and cyclists to maximise accessibility, including facilities outside the road corridor and connections;</li> <li>• Provision for other infrastructure,</li> <li>• Discouraging the installation of new at grade road and pedestrian rail level crossings:</li> <li>• Controlling the location of buildings and other visual obstructions within the sightline areas of rail level crossings;</li> <li>• Where they are required, railway crossing design in accordance with the requirements of the rail operator;</li> <li>• Protection and promotion of the development of the regional rail network for the transportation of freight;</li> </ul>	Retain as proposed
36.	Transport	TRAN-P3	Support	KiwiRail supports this policy which recognises the benefits of regional significant infrastructure and the need to protect the effective and efficient operation of infrastructure.	Retain as proposed
37.	Transport	TRAN-P5	Support	KiwiRail supports this policy which: <ul style="list-style-type: none"> <li>• Ensures the transport network is located and designed to avoid, remedy or appropriately mitigate adverse effects; and</li> <li>• Recognises the positive benefits of enabling the transport network when managing its location and design; and</li> <li>• Ensures the design and location of the transport network is appropriate for the transport needs of current and planned development.</li> </ul>	Retain as proposed

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38.	Transport	TRAN-P8	Support	KiwiRail supports this policy which requires additions and upgrades to the transport network to meet design standards to maintain the safety and efficiency of the transport network.	Retain as proposed
39.	Transport	TRAN-P11	Support	KiwiRail supports this policy which seeks to avoid, remedy or mitigate effects of subdivision, use and development that would compromise the safety and efficiency, including the maintenance, upgrading, development and operation of the transport network.	Retain as proposed
40.	Transport	TRAN-P12	Seek amendment	KiwiRail generally supports this policy but proposes wording to enhance its ability to address reverse sensitivity effects.	Amend as follows:  <b>Manage <u>Avoid, remedy or mitigate</u></b> activities that occur on or in close proximity to the transport network to ensure an efficient and safe network .
41.	Transport	TRAN-R1	Support	KiwiRail generally supports this rule which permits the operation, maintenance, repair or upgrading of rail network subject to appropriate engineering standards.	Retain as proposed
42.	Transport	TRAN-R3	Support	KiwiRail supports land use and development that is permitted subject to standard TRAN-S8 for railway level crossing sightlines and vehicle access setbacks. KiwiRail supports provisions that retain visibility of trains at level crossings for the safety of all road users. KiwiRail seeks to reduce risk at level crossings across the network and does not typically support new at-grade rail level crossings.	Retain as proposed
43.	Transport	TRAN-R4	Support	KiwiRail supports vehicle access that is permitted subject to standard TRAN-S8 for the reasons set out above.	Retain as proposed
44.	Transport	TRAN-R6	Support	KiwiRail supports the rule that buildings and structures must be setback a minimum of 5 metres from the designation boundary of the railway. This rule ensures the safe and efficient operation of the rail network, as outlined in Attachment B.	Retain as proposed.
45.	Transport	TRAN-S8	Support	KiwiRail generally supports this standard for railway level crossing sightlines and vehicle access setbacks, including associated <b>TRAN-Figure 1 and TRAN-Figure 2</b> . KiwiRail supports provisions that retain visibility of trains at level crossings for the safety of all road users. KiwiRail further support the note in TRAN-S6 stating that any new vehicle crossing that intersects the rail corridor will require the approval of KiwiRail. KiwiRail seeks to reduce risk at level crossings across the network and does not typically support new at-grade rail level crossings.  KiwiRail seeks amendment to matter of discretion (a) to ensure that the consideration of adverse effects is not limited to vehicle access points,  KiwiRail also seeks an additional matter of discretion for this standard, for consultation with KiwiRail. This complements the matters of discretion for TRAN-R6. As the rail operator KiwiRail is best placed to provide feedback on the potential for adverse effects on the safety and efficiency of the rail transport network	Amend as follows:  Matters over which discretion is restricted: a) The potential for adverse effects on the safety and efficiency of the rail transport network resulting from the nature, use, location and design of the vehicle access point-, <b><u>buildings, structures, planting or other visual obstructions.</u></b> b) <b><u>The outcome of consultation with KiwiRail.</u></b>
46.	Notable Trees	TREE-P2	Seek Amendment	KiwiRail generally supports the policy to manage activities within the root protection zone of the notable tree to Enable maintenance of existing infrastructure but seeks to amend this to also cover use and operation of existing infrastructure in line with TREE-P3.	Amend as follows:  Manage activities within the root protection zone of the notable tree to:  1. Ensure the continuing health, structural integrity and amenity value of the tree;

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					<p>2. Ensure the safety of people and property; and</p> <p>3. Enable <b>safe and efficient use</b>, maintenance <b>or operation</b> of existing infrastructure.</p>
47.	Notable Trees	TREE-P3	Support	KiwiRail support this policy that ensures any maintenance or pruning of a notable tree if it enables the safe and efficient use, maintenance or operation of infrastructure.	Retain as proposed
48.	Notable Trees	TREE-P4	Support	KiwiRail supports this policy that avoids the removal of a notable tree unless a Technician Arborist certifies that the tree poses a serious threat to public safety, damage to property or infrastructure; and there is no practicable alternative to the removal.	Retain as proposed
49.	Ecosystems and Indigenous Biodiversity	ECO-P3	Support	KiwiRail supports this policy that manages subdivision, land use and development to protect significant indigenous vegetation and significant habitat of indigenous fauna and maintain indigenous biodiversity in a way that allows for operation, use and maintenance of existing structures, including infrastructure.	Retain as proposed
50.	Ecosystems and Indigenous Biodiversity	ECO-R1	Support	KiwiRail supports the rule for indigenous vegetation clearance and any associated land disturbance as permitted activity, subject to Clearance for the operation, repair or maintenance of Infrastructure where it has been lawfully established.	Retain as proposed
51.	Natural Character	NATC-P5	Seek amendment	KiwiRail supports the policy for having regard to the operational need or functional need of any regionally significant infrastructure to be in the particular location when assessing the effects of resource consent applications for subdivision, land use and development on the natural character of wetland, lake and river margins.	Referring back to submission point 1, the definition of Regionally Significant Infrastructure should include rail infrastructure.
52.	Natural Character	NATC-R3	Seek amendment	KiwiRail seeks that the earthworks for the maintenance of rail in wetland, lake and river margins is treated the same as roads, as the operational requirements are similar.	<p>Amend as follows:</p> <p>The earthworks is for the maintenance of lawfully established roads, <b>railways</b>, fences, utility connections, driveways, parking areas, effluent disposal systems, swimming pools, walking or cycling tracks, or farm and forestry tracks.</p>
53.	Natural Character	NATC-R4	Seek amendment	KiwiRail seeks that indigenous vegetation clearance for the maintenance of rail in wetland, lake and river margins is treated the same as roads, as the operational requirements are similar.	<p>Amend as follows:</p> <p>The indigenous vegetation clearance is for the maintenance of lawfully established roads, <b>railways</b>, fences, utility connections, driveways, parking areas, effluent disposal systems, swimming pools, walking or cycling tracks, or farm and forestry tracks.</p>
54.	Natural Features and Landscapes	NFL-P2	Support	KiwiRail supports this policy that recognises lawfully established land uses and development are located within Outstanding Natural Features and Outstanding Natural Landscapes and allows them to continue without undue restriction.	Retain as proposed
55.	Natural Features and Landscapes	NFL-P5	Seek amendment	KiwiRail supports this policy that enables the operation, maintenance and upgrading of regionally significant infrastructure in Outstanding Natural Features or Outstanding Natural Landscapes.	Referring back to submission point 1, the definition of Regionally Significant Infrastructure should include rail infrastructure.
56.	Natural Features and Landscapes	NFL-R1	Support	KiwiRail supports the rule to permit external additions and alterations to existing buildings or structures in the ONL and ONF subject to standards.	Retain as proposed
57.	Natural Features and Landscapes	NFL-R2	Seek amendment	<p>KiwiRail supports the rule to permit new buildings and structures where the building or structure is ancillary to an existing lawfully established activity, subject to standards.</p> <p>KiwiRail also supports new buildings and structures in the ONL and ONF within the coastal environment where the building or structure is associated with regionally significant infrastructure. Referring back to submission point 1, the definition of Regionally Significant Infrastructure should include rail infrastructure.</p>	Referring back to submission point 1, the definition of Regionally Significant Infrastructure should include rail infrastructure.



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58.	Natural Features and Landscapes	NFL-R3	Seek amendment	KiwiRail supports the rule to permit indigenous vegetation clearance in the ONL outside the coastal environment where the clearance for the operation, repair or maintenance of lawfully established infrastructure.  KiwiRail also supports the rule to permit this ONL within the coastal environment when associated with regionally significant infrastructure.	Referring back to submission point 1, the definition of Regionally Significant Infrastructure should include rail infrastructure.
59.	Natural Features and Landscapes	NFL-R4	Seek amendment	KiwiRail seeks that earthworks for the maintenance of rail within the ONL and ONF outside the coastal environment is treated the same as roads, as the operational requirements are similar.  KiwiRail also accepts that earthworks within ONL and ONF within the coastal environment are classed as discretionary.	Amend as follows:  The earthworks is for the maintenance of lawfully established roads, <b>railways</b> , fences, utility connections, driveways, parking areas, effluent disposal systems, swimming pools, walking or cycling tracks, or farm and forestry tracks.  [...] Referring back to submission point 1, the definition of Regionally Significant Infrastructure should include rail infrastructure.
60.	Natural Features and Landscapes	NFL-R5	Support	KiwiRail supports the rule to permit maintenance and upgrading of existing network utilities within ONL and ONF, subject to standards.	Retain as proposed
61.	Earthworks	EW-O1	Support.	KiwiRail supports the objective. Earthworks are enabled where they are required to facilitate the efficient subdivision, use and development of land, while managing adverse effects, including effects on public safety, surrounding land and infrastructure.	Retain as proposed
62.	Earthworks	EW-P1	Support	KiwiRail supports the policy to enable earthworks where they provide for the construction, maintenance, operation and upgrading of infrastructure.	Retain as proposed
63.	Earthworks	EW-P2	Support	KiwiRail supports the policy to manage the adverse effects of earthworks by ensuring the stability of land is maintained, including the stability of adjoining land, infrastructure, buildings and structures. Especially ensuring the potential adverse effects are minimised on the safe and efficient operation of the transport network.	Retain as proposed
64.	Earthworks	EW-P5	Support	KiwiRail supports the policy to ensure that earthworks do not compromise the safe, effective and efficient operation of infrastructure.	Retain as proposed
65.	Earthworks	EW-S3	Support	KiwiRail supports the exemption from the 1.5 metre setback standard for the installation and upgrading of infrastructure.	Retain as proposed
66.	Light	LIGHT-O3	Support	KiwiRail supports this objective that recognises artificial outdoor lighting enables a range of activities in all zones including rural, commercial and recreation activities, as well as supporting a safe transport network.	Retain as proposed
67.	Light	LIGHT-P1	Support	KiwiRail supports this policy that provides for artificial outdoor lighting, including enabling lighting for the transport network to support the safety of users.	Retain as proposed
68.	Light	LIGHT-P2	Support	KiwiRail supports this policy that manages the intensity, location and direction of any artificial outdoor lighting and glare, including avoiding conflict with existing sensitive activities, existing land use activities and the transport network;	Retain as proposed
69.	Light	LIGHT-R1	Support	KiwiRail supports the inclusion of adverse effects on the land transport network; as a matter of discretion activities than cannot meet the permitted standards.	Retain as proposed
70.	Noise	NOISE-O2	Support	KiwiRail supports this objective. Existing and authorised activities that generate higher levels of noise, like the railway network need to be protected from reverse sensitivity effects.	Retain as proposed
71.		NOISE-P2	Support	KiwiRail supports policy requiring the acoustic treatment of buildings containing a noise sensitive activity in high noise locations.  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. Rail noise 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 important to ensure that undue restrictions are not placed on the operation of the rail network.	Retain as proposed


