

MARTON RAIL HUB -

COMPREHENSIVE DEVELOPMENT PLAN





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This report ('**Report**') has been prepared by WSP exclusively for Rangitikei District Council ('**Client**') in relation to the Comprehensive Development Plan ('**Purpose**') and in accordance with the Conditions of Contract for Consultancy Services Contract with the Client dated 29th January 2021. The findings in this Report are based on and are subject to the assumptions specified in the Report. WSP accepts no liability whatsoever for any reliance on or use of this Report, in whole or in part, for any use or purpose other than the Purpose or any use or reliance on the Report by any third party.

WSP
74 Ingestre Street
PO Box 654
Whanganui 4541
+64 6 349 6600
wsp.com/nz

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	NAME	DATE	SIGNATURE
Prepared by:	Samantha Dowse & Gemma Bishop	13 August 2021	
Reviewed by:	Brenda O'Shaughnessy	13 August 2021 & 21 Jan 2022	
Approved Release by:	for Jenny Harrison	13 August 2021 & 21 Jan 2022	

INTRODUCTION

The purpose of this Comprehensive Development Plan (CDP) Framework report (**Framework report**) is to facilitate establishment of the Marton Rail Hub.

This report is currently split into:

- Part A: Plan Change Appeal Supporting Information and s32AA Evaluation of changes to the Plan change proposed as a result of the appeal mediation process.

This section provides a s32AA evaluation of the options considered prior confirming a preferred CDP site and rail siding layout to support the proposed Plan Change to rezone a refined area of rural land with amendments to the Plan provisions. It includes assessment against regional and district plan objectives and policies.

- The s32AA evaluation has been updated in January 2021, to include evaluation of the preferred changes to Plan provisions following consideration of the outcomes of this Framework Report research, including the modelled scenario effects assessment and mediation with parties to the appeal. The current proposed provisions are supported by the Council and the appellant as the most appropriate way to achieve the objectives of the Plan Change and the purpose of the Resource Management Act 1991 (RMA).
- It records site analysis and preliminary information related to the design of infrastructure services for the CDP site.

It is not intended that this section form part of the final CDP Framework report following appeal resolution. Part A is provided as a stand-alone document and includes information to resolve key technical information gaps about the land missing in the Plan Change hearing.

- Part B: The CDP Framework is intended to assist resource consent applications.

The section sets out the background to the thresholds for potential effects to maintain a baseline of character and amenity values for the surrounding environment. It provides a technical assessment of potential effects for a modelled development scenario.

The Framework report is intended to provide clarity for applicants seeking to establish industrial activities at the CDP site. Such applications will need to maintain this baseline environment or demonstrate that potential effects are well researched and potential adverse effects will be mitigated or avoided as far as practicable.

Currently, the Plan Change is subject to an appeal and this report will inform resolution of the issues. Following resolution of the appeal by the Environment Court, the Framework report will be further updated as required to reflect the Court's decision.

PART A - PLAN CHANGE APPEAL SUPPORTING INFORMATION & S32AA EVALUATION



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1 RE-EVALUATION OF PLAN CHANGE

The evaluation prepared in accordance with section 32 of the Resource Management Act 1991 (**RMA**) for the original Plan Change notification and the section 32AA re-evaluation prepared for the hearing, assisted the Independent Commissioner to recommend decisions on submissions to the proposed Plan Change to rezone 217 hectares (**ha**) of Rural zoned land to Industrial. The Council adopted the Commissioner recommendations and approved the Plan Change subject to amendments, in response to submissions.

That decision re-zoned 40 ha of land adjacent to the North Island Main Trunk Line (**NIMT**) to Industrial as identified below.



Figure 1 - Aerial Map showing the land zoned to industrial and proposed CDP area

Part A comprises key additional information that will inform the appeal resolution. A further re-evaluation in light of that information and introduction of Plan amendments supported by the appellant and respondent to the appeal is provided in Part A, in accordance with s32AA of the RMA. This will enable proper consideration of the preferred CDP and re-oriented area within the original Plan Change as proposed to be zoned Industrial through the Plan Change appeal process.

1.1 BACKGROUND

Rangitikei District Plan Change 1165, 1151 and 1091 State Highway 1, Marton (**the Plan Change**) was publicly notified on 29 June 2019. The Plan Change relates to the proposed rezoning of 1165, 1151 and 1091 State Highway 1 (**SH1**), Marton from Rural to Industrial. The Plan Change decision released in August 2020, rezoned approximately 40 ha of land adjoining the NIMT, with access off Makirikiri Road, from Rural to Industrial, overlain with an 'Industrial Development Area' (**IDA**) notation.

In addition to the current Rangitikei District Plan (**RDP**) provisions that apply to the Industrial Zone, the Plan Change introduced a set of provisions that specifically apply to subdivision, development and apply an IDA overlay.

The Plan Change amended sections A5 and B5 and the definitions section of the RDP and amended the District Plan maps to show the CDP as Industrial Zone with an IDA overlay. It introduced provisions into Rule B5 of the RDP, classifying any industrial activities located within the area as a Discretionary Activity and to require certain information as part of any resource consent applied for under this rule.

Rangitikei District Council (**RDC**) has received COVID 19 Response and Recovery funding to establish a private rail siding and industrial hub at the Marton IDA. A CDP has been prepared which addresses all matters specified in the Plan Change decision (August 2020). The CDP and this report record the baseline of character and amenity values within the site and for the surrounding environment.

To inform the development of the CDP, including an assessment of potential effects of a modelled scenario of industrial activities, the following technical assessments have been completed: an Assessment of Ecological Effects (**Ecological Report**), Landscape and Visual Assessment (**LVA**), Traffic Impact Assessment (**TIA**), Air Quality Impact Assessment (**AQIA**), Preliminary Geotechnical Assessment, Preliminary Site Investigation, Acoustic Assessment, a Soil Survey, Lighting Impact Statement and Preliminary Design Report - Engineering for three waters and roading infrastructure services.

1.2 MEDIATION OUTCOMES

Since the close of submissions discussions have occurred with the appellant and s274 parties, to clarify and better understand the points of appeal.

The appellant and respondent have agreed amendments to the Plan Change that would address the appellants key points of appeal. These are evaluated in this report at section 3.

2 SITE CONDITIONS

2.1 NATURAL HAZARD AVOIDANCE

GROUND CONDITIONS AND FAULTLINE

Babbage prepared a Geotechnical Assessment Report¹ for KiwiRail to inform the design of the new rail siding in the IDA approved by the Council in August 2020. Geotechnical investigations were undertaken along the proposed alignment and comprised test pitting and Dynamic Cone Penetrometer (DCP) testing. Ground conditions were found to be favourable, comprising very stiff to hard clays overlying medium dense to dense gravels. Groundwater was not encountered and was anticipated to be suppressed at depths greater than 5.0 m below ground level (m/bgl).

This information is relevant to the CDP site, as it provides guidance on the general ground conditions for the wider area.

The report contained the following advice and recommendations:

- If cut to fill earthworks are required, site won material is considered suitable for re-use with only minor wetting or drying anticipated to be required to achieve adequate compaction (to be confirmed by subsequent laboratory testing if cut to fill operations are required).
- For permanent batter heights up to 2.0 m for cut or fill, maximum batter angles of up to 1V:2.5H are considered acceptable. However, 1V:3H are preferred and will perform better in terms of long-term maintenance. Steeper batters should be subject to further assessment.
- Further geotechnical input will be required during detailed design. This work will involve laboratory testing, input into construction staging and methodologies, and the review of civil plans prior to submission of consent applications.

WSP Geotechnical Engineers peer reviewed the Geotechnical Assessment Report and confirmed the conclusions and recommendations were appropriate.

WSP Geotechnical Engineers also undertook a site visit and concluded that physical ground investigations could be deferred to inform detailed design of infrastructure services and civil works for the rail siding. This conclusion built on the Preliminary Geotechnical Appraisal² completed by WSP-Opus for the Plan Change Hearing.

The active Leedstown-Putorino Faultline intersects the northern part of the original 217 ha Plan Change site in a north-east to south-west orientation. It is a reverse fault and is recorded to have a recurrence interval of approximately 5,000 to 10,000 years. Regarding the presence of the Faultline on site, the geotechnical engineer recommended no development should occur within the fault avoidance zone which is;

“an area created by establishing a buffer zone either side of the known fault trace (or the identified likely fault rupture zone). These Guidelines recommend a minimum buffer zone of 20 metres either side of the known fault trace or likely fault rupture zone”.

¹ Marton Rail Siding Geotechnical Assessment Report for: KiwiRail, Babbage, March 2021

² Proposed Plan Change – Rezoning Rural to Industrial Marton, Preliminary Geotechnical Appraisal, WSP-Opus, Sept 2019

The CDP site avoids the Fault and is well beyond the recommended fault buffer zone.

FLOODING

The site is not identified as being within any flood risk areas on the RDC or Horizons Regional Council (HRC) maps.

Based on HRC's indicative ponding information there may be areas on the CDP site that are prone to surface ponding during high rainfall events and wet periods of the year. The CDP site has been designed such that overland flow paths for the northern catchment are enabled to flow as naturally as possible around the CDP site to existing waterbodies. Stormwater runoff within the CDP site itself will be captured onsite and directed to a detention basin, which once treated to a standard prescribed by HRC, discharges to the unnamed stream onsite. This basin will be sized to attenuate stormwater discharge so it remains neutral for a 50 year 2 hour storm event as required by RDC and HRC.

2.2 LOCATION OF HIGHLY PRODUCTIVE AND VERSATILE SOILS

A Soil Survey was completed to inform the CDP and is attached as Appendix A. The survey concluded that the site is 'Marton silt loam' across the entire subject site. The Land Use Classification was deemed to be Class III based on:

- The high proportion of clay within the profile, where a clay textured soil is an unfavourable soil characteristic for Class I and II versatile soils land but can appear in Class III land;
- Wetness of the soil, where even with drainage, significant waterlogging would remain; and
- Limitations on the versatility of the land due to waterlogging. There is a moderate limitation to arable land uses that would restrict the choice of crops and the intensity of cultivations.

3 ALTERNATIVES CONSIDERED

The RMA requires that when a Council undertakes a plan change it must produce a report evaluating the proposed provisions. This is known as a Section 32 report.

This section comprises a further re-evaluation as required by s32AA, for the Plan Change as amended to address matters of appeal and to incorporate consideration of technical reports prepared since the Council decision dated 19 August 2020 (Refer to Appendix 1 for the s32AA evaluation) and subsequent appeal lodged 1 October 2020

The evaluation of whether this location in the District and within Marton is the most appropriate for the proposed industrial area has been evaluated in the s32 and preceding s32AA evaluation reports and are not reviewed here. Where the provisions are unchanged the s32AA evaluation for the Council Plan Change decision is relied on.

3.1 RAIL SIDING LOCATION OPTIONS

Several options were considered to reach the preferred solution for the CDP site layout and where the access points could be located on the NIMT³.

The main design constraints were:

- Dual access points from the NIMT required.
- The longitudinal access grade into the siding, maximum allowable grade 1:80 (1.25%).
- Stabling length within the yard min. 530 m, at a maximum grade of 1:200 (0.5%).
- Access point on the southern end needed to be 50 m or more away from the level crossing with Makirikiri Rd.
- Limit costs.
- Balance cut/fill volumes.
- Limit the impact to adjacent land.
- Avoid impact to the gas main that runs under the NIMT (km 179+500).

3.1.1 *OPTION 1:*

Option 1, refer to Figure 3-1 below, looks at providing access to the siding from two ends located on the NIMT. The alignment starts on the Northern end, closer to the Marton Train Station and comes off the mainline through a 1 in 9 turnout. The turnout is placed after the existing turnouts that link to the terminus line south of the mainline.

Past the turnout, the line follows a grade of 1.48% (or 1 in 68), in order to reach the stabling area where the grade is 0.5%. The length of the stabling area is 530 m (imposed by the length of a 30 x wagon train).

Past the stabling area, the line descends at a grade of 1.38% (or 1 in 72), to tie back into the existing mainline through another 1 in 9 turnout, which is placed close to Makirikiri Road.

³ KiwiRail Marton Rail Hub – Track Concept Design Report, WSP, 29 June 2021

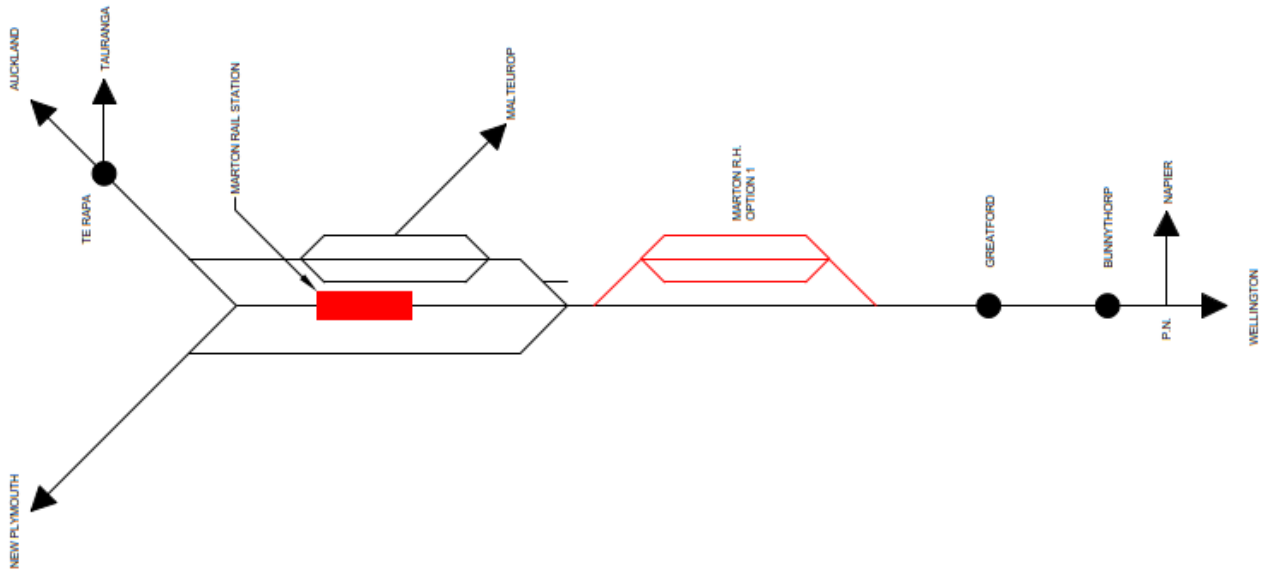


Figure 3-1 - Marton Option 1 schematic

3.1.2 *OPTION 2*

With this option, refer to Figure 3-2 below, the design uses the runaway turnout that follows the loop track in the Marton Train Yard. The track that comes off this runaway turnout is not in use at the moment and provides a great opportunity for the access to the siding.

Starting very close to the runaway turnout, the access to the siding is through a 1 in 9 turnout. After this the rail line follows a 1.25% (or 1 in 80) grade down to the stabling area. The length of the stabling area is 530 m (imposed by the length of a 30 x wagon train).

Past the stabling area the design ties back into the mainline following a descent through a 1.25% (or 1 in 80) grade to the mainline. The turnout on the mainline is a 1 in 9 turnout, which is placed 50 m away from the level crossing with Makirikiri Road.

