

Rangitikei District Council

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**FORM 6 – FURTHER SUBMISSION IN SUPPORT OF, OR IN
OPPOSITION TO, SUBMISSION ON PUBLICLY NOTIFIED
PROPOSED RANGITIKEI DISTRICT PLAN CHANGE – RURAL TO
INDUSTRIAL**

Clause 7 of the First Schedule, Resource Management Act 1991

SUBMITTER/S DETAILS

Full Name DAVID HARRY DEAN & JOY BOWRA - DEAN
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File: 1-P-2-9

Doc: _____

Contact

Person

Address

Phone Number _____

(if different from above)

SUBMISSION ON

This is a further submission in support of, or in opposition to:

District Plan Change (rural to industrial) Submission Number _____

☐ I support the application

☒ I oppose the application

(give name and address of original submitter) AS ABOVE

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

Sheets

_____ (continue on a separate sheet if necessary)

I seek that the whole or part (*specify parts*) of the submission be allowed or disallowed:
(give precise details) _____

_____ (continue on a separate sheet if necessary)

☒ I **wish** to be heard in support of my submission

☐ I **do not 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

Signature David A Dean
[Signature]

Date 30th January 2020

(Person making the submission, or the person authorised to sign on behalf of the person making the submission)

Notes to person making further submission

1. Please make sure the submission is received by the Council on or before the due date, **4.00 pm 31 January 2020.**
2. A signature is not required if you make your submission by electronic means.
3. A copy of your further submission must be served on the original submitter within 5 working days after making the further submission to the Rangitikei District Council.

Since our original submission re: rezoning of 1165 SH 1 we have received and read the Opus Traffic Impact Assessment. This gives us cause for concern regarding the scope of the assessment:

1. No mention of traffic control on Makirikiri Rd. adjacent to South Makirikiri School.
2. No mention of the effect on traffic flow when the railway under pass is flooded on SH1 and traffic is diverted down Calico Line, Nga Tawa Rd. and Wings Line. This means that not only is both north and southbound traffic from SH1 but traffic, to and from the proposed rezoning, combines to create chaos.
3. The assessment says nothing about the environmental impact of the industrial rezoning. It sounds to us like an awful lot of petrol, diesel, electricity etc. etc.

The report states on p. 18 Table 3-8 that 78% of staff will come from outside The Rangitikei so where is the economic/social benefit to our region? We are being asked to accept the lifestyle changes and environmental effects that will be inevitable if this Industrial development goes ahead with little benefit to the present population of Marton/ Rangitikei.

The Opus Assessment on p.16 linked to note 11 at the bottom of that page and p.29 4.3.5 states that the presence of railway sidings in Marton have not been part of their assessment. The Manawatu Standard of the 27th November 2019 had a front page report of a new Rail transport plan for Palmerston North (copy enclosed). The report states that the development will include warehouses and log yards, so why would KiwiRail develop sidings in Marton? It should also be remembered that New Zealand's rail network consists, mainly, of single track lines which restricts a large increase in rail traffic. This therefore means that logging traffic, which we are told can only use public roads during daylight hours, would significantly increase traffic on already busy SH 1 and SH3 (see p. 25 of the Opus assessment that discusses a 60 minute delay at the SH1/ Makirikiri Road intersection) etc.

The Opus Assessment on p. 15 states that NZTA have imposed noise restrictions adjacent to SH3 (should be SH1). If this Industrial rezoning goes ahead why can't it have similar buffer zones for the other boundaries of the proposed development?

Although peak hours are discussed in the Opus report on p. 11, there is nothing in the report as to whether they are talking about a 40 hour week or a 24/7 scenario surely this would affect their conclusions in terms of staff and heavy vehicle movements.

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In summing up we believe that with both the TPG and Opus reports too many assumptions have had to be made and yet the Council feels comfortable in making the decision to go ahead with the rezoning. We think there should be a closer look at what is proposed before it is too late to change.