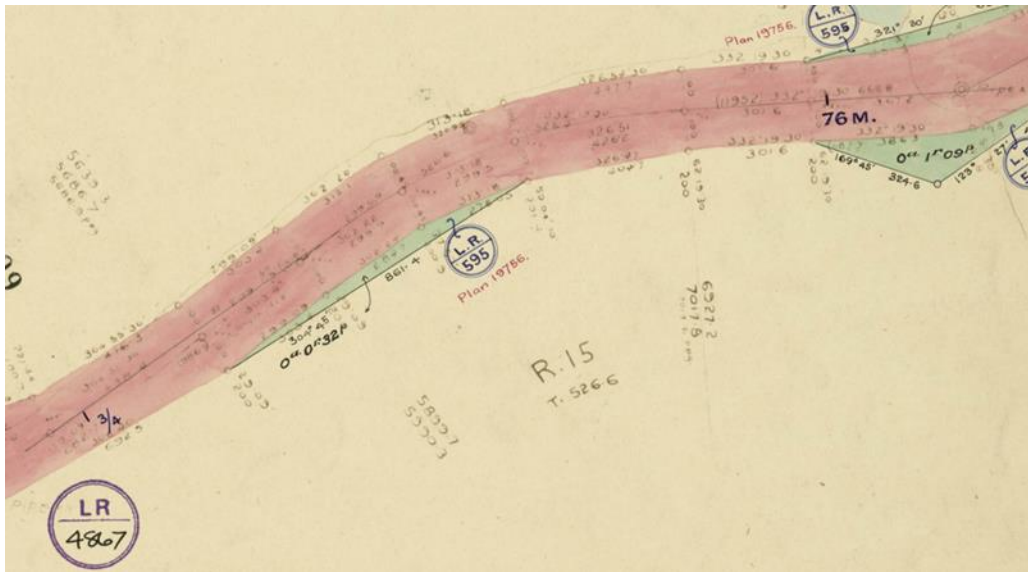
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72.		Overview	Seek amendment	<p>The overview mentions Rail Vibration Alert Overlay is also mapped, to alert property owners of the potential for vibration effects, but this could not be found on the planning maps.</p> <p>We appreciate this inclusion, however KiwiRail seeks the inclusion of a Vibration Alert Area Overlay in GIS to show the area potentially affected by vibration between a railway corridor boundary at the distance of 60 meters either side of the rail corridor boundary.</p> <p>See Attachment A - Section 32 Report which supports the inclusion of this alert layer. The Rail Vibration Alert Overlay is to advise property owners of the potential vibration effects but allows the site owner to determine an appropriate response.</p>	<p>Insert as follows:</p> <p>Include a Vibration Alert Area Overlay in the Planning Maps.</p>
73.		NOISE-R11	Seek amendment	<p>KiwiRail generally supports this rule to protect noise from state highways, roads and railways. However KiwiRail desires an amendment to include rail crossing bells, as they are common feature of the railway network and required for safety.</p>	<p>Amend as follows:</p> <p>Where:  Noise is from individual vehicles travelling on a State Highway or public road vested in Council; or  Noise from trains <b>and rail crossing bells</b>, excluding noise from testing (when stationary), maintenance, loading or unloading of trains, or trains on private sidings</p>
74.		NOISE-R13	Seek amendment	<p>KiwiRail strongly supports 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, including the State Highway or Rail Corridor Noise Control Boundary.</p> <p>This is shown as an overlay on the Planning Maps which is supported, with generally appropriate provisions to achieve implementation, but with only a 25-metre distance. This is insufficient to manage these effects as demonstrated in Attachment A. KiwiRail seeks an amendment to increase this to a 100-metre distance.</p> <p>KiwiRail seeks amendment to the rule heading to clarify the rule's purpose. The rule is controlling 'noise sensitive activities' near state highways and rail corridors rather than noise from these sources. The reference to 'new buildings' should be removed, as the rule also includes 'additions' and 'changes in use'.</p> <p>KiwiRail seeks amendment to (a)(ii) to ensure that the compliance pathway is within 50m of the rail designation boundary as opposed to 25m of the formed track. The 50 metre distance for this compliance pathway is also the distance supported by the technical evidence available, see Attachment A. It should also be noted that KiwiRail sometimes move the location of the formed track within the corridor. KiwiRail seeks to ensure sensitive uses within this area are appropriately designed to protect and maintain internal amenity for occupants.</p> <p>KiwiRail supports the Restricted Discretionary activity status where compliance with the rule cannot be received. KiwiRail also supports the note requiring applicants to notify KiwiRail of any consent application.</p> <p>In respect of the matters of discretion, KiwiRail seeks the following amendments:</p> <ul style="list-style-type: none"> <li>for 4(a), a minor amendment to enhance clarity.</li> <li>for 4(b), KiwiRail request removal as this matter is unclear, if compliance with the standard is achieved then it is a permitted activity</li> </ul>	<p>Amend as follows:</p> <p>Noise <b>sensitive activities in proximity to</b> <del>from</del> State Highways and Rail Corridor (<del>new buildings</del>)</p> <p>Activity status: Permitted</p> <p>This rule applies within the State Highway or Rail Corridor Noise Control Boundary as shown on the planning maps to:</p> <ol style="list-style-type: none"> <li>New buildings intended to contain a noise sensitive activity;</li> <li>Additions of more than 5m<sup>2</sup> GFA in any 10-year period, to existing buildings containing a noise sensitive land use; and</li> <li>Changes in use of an existing building to add or increase a noise sensitive activity.</li> </ol> <p>Where:</p> <ol style="list-style-type: none"> <li>The building is designed, constructed and maintained to ensure that any part of the building containing a noise sensitive activity: <ol style="list-style-type: none"> <li>Complies with the maximum future indoor design noise levels in NOISE-S15-Table 1 and meets the ventilation requirements in NOISE-S15-Table 2; or</li> <li>Is located so the nearest exterior façade of that part of the building is at least <del>25m</del> <b>50m</b> from the formed carriageway of the State Highway and <del>25m</del> <b>50m</b> from the <del>formed railway track</del> designation boundary of the KiwiRail rail corridor, and there is a solid building, fence, wall or landform that blocks the line of sight from windows and doors to: <ol style="list-style-type: none"> <li>The formed carriageway of the State Highway; and</li> <li>All points 3.8m directly above the formed railway track; or</li> </ol> </li> </ol> </li> <li>A suitably qualified and experienced acoustic consultant certifies that noise at all exterior façades of that part of the building will be no more than 15 dB above the relevant maximum indoor design noise levels in NOISE-S15-Table 1; or</li> </ol>

Submission Number	Section of Plan	Specific Provision(s)	Support/Oppose / Seek Amendment	Reasons for Submission	Relief Sought (as stated or similar to achieve the requested relief)
				<ul style="list-style-type: none"> <li>for 4(c) to account for the future of the transport corridor and maintenance, in addition to current operation.</li> <li>for 4(d) KiwiRail request removal as this matter is not relevant, these factors are accounted within the standard.</li> </ul> <p>See Attachment A Section 32 Report to support the inclusion of this rule and the 100m distance sought.</p>	<p>iv) Accords with the construction schedule in NOISE-S15-Table 3 and meets the ventilation requirements in NOISE-S15-Table 2.</p> <p>b) Prior to the construction of any building to which this standard applies, a design report shall be submitted to the Council demonstrating compliance with the maximum indoor design noise levels specified in NOISE-S15-Table 1, applying the assumptions in NOISE-S15-Table 4. Alternatively, the design report may be substituted with confirmation that the construction the building will meet the construction schedule requirements in NOISE-S15-Table 3.</p> <p>c) A commissioning report must be submitted to the Council prior to occupation of the building demonstrating compliance with the mechanical ventilation system report requirements in NOISE-S15-Table 2.</p> <p>[...]</p> <p>Matters over which discretion is restricted:</p> <p>a) Adverse effects on health and amenity of people indoors <del>within the Noise Control Boundary overlay;</del> <b><u>due to the non-compliance with the performance standard.</u></b></p> <p><del>b) Alternative options for building design or location that would achieve compliance with the standards in NOISE-S15 Table 1;</del></p> <p>c) Adverse effects on the continuing operation, <b><u>maintenance and upgrade</u></b> of the State Highway network, or railway corridor as a result of non-compliance with the standards;</p> <p><del>d) Any natural or built features of the site or surrounding area that will mitigate noise effects; and</del></p> <p>e) The outcome of any consultation undertaken with NZTA or KiwiRail.</p> <p>[...]</p> <p>Amend the State Highway or Rail Corridor Noise Control Boundary overlay on the Planning Maps to a 100-metre distance buffer from the legal boundary of the KiwiRail Rail designation.</p>
75.		NOISE-S15	Support	KiwiRail supports this standard which requires maximum indoor design noise levels for sensitive activities to protect from State Highway and Rail Corridor noise.	Retain as proposed
76.	Signs	NOISE-S15	Support	KiwiRail supports this standard which requires appropriate mechanical ventilation where internal noise levels within habitable rooms used by a sensitive activity can only be achieved with windows closed.	Retain as proposed
77.	Temporary Activities	TEMP-O1 TEMP-P1	Support	KiwiRail support that temporary activities are enabled while managing adverse effects.	Retain as proposed
78.		TEMP-O2 TEMP-P2	Support	KiwiRail support that temporary activities are enabled where there are no adverse effects on the safety and efficiency of the transport network.	Retain as proposed
Planning maps					
79.	All maps containing railway designation	Designation KRH1	Seek amendment	On 29 October 2020 KiwiRail submitted a clause 4(1) notice for the rollover of KiwiRail designations with corrections and a GIS shapefile to Council.	Amend planning maps as detailed in Schedule A and B.

Submission Number	Section of Plan	Specific Provision(s)	Support/Oppose / Seek Amendment	Reasons for Submission	Relief Sought (as stated or similar to achieve the requested relief)
				<p>KiwiRail acknowledge that the submitted shapefile contained proposed modifications that did not align with the underlying shapefiles and LINZ parcels held by the council. The corrections were to:</p> <ul style="list-style-type: none"> <li>• cartographical errors within the District Plan Maps to accurately show the lawfully constructed and operational parts of the railway network as shown on the supplied GIS data; and</li> <li>• the name of the requiring authority, updating it to KiwiRail Holdings Limited.</li> </ul> <p>KiwiRail have reviewed the planning maps and seek to amend anomalies between the designation boundary and landholding boundary in the proposed planning maps in accordance with Schedule 1, clause 16 of the RMA. KiwiRail note that these minor changes were not notified as part of the Proposed Plan and provide justification for their inclusion post-notification below.</p> <p>Case law has established that the test for whether an amendment to a proposed plan is of "minor effect" will depend on whether the amendment affects (prejudicially or beneficially) the rights of a member of public, or whether the amendment is "merely neutral". The Courts have found that clause 16 is not intended to avoid the rights of public participation in the RMA by permitting changes to the information in a plan where had that information been present in the proposed plan, it might have drawn a submission.</p> <p>Accordingly, if the effect of an amendment to a proposed plan will be neutral, a local authority is permitted to make that amendment under clause 16(2) (ie without going through the full submission, hearing and appeals process for changes to a plan under the remainder of Schedule 1).</p> <p>KiwiRail have assessed all proposed minor changes in Schedule A and Schedule B attached. Changes include:</p> <ul style="list-style-type: none"> <li>• Changes to the alignment of the designation over the rail corridor as a result of technology improvements; and</li> <li>• the inclusion of minor gaps in a designation on KiwiRail owned land, so that the designation alignment more accurately reflects the alignment of KiwiRail's assets within the rail corridor.</li> </ul> <p>The above changes are considered to have a neutral effect on the rights of a member of public and KiwiRail seeks that these changes be accepted by Council as a minor change.</p>	
80.	Designations	KRH-1	Support with amendment	KiwiRail supports the designation details as provided in the Designations Chapter but requests the amendments set out in Schedule A to address anomalies in the landholding layer vs the designation layer which in some instances means that land not owned by KiwiRail is showing as designated and land that is owned by KiwiRail is not showing as designated.	Amend as per Schedule A.
81.	Designations	KRH-2	Support with amendment	KiwiRail supports the designation details as provided in the Designations Chapter, but requests the amendments set out in Schedule B to address anomalies in the landholding layer vs the designation layer which in some instances means that land not owned by KiwiRail is showing as designated and land that is owned by KiwiRail is not showing as designated.	Amend as per Schedule B.


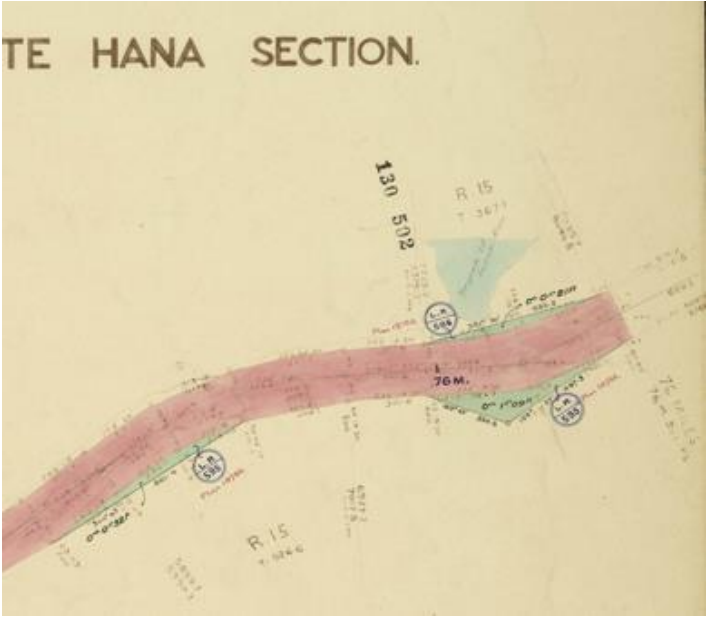


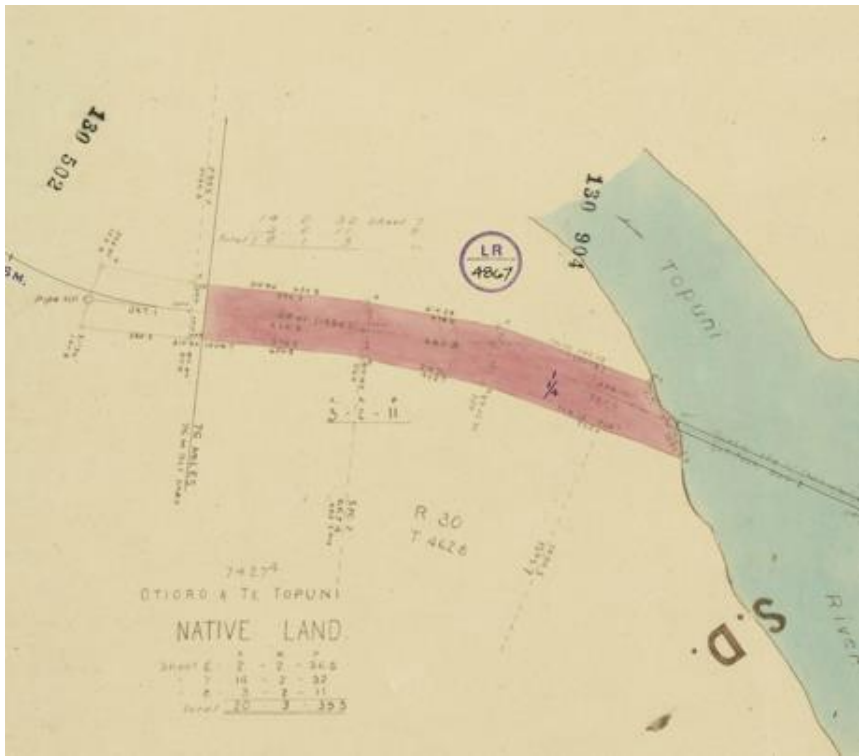


KiwiRail kilometrage:	130.000 km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the western boundary where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining private land that is not owned by KiwiRail. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue, and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation. For the small area of land on the adjoining sites, which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p>
Land ownership (LINZ):	NZ Gazette 1909 p 1100

Ownership of adjacent properties:	Pacey, Sheryl Madge - 38 Ross Road, Topuni Woolley, Bruce Edward and Karen Rose – 38 Ross Road, Topuni
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner.</p> <p>The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>



