

# Industrial Site Selection Report

## Hastings District



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## Executive Summary

To satisfy industrial land requirements in the Hastings District over the next 10-15 years, an additional 80-120 hectares of industrial zoned land is considered to be required.

A total of 838ha of land has been investigated and assessed in order to select appropriate sites to satisfy this requirement. This is made up of 56ha around the existing Industrial 6 node at Irongate, 257ha around the Omaha Road corridor and 525ha between the Tomoana and Whakatu Industrial zones.

Consultation with tangata whenua and key stakeholders has been undertaken as part of this assessment. The information gained through consultation has been taken into account when selecting the most appropriate sites for industrial use.

A preliminary assessment of environmental effects of potential sites has been undertaken covering issues such as effects on natural resources (particularly the prime soil resource and the unconfined aquifer), existing amenity and character levels, effects on adjacent land use and tangata whenua values.

Servicing constraints and costs have also been investigated and combined with stakeholder consultation in order to assess the financial feasibility of sites for market acceptance.

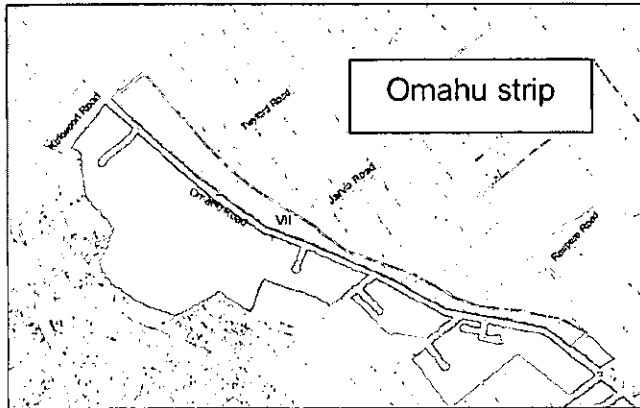
The preliminary environmental effects assessment has been combined with the information on servicing costs and stakeholder consultation. This has formed the basis of a proposed strategy for the expansion of industrial zones in the District for the next 10-15 years and beyond.

This strategy selects three sites to be zoned for immediate industrial activity. A narrow strip of 39ha of land is proposed to be rezoned on the northern side of Omaha Road (Omaha Road strip), a 38ha area of land located close to Tomoana (Tomoana extension) and an 11ha site in the Irongate area (Irongate Cluster) are proposed for immediate rezoning. A second site in Tomoana is recommended for rezoning as deferred industrial to provide scope for the establishment of a large scale industrial enterprise as recommended in the Pittman Report. Two sites in the Irongate area are also recommended for deferred industrial rezoning (see Figure 1, page 5).

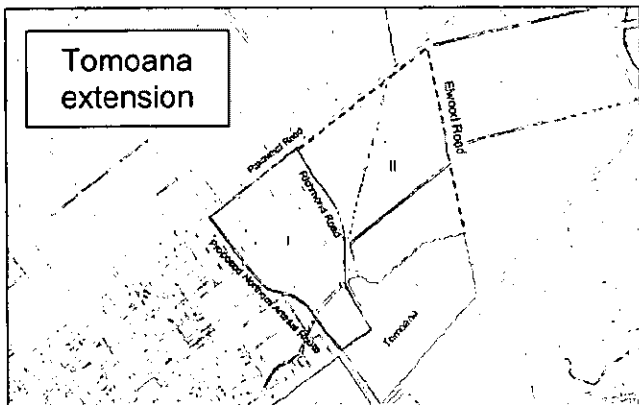
Beyond the 10-year timeframe additional sites have been identified for potential industrial extension in the 10-20 year time period, or earlier if uptake of the existing and rezoned industrial resource occurs more rapidly than expected.

It is anticipated that prior to any Plan Change being adopted, further detailed investigation and consultation will be undertaken.

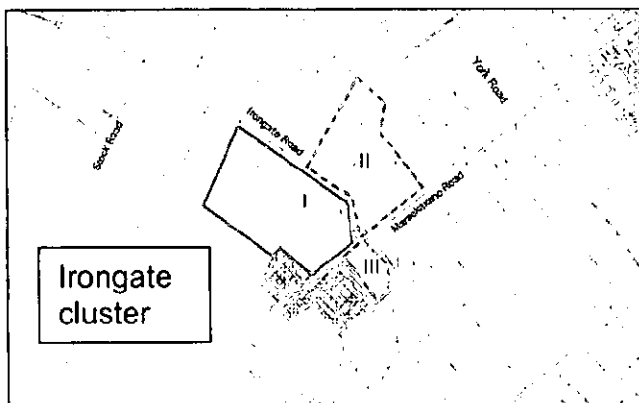
**Figure 1: Site Maps of Areas Proposed for Industrial Zoning**






The configuration of the Omahu strip (Omahu site VII) arose out of the need to provide high profile industrial sites, locate industrial service activity on land of poorer quality soils where possible, avoid spoiling the amenity and special character associated with the Oak Avenue area, and to reduce impacts of additional storm water on the Raupare catchment.





The Tomoana extension (Tomoana / Whakatu sites I and II) although situated on prime soils, the location adjacent to the existing industrial zone with easy access to existing infrastructure services including the major traffic corridors makes it appropriate for industrial zoning for wet industries. Site I has been identified for immediate zoning whereas site II has been identified for deferred industrial zoning for future expansion or as a site for a large industrial development.



The rezoning of Irongate site I to industrial would consolidate this existing industrial area while also catering for additional industrial land. The site is situated on poor quality soils in an area characterised by the existing timber and transport based industries. The cost in servicing this area for trade waste limits wet industry opportunities in Irongate. Sites II & III have been identified for deferred industrial zoning. Together these sites make up the Irongate cluster.

-  Proposed industrial zoning
-  Proposed deferred industrial zoning
-  Industrial 2 zone

-  Plains zone
-  Industrial 6 zone

# 1.0 Introduction

## 1.1 Purpose of Report

The Hastings District requires an additional 82-115 hectares of industrial zoned to meet expected demand to 2012 (Logan Stone; 2002). The purpose of this report is to select the most suitable land to zone for industrial purposes.

## 1.2 Background

1.2.1 On the 14<sup>th</sup> of November 2002, it was reported to the Development and Environment Committee that statistical and anecdotal evidence suggested a current and projected future shortage in suitable industrial land for new and expanding businesses in the Hastings District.

1.2.2 Council endorsed the concept of increasing the size of the District's industrial land inventory by around 80-120 hectares over the next 10-15 years, and authorised officers to investigate and undertake consultation on the Irongate, Whakatu East, Tomoana/Whakatu Corridor and Omaha Road areas for potential industrial zone expansion with a view to preparing a change to the District Plan.

1.2.3 Council initially identified around 700ha of land in the above areas. During the investigation process Council staff have added further areas for consideration. In total 838ha of land has been assessed to determine the most suitable land for industrial zoning.

## 1.3 Report Content

1.3.1 As the Resource Management Act requires an assessment of environmental effects to be prepared for the sites that are selected to be zoned industrial, it is considered beneficial to undertake preliminary assessments of environmental effects for all sites to assist the Council in short listing sites.

1.3.2 This report contains preliminary assessments of environmental effects for all sites. This includes an assessment of the legal context within which development in the District is managed, a description of consultation undertaken and the issues that have been raised, a description of all sites followed by an assessment of the environmental effects of rezoning each site for industrial activity.

1.3.3 Servicing costs and constraints are then discussed.

1.3.4 In order to assist in selecting the preferred sites for industrial zoning a site selection summary table has been drawn up which summarises the positive and negative impacts of zoning the sites industrial. This is based on information contained throughout the report.

1.3.5 The report concludes by recommending the most suitable sites to zone for industrial use.

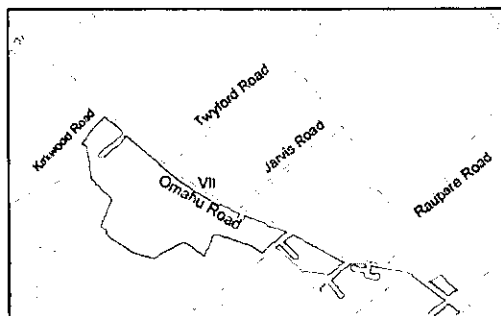
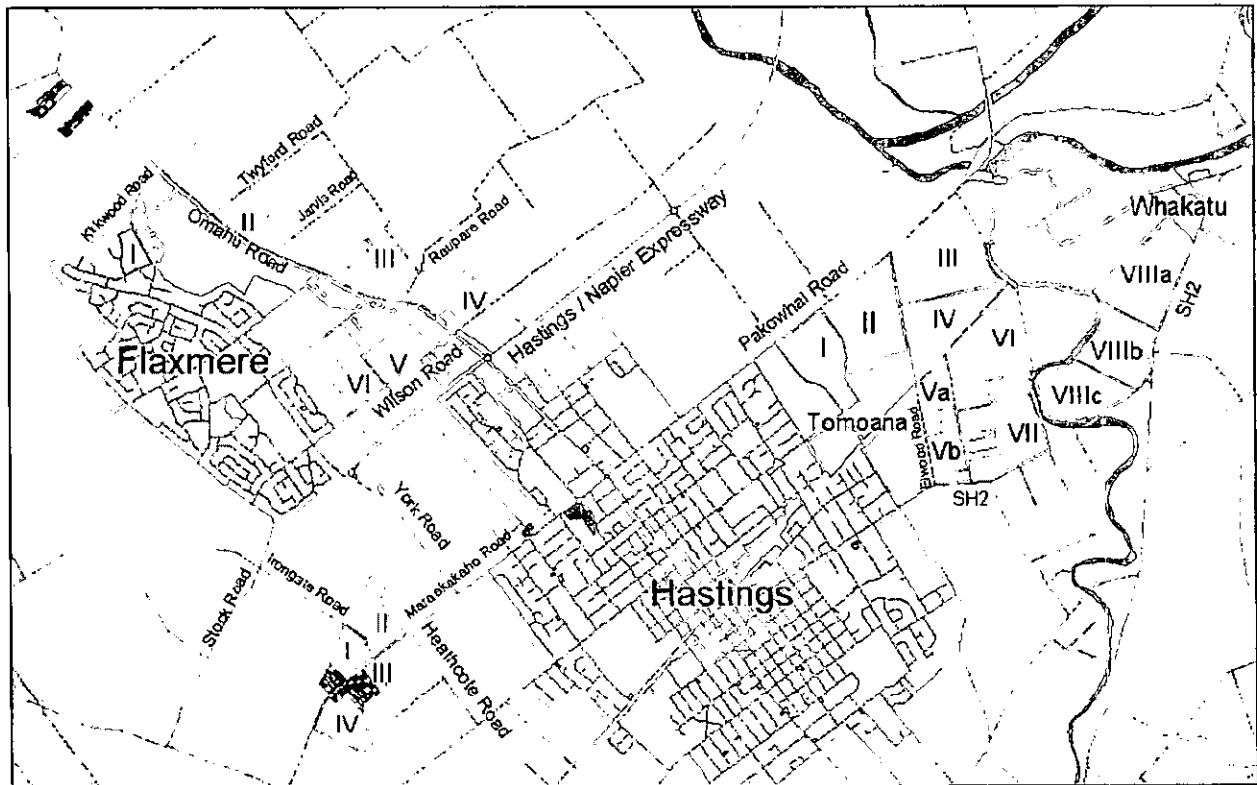
## 1.4 Overview of Sites

