



**RANGITIKEI**  
DISTRICT COUNCIL

# SUMMARY OF DECISIONS REQUESTED

For the Proposed Plan Change at 1165, 1151, 1091 State Highway 1, Marton

*Disclaimer: This document provides a summary of the decisions requested by persons making submissions on Rangitikei District Council's Proposed Plan Change. Whilst every possible care has been taken to provide a true and accurate summary, the information contained within this document is not required by the Resource Management Act 1991 to provide a full account of the submissions received. Accordingly, readers wishing to understand the submissions are advised to refer to the full copy of the original submissions.*

<b>Summary of submitters</b>				
<b>#</b>	<b>Submitter</b>	<b>Address for service</b>	<b>Support/oppose/amend</b>	<b>Wishes to be heard</b>
1	Hew Dalrymple	158 Dalrymple Road, Bulls 4894	Support	Not stated
2	Amanda and Craig Calman	70 Wings Line, RD 1, Marton	Oppose	No
3	Philippa Hancock	76 Wings Line, Marton	Oppose	No
4	David M. Dean, Joy Bowra-Dean	19 Goldings Line, RD 1, Marton 4787	Oppose	Yes
5	William and Carol Sinclair	89 Wings Line, RD 1, Marton 4787	Oppose	Yes
6	Elaine Mary Wigglesworth	67 Goldings Line, RD 1, Marton 4787	Neutral	No
7	Lorraine Pearson	71 Marumaru Street, Marton	Not stated	No
8	Kathleen Reardon	13c Wanganui Road, Marton	Not stated	Yes
9	D and J Anderson Family Trust	1108 SH1 RD1, Marton	Oppose	Yes, would consider joint case
10	Fraser Auret	73 Wings Line, RD 1, Marton 4787	Oppose	Yes, would consider joint case
11	The Downs Group	PO Box 275, Marton 4741	Support	No
12	Ms F. Wallace representing the Interested Residents of Marton and the Rangitikei	15 Bond Street, Marton 4710	Oppose	Yes, would consider joint case
13	Robert Snijders	5 Grey Street, Marton 4710	Oppose	Yes
14	Horizons Regional Council (Pen Tucker, Senior Policy Analyst)	Private Bag 11025, Manawatu Mail Centre, Palmerston North 4442	Generally supports	Yes, would consider joint case
15	Howard and Samantha Walsh	1233 State Highway 1, RD 1, Marton 4787	Oppose	Yes, would consider joint case
16	Kiwirail (Rebecca Beals)	PO Box 593, Wellington 6140	Neutral	Yes
17	New Zealand Transport Agency (Leticia Jarrett, Principal Planner)	PO Box 1947, Palmerston North 4440	Cannot form a position at present	Yes
18	NZ Bio Forestry Ltd	PO Box 10799, Wellington 6143	Support	Yes

#	Submitter	Topic(s)	Address for service	Support/oppose/amend	Wishes to be heard
1	Hew Dalrymple	Growth; employment; positive social effects	158 Dalrymple Road, Bulls 4894	Support	Not stated

**Submission**

Zone change will be invaluable for the District. More manufacturing will result in more job and a more vibrant community.

**Decision Requested**

Council supports the Proposed Plan Change.

2	Amanda and Craig Calman	Traffic and roading; noise; air pollution; property values; drainage; visual and landscape amenity	70 Wings Line, RD 1, Marton	Oppose	No
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**Submission**

Concerns about traffic and roading on Wings Line:

- Increase
- Safety
- Noise

Concerns about noise:

- General noise
- Controls in the District Plan to deals with times in the day / night

Concerns about air pollution.

Impact on property values:

- Unlikely to have a positive effect
- Proposed re-zoning not mentioned when purchased a LIM

Drainage across submitter's property could be affected, resulting in land being wetter and less productive.