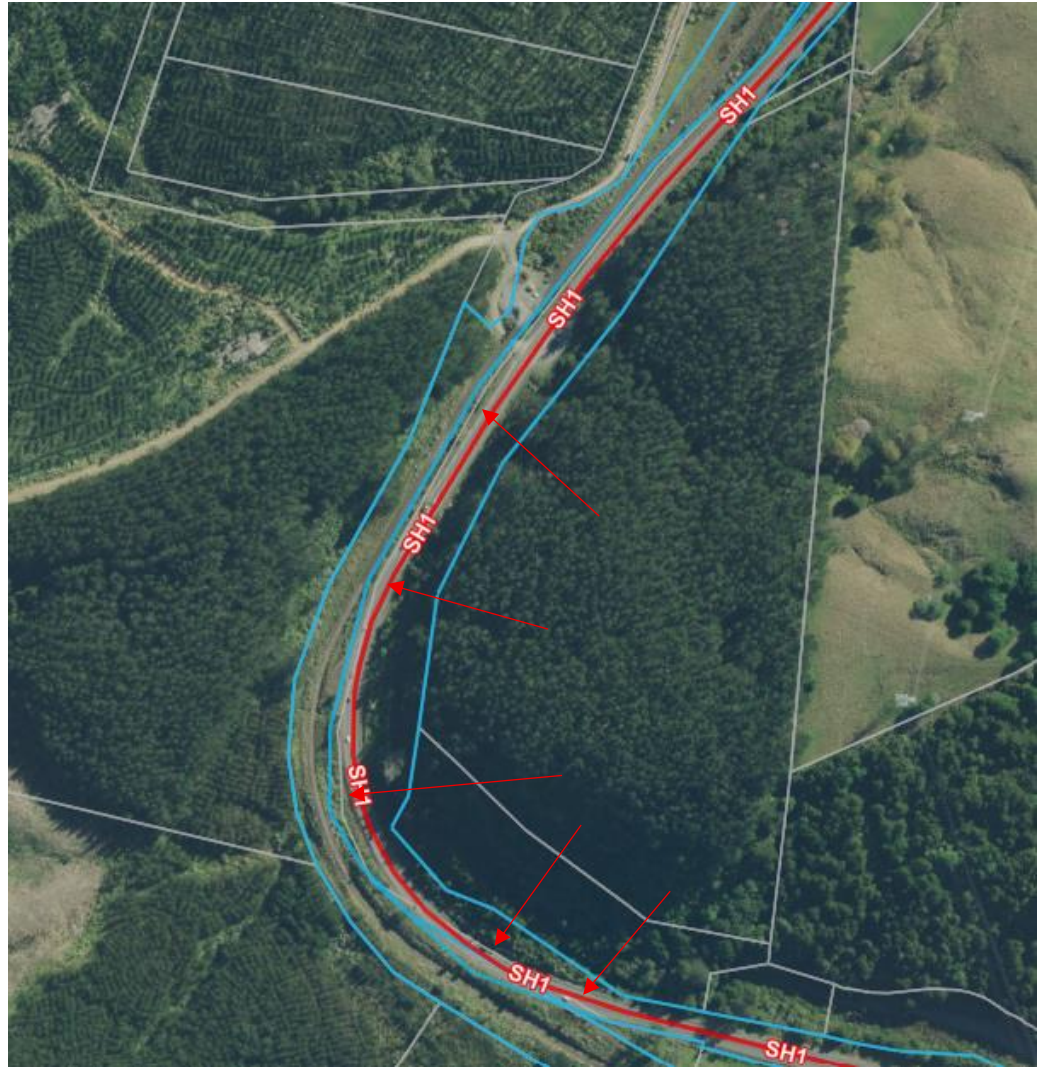
KiwiRail kilometrage:	130.500 km NAL
KDC online map	 <p>An aerial photograph showing a river valley. A blue line follows the river's course, while a white line runs parallel to it. Two red arrows point to specific locations on the white line, likely indicating points of interest or measurement.</p>
Relevant section of the Land Plan	 <p>TE HANA SECTION.</p> <p>A technical drawing showing a cross-section of a riverbed. The drawing includes various measurements and labels, such as '130 502', 'R 15', 'T 3673', '76M.', and 'R 15 T 3646'. The drawing is oriented with the riverbed at the bottom and the banks rising on either side.</p>

	
<p>Minor change sought (Sch 1, cl 16):</p>	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the western boundary where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining private land that is not owned by KiwiRail. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation. For the small area of land on the adjoining sites, which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p>
<p>Land ownership (LINZ):</p>	<p>NZ Gazette 1909 p 1100</p>
<p>Ownership of adjacent properties:</p>	<p>Pacey, Sheryl Madge - 38 Ross Road, Topuni Woolley, Bruce Edward and Karen Rose – 38 Ross Road, Topuni</p>
<p>Assessment:</p>	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner.</p> <p>The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>

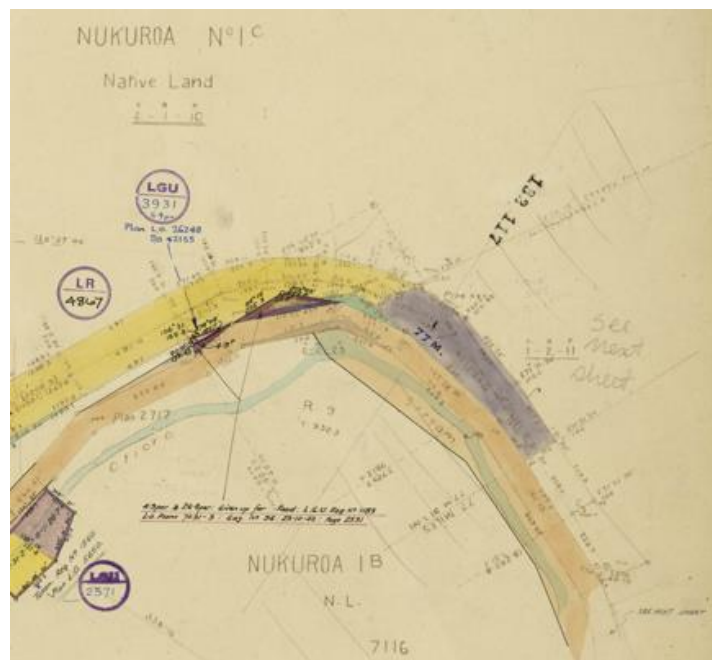
KiwiRail kilometrage:

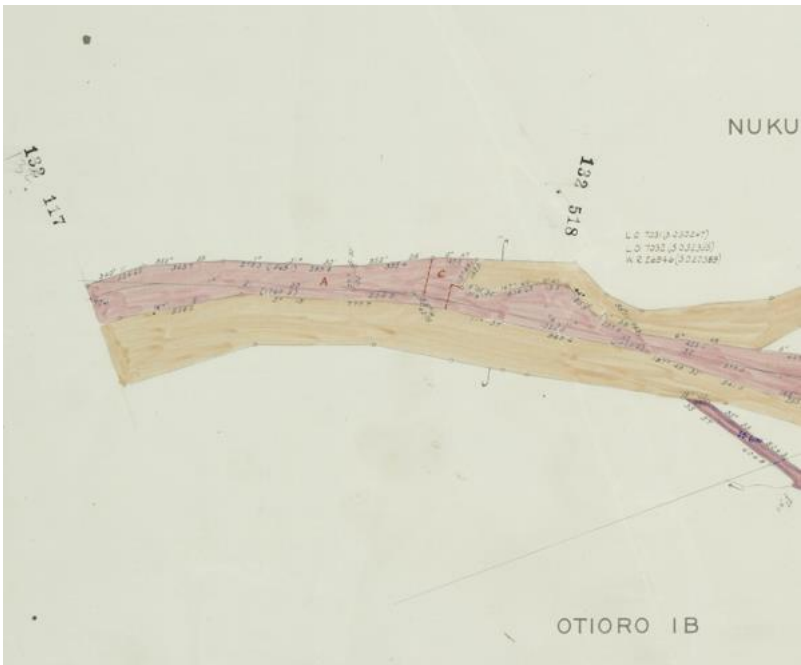
132.000km NAL

KDC online map





Relevant section of the Land Plan


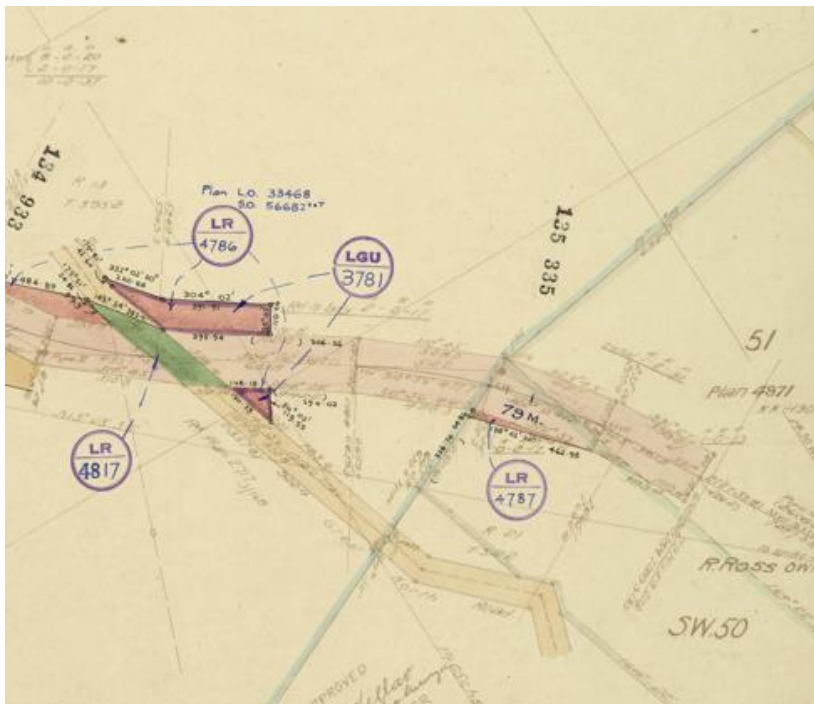


	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the eastern boundary where the designation does not fully extend to the cadastral boundary of KiwiRail land. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small areas of KiwiRail land not included within the designation boundary, this will be included in the designation.</p>
Land ownership (LINZ):	<p>NZ Gazette 1909 p 1100</p>
Ownership of adjacent properties:	<p>State Highway</p>
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>





KiwiRail kilometrage:	135.000km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the western to move the designation off the adjoining land that is not owned by KiwiRail. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of land on the adjoining sites which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p>
Land ownership (LINZ):	TBC
Ownership of adjacent properties:	TBC

Assessment:	With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the land owner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.
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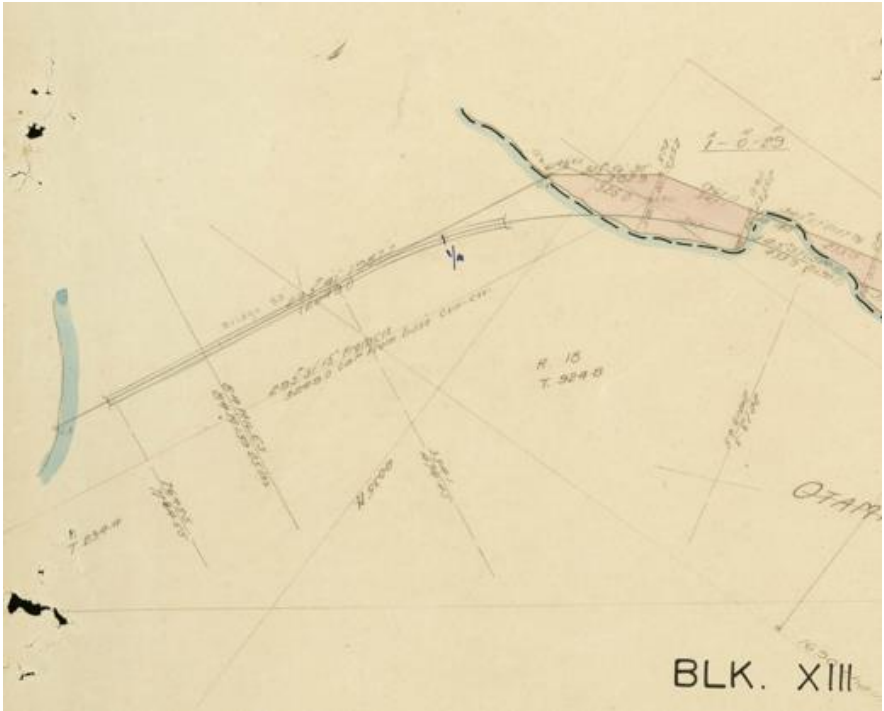
KiwiRail kilometrage:	135.000 km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the western boundary where the designation does not fully extend to the cadastral boundary of KiwiRail. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrow shows the area where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation.</p>
Land ownership (LINZ):	NZ Gazette 1911 p2808

Ownership of adjacent properties:	State Highway 1
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>





KiwiRail kilometrage:	136.500 NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the western boundary where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining land that is not owned by KiwiRail. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation. For the small area of land on the adjoining sites which is shown to fall</p>

	inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.
Land ownership (LINZ):	TBC
Ownership of adjacent properties:	Puriri Downs Limited, State Highway 1
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the land owner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>



KiwiRail kilometrage:	143.500 km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land and infrastructure – in this case the bridge that has replaced the previous bridge that has been decommissioned. The designation boundary aligned so that it is set back 5m from the track, on each side of the bridge, to provide for piles and other bridge infrastructure, and to allow for safe clearances.</p>
Land ownership (LINZ):	NZ Gazette 1915 p 1877
Ownership of adjacent properties:	Brindle, Frank – 477 Bickerstaff Road

Assessment:	<p>The area of land including the bridge structure not currently shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties, nor on the natural (coastal) environment given the established nature of the bridge and its railway use.</p> <p>The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>
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KiwiRail kilometrage:	144.500 km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	Realign a small section of the designation boundary so that it sits 5m to the west of the western edge of the track, this is to reflect the use of the land for railway purposes and to provide for safe clearances for the operation of trains.
Land ownership (LINZ):	NZ Gazette 1915 p1877
Ownership of adjacent properties:	Brindle, Frank – 477 Bickerstaff Road
Assessment:	The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the current land use. The correction of the extent of


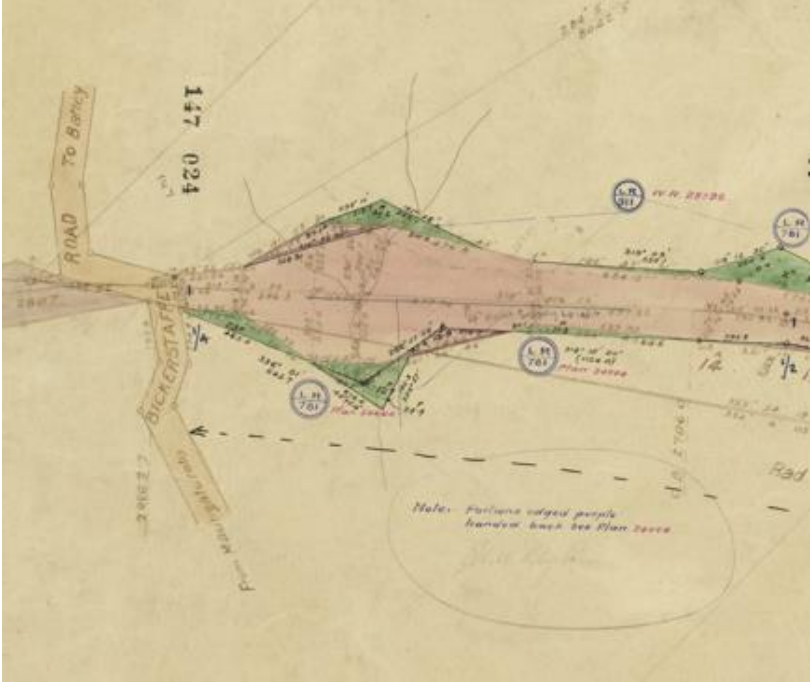
	<p>the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>
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KiwiRail kilometrage:	145.200 km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	Realign a small section of the designation boundary so that it sits 5m to the west of the western edge of the track, this is to reflect the use of the land for railway purposes and to provide for safe clearances for the operation of trains.
Land ownership (LINZ):	NZ Gazette 1915 p1877
Ownership of adjacent properties:	Brindle, Frank – 477 Bickerstaff Road
Assessment:	The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties.

