

Comments from Jane and Bernie McLeod ([REDACTED]) about the Southern Link Inland Port

In brief we are opposed to the SLIP proposal because:

It too close to residential property including a 190-house subdivision only 630m away.

Lacks appropriate roading infrastructure, irrespective of what NZTA say.

Heightens the flood risk for neighbours and Mosgiel

There is a better site being built by Calder Stewart between SH1 and the main rail line close by in Milburn, Dynes and Port Otago should be cooperating with this venture not competing with it; but that would mean they had to buy industrial land rather than cheap rural land as fast-tracked projects are known for.

Is too close to, and threatens the future of White Robe Lodge, an iconic Thoroughbred stud.

SLIP already owns 7.6 hectares of rail connected industrial land behind Fonterra that they are using for container storage, this will be adequate for their needs when they lose the Strathallen depot.

SLIP will have negative effects on the amenity of our home environment and that of our neighbours, especially at nighttime.

SLIP will have an adverse effect on the landscape values of the area.

Threatens the ecology of the Silver Stream.

Transport pressure

Three years ago, the plan presented to Mosgiel public was for Southern Edge Hub to use the industrial zoned land, with a rail siding, that they currently own behind the Fonterra site. <https://www.odt.co.nz/news/dunedin/proposal-for-inland-depot-near-mosgiel-v9itnwmq>. The imperative for a heavy vehicle bypass was emphasised at that time. No heavy vehicle bypass was built or planned but Southern Edge have nonetheless expanded their intention to create an even bigger facility through industrial sprawl onto prime rural land.

On behalf of the government Chris Bishop has made it very clear that local rate payers will have to fund a heavy vehicle bypass. Chris Bishop said 'The responsibility for downstream impacts (of the Inland Port) lies with local councils.

As well as congestion and road safety issues from the additional heavy vehicles on Mosgiel's narrow main street, there are air quality concerns given the susceptibility of Mosgiel to inversion layers which trap lung damaging particulate matter in the air we breathe.

The DCC and ORC ratified the inclusion of the Southern Link Inland Port into the Future Development Strategy (FDS) against advice from the DCC transport department

(<https://share.google/PKNvtGFkhhm0dEHTaF>) probably anticipating input from the government that never eventuated.

Inclusion of the Inland port in the FDS then facilitated the Fast Track application for the SLIP which councillors could not have anticipated.

FDS states:

The identification of the indicative location for an inland freight hub is intended to encourage stakeholders to carry out necessary investigations into the suitability and feasibility of the site and the options for best integrating it with the wider infrastructure network OVER TIME.

Flooding risk to The Silver Stream, to Mosgiel and neighbours

The FDS also identifies the danger of allowing more impervious surfaces (such as the SLIP will have) regarding stormwater and says *further development in this area will need to consider the impact of stormwater on ORC's flood drainage infrastructure*. The FDS gives enhancements to stormwater channels, corridors, and pipes a time frame of 10-30 years.

The proposed port is planned to be built on land that has, in part, the same flood overlay as the Gordon Rd spillway, an area that the councils tried to red zone in 2023.

The port proponents believe they can mitigate the upstream and downstream flooding risk to the Silver Stream and to neighbours by building an attenuation pond and swales around three sides of the perimeter to hold water back. Their own expert told us that when completely empty these have a capacity of 32,000 m³. In 24 hours from July 5th to 6th 2026 we measured 126mm of rain in our rain gauge. Falling over 42 hectares of hard surface, this would be 53,000m³, we had additional rain both before and after that 24-hour period so it is hard to see how their hard surface would not have negatively impacted The Silver Stream and/or neighbours' land. For context in 2006 168mm of rain fell in 24 hours at the closest ORC monitoring point.

<https://www.orc.govt.nz/media/2905/natural-hazards-on-the-taieri-plains-otago.pdf>

This has been cut from the report link above:

Both Mosgiel and the nearby Riccarton Road station also show a general increasing trend in the percentage of rainfall which falls on very wet days and the highest 5-day precipitation amounts. There is localised variability in extreme rainfall patterns, and that the northern end of the Taieri Plain (including the Silver Stream catchment) has experienced an increase in both the intensity and frequency of extreme rainfall events.

Alternative sites exist

In 2003 The environment Court stopped the development of a wood processing plant by City Forests on this same site. They described the subject site as being part of the clear demarcation between the rural area and the 4 more mixed zones to the west of the Taieri Branch Line and to the south of Silver Stream. The Environment court found that the

proposal would have real and ongoing amenity effects for neighbours that would be more than minor, that any job creation could occur in an alternative site, this is all still true. <https://www.nzlii.org/nz/cases/NZEnvC/2004/23.pdf>

Ironically City Forests went on to build at Milburn. Milburn is the site of the other planned inland port being built by Calder Stewart that is on flood free land between the SH1 and the main railway line. It will be equally accessible to workers, will have the advantage of being in the centre of the local forestry and able to take logs off the road and is close to Pan Pac.

I have heard DCC councillors say we should have both inland ports; we disagree, it will leave Mosgiel exposed to the same heavy traffic overload. Dynes transport, Richardson Group trucks, Icon logistics will all drive right past the Milburn site to travel through Mosgiel to support their own venture, even though Milburn will be operated by a neutral logistics company open to all comers. We were told the Mosgiel port is not going to take logging trucks, yet on the 7 July at the meet the experts' event we were told that they could take logs without having to apply for a consent and it remains an option open to them.

The Mosgiel Hub has already been given a loan from the Regional Growth fund, by Shane Jones, who claimed to know nothing about the larger port planned for Milburn even though his leader Winston Peters visited the Milburn site last year (both events reported in the press). We feel that taxpayer money should not be used to duplicate similar, privately funded, better sited projects.

It is deeply unsettling to see a publicly owned regional asset like Port Otago enter a tight commercial relationship with a private enterprise like Dynes Transport, blurring the line between public accountability and private profit and we would hope that the expert panel will investigate how this is structured and monitored. As ORC rate payers, we do not approve of this relationship. One can only hope that the Otago Regional Council employees involved in reviewing this application, for an ORC owned company are doing so without fear or favour.

Jane A McLeod

[REDACTED]

[REDACTED]

Bernie McLeod

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]