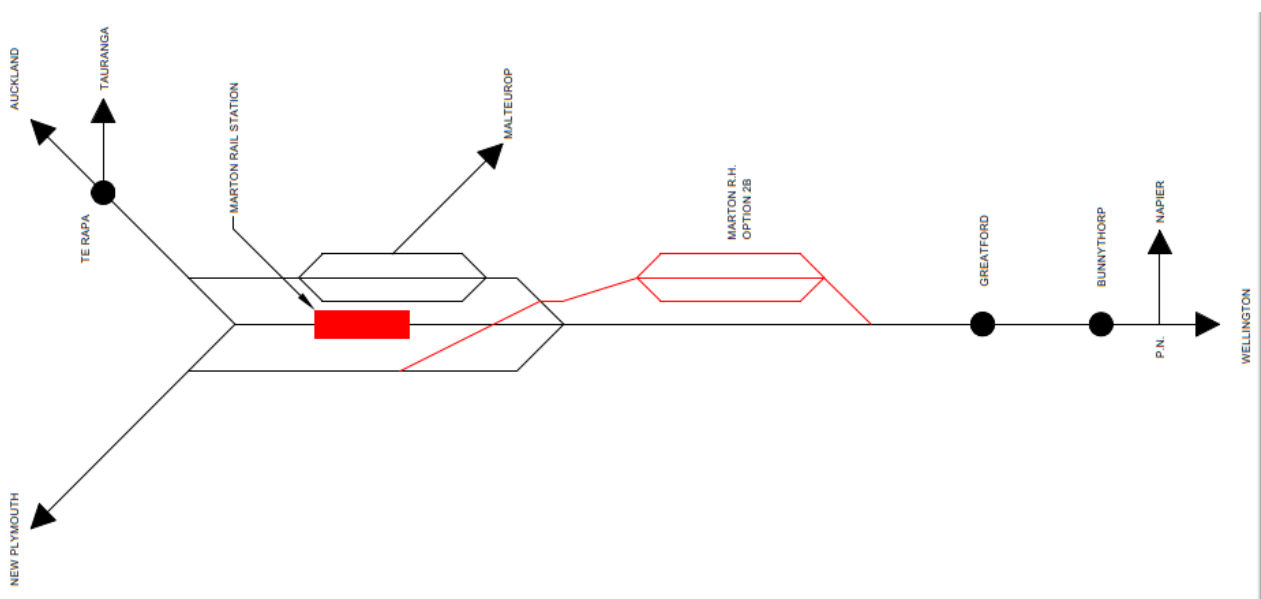


Figure 3-2 - Marton - Option 2 schematic

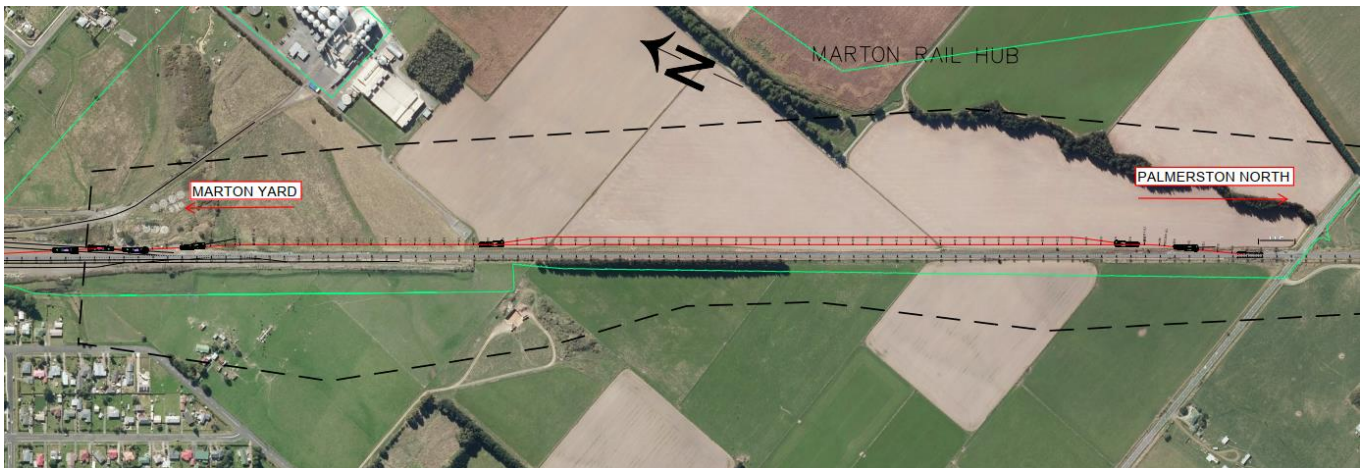


Figure 3-3 - Marton - Option 2

The key benefits of Option 2 are:

- Two entrances that are not on the same line, and the site can potentially be operated only through the secondary entrance, keeping the mainline freed up for any other operations.
- Line runs parallel to the existing mainline.
- Cut/fill balance can be optimised in order to make use of the material on site, if suitable.
- Minimal impact to the adjacent land.
- Making use of the existing runaway turnout.
- Turnout on mainline placed further from the level crossing with Makirikiri Road.
- Grades are within the recommended maximum tolerances of 1 in 80 (1.25%).
- This option, we assume, would not require a longer length of line than that mentioned in option 1.
- Opportunity to stage the build of the rail siding.

The key constraints are:

- Slightly increased length of line.
- Upgrade of the existing line(s) to cater traffic to the rail siding.
- A link to the mainline that runs towards New Plymouth can be done but would require additional changes inside the Marton Yard which can have a significant impact on utilities, Overhead Line Electrifications and other assets within the yard.

3.1.3 OPTION 3

This option, refer to Figure 3-4 below, looks at providing access to the siding, from the runaway track close to Malteurop's legacy rail track and from the mainline on the southern end.

Starting on the northern end of the site, the track comes off the runaway track line closest to the track that provides access to the Malteurop Factory to the east of the site. This access to the siding doesn't necessarily require a 1 in 9 turnout in the beginning but would need upgrades to the existing tracks in the yard for any operational disturbances.

Past the turnout the line follows a 1.00% (or 1 in 100) grade into the stabling area.

The approach is similar to all the previous options, trying to optimise the cut/fill balance through the sump and running the track parallel to the mainline.

Splitting the access points to the siding, and not having them on the mainline, gives the possibility to use longer flatter grades to stay within the recommended maximum tolerances. The starting point level is also below the levels of the NIMT mainline, which opens the opportunity to shorten the siding length and have the tie-in turnout on the mainline further away (260 m) from Makirikiri Road. The stabling area is 530 m long (imposed by the length of a 30 x wagon train).

The track links back into the existing mainline through a 1 in 9 turnout, placed about 260 m away from the intersection with Makirikiri Road.

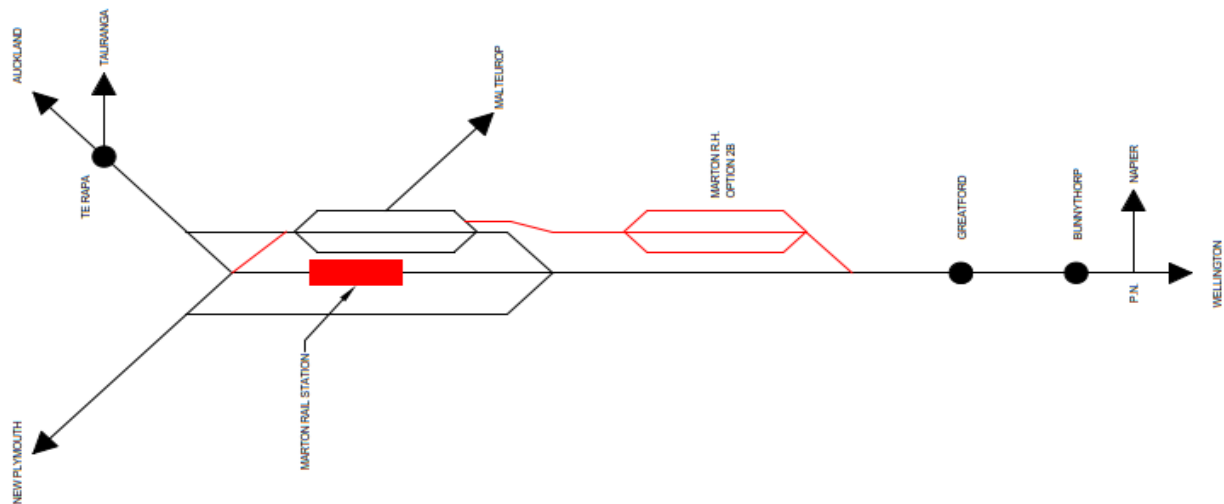


Figure 3-4 - Marton - Option 3 schematic

3.1.4 *OPTION 4 – PREFERRED*

The design in this option, refer to Figure 3-5, takes a different approach to the original IDA layout, by positioning it perpendicular to the NIMT mainline. The access to the yard is made through 2 turnouts 1:9 coming off the NIMT line, which link back together, before splitting into the CDP site.

The grades achieved when coming off the mainline are within standard 1:200 (or 0.5%) and they are maintained through the CDP site as well.

The CDP site consists of 3 lines, 1 being the central siding inside the hub, with 2 designated for the loading/unloading of logs/containers. The length of the 2 loop lines are 535 m (imposed by the length of a 30 x wagon train).

At the end of the CDP site, there is a small length of line (around 60 m) for loco shunting. With this option the gas main west of the Malteurop facility is not affected.

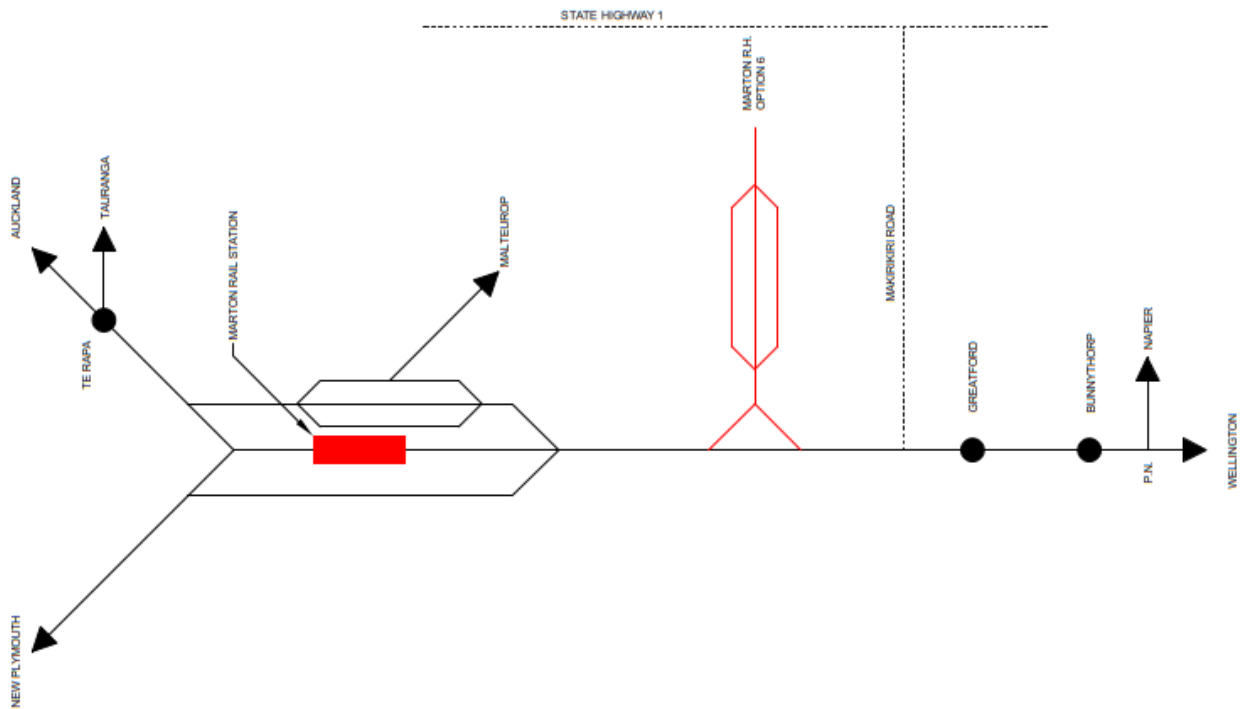


Figure 3-5 - Marton - Option 4 schematic

3.2 INDUSTRIAL ZONE OPTIONS

In relation to how to provide for existing and future demand for large industrial development within the originally notified Plan Change area at Marton, three options have been considered as follows:

- Option 1- Do nothing;
- Option 2 - Re-orient and expand the IDA to enable a perpendicular rail siding to be established; and provide additional land for which demand has recently been identified; or
- Option 3 - Retain the IDA approved by Council and subject to appeal.

Consideration of the effectiveness, efficiency and appropriateness of each option to achieve the objectives of the District Plan are discussed below.

OPTION 1: - DO NOTHING

ABANDON PLAN CHANGE AND RETAIN THE RURAL ZONE. RESOURCE CONSENTS COULD BE SOUGHT TO ESTABLISH A RAIL SIDING AND INDUSTRIAL ACTIVITIES.

Costs

- Incremental and potentially ad hoc loss of rural land resource as no strategy for industrial growth is articulated in the District Plan.
- Rural Zone resource consent process would be uncertain and expensive for applicants for rail siding and industrial activities. More costly consent processes.
- Ad hoc consideration of effects for each proposal e.g. noise and emission of dust in relation to sensitive activities.

- Consent processes could become complex and costly, as interests compete to address amenity and reverse sensitivity issues identified during notification of the Plan Change.
- Discharges, earthworks, and other environmental effects will be addressed on an ad hoc site specific basis only.

Economic

- Does not address issues raised by industrial stakeholders including the need to:
 - Ensure sufficient land is available for future industrial growth;
 - Address the protection of the amenity values enjoyed by sensitive activities established on adjacent land zoned Rural; and
 - Integrate development through adherence to a Comprehensive Development Plan developed for the Marton Rail Hub.
- Does not plan for or respond to identified large scale industrial demand in the Marton area.
- Opportunity for rail siding construction and economic benefits of that facility is likely lost.
- Economic and social opportunity costs due to loss of potential employment directly and indirectly as industrial activity and associated service businesses may not proceed.
- Additional costs to developers and community associated with absence of integrated services planning and design.
- Potential for land fragmentation to limit location options for the large-scale industrial activities.
- Greater level of uncertainty for Council's asset management planning and potential delays to funding of required infrastructure if the activity is not anticipated as infrastructure, particularly transport, water and wastewater upgrades, may need to be incorporated into long term planning.
- Power supply would be problematic, cost prohibitive without an integrated proposal of a significant scale.
- Infrastructure upgrade costs over time paid by community and/or developer, as Post Covid Recovery funding would be withdrawn. Negative economic impact on the community's ability to enable industrial growth and employment.

Benefits

- Initially there would be a small reduction in costs to Council relating to Plan change process and future infrastructure provision as rural land use likely to remain.
- Clarity for industrial developers that community does not support this area being used for large industrial activities and to establish elsewhere.
- Potential amenity/reverse sensitivity effects of industrial activities on neighbouring properties will be avoided if no development occurs.
- No loss of rural resource to industrial activities in this area and rural land use retained.
- Avoids costs associated with adhering to landscaping and CDP requirements proposed with options two and three.
- Potentially retains some greater flexibility in location and site layout options for developers.

Efficiency & Effectiveness

- Not responsive to stakeholder feedback about issues with the current provisions, therefore unlikely to be effective in achieving sustainable management, as it does not meet the needs of the community particularly in respect of provision of sufficient land to meet anticipated future industrial growth.
- Absence of use of a comprehensive development plan as a tool for integrating efficient provision of infrastructure and managing amenity would reduce the effectiveness and efficiency of the District Plan to achieve sustainable management.
- Option 1 does not achieve any of the Council's objectives to encourage industrial development to capitalise on the proximity of SH1 to the NIMT at Marton.

On balance, the costs outweigh the benefits. Option 1 – Do nothing does not provide appropriate or sufficient Industrial zoned land to enable proposed growth, does not appropriately give effect to the One Plan (especially in regard to objectives 3-3 and policies 3-2 and 3-4), does not align with Council's strategic approach and would be ineffective in avoiding, remedying or mitigating adverse effects on the environment.

Opportunities for Economic Growth and Employment

The existing consenting approach and provision of Industrial zoned land especially for high impact industries seeking to expand or establish in the District does not appear to encourage development. This may only be a perception but may limit potential industrial activity in the short to medium term.

Risk of Acting or not Acting if there is Uncertain or Insufficient Information

There is sufficient information to evaluate options. Not acting means the existing Rural Zone provisions would continue to apply to the subject land. Given the evaluation of effects for the modelled scenario of industrial activities at the CDP site, it is clear that this is an appropriate location to capitalise on the economic opportunities facilitated by Post Covid Recovery funding without compromising the surrounding environment, specifically minimising or avoiding adverse effects on sensitive activities in the vicinity.

