



30 January 2020

File ref: 1-PL-2-9

## **Further submission from the Rangitikei District Council to the proposed District Plan Change – rural to industrial**

### **Background**

The need for a revision of the District Plan to provide options for an increase in the industrial land availability was identified in the 2016-2019 triennium by the previous Council as a key action: “By July 2020 commence a review of the District Plan to ensure sufficient commercial and industrial land is available to meet future and present demand.”

The proposed District Plan Change does exactly that by focusing correctly beyond what is currently demanded. There is no expectation that the land being rezoned will be used in its entirety in the short or medium term. Most will be retained for existing use.

The district does however have an interested party at present aiming to use approximately 30 ha of this land for a world leading Bio Forestry initiative. That initiative will provide:

- i. a Bio degradable replacement option for single use plastic,
- ii. approximately 200 direct jobs in Marton, many of them being highly paid positions, with the potential for many more indirect positions, and
- iii. a high capital build that will attract a significant rating demand easing pressure on the rating position across the district.

### **Specialist reports committed to in the section 32 report**

The two additional reports noted in the section 32 report have been received. They were a detailed traffic impact analysis and a preliminary seismic assessment. Council agrees with the recommendations in these reports. Submitters were advised that they were available when notified of the further submission process.

### **Rangitikei District Council supports the submissions by the Dalrymples (1) and the Downs Group (11)**

Their submissions recognise the increases in population and economic growth that is possible with the developments proposed and the future options that will be open. That

growth will help retain our existing businesses and schooling options which are under threat. The district faces considerable costs in the short term to comply with new government regulations such as the earthquake prone legislation and the three water review. The rating benefits and cash flow/spend in the district will help provide for financial sustainability of the district.

**Rangitikei District Council opposes parts of the submissions made by the Deans (4), Fraser Auret (10), Felicity Wallace (12) and Robert Snijders (13).**

Parts of these submissions suggest that there are alternative sites already designated under the planning documents as industrial land and that these sites should be used first. Our Council and the submission by NZ Bio Forestry indicate that the existing pockets of industrial land are not large enough; they do not in many cases provide the necessary connection to the road /rail interface that is needed; and they do not allow for future growth. Our district has been bypassed as a rail road distribution hub, something that was the founding driver for Marton with the junction of the rail networks for the North Island. By establishing the potential for an industrial hub on the proposed site, heavy traffic running through Marton would be minimized. Mr Snijders' submission also points to options outside our district which, if used, would contribute very little (if anything) to benefit our district.

**Rangitikei District Council accepts the submissions made by Horizons (14), KiwiRail (16) and the New Zealand Transport Agency (17) in part.**

Our Council recognises that traffic management plans including access to and from State highway which would be via Makirikiri Road predominantly still needs to be designed along with the handling of surface water etc. The Council is happy to work with these agencies and recognizes that any industrial use of the land now or in the future would need to go through the consenting process and comply with the rules pertaining to the industrial land. These rules would also cover such things as light spill, drainage, noise and other environmental aspects.

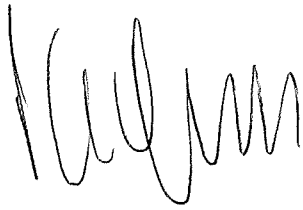
**Rangitikei District Council recognizes the concerns raised by residents on Wings line such as the Calman (2), Hancock (3) Sinclair (5) and Auret (10) submissions.**

The Council notes that there are concerns around privacy, noise and amenity issues. Although the base line position is that Wings line is a formal oversize/industrial bypass designated route and that the property proposed for rezoning also borders State Highway One, we accept the need for discussion around mitigating options that have been proposed such as plantings or a buffer zone to be agreed upon.

It is noted that the use intended by Bio Forestry includes access to be constructed from Makirikiri Road not Wings Line, and the development parcel envisaged would be parallel to the existing rail corridor between Makirikiri Road and the Malting Company.

**General.** There have been concerns raised by a number of submitters that incomplete information was provided to be submitted on. At this stage no consents have been lodged; when and if they are, they will be required to give detailed information to enable the consenting process to occur and any company or industrial user now or in the future will be required to comply with the District Plan rules. We understand that there was considerable talk around the possible use by Bio Forestry; however, those discussions were confidential and we were unable to comment in the public arena. We thank Bio Forestry for disclosing their intentions.

I wish to be heard in support of my submission. If others make a similar submission, I will consider presenting a joint case with them at a hearing.

A handwritten signature in black ink, appearing to read 'Peter Beggs', written in a cursive style.

Peter Beggs  
Chief Executive