
SOUTHERN LINK INLAND PORT - invitation to comment by the panel on fast tracking application

From [REDACTED]
Date Mon 10/08/2026 20:43
To Substantive <substantive@fasttrack.govt.nz>

As one of the closest adjacent neighbour's we feel communication from SLIP has been extremely poor. We tried to make contact with them through their website in May 2025 in regards to their fast track application when it was announced by media in the Otago Daily Times. We had no response. SLIP made contact with us only after their fast tracking application was lodged. Their 1st contact was made via Justin Courtney by phone 1 week before Easter 2026. He informed us an email would be sent to arrange a meeting. We never received an email we had to follow up by phone with Justin to get our 1st meeting on 29th April 2026.

We were informed by Justin, Kevin Kearney and Grant Driver when we attended the meeting it was an informal neighbourly meeting to show us as neighbour's their plans. We were told it was not a requirement for the fast track application and they never sought feedback. We did bring up initial concerns when we sighted the plans for the 1st time. These were as follows

- * Noise, including site noise, construction noise, rail Noise, idling of trains outside our property.
- * Operational timings and train movements, heavy truck movements on-site and the potential noise impacts.
- * Light Impact, light spill and how the design migrates this.
- * Stormwater treatment and Impact on the Silverstream River.

An email was received from Justin on 30th April summarizing our initial concerns. We were informed they would arrange a follow up meeting with Experts on noise, traffic, construction, lighting, landscaping, flooding where we could address any concerns we had after digesting the plan we had been presented with. They would advise of date after they had consulted with all neighbour's.

3rd June was a SLIP panel convener conference. The Convenor specifically asked Kevin Kearney what noise concerns neighbour's had. He stated that it was to do with rail noise and movements and that was the only concern to that neighbour. We felt he misled the Convenor in not listing all our initial concerns which had been summarized in the email to us from Justin on 30th April. He was cc in that email. These were only our initial concerns after seeing the plans for the 1st time and not having time to consider Impact on us as neighbour's and digest all the plan. At this stage we had not had the meeting with Experts. A Memorandum was supplied by SLIP on 5 June as requested by the Fast Track Convenor to detail neighbours concerns. This only mentioned initial concerns after seeing plans for the 1st time from all neighbours. We understandably felt misled by SLIP and forwarded an email to Justin, Kevin Kearney and Grant Driver on 11 June advising this. We asked when a further meeting would be held with Experts to answer many questions we had. We were advised end of June.

We finally had a meeting to discuss concerns with experts supplied by SLIP on 7th July.

NOISE

The night time & day time noise is predicted to be at or over the limits that are in the 2GP plan. SLIP could not confirm what the noise barrier will be constructed of that surrounds it. This could change noise levels. The noise barrier is predicted to be 3 metres high and they did confirm containers would be stacked well above this height. They were thinking 3 or more high. Each container is 2.6 metres high so at least a height of 7.8 metres. There will be clunking noises of containers being stacked above noise barriers. Has this predicted noise been taken into consideration?

As the storage area for containers is close to us this is a big concern for us. SLIP were not confirming or denying that there would be night time operation as well.

The noise of trains on the SLIP site is yet to be assessed. Under the 2GP plan noise generated by trains on site is not exempt from restriction to normal train noise. Currently trains going past our property to Fonterra operate between 6am - 7pm. We had conflicting information as to whether there would be train movements at night. As our property is close to both rail corridor and the proposed rail sidling this is a major noise concern. We do not wish to have trains operating outside hours of 6am - 7pm.

We were surprised to hear of another change from what we had to told in our meet the neighbour's meeting on 30th April. We were told at this meeting trucks loaded with containers wouldn't be coming down the Silverstream boundary to the container storage area. On 7 July we were told there could be

4-5 trucks per day loaded with containers using this route. This is the area closest to our boundary. This is a major noise concern for us. It could not be confirmed if noise on site would be monitored and who would be responsible. Overall with noise limits at predicted levels we feel that the noise will impact greatly on our quality of life. We are semi-retired and purchased the property 16 years ago surrounded by rural land for the peace and quiet. The SLIP proposal will compromise this. We have a large garden which we open to the public and people always comment on the peace & quiet that we have. Having wedding ceremonies in the garden is in our retirement plan in the next 2-5 years. We feel the noise generated by SLIP will greatly effect the ambiance we currently have on our property.