Appropriateness

This option does not address the issues relevant to sustainable management for the future of the District, and therefore is unlikely to be capable of avoiding, remedying or mitigating environmental effects generated by potential future industrial activities planned or proposed in the Marton Rail Hub area. It does not take account of the most appropriate methods to enable industrial activities, it does not address the issues raised in community consultation, does not give effect to the One Plan and does not address the potential for reverse sensitivity effects.

**OPTION 2: - RE-ORIENT AND EXPAND THE IDA (COMPREHENSIVE DEVELOPMENT PLAN - 65HA APPROX.)
ZONED INDUSTRIAL AND RAIL SIDING PERPENDICULAR TO NIMT, S95 NOTIFICATION ASSESSMENT WITH
PERMITTED OR RESTRICTED DISCRETIONARY STATUS FOR SOME ACTIVITIES**

This is the preferred option:

- Encourages industrial activities to locate in the Zone by simplifying the regulatory approach, providing clear performance standards and minimising the potential for effects on sensitive activities in the surrounding area.
- Establishes an Industrial Zone centred on a location that best enables development of a rail siding from the NIMT and recognises the opportunities to integrate this with access to the SH1 network.
- Focuses future large scale industrial activities and development around the NIMT and SH1 recognising existing land use patterns.
- Rezones significant new land to Industrial in the Makirikiri Road area, to better reflect anticipated future land uses consistent with recently completed infrastructure planning research.
- Better integrates existing and new infrastructure and development within the Industrial Zone with requirements to adhere to the CDP where relevant.
- Strengthens landscaping and screening provision to maintain the amenity values of the surrounding rural environment.
- Has researched and confirmed a scenario of activities and their effects to establish that industrial activities including a rail siding can establish in this location without significant adverse effects on existing sensitive activities or compromising amenity values of the surrounding area.
- Rationalises and simplifies the Plan Change regulatory framework to facilitate industrial activity.

Costs

- Loss of rural land resource.
- Costs to industrial activities to achieve mitigation or avoidance of potential noise, dust, lighting, and traffic effects.
- Additional costs for industrial operators in relation to restricted use of buffer yards and requirements to landscape sites and screen activities in addition to wider Stage One planting.
- Some loss of flexibility for developers in relation to the location and layout of activities on-site.
- Costs to achieve mitigation or avoidance of ecological effects on stream and due to removal of vegetation.
- Expense to Council associated with provision of significant infrastructure upgrades.
- Additional costs for Council of preparing and maintaining the CDP and for developers in complying with the CDP.

BENEFITS

- A more streamlined approach to landscaping and screen planting, across the CDP site will improve legibility and understanding for Plan users.
- Encourages industrial development and expansion by providing greater certainty of process and requirements and a clear commitment to the Marton Rail Hub.
- More efficient provision of infrastructure will be achieved, as all development will be required to adhere to the CDP and ensure adverse effects are the same or less than the modelled scenario establishes.
- Opportunity for rail siding construction and economic benefits of that facility is enabled. The rail siding location and concept design has been approved by KiwiRail from their operational perspective.
- Reverse sensitivity effects associated with Fraser Aurret property and other potentially affected parties are more efficiently avoided or mitigated compared with Option 3 location.
- Greater certainty for applicants and surrounding properties regarding associated effects.
- Responds to industrial land use demand in the district.
- Economic value and employment associated with industrial land use and associated service activities realised for the district.
- Community economic benefit from Post-Covid Recovery funding for primary infrastructure costs obtained.
- Avoids duplication of notification processes where adverse effects are similar or less than the effects assessed and deemed reasonable for noise, and less than minor for the modelled scenario subject to implementation of avoidance and mitigation measures.

Efficiency

- More efficient provision of infrastructure will be achieved, as most will be installed in Stage One in a coordinated fashion by the developer.
- The rail siding location and concept design has been approved by KiwiRail from an operational perspective.
- All development will be required to adhere consistently to the CDP or demonstrate that adverse effects are similar or less than the effects assessed and deemed reasonable for noise and less than minor for the modelled scenario subject to implementation of avoidance and mitigation measures.
- The District Plan clearly identifies where industrial activities are anticipated.
- District Plan requirements are easily understood and clear at the outset of any development.
- On balance, the benefits outweigh the costs. The Plan change efficiently provides for future demand for industrial activities in a location that maximises the opportunities of proximity to the NIMT and SH1 while avoiding, remedying or mitigating adverse effects on the environment.

EFFECTIVENESS

- Encourages availability of suitable land for industry in sufficient quantity to enable choice of location and site size for the longer term, facilitating the potential for new industrial development to capitalise on the proximity of the NIMT and SH1 at Marton for the benefit of the district and region.

Opportunities for Economic Growth and Employment

Council seeks to attract new industries and encourage retention and expansion of existing industry. Option 2 broadly simplifies the process for industrial activities wishing to expand or establish in the district, by identifying a new area suitable for large scale industrial development located adjacent to the NIMT and SH1. This is expected to encourage expansion of industrial activity in the medium term.

Provision of additional land previously zoned rural, and investigation of a credible scenario of potential activities at Marton Rail Hub, should reduce the potential for reverse sensitivity issues in the vicinity over time. It will also ensure an appropriate volume of suitable land is available to satisfy future demand out to 2031, based on the activities already known to be actively pursuing their options for development, as recorded in the modelled scenario.

These actions together will enable Marton and the wider region to capitalise on potential employment and other economic benefits that may result from expansion of industrial activity in the Rangitikei District.

Risk of Acting or not Acting if there is Uncertain or Insufficient Information

There is sufficient information to act as proposed. It would be inappropriate not to act on the information Council has collated and as documented in sections 3 – 5 of this report. Not acting would likely result in fewer growth and employment opportunities as development would be a more complex and ad hoc process than proposed by this CDP option. Reverse sensitivity issues may not be comprehensively addressed or would be more costly for developers further constraining and discouraging future investment in the district. Amenity values along key transport routes and within the Rural Zone adjacent would likely deteriorate over time, without the directive provided through the CDP to at least maintain such values.

Appropriateness

This option strikes an appropriate balance between enabling industrial activities to establish in the District with some degree of certainty, whilst also ensuring that actual and potential adverse effects will be avoided, remedied or mitigated, or a consent process required to enable consideration of the effects on the environment.

OPTION 3: - RETAIN THE IDA - 40HA (APPROX.) ZONED INDUSTRIAL ADJACENT TO THE NIMT WITH RAIL SIDING PARALLEL TO NIMT, MANDATORY NOTIFICATION AND ASSESSMENT REQUIREMENTS

This option was approved by Council but is subject to appeal:

- Encourages industrial activities to locate in the Zone by identifying land for future development, providing clear performance standards and minimising the potential for effects on sensitive activities in the surrounding area.
- Design investigations for the rail siding completed since the Plan Change was approved, concluded that a rail siding within this Industrial Development Area was cost prohibitive to establish, being in the order of \$40M.
- The rail siding is a critical component of the rationale to establish a new large-scale industrial zone. This option would not achieve the objectives of the Plan Change.
- The parallel rail siding location and concept design is not supported by KiwiRail from an operational perspective.

Costs

- Opportunity for rail siding construction and economic benefits of that facility is lost as topography in this location, prevents a cost-effective rail siding design and function.
- Loss of rural land resource.
- Increased potential for reverse sensitivity and amenity effects for surrounding properties as compared with CDP site as proposed in Option 2 given proximity to sensitive receptors.
- Responds to industrial land use demand in the district but does not recognise land area needs of tenants identified.
- Change in landscape and visual character will result.
- Expense to Council associated with supply of infrastructure.
- Additional time and costs for Council and developers.

Benefits

- Responds to industrial land demand more than Option 1- Do nothing.
- Greater certainty for applicants and surrounding land uses than Option 1- Do nothing.
- Economic value and employment associated with industrial land use and activities realised for the district albeit at reduced value as compared with CDP area as proposed (Option 2).
- Would strengthen landscaping and screening provision to maintain the amenity values of the surrounding rural environment.
- Would integrate existing and new infrastructure and development within the Industrial Zone with requirements to adhere to a CDP where relevant.

EFFICIENCY & EFFECTIVENESS

- Not responsive to stakeholder demand for a rail siding and constraints for location of siding and additional industrial land for expansion, therefore unlikely to be effective in achieving sustainable management, as it does not meet the needs of the community particularly in respect of provision of rail infrastructure and avoiding or mitigating adverse effects on the surrounding environment.
- Does not create efficient use of resources as does not capitalise on the opportunity to integrate development with existing key transportation networks being proximity to both SH1 and the NIMT.
- This option would be more efficient than Option 1, as like Option 2, a Comprehensive Development Plan would be established. This would facilitate integrated and efficient provision of infrastructure and management of amenity, improving the effectiveness and efficiency of the District Plan to achieve sustainable management.
- On balance, the costs outweigh the benefits. Option 3 does not efficiently provide for use and development of the land for industrial purposes, does not appropriately give effect to the One Plan (especially in regard to objectives 3-3 and policies 3-2 and 3-4), does not align with Council's strategic approach as a rail siding could not be established to facilitate development and would be less ineffective in avoiding, remedying or mitigating adverse effects on the environment compared to Option 2.

Opportunities for Economic Growth and Employment

The existing District Plan approach especially for large scale industries seeking to expand or establish in the district does not appear to encourage such development. The establishment of a rail siding is considered to be the critical infrastructure component to facilitate economic growth and employment. Investigations of rail design have concluded that a cost-effective siding cannot be established in this IDA location. If this option is adopted it is unlikely that any of the proposed developments will proceed in Marton.

Risk of Acting or not Acting if there is Uncertain or Insufficient Information

There is sufficient information to evaluate options. Not acting means the existing Rural Zone provisions would continue to apply. These are restrictive and limit opportunities for industrial development and retains exposure for sensitivity activities to the effects of industrial activities.

Appropriateness

This option does not address the issues relevant to sustainable management for the future of the district, and therefore is unlikely to be capable of avoiding, remedying or mitigating environmental effects generated by potential future industrial activities planned or proposed in the Marton Rail Hub area. It does not acknowledge that a rail siding will not be established if this land is zoned Industrial. It does not take account of the most appropriate methods to enable industrial activities, it does not address the issues raised in design investigations and community engagement and does not give effect to the One Plan.

Based on the costs and benefits associated with each alternative, Option 2 (the CDP site as detailed in this Framework Report) is the preferred option as it strikes an appropriate balance between responding to industrial land use demand and physical constraints for the rail siding design whilst

responding to concerns raised by surrounding property owners and avoiding or mitigating environmental effects.

Option 3 is rejected as a rail siding in that location was not deemed feasible after considerable design investigation was undertaken. A \$40M rough estimate of costs proved excessive.

3.3 EVALUATION OF CHANGES PROPOSED TO PLAN

Section 32 (1)(b) of the RMA requires that Council examine whether the provisions included in the Plan Change are the most appropriate way to achieve the purpose of the RMA.

Industrial zone - Option 2 which aligns with rail siding Option 4 and discussed above, is the most appropriate course of action as it will enable the community to realise opportunities for industrial development at Marton. Industrial zone – Option 2 provides sufficient land to address immediate demand, optimising use of land between SH1 and the NIMT and will facilitate development of a cost effective and compliant rail siding while achieving the objectives of the Plan and purpose of the RMA.

The changes to the Plan proposed to enable Rail siding Option 4 and Industrial zone - Option 2, following consideration of matters raised on appeal mediation, would include:

- Insert a new Plan chapter in accordance with the *National Plan Standards*⁴ titled 'DEV – Marton Industrial Development Area (MIDA)' to be applied in addition to existing Industrial Zone provisions.
- Amend objective 5A (inserted by Council decision on Plan change) and rename DEV-O1 to more specifically identify the development area.
- Delete policy A1-5.4 (inserted by Council decision on Plan change) and replace with policy DEV-P1 which establishes criteria for enabling industrial activities where in general accordance with the Development Area Standards.
- Delete policy A1-5.5 (inserted by Council decision on Plan change) and replace with policies DEV-P2 and DEV-P4 which detail criteria for assessing proposed activities which are not in general accordance with the MIDA or do not comply with Development Area Standards and retain requirement to adopt a precautionary approach.
- Amend policy A5-3.7 (inserted by Council decision on Plan change) and rename DEV-P3 to update reference to the MIDA.
- Insert new policies DEV-P5 – DEV-P7 to ensure:
 - monitoring of cumulative effects on the environment,
 - an effective community engagement mechanism is established
 - protection of protected species from effects of development.
- Delete rules B5-C (inserted by Council decision on Plan change) and replace with rules DEV-R1- DEV-R4 which establish the activity status for proposed activities.

⁴ Section 12 District Spatial Layers Standards – Development Areas

- Insert performance standards DEV-S1 – Dev-S12 designed to achieve sustainable development with adverse effects avoided, remedied or mitigated by aligning thresholds to those anticipated in the MIDA modelled scenario and Comprehensive Development Plan.
- Insert a new Appendix to include the CDP layout plan, design principles incorporated in the CDP and identify the intended staging of development of the CDP site.

The proposed Plan provisions are detailed in Appendix C where the Council Plan Change decision text has been annotated to identify the current changes.

Various technical experts and stakeholders have been involved in research or consultation to ensure that Council has sufficient information to support the Plan Change. The Council has undertaken significant research to inform the preparation of the Comprehensive Development Plan and has not relied on uncertain or insufficient information. This additional research has enabled a specific scenario to be modelled in detail to ensure the specific matters raised on appeal are adequately understood and can be appropriately addressed.

3.3.1 DEFINITIONS

The amended Industrial Development Area definition responds to concerns, raised on appeal, that the area be clearly identified and that the definition be specifically related back to the Comprehensive Development Plan site referenced in the CDP Framework Report which was prepared in accordance with the Council Plan Change decision.

The definition reads:

Marton Industrial Development Area (MIDA) – means area identified as the Comprehensive Development Plan (CDP) Site in Appendix A of the CDP Framework Report as amended October 2021, prepared by WSP. Refer **APP 1-1 – Industrial Development Area Layout Plan**, as identified on the Planning Maps.

To assist with interpretation of the rules a definition of industrial services activities has been inserted to identify and clarify the activities provided for in the modelled scenario assessments.

The definition reads:

Industrial Service Activities* - means small business activities that can support the wider industrial activities and would include but not be limited to the following: café/ truck stop, take-away food outlets, truck wash area, vehicle repair workshops, tyre replacement workshops, offices and refuelling facilities.

3.3.2 APPROPRIATENESS OF OBJECTIVES

The objective or purpose of the Plan change is to facilitate realisation of opportunities for industrial development capitalising on the potential strategic transport advantages present in Marton. The Plan Change objective is location specific in that the potential economic and social benefits identified in consideration of Option 3 in section 2 above, only apply to land generally defined within the original notified Plan Change area, being land between State Highway 1 and the NIMT and located sufficiently close to the Marton urban area to connect efficiently to water and wastewater reticulated network services. Makirikiri Road also links to State Highway 3 which further provides strategic transport opportunities.

This location adjacent to Marton offers the best opportunity to facilitate industrial development eg forestry logging and industrial processing, which can benefit from proximity to multiple national transport networks and close to urban services. The refined location assessed in this s32AA

evaluation addresses the matters raised in the appeal and responds to the rationale for the now appealed Council decision to zone just a 40 ha portion of land within that area.

Proposed DEV-O1 reads:

“Enable large-scale industrial activities at the Marton Rail Hub Industrial Development Area located on the north side of Makirikiri Road between State Highway 1 and the North Island Main Trunk Line whilst ensuring that the Development Area is serviced by infrastructure, and that adverse effects are avoided, remedied or mitigated to protect the amenity values and quality of the local environment. “

DEV-O1 applies in addition to existing Plan objectives, to acknowledge that large scale industry is enabled in the MIDA due to location specific transport network advantages not available elsewhere in the district, whilst ensuring that the amenity values and quality of the local environment is protected.

In this regard, the proposed Plan Change as amended on appeal, recognises that a site-specific objective to express the intended outcomes for the MIDA as a location that is suitable for large scale industry and provides greater clarity on this topic than existing objective A1-5. The inclusion of objective DEV-O1 is the most appropriate way to achieve the purpose of the RMA in that the objective would seek to enable people and communities to provide for their social, economic and cultural wellbeing and for their health and safety while avoiding, remedying or mitigating any adverse effects on the environment.