Concerns about landscape and visual amenity:

- Entranceway to Marton
- On the edge of rural land

**Decision Requested**

- Access from Wings Line into the proposed industrial area is close to the State Highway 1 (SH1), before the houses start, or from Makirikiri Road
- Traffic modelling completed
- Identify solutions to restrict noise effects from increased heavy traffic
- Noisy industry is located closer to SH1 (further away from residential area and dwellings on Wings Line)
- Establish a buffer zone (including fencing, natural mounds and plantings) around the site
- Drainage is modelled to assess impact on surrounding properties and identify solutions
- Conditions of consent are applied to ensure rural quality of air is retained
- Restrictions or criteria are considered to address the above concerns at the time of future consents
- Detrimental effects on current property owners remedied by developers
- Council consider negative impacts on adjacent property values and compensate, combat or add value

3	Philippa Hancock	Traffic and roading; noise; air pollution; property values; drainage; landscape and visual amenity	76 Wings Line, Marton	Oppose	No
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**Submission**

Concerns about traffic and roading on Wings Line:

- Safety
- Capacity
- Wings Line used as diversion (increases load)
- Current condition not suitable for large trucks

Concerns about noise:

- General noise
- Controls in the District Plan to deals with times in the day / night

Concerns about air pollution.

Unlikely to have a positive effect on property value.

Drainage across submitter's property could be affected, resulting in land being wetter and less productive.

Concerns about landscape and visual amenity:

- Entranceway to Marton
- On the edge of rural land

**Decision Requested**

- In-depth traffic modelling is undertaken
- Access from Wings Line into the proposed industrial area is close to the State Highway 1 (SH1), before the houses start, or from Makirikiri Road
- Identify solutions to restrict noise effects from increased heavy traffic
- Noisy industry is located closer to SH1 (further away from residential area and dwellings on Wings Line)
- Establish a buffer zone (including fencing, natural mounds and plantings) around the site
- Drainage is modelled to assess impact on surrounding properties and identify solutions
- Conditions of consent are applied to ensure rural quality of air is retained
- Restrictions or criteria are considered to address the above concerns at the time of future consents
- Detrimental effects on current property owners remedied by developers
- Council consider negative impacts on adjacent property values and compensate, combat or add value

4	David M. Dean, Joy Bowra-Dean	Scale; who will benefit; increase of population; noise; light spill; odour; traffic and roading; fire risk; construction; employment; land demand; site location	19 Goldings Line, RD 1, Marton 4787	Oppose	Yes
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**Submission:**

Scale of Propose Plan Change: Size of the industrial area and potential activities is inappropriate for Marton.

Benefits: Older people won't see the economic benefits.

Increase in population. Concerns regarding:

- Character of Marton: Increased population would make Marton more crowded, busier. Retired people have chosen Marton for related, rural, friendly lifestyle.
- Community services: More housing, schools, medical facilities, supermarkets, petrol stations would be required for the population increase. Implications for regional

facilities e.g. hospitals.

Amenity effects. Concerns regarding:

- Noise
- Light spill
- Odour

Traffic and Rooding. Concerns regarding:

- Increased traffic volumes
- Safety / traffic management

Safety regarding fire risk and mitigation.

Construction concerns:

- Accommodation for construction workers
- Environmental safeguards

Employment: More employment options would be positive.

Land demand: Little need for warehousing and other industrial activities in Marton.

Site location: Other site options should have been considered.

If the proposal goes ahead: Change boundary of the site area on western side to follow an existing line of trees and a waterway (map included) to increase the distance between industrial development and existing residential and rural properties on Goldings Line, the western end of Wings Line, Princess Street, Racecourse Ave, French St., King and Alexandra St. Plant buffer land in manuka to align with other Accelerate 25 goals.

### **Decision Requested**

- Further information regarding how amenity effects are considered and assessed including:
  - Who decides a reasonable level of noise?
  - Who has discretion to decide how much light spill is acceptable?
  - Who exercises discretion on odour and how do you control this?
- Further information on why more large warehouses are needed in the Region and Marton in particular
- Further information about fire safety and infrastructure including who pays

- Further information on service provision including portable, storm and wastewater, gas, electricity including who pays
- Further information on environmental safeguards during construction
- Further information on why other sites in the District were not considered

5	William and Carol Sinclair	Traffic and roading; noise; quality of life	89 Wings Line, RD 1, Marton 4787	Oppose	Yes
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**Submission**

Roading and traffic concerns:

- Traffic increases
- Road upgrades required

Noise concerns:

- Generally
- Night noise

Concerns zone change will impact on overall quality of life and rural lifestyle

Submitter notes they wish to remain the Rural Zone.