	The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.
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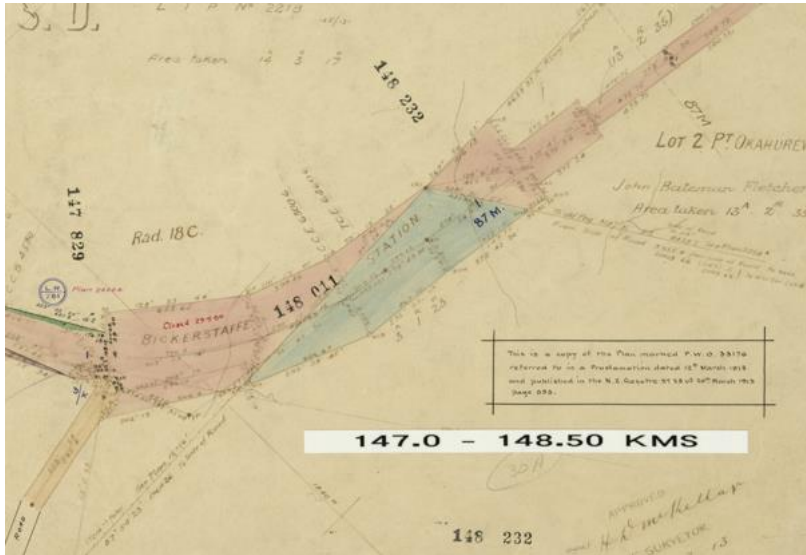
KiwiRail kilometrage:	147.000 km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the eastern and western boundaries where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining land that is not owned by KiwiRail. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation. For the small area of land on the adjoining sites which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p>

Land ownership (LINZ):	Section 188 of Public Works Act 1908
Ownership of adjacent properties:	Garnerdale Farm Limited, Bickerstaffe Station Road
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>


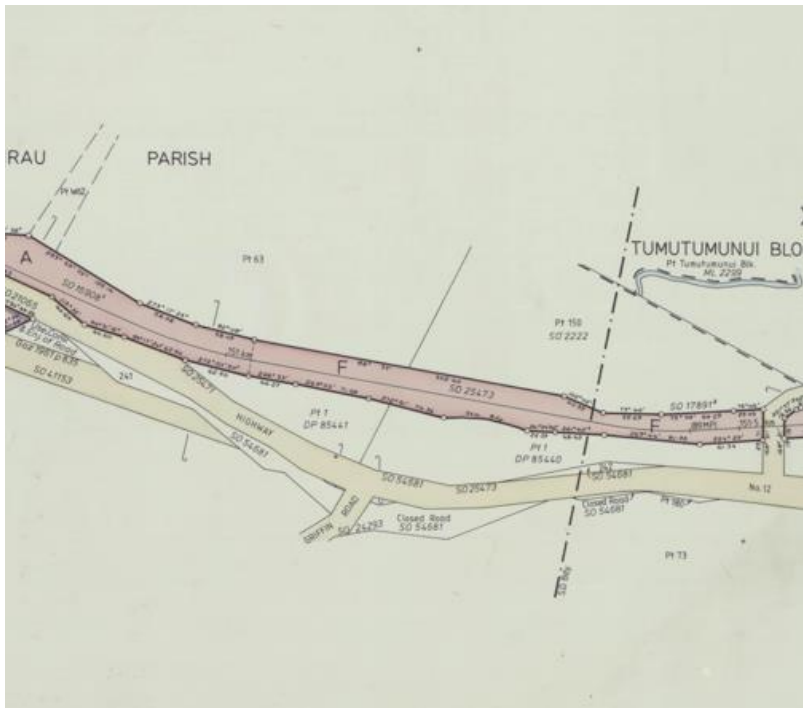
KiwiRail kilometrage:	147.500 km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the eastern and western boundaries where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining land that is not owned by KiwiRail. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation. For the small area of land on the adjoining sites which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p>

Land ownership (LINZ):	Section 188 of Public Works Act 1908
Ownership of adjacent properties:	Garnerdale Farm Limited, Bickerstaffe Station Road
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the land owner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>



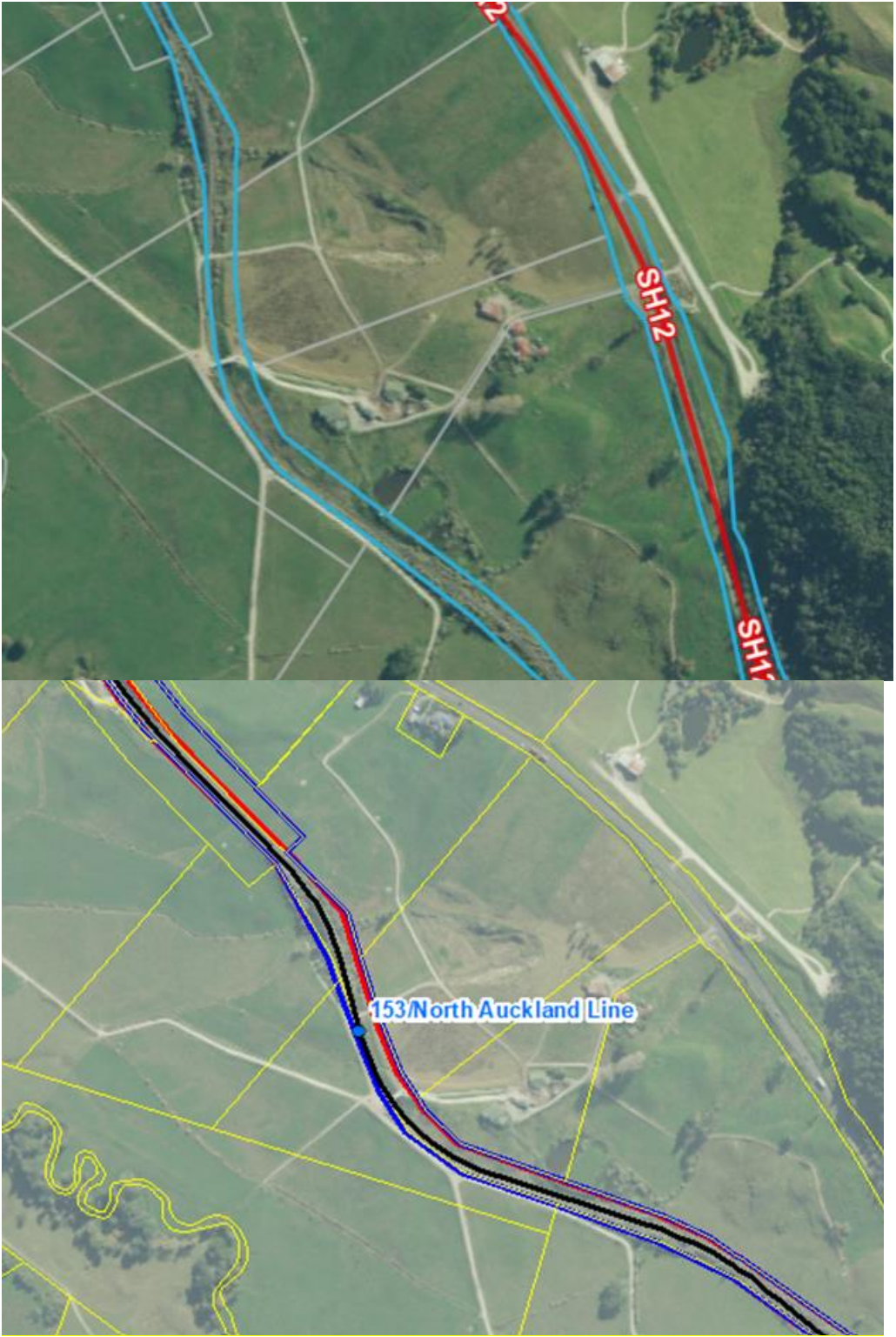
KiwiRail kilometrage:	148.000km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the eastern boundary where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining land that is not owned by KiwiRail. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation. For the small area of land on the adjoining sites which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p>
Land ownership (LINZ):	Section 188 of Public Works Act 1908
Ownership of adjacent properties:	<p>Garnerdale Farm Limited, Bickerstaffe Station Road</p> <p>Mill Hill Farm Limited – 243 Bickerstaffe Road</p>


Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the land owner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>


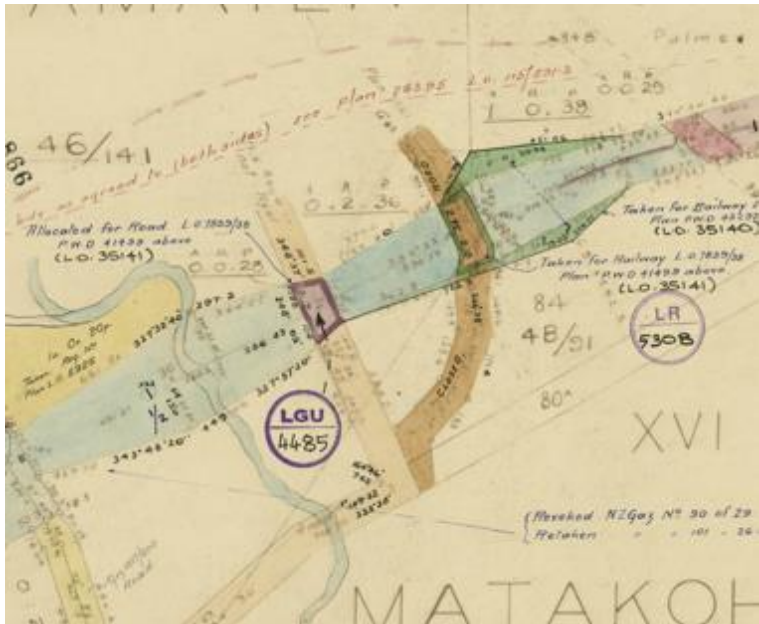
KiwiRail kilometrage:	151.000km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the eastern and western boundaries to move the designation off the adjoining land that is not owned by KiwiRail. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of land on the adjoining sites which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p>
Land ownership (LINZ):	NZ Gazette 1930 2831
Ownership of adjacent properties:	<p>Thomas, Brian – 1046 State Highway 12</p> <p>The following owners of 1050 State Highway 12 Maungaturoto (PT ALLOTS E62 W62 63 WAIRAU PSH BLK XII WAIPU SD)</p>

	<p> Allen, Janette Ann  Broughton, Stuart Charles  Byles, Arthur Frederick  Cooper, Suzanne Joan  Crooke, Lisa Gaye  Dare, Sheryl Dianne  Green, Robert Hillier  Hobson, Grant Louis  Lucas, Ethan John  O'Sullivan, Sheena Jane  Taiaroa, Gerrin Von and Sonyia Marie  Thomas, Brian William  Von-lyn, Lynda Dawn </p> <p>Runciman, Graeme – 1171 State Highway 12</p>
Assessment:	<p>With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowners. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>





<p>KiwiRail kilometrage:</p>	<p>153.000 km NAL</p>
<p>KDC online map</p>	 <p>The image consists of two aerial photographs of a rural landscape, likely in New Zealand, showing a proposed or existing railway line. The top photograph shows a red line running diagonally from the top right towards the bottom left, flanked by blue buffer zones. The line is labeled 'SH12' and 'SH17' in red text. The bottom photograph shows the same area with a black line running diagonally from the top left towards the bottom right, flanked by blue and red buffer zones. The line is labeled '153/North Auckland Line' in blue text. The landscape is green with some buildings and roads.</p>

<p>Relevant section of the Land Plan</p>	
<p>Minor change sought (Sch 1, cl 16):</p>	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land. The notified designation boundary is shown in blue on the top image. In this case, the designation boundary should shift slightly to the west, ie. To the dark blue line in the second image</p>
<p>Land ownership (LINZ):</p>	<p>Section 108 of Public Works Act 1908</p>
<p>Ownership of adjacent properties:</p>	<p>Good Farms Dairy Limited- 1311 State Highway 12</p>
<p>Assessment:</p>	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>



KiwiRail kilometrage:	153.800km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the eastern boundary to move the designation off the adjoining land that is not owned by KiwiRail. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of land on the adjoining sites which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p>
Land ownership (LINZ):	Section 188 of Public Works Act 1908
Ownership of adjacent properties:	Murugesu, Mathlyalagan - 8 Huarau Station Road