1.4.1 Sites comprising of a total area of 838ha have been identified surrounding three existing industrial nodes (see Figure 2, page 7). An overview of these sites follows.

- Irongate Industrial Node - four sites have been selected surrounding the existing industrial 6 zoned area located near the corner of Irongate and Maraekako Roads. Sites I, III and IV are immediately adjacent to the existing industrial area with site II being adjacent to site I. The four sites have a total area of 56 ha;

- Omaha Road Industrial Corridor - seven sites have been selected, four of which are situated on the northern side of Omaha Road between the Expressway and Kirkwood Road. The remaining three sites are adjoining existing industrial zones - one site is located opposite the current deferred industrial zoning on Kirkwood Road and the two remaining sites are located to the south of the existing industrial area between the expressway and Henderson Road. The total area of the sites is 257 ha;
- Tomoana / Whakatu Industrial Area – eleven sites have been selected, two to the north of the existing zoned Tomoana industrial area bounded by Pakowhai Road, Elwood Road and the proposed Northern Arterial Route, sites III -VII are located between Pakowhai Road, the Karamu Stream, Elwood Road and State Highway 2, the remaining three sites are situated in the Whakatu East area between the existing Whakatu industrial area, SH2 and the Karamu Stream. The total area of the sites is 525 ha.

**Figure 2: Overview of Sites Assessed for Industrial Zoning**



## 2.0 The Resource Management Act and other Planning Documents

### 2.1 Overview

- 2.1.1 As part of carrying out any Assessment of Environmental Effects it is necessary to consider the legal context which development within the District is managed.
- 2.1.2 The Resource Management Act (1991) has set up a framework by which development within New Zealand is managed in a sustainable manner.

### 2.2 Resource Management Act (1991)

- 2.2.1 The purpose and principals of the Resource Management Act are contained in Part II, sections 5, 6, 7 and 8. The philosophy of the Resource Management Act (RMA) is embodied in its purpose s5, which is:

*to promote the sustainable management of natural and physical resources while enabling the community to provide for their social, economic and cultural well being.*

In this Act, "sustainable management" means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while-

- (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
- (b) Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
- (c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment.

Sections 6, 7 and 8 contain the principals of the RMA, which are:

#### 6. Matters of National Importance

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:

- (a) The preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development;
- b) The protection of outstanding natural features and landscapes from inappropriate subdivision, use and development;
- c) The protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna
- d) The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers
- e) The relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga.



## 7. Other matters

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to—

- (a) Kaitiakitanga:
- [(aa) The ethic of stewardship:]
- (b) The efficient use and development of natural and physical resources:
- (c) The maintenance and enhancement of amenity values:
- (d) Intrinsic values of ecosystems:
- (e) Recognition and protection of the heritage values of sites, buildings, places, or areas:
- (f) Maintenance and enhancement of the quality of the environment:
- (g) Any finite characteristics of natural and physical resources:
- (h) The protection of the habitat of trout and salmon.

## 8. Treaty of Waitangi

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).

- 2.2.2 This industrial zoning proposal must be in accordance with the above purpose and principals of the RMA.
- 2.2.3 National, regional and district statutory documents are mandatory tools prescribed by the RMA that aid and guide territorial authorities to achieve the sustainable management of natural and physical resources.
- 2.2.4 Other non-statutory documents have been developed by territorial authorities, the Ministry for the Environment, and organisations responsible for the provision of infrastructure in order to better plan for future population growth and the expansion of development within regions.
- 2.2.5 These statutory and non-statutory documents, their purposes and relevance to this industrial rezoning proposal are outlined below.

### **2.3 The Hawkes Bay Proposed Regional Resource Management Plan (RRMP) (as amended by decisions on submissions, June 2001 and incorporating the Hawkes Bay Regional Policy Statement).**

- 2.3.1 The purpose of this Plan is to set out the policy framework for managing resource use activities in an integrated manner across the whole of the Hawke's Bay Region.
- 2.3.2 The following RRMP objectives are relevant to rezoning additional industrial land:

*To achieve the integrated sustainable management of the natural and physical resources of the Hawke's Bay region, while recognising the importance of resource use activity in Hawke's Bay, and its contribution to the development and prosperity of the Region.*

*To maximize certainty by providing clear environmental direction.*

*To avoid the imposition of unnecessary costs of regulation on resource users and other people.*

- 2.3.3 The rezoning proposals aim is to provide additional land to cater for current and future industrial demand in areas where the adverse environmental effects of such activities and resource users will be minor. Therefore, the proposal will promote the integrated sustainable management of natural and physical resources within the District while providing a clear strategic direction for industrial development in the District over the next 10-15 years. In addition, the provision of additional land zoned for industrial activities will minimise the costs associated with resource consent applications to locate industries on land zoned for purposes other than industrial.
- 2.3.4 The remaining sections of the RRMP set out objectives and policies related to specific resource issues within the Region. Of relevance to this proposal are objectives and policies associated with:
- The occurrence of nuisance effects caused by the location of conflicting land uses;
  - The risk of contamination of groundwater arising from industrial land use practices and spills into the Heretaunga Plains aquifer system;
  - The susceptibility of the region to flooding hazards;
  - Consultation with Maori in a manner that creates effective resource management outcomes.
- 2.3.5 The majority of sites selected for investigation for industrial rezoning are buffered or otherwise isolated from existing residential areas where land use conflicts would be most apparent and therefore are on the whole considered to have minimal impacts in terms of conflicting land uses. There are however sites under consideration, which have the potential to generate significant adverse effects on residential properties. These sites would be considered less suitable for industrial rezoning on this basis, or require specific mitigation measures such as buffer reserves.
- 2.3.6 There is also potential for land use conflicts between horticultural and industrial land users, for example spray drift associated with orchards negatively impacting on a food processing business.
- 2.3.7 The contamination of the Heretaunga Plains Unconfined Aquifer is a significant issue that needs careful consideration in respect of selected sites in the vicinity of the Omahu Road Industrial Corridor. Reticulated services may be required to reduce the potential for contamination of the aquifer if these sites were to be zoned for industrial purposes. Sites selected for investigation in the Irongate and Tomoana / Whakatu area are not above the aquifer and therefore not subject to such issues.
- 2.3.8 Selected sites that are susceptible to flooding hazards are considered to be less suitable for industrial rezoning. However, where these can be sufficiently mitigated, rezoning for industrial activity may be considered.
- 2.3.9 Council officers have undertaken consultation with hapu and whanau of the District regarding the proposed rezoning of land for industrial purposes. A hui was held to discuss the implications for Maori of rezoning sites for industrial purposes with the view to assist Council Officers in the selection of the most appropriate sites. Subsequent invitations were made to marae, iwi agencies and Maori organisations to comment on or raise concerns regarding sites under investigation for industrial zoning.

## **2.4 Hastings District Strategic Plan "Hastings Towards 2011"**

- 2.4.1 The purpose of the strategic plan is to provide a vision for the future of the District. The plan guides Council's proposals for the development of the District over the next 10 years. The plan sets outcomes for key focus areas. Of relevance to this proposal is the economic growth outcome:

*Opportunities abound and are being realised by people living and moving here.*

- 2.4.2 Key strategies and actions are outlined in the Plan to achieve the above outcome. These include:

*Provide policies, services and infrastructure that attract and enable new and existing businesses and people to succeed.*

*Support and advocate regional economic development initiatives.*

*Actively promote and respond to business opportunities.*

*Proactively support economic development opportunities e.g. industrial estate concept.*

*Create an enabling District Plan that encourages sustainable business growth.*

- 2.4.3 The proposal to rezone more land in the District for industrial purposes is a response to research, which indicates that there is a scarcity of industrial zoned land available. Currently businesses advise that it is difficult to find any industrial zoned sites on which to relocate or expand their operations. The provision of sufficient land for industrial activities is a key component of sustaining economic growth and therefore essential to the realisation of the economic growth outcome.