No other objectives are proposed to be amended.

3.3.3 EVALUATION OF POLICIES

The proposed policies as amended on appeal need to be read in conjunction with existing relevant Plan policies.

An evaluation of whether, having regard to their efficiency and effectiveness, these proposed policies are the most appropriate way to achieve the objectives is set out below:

<i>DEV-P1</i>	<i>Enable industrial activities in accordance with the MIDA Comprehensive Development Plan in Appendix 1, that comply with the Development Area Standards and provide for appropriate mitigation of effects on the environment including landscape and visual amenity, ecology, light spill and glare, transport, dust, odour and essential infrastructure.</i>
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An overlay, or development plan area in the NPS 2019⁵ format, is an appropriate course of action for giving effect to an objective by providing specific direction and provisions for managing the development and use of the Industrial Development Area. The purpose of the development area is to identify a specific area for which specific outcomes are being sought, over and beyond the outcomes sought by those provisions that apply generally to the underlying Industrial Zone. Given the proposed scale, nature and form of development at this site, in the context of the local environment in which it is located, an overlay policy is an appropriate Plan method for managing the distinctive values, risks or other factors which require management in a different manner from underlying zone provisions.

⁵ Ministry for the Environment.2019. *National Planning Standards*. Wellington: Ministry for the Environment

This Policy logically follows DEV-O1, to provide an overarching approach to managing industrial activities under existing Policy A1-5.1.

DEV-P2	<p><i>Ensure that any activities that are not in general accordance with the MIDA Comprehensive Development Plan or do not comply with the Development Area Standards maintain the amenity values of the surrounding Rural Zone, avoid significant adverse effects beyond the boundary and achieve the provision of efficient, safe and resilient infrastructure services within the MIDA by adhering to the following criteria:</i></p> <ol style="list-style-type: none"> <i>1. The development optimises connectivity by maintaining road linkages to Makirikiri Road and to adjacent land within the MIDA*.</i> <i>2. The development manages stormwater to ensure hydrological neutrality for each development within the MIDA*, to avoid environmental effects beyond the MIDA.</i> <i>3. The development ensures industrial development and associated infrastructure are designed to work with the natural landscape as far as practicable.</i> <i>4. The development avoids access directly onto State Highway 1. Legal and/or physical access to sites in the MIDA* via any existing access directly onto State Highway 1, is to be avoided.</i> <i>5. Transportation effects (including demand generation) on the State Highway 1/Makirikiri Road or State Highway 3/ Makirikiri Road intersections and Crofton are avoided by works or design, where standard DEV-S3-Transport or DEV-S4 Heavy Vehicle Traffic Volumes are exceeded.</i> <i>6. Acoustic and vibration effects on the existing Rural Zone amenity values are avoided by works or design where standards DEV-S2-General Standards or DEV-S5 Cumulative Noise Thresholds are exceeded.</i> <i>7. Dust amenity effects on sensitive receivers in the existing Rural Zone are avoided by demonstrating compliance with the Manawatu-Whanganui Regional Council One Plan.</i> <i>8. The development does not adversely affect provision of critical infrastructure within the MIDA* including the electricity and fibre distribution networks.</i> <i>9. The development maintains identified ecological corridors through the MIDA*.</i> <i>10. The development maintains or enhances the freshwater values in streams at the development site by:</i> <ol style="list-style-type: none"> <i>i. Establishing best practice erosion and sediment control and spill management measures during construction works and site operation;</i> <i>ii. Maintaining or enhancing existing planting along diverted stream channels to provide sediment filtration and retention services along riparian zones.</i>
DEV-P7	<p><i>Ensure that development, particularly the removal of existing mature trees, avoids adverse effects on protected species.</i></p>

DEV-P2 has been prepared in response to matters raised on appeal. It will guide decisions makers with assessment criteria to determine the appropriateness of any proposed activities not in general accordance with the MIDA Comprehensive Development Plan (CDP) or that do not comply with the Development Area Standards.

The proposed criteria DEV-P2.1 – 3 specify adoption of best practice urban design and low impact design principles for connectivity and stormwater management, to retain consistency with the MIDA CDP design principles. DEV-P2.8 provides additional protection for existing and future critical infrastructure service networks within the MIDA.

DEV-P2.4 -5 provide clear guidance that direct access to SH1 is not an option, that alternative access to the MIDA is essential and that transportation effects are to be avoided, where the acceptable traffic effects thresholds are exceeded. These thresholds were established in the Traffic Impact Assessment⁶ prepared to assess and address matters raised on appeal by the appellant and inform preparation of the MIDA CDP following the Council Plan Change decision.

Similarly, DEV-P2.6 provides guidance where acoustic effects threshold are likely to be exceeded by proposed activities. These thresholds were established in the Acoustic Assessment⁷ prepared to assess and address matters raised on appeal by the appellant and to inform preparation of the MIDA CDP following the Council Plan Change decision.

Development standards DEV-S3-Transport, DEV-S4 Heavy Vehicle Traffic Volumes, DEV-S2-General Standards and DEV-S5 Cumulative Noise Thresholds set thresholds based on the assessed potential and cumulative environmental effects of a range of activities in a modelled scenario as reported in the CDP Framework Report.⁸

The Council has evaluated potential dust effects⁹ in response to matters raised on appeal. The assessment concludes that “the cumulative particulate exposures at the most impacted residential dwellings following the establishment of the proposed scenario industrial activities at the CDP site, are likely to remain well within health guideline criteria, and can be further reduced via the application of standard particulate emission mitigation measures.”¹⁰ This is understood to have addressed the appellant’s concerns in relation to previous uncertainty about potential dust effects. No specific dust amenity effects policy is considered necessary on this basis except to ensure that activities demonstrate compliance with the regional plan. DEV-P2.7 acknowledges that responsibility for monitoring of wider air quality effects sits with the regional council.

DEV-P2.9 and 10 and DEV-P7 are inserted in response to recommendations in the ecological assessment¹¹ completed to inform preparation of the MIDA CDP following the Council Plan Change

⁶ *Marton Rail Hub- Comprehensive Development Plan Traffic Impact Assessment*, WSP, 13 August 2021.

⁷ *Marton Rail Hub- Comprehensive Development Plan Acoustic Assessment*, WSP, August 2021, Construction Noise and Vibration Assessment -Marton Rail Hub, Marton, WSP, August 2021 and WSP Memo – Acoustic review of potential equine noise impacts at Fraser Aurret Racing, 10 August 2021.

⁸ *Marton Rail Hub Comprehensive Development Plan – Draft*, WSP, August 2021, Part B – Appendices D1-D3 and Appendix G

⁹ *Air Quality Impact Assessment, Proposed Industrial Development*, Golders Associates (NZ) Limited, August 2021

¹⁰ *Air Quality Impact Assessment, Proposed Industrial Development*, Golders Associates (NZ) Limited, August 2021 section 12.1

¹¹ *Marton Rail Hub – Assessment of Ecological Effects*, WSP, 12 August 2021

decision. The MIDA CDP indicates significant landscaping opportunities which will be implemented progressively or as required to enhance areas following removal of any existing windbreak trees.

An acoustic survey recorded bats in the vicinity of trees within the Council Decision Plan Change site (the 40ha area adjacent to the NIMT). Further investigation is underway to establish whether trees within the MIDA provide habitat for bats. Regardless of the outcome of this research, the responsibility for maintaining indigenous biological diversity sits with the *Manawatu-Whanganui Regional Council as specified in the One Plan*¹², however DEV-P7 will provide early alerts to developers and ensure that measures to avoid potential effects on protected species are established prior to removal of trees within the MIDA CDP area. The provisions of the Wildlife Act 1953 also apply where relevant.

DEV-P3	<i>Vehicle access to, from and within the MIDA* maintains the safety and efficiency of the local and national roading network with access restricted to Makirikiri Road only.</i>
DEV-P4	<i>In considering applications for industrial activities under Policy DEV-P3, a precautionary approach must be taken to minimise the potential adverse effects of noise and vibration, dust, odour and other emissions on sensitive land uses existing at (Operative Date) in the adjacent Rural Zone.</i>

DEV-P3 and DEV-P4 have been amended following the appeal mediation and completion of technical reports to inform the preparation of the MIDA CDP. DEV-P4 retains the key elements of decision policy A1-5.5 (i) and (ii) and the s32AA evaluation of the Council decision in relation to this policy is still appropriate and unchanged. Addition of a reference to operative date ensures that it is only the existing sensitive land uses that are to be considered by the policy.

DEV-P5	<i>Ensure that a Marton Industrial Development Area Comprehensive Monitoring Framework (MIDA CMF) is developed to measure and report on the cumulative effects on the environment of the construction and operation of the Development Area.</i>
DEV-P6	<i>Ensure that an effective community liaison mechanism is established as a means of engagement with the community in relation to construction and operation of industrial activities at the MIDA.</i>

DEV-P5 and P6 are to be inserted to address matters raised on appeal.

Specific policy is appropriate to ensure ongoing monitoring of cumulative effects on the MIDA CDP site. To ensure transparency and that monitoring is completed in a formal and consistent manner preparation of a Monitoring Framework will be required to accompany resource consents or an overarching Framework be prepared for the MIDA CDP site.

DEV-P6 is appropriate to ensure that industrial activity consent applicants establish a suitable community liaison mechanism at least as part of any consent application process.

Ideally the requirements of these policies would be addressed in a comprehensive MIDA wide approach. However the policies will at least ensure for each activity established via a resource consent that appropriate monitoring of cumulative effects and mechanisms for community liaison are implemented.

Summary

¹² *Manawatu-Whanganui Regional Council as specified in the One Plan – Policy 6-1 (b)(i)*

In overall terms, the current policies for infrastructure in the District Plan would generally address the effects and requirements of the development and use of the MIDA for industrial activities, further amplification is necessary and desirable to provide a stronger and clearer framework, specific to the development and use of the MIDA CDP area, and this would be more effectively and appropriately addressed in the new and amended policies proposed following consideration of additional technical information and mediation with parties to the appeal.

The format has also been altered to align with the NPS 2019 and this has resulted in a new standalone chapter.

3.3.4 EVALUATION OF RULES AND STANDARDS

The s32AA evaluation completed for the Council Plan Change decision concluded¹³ that the most efficient and effective regulatory framework would be to require the submission and approval of a Comprehensive Development Plan (CDP) as part of the resource consent for the first stage of the site's development – that is, before any development and use of the site occurs.

A CDP has been prepared in response to the Plan Change decision rules. To inform mediation of the matters raised on appeal, the CDP framework was expanded to include consideration of a modelled scenario of the potential environmental effects of anticipated industrial activities for the site.¹⁴ Completion of this important work has removed the need to reference this task in the Plan rules and those provisions are to be deleted.

In addition, the improved information related to the likely effects of potential industrial activities and confirmation of the CDP layout including landscaping and location of the rail siding make it appropriate to rely on s95, 95A – 95E to determine the notification pathway for each consent application. It is unlikely that mandatory public notification of every application can be justified as currently specified in the Plan Change decision rules B5-c. It is noted also that ongoing mandatory notification was not the intention of the Council Plan Change decision¹⁵.

The hierarchy of activity status is also now able to be refined and made more explicit as intended by the Plan Change decision¹⁶, to provide for permitted activities and restricted discretionary activities and retain discretionary activity status for activities not in general accordance with the CDP or not compliant with new development standards DEV-S1 – S12.

Twelve new development standards are to be inserted to provide a baseline of activity scale and effects which are aligned to those assessed in the CDP Framework report as being minor, less than minor or reasonable in the existing specific environment.

Taking this evaluation into account, the following rules and supporting development standards are effective, efficient and are appropriate methods for giving effect to the objectives and policies of the District Plan, and in achieving the purpose of the RMA.

¹³ Rangitikei District Plan Change Decision Report 19 August 2020, paragraph 11.56

¹⁴ Marton Rail Hub *Comprehensive Development Plan* – Draft, WSP, August 2021, Part B

¹⁵ Rangitikei District Plan Change Decision Report 19 August 2020, paragraph 11.58

¹⁶ Rangitikei District Plan Change Decision Report 19 August 2020, paragraph 11.59

3.3.4.1 PROPOSED DEVELOPMENT AREA RULES

The following rules are proposed:

DEV-R1	<p>The following activities within the MIDA that comply with standards DEV-S1 – DEV-S7 and are in general accordance with the MIDA Comprehensive Development Plan</p> <ol style="list-style-type: none"> Industrial service activities* Weighbridge facility Earthworks Primary production* including buildings and ancillary activities associated with primary production 	Permitted (PER)
DEV-R2	<ol style="list-style-type: none"> Activities specified in DEV-R1 that do not comply with standards DEV-S1-DEV S7. <p>The matters over which the Council will exercise its discretion are</p> <ol style="list-style-type: none"> The effects of the non compliance. 	Restricted Discretionary (RDIS)
DEV -R3	<ol style="list-style-type: none"> The following activities where they are in general accordance with the MIDA Comprehensive Development Plan and comply with the relevant standards DEV-S1 – DEV-S12. <ol style="list-style-type: none"> Log yard with debarker facility Container storage and loading area Food producer manufacturing facility Plastics manufacturing facility Biomass energy plant Railway siding <p>The matters over which the Council will exercise its discretion are:</p> <ol style="list-style-type: none"> Landscape and visual amenity effects Ecological effects Light spill and glare Transport Dust and Odour Site layout Three waters infrastructure Construction effects Noise and vibration 	Restricted Discretionary (RDIS)
DEV -R4	Any activity that is not in general accordance with the MIDA Comprehensive Development Plan or does not comply with any relevant standard in DEV-S1 to DEV-S12.	Discretionary (DIS)

3.3.4.2 PROPOSED DEVELOPMENT AREA STANDARDS

The following standards section is to be inserted are proposed:

*The following **DEV- Standards** apply to the rules above.*

DEV-S1 General Standards

1. Activities must comply with General Standards B1.1 General Rule, B1.2-2 Light, B1.4 Surface Water and Waste Disposal, B1.5 Building Height, B1.6-2 Storage Areas, B1.8 Earthworks, B1.9 Hazardous Substances and Facilities, B1.11 Signage, B1.12 Network Utilities, B1.14 Activities in close proximity to electricity lines other than National Grid transmission lines, B1.15 Temporary Military Activities.
2. Activities must comply with General Standards B1.1 General Rule, B1.2-2 Light, B1.4 Surface Water and Waste Disposal, B1.5 Building Height, B1.6-2 Storage Areas, B1.8 Earthworks, B1.9 Hazardous Substances and Facilities, B1.11 Signage, B1.12 Network Utilities, B1.14 Activities in close proximity to electricity lines other than National Grid transmission lines, B1.15 Temporary Military Activities.
3. Activities must comply with B1.7 Noise, except as provided for in **DEV-S4- Cumulative Noise Thresholds**
4. Where there is a conflict with any B1 General Standards the DEV Standard must prevail.

DEV -S2 – Transport

Activities must comply with General Standards B9.1 Vehicle Access to Individual Sites and B9.6 - B9.12 relating to parking and loading space provision.

DEV -S3 - Heavy Vehicle Traffic Volumes

1. At the Makirikiri Road entrances to the MIDA shown on the Comprehensive Development Plan the listed activities must not exceed the heavy vehicle movements per day and peak hour daily movements identified in Table 1.
2. Freight movements internal to the MIDA* are not restricted by this standard.

ACTIVITY	HEAVY VEHICLE DAILY MOVEMENTS	
	Per Day	Peak Hour
Log Yard / De-barking Facility	130	20 vph
Food Producer	45	12 vph
Container Area	8	2 vph
PHA/PLA Plastics	42	6 vph
Biomass Energy Plant	50	10 vph

Table 1: Heavy Vehicle Traffic Movements

DEV -S4 – Cumulative Noise Thresholds

1. The predicted cumulative noise level (dB LAeq (15 min)) from the whole Development Area stated in Table 2 must not be exceeded at the notional boundary of dwellings (existing at operative date) at the properties listed below:
2. Activities must comply with the General Standard B1.7- Noise for the Industrial Zone at all other properties in the MIDA.