**Decision Requested**

Nothing noted.

6	Elaine Mary Wigglesworth	Privacy	67 Goldings Line, RD 1, Marton 4787	Neutral	No
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**Submission**

Neither support or oppose, have voiced concerns and discussed potential mitigation (planting trees etc.) to address privacy.

**Decision Requested**

Nothing noted.					
7	Lorraine Pearson	Traffic and roading	71 Marumaru Street, Marton	Not stated	No
<p><b>Submission</b></p> <p>Traffic and roading concerns on Wings Line and Nga Tawa Road regarding:</p> <ul style="list-style-type: none"> <li>• Road upgrades needed, including widening the road</li> <li>• Traffic volumes, particularly when used as a bypass</li> <li>• Costs – should be shared with Ministry of Transport (NZTA)</li> </ul> <p><b>Decision Requested</b></p> <p>Nothing noted.</p>					
8	Kathleen Reardon	Roading and traffic; drainage	13c Wanganui Road, Marton	Not stated	Yes
<p><b>Submission</b></p> <p>Roading and traffic concerns regarding:</p> <ul style="list-style-type: none"> <li>• Upgrades needed on Wings Line and Nga Tawa Road, including widening the road</li> <li>• Traffic volumes</li> <li>• Costs – should be shared with Ministry of Transport (NZTA)</li> </ul> <p>Drainage: changes to be more efficient with flow into nearby creek</p> <p><b>Decision Requested</b></p> <p>Nothing noted.</p>					
9	D and J Anderson Family Trust	Air pollution; noise; property valuation, visual amenity	1108 SH1 RD1, Marton	Oppose	Yes, would consider joint case



**Submission**

Air pollution concerns regarding:

- Wind borne matter from the site landing on the neighbouring property
- Drinking water quality
- Wind borne matter from the site landing on the neighbouring property and affecting water which is collected from shed and house roofs

Noise pollution concerns regarding:

- Noise out of business hours if operation is 24/7

Concerns regarding impact on property value.

Concerns regarding impact visual effects.

**Decision Requested**

A visually pleasing 'landbank' (earthen) or similar be developed at the boundary to SH1, set back by 100 metres (as advised by NZTA) and planted with trees to reduce / eliminate issues detailed above. A fence may be required on top of the bank to catch flying debris.

10	Fraser Auret	Consultation; information omitted from notification; infrastructure; land demand; alternatives; site location; impact on race-horsing business; traffic; light spill; noise; air pollution; odour and smoke; versatile soils; evaluation; One Plan; purpose RMA	73 Wings Line, RD 1, Marton 4787	Oppose	Yes, would consider joint case
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**Submission**

Consultation concerns: The submitter was not consulted with regarding the Proposed Plan Change.

Lack of fundamental information regarding:

- Geotechnical assessment and traffic engineering assessment, which precludes the public from being properly informed about the plan change
- Supporting documents referred to in the proposal have not been provided

Incomplete Infrastructure assessment:

- The site has no on-site services currently
- The proposal assumes services can and will be provided without a full assessment including capacity of the network
- No assessment of the potential effect of hard surfacing required for industrial activity on the network or adjacent landowners

Lack of demand for more industrial land / evaluation of alternative locations:

- Inadequate assessment of existing land available for industrial use, further investigations of existing land's suitability for should be undertaken
- Flawed assessment of the second-largest area of vacant industrial land as it doesn't include a detailed assessment of the impacts of the flood zone and uses sensitive neighbours as a reason not to locate industrial activities while the proposed site also has sensitive neighbours
- Assumption that positive effects outweigh the adverse effects without demonstrating demand and superficially dismissing the existing supply

Incomplete effects assessment of race-horse training business:

- Proposal does not recognise the sensitivity of race-horse training business located at 73 Wings Line which requires a rural location and specialised facilities which would cost millions to recreate elsewhere. Horses are sensitive to their environment (traffic, light, noise, dust, odour, and smoke).