## **2.5 The Operative Hastings District Plan, June 2003**

- 2.5.1 The purpose of this document is to regulate activities within the District in order to facilitate the sustainable management of its natural and physical resources. The District Plan guides and controls how land is used, developed or protected in order to avoid or lessen the impact of any adverse effects on the environment.
- 2.5.2 The following resource management issues, objectives and policies outlined in this document are of relevance to the proposal to rezone additional industrial land within the District:

### **Resource Management Issues**

2.3.2 *Ensuring the sustainable use and opportunity for the economic development of the natural resources of the District.*

2.3.3 *Establishing long term planning strategies for the District's Development*

2.3.5 *Protecting the District's natural environment*

2.3.6 *Recognising and enhancing the amenity, heritage and character of the District*

2.3.7 *The avoidance of hazard.*

### **Industrial Zone Objectives**

IZO1 *To facilitate efficient and optimum use and development of existing industrial resources within the Hastings District.*

IZO2 *To ensure that adverse effects of industrial use, development or subdivision are avoided, remedied or mitigated.*

IZO3 *To ensure that industrial use and development is capable of co-existing with existing activities and maintains acceptable amenity levels.*

- IZO4 To ensure that existing industrial use is protected from incompatible uses and activities (including more sensitive activities) of surrounding environments*
- IZO5 To enable the efficient and effective use of the District's resources by providing for the development of new industries.*

#### **Industrial Zone Policies**

- IZP2 The optimal use and rationalisation of existing industrial areas and resources in the District will be preferred over further greenfield industrial development.*
- IZP5 Industrial development and uses will be encouraged to locate in areas with adequate existing sewerage, water and stormwater infrastructure in preference to areas where significant infrastructural upgrading is required.*
- IZP7 Protect the vital water resource contained in the unconfined aquifer from contamination risks from industrial uses and development.*
- IZP14 Generally direct industry with potential for significant adverse effects, such as noise or dust generation, heavy traffic movement, glare or odour, to locate on sites that are remote or adequately buffered from residential areas.*
- IZP18 Introduce a Deferred Industrial 2 Zone to identify land intended to be developed for future industrial expansion.*
- IZP19 Ensure appropriate provision is made for the continued operation and development of major industries which make a significant contribution to the District and Regional economies, while avoiding, remedying or mitigating effects on the surrounding environment.*

2.5.3 This assessment of appropriate sites for industrial zoning is considered to be in accordance with the above objectives and policies as the sites selected for investigation are clustered around existing industrial areas, buffered from incompatible zoned land such as residential, and provide appropriate sites for the long term expansion and development of industrial activities.

2.5.4 In respect of Objective IZO1 and Policy IZP2 substantial research on the need for additional industrial land within the District has confirmed the necessity to rezone greenfield land to meet current demands (refer to Logan Stone, 2002). It is acknowledged that the Whakatu area has not yet reached capacity. However, the Whakatu industrial area is more suited to larger scale wet industry and needs to be preserved for such activities. Anecdotal indications are that medium to small scale industries are experiencing the most difficulty in finding suitable industrial sites at present. Therefore, given that Council does not wish to encourage such industries to locate in Whakatu (which would generate an inefficient use of infrastructure), new industrial land areas are required to accommodate these industries.

#### **2.6 Regional Land Transport Strategy (RLTS), October 2002**

2.6.1 The purpose of this strategy is to ensure the future transportation needs of the Region are met in a safe and efficient manner. This document sets out objectives and methods to achieve the transport requirements of the Region. The following are relevant to the selection of sites for industrial rezoning:

## **Objective 4.2 An efficient and effective land transport network**

*A land transport network that is responsive to the economic needs of the Region and enables and promotes economic growth. In particular, a land transport network that enables freight to be moved in an efficient manner. A priority is the movement of primary products from their source to processing industries and from processing industries to the Port of Napier.*

### **Methods of Achievement 4.2.3**

*Method 4: Establish key heavy transport routes as part of the roading hierarchy within the Hawke's Bay Region, and encourage heavy traffic onto those routes. This includes maintaining a strategic route to the Port of Napier by the coastal route and from the expressway.*

*Method 11: Encourage the location of industrial development close to identified heavy transport routes or in areas of good access to the arterial roading network.*

*Method 17: Advocate and provide for future industrial developments which involve substantial volumes of heavy traffic to locate where rail will be a possible transport option for these goods to and from those developments.*

- 2.6.2 In selecting the sites to be investigated for possible industrial rezoning, consideration was given to their location in respect of the existing state highway and arterial road network to minimise potential adverse effects on the existing land transport network. Further, all greenfield sites selected for further investigation are located in close proximity to existing industrial areas to minimise any potential impacts on the roading network.
- 2.6.3 All sites are located immediately adjacent to or very close to the RLTS suggested heavy transport routes.
- 2.6.4 The sites selected in the Tomoana / Whakatu Corridor are located in close proximity to the rail network with the potential for industries with substantial volumes of heavy traffic to consider rail as a possible transport option.

## **3.0 Consultation**

### **3.1 Summary of Consultation Undertaken**

3.1.1 In determining the most appropriate sites for industrial zoning, initial consultation has been undertaken with the following groups:

- Hui with Tangata Whenua and Maori organisations
- Focus group interviews with land user groups such as New Zealand Fruit Growers Federation and Hawkes Bay Grape Growers Association
- Directly affected land owners
- Whakatu Community Trust
- Focus group interviews with Industry Leaders

3.1.2 Consultation has also been ongoing with Hawkes Bay Regional Council staff and Council's Servicing and Roding Engineers.

3.1.3 Issues arising from initial consultation are summarised below.

### **3.2 Affected Landowners**

3.2.1 All land owners whose land was identified in the scoping stage of this project were notified by letter in March 2003 that their land had been identified as being potentially suitable for industrial use. Some affected land owners that were not initially identified by Council (lease holders had been identified instead of the owners) were sent letters in May 2003.

3.2.2 Owners were asked to contact Council staff if they had any initial comments to make and that they would be contacted again once the initial investigations had been undertaken.

3.2.3 Many landowners did contact Council staff after receiving this letter, mostly enquiring about how the possible rezoning would affect them.

3.2.4 There were a number of issues raised by landowners as set out below:

- Owners of some established residential houses along Omahu Road were concerned at the loss of amenity if the area was zoned industrial.
- Concern over noise and general negative effects of industrial development in the Omahu area, some of which are already having adverse effects on residential amenity.
- Economic opportunities that may be created if land is zoned industrial.
- The industrial zoning of the land provides for a much wider variety of activities to establish as of right making it more attractive for developers and therefore more valuable to landowners
- Some land that was thought to be productive along Omahu Road is in fact non-productive because of soil disease.
- Amenity value of Oak Avenue
- Issues regarding zoning parts of titles as opposed to following property boundaries and resale values /practicalities associated with this for land owners.
- Need for further industrial land.
- Residential home owners not keen on land being zoned industrial.
- Affect on rates
- Currently landowners future is in limbo until Council confirms which areas will be zoned industrial.
- Mixed use developments rather than segregated zonings
- Effects on orchards and particularly organic orchards
- Conflict with lifestyle developments

- Business cases supporting industrial development in certain areas
- Buffer zones necessary in some cases

### **3.3 Tangata Whenua**

3.3.1 After advice from the Hastings District Maori Advisory Committee a Hui was arranged for all hapu and whanau of the District. The Hui was advertised in the Hawkes Bay Today and invitations were sent to all Marae and Maori Committees in the Hastings District and Maori organisations such as Ngati Kahungunu Iwi Incorporated, Te Taiwhenua o Heretaunga, Te Taiwhenua o Whanganui o Rotu and Ahuriri and Heretaunga Maori Executives.

3.3.2 The Hui was held on the 9<sup>th</sup> of April 2003 at the Council Chambers. The main issues that arose from the Hui were:

- It was suggested that a cultural audit be undertaken of the potential industrial areas
- Suggested that a sustainable development approach is taken when looking at the Whakatu area, thereby considering future residential development, protection of urupa and waahi tapu and appropriate landscaping to soften impacts of industrial development.
- Council should ensure that they take into account social and cultural factors as well as economic when considering options
- Impact on Whakatu township
- Avoid conflict between residential and industrial land use
- The value of the Heretaunga plains soils
- Concern regarding wastewater disposal
- Query regarding District Plan rules relating to industrial activities
- Long term demand for industrial land
- Exclusion of land under treaty claims
- Consultation with Whakatu whanau re impacts that development will have

3.3.3 A consultation meeting and site visit was also undertaken with representatives of Ruahapia Marae. The main issues that arose from this consultation were:

- In the Tomoana/Whakatu area, the area North of the Railway line was preferred for industrial development over the area to the South of the Railway line, where there is a large amount of Maori owned land.

3.3.4 A Runanga Marae representative confirmed that they supported the sites that Ruahapia Marae preferred.

3.3.5 Further information was sent to all those who were invited to the Hui, requesting hapu and whanau notify Council officers if any further consultation was required at this stage. No further consultation was requested.

### **3.4 Whakatu Community Trust**

3.4.1 A meeting was held with Des Ratima, Chief Executive of the Whakatu Community Trust on the 27<sup>th</sup> of March 2003. Des set up the Whakatu Community Trust to assist the Whakatu Community develop. The trust scrutinises any projects that may affect the Whakatu Community.

3.4.2 Issues raised regarding industrial zoning options include:

- Has land been put aside for the residential growth of the Whakatu Community?
- Need for effective buffering between residential and industrial land users.
- Community want a say in determining environmental standards for industry.

- Surveys are possibly required around the Whakatu area to identify bodies/graves.
- Industrial zoning presents opportunities for the Whakatu Community in employment and growth.

