

Statement of Peter Beggs

Chief Executive, Rangitikei District Council

Plan Change 2, Industrial Zone – Rangitikei District

Thank you for the opportunity to speak today regarding Rangitikei District Council's operation of the district plan change process.

Introduction

I am the Chief Executive of Rangitikei District Council, having held this role since October 2019. Prior to this I have undertaken a number of senior Executive and Chief Executive roles, both in New Zealand and overseas. Throughout my career I have undertaken roles that deliver complex projects with significant logistical challenges.

While I have not been involved in this plan change process from the outset, I have paid particular attention to ensuring council treats its stakeholders and submitters with respect. In addition, I have ensured the organisation has taken the time required, and provided opportunity for further engagement to resolve matters prior to this hearing.

This statement will address the following:

- A brief summary of the process followed
- Outstanding issues for Council investigation
- Commitments made by Council

The process followed to date

1. As a result of the shortage of vacant industrial land in the Marton area, Council has adopted the Proposed District Plan Change for rezoning of approximately 217 ha of rural land at 1165, 1151 and 1091 State Highway 1, Marton, to be industrial land, and for amending District Plan maps 4 and 21 to reflect the zone change. The area has boundaries to Wings Line, State Highway 1, Mākirikiri Road and the Main Trunk Railway, Rangitikei District.
2. A section 32 report was commissioned by the Council, and produced by The Property Group, dated August 2019. This report was prepared on information produced by WSP, M. Visser, M. Thomas and Horizons Regional Council.
3. The submission period closed on 23 September 2019 at 5PM. Following the close of submissions, and the opening of further submissions, the Council engaged The Catalyst Group to prepare a section 42 report. Further submission period was extended and closed on 31 January 2020 and that section 42 report was published on 6 March 2020.
4. The Council held two pre-hearing meetings on Monday 2 March and Friday 13 March 2020.
5. During the period following those two pre-hearing meetings and the hearing itself, the Council has undertaken consultation with several submitters who are adjacent to the site. This has produced information which has fed into the draft site plan in the evidence of Mr. Carlyon. This has also found several mitigations that can be

committed to by the Council, as the developer, to ensure that the needs of the community are met. I outline these below.

Outstanding issues under investigation

6. The district council accepts the legitimate view of submitters that uncertainty remains in relation to a number of matters associated with the plan change. While the council decision to advance the plan change pre-dated my appointment to council, I accept and support the Councilors' views in relation to the benefits associated with a planned industrial zone, where the effects are appropriately internalised, and opportunities are made available that cannot readily occur in most other districts.
7. Based on the information in submissions, the outcome of consultation and upon receiving expert evidence, the Council is aware of the following issues, which it has committed a work programme to resolving prior to construction:
 - a. Threewaters
 - b. Local roading and state highway
 - c. Rail intersection and siding
 - d. Site arrangement
 - e. Buffering
 - f. Noise and vibration
 - g. Landscape
 - h. Air discharges
8. The site is currently not serviced by Threewaters infrastructure and Council will need to upgrade these services on a staged basis, with substantial capital expenditure over coming years. A wastewater treatment plant for the town of Marton, is located at the intersection of Mākirikiri Road and Goldings Road. The district council has committed to a substantial upgrade of this plant, discontinuing the discharge of treated effluent to the Tutaenui Stream, and amalgamating with the township of Bulls to implement a land/water discharge. The plant upgrade will be capable of taking appropriately treated trade waste. It is the opinion of my staff that pre-treatment will be required for industry discharges, and that site is capable of providing for this treatment, or the possibility of land discharge and treatment.
9. The site is sufficiently large that stormwater will be able to be treated on site. This design is yet to be undertaken, but council commits to providing a hydrologically neutral regime for stormwater, which includes management of existing upstream flows to the site.
10. The town of Marton is provided with potable water from the Tutaenui dams and water treatment plant. This drinking water source is not currently large enough to provide a stable and secure water supply to a large industrial plant. It is likely that water on the site would be provided by a combination of groundwater and surface water storage. Council is currently reviewing its drinking water supplies, and will consider groundwater supply to the industrial zone in the event a bore-field is established.