Traffic concerns including:

- Increased traffic volumes, especially heavy vehicles, and related noise, vibrations, and fumes
- Potential hours of operation (24/7)
- Safety from change in road levels
- Road already used a bypass for SH1 (not mentioned in the proposal)

Light concerns regarding light spillage and the potential hours of operation (24/7) as artificial light spill will affect fillies and mares by bringing them into season which has adverse effects to the business.

Noise concerns:

- General noise
- Potential hours of operation (24/7)

Dust concerns:

- Horses are extremely sensitive to dust and other airborne allergens

Odour and Smoke concerns:

- Horses are extremely sensitive to odour and smoke which could create health and safety risks

Concerns regarding the loss of versatile soils.

Improper tests (evaluation):

- The negative effects of the proposal will outweigh any positive effects
- An assessment of whether the existing Rural Objectives, or the existing Industrial Objectives are the most appropriate way to achieve the purpose of the Act has not been undertaken. The Objectives of the Rural Zone are the most appropriate for the Site
- The proposal does not give effect to relevant provisions of the Regional Policy Statement and does not meet the purpose of the RMA

**Decision Requested**

The proposal is declined.

11	The Downs Group	Growth; site location	PO Box 275, Marton 4741	Support	No
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**Submission**

The Plan Change will allow Marton to grow and prosper.

The location makes sense close to Marton and transport networks.

Does not want Marton to miss out on any opportunities.

**Decision Requested**

The Proposed Plan Change is approved.

12	Ms F. Wallace representing the	Evaluation; site location;	15 Bond Street, Marton 4710	Oppose	Yes, would consider
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	Interested Residents of Marton and the Rangitikei	versatile soils; visual and landscape; information omitted from notification; scale; LGA alignment; Structure Plan; purpose of RMA			joint case
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**Submission**

Evaluation process:

- The proposal does not amend the Objectives, Policies and Rules of the Industrial Zone due to case-law that would result in the submission being invalidated. The Plan Change should be evaluated against the existing Objectives of the District Plan
- No alternative locations considered
- Proposal notes watercourses, flooding and ponding on site but does not include an Iwi Impact Assessment, Freshwater NPS Assessment, and NPS-UDC Assessment

Loss of valuable primary production land: The subject site is valuable land necessary for primary production and contributes to the wellbeing of the residents of Marton, the District, and the Country.

Visual and landscape effects concerns:

- SH1 and Railway Line, and on Wings Line and Makirikiri Road where an interface with a Residential or Rural Zone occurs at a boundary road
- Effect on the 'Tiaki Promise' and visitor experience arriving at Marton

Notified information:

- The submitter has not had access to the same information that Council rely on for their requested decision which is contrary to natural justice and disadvantages the submitter in a manner than cannot be overcome. The submitter notes the supporting reports referenced in the proposal that were not provided as part of the notification. Therefore, the submitter could not confirm the validity of Council's s32 report.
- Geotechnical report was not available to assess the risk of the active fault and other geotechnical issues.

Scale: Concerns that the size of the area seems out of step with the size of Marton.

Alignment with Local Government Act processes: The Long-Term Plan (LTP) Significant Projects list (page 38/39) does not include an Industrial Hub and there is no proposed Structure Plan. The proposal may result in economic opportunities that can to address the shortcoming of the local infrastructure however economic effect must be balanced with the size of the proposal and interface with Local Government Act processes (Structure Plan and LTP).

Part 2 of RMA: In the absence of clarifications to understand the s32, Proposed Plan Change is contrary to sustainable management and inconsistent with Part 2 of the RMA and will have significant adverse effects on people and communities to provide for their wellbeing.