### **3.5 Industry Leaders**

3.5.1 Two focus group meetings were held on the 17<sup>th</sup> and 18<sup>th</sup> of February with people who are involved in the industrial sector in the Hawkes Bay Region. The main issues that arose from these meetings were:

- Emphasised need for more industrial land and the variety of supply that is required – large lots, small high profile lots, back streets etc.
- Also need inwards investment strategy
- Take regional approach
- Flexibility and mixed use desirable rather than separating wet and dry and large and small industries
- Cluster industrial development together
- Encourage campus type environments, but not at the expense of large amounts of unproductive land
- Not local government job to be directly involved in industrial park development
- Tomoana / Whakatu area favoured for regional industrial development
- Irongate isolated, though may be useful
- Access issues on Pakowhai Road
- Divert heavy traffic from SH2
- Make use of existing infrastructure out at Tomoana/Whakatu
- Improve roading linkages to/from port
- Demand for land in Omahu Road because of its profile
- Buffer between viticulturists and industry along Omahu Road
- Emerging trends include cargo hub /inland port in Hastings
- Light industrial not attracted to Whakatu
- Regulation required on Omahu Road to continue trend towards more aesthetically pleasing developments
- Don't want to attract dirty industry

### **3.6 Fruit Growers**

3.6.1 A meeting was held with representatives of fruit growers in the Hawkes Bay Region on the 24<sup>th</sup> of February. Following are the main issues that arose in discussion:

- Concern over using good quality horticultural land for industrial use
- Would like to see development concentrated with no urban sprawl
- Would like to see brown field sites redeveloped before greenfield sites were used.
- Regional approach required
- Would like Heretaunga Plains strategic Plan
- Gateways to Hastings protected for amenity values
- Question efficiency of rail system and how much of a weighting that should have in the decision making process
- Need traffic solutions to port access
- Irongate option favoured as less intensely utilised at this stage
- Twyford area, Omahu Road and Tomoana/Whakatu (particularly areas iii and iv) are really good horticultural land
- Concern over pollution of streams and habitats including the aquifer
- Concern over ad hoc developments and the integrity of the Plan regarding resource consent approvals



- Concern regarding conflict between industry and horticulture such as wind machines, spraying, noise – buffer strips desirable
- Industrial land should be within close access to people, adequate servicing and an efficient transport system.
- Do not favour North of Omahu Road as it breaches the current buffer between industrial and rural - Omahu Road.

### **3.7 Hawkes Bay Grape Growers Association**

3.7.1 A consultation meeting was undertaken with a representative of the Hawkes Bay Grape Growers Association on the 27<sup>th</sup> of February 2003.

From an industry perspective the Grape Growers general concerns regarding zoning additional industrial land are:

- The loss of potential land that could be used for grape growing (soils that grape growers are interested in are soils that contain a high proportion of stone (sand on gravel or sand on loam) or less than 60cm topsoil over gravels).
- Affects of wineries (actual wine making factory) in the rural zone – currently they are permitted and want this to remain so.
- Orcharding has a wider range of soil types available to them as opposed to viticulture which is only successful in limited types of soils.
- General loss of amenity value in District
- Fragmentation of industrial land throughout the District

3.7.2 In general they are supportive and agreeable of the need for further industrial land in the District and recognise the difficult task it is to find and allocate suitable land for industrial use while taking into account everyone's constraints/concerns.

3.7.3 Specifically referring to the sites Council have identified for potential industrial land they comment as follows:

- No problems with Tomoana/Whakatu area from a soil perspective.
- No problems with Omahu Road area from a soils perspective – noted that there are good soils in the area for example in the Flaxmere area but past development has already excluded these sites. The strip along the front of Omahu Road is not thought to be suitable for viticulture on an industry wide perspective due to the narrowness of the strip and the potential contamination from past and current uses.
- It was identified that the Irongate area might offer potential for viticulture though at this stage is unproven. The soil types look suitable for viticulture, however it is believed that the water tables in the area are high and this is unsuitable for viticulture. The only way to test this would be to bore a well and this would only be undertaken by someone who is prepared to buy the land and test it out, as this would be costly. Although the recent trend has been for viticulture to spread west and further out of town, it was noted that due to some cooler growing seasons having adverse effects on grape growing, grape growers may be looking to move further East/ toward Hastings looking for warmer/frost free areas. Again this would only make Irongate a possible site/area if the water table proved to be suitable.
- However it was concluded that taking an industry wide perspective the area identified for potential industrial zoning in Irongate is only approx 40ha (relatively small amount and not big enough for a large company to invest in – would be the size for a single operator) and this would not adversely affect the industry.

### **3.8 Hawkes Bay Regional Council**

3.8.1 Some general comments were gained from the Regional Council at a meeting on the 4<sup>th</sup> of February and through subsequent phone calls, meetings and emails with staff members. The main issues that were discussed were:

- Karamu Flood extent is currently being reanalysed and remapped with the updated more detailed data due around December 2003. This information will illustrate flood levels and it was noted that the extent of the floodable area may be larger than the current information that we are working on.
- The remedies for the Karamu Flood zone are expensive for comparatively small gain. Cost in order of \$10 million and would require political clout to achieve it.
- In general areas that are subject to flooding are low lying and therefore even if flood issues are resolved there may still be drainage issues associated with these areas.
- Preferred Tomoana /Whakatu sites at this stage look to be sites I and II as they are not in the flood zone, are closest to the labour supply in Hastings and close to the expressway.
- Water quality issues such as stormwater discharge and run off in to streams would need to be addressed. Standards of treatment will need to be addressed.
- Concerns regarding contamination of the aquifer. More recent comments from the Regional Council have suggested that on any new industrial sites over the unconfined aquifer storm water discharges should be reticulated as opposed to on site treatment. They also suggest this provides an opportunity to reticulate storm water for all existing industrial activity above the aquifer.
- In general it was suggested that traffic travelling to/from Napier be led toward the expressway and away from the coastal route.
- All sites are above the Heretaunga Plains aquifer so a water resource would be available for process water if required and if certain conditions are met.
- In some areas where Council is looking to expand industrial development the Regional Council has concerns with some non complying industrial activities in existing industrial zones.

### **3.9 Napier City Council**

3.9.1 Discussion has been undertaken with Napier City Council staff regarding the future direction of industrial development in Napier.

3.9.2 Napier City has recently undertaken an industrial land supply study for Napier City. Preliminary conclusions suggest that approximately 30ha of vacant industrial land is available for development – this is made up of about 11ha of deferred industrial land in Awatoto, 10ha in Pandora owned by LINZ, about 7ha in Thames Street owned by the Port, leaving less than 3ha made up of small sites scattered through the City. This is likely to be further reduced by large format retailing operations locating on industrial land.

3.9.3 No decision has yet been made by Napier City Council as to future industrial land development or requirements for the City.

### **3.10 Service Providers**

3.10.1 Council staff have also discussed potential industrial sites with key organisations in the region such as Transrail, Transit New Zealand, Unison and Telecom. In general all sites are capable of being adequately serviced from current networks.

### **3.11 Intention for further consultation**

3.11.1 It is envisaged that if Council approves the recommended sites, further detailed consultation will be undertaken with affected landowners and key stakeholder groups, prior to the Plan Change being initiated.

3.11.2 In the first instance affected landowners will be contacted to inform them which sites Council have approved for further investigation and consultation leading to a plan change zoning the land industrial, and which sites have not been identified for any industrial development in the foreseeable future.

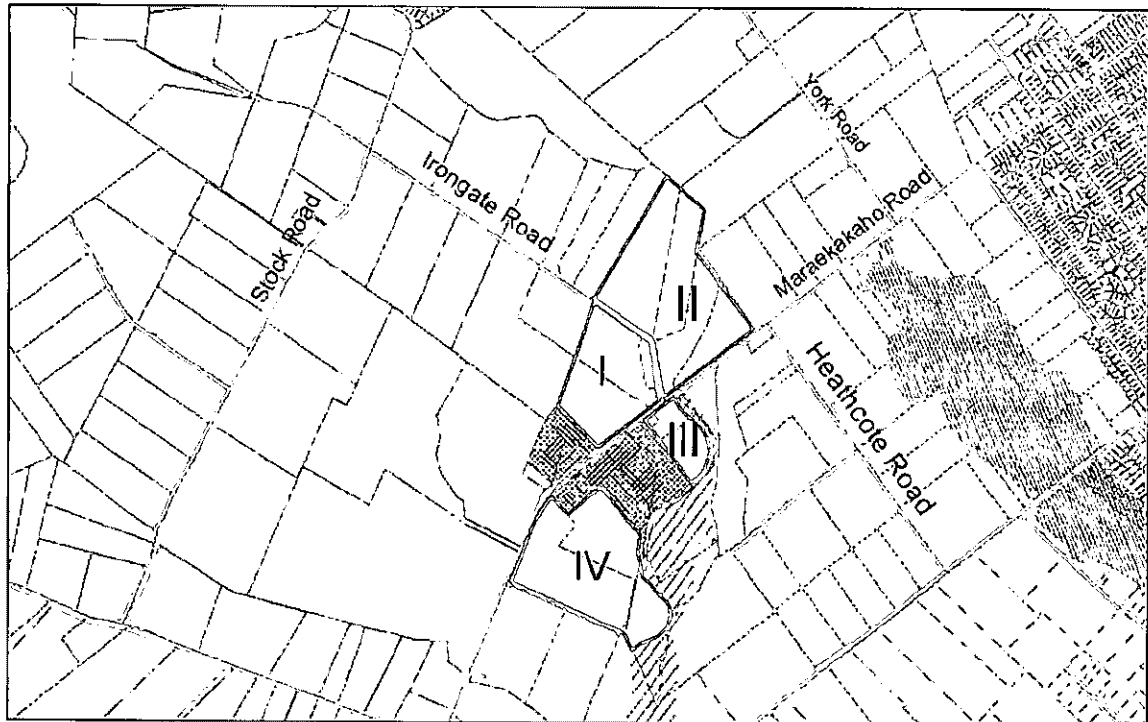
3.11.3 All stakeholders including Tangata Whenua that have in the first instance been consulted will also be contacted to advise them of the sites that Council have selected for industrial development and invite any further comment.

## 4.0 Description of the Existing Environment

The following paragraphs describe the broad environments in which the nominated sites are located. Discussion on the existing environment includes comments on the socio-cultural environment, the natural / physical environment and the planning environment, where applicable.