Assessment:	With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.
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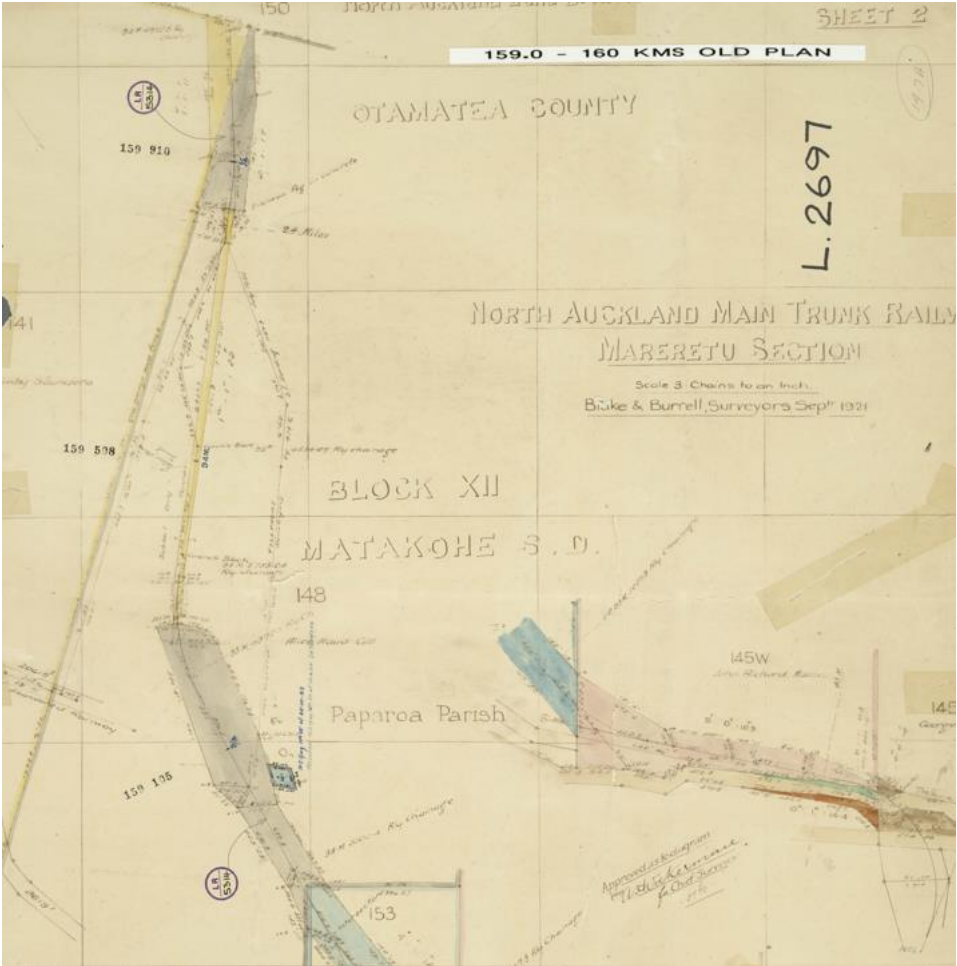
KiwiRail kilometrage:	157.000km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the eastern boundary where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining land that is not owned by KiwiRail. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation. For the small areas of land on the adjoining sites, which are shown to fall inside the designation boundary, KiwiRail is not intending to designate this land which is not in its ownership.</p>
Land ownership (LINZ):	Gazette 1900 Page 2617/8
Ownership of adjacent properties:	<p>Clements, Owen - 504 Wairere Road  Lekkner, Pippa and Shanks, Nigel - 683 Paparoa Station Road</p>

Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>
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KiwiRail kilometrage:	158.000km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the western boundary where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining land that is not owned by KiwiRail on the western and eastern boundaries. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation. For the small area of land on the adjoining sites which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p>
Land ownership (LINZ):	Gazette 1900 Page 2617/8



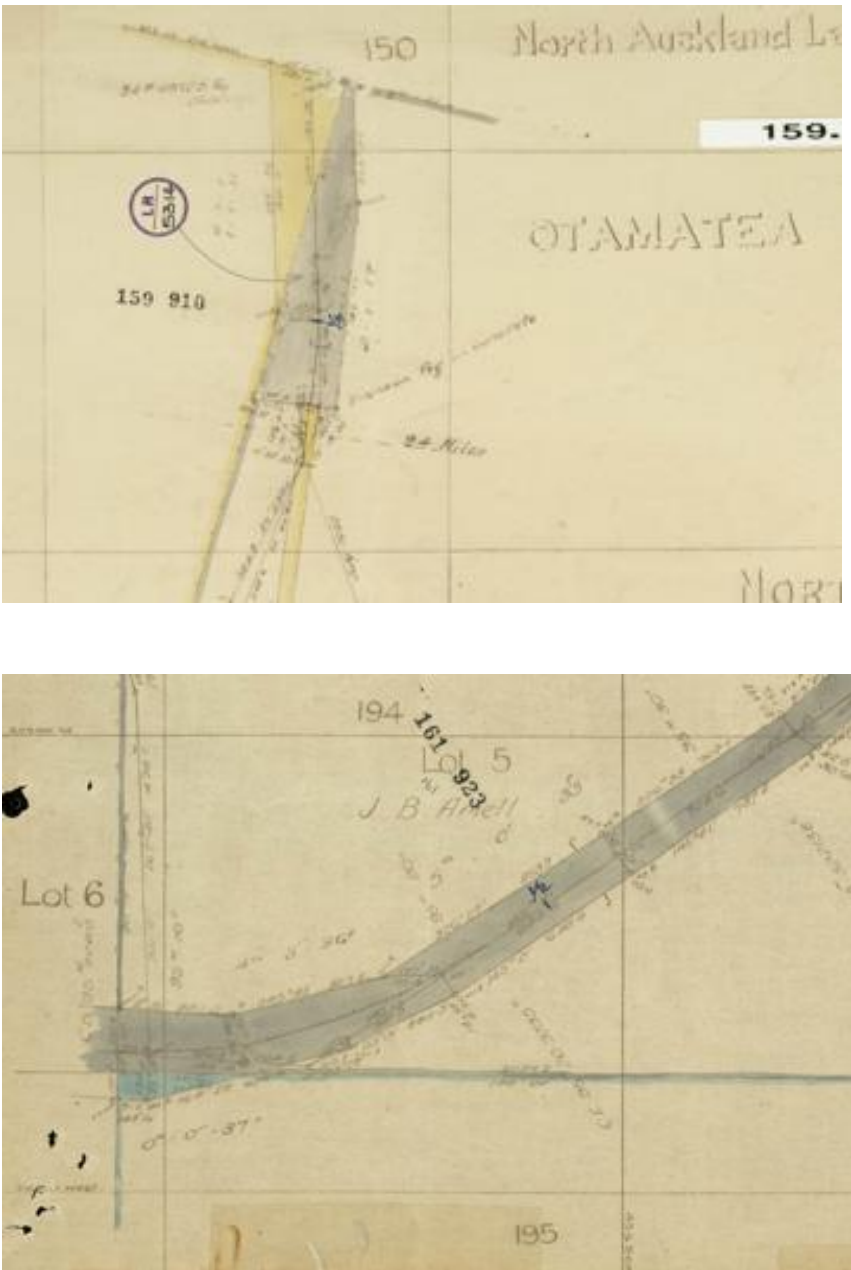
Ownership of adjacent properties:	<p>Clements, Ryan - 504 Wairere Road Youth with a Mission Northalnd – 504 Wairere Road</p> <p>Ladyman, Sarah and Zeon – 504B Wairere Road</p> <p>Poyner, Michael – Wairere Road</p>
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>



KiwiRail kilometrage:	159.000km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the eastern boundary where the designation does not fully extend to the</p>

	<p>cadastral boundary of KiwiRail land and to move the designation off the adjoining land that is not owned by KiwiRail on the western boundaries. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation. For the small area of land on the adjoining sites which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p>
Land ownership (LINZ):	NZ Gazette 1922 p2267
Ownership of adjacent properties:	<p>Rauner, Shaun - 435 Wairere Road</p> <p>Clements, Owen – 504 Wairere Road</p>
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>

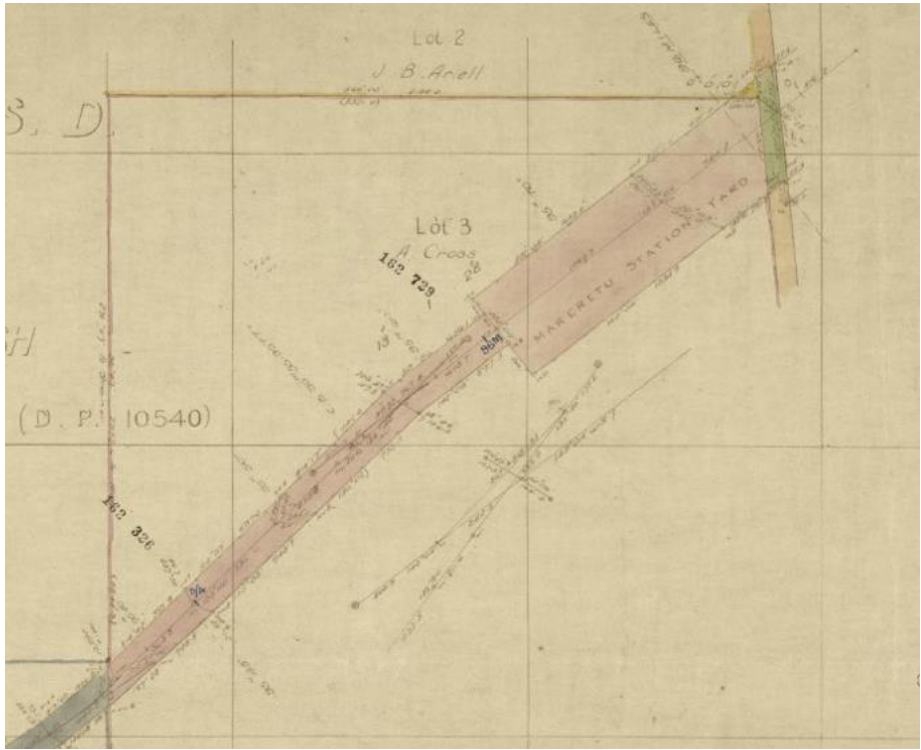
KiwiRail kilometrage:	160.000 km NAL
KDC online map  KiwiRail GIS maps (second image)	 


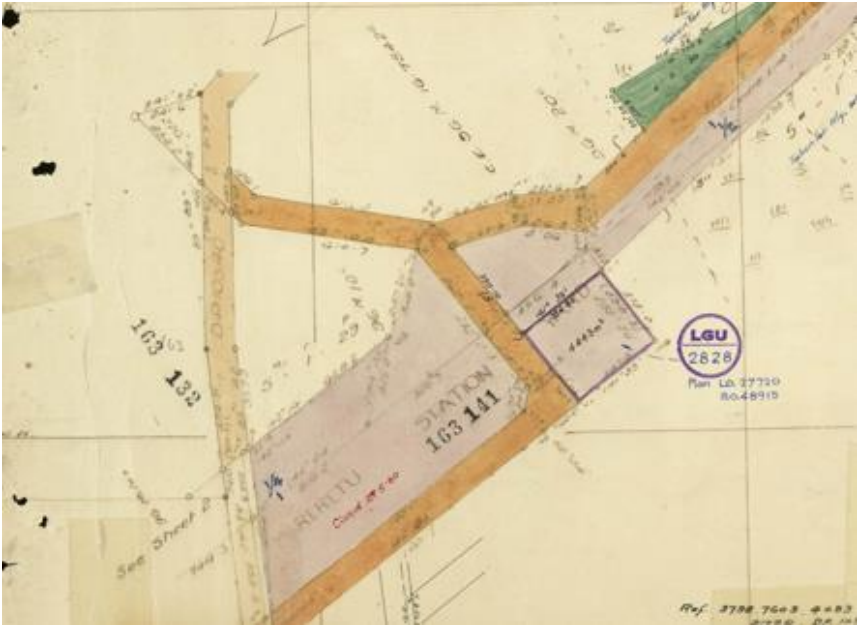



<p>Relevant section of the Land Plan</p>	
<p>Minor change sought (Sch 1, cl 16):</p>	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land. The notified designation boundary is shown in blue on the top image. In this case, the designation boundary as a whole should shift slightly to the east, on the eastern side of the track, ie. To the dark blue line in the second image</p>
<p>Land ownership (LINZ):</p>	<p>NZ Gazette 1922 p 2267</p>
<p>Ownership of adjacent properties:</p>	<p>Clements, Owen – 504 Wairere Road Sgd Group Limited – 337 Wairere Road</p>
<p>Assessment:</p>	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>

KiwiRail kilometrage:	162.000 km NAL
KDC online map  KiwiRail GIS maps (second image)	 



Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	Realign the designation boundary to accurately follow the boundaries of KiwiRail's land. The notified designation boundary is shown in blue on the top image. In this case, the designation boundary on the western side should shift slightly to the west, ie. To the dark blue line in the second image
Land ownership (LINZ):	NZ Gazette 1922 P2267
Ownership of adjacent properties:	TBC
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>


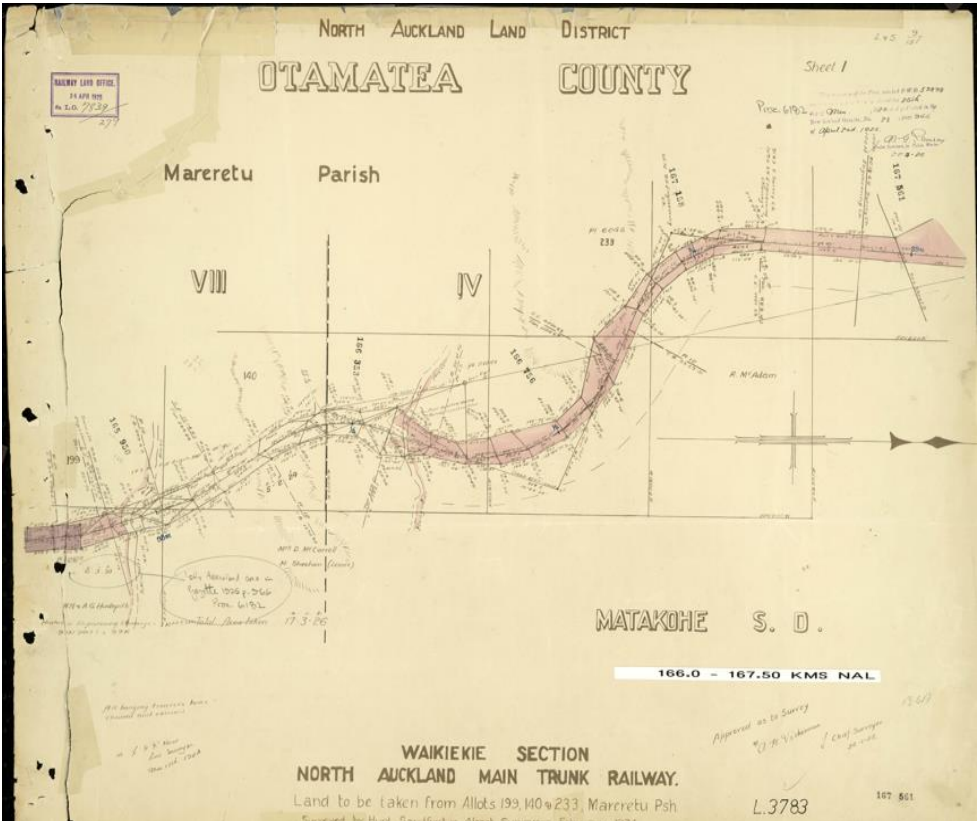
KiwiRail kilometrage:	163.000km NAL
KDC online map	 An aerial photograph of a rural landscape with green fields and some buildings. A railway line runs diagonally from the top center towards the bottom right. A blue line is drawn along the railway track, with two red arrows pointing to specific locations on the track. One arrow points to a crossing or junction near the top, and the other points further down the track.
Relevant section of the Land Plan	 A historical land plan map, likely from the 19th century, showing a railway station and surrounding land parcels. The map is oriented with the station at the bottom center. The station is labeled "STATION 163 141". To the left of the station, there is a large parcel of land labeled "163 132". To the right of the station, there is a smaller parcel labeled "163 141". The map includes various annotations, including "See Sheet 2" and "Ref. 3784 7643 4423". A circular stamp in the bottom right corner reads "LGU 2826 Plan LD 27720 80.48915".