**Decision Requested**

- An extended further submissions process to provide an opportunity for the submitter to refer to specific matters to technical experts to inform their understanding of the proposal. The Council might be able to address the deficiencies in notification by way of this extended further submissions process however the submitter is unclear whether it would do so to a degree that the submitter would be comfortable revising their primary submission (that Plan Change will not be in accordance with the purpose and principles of the RMA and is inappropriate in terms of s32).
- A clearly defined Structure Plan detailing a planting interface to the land from the South and Wings Line, SH1, Makirikiri Road and the Main Trunk Railway including planted corridors for visual mitigation, plant sizes at time of planting, plant varieties to support lost biodiversity, likely locations of any slip lanes for heavy transport vehicles entering and leaving the site from SH1, NZTA’s approval of connection points, location of future rail sidings (through engagement with Kiwirail), no-build areas due to the geotechnical constraints, and stormwater or sediment control measures.
- Robust information to satisfy whether it is consistent with the pending National Policy Statement for Highly Productive Land (NPS-HPL) and the purpose of the Act.
- That the proposal in its current form is declined.

13	Robert Snijders	Information omitted from notification; land demand; site location; versatile soils; development plan; traffic; District Plan review; cost (Development Contributions review)	5 Grey Street, Marton 4710	Oppose	Yes
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**Submission:**

Did not provide supporting documentation referenced in the consultation document.

Land demand / location concerns regarding:

- Assessment does not provide adequate information to justify rezoning
- Surrounding industrial areas (Palmerston North, Feilding, Whanganui) indicate an oversupply of industrial land in the region
- Existing Industrial Zone land is underutilised or underdeveloped (maps and photographs provided), priority should be on redeveloping these sites
- The existing ANZCO land located at the intersection of Wellington Rd and SH1 could be used for land hungry industrial uses
- There are other examples of derelict Industrial Zone land located adjacent to the railway in the district

Productive soils: Using productive agricultural land does not follow the spirit of sustainable development.

A detailed development plan should accompany the proposal including site specific rules e.g. categorising industrial activities and defining buffers between activities; screening; sewerage and stormwater infrastructure and mitigation; protection of watercourse and water bodies; energy generation (renewable quota).

Traffic effects: Wings Line used as a bypass route, volumes of traffic using this route are likely to increase.

**Decision Requested**

- A sequential test should be used to steer operators and businesses towards existing Industrial Zone land before using Rural Zone land.
- The District Plan should be reviewed to support sequential test, including a move towards carbon zero policies.
- Any development on rural land should need a notified resource consent.
- The Development Contributions Policy should be reviewed so that the developer bears the cost for services and infrastructure to accommodate development.

14	Horizons Regional Council (Pen Tucker, Senior Policy Analyst)	One Plan; versatile soils; LGA alignment; geotechnical	Private Bag 11025, Manawatu Mail Centre, Palmerston North 4442	Generally supports	Yes, would consider joint case
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**Submission**

One Plan:

- Plan change is consistent with One Plan and is part of the Council’s strategic response to Accelerate25
- No changes to the existing Industrial Zone Objectives, Policies and Rules, therefore the requirements of Section 75 of the RMA are considered to be met

Urban growth / versatile soils: The Plan Change gives effect to One Plan Policy 3-5.

LGA processes - asset management / funding and Structure Plan: The Plan Change is consistent with One Plan Policy 3-4 as it is a proactive development however it does not include asset management planning and is not included in the Rangitikei LTP (Financial and Infrastructure Strategy) and therefore is out of step with long-term infrastructure planning required under the LGA. Development of a structure planning approach would address this in the interim.

Geotechnical / natural hazards: Accurate summary of advice provided by Horizons. More specialist information required.

**Decision Requested**

Nothing noted.