### 4.1 Irongate Industrial Area

*Figure 3: Irongate site map*



#### Site I

- 4.1.1 Site I is located between the existing Industrial 6 zoned land on Maraekakaho Road and Irongate Road. Maraekakaho Road is a national route (State Highway 50) while Irongate Road is classed as a local road. The site comprises 3 parcels of land totalling 11ha with two larger sites of around 5ha and one smaller one. The site is wholly zoned Plains and is not subject to any special zonings or designations. In addition there are no known heritage items or archaeological sites within this area.
- 4.1.2 The site has a flat to gently undulating topography and soils are predominantly sand on stony gravels. While they may be good for viticulture, they are not considered fertile enough for general horticulture and orcharding. Current activities on site include pastoral farming / grazing and six accommodation units.
- 4.1.3 The surrounding area is characterised by the timber and transport industries situated in the existing industrial 6 zone area, horticultural and pastoral farming activities and associated buildings and residential dwellings.

#### Site II

- 4.1.4 This site is located opposite Site I and has frontage to both Irongate and Maraekakaho Roads. The site comprises of 4 parcels of land between 4 and 8 hectares with a total area of 22ha. The soils of poor quality and not suitable for horticultural activities apart from perhaps viticulture. Current activities include a timber business and grazing.

- 4.1.5 The site is currently zoned Plains and is not subject to any other special zonings or designations. There are no known heritage items or archaeological sites located in this area. The site has a flat to gently undulating topography.
- 4.1.6 As for Site I the character of the surrounding area is primarily agricultural or timber based industries and their ancillary buildings.

#### **Site III**

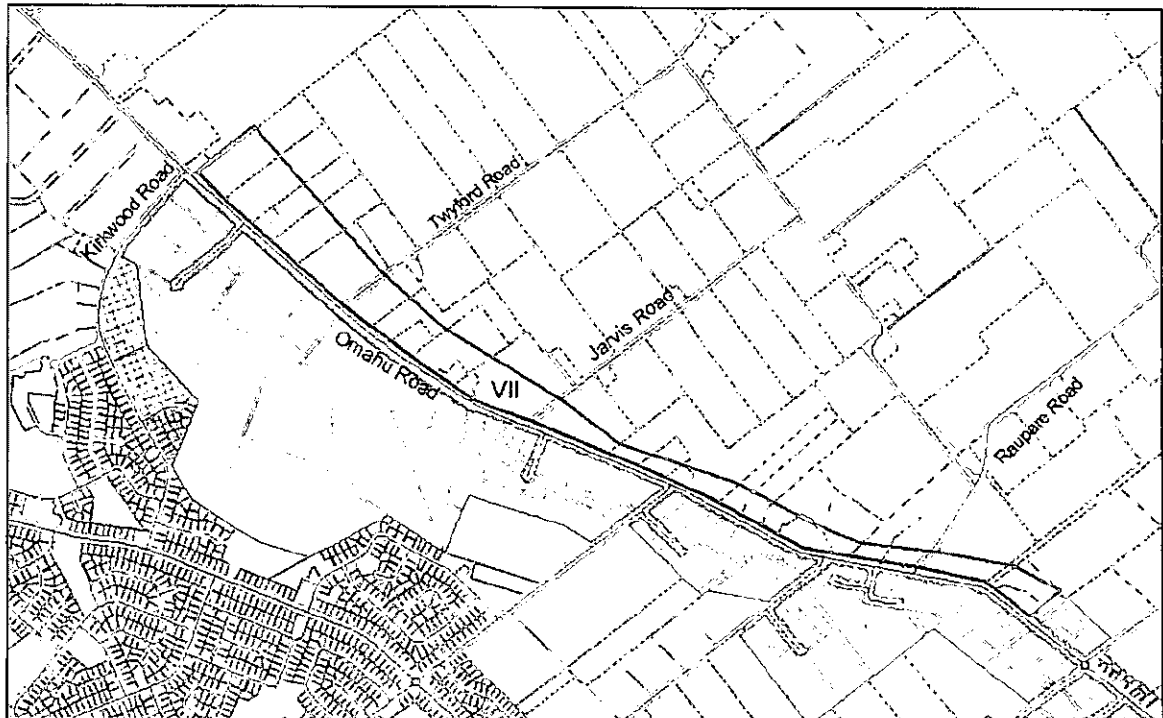
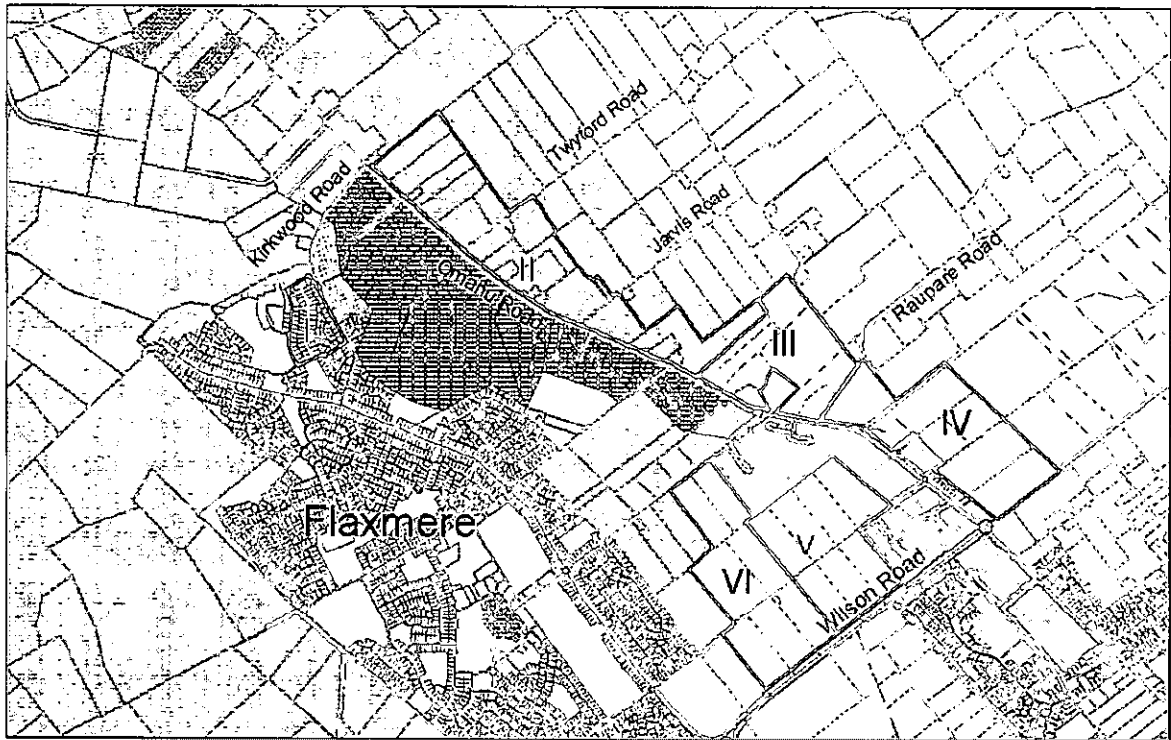
- 4.1.7 This site is located immediately adjacent to the Hawkes Bay Farmers transport operation on Maraekakaho Road and immediately opposite the intersection of Irongate and Maraekakaho Roads. The site has a total area of 4ha and comprises 3 parcels of land.
- 4.1.8 Currently the site is zoned Plains. The Karamu flooding Resource Management Unit is located on the southern and eastern boundaries of the site. In addition, one small parcel of land within the site is subject to a designation D16 – electricity distribution. The designating authority is Hawke's Bay Network limited, which is now known as Unison. While this parcel of land would have an underlying zoning of Industrial, no industrial activities could take place on this land without the agreement of the designating authority. There are no other special zonings associated with this site and there are no known heritage items or archaeological sites within this locality.
- 4.1.9 The topography of the site is flat to gently undulating. Soils are sand on stony gravels and sandy loam on gravel and are therefore not sought after for intensive horticultural production. This is further evidenced by current light grazing activity. The character of the immediately surrounding area is predominantly rural farming with associated agricultural based industries such as the transport business.

#### **Site IV**

- 4.1.10 This site borders the existing land zoned industrial 6 and has frontage to Maraekakaho Road. The site has a total area of 19ha and comprises 3 parcels of land with an average parcel size of approximately 6ha. The site is wholly zoned Plains and is not subject to any special zonings or designations. However, there is a flooding area which is located adjacent to the sites' eastern boundary. In addition, there are no known heritage items or archaeological sites in this area.
- 4.1.11 The topography of the site is flat to gently undulating with soils being predominantly sandy loam on stony gravel. Hence, the site is not suited to intensive horticultural production activities. Currently the site is used for grazing and as a shooting range, which would require relocation if developed for industrial activities. By their nature shooting ranges are difficult to find suitable sites for and indications from the Hawkes Bay Clay Target Club are that they are not currently interested in relocation.
- 4.1.12 The surrounding area has a varied character but is primarily a rural farming area with associated timber and agricultural transport industries located nearby. In addition, there is a fruit and vegetable retail outlet, a landscape supplies business and house movers storage yard located in the vicinity.

## 4.2 Omaha Industrial Area

Figure 4: Omaha Road site maps



### Site I

- 4.2.1 This site is located on the south-western side of Kirkwood Road opposite land currently zoned deferred Industrial 2. The site is bounded by Kirkwood Road, Tarbet Street, Boston Crescent and Mitchell Place. Kirkwood Road is classed as a District Collector Road with all other roads surrounding the site being local roads. The site has a total area of 8 ha.

