

## **Submission on Industrial Zones in the Buller District.**

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20/11/2024

My submission is late because since the TTPP has been under review I have been mostly overseas and have only just returned to Westport on a more regular basis.

Firstly I will give a brief history and an account of my experience in living in a residential area in a industrial zone.

As a family we arrived to our residence at 57 Stafford Street in about 1959. My parents wished to enjoy the quiet rural life style and bring up the family (which ended up a large family), in the rural environment.

In the nineteen eighties the Council declared the Robertson, Stafford Streets and McKenna Road area industrial, this was without any consultation with any of the residents in the area. In the nineteen nineties as the Resource Management Act (RMA) came into existence the council sent notification to request comments on the area being industrial. This was before any of the Heavy to General industries were on their current sites.

In my submission I pointed out to the Council that the land was high productive agriculture land and to get to this site, transport for any industry would have to travel through the residential zone. The councils reply was that they elected to retain the land as industrial.

The land in the Robertson Street area became the site of an engineering industry which has expanded over time. Then the Stafford Street area became the site of a trucking firm and concrete manufacturing plant and lately some engineering firms have established in the building.

Originally the Stafford Street site was to have a ball-mill crushing plant established on it, but the towns residents protested to have this stopped, the horrendous noise from a plant like this would have been heard all over the town.

The noise from all these industries has increased overtime and still increasing. There is limited hours during the day that the industries can work on these sites but these have never been observed. There is light pollution at night, continual noise on a daily basis, this included Saturdays and Sundays, although Sunday at times doesn't appear as bad as the other days.

The noise involves the Engineering industry on Robertson Street, the likes of machines working in the yard, machinery noise from the workshop, which is even louder when the workshop doors are open. This noise can be heard in my kitchen even though the wall cavities are insulated and the windows are double glazed.

For the concrete manufacturing sites we have crushing plant noise and dust and many vehicle movements to and from the site, trucking gravel to be crushed for concrete material. Visits by the cement provider, metal recycling truck etc.

The trucking yard has multiple noises. There are also other engineering firms housed within the building which create their own noise, freight agents frequently visit the site and there is a twenty four hour fuel stop on the yard. All vehicle movements for these sites have to transverse through the

residential areas of the town.

Some recent events are: Monday 18<sup>th</sup> November the yard on the Stafford Street site was graded with the bucket of a loader. The resulting extremely loud screeching sound continued from about 0900 to 1200 and again for about an hour in the afternoon.

Tuesday the 19<sup>th</sup> November the Engineering workshop in Robertson Street had machinery running till after 2230 at night. The noise is that which I can hear in my kitchen.

The best part is the twenty four hours coal trucking to Ikamatua. With this the noise is basically all over the twenty four hours of the day with the odd short lull in the early hours of the morning, when I have gained a short amount of sleep. I have kept detailed records of vehicle movements and noise since the 12<sup>th</sup> of October and these records show that I get very little sleep.

The twenty four hours trucking came about because of the rail tunnel collapse at Reefton. The Buller District Council (BDC) gave the trucking firm permission to operate twenty four hours and as the trucks are unable to carry a full load because of bridge weight restrictions between Ngakawau and Westport. Coal is dumped at the Stafford Street site and trucks travelling to Stillwater top up their loads at the trucking yard.

As you can see there is no time that I can enjoy the natural characters of the rural environment in my retirement because of the devastating affects by the inappropriate placement of the surrounding industries which have destroyed the amenity values and quality of the environment of this area.

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#### ***Quote***

Report Nine Industrial Zones

Functional and Operational Constraints of Industrial Activities:

The functional and operational constraints, and potential for adverse environmental effects, mean that careful consideration needs to be given to determining optimal locations for industrial zoning.

Key issues:

A highly productive industry sector is critical to the effective functioning of the West Coast. As industry is a large economic contributor to the community, it is vital to maintain the integrity of the sector. The resource management issues for industry on the West Coast are:

Providing adequate land for industrial uses:

Together, land supply and the location of the land are critical in ensuring the industrial sector is supported. Land needs to be feasible, serviced, developable and connected to transport networks in order to meet the growing population's demands.

Managing the adverse effects of industry:

The operational and functional needs of the industry means that industry has the potential to generate significant adverse effects on the environment. The RMA directs the committee to prioritise the preservation of the natural character of the environment, and maintenance and enhancement of the amenity values and the quality of the environment. TTPP must provide for



industrial activities and their contribution to social and economic well being, while making sure appropriate safeguards are in place to protect the environment from their adverse effects.

*Unquote*

The Industrial Zone encompassing Robertson, Stafford Streets and McKenna Road. This land is high value productive agricultural land.

It is not only an inappropriate area for an industrial zone because of the high value agricultural land, but it also borders residential and rural residential areas and is located in an area that doesn't have good heavy vehicle access and good visibility from an arterial road.