15	Howard and Samantha Walsh	Information omitted from notification; consultation; evaluation; purpose of RMA; One Plan; drainage; air pollution; noise; traffic; visual / landscape amenity; versatile soils; 3-waters infrastructure; Comprehensive Development Plan; alternatives; scale; cumulative effects; economic / land demand; increase of population (infrastructure)	1233 State Highway 1, RD 1, Marton 4787	Oppose	Yes, would consider joint case
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**Submission**

Level of information insufficient to undertake assessment including:

- Infrastructure services, particularly water, wastewater and stormwater
- Traffic
- Geotech
- Discharges to air, noise
- Lack of detail has prejudiced the ability of the public generally to submit. The process breaches good practice and law and cannot be adequately remedied by the preparation of information subsequent to the expiration of the submission period due to the scale of deficiencies
- Lack of detail to demonstrate gives effect to Regional Policy Statement

Consultation

- Not consulted prior to notification as adjacent landowners

Evaluation does not include:

- Whole of life cost analysis
- Integrated strategic planning

- Tailored implementation plan
- Adequate consideration of alternatives - assessment of alternative sites and scale of site (100ha is thought to be a reasonable alternative)
- Does not address whether existing s75 issues are adequately addressed for the new zone
- Assessment against NPS-HPL

#### Evaluation does not meet tests

- Does not achieve the purpose of the Act and does not show how it avoid, remedy and mitigate effects
- Does not comply with OB1 of National Policy Statement on Urban Development
- Does not comply with Part 3 Regional Policy Statement

#### Effects

- Drainage, particularly on neighbours, as field title drainage system used to drain their property through Proposed Plan Change site
- Discharges to air (odour, dust, toxic fumes)
- Noise (industrial and traffic), particularly if any activity is 24 hours in nature
- Traffic generation, safety, upgrades on Wings Line including pedestrian and cyclist facilities
- Negative visual / landscape effects on Rural Zone (setbacks and landscaping)
- Loss of productive soils, more consideration should be given including an assessment against the NPS-HPL
- Water and wastewater infrastructure and effect on existing groundwater takes, future bore contamination

#### Mitigation of effects

Site specific rules should be developed, including setbacks / landscaping adjoining the Rural Zone to mitigate effects; a requirement for a Comprehensive Development Plan; a requirement for legal protection of and implementation of appropriate drainage prior to works; mitigation of cumulative effects (existing District Plan rules do not provide for this).

#### Scale / consideration of alternatives

- Not clear why 217ha land is needed when future industrial land use is unknown and speculative, 100ha seems suitable to submitter
- Large scale accumulative effects
- No staging of development provided
- Other potential locations in the district or regional were not assessed

#### Economic / Land demand

- Proposal does not demonstrate demand



- Proposal is speculative
- A Comprehensive Development Plan is needed to protect the land against piece meal development
- Economic Assessment compares existing land use (instead of higher value primary production) with industrial activity which exaggerates the economic benefits of industrial uses

Infrastructure required to accommodate new employees generated e.g. housing, roading

Appropriate cohesive future planning should include:

- Site specific objectives, policies, and rules
- Cohesion with district-wide development
- Mitigation of effects
- Connectivity with the community
- Assessment of the cost of infrastructure
- Assessments against National Policy Statements
- Proposed staging
- Future impact on the development of Marton

The submitter requests that if the Plan Change proceeds, a Comprehensive Drainage Plan is prepared and implemented prior to any works occurring within the plan change area. Appropriate legal protection of the drains or drainage paths should be required within any final zone provisions.

**Decision Requested**

Nothing noted.

16	Kiwirail (Rebecca Beals)	Rail network; traffic; information omitted from notification	PO Box 593, Wellington 6140	Neutral	Yes
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**Submission**

Effects on the safety and operation of the rail network including potential access to rail network from the site; effects of increased traffic over existing level crossing near the site.

More information required to be satisfied that the safety effects in relation to transport are able to be safely mitigated through compliance with existing Zone standards. Would

like to review any additional detail on traffic effects following close of submissions.

The submitter notes that rail sidings cannot always be accommodated due to safety, therefore early engagement with Kiwirail is encouraged to achieve this.

**Decision Requested**

Nothing noted.

17	New Zealand Transport Agency (Leticia Jarrett, Principal Planner)	Information omitted from notification, traffic, GPS; staging, cumulative effects;	PO Box 1947, Palmerston North 4440	Cannot form a position at present	Yes
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**Submission**

Insufficient information to consider impacts.