	
<p>Minor change sought (Sch 1, cl 16):</p>	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the western boundary where the designation does not fully extend to the cadastral boundary of KiwiRail land. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation.</p> <p>In addition, it is sought for the designation to extend over Swamp Road in so far as the designation would extend 5m on either side of the track to protect the existing rail assets and to allow for safe clearances.</p>
<p>Land ownership (LINZ):</p>	<p>Gazette 1922 Page 2267</p>
<p>Ownership of adjacent properties:</p>	<p>Gunson McLean Trustee Service Limited and McLaren, Bryan Stuart – 32 a Swamp Road</p> <p>Cg Trustee 2008 Limited and Peele, Michael James and Nicola Jane - Swamp Road</p>
<p>Assessment:</p>	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p> <p>Extending the designation over Swamp Road would apply to an existing railway line, services and rail infrastructure, and the designation will not introduce any adverse effects as the purpose of extending the designation is to protect the existing rail assets and will not result in additional approval processes as the Railways Act already controls access within 5m of the track</p>




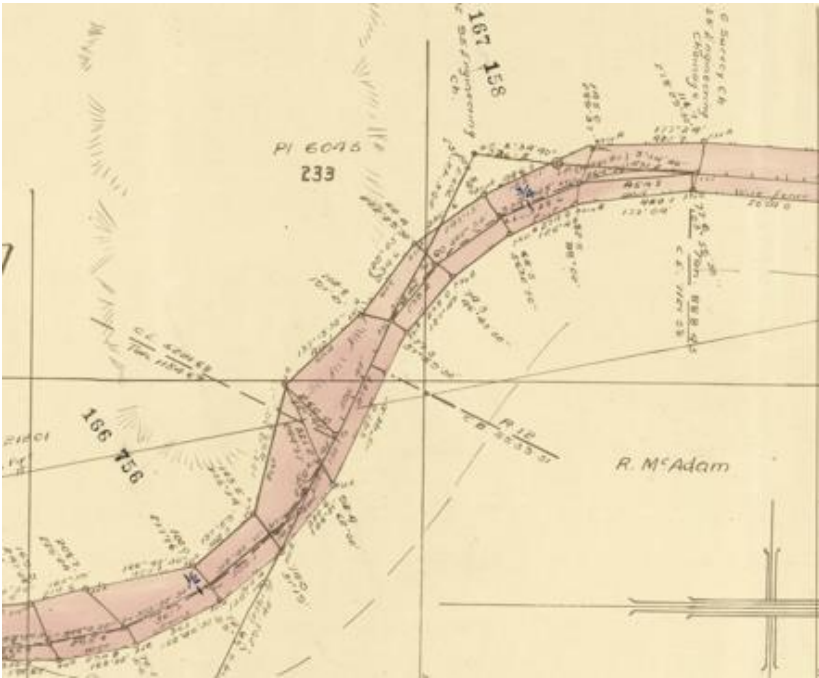


Land ownership (LINZ):	NZ Gazette 1925 p 966
Ownership of adjacent properties:	<p>Cottam, Brigitte and Steven – 34 Central Road</p> <p>Vision North Limited – Swamp Road</p> <p>Wardell, Grahm Victor and Young-Stuarnig, Angelika – Arcadia Road</p>
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>


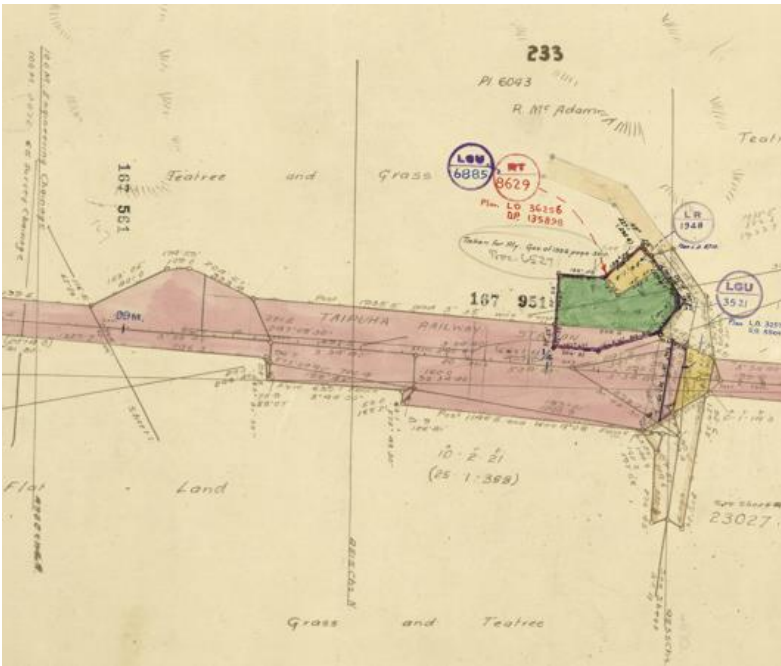
KiwiRail kilometrage:	166.000km NAL
KDC online map	
Relevant section of the Land Plan	 <p>NORTH AUCKLAND LAND DISTRICT OTAMATEA COUNTY Mareretu Parish MATAKOHU S. D. 166.0 - 167.50 KMS NAL WAIKIEKIE SECTION NORTH AUCKLAND MAIN TRUNK RAILWAY. Land to be taken from Allots 199, 140 &amp; 233, Mareretu Psh L.3783</p>



Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land on the eastern boundary where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining land that is not owned by KiwiRail on the western boundary. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation. For the small area of land on the adjoining sites which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p>
Land ownership (LINZ):	Gazette 1925 Page 966
Ownership of adjacent properties:	<p>Smith, Keith and Tarita – 2192 Papamoa-Oakleigh Road</p> <p>McInnes, Christine Mary and Daniel – 412 Central Road</p> <p>Sudbury, Stephen Michael – 412 Central Road</p> <p>Taipuha Farms Ltd – 1984 Papamoa- Oakleigh Road</p>
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the land owner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>


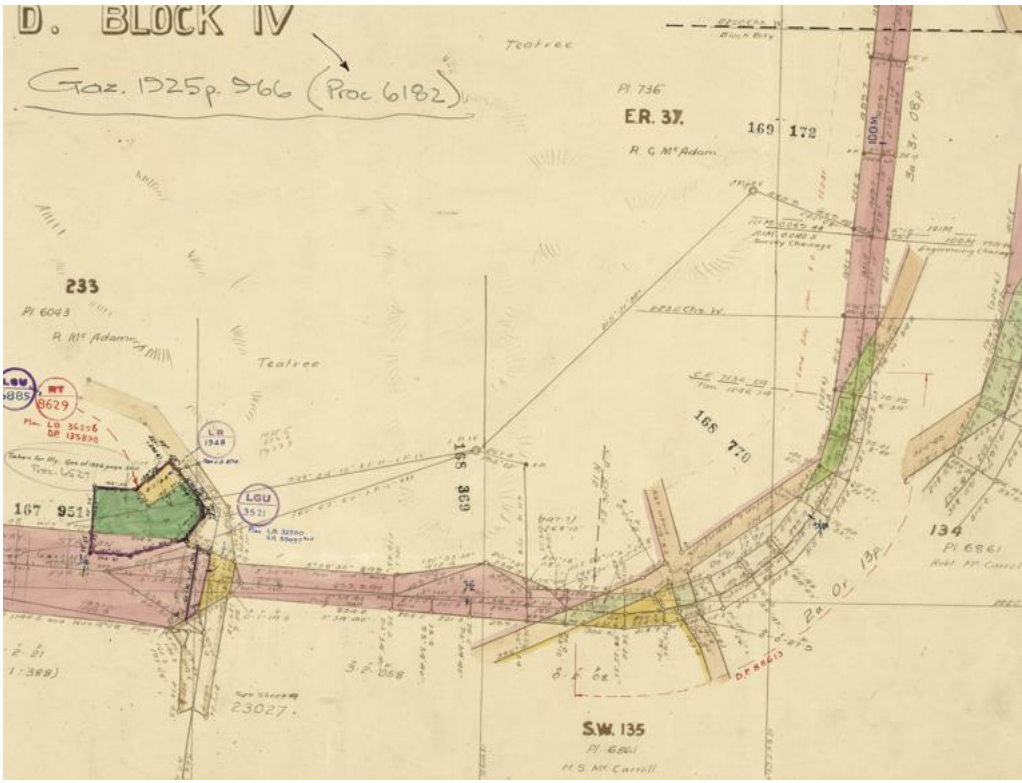
KiwiRail kilometrage:	166.000km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land on the eastern and western boundaries where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining land that is not owned by KiwiRail on the western and eastern boundary. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation. For the small area of land on the</p>

	adjoining sites which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.
Land ownership (LINZ):	Gazette 1925 Page 966
Ownership of adjacent properties:	Macbeth Enterprises Limited - 282 Taipuha Station Road
Assessment:	The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.

KiwiRail kilometrage:	168.000km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land on the eastern and western boundaries where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining land that is not owned by KiwiRail on the western and eastern boundary. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation. For the small area of land on the adjoining sites which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p>



Land ownership (LINZ):	Gazette 1925 Page 966
Ownership of adjacent properties:	Macbeth Enterprises Limited - 282 Taipuha Station Road
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>




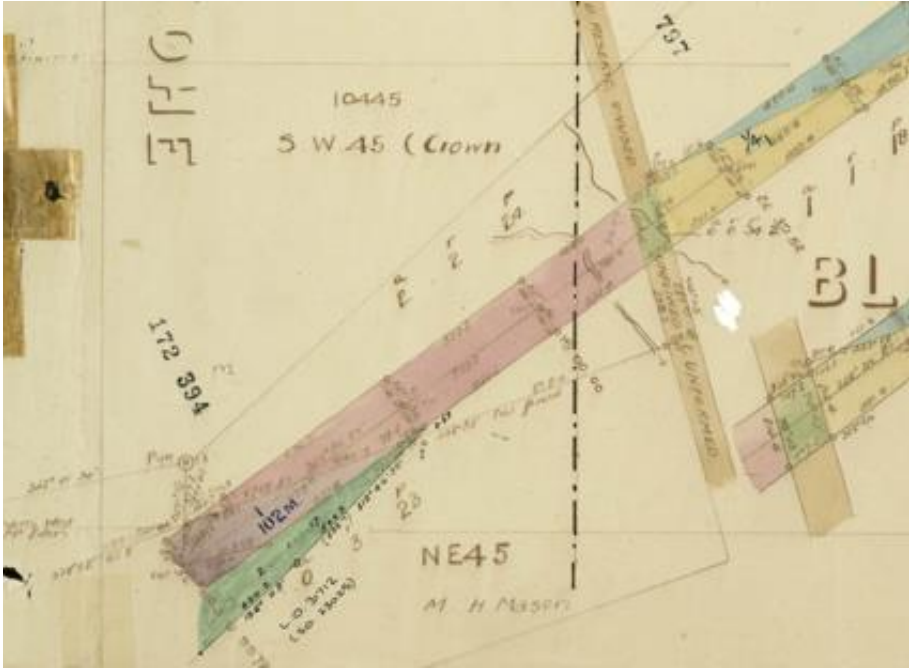
KiwiRail kilometrage:	169.000km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land on the eastern and western boundaries where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining land that is not owned by KiwiRail on the western boundary. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation. For the small area of land on the adjoining sites which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p>



Land ownership (LINZ):	Gazette 1925 Page 966
Ownership of adjacent properties:	Macbeth Enterprises Limited - 282 Taipuha Station Road
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>



KiwiRail kilometrage:	170.500km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land on the western boundary where the designation does not fully extend to the cadastral boundary of KiwiRail land. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation.</p>



Land ownership (LINZ):	NZ Gazette 1923 p 1047
Ownership of adjacent properties:	Macbeth Enterprises Limited – 282 Taipuha Station Road
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>

KiwiRail kilometrage:	172.500 km NAL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land to move the boundary off adjoining land that is not owned by KiwiRail on the western boundary. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of land on the adjoining sites which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p>
Land ownership (LINZ):	NZ Gazette 1922 p 1514

Ownership of adjacent properties:	Hamilton, John and Marleanne - Mason Road
Assessment:	With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.