- 4.2.2 The site adjoins the Flaxmere residential area and hence has a current zoning of general residential and is provided with infrastructure to facilitate residential development. The site sits above the Heretaunga unconfined aquifer, but is not subject to any other special zonings or designations and no known heritage or archaeological sites are located in this area. However, opposite the western boundary of the site on Boston Crescent there is a designation protecting the Kimi Ora Community School.
- 4.2.3 The site has a flat contour and is currently vacant and unutilised. While the soils associated with the site are generally considered of low quality they are ideal for viticulture being 60% Omahu sand on stony gravels and 40% Omahu stony gravels.
- 4.2.4 The character of the surrounding area is primarily residential, with 13 residential properties located adjacent to the site on the corner of Tarbet and Kirkwood Roads. Two residential properties are also located opposite the site in the Deferred Industrial 2 zoned area. Community facilities such as the Kimi Ora School and pre-school and their associated play-ground facilities are situated in close proximity to the site on Boston Crescent. In addition, a Marae complex is located between Mitchell Crescent and Boston Crescent. Across Kirkwood Road directly opposite the site is now an established industrial area. Further north of the site closer to the intersection of Kirkwood Road and Omahu Road is an established winery and associated vineyards. Cool storage facilities are located opposite the winery.

#### **Site II**

- 4.2.5 This site encompasses an area on the northern side of Omahu Road between Kirkwood Road to the west and just past Chatham Road to the east, and opposite the current Omahu Road Industrial area. This area of land contains 21 parcels of land and has a total area of approximately 63 ha with an average parcel size of 3ha. The land is wholly zoned Plains and is above the Heretaunga unconfined aquifer. The site is not subject to any other special zonings or designations and there are no known heritage or archaeological sites located within this area.
- 4.2.6 It has a relatively flat to gently undulating topography. Soils within this area are fertile and productive as evidenced by current land use activities such as orcharding and cropping. The surrounding area to the north and west is characterised by rural farming and horticultural activities, including a winery/vineyards and associated residential activities. This area has a number of larger older homesteads set amongst tree-lined drives and stands of mature trees. To the south and east of the site the area is characterised by the industrial activities occupying the existing industrial zoned area. Such activities include large cool storage buildings and associated food processing industries.

#### **Site III**

- 4.2.7 This site is located adjacent and to the east of Site II opposite the existing Omahu Road Industrial area. The site comprises 7 parcels of land with a total area of 28ha. The average parcel size of sites is 4ha. The site is wholly zoned Plains. Adjacent, but not included in the site, is one parcel of land "Little Flaxmere" which has a protected tree (a White Birch) which is scheduled in the District Plan because of its special botanic interest. There are no other known heritage items or archaeological sites located within this area.
- 4.2.8 The site has a relatively flat to gently undulating topography. Soils within this area are productive sandy loam and silt loam on sand. Currently the site is used for horticultural purposes such as orcharding and cropping. The area surrounding this site is characterised by rural horticultural and farming activities to the north and industrial activities to the south.

#### Site IV

- 4.2.9 This site is located adjacent to the east of Site III and opposite the existing Omaha Road Industrial area. The site is bordered by the Napier /Hastings expressway and encompasses 8 parcels of land with an average area of 5ha. The total area of Site IV is 40ha. The site is zoned Plains. It is adjacent to a small area fronting onto Omaha Road between Ormond Road and the Expressway that is zoned General Residential. The site is not subject to any special zonings or designations and there are no known heritage items or archaeological sites located within this area.
- 4.2.10 The site has a relatively flat contour with silty soils that make it ideal for horticultural production. The activities that are currently carried out on this land and land located to the north of this area reflect the prevalence of such fertile soils. Land located to the south of the site is occupied by existing industrial activities including tractor sales, carpet / flooring warehouses, bathroom fixtures wholesalers and an aluminium company. The residential activities that occupy land on the northern side of Omaha Road between Ormond Road and the expressway are well established homes / properties. A reasonably pleasant amenity is afforded these properties because of the proximity of Oak Avenue (Ormond Road) and the surrounding rural character. However, the industrial activities and their associated traffic and noise impacts may detract from this amenity.

#### Site V

- 4.2.11 Site V comprises 8 parcels of land with an average size of 5ha. In total the land area of this site is 40ha. The land parcels are of a rectangular shape and all have excellent access to Wilson Road. Those located on the eastern side of Wilson Road back onto the Expressway. Because the expressway is a state highway, hence a limited access road, it is unlikely that Transit would grant approval for additional access ways onto the expressway to be created from these sites.
- 4.2.12 This site is zoned wholly Plains under the Operative Hastings District Plan and is not subject to any special zonings or designations. In addition, there are no known heritage items or archaeological sites located within this area.
- 4.2.13 Soils comprise mostly of sandy loam and silt loam on sand and the topography is flat so the site is appropriate for horticultural use. Current activities reflect this with horticulture being the prime activity in the area along with associated residential activities. Horticultural activities are located to the south of the site with the Flaxmere residential area located beyond these, but to the north industrial activities predominate. The Camberley residential area is located to the west of the site on the other side of the expressway with horticultural activities such as orcharding located further south-west.

#### Site VI

- 4.2.14 This site is located to the south of Site V between Henderson Road and the Hastings / Napier expressway. The site has a total area of 39ha and comprises 7 parcels of land with an average parcel size of 6ha. The land parcels are of a rectangular shape and all have excellent access to Wilson or Henderson Roads. Those located on the eastern side of Wilson Road back onto the Expressway. As with site V it is unlikely that Transit would grant approval for additional access ways onto the expressway from these sites.
- 4.2.15 The site is zoned Plains under the Operative Hastings District Plan and is not subject to any special zoning or designations. Further, there are no known heritage items or archaeological sites located within this area.
- 4.2.16 Soils within the site area are mainly Twyford sandy loam with good natural drainage. There is a small area of land bordering the expressway that is subject to Hastings clay loam on silt



loam soils. Currently, this area is predominantly in orchards giving rise to the conclusion that these soils are suitable for intensive horticultural production.

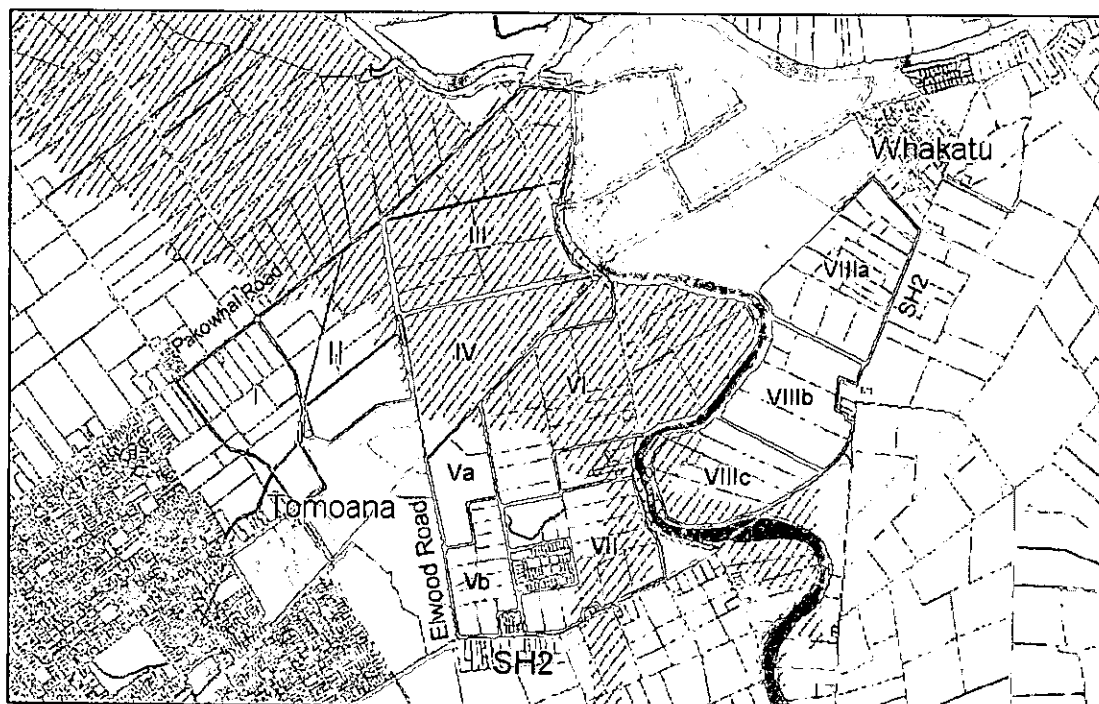
- 4.2.17 The area has a pleasant amenity characterised by the horticultural activities and associated residential dwellings and ancillary buildings. Further west of the site lies the Flaxmere residential area, to the east is site V another horticultural area. The Omahu Industrial area lies beyond that, to the south is the Expressway, and beyond that more orcharding and horticultural activities.

#### **Site VII**

- 4.2.18 This site is a variation of sites II, III, & IV bordering Omahu Road. It is a narrower strip that follows a change in topography. The parcels of land which form this site slope toward Omahu Road and those areas that slope toward the Raupare catchment are excluded. As a consequence they do not follow cadastral boundaries. Further the boundary line follows the delineation between prime fertile soils and soils of lesser quality.
- 4.2.19 The site has a total area of 39 ha and is made up of approximately 28 parcels of land. These parcels vary greatly in size and shape. In addition, only parts of some land parcels are included in the site. This means that part of the land within the title is proposed to be rezoned for industrial purposes while the remainder will continue to be zoned Plains.
- 4.2.20 Approximately three-quarters of the site is located above the Heretaunga unconfined aquifer and therefore is subject to the Aquifer Resource Management Unit in the District Plan which regulates the quantity and quality of stormwater disposal within this area as well as activities which may be established there due to the risk of contamination of the aquifer.
- 4.2.21 The site is currently zoned Plains under the Operative Hastings District Plan. There are no known heritage items or archaeological sites located in the vicinity. The site is not subject to any designations.
- 4.2.22 As for sites II, III & IV, the topography is flat to gently undulating and slopes towards Omahu Road. The amenity and character of this area is explained in the descriptions for sites II, III & IV respectively.