Having said that we have had visits from The Mayor on 14th August 2019 and 6th January 2020 which where most helpful although we were not sufficiently persuaded to change our submissions.



KiwiRail has released images of its proposed rail freight complex in Palmerston North.

Right, Regional Economic Development Minister Shane Jones welcomes progress to rejuvenate rail with a new centre in Palmerston North.

WARWICK SMITH/STUFF



Rail transport plan could attract billions



Freight

Janine Rankin

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KiwiRail's planned regional freight centre could attract \$2 billion to \$4b of investment into Palmerston North, chief executive Greg Miller said after unveiling master plans for the facility.

Regional Economic Development Minister Shane Jones was in Manawātū yesterday for the launch of KiwiRail's proposals.

Plans for the centre for road and rail freight distribution have been developed following a \$40 million investment from the Provincial Growth Fund.

Jones welcomed it as a major development for freight distribution across the lower North Island, fulfilling the Labour-led coalition Government's promises to rejuvenate rail.

"It will allow for greater use of rail ... efficiently link rail and road freight together, and create a focal point that will help draw more distribution businesses to

the Manawātū," he said.

Miller said the Government's backing was a catalyst for a "bold" venture, which was likely to attract investment from customers keen to locate their facilities at the new site.

"We have infrastructure investors at our door who want to locate or co-locate. It does not need to be us paying for it all."

He said the investment had potential to release an enormous amount of value.

Miller said Palmerston North was an ideal location given it was already the largest freight destination outside Auckland, was home to many distribution centres, had plenty of available flat land, and reliable weather.

The presence of Massey University and an educated workforce was also important.

But where the likely 3-kilometre stretch of railway sidings, warehouses, log yards, container terminal and freight-forwarding facilities will be has not been decided.

KiwiRail was considering potential sites and would consult the public early next year before moving into the formal process of designating its preferred piece of land.

Palmerston North mayor Grant Smith said the hi-tech centre would integrate road, rail and air freight in the central North Island, and the progress on the master plan was "fantastic".

The development would free up land along Tremaine Ave used for rail freight so it could be used for other purposes, possibly including much-needed housing.

Along with development of a regional freight ring road around the outskirts of Palmerston North, it would help move large trucks off some of the city's streets.

Smith said KiwiRail's plans recognised and built on Palmerston North's prime location as a distribution centre and to a large extent revived its history as an important rail centre. "It has an element of back to the future, to a time when our prosperity rode the rails."

Smith said it would improve efficiency in moving freight and support Palmerston North's eco-city aspirations, as each tonne of rail freight produced 66 per cent fewer carbon emissions compared with road.

It also supported the Accelerate25 goal of Accessing Central New Zealand.

BIO-FORESTRY, which will get \$380,000 towards research into bio-plastics based on pine trees. A trial factory in Marton could bring 200 jobs to the region at New Zealand's first bio-plastics facility.

Jones said the Government wanted fewer raw logs shipped overseas and projects such as Bio-Forestry's "game-changing" research would help boost the number of logs processed in the provinces. And the Government considered it a key step in developing technology that could help New Zealand's shift to being a low-emission economy and hit its climate change targets. "We also know that trees play a huge role in reducing our greenhouse gas emissions, not just by absorbing carbon, but also through innovative use of wood fibre."

Jones said that would bring big benefits to Manawātū, particularly local iwi, which owns forestry land.

Bio-Forestry chief executive Wayne Mulligan said millions of tonnes of wood was wasted in processing by the forestry sector each year and the plant would turn that material into fully biodegradable, compostable and renewable plastic.

The next largest investment will be \$200,000 for Horizons Regional Council to revamp the Accelerate25 economic action plan, launched in 2016. The funding was intended to help Horizons ensure the plan reflected recent changes in the regional economy and kept in tune with what residents wanted, Jones said.

The announcement also included \$120,000 for the Rangitikei District Council's Tutaenui Community Agricultural Water Scheme.