<i>PROPERTY</i>	<i>PREDICTED NOISE LEVEL (dB L_{Aeq} (15 min))</i>
<i>1020 State Highway 1</i>	<i>49</i>
<i>1066 State Highway 1</i>	<i>54</i>
<i>1108 State Highway 1</i>	<i>50</i>
<i>157 Makirikiri Road</i>	<i>52</i>

Table 3: Predicted Noise Levels

DEV-S5 – Lighting and Glare

Exterior lighting associated with the activity must be designed to comply with AS/NZS 4282:2019 – Control of the Obtrusive Effects of Outdoor Lighting.

DEV-S6 – Construction Activities

A Construction Noise and Vibration Management Plan (CNVMP) must be adopted for each construction area at the MRHIDA and be developed in accordance with Annex E2 of NZS 6803:1999.

DEV-S7 – Rail

Activities must be in general accordance with the scale and intensity as detailed below

- 1. Rail movements loading and unloading shall not exceed three trains of 30 wagons (in and out) per day operating Monday to Saturday inclusive between 7 am and 6 pm.*

DEV-S8 – Log Yard and Debarker Activity

Activities must be in general accordance with the scale and intensity as detailed below:

- 1. Hours of operation – 7am – 5pm Monday to Saturday inclusive*
- 2. Outdoor equipment is limited to:*
 - a. Two rubber-wheeled loaders.*
 - b. A single A8 Nicholson ring de-barker.*
 - i. Automatically loaded with a stacker infeed and two-drop cradle out feed*
 - ii. Throughput will be 1300 tones/ day and operating 10 hours/day.*
 - c. A pump station to pump waste from the de-barker in the form of a slurry to the PHA plant. Any pumps must be located within a pump room.*
 - d. Motorised conveyor for transporting waste to storage bins.*
- 3. Water flushing must be applied to the paved log yard during dry conditions to minimise dust.*

DEV-S9 – PHA/PLA Plant Activity

Activities must be in general accordance with the scale and intensity as detailed below:

1. Hours of operation – 24 hours and 7 days per week
2. All processing and manufacturing must be undertaken in enclosed tanks or buildings.
3. Equipment that may be used only within a building or tanks includes:
 - a. A rubber wheeled loader will move product around site for storage or for transfer to the plastics manufacturing plant.
 - b. A chipper to break-up the logs.
 - c. Reactor chambers and distillation chambers.
 - d. 4 post reactors, 2 crystallisers and 2 dryers.
 - e. A conveyor operated with an electric motor.
 - f. Motors, pumps, reactor and centrifugal tanks, boilers, mixing tanks, a dryer and a granulation plant are associated with this activity.
4. Dairy waste slurry will be transported to the IDA and piped to the PHA plant site.
5. Closed tankers must be used for the delivery of raw material inputs and closed tanks for feedstock transport and storage.
6. Any exhaust air from storage tanks will be ducted.

DEV-S10 - Food Producer Activity

Activities must be in general accordance with the scale and intensity as detailed below:

1. Hours of operation – 24 hours and 7 days per week
2. All operations must occur within buildings. Some activity (such as boilers or dryers), while inside, will have exhaust flues up to 30m height.
3. Biomass energy plant on site must be enclosed.
4. Onsite car and truck parking areas for staff and associated with freight movement.
5. Building scale - 14,600m² total net floor area, comprising a series of single story buildings for warehousing, container loading and storage, offices, processing plants, biomass energy plant and waste disposal purposes.

DEV-S11 – Energy Plant Activity

Activities must be in general accordance with the scale and intensity as detailed below:

1. Hours of operation – 24 hours, 7 days per week
2. A large boiler flue, fans, and turbines will be located on this site for the boiler and energy production.
3. Waste will be pumped to the energy plant.
4. All processes will occur within building/s.
5. Turbines will be located within acoustic enclosure.

DEV -S12 – Container Storage and Loading Area Activity

Activities must be in general accordance with the scale and intensity as detailed below:

1. Hours of operation – 24 hours, 7 days per week

2. *A maximum of two container stackers or wheeled top-lift hoists may operate at the site.*
3. *Provision for the storage of up to 80 containers stacked up to 2 containers high.*
4. *Waste slurry pumps to PHA plant must be enclosed in pump station.*

General Advice Note:

Any discharges to air will need to comply with the Horizons Regional Council One Plan.

3.3.5 S32AA EVALUATION CONCLUSIONS

The Council is required under s32AA of the RMA to undertake an evaluation of any further changes to a Plan Change subsequent to the Plan Change decision and resulting from consideration of matters raised on appeal. That further evaluation 'must be undertaken in accordance with s.32(1)-(4)' and must be 'at a level of detail that corresponds with the scale and significance of the changes' (s32AA(1)(a)-(c)).

This assessment does not revisit any matters addressed in previous evaluations and unchanged by the current proposed Plan Change amendments.

Where additional amendments to the Plan Change are made as a result of preparation of the MIDA CDP or addressing matters raised on appeal, an evaluation has been undertaken at a level of detail that corresponds with the scale and significance of those amendments as discussed in this report.

3.3.5.1 RISK OF ACTING OR NOT ACTING

Under s32(2)(c) of the RMA, the Council must assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions. The s32 evaluation report identified the risks of not acting as being:

- Lost opportunities for industrial development, and
- Underutilisation of land and infrastructure.

These risks were reiterated in the s42A report in terms of the further evaluation required under s32AA and the Council decision s32AA further evaluation.

The conclusions reached by the Council in the Plan Change decision report at section 12.7 -12.9 remain appropriate in relation to the need to zone land in this location for industrial development. However, since the Council decision was issued in August 2020, the focus on timber processing has been replaced by a very large proposal for food manufacturing whilst the proposed log yard and plastics manufacturing have progressed their planning details as anticipated in the Plan Change decision. This change together with the reorientation of the rail siding to address physical design constraints has necessitated the expansion of the 40 ha zone to an area of approximately 65ha, but still well within the original 217ha Plan Change footprint. The risk of not acting to complete this expansion and rejig of location would be that the opportunity to establish a multi-user rail siding, log yard, plastics manufacturing and significant industrial food manufacturer businesses in Marton would certainly be lost.

As noted in section 12.9 of the Council Plan Change decision report, the 'eventuality that the timber processing proposal does not proceed – that is, the risk of acting in the situation the proposal does not occur – the proposed rezoning would provide opportunities for other large-scale industrial activities (including warehousing and distribution services) that are not currently available under the present zoning scheme of the District Plan. If not developed in the near or foreseeable future, the land would still be able to be farmed, and thus continue to generate economic benefits."

That statement has already proved accurate in that the timber processing option had to be excluded in favour of a more imminent demand from the food manufacturing sector. This in conjunction with the land required for a logging and debarker yard and plastics manufacture with provision for smaller supporting services as modelled in the CDP Framework report provides significant support for acting to rezone this CDP site to Industrial as proposed.

There is now a staged and structured plan for development of the CDP site which will avoid the risks of ad hoc scatter development of the area which would be inappropriate.

Within the context of the policies, rules and the MIDA CDP itself, the proposed changes ensure that subsequent development will be appropriately controlled to be the most appropriate way to achieve the purpose and principles of the RMA.

The information available now provides considerably more certainty that the CDP site will be developed in a manner that reduces the risks of acting and establishes that the risks of not acting would be detrimental to achieving the purpose of the RMA as it would likely result in lost industrial development opportunities for the District.

It is considered that the Plan Change as proposed to be amended above and formatted in accordance with the National Planning Standards 2019, are the most efficient and effective means available to Council to achieve its obligations as set out in the RMA.

4 CONSISTENCY WITH OBJECTIVES AND POLICIES

4.1 HORIZONS ONE PLAN

The assessment of the proposed Plan Change against the One Plan objectives and policies completed at notification and reviewed in the s42A officer report for the Hearing is still appropriate except where the following additional comments are made below.

4.1.1 TE AO MĀORI

Objective 2-1: Resource management

- a. *To have regard to the mauri of natural and physical resources to enable hapū and iwi to provide for their social, economic and cultural wellbeing.*
- b. *Kaitiakitanga must be given particular regard and the relationship of hapū and iwi with their ancestral lands, water, sites, wāhi tapu and other taonga (including wāhi tūpuna) must be recognised and provided for through resource management processes.*

Retain the existing assessment.

4.1.2 INFRASTRUCTURE, ENERGY, WASTE, HAZARDOUS SUBSTANCES, AND CONTAMINATED LAND

Objective 3-2: Energy.

An improvement in the efficiency of the end use of energy and an increase in the use of renewable energy resources within the Region.

Objective 3-3: The strategic integration of infrastructure with land use

Urban development occurs in a strategically planned manner which allows for the adequate and timely supply of land and associated infrastructure.

Objective 3-4: Urban growth and rural residential subdivision on versatile soils

To ensure that territorial authorities consider the benefits of retaining Class I and II versatile soils for use as production land when providing for urban growth and rural residential subdivision.

Objective 3-5: Waste, hazardous substances and contaminated land

The Regional Council and Territorial Authorities must work together in a regionally consistent way to:

- i. *minimise the quantity of waste generated in the Region and ensure it is disposed of appropriately,*
- ii. *manage adverse effects from the use, storage, disposal and transportation of hazardous substances,*
- iii. *and manage adverse effects from contaminated land.*

The previous assessment against objectives 3-3, and 3-4 are relied on except that the technical reports have now been completed to confirm the asset management requirements which will likely be added to the Council's Long Term Plan in due course. The significant urban expansion and integrated development planned for this area, and recorded in the CDP and Framework Report, is broadly aligned and consistent with the spatial plan that the Council is currently preparing for its urban settlements. The CDP modelled scenario includes recognition of short-term energy supply issues with various sustainable options including a proposed biomass energy plant and potential for solar power to supplement energy provision. The Food Producer activity has signalled an intention to achieve security of power supply through provision of independent biomass or similar energy plants on site.

Policy 3-2: Adverse effects of other activities on infrastructure and other physical resources of regional or national importance

The Regional Council and Territorial Authorities must ensure that adverse effects on infrastructure and other physical resources of regional or national importance from other activities are avoided as far as reasonably practicable.

The proposal has achieved this through liaison with KiwiRail to develop a design and concept for operation of the perpendicular siding that meets the community needs and KiwiRail health and safety and network efficiency requirements. In the design phase liaison will occur weekly with KiwiRail to ensure efficient design and interface issues are addressed appropriately.

Liaison with Waka Kōtahi NZ Transport Agency (**Waka Kōtahi**) is ongoing, and review of the TIA by Waka Kōtahi along with discussions about timing and design for upgrades to the SH1 intersection are at an early stage.

Liaison with Powerco as the primary power supply company in the Rangitikei District is well underway. Individual developers have been providing information directly to Powerco as required, and this has been facilitated as required by Council.

Chorus has confirmed that supply of fibre ducting and cabling can be provisioned to share either of the water supply trenching options initially explored.

Liaison with all infrastructure service providers will continue as detailed design of infrastructure services progresses following resolution of the Plan Change appeal.

Policy 3-4 The strategic integration of infrastructure with land use

Territorial Authorities must proactively develop and implement appropriate land use strategies to manage urban growth, and they should align their infrastructure asset management planning with those strategies, to ensure the efficient and effective provision of associated infrastructure.

The design investigations to establish an appropriate CDP for infrastructure services has established a significant list of upgrades to the Council's existing three water and roading assets as well as upgrades to the state highway network.

Such works within the development site will be funded by the developer, all other works are now being prioritised and will be included in future Council Long Term Plans and Waka Kōtahi asset management plans as required.

This is a key benefit of the CDP process, being the identification of essential works across a strategic growth area rather than default to ad hoc just-in-time development led upgrades. This enables efficiencies to be achieved for the community through the spreading of upgrade costs across time and multiple developments.

Policy 3-5: Urban growth and rural residential subdivision on versatile soils

In providing for urban growth (including implementing Policy 3-4), and controlling rural residential subdivision ("lifestyle blocks"), Territorial Authorities must pay particular attention to the benefits of the retention of Class I and II versatile soils for use as production land in their assessment of how best to achieve sustainable management.

The Soil Survey in Appendix A identifies the land proposed to be rezoned from Rural to Industrial is Class III being less versatile for use as production land, though still serviceable for general rural productive purposes. The proposed rezoning for industrial growth and the consequent loss of this land for rural production is consistent with the intent of Policy 3-5 to focus urban growth on land that is Class III or higher in order to avoid loss of Class I and II versatile soils.

4.1.3 NATURAL HAZARDS

Objective 9-1: Effects of natural hazard events

The adverse effects of natural hazard events on people, property, infrastructure and the wellbeing of communities are avoided or mitigated.

The proposed design of stormwater management will ensure overland flood flows beyond the CDP site are enabled to follow as natural a path as possible, whilst ensuring that flows within the CDP site are directed to an appropriately sized stormwater retention pond. Hydrologic neutrality will be achieved throughout the design of a comprehensive and integrated stormwater system for the CDP site.

4.2 HORIZON ONE PLAN CONSENT REQUIREMENTS

Resource consents will be sought to address the regional plan considerations for each activity and for the works associated with the detailed design of infrastructure services construction.

4.3 RELEVANT IWI PLANNING DOCUMENTS

No iwi planning documents that should be taken into account have been identified. Te Rūnanga o Ngā Wairiki Ngāti Apa has been an active partner in the project to establish the Marton Rail Hub. Direct engagement is ongoing in relation to the design of infrastructure services, cultural representation, landscape and amenity considerations.

4.4 RANGITĪKEI DISTRICT PLAN

Rule B5 requires information to be submitted with the CDP to demonstrate consistency with the objectives and policies of the District Plan. The relevant objectives and policies are within sections A1 Built Environment, A2 Natural Environment, A4 Hazards, and A5 Infrastructure. Identified below are the relevant objectives and policies along with a discussion that demonstrates the proposal's consistency with them.

A1 BUILT ENVIRONMENT

Objective 1:

Promote urban areas with highly regarded amenity values that reflect the character of each township and provide nice places to live.

The mitigation measures recommended by the LVA, Lighting Impact Statement, Construction Management Plan, TIA and Ecological Report (attached to Part B of this Framework Report) all provide ways in which amenity values of the surrounding area will be maintained as the CDP area is developed.

Relevant policies under section A1 are A1-1.1, A1-1.3, A1-1.4, A1-1.5, A1-1.6, A1-1.7 and A1-1.10. The policies and CDP's consistency with them is discussed below:

- **Policy A1-1.1:** *Enable a wide range of activities, appropriate to the character and amenity of each settlement and neighbourhood.*

The CDP process provides for a range of appropriate industrial activities to occur within an identified development area which fits with the character and amenity of the surrounding environment. The CDP prevents ad hoc industrial developments at various locations around the district and encourages the consolidation of development within an identified appropriate zone.

- **Policy A1-1.3:** *Require provision of on-site car parking and loading spaces to meet the predicted demand for each activity.*

The modelled scenario for the CDP site and associated technical reports, including the TIA, identifies the likely demand and traffic associated with each activity. Implementation of preferred Option Two and the CDP therefore ensures car-parking and loading spaces are provided.

- **Policy A1-1.4:** *Set acceptable noise limits for each zone.*

The Acoustic Assessment attached as Part B - Appendix D has concluded that the noise and vibration levels likely to be generated by the modelled activities will be reasonable, given the noise profile and character of the existing environment which comprises the NIMT and SH1.

- **Policy A1-1.5:** *Avoid, remedy or mitigate any adverse effects on residential properties and road safety caused by inappropriate night lighting or light glare.*

The Lighting Impact Statement attached as Part B - Appendix E concluded that light spill and glare would be mitigated to be less than minor. It states that the distance of residential dwellings from the CDP site means adverse effects are unlikely, and the implementation of screening, professional lighting design, and other mitigation measures will ensure adverse effects on the national and local road networks are less than minor.

- **Policy A1-1.6:** *Ensure that any storage of goods, material or waste products is contained within individual sites without detracting from the visual amenity of the environment.*

Identification of the storage requirements for goods, materials and waste has been included within the modelled scenario for each activity within the CDP site. Additionally, the LVA attached as Part B - Appendix F states that through mitigation screen planting and vegetation site enhancement, visual landscapes effects will be not more minor.