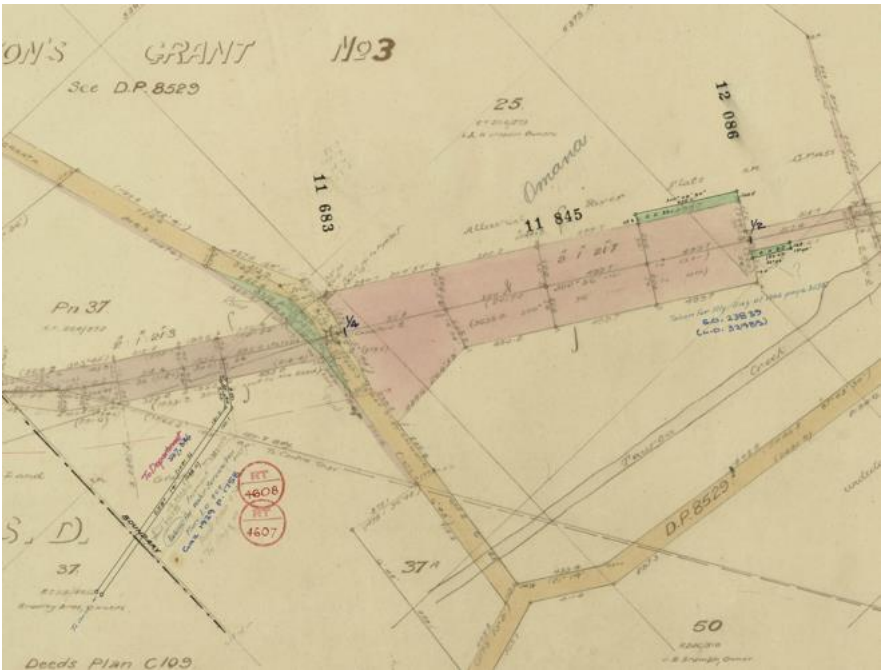


KiwiRail kilometrage:	173.000 km NAL
KiwiRail GIS map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	Realign the designation boundary to accurately follow the boundaries of KiwiRail's land. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue on the top image. In this case, the designation boundary should shift slightly to the east, ie. To the dark blue line
Land ownership (LINZ):	NZ Gazette 1922 p 1514
Ownership of adjacent properties:	Hamilton, John and Marleanne – Mason Road
Assessment:	The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.

KiwiRail kilometrage:	8.500km DGA VL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the northern boundary where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining private land that is not owned by KiwiRail. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue, and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation. For the small area of land on the adjoining sites, which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p>
Land ownership (LINZ):	NZ Gazette 1926 p 3273, NZ Gazette 1927 p 2778 & NZ Gazette 1929 p 514
Ownership of adjacent properties:	Maclean Trustees 2021 Limited – Omana Road


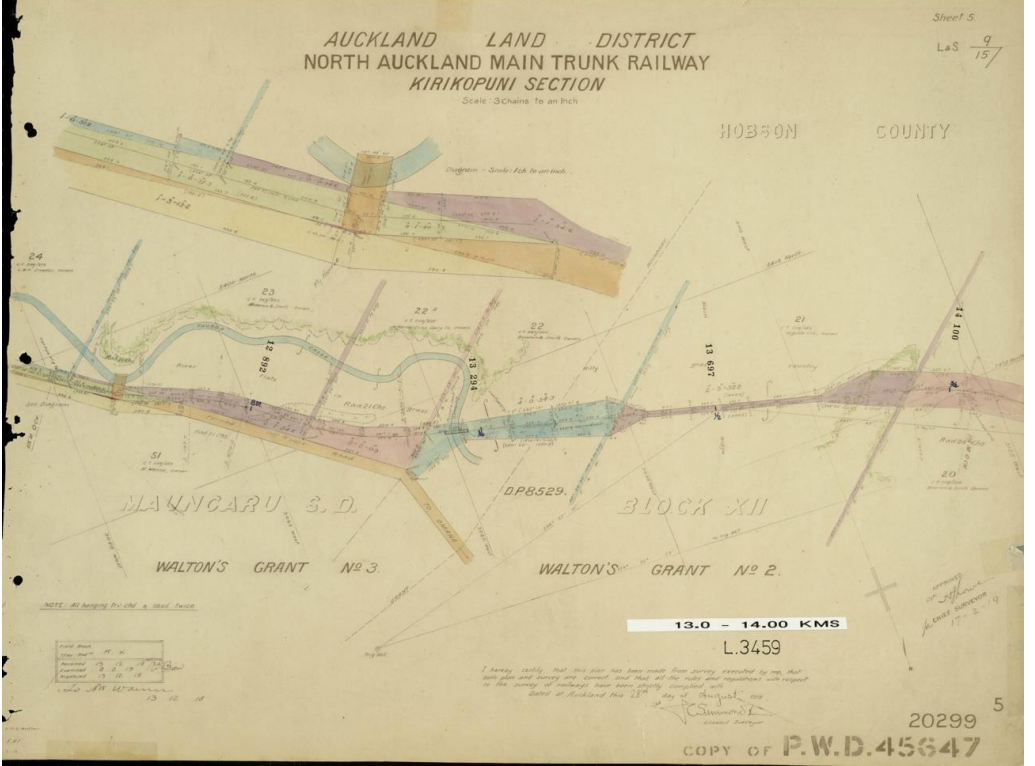
	Mdub Dairies Limtied – 1225 Omana Road
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation – the removal of the designation from the land will be beneficial to the landowner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>




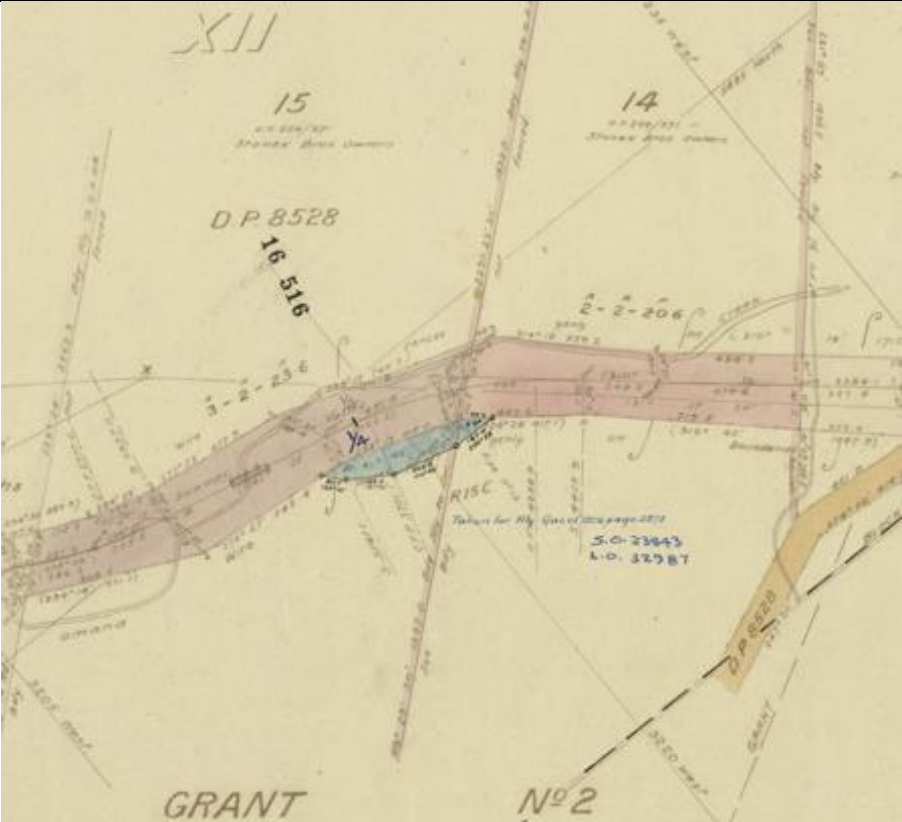
KiwiRail kilometrage:	11.000km DGAVL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the eastern and western boundaries where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining private land that is not owned by KiwiRail on the western boundary of the designation. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue, and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation. For the small area of</p>

	land on the adjoining sites, which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.
Land ownership (LINZ):	NZ Gazette 1926 p 3275
Ownership of adjacent properties:	Gunson, Caig and Robsinon, Bryan - 1345 Girls High School Road, 1345 Girls High School Road
Assessment:	The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.




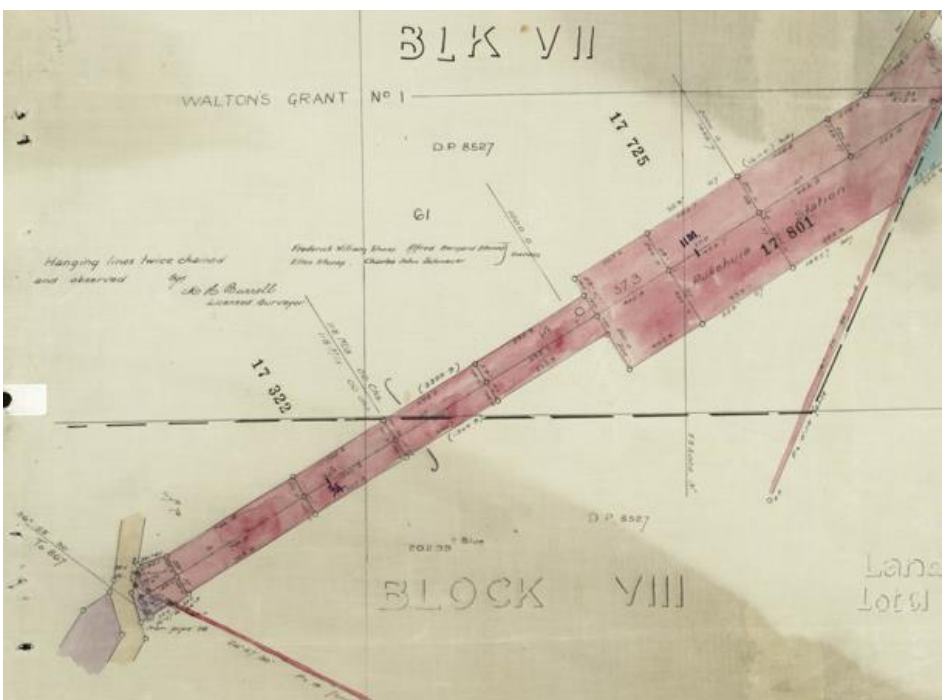
KiwiRail kilometrage:	13.000km DGAVL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the eastern boundary of the designation where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining private land that is not owned by KiwiRail on the western boundary of the designation. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue, and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation. For the small area of land on the adjoining sites, which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p>

Land ownership (LINZ):	NZ Gazette 1926 p 3273
Ownership of adjacent properties:	<p>Gordon, Anthony and Neil Harry – Omana Road</p> <p>Totara Forestry Services Limited – Omana Road</p> <p>Dudson, Alecia and Johnston, Ian – 1680 and 1729 Omana Road</p>
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>

KiwiRail kilometrage:	16.500 km DGA VL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>           Realign the northern designation boundary to include the tracks and at least 5m of land on the side of the tracks to accurately reflect the occupation of the land and to allow for safety clearance. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended.         </p>


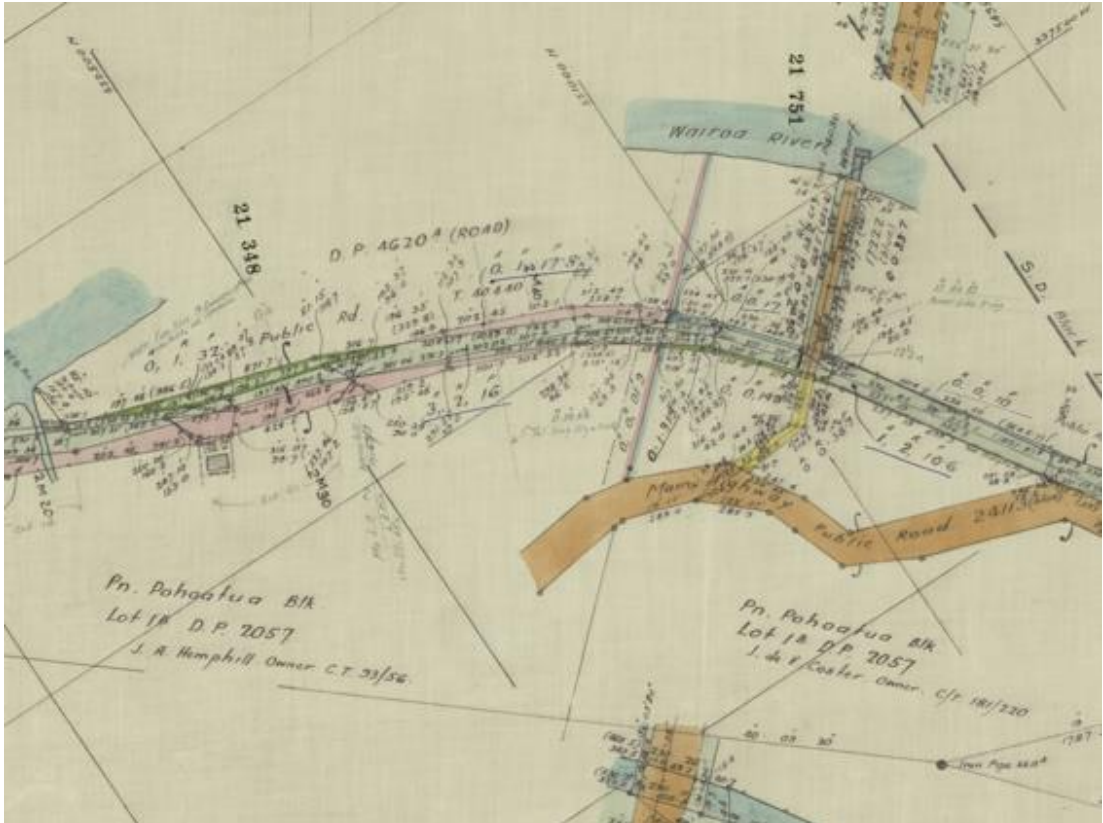
Land ownership (LINZ):	NZ Gazette 1909 p 1100
Ownership of adjacent properties:	Omana Forests Limited, Omana Road LOTS 4 5 DP 430858 LOT 59 PT LOTS 13-16 DP 8528
Assessment :	<p>The small addition of extra land to be designated, 5m to the north of the northern edge of the railway line, will have minimal impacts on the adjoining property, given the size of the rural land holding and the large distance to any dwellings or operational aspects of the land holding.</p> <p>The railway line and its operation has been in place for a long time and there will be no changes in terms of physical effects.</p>