### 4.3 Tomoana / Whakatu Industrial Corridor including Whakatu East

Figure 5: Tomoana / Whakatu site map



#### Site I

- 4.3.1 Pakowhai Road borders the site to the north and the proposed Northern Arterial Route is to the west – both are district arterial roads. Richmond Road, a collector road, borders the south and east of the site.
- 4.3.2 The site is made up of relatively small titles facing Pakowhai Road (averaging approximately 2ha). These properties contain houses and small scale horticultural activities, some selling produce from the roadside. The remainder of the site contains mostly larger properties of around 4ha, which are also predominantly used for horticultural activities. The site is 38ha in total.
- 4.3.3 The whole of the area is currently zoned Plains and is bounded by Industrial, Residential and Plains activities. The proposed Northern Arterial Route separates deferred residential land from plains zoned land. Across Pakowhai Road on the corner of Evenden and Pakowhai Roads is a cluster of residential houses located in the plains zone. The Tomoana Industrial area (Industrial 2) abuts the south and south eastern side of the site. It is not subject to any special zonings or designations and in addition there are no known heritage items or archaeological sites with this area. The site is flat and soils are silt and sandy loams of a quality suitable for horticultural activities as evidenced by current activities. Regional Council drains run through the site (Orbell and Tomoana).
- 4.3.4 The surrounding character of the site is therefore mixed with a residential feel to the north and west and an industrial feel to the south.

#### Site II

- 4.3.5 Site II is to the east of site I and like site I, Pakowhai Road, a District Arterial road is located to the north. Richmond Road, a collector road, borders the west of the site with Elwood Road, also a collector road to the east. Site II has a total site size of approximately 60ha.

- 4.3.6 The current land use is mainly intense orcharding in the northern part of the site, while the land in the southern end bordering the current industrial zone is relatively undeveloped and used for grazing. Most of the properties in this site are made up of titles of land of between 3 and 12ha in area and used for horticultural activities, with associated residential dwellings.
- 4.3.7 The whole of site II is zoned Plains and about a third (approximately 19ha) is affected by the Karamu Flooding RMU. Site II is not located in a significant landscape character area and there are no recorded archaeological or heritage sites within site II.
- 4.3.8 Site II is flat with soils being silt and sandy loams that are suitable for horticultural use. A Regional Council drain runs through the site (Tomoana).
- 4.3.9 Site II is isolated from the Hastings urban area and is rural / horticultural in character with few residential dwellings being evident. However being connected with the Tomoana Industrial area the surrounding land use and character to the south of the site is industrial in nature.

### **Site III**

- 4.3.10 Site III also fronts Pakowhai Road. It is bounded by Elwood Road to the west and the Karamu Stream to the east. Ruahapia Road, a district collector road partly dissects the site at the eastern end. The south of the site is bounded by Site IV, a cultivated paddock. The Whakatu Industrial Area lies across the Karamu Stream to the east.
- 4.3.11 The site is approximately 89ha in size and contains ten large sites of between 4 and 11ha in area. The site is currently zoned plains and the whole site is affected by the Karamu flooding unit. Site III contains a property identified through consultation as Maori Land although not recorded as such with the Maori Land Court. There are no known heritage items or archaeological sites within this area.
- 4.3.12 The majority of the site is flat with a portion near the Karamu Stream being undulating with soils generally of high quality being silt and sandy loams. The Karamu Stream which partly bounds this site is of significance to the region and in particular local Maori people. A Regional Council drain runs through the site (Mallory Drain). The majority of the site is currently used for orcharding with associated residential houses.
- 4.3.13 The character of the surrounding area is industrial to the east with the remainder being rural horticultural.

### **Site IV**

- 4.3.14 This triangular shaped site fronts Otene Road, a District Collector Road and the inter-regional railway line to the south. To the west is Elwood Road which adjoins the Tomoana Industrial area and to the east it meets the Whakatu Industrial Area and Ruahapia Road.
- 4.3.15 The current zoning is Plains and the majority of the site (approximately 95%) is affected by the Karamu Flooding unit. Further investigation is required to determine whether the land is thought to be Maori Land. There are no known heritage items or archaeological sites within this area. The 42 hectare site is held as one title, contains a small shed and is currently used for horticultural activities. The site is flat, bare and open and the soils are sandy and silt loams. A stand of large Macrocarpa trees are located on the northern boundary. A stand of mature Oak trees on the Otene roadside bounding the site add some amenity to the area.
- 4.3.16 Although the area and the surrounding area is mostly rural horticultural in character it does link the Tomoana and Whakatu Industrial areas.

### **Site Va**

- 4.3.17 Site Va is bordered to the north by Otene Road and the inter regional railway line, west by Elwood Road and Bennett Road is to the east. Site Vb is to the south of this site.
- 4.3.18 The flat site is zoned plains with a small area (3%) of the site affected by the Karamu Flood RMU. There are no known heritage items or archaeological sites within this area.
- 4.3.19 The total site area equals 16ha. The site is in two titles, the larger one (approximately 13ha) containing Elwood Park and the other 3ha site containing a large residential home and grounds. Elwood Park houses the Hawkes Bay Polo Inc. and the Hastings Rugby and Sports Club. NB: Landowners of these sites have not been notified or asked to comment on this proposal and until further consultation has been carried out, the viability of this site for industrial development remains unclear.
- 4.3.20 Soils are made up of a mix of silt and sandy loams and the character of the site and surrounding area is rural/recreation being located on the rural /urban fringe. To the west of the site is the Tomoana Showgrounds which hosts a number of well recognised events through out the year including the Hawkes Bay Show, the Horse of the Year and the weekly farmers market. Horticultural activities with associated residential dwellings on small titles are found to the South of the site.

### **Site Vb**

- 4.3.21 Site Vb is bordered to the south by State Highway 2. Elwood Road to the west is a District Collector road while Bennett Road to the east is a local road. Elwood Park is to the north of the site. Site Vb is isolated from current industrial areas and the Hastings Urban area. If the Polo Grounds were also rezoned industrial then this would provide a link with the Tomoana Industrial Area. However when the proposed NAR is finalised it is likely that the railway crossing on Bennett Road will have to be removed, thus severing the link between Sites Va and Vb and Tomoana.
- 4.3.22 Site Vb is 21ha in total and is made up of a number of small titles (most being between 1 and 2ha) and are being used for horticultural and agricultural activities with associated residential dwellings.
- 4.3.23 The site is on the rural /urban fringe and is zoned Plains. There are no heritage, Waahi Tapu or archaeological sites recorded in this area, however it is thought to contain one Maori owned property.
- 4.3.24 It is separated from the Hastings urban area by the Tomoana Showgrounds. There are residential neighbourhoods in Kauru, Apatu and Panapa Roads, in the immediate vicinity. The community who live in Kauru Road and surrounding area is known as Waipatu. SH2 separates the Waipatu community from its Marae on Southern side of SH2.
- 4.3.25 The character of the site and surrounding area is a mix of rural and residential.

### **Site VI**

- 4.3.26 This site borders Otene Road and the Railway Line to the north and Bennett Road to the west. The Karamu Stream is the eastern boundary. To the south is site VII. Ruahapia Road dissects this site.
- 4.3.27 The total site size is 98ha, made up of 8 large sites over 6ha, 9 sites between 2 and 4 ha and one site of less than a hectare. The current zoning is plains and the majority of site (approximately 80%) is affected by the Karamu Flooding RMU.

- 4.3.28 This site and the immediate area contain a number of parcels that have been identified as Maori Land. Ruahapia Marae is adjacent to the site on the southern side. No Waahi tapu sites have been identified in site VI, however there are a number of known Waahi Tapu sites in the area. There are no known heritage items or archaeological sites on this site.
- 4.3.29 The site is flat and is made up of sandy and silt loam soils. It is currently used for horticultural activities and associated residential dwellings.
- 4.3.30 The area is horticultural in nature and characterised in particular by the Ruahapia Marae community as well as the Karamu Stream environment. The Whakatu Industrial area is adjacent to the site (across the Karamu Stream).

#### **Site VII**

- 4.3.31 Site VII fronts SH2, a busy national road to the South of the site and is bordered by Ruahapia Road (a District Collector road) to the east and local road Bennett Road to the west. It meets site VI to the north. Ruahapia Marae is situated to the north of site VII, between site VII and site VI. The area surrounds Panapa and Apatu Road residential areas, and a group of three residential houses on SH2.
- 4.3.32 The total area of the site is 43ha made up of three sites less than a hectare in area and the remaining 11 sites of between 2 and 4ha in size.
- 4.3.33 The current zoning is Plains and about 50% of the site is affected by the Karamu Flooding RMU. The Karamu Stream is located to the east of the site. The area contains land identified as Maori land and although there are no known Waahi Tapu sites on Site VII there a number of sites identified in the immediate vicinity.
- 4.3.34 Site VII is mostly flat and made up of silt and sandy loam soils. The majority of the site is currently used for horticultural production with some residential dwellings. Site VII is isolated from existing industrial areas and the Hastings urban area.
- 4.3.35 The character of the site and surrounding area is rural horticultural, with the Waipatu residential community to the west of the site.

#### **Site VIIIa**

- 4.3.36 Site VIIIa borders Station Road and the established Whakatu residential area to the east. It is adjacent to Groome Place and the Whakatu industrial area to the North and SH2 to the south. It meets site VIIIb to the west.
- 4.3.37 The current zoning of the site is Plains and this site is not effected by the Karamu Flooding RMU. It is not subject to any special zonings or designations and in addition there are no known heritage items or archaeological sites within this area.
- 4.3.38 The site is 47ha in total and mostly made up of sites between 1 and 6ha in area.
- 4.3.39 The site is flat in topography with soils being made up of clay, sandy and silt loams suitable for horticultural use. There are a number of residential properties associated with orcharding activities as well as a number of residential houses located at the eastern end of the site. Along SH2 there are a number of market gardens selling produce from the roadside as well as Arbours nursery. SH2 is a busy road that acts as an entrance to Hastings from Napier via Clive. The site contains some lifestyle blocks adjacent to the current Whakatu industrial area.
- 4.3.40 The character of the site and surrounding area is mixed being influenced by the State Highway and roadside commercial operators to the south, the Whakatu Industrial are to the north of the site and the Whakatu residential community to the east.