- **Policy A1-1.7:** *Within the Commercial and Industrial zones, enable the display of advertising signs that do not detract from the amenities within that zone.*

The CDP site allows for the consolidation of complementary activities within a centralised area, which in turn will likely provide for the display of advertising signs which are complementary to, and do not detract from, the industrial character of that area or any other amenities within that zone.

- **Policy A1-1.10:** *Avoid development of sensitive land that compromises the safety and efficiency of the District's Strategic and Arterial land transport networks, including the rail network.*

The overall objective of the development of the CDP site is to improve the strategic efficiency of the rail network, and the proposal has been developed in liaison with KiwiRail to meet its health and safety and network efficiency requirements. Additionally, the TIA (refer Part B - Appendix G) identifies key mitigation measures to support the safe and efficient operation of the transport network, and will be implemented via Stage One of the CDP site development process.

Objective 5 and 5A in Section A1 relate to industrial activities. Objective 5 states that *"Industrial activities are sited in appropriate locations and their effects managed where these are significant"*. Objective 5A is to:

Enable large-scale industrial activities to take advantage of the strategic location of the roading and rail networks at Marton, adequately serviced by infrastructure, with adverse effects avoided, remedied or mitigated to protect the amenity values and quality of the environment.

Comment

The Marton Rail Hub is predicated on the opportunity to capitalise on the proximity of SH1 to the NIMT at Marton. The reoriented Industrial Zone (CDP site) is located adjacent to the existing Marton industrial area where infrastructure services can be readily extended to efficiently provide for future growth and development at the CDP site. The design and investigation to inform the CDP layout will ensure integrated and efficient service provision. The technical assessments have established the level of adverse effects likely to be generated in the surrounding area, and recommended actions to avoid or mitigate such effects to maintain amenity values and quality of the environment. Relevant policies are A1-5.1 and A1-5.3. These policies are outlined and discussed below:

- **Policy A1-5.1:** *Contain industrial activities principally within the Industrial Zone to manage environmental effects, permit industrial activities in other zones where effects are minor, and enable industrial activities associated with primary production in the Rural Zone;*
- **Policy A1-5.3:** *Maintain connection between industrial activities and key road and rail corridors in the District.*

Policies A1-5.4 and A1-5.5 were inserted as part of the Plan Change decision on submission and are of particular relevance, given they relate directly to the CDP site.

- **Policy A1-5.4:** *Control the development and use of the Industrial Development Area* to ensure:*
 - i. *The structured and well-integrated development and use of the site;*
 - ii. *Any actual or potential adverse effects of the use and or development are controlled to maintain the amenity values and quality of the local environment; and*
 - iii. *Adverse effects from uncoordinated development are avoided.*

Comment

Matters i, and iii are addressed by implementation of the CDP and are no longer necessary. A1-5.4 matter ii is a restatement of Objective 5A. Policy A1-5.5 as proposed to be amended can be relied on instead. Implementation of the CDP will be the primary method to achieve this policy.

- **Policy A1-5.5:** *In the Industrial Development Area*:*
 - i. *Adverse effects (including but not limited to emissions, particulate matter, noise and vibration, odour, lighting and glare, building bulk dominance and shading) generated from activities shall be avoided, remedied and or mitigated to maintain the amenity values of the Rural Zone.*
 - ii. *In considering applications for industrial activities, a precautionary approach must be taken to minimise the potential adverse effects of noise, vibration, and dust and other particulates in the air on sensitive land uses in the Rural Zone.*
 - iii. *Adverse effects on the amenity values of the Rural Zone shall be managed by:*
 - (a) *Avoiding significant adverse effects beyond the boundary of the Industrial Development Area; and*
 - (b) *Otherwise, minimise other adverse effects to protect the amenity of the Rural Zone.*

Comment

Matter i; will be addressed by implementation of the CDP, any future development within the Industrial Development Area would require a resource consent and would need to be in accordance with the CDP. This will ensure a precautionary approach is applied and potential effects avoided or mitigated.

A4 HAZARDS

Section A4 relates to hazards including natural hazards, hazardous substances and contaminated land. Objectives 17 and 18 are of particular relevance.

Objective 17:

The adverse effects of natural hazards on people, property, infrastructure and the wellbeing of communities are avoided or mitigated.

Objective 18:

Storage, use, containment, and transportation of hazardous substances is carried out in a manner that protects the environment from adverse effects, such as contamination, toxic discharge and pollution.

Comment

The site is not identified in the RDC or HRC maps as subject to any natural hazard risk. The CDP site is positioned in excess of the Faultline setback standard discussed previously. A Preliminary Site Investigation has been completed which confirmed that the site has not been used for any HAIL activities. There is no information to suggest this is a contaminated site. Refer to Appendix D.

A5 INFRASTRUCTURE

Section A5 sets out objectives and policies relating to infrastructure including network utilities and transport.

Objective 21:

Protect the safety and operation of network utilities from the adverse effects of other land use activities.

Relevant policies are A5-1.6, A5-1.7, A5-1.11, and A5-1.12, which are discussed below:

- **Policy A5-1.6:** *Ensure the safe operation of critical infrastructure and network utilities by ensuring that appropriate separation distances are maintained.*
- **Policy A5-1.7:** *Ensure that subdivision, use and development does not compromise the ability of network utilities to function.*

Policy A5-1.11 is of particular relevance given it relates to the establishment and operation of the Industrial Development Area.

- **Policy A5-1.11:** *In the establishment and operation of the Industrial Development Area*, adverse effects on the safe and efficient operation of critical infrastructure are avoided by ensuring that any required upgrades to infrastructure are functional prior to the increased demand on infrastructure being realised. Policy A5-1.12: The development of the Industrial Development Area* must be planned in a comprehensive and structured manner, ensuring an integrated approach to the provision of infrastructure, and enabling on-site sustainable servicing solutions.*

Comment

Adverse effects on the safe and efficient operation of critical infrastructure and provision of infrastructure and servicing have been addressed by the CDP.

Any future development within the Industrial Development Area would require resource consent and would need to demonstrate that it is in accordance with the CDP.

Network utilities and provision of onsite servicing has been described in section 3.1 of the CDP Framework Report along with the rationale for the layout and provision of services as proposed. Retaining these policies in the Plan would, potentially lead to multiple re-litigation of provision of services which is not reasonable, necessary or practical especially once the infrastructure services are established as proposed in Stage one of CDP development.

It is anticipated that the CDP will be finalised and then incorporated into the District Plan as part of the resolution of the outstanding appeal.

Regarding Transport objectives and policies in section A5, **Objective 23** states:

Ensure that the safety and efficiency of the existing transportation network is maintained, and that additions to the network complement the existing network.

In terms of relevant policy these are listed below along with a discussion of the CDP's consistency with them:

- **Policy A5-3.2:** *Recognise the importance of maintaining the safety and efficiency of the District's Strategic and Arterial land transport networks, including the rail network.*
- **Policy A5-3.4:** *Require satisfactory sight lines for vehicles at railway crossings, at intersections and at property entrances and exits.*
- **Policy A5-3.5:** *Require the provisions of the Council's Subdivision and Development Code of Practice to be met when designing new roads.*
- **Policy A5-3.6:** *Avoid development of sensitive land that compromises the safety and efficiency of the District's Strategic and Arterial land transport networks, including the rail network.*
- **Policy A5-3.7:** *Vehicle access into and out of the Industrial Development Area* maintains the safety and efficiency of the local roading network, with heavy vehicle access restricted to Makirikiri Road only.*

Comment

Vehicle access into and out of the area has been investigated and identified in the CDP. The roading layout is based on parameters including maintaining the safety and efficiency of the local roading network.

All heavy vehicles will access the CDP site at the main entrance. Some heavy vehicles may also leave the CDP site via a secondary road located at a safe distance from SH1.

All vehicle access to the CDP site will be restricted to Makirikiri Road only. No access directly to SH1 will be provided.

As the roading network within the CDP site and intersections with Makirikiri Road will be constructed as Stage one of the CDP development, this provides certainty that Policy A5-3.7 will be implemented and once built the policy is redundant.

4.4.1 *CONSISTENCY WITH OBJECTIVES AND POLICIES – SUMMARY*

Relevant objectives and policies are contained within sections A1, A2, A4, and A5 of the RDP. These have been identified and discussed above. Based on these discussions, the CDP is considered to be consistent with the relevant objectives and policies.

4.5 CONSULTATION AND AFFECTED PARTIES

The Plan Change process has identified parties affected by the rezoning of the land for industrial purposes. The process to resolve the appeal, particularly the evaluation of potential effects of the modelled scenario, provides clarity around the potential effects and enable mitigation measures to be applied to the CDP infrastructure planning in the first instance.

Each proposal for an industrial activity will likely be assessed via the resource consenting process, against the CDP framework and this includes an assessment of those who may be potentially affected in accordance with section 95 of the Act.

APPENDIX A - SOIL SURVEY

Memorandum

To	Brenda O'Shaughnessy
Copy	
From	Tabitha Manderson
Office	Palmerston North
Date	2 July 2021
File/Ref	5-WT696.00
Subject	Marton Rail Hub - Soil Description

Introduction

The purpose of the memorandum is to present the results of a soil survey undertaken on the Marton Rail Hub site. A project is currently underway looking at development of the site as a Rail Hub. A soil survey was requested to confirm the soil type on the subject site.

Methodology

A site visit was undertaken on 24th March 2021. Site conditions were dry, and no significant rainfall in the area recorded in preceding weeks.

Initially several profiles were exposed, with spade and auger, and the profile was logged. Soil to approximately 1.2m depth was excavated with an auger. Observations were made to the west and north-west of the subject site.

Description was recorded, in general accordance with Milne et al (1995) and photographs were taken.

An area was exposed from geotechnical investigations on the site, this was examined to compare to the representative profile.

Aerial assessment of the wider set was undertaken, with a number of historical aerial images examined.

General Description

The subject site was generally flat, with gently rolling terrace. A number of overland flow paths are noted in the wider site (as identified from aerial photography).

Topsoil was a generally friable silt loam, moderately developed, exposed subsoils strongly gleyed, multiple distinct mottles. Parent material weathered loess.

Perch-gley pallic soil observed.

Soil Profile Description

0-20cm	<p>Silt loam</p> <p>Dark greyish brown</p> <p>Friable, medium and nut structure</p> <p>Distinct boundary</p>	
20-45cm	<p>Clay loam</p> <p>Light greyish brown</p> <p>Strong brown mottles</p> <p>Quite sticky and plastic</p> <p>Blocky structure</p> <p>Wavy boundary</p>	

45-80cm	<p>Clay</p> <p>Light grey</p> <p>Dark brown mottles</p> <p>Plastic</p> <p>Prismatic structure</p> <p>Indistinct boundary</p>	
80-110cm	<p>Clay, with some sand</p> <p>Light grey</p> <p>Strong brown mottles</p> <p>Clay coatings</p>	

Discussion

Based on the observations the soil type is considered to be Marton silt loam across the entire subject site. A discrete area was observed where a small layer of sand was exposed at approximately 25cm, this was adjacent to the small stream and only two observations were encountered. It was not of sufficient size to be considered a separate soil type (see photo in

Appendix). Discrete areas with higher stone content would be encountered across the wider site, but were not exposed during the onsite observations. This is in-keeping with existing soil survey information available for the site (NZLRI soils data).

A description of the characteristics of Marton silt loam from J.D Cowie 1974.

The compact and heavy textured subsoil of Marton silt loam slows downward movement of water through the soil. As a result, this soil lies very wet in winter, subsoils become very sticky and water lies on the surface for short periods. In summer it dries out and cracks and the subsoil becomes very hard.

The topsoil of Marton silt loam is very low in plant-available phosphorus, low in potassium, and medium in calcium. The reserves of potassium are very low. The percentage base saturation is medium in the topsoil and drops slightly in the subsurface horizon but increases again in the lower part of the subsoil.

Pasture responses to phosphates, potash and lime have been recorded on this soil in field trials laid down by the Ministry of Agriculture and Fisheries. Present land use is mainly fat-lamb farming with some dairying. Apart from the need for fertilisers the main limitation in this soil is its poor drainage but this can be overcome to a large extent by artificial drainage using tiles or moles.

Because of its wide moisture variations, poor subsoil structure, and difficulty of cultivation for a large part of the year, Marton silt loam is not considered suitable for intensive cropping, market gardening, nurseries or orchards. However, it would be suitable for annual cropping of cereals.

The NZ LUC handbook was updated in 2009 and included national LUC mapping standards and LUC class, LUC subclass and LUC criteria.

Based off the site observations and the soil assessment a LUC classification of the proposed site has been deemed to be a class 3. Key reasonings behind this classification assessment are listed below.

- The high proportion of clay within the profile. A clay textured soil is unfavourable soil characteristic for class 1 and 2 land but can appear in class 3 land.
- Wetness of the soil and the fact that even with drainage significant waterlogging would still remain.
- The fact that the soil remains waterlogged, limits the versatility of the land. Moderate limitation to arable land uses that would restrict the choice of crops and the intensity of cultivations.

A number of soils previously classified as Class 2 soils are now reclassified as Class 3 soils. Marton silt loam is included in this reclassification due to limitations of poor drainage and compact subsoils with poor physical structure (Harmsworth, 2009).

From Wilde (2003) in reports commissioned by Palmerston North City Council: *The land on which Milson and Marton soils occur is not considered by Landcare Research land resource scientists as 'high class' land because the soils do not meet the required criteria, despite the land earlier being classified as LUC unit 11c2 during land-use capability work in the Manawatu Region. Land-use capability work in the Wellington Region classifies similar land as LUC Class III. There are several good technical reasons to reclassify land occupied by Milson and Marton soils as Class III land.*

For Marton silt loam previously classified under the Old NZLRI LUC as 2s2 under the new LUC handbook now classified as 3s04.

References

J.D Cowie 1974 *Soils of Palmerston North City and Environs*.

G. Harmsworth, 2009, *Horizons Regional Council LUC GIS database and mapping*.

Appendix



Photo – profile exposed in pit



Photo – sand layer

APPENDIX B – PRELIMINARY SITE INVESTIGATION



Memorandum

To	Brenda O'Shaughnessy
Copy	
From	Melanya King and Christopher Bergin (SEQP)
Office	Whanganui
Date	12 August 2021
File/Ref	5-WT696.00
Subject	Preliminary Site Investigation

Marton Rail Hub

WSP has completed a preliminary site investigation (PSI) and screening assessment for the Marton Rail Hub with respect to the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (the 'NES').

The site is proposed to undergo earthworks for foundations, access and underground services to facilitate construction of:

- a food processing facility,
- a log yard,
- biodegradable plastics and packaging plants, and
- associated smaller service businesses and
- three water and roading infrastructure services.

Because the proposed activity requires earthworks to occur on site, regulation 5(4) of the NES is triggered. The purpose of this assessment is to determine if an activity has, had or more likely than not had occurred on the piece of land that may result in soil contamination. A list of these activities are outlined in the Hazardous Activities and Industrial List (HAIL)¹.

The regulations allow two methods to determine whether an activity described in the HAIL has or is occurring. We have chosen the method outlined in regulation 6(2) of the NES which is to use information available from the local authorities and from current and previous landowners. On this basis we have completed a PSI.

¹ Hazardous Activities and Industrial List: Ministry for the Environment: Oct 2011

1.1 The Site

The subject site address is 1091 State Highway 1, Marton.

The site is legally described as

- Lot 1 DP 497482 being 0.8615 hectares
- Lot 2 DP 497482 and Part Lot 4 – 6 Deeds Plan 25, being 94.2396 hectares
- Part 4-7 Deeds Plan 25A, being 9.1060 hectares
- Lot 1 DP82685 being 7.2670 hectares

Approximate total site area is 111.4741 hectares.

The site is relatively flat and low lying (Figure 1). The site is bordered on the west by the railway and the east by State Highway 1 (Figure 2). Access to the site is currently off Wings Line and State Highway 1 in Marton. It is part of a wider farming unit that extends to Wings Line. The site contains one dwelling and is dominated by pastoral land, with some shelter belts of pine, macrocarpa and eucalyptus. Within the subject site there are also 3 streams (Figure 3).