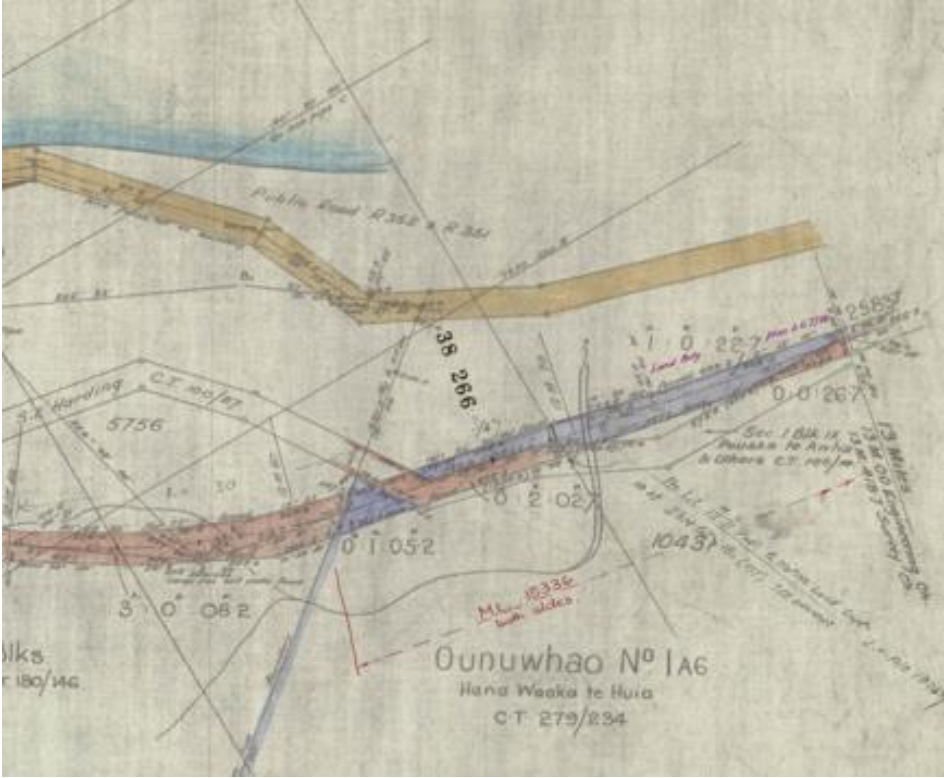
KiwiRail kilometrage:	18.000km DGAVL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the eastern boundary of the designation where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining private land that is not owned by KiwiRail on the western boundary of the designation. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue, and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation.</p>



	For the small area of land on the adjoining sites, which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.
Land ownership (LINZ):	Gazette 1926 Page 2787
Ownership of adjacent properties:	Hammonds Trustees Limited – Omana Road Mdbgst Limited – Omana Road
Assessment:	The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.


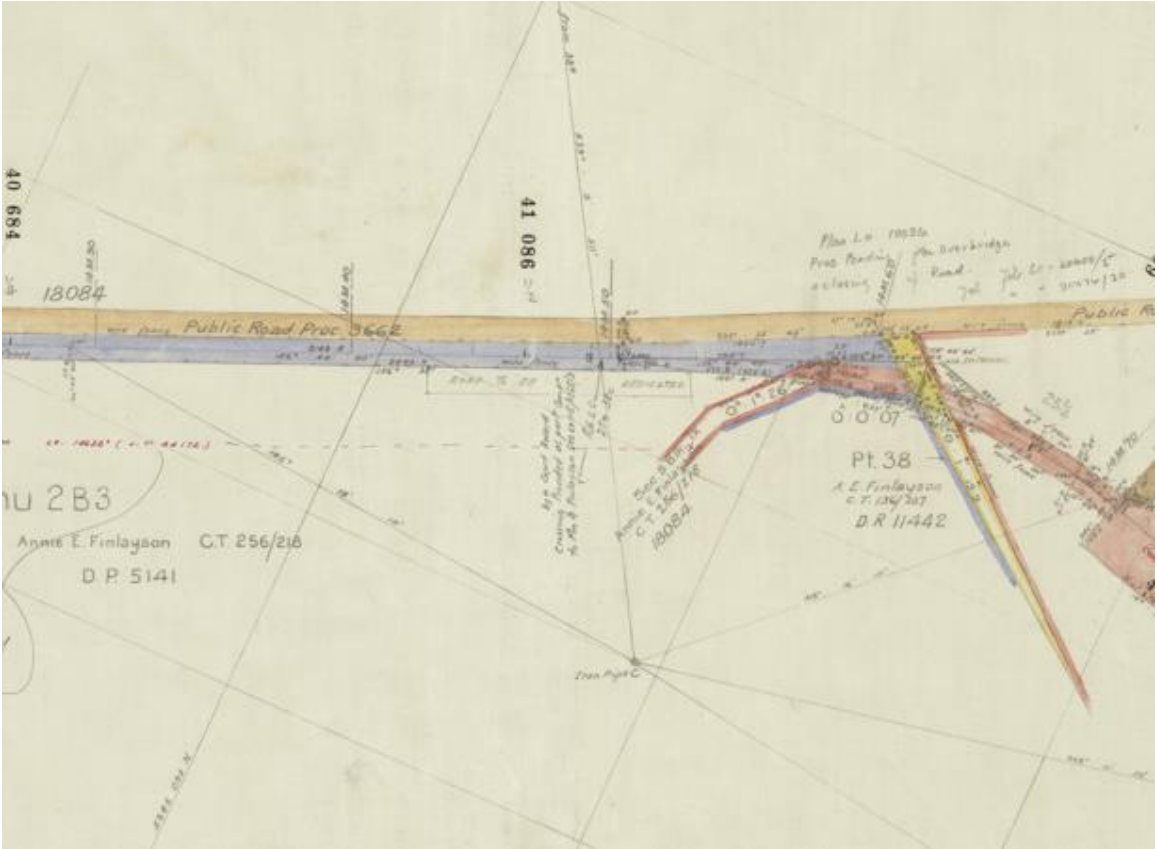
<p>KiwiRail kilometrage:</p>	<p>22.000km DGA VL</p>
<p>KDC online map</p>	
<p>Relevant section of the Land Plan</p>	
<p>Minor change sought (Sch 1, cl 16):</p>	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the eastern boundary of the designation where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining private land that is not owned by KiwiRail on the western boundary of the designation. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue, and the red arrows show the areas where the designation boundary is proposed to be</p>

	<p>amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation. For the small area of land on the adjoining sites, which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p> <p>It is also requested that the designation extends over Paradise Road to provide protection for the rail assets located in and over the road. In order to provide protection for the rail assets and infrastructure 5m each side of the railway track is requested which is the same distance control is provided for under the Railways Act in terms of access within 5m of the track</p>
Land ownership (LINZ):	NZ Gazette 1927 3041
Ownership of adjacent properties:	<p>Dempster, Shayne - Paradise Road</p> <p>McKay, Christopher and Diane - 410 Paradise Road</p>
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner.</p> <p>Extending the designation over Paradise Road would apply to an existing railway line, services and rail infrastructure, and the designation will not introduce any adverse effects as the purpose of extending the designation is to protect the existing rail assets and will not result in additional approval processes as the Railways Act already controls access within 5m of the track</p>


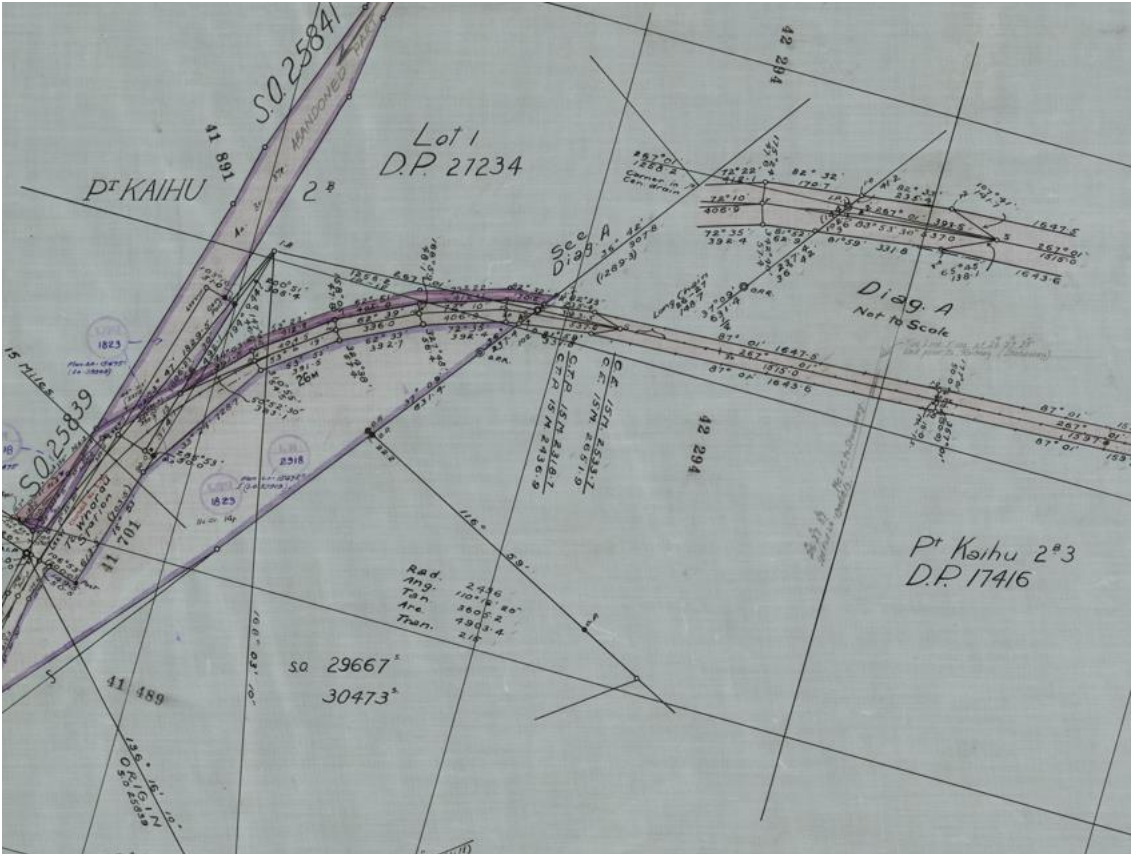
<p>KiwiRail kilometrage:</p>	<p>38.500km DGAVL</p>
<p>KDC online map</p>	
<p>Relevant section of the Land Plan</p>	
<p>Minor change sought (Sch 1, cl 16):</p>	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the eastern and western boundary of the designation where the designation does not fully extend to the cadastral boundary of KiwiRail land and to move the designation off the adjoining private land that is not owned by KiwiRail on the eastern and western boundary of the designation. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue, and the red arrows show the areas where the designation boundary is proposed to be amended. For the small area of KiwiRail land not included within the</p>

	<p>designation boundary, this will be included in the designation. For the small area of land on the adjoining sites, which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.</p>
Land ownership (LINZ):	NZ Gazette 1927 3041
Ownership of adjacent properties:	<p>Brommer, Tracy and Duder, John - 4974 State Highway 14</p> <p>Wilson, David – Ounuwhao Road</p> <p>Burkhardt, Frederick / Heiwari, William and Munro, Bevlyn and Te Toko, Rachael - 5014 State Highway 14</p>
Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>





<p>KiwiRail kilometrage:</p>	<p>40.000 km DGAVL</p>
<p>KDC online map</p>	
<p>Relevant section of the Land Plan</p>	
<p>Minor change sought (Sch 1, cl 16):</p>	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land along the eastern boundary of the designation where the designation does not fully extend to the cadastral boundary of KiwiRail land. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue, and the red arrow shows the area where the designation</p>

	boundary is proposed to be amended. For the small area of KiwiRail land not included within the designation boundary, this will be included in the designation.
Land ownership (LINZ):	TBC
Ownership of adjacent properties:	Shepherd, Bruce and Diane – 5148 State Highway 14
Assessment:	The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect the gazette and current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.

<p>KiwiRail kilometrage:</p>	<p>41.500 km DGAVL</p>
<p>KDC online map</p>	
<p>Relevant section of the Land Plan</p>	
<p>Minor change sought (Sch 1, cl 16):</p>	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land to move the designation off the adjoining private land that is not owned by KiwiRail on the eastern boundary of the designation. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue, and the red arrows show the areas where the designation boundary is proposed to be amended. For the small areas of land on the adjoining</p>

	sites, which is shown to fall inside the designation boundary, KiwiRail is not seeking to designate this land which is not in its ownership.
Land ownership (LINZ):	TBC
Ownership of adjacent properties:	Johnstone, Darryl and Helene - 10 Te Wharau Road
Assessment:	With regard to the land on adjoining sites (that is not owned by KiwiRail) but is shown to be subject to the KRH designation - the removal of the designation from the land will be beneficial to the landowner. The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.



KiwiRail kilometrage:	49.150 km DGAVL
KDC online map	
Relevant section of the Land Plan	
Minor change sought (Sch 1, cl 16):	<p>Realign the designation boundary to accurately follow the boundaries of KiwiRail's land, and to ensure that the designation boundary includes all railway land, including the tracks and at least 5m of land on the side of the tracks. The historic land plan shows the correct boundaries. The notified designation boundary is shown in blue and the red arrows show the areas where the designation boundary is proposed to be amended.</p>
Land ownership (LINZ):	NZ Gazette 1909 p 1100
Ownership of adjacent properties:	Northern Wairoa Pistol Club Incorporated, 23 Edward Street, Dargaville



Assessment:	<p>The area of land currently not shown to be within the designation boundary is currently used for Railway Purposes and is administered by KiwiRail. It is requested that the designation be corrected to reflect current land use. The correction of the extent of the designation will not result in a change in the level of potential activity associated with the designation and will not result in any additional effects on adjoining properties.</p> <p>The realignment to respect existing rail assets is deemed to be minor and will not be prejudicial to any other parties.</p>