11. In terms of local roading and state highway networks, the site is bounded by the state highway to the east, and local roads (Wings Line and Mākirikiri Road) to the north and south. Wings Line is currently used as the state highway bypass during times of flooding. These roads are not of sufficient width or stability to provide for largescale industrial activity on the site and therefore will be upgraded prior to and during industrial development. In addition, Council will investigate appropriate roading bylaws to assist.
12. The Council is a partner with KiwiRail to provide a new rail siding to the west of the proposal site. These works are in the early stages of negotiations. An increase in heavy traffic volume along Mākirikiri Road will also trigger the need for an upgraded intersection on the main trunk line, and this has been agreed with KiwiRail.
13. During the submissions process NZ Bio Forestry Ltd advanced various concept designs for the site. While these site plans are different from the proposal advanced by reporting officer before this hearing, it is the council's view that the broad needs of NZ Bio Forestry can be met with the adoption of the officer's recommendations.
14. The plan change as notified included no site edge buffering. This may have resulted in the location of noisy or higher emissions industries along the boundary of the site where effects will spillover onto neighbouring properties.
15. Noise and vibration from an industrial zone are potentially significant but can be managed through the careful arrangement of the site, to ensure that noisy activities are located away from sensitive receptors such as the farms along Wings Line and the residential dwellings on Goldings Line.
16. The proposal currently does not contain any landscape response within the buffer zone or on the margins of the 217ha site.
17. The council recognises that air discharges associated with an industrial zone can be potentially significant if left unmanaged. While there is an overlap here with the functions of the regional council, there remains a commitment from the district council to ensure that the effects of discharge on neighbouring landowners are less than minor, or avoided, through appropriate design.
18. In relation to the matters identified at paragraphs 14-17, it is council's view that the issues are largely addressed through the recommendations contained in the officer's report. Two key elements of this are extensive further design and formal engagement with potentially effected landowners.

Commitments made by Rangitikei District Council

19. First and foremost, the Council is required to meet its obligations under the Resource Management Act 1991 and Local Government Act 2002. In this case, the parts of relevance are:
 - a. promotion of the social, economic, environmental, and cultural well-being of the community in the present and for the future
 - b. provision of good-quality local infrastructure
 - c. managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while:
 - i. sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and

- ii. safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
 - iii. avoiding, remedying, or mitigating any adverse effects of activities on the environment.
20. The following matters were raised by submitters during consultation, and by experts in their evidence, and are therefore adopted by the Council in order to address the effects on both submitters and the wider natural environment. I am of the opinion that these matters are sufficient to enable to plan change to proceed.
- Developers of the site will be involved in the detailed design of the entire zone.
 - Adjacent landowners and stakeholders will have an opportunity to ensure potential effects are addressed through subsequent consent processes.
 - Council will manage the traffic effects generated by activities from the proposed industrial site by ensuring that there are no exit or entry from Wings Line. Over the longer term both Makirikiri Road and Wings Line will need reconstruction to address the heavy vehicle issues associated with development on the site and to function as a state highway 1 bypass, respectively. Further, the council will investigate appropriate roading bylaws to ensure heavy traffic utilises the roading network from State Highway 1 to the entrance of the industrial zone, avoiding potential traffic impacts in the small village communities to the south and west (Crofton, Mākirikiri).
 - If the council obtains a decision in support of the plan change proposed as option 4 (or derivative of) as identified in Mr. Carlyon's section 42 report, it will commence the structure planning and detailed design process which will set out site arrangement and buffering along the boundaries. This will involve neighbouring landowners and community stakeholders.
 - Noise, vibration and odour responses will be in place along all boundaries where effects may be anticipated. At this early stage, I anticipate that the most affected boundary will be the western boundary and those dwellings on Goldings Line. In relation to the specific properties in Goldings Line, the council commits to acoustic and amenity planting, within the effected property boundaries, to be established prior to the commissioning of a rail siding or de-barking plant.
 - Landscape treatments will be included as part of the buffers to the east and north. This will ensure that amenity and visual aesthetic are maintained from all public spaces.
21. This proposed plan change does not seek any consequential changes to the regional One Plan. Therefore, all air discharges on the site will be subject to the provisions of that regional policy statement and regional plan.
22. For clarity sake, I can confirm that the district council accepts the late submission lodged by NZ Bio Forestry Limited to the proposed plan change. NZ Bio Forestry has taken an active role in the plan change process, following the lodging of their submission.
23. It is my view that the council has committed to work with the community in good faith, to address the concerns of stakeholder submitters where it could. It is committed to concluding the resource management process in the public domain and accepts the recommendations made by Mr Carlyon in his Officer's Report.

Thank you for this opportunity.

Peter Beggs - Chief Executive - Rangitikei District Council
17 June 2020