The current landowner has owned the farm for the last 40 years and has stated that he is not aware of any hazardous substances being stored on the site.



Figure 1: Site photos showing shelterbelts and existing crops.

NES Permitted Activity threshold volumes for 1) disturbance, and 2) yearly	1) 111ha/500m ² =2200 2200* 25m ³ = 55,500m ³ .
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off-site movement of soil based on the approximate site area	Expected earthworks volume is 200,000m ³ 2) No soil to be moved off site
Territorial Authority	Rangitikei District Council.
Current Site Use	Rural
Proposed Site Use	Industrial
Adjoining Sites Uses	Rural activities of cropping NI Maintrunk Line Railway & State Highway 1.
Topography	The site is generally flat and low-lying.
Site Observations:	Site Photos taken during this inspection are presented in Figure 1.
Flood Potential:	The site is not identified as being within any flood risk areas on the RDC or Horizons Regional Council maps.
Visible Contamination Sources:	During the visit to site, no potential contaminants were observed on the site.
Odours:	None noted.
Surface Water:	No water ponding was noted at the site.
Vegetation stress	Vegetation at the property did not show any evidence of stress or die off. Site visits were completed for both the ecological assessment and landscape assessment.
Surface Water Bodies	The closest waterbodies are two unnamed tributaries of the Tutaenui Stream (refer Fig.3) Stream 2 being approximately 70m east of the old dump site and Stream 4 being adjacent to the offal pit.

Marton Rail Hub

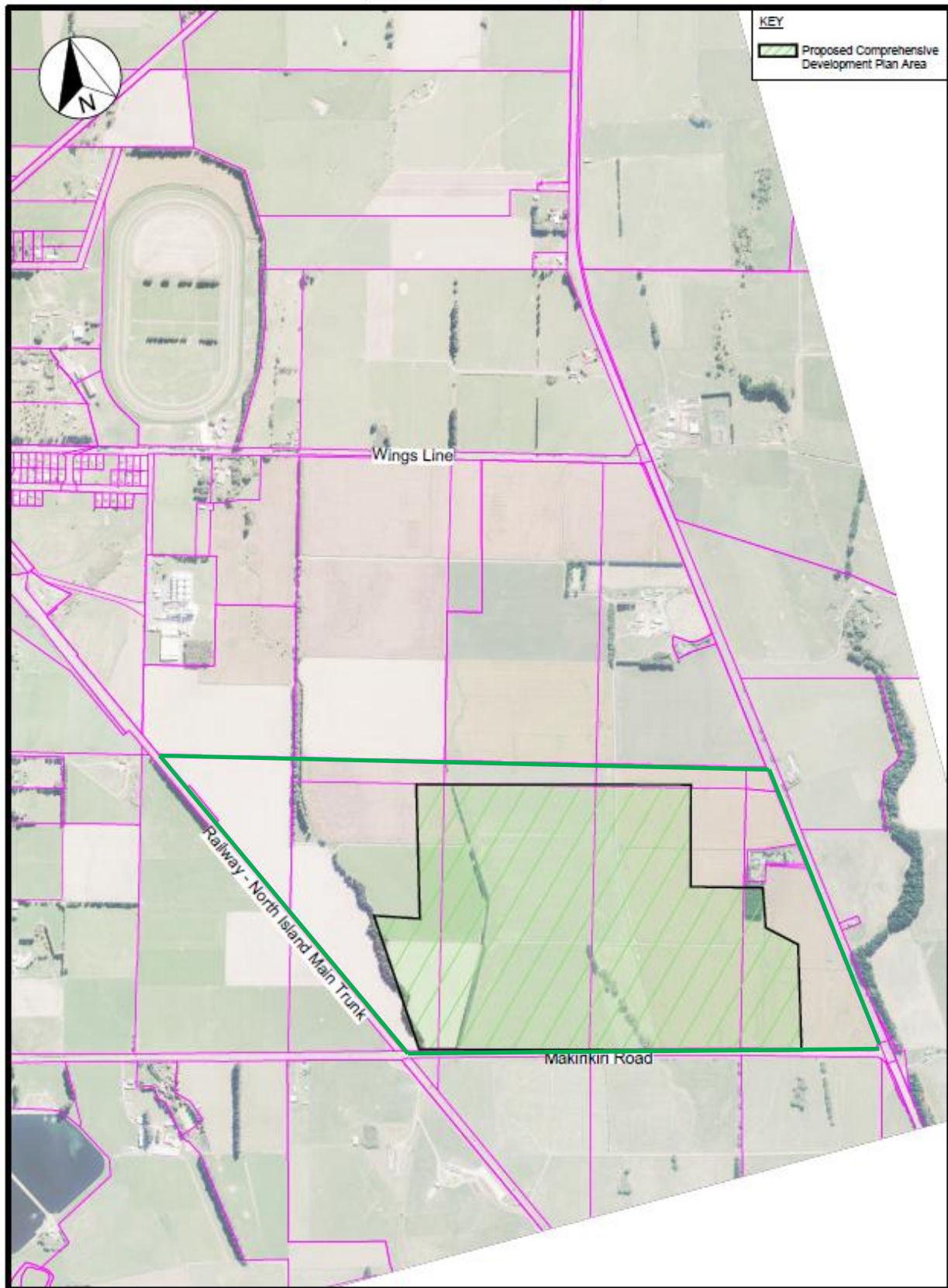


Figure 2: Location of the subject site (green boundary) and development area (black boundary & green hatched area) in relation to the surrounding environment.



Figure 3: Location of streams and vegetation types present at the subject site.

1.2 The Activity

The development of the Marton Rail Hub on the outskirts of Marton, (adjacent to Makirikiri Road and within an area bounded by State Highway 1 and the Main Trunk Rail Line) will set up Rangitikei District as a key logistical hub for the forestry industry across the Lower North Island.

Industrial development will potentially cover approximately 62ha of land within the wider subject site as highlighted in Figure 3 above.

1.3 Potential HAIL activity assessment

The site has only ever been farmed with the exception of an existing haybarn which will be removed in the near future.

This property has predominantly been used for cropping and was owned by the previous landowner for the last 40 years.

There is an unused ofal pit located in the back trees and an old dump site by the gum trees.

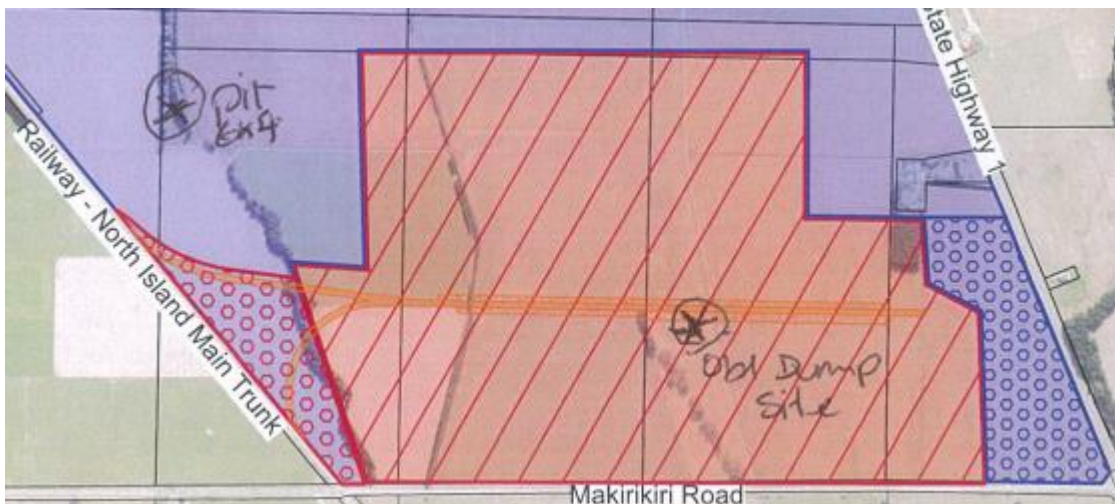


Figure 4: Location of ofal pit and old dump site as drawn by the landowner

The ofal pit has not been used for some years and according to the landowner was only about 50m³ when dug and *no larger than a small kitchen table say 6m x4m*”.

The landowner advises that the rubbish dump was used for burning household rubbish more along the line of paper, cardboard and farm only greenwaste. The rubbish was regularly burnt and the dump has not been used for many years.’

1.4 Aerial Photos

Aerial photos of the site show the haybarn, and possible open ground corresponds to the identified location of the ofal pit and dump site areas at this site in c2004. Neither an ofal pit nor dump site is visible in the C2005 and c2010 aerial photos. Evidence of a cropping history is

evident in all historic areas viewed back to 1985. There is no obvious evidence of either the offal pit or dump site in any photos.



Figure 5 – 1985 Google Earth Image



Figure 6 – Feb 2005 Google Earth Image



Figure 7 – April 2010 Google Earth Image.



Figure 8 Location of existing haybarn – July 2020 Google Earth Image

The site has been used for cropping (barley, wheat, maize, corn, peas, canola, oats, tricale, kale, pasja, rape feed, grass seed and turnips), super phosphate, urea and cropping fertilisers have been used on this site. The owner has stated that no agrichemicals have been stored on the site and the site has never been used for pesticide/fertiliser manufacture, livestock dip/spray race operations or skin or wool processing.

The landowner also stated that he has not undertaken any pesticide spraying on site.

Nothing in the historic photos indicates any reason to expect storage or manufacture of agrichemicals or pesticide fertiliser manufacture. The photos corroborate the information from the landowner about cropping history. There is also no evidence of animals grazing identified in the photos and this corroborates the landowner statement that there has been no animal grazing, thus no reason to have had livestock dip or spray race operations. There is no indication of additional sheds that might have been used for the above purposes either.

Table 1: Summary of potential HAIL activities identified.

Hail Code	Description	Comment
A1	Agrichemicals including commercial premises used by spray contractors for filling, storing or washing out tanks for agrichemical application.	Super phosphate, urea and cropping fertilisers have been used on this site. No agrichemicals have been stored on the site
A6	Fertiliser manufacture or bulk storage	Not undertaken at the subject site.
A8	Livestock dip or spray race operations	Not undertaken at the subject site.
A13	Petroleum or petrochemical industries including a petroleum depot, terminal, blending plant or refinery, or facilities for recovery, reprocessing or recycling petroleum-based materials, or bulk storage of petroleum or petrochemicals above or below ground.	Not undertaken at the subject site.
A17	Storage tanks or drums for fuel, chemicals or liquid waste	Not undertaken at the subject site.
F6	Railway yards including goods-handling yards, workshops, refuelling facilities or maintenance areas	There are no railway yards on the subject site.

Horizons Regional Council has confirmed that their Sites Associated with Hazardous Substances database does not contain any site records for the proposed project area. Rangitikei District Council has also confirmed that their HAIL database does not contain any site records for the proposed project area.

1.5 Conclusion

The site identified within this investigation has been triggered under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES) as a result of the proposed land disturbance. Site history, anecdotal evidence, historical aerial photography and site inspections have identified no evidence of HAIL activities at the subject site.

On this basis, it is not likely that an activity or industry described in the HAIL is being or has been undertaken on the subject site.

This land does not fall within the criteria in Regulation 7 for land covered by the NES, therefore the NES does not apply to the subject site.

APPENDIX C: PLAN CHANGE PROVISIONS

The provisions in this Appendix have been prepared in liaison with the parties to the appeal. The planners for the parties to the appeal (being the Appellant and Respondent only) have conferred and agreed on the provisions below. Other parties have had the opportunity to review and provide feedback.

Below the Plan Change decision provisions are provided in red, new text is indicated in black. Strikethrough indicates deleted text and underline indicates new text.

DEV -MARTON INDUSTRIAL DEVELOPMENT AREA (MIDA)

Objectives

- ~~5A~~DEV-O1 Enable large-scale industrial activities ~~to take advantage of the strategic location of the roading and rail networks at Marton~~ at the Marton Industrial Rail Hub Development Area located on the north side of Makirikiri Road between State Highway 1 and the North Island Main Trunk Line whilst ensuring that the Development Area is ~~adequately~~ serviced by infrastructure, ~~with~~ and that adverse effects ~~are~~ avoided, remedied or mitigated to protect the amenity values and quality of the local environment.

Policies

- DEV-P1 ~~Control the development and use of the Industrial Development Area* to ensure:~~
- ~~1. the structured and well integrated development and use of the site;~~
 - ~~2. any actual or potential adverse effects of the use and or development are controlled to maintain the amenity values and quality of the local environment; and~~
 - ~~3. adverse effects from uncoordinated development are avoided.~~
- DEV-P1 Enable industrial activities in accordance with the MIDA Comprehensive Development Plan in Appendix 1, that comply with the Development Area Standards and provide for appropriate mitigation of effects on the environment including landscape and visual amenity, ecology, light spill and glare, transport, dust, odour and essential infrastructure.
- In the Industrial Development Area*
- ~~i. Adverse effects (including but not limited to emissions, particulate matter, noise and vibration, odour, lighting and glare, buildings bulk dominance and shading) generated from activities shall be avoided, remedied and or mitigated to maintain the amenity values of the Rural Zone.~~
 - ~~ii. In considering applications for industrial activities,, a precautionary approach must be taken to minimise the potential adverse effects of noise and vibration and dust and other particulates in the air on sensitive land uses in the Rural Zone.~~
 - ~~iii. Adverse effects on the amenity values of the Rural Zone shall be managed by:~~
 - ~~1. avoiding significant adverse effects beyond the boundary of the Industrial Development Area*; and~~
 - ~~2. Otherwise, minimise other adverse effects to protect the amenity of the Rural Zone.~~
- DEV-P2 Ensure that any activities that are not in general accordance with the MIDA Comprehensive Development Plan or do not comply with the Development Area

Standards maintain the amenity values of the surrounding Rural Zone, avoid significant adverse effects beyond the boundary and achieve the provision of efficient, safe and resilient infrastructure services within the MIDA by adhering to the following criteria:

1. The development optimises connectivity by maintaining road linkages to Makirikiri Road and to adjacent land within the MIDA*.
2. The development manages stormwater to ensure hydrological neutrality for each development within the MIDA*, to avoid environmental effects beyond the MIDA.
3. The development ensures industrial development and associated infrastructure are designed to work with the natural landscape as far as practicable.
4. The development avoids access directly onto State Highway 1. Legal and/or physical access to sites in the MIDA* via any existing access directly onto State Highway 1, is to be avoided.
5. Transportation effects (including demand generation) on the State Highway 1/Makirikiri Road or State Highway 3/ Makirikiri Road intersections and Crofton are avoided by works or design, where standard **DEV-S3-Transport** or **DEV-S4 Heavy Vehicle Traffic Volumes** are exceeded.
6. Acoustic and vibration effects on the existing Rural Zone amenity values are avoided by works or design where standards **DEV-S2-General Standards** or **DEV-S5 Cumulative Noise Thresholds** are exceeded.
7. Dust amenity effects on sensitive receiver in the existing Rural Zone are avoided by demonstrating compliance with the Manawatu-Whanganui Regional Council One Plan.
8. The development does not adversely affect provision of critical infrastructure within the MIDA* including the electricity and fibre distribution networks.
9. The development maintains identified ecological corridors through the MIDA*.
10. The development maintains or enhances the freshwater values in streams at the development site by:
 - iii. Establishing best practice erosion and sediment control and spill management measures during construction works and site operation;
 - iv. Maintaining or enhancing existing planting along diverted stream channels to provide sediment filtration and retention services along riparian zones.

DEV-P3 Vehicle access for the Industrial Development to, from and within the MIDA* maintains the safety and efficiency of the local and national roading network with access restricted to Makirikiri Road only.

DEV-P4 In considering applications for industrial activities under Policy DEV-P3, a precautionary approach must be taken to minimise the potential adverse effects of noise and vibration, dust, odour and other emissions and dust and other particulates in the air on sensitive land uses existing at (Operative Date) in the adjacent Rural Zone.

DEV-P5 Ensure that a Marton Industrial Development Area Comprehensive Monitoring Framework (MIDA CMF) is developed to measure and report on the cumulative effects on the environment of the construction and operation of the Development Area.