The proposal is to rezone the Robertson, Stafford Streets and McKenna Road industrial area to General Industrial. This will mean the high quality agricultural land that this area is sited on will be lost. Most of the land in this zoned industrial area is still used for agriculture.

My understanding is that there are other areas around Westport that were recently denied planning permission to subdivide for housing because of the importance of the land for agriculture. Yet the Robertson, Stafford Streets, McKenna Road area is still available for industrial use.

To get to the Stafford Street Industrial site (which is a trucking site, concreting manufacturing site, (which includes a gravel crushing plant), engineering site and a 24 hour fuel stop), upon entering Westport from the West via the Buller Bridge heavy vehicles need to traverse 2.4km of road through the residential area of Westport township via Palmerston, Mill, Queen and Stafford Streets.

There is another slightly shorter route via Menzies, Roebuck, Queen and Stafford Streets, but this also traverses the residential area.

Its is also not appropriate for additional reasons in that the turnoff to Menzies Street is a right hand turn at the base of the ramp from the Buller Bridge on a curving down hill run which would become a dangerous bottle neck for traffic arriving from the Buller Bridge as there is no inside passing bay. The camber on the road doesn't promote a right hand turn especially for fully laden large truck and trailer units as it is to the left, any opposing traffic would mean that the fully laden truck unit would have to wait to turn right to enter Menzies Street. To use this route would cause a build up of traffic from the Buller Bridge and with a truck and trailer unit waiting to move off from a stationary position there is increased possibility of a road accident.

To also get to this site from the northern area, heavy vehicles travel via Stephens road, McKenna Road and Stafford Street. The section of Stephens road from the Bridge to McKenna Road is not built for heavy truck movements. It is very narrow and has a poor foundation and road surface, as has been demonstrated by the 24 hour trucking of coal over this road from 24 June 2024.

With 24 hour trucking of the coal the truck and trailer units then leave the Stafford Street site and travels to the state highway via the Buller Bridge through the residential zone.

The Robertson Street site also has to be accessed through the residential area via Palmerston, Mill, Derby and Robertson Streets. A distance from the Buller Bridge of 1.85 km.

Sergeants Hill Industrial area is in the centre of a rural residential area. The question is whether or not this is now a suitable industrial site.

The Buller District is full of indiscriminate subdivisions with very few places now available to have Industrial sites, especially Heavy Industry. By proposing to rezone the old Cement works site to light Industrial we are destroying the prospects and ability of future generations to put their mark on the District.

Two of the key issues is to provide adequate land for industrial uses and managing the adverse effects of the industry. These issues would not be sorted if the cement works site was rezoned to light industrial. The integrity of the sector would not be maintained.

We need to have Heavy Industry sites on the coast, we can not direct the districts future when this is not ours to make. We do not know what the future holds and we should not be restricting decision makers of the future from determining the development of the Buller District.

Cape Foulwind, the old cement works site is already designated Heavy Industry and there is a proposal to rezone it to light industry and rural residential.

As has been shown by the past siting of the cement works on this site it is an ideal Heavy Industry site and probably the only suitable Heavy Industry site in the Buller District.

As we don't know what the future holds we should be creating a District Plan that allows our future leaders and citizens to make their own decisions on where the district should progress too. Therefore this site should be kept Heavy Industry with allowance for General Industry to be also included.

The area was recently considered for a Waste to Energy Plant, we will not be able to or our future decision makers be able to plan any Heavy Industry projects like this in the future if we rezone to Light Industrial and Rural Residential. This would definitely be a big detriment to our community.

In the words of Doris Day "the future is not ours to see", so we should not be determining it for our future citizens by destroying their the last bastions of hope for any Heavy Industry of the future.

The Robertson, Stafford Street and McKenna Road Industrial Zone should be rezoned rural in keeping with the surrounding rural areas and to preserve the high value agricultural land and prevent the noise and other pollutants that is now created from these sites.

Over a determined time the industries at the eastern end of Robertson Street and those in Stafford Street should be moved to a more suitable industrial area.

The industry at the end of Robertson Street would be ideally situated on the old cement works site at Cape Foulwind, along with the concrete manufacturing industry.

The Trucking Industry would be better suited at a site before the Buller Bridge to reduce the numbers of large truck and trailer units entering the towns residential area.

The Robertson, Stafford Street, McKenna road area industries have many issues, like vehicle access via residential areas, poor visibility from an arterial road, noise and other pollutants to the surrounding rural and residential areas. Which mean that they don't comply with the current Buller District Plan, let alone the proposed TTPP.



Thank you for considering my submission and I hope the information is helpful in the preparation of a workable TTPP for all citizens of the Buller and Westcoast into the future.

John Currie

A handwritten signature in cursive script, appearing to read "J. Currie", is written over a horizontal line.

5 pages