Concerns regarding impact on SH1 and wider roading network. Traffic Impact Assessment and Traffic Volumes should include:

- Design and location of internal roads within the Plan Change area
- Location of roading connections between the Plan Change area internal roads and local roads
- Assessment of the additional demand at the intersections to SH1 as a result of industrial activity, employees and other related movements on the wider network
- Anticipated reliance on rail infrastructure
- Indicative roading improvements on any immediate or wider roads as a result of the trip generated
- Stormwater management provisions within the Plan Change area to evidence no discharges onto or into the SH1 network
- Clarification of the impacts of intensifying and the effects on SH1 in the event of flooding
- Design solutions to manage ingress and egress to the site and the impact of the additional trips on the wider network
- Projected vehicle movements to and from the area
- Consideration of the available capacity within the network and impact on the efficiency of the network
- Funding proposed by Council to implement mitigation strategies

The Plan Change should address the following matters:

- Alignment with the Government Policy Statement on Land Transport 2018/19-2027-28 (GPS) which promulgates the Government's future strategic transport priorities in the development and decision process for the Proposed Plan Change
- Staging of the development and proposed methods of mitigation of impacts (site and cumulative)
- Avoidance of cumulative effects of incremental subdivision and development

- Clear direction in the Plan Change that there will be no additional access points from SH1
- Objectives and Policies which aim to ensure new lots have safe and adequate vehicle access from the roading network and require an interconnected transport network that provides routes for walking, cycling passenger transport and motor vehicles. These policies should align and support the GPS (safe system and multimodal priorities)

**Decision Requested**

The Plan Change is put on hold or the submission period extended to allow further consideration of the Traffic Impact Assessment.

18	NZ Bio Forestry Ltd	Business opportunities	PO Box 10799, Wellington 6143	Support	Yes
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**Submission**

- Would like to locate three wood processing plants on the proposed site and make Marton a large wood processing centre
- Local businesses and iwi are involved in the business proposal
- Currently unable to share details due to commercial sensitivities

**Decision Requested**

Nothing noted.

<b>Summary of support / opposition</b>			
<b>Support</b>	<b>Support with condition</b>	<b>Neutral/ not stated/ position reserved</b>	<b>Oppose</b>
1, 11, 18	14	6, 7, 8, 16, 17	2, 3, 4, 5, 9, 10, 12, 13, 15
<b>Summary of topic areas</b>			
<b>Topic</b>	<b>Submissions</b>		
Increase in population	4, 15 (infrastructure)		
Growth (economic) and employment	1, 4, 11		
Positive social	1		
Who will benefit	4		
Traffic / roading	2, 3, 4, 5, 7, 8, 10, 13, 15, 16, 17		
Noise	2, 3, 4, 5, 9, 10, 15		
Air pollution (including dust)	2, 3, 9, 10, 15		
Odour (including smoke)	4, 10, 15		
Property values	2, 3, 9		
Drainage	2, 3, 7, 8, 15		
Visual and landscape amenity	2, 3, 9, 12, 15		
Light spill	4, 10		
Fire risk	4		
Construction effects	4		
Quality of life	5		
Privacy	6		
Versatile soils	10, 12, 13, 14, 15		
Impact on adjacent business (race-horsing)	10		
Geotech	14		
Rail network	16		
GPS	17		
Cumulative effects	15, 17		
Scale	4, 12, 15		
Land demand	4, 10, 13, 15		
Site location (options)	4, 10, 11 (positive), 12, 13		
Alternatives	10, 11		
DP Review	13		
Development Contributions Review	13		

Infrastructure (assessment)	10, 15
LGA alignment	12, 14
Structure Plan / Development Plan	12, 13, 15
Staging	17
OnePlan (Regional Policy Statement)	10, 14, 15
Purpose of the RMA	10, 12, 15
Evaluation (against Act, Plans, Policies, etc)	10, 12, 15
Consultation	10, 15
Information omitted or further required	10, 12, 13, 15, 16, 17
Business opportunities	18