DEV-P6 Ensure that an effective community liaison mechanism is established as a means of engagement with the community in relation to construction and operation of industrial activities at the MIDA.

DEV-P7 Ensure that development, particularly the removal of existing mature trees, avoids adverse effects on protected species.

Rules

DEV-R1	<p>The following activities within the MIDA that comply with standards DEV-S1 – DEV-S7 and are in general accordance with the MIDA Comprehensive Development Plan</p> <ol style="list-style-type: none"> <u>Industrial service activities*</u> <u>Weighbridge facility</u> <u>Earthworks</u> <u>Primary production* including buildings and ancillary activities associated with primary production</u> 	Permitted (PER)
DEV-R2	<p>1. <u>Activities specified in DEV-R1 that do not comply with standards DEV-S1-DEV S7.</u></p> <p><u>The matters over which the Council will exercise its discretion are</u></p> <ol style="list-style-type: none"> <u>The effects of the non compliance.</u> 	Restricted Discretionary (RDIS)
DEV -R3	<p>2. <u>The following activities where they are in general accordance with the MIDA Comprehensive Development Plan and comply with the relevant standards DEV-S1 – DEV-S12.</u></p> <ol style="list-style-type: none"> <u>Log yard with debarker facility</u> <u>Container storage and loading area</u> <u>Food producer manufacturing facility</u> <u>Plastics manufacturing facility</u> <u>Biomass energy plant</u> <u>Railway siding</u> <p><u>The matters over which the Council will exercise its discretion are:</u></p> <ol style="list-style-type: none"> <u>Landscape and visual amenity effects</u> <u>Ecological effects</u> <u>Light spill and glare</u> <u>Transport</u> <u>Dust and Odour</u> <u>Site layout</u> <u>Three waters infrastructure</u> <u>Construction effects</u> <u>Noise and vibration</u> 	Restricted Discretionary (RDIS)

DEV -R4	<u>Any activity that is not in general accordance with the MIDA Comprehensive Development Plan or does not comply with any relevant standard in DEV-S1 to DEV-S12.</u>	Discretionary (DIS)
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The following **DEV- Standards** apply to the rules above.

DEV-S1 General Standards

1. Activities must comply with General Standards B1.1 General Rule, B1.2-2 Light, B1.4 Surface Water and Waste Disposal, B1.5 Building Height, B1.6-2 Storage Areas, B1.8 Earthworks, B1.9 Hazardous Substances and Facilities, B1.11 Signage, B1.12 Network Utilities, B1.14 Activities in close proximity to electricity lines other than National Grid transmission lines, B1.15 Temporary Military Activities.
2. Activities must comply with B1.7 Noise, except as provided for in **DEV-S4-Cumulative Noise Thresholds**
3. Where there is a conflict with any B1 General Standards the DEV Standard must prevail.

DEV -S2 – Transport

Activities must comply with General Standards B9.1 Vehicle Access to Individual Sites and B9.6 - B9.12 relating to parking and loading space provision.

DEV -S3 - Heavy Vehicle Traffic Volumes

1. At the Makirikiri Road entrances to the MIDA shown on the Comprehensive Development Plan the listed activities must not exceed the heavy vehicle movements per day and peak hour daily movements identified in Table 1.
2. Freight movements internal to the MIDA* are not restricted by this standard.

ACTIVITY	HEAVY VEHICLE DAILY MOVEMENTS	
	Per Day	Peak Hour
Log Yard / De-barking Facility	130	20 vph
Food Producer	45	12 vph
Container Area	8	2 vph
PHA/PLA Plastics	42	6 vph
Biomass Energy Plant	50	10 vph

Table 1: Heavy Vehicle Traffic Movements

DEV -S4 – Cumulative Noise Thresholds

1. The predicted cumulative noise level (dB LAeq (15 min)) from the whole Development Area stated in Table 2 must not be exceeded at the notional boundary of dwellings (existing at **operative date**) at the properties listed below:
2. Activities must comply with the General Standard B1.7- Noise for the Industrial Zone at all other properties in the MIDA.

PROPERTY	PREDICTED NOISE LEVEL (dB L _{Aeq} (15 min))
1020 State Highway 1	49
1066 State Highway 1	54
1108 State Highway 1	50
157 Makirikiri Road	52

DEV-S5 – Lighting and Glare

Exterior lighting associated with the activity must be designed to comply with AS/NZS 4282:2019 – Control of the Obtrusive Effects of Outdoor Lighting.

DEV-S6 – Construction Activities

A Construction Noise and Vibration Management Plan (CNVMP) must be adopted for each construction area at the MRHIDA and be developed in accordance with Annex E2 of NZS 6803:1999.

DEV-S7 – Rail

Activities must be in general accordance with the scale and intensity as detailed below

1. Rail movements loading and unloading shall not exceed three trains of 30 wagons (in and out) per day operating Monday to Saturday inclusive between 7 am and 6 pm.

DEV-S8 – Log Yard and Debarker Activity

Activities must be in general accordance with the scale and intensity as detailed below:

1. Hours of operation – 7am – 5pm Monday to Saturday inclusive
2. Outdoor equipment is limited to:
 - a. Two rubber-wheeled loaders.
 - b. A single A8 Nicholson ring de-barker.
 - i. Automatically loaded with a stacker infeed and two-drop cradle out feed
 - ii. Throughput will be 1300 tones/ day and operating 10 hours/day.
 - c. A pump station to pump waste from the de-barker in the form of a slurry to the PHA plant. Any pumps must be located within a pump room.
 - d. Motorised conveyor for transporting waste to storage bins.
3. Water flushing must be applied to the paved log yard during dry conditions to minimise dust.

DEV-S9 – PHA/PLA Plant Activity

Activities must be in general accordance with the scale and intensity as detailed below:

1. Hours of operation – 24 hours and 7 days per week
2. All processing and manufacturing must be undertaken in enclosed tanks or buildings.
3. Equipment that may be used only within a building or tanks includes:

- a. A rubber wheeled loader will move product around site for storage or for transfer to the plastics manufacturing plant.
 - b. A chipper to break-up the logs.
 - c. Reactor chambers and distillation chambers.
 - d. 4 post reactors, 2 crystallisers and 2 dryers.
 - e. A conveyor operated with an electric motor.
 - f. Motors, pumps, reactor and centrifugal tanks, boilers, mixing tanks, a dryer and a granulation plant are associated with this activity.
- 4. Dairy waste slurry will be transported to the IDA and piped to the PHA plant site.
 - 5. Closed tankers must be used for the delivery of raw material inputs and closed tanks for feedstock transport and storage.
 - 6. Any exhaust air from storage tanks will be ducted.

DEV-S10 - Food Producer Activity

Activities must be in general accordance with the scale and intensity as detailed below:

- 1. Hours of operation –24 hours and 7 days per week
- 2. All operations must occur within buildings. Some activity (such as boilers or dryers), while inside, will have exhaust flues up to 30m height.
- 3. Biomass energy plant on site must be enclosed.
- 4. Onsite car and truck parking areas for staff and associated with freight movement.
- 5. Building scale - 14,600m² total net floor area, comprising a series of single story buildings for warehousing, container loading and storage, offices, processing plants, biomass energy plant and waste disposal purposes.

DEV-S11 – Energy Plant Activity

Activities must be in general accordance with the scale and intensity as detailed below:

- 1. Hours of operation – 24 hours, 7 days per week
- 2. A large boiler flue, fans, and turbines will be located on this site for the boiler and energy production.
- 3. Waste will be pumped to the energy plant.
- 4. All processes will occur within building/s.
- 5. Turbines will be located within acoustic enclosure.

DEV -S12 – Container Storage and Loading Area Activity

Activities must be in general accordance with the scale and intensity as detailed below:

- 1. Hours of operation – 24 hours, 7 days per week
- 2. A maximum of two container stackers or wheeled top-lift hoists may operate at the site.
- 3. Provision for the storage of up to 80 containers stacked up to 2 containers high.
- 4. Waste slurry pumps to PHA plant must be enclosed in pump station.

General Advice Note:

Any discharges to air will need to comply with the Horizons Regional Council One Plan.

Appendix 1: - MIDA Comprehensive Development Plan

The Comprehensive Development Plan (CDP) for Marton Rail Hub comprises an internal roading network, private rail siding, container storage area, a weighbridge and commercial services area intended to service multiple industrial activities within the Development Area.

The CDP is set out on the layout plan below and incorporates the following design principles.

- The CDP provides specified areas for a food producer plant, Polyactic Acid (PLA) and Polyhydroxyalkanoates (PHA) plastics manufacturing plants, an energy plant and log yard with debarking area, and commercial services area.
- Container storage and loading platforms will be provided both north and south of the rail siding.
- The rail siding will provide a 530m long stabling facility for up to 30 wagons
- The perpendicular configuration avoids a steep incline to the Marton Station.
- Access is solely from Makirikiri Road with two specified access point, one for heavy vehicles incorporating a weigh bridge and a separate access for employees and visitors etc.
- There is to be no access from State Highway 1.
- Drainage will be north to south and requires some earthworks to achieve this.
- The cut earthworks for the detention pond will be used to raise the level of land in the south and southwest corner.
- Three waters servicing will be provided in or adjacent to the internal road network and to each industrial site.
- A stormwater detention pond for the entire area is located adjacent to Makirikiri Road and is to be fed by a mix of piped and open swale network. The system will be designed to cater for the 10 year storm event with the 100 year event directed as over land flow.
- Sewage will be pre-processed on site and then pumped into the Council sewerage system.
- The Marton water network will be extended to the Development Area
- The stream at the western edge of the area and the diverted stream will be enhanced with riparian planting.
- Mitigation measures will be implemented through consent conditions including landscape and visual amenity effects, ecological effects, light spill and glare, transport, dust, odour and vibration.

Staging of Development

Development is proposed to occur in three distinct stages, as outlined below.

Stage One involves the following:

1. The Rangitikei District Council shall develop a MIDA Comprehensive Monitoring Framework (MIDACMF) to measure and report on the cumulative effects on the environment of the construction and operation of the Development Area to inform individual resource consent monitoring conditions and the community.
2. The Rangitikei District Council shall initiate a Community Liaison Group (CLG) to provide a means of engagement with the community in relation to development and operation of industrial activities at the MIDA.

This shall include engagement on development projects, monitoring programmes and compliance issues.

The CLG shall be independently facilitated and shall include representation from the Marton community, Rangitikei District Council, Iwi and the proposed industrial developments.

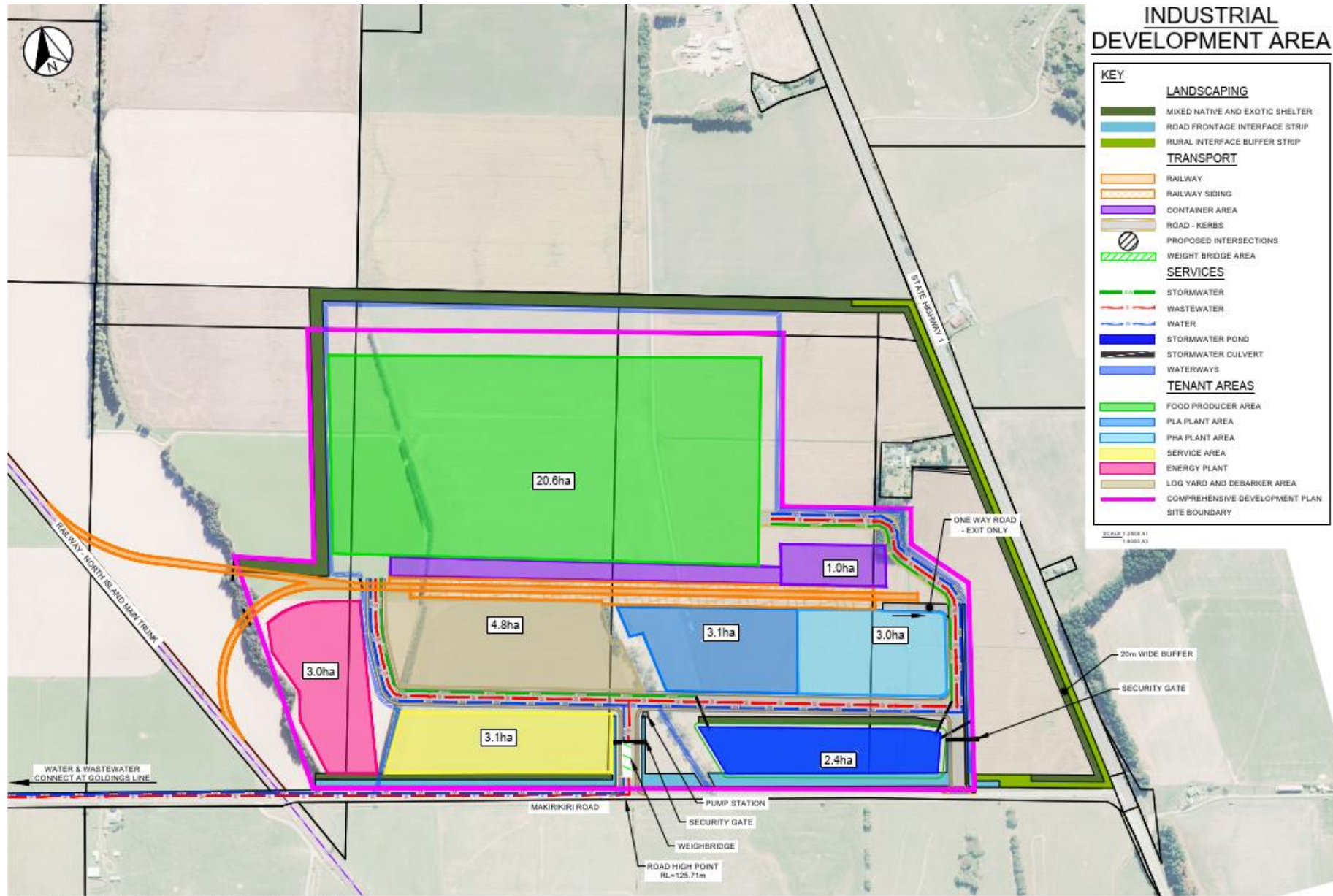
3. Removal of mature trees ahead of development must be completed under the direct supervision of a suitably qualified bat ecologist recognised by the Department of Conservation.

Stage Two comprises partial earthworks to facilitate the following construction activities and provision of services:

- The rail siding and log wagon loading area to south of siding;
- Site entrance and internal roading to provide access to the rail siding and log yard or for protection of underground services;
- Installation of underground services;
- Weighbridge facility including overflow parking area;
- Provision of ducting for services and future proofing for movement of industrial inputs between sites, if required under the rail siding and the log yard;
- Partial development of the stormwater detention basin;
- Landscaping mitigation for the entire CDP site and essential hardstand areas will be constructed onsite.; and
- Log yard and log de-barking activity.

In Stage Three all other identified activities are expected to establish within five years of Stage One.

APPENDIX-1-1- Industrial Development Area Layout Plan



AMENDMENTS REQUIRED TO OTHER CHAPTERS OF THE DISTRICT PLAN

B2-Industrial Zone

1. Add a Note to direct people to the DEV chapter
2. Amend permitted activity rule a) to state:
 - a) Industrial activities (excluding on land identified in DEV-Development Area)

Part C: Schedules

1. **Part D: Planning and Hazard Maps:** Amend the Planning Maps 4 and 21 for Marton to rezone the MIDA* to Industrial and define the MIDA* boundary with an outline.

Definitions

Marton Industrial Development Area (MIDA) – means the ~~site located within the Industrial Zone adjoining Marton, accessed from Makirikiri Road,~~ area identified as the Comprehensive Development Plan (CDP) Site in Appendix A of the CDP Framework Report as amended October 2021, prepared by WSP. Refer APP 1-1 – Industrial Development Area Layout Plan, as identified on the Planning Maps.

Industrial Service Activities* - means small business activities that can support the wider industrial activities and would include but not be limited to the following: café/ truck stop, take-away food outlets, truck wash area, vehicle repair workshops, tyre replacement workshops, offices and refuelling facilities.