FLOODWATER

SLIP told us that run off and stormwater from site will be directed into a 32000 cubic Metre Pond located in the south east corner. Any overflow or draining of the pond will flow direct into the Silverstream River. They could not tell us if the pond would be lined or not. Our concerns are on 5/7/26 we had 120mm of rain in 24 hours. Based on this the SLIP Expert we spoke to worked out that the run off from the site would have been 48000 cubic metres so the pond would of been overflowing and spilling into the Silverstream River. This would contribute to an already stressed water way. This would put many homes and future developments in Mosgiel under threat. We have been here since 2010 and on average an event like this happens every 2 years.

We asked the question about plan in place for a contaminated spillage and they couldn't guarantee that in this event the spillage wouldn't enter Silverstream River via the pond. Our household water is supplied by bore and we are concerned about the contamination of the aquafill. There was also conflicting information about whether there would be forestry logs stored on site. The run off from logs is also a concern. We were told at the meeting that no further consent would be required to conduct a logging operation on site. We are concerned that this can be done without consent as this would considerably change the intent of the original application.

LIGHTING

We had conflicting information on whether the surface of the site will be concrete or asphalt.

Depending on the surface it would have an effect on reflecting light. We were informed that the only lighting would be street lighting at night. We had conflicting information on whether there would be

night time operations which would require more lighting. We feel work operations requiring extra lighting would add to the already significant light pollution that comes from the Fonterra site.

CONSTRUCTION

We were advised hours of construction were Mon-Sat 7.30am - 6pm. As they are completing the project in stages this will mean construction will be continuing for many years. The first area to be started on is closest to our boundary. We are very concerned about the noise for this affecting us 6 days a week. There is no noise limit for construction so this is very concerning. We have been advised that the noise barrier will be constructed first but we don't feel this 3 Metre barrier will be sufficient to shield us from loud unwanted noise 6 days a week. As mentioned earlier we open our Garden in the weekend to the public and this will effect the peace and quiet that we have many people returning for. In the summer there will be dust created and what controls are in place to suppress?

TRAFFIC

As with most Mosgiel residents our concern is the increase in heavy traffic movements coming down Main st (Gordon Road) of Mosgiel increasing by at least 30%. This puts many pedestrians at greater risk and a majority of the population are elderly. With future housing developments underway and the expansion of Mosgiel this will increase traffic flow as well. Mosgiel has needed to have a heavy traffic bypass for a long time. We feel this should be considered alongside the SLIP proposal, it should not be treated as 2 different proposals. There is also a 5 road intersection where heavy traffic would be turning from SH87 into Dukes Road. This intersection is not suitable for turning trucks. We have had conflicting information from SLIP as to whether this will be addressed.

EXPERT PANEL requested additional information in relation to the ITA assessment. An addendum was prepared to respond to request outlined in minute 4 dated 31/7/26

This indicates under 2.6 Fonterra Mosgiel as follows

Containers will be moved between Fonterra to the SLIP where repair and maintenance will take place. This will be 9000 container movements in each direction which represents 70 movements per day or up to 10 movements per hour during the day.

Under our noise submission we indicated that we were informed on 7th July that there could be 4-5 trucks per day with containers using the route to the container storage/maintenance area which is closest to our boundary. The addendum clearly states more trucks up to 70 movements per day. There will be the noise of unloading, stacking, maintenance. This is a huge concern for us. Once again it is conflicting information from what we have been told.

SUMMARY

We would like to state that we are fully opposed to the SLIP proposal.

We feel an Inland Port needs to be well away from residential and rural residential properties. There are other areas close to a main trunk line and SH1 that should have been considered more closely.

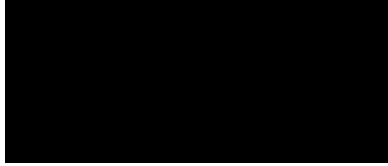
Under the 2GP the north side of Mosgiel has the potential to be rezoned for housing development. This would include ours and the surrounding properties. The SLIP proposal would hugely impact on this.

Our quality of life would be impacted greatly from noise and light pollution up to 7 days per week. We purchased the land 16 years ago to be able to live sustainably in a quiet rural setting surrounded by rural zoned land. Having a large industrial site adjacent to our boundary would have a huge impact on us including our mental health and the value of our property.

We feel we have had alot of conflicting information from SLIP. We should of been contacted before the Fast Tracking application was lodged to air our concerns and for any of our concerns to be considered. We have been treated as an after thought.

We would be grateful for the panel to consider our concerns in their decision making. We have found this whole process very stressful and unsettling.

Craig & Joanne Inch



We can receive emails and our email address is correct