### **Site VIIIb**

- 4.3.41 Site VIIIb is located between sites VIIIa and VIIIc. The Karamu Stream is to the north of the site and SH2 and Mangateretere School border the South of the site.
- 4.3.42 The total site area of 36ha is made up of titles of land of 1, 2, 8, 11 and 14ha.
- 4.3.43 The site is zoned Plains with the Karamu Flooding RMU affecting a small part of site VIIIb (less than a hectare). There is no identified Maori Land, Waahi Tapu sites or Archaeological or heritage sites in site VIIIb.
- 4.3.44 The site is flat with the majority of the site containing sandy loam soils with under 1ha being silt loam. The majority of the site contains orchards with associated residential dwellings.
- 4.3.45 The character of the area is rural. It is isolated from urban areas of Hastings and Whakatu and not directly connected with the Whakatu Industrial area. It is envisaged that site VIIIb would be developed in conjunction with site VIIIa in order to link through to the Whakatu Industrial area.

### **Site VIIIc**

- 4.3.46 Site VIIIc is located west of site VIIIb and is bordered to the west and north by the Karamu Stream. SH2 is the Southern boundary. The total site size is 35ha made up of five large lots of between 4 and 10ha.
- 4.3.47 The site is currently zoned Plains with one known Waahi Tapu site within the site and two more in close proximity. Approximately a third of the site is affected by the Karamu Flooding RMU.
- 4.3.48 The site is mostly flat with an undulating area near the Karamu Stream. Soils are made up of sand or sandy loam and some are currently utilised for horticulture and grazing. Some residential dwellings front SH2 and Golflands is contained in this site. The Karamu Stream is buffered from the site through a riparian strip of Regional Council land.
- 4.3.49 The site and the surrounding area is characterised by the Karamu Stream and is mainly rural in nature.

## **5.0 Assessment of Environmental Effects**

### **5.1 Economic Effects**

- 5.1.1 The positive economic effects associated with rezoning sites for industrial use are thought to be generic to all sites.
- 5.1.2 The rezoning of land for industrial purposes opens up opportunities for landowners to sell or develop their land, but only where this is actually attractive to industrial users. The industrial zoning of the land provides for a much wider variety of activities to establish as of right making it more attractive for developers and therefore more valuable to landowners. However, there may be instances where overall property value decreases due to the industrial zoning. For example owners of large residential homes may find the overall value of the land and dwelling may decrease due to the lower price offered for the substantial home in an area of reduced amenity.
- 5.1.3 Industrial rezoning will have positive impacts on the economic base of the Hastings District and Hawkes Bay region. Currently existing industries in the District are finding it difficult to expand or set up new business and businesses wishing to relocate to the District are experiencing difficulties in finding available industrial zoned sites. The proposed rezoning will provide more opportunities for existing industries to expand and simplify the process of relocating to the region for industries that are currently based elsewhere.
- 5.1.4 Positive effects will also arise from the increase in industries operating in the District, such as a possible increase in employment opportunities for the local community. Further, the increase in economic activity generated by an increased industrial area in the District may also generate an increase in population due to inwards migration to the District both from within New Zealand and from overseas. This will have positive impacts on residential and commercial development within the District and Region.
- 5.1.5 Overall, it is considered that industrial rezoning will have significant positive effects for the local community and region as a whole.

### **5.2 Heretaunga Plains Soil Resource**

- 5.2.1 All sites identified for industrial zoning (with the exception of 8ha) are currently zoned Plains Zone.
- 5.2.2 The Heretaunga Plains and their associated productive soils are an extremely important resource to the District and Region in general. The Plains zone has a total area of 26,000ha, which is about 5% of the District's total land area. Reducing this productive area by 80-120ha over a 10 -15 year period (perhaps longer) is considered to be insignificant on the whole. However, other current and any future pending rezoning proposals of Plains zoned land need to be taken into account to obtain a more accurate picture.

Recent transitions from Plains to Residential zoning include:

- Arataki (78ha)
- Williams Street (25-30ha)

Areas identified by HUDS that are proposed to be rezoned from Plains to Residential in the near future include;

- Lyndhurst (67ha)
- Clive (3.5ha)
- Kaiapo Road (60ha)

5.2.3 There are several other greenfield areas currently zoned for Plains activities around the Hastings urban area which have been identified for future residential expansion. Therefore, there is the potential for further reductions in the Plains resource to accommodate population increases in the future. The Plains Zone resource is therefore likely to be reduced by a total of 338ha (1.3%) to allow for urban expansion and accommodate industrial growth for the next 10-15 years.

5.2.4 Proposals to rezone fertile soils for industrial purposes is considered, in light of the above, to have minor to moderate adverse impacts on the availability of the Plains prime soil resource. This however has to be balanced against allowing people and communities to promote their own economic, social and cultural wellbeing.

### **5.3 Infrastructure Servicing**

5.3.1 In general it would be feasible for Council to service most of the selected sites, recouping the costs of servicing from development levies. Costs of development are dependant on locality to existing infrastructure, geographical constraints and capacity of existing systems, as well as numerous other factors.

5.3.2 Council's engineers have recommended that reticulated water systems are established to supply potable water in areas where supplies are currently not available. Where there are existing reticulated water services, these will require to be upgraded to cater for additional development.

5.3.3 Process water (that may be required depending on what individual industry requirements are) would have to be found on site from ground water— indications from Council's engineers and the Regional Council are that this would be available in most areas.

5.3.4 Adequate water for basic fire protection would also be available from Council's reticulated system. Anything more than basic fire protection would be up to each individual business, but may be able to be supplied from Council's reticulated system.

5.3.5 A reticulated storm water system would be required for all sites. This system would either connect into existing drainage systems which would require upgrading or in the case of Irongate sites a new stormwater system would need to be built. These works would need to be designated as part of the rezoning process.

5.3.6 With respect to stormwater, the Irongate area is known for local shallow groundwater which will require careful design of onsite stormwater collection systems and interception of pollutants prior to discharging into Council reticulation or open drains. A reticulated system is preferred over on site disposal of stormwater in this area so that groundwater contamination can be monitored.

5.3.7 In the Omahu area, sites II, III & IV drain towards the Raupare catchment and as such the stormwater associated with these sites would need to be accommodated by this catchment. Currently this catchment is experiencing existing stormwater capacity issues, which the proposed rezoning and subsequent development of these sites could exacerbate, as has been suggested with the Lyndhurst proposed new development area.

5.3.8 Omahu Road site VII could avoid the issues associated with the Raupare catchment by reticulating stormwater elsewhere as the topography of the site is different from sites II, III and IV.

5.3.9 The Regional Council would prefer site VII to be sealed and stormwater reticulated in order to avoid any potential adverse impacts on the unconfined aquifer. Roof water could however be directly discharged to soak pits over the unconfined aquifer.



- 5.3.10 Major sewer lines are located in the vicinity of all areas except Irongate. Therefore both domestic and separated trade sewer servicing of Omahu & Tomoana/Whakatu is feasible. However, the cost to users of the Omahu trade waste system (which is due to be upgraded in 2003/2004) may encourage wet industry to develop in Tomoana / Whakatu area.
- 5.3.11 With respect to servicing Irongate sites with domestic and trade waste sewer services Council engineers have assessed the area and concluded that a domestic reticulated sewer system is feasible, however the costs associated with providing a trade waste sewer line would be prohibitive – therefore the Irongate area is more suited to dry industrial development.
- 5.3.12 Omahu Site I is currently provided with services to facilitate its residential development. There are however existing issues of peak time delay with the water supply which would be exacerbated by an increase in demand. An existing network of storm water and domestic waste water is suitable for dry industry. Council engineers have advised that a separated trade waste system is not considered financially viable for such a small land area.

## **5.4 Irongate Industrial Area**

### **5.4.1 Character and Amenity Effects**

5.4.1.1 Generally, the area around Irongate sites I, II, III and IV is characterised as rural with associated timber and agricultural transport industries. Most land identified for industrial zoning is currently being grazed.

#### **Site I**

5.4.1.2 There is an older residence on site I with established gardens and large trees screening it from the road and industries opposite. In addition, a tourist accommodation facility is located on the corner of Irongate and Maraekakaho Roads. This facility provides approximately six cottages for rent. Tumu timbers operations are located immediately to the south of the subject site.

5.4.1.3 The proposed industrial rezoning is predominantly likely to affect the tourist cottage business and residential activities on the site, especially in terms of noise and dust emissions.

#### **Site II**

5.4.1.4 There is an existing timber business and a kit-set type accessory building business, with "show sheds" set up on site 2.

5.4.1.5 To some extent the existing timber and building activities already located on this land have already modified the rural landscape and visual appearance of this area. While the changes that result from the proposed rezoning, are anticipated to be much more marked, they will be viewed in the context of a continuation of the existing industrial type businesses.

#### **Site III**

5.4.1.6 The site sits immediately to the north of a large agricultural transport business and is currently utilised for grazing. There is a part of the site that is used for electricity distribution and is occupied by transformers and other electrical equipment. The immediately surrounding area therefore already has some characteristics of an industrial area.

#### **Site IV**

5.4.1.7 The site is currently used for livestock grazing and as a shooting range. Immediately adjacent to the site there is a landscape supplies business and house movers storage yard with a fruit and vege / gift shop located opposite on the other side of Maraekakaho Road.

5.4.1.8 The proposed rezoning of these sites for industrial purposes is not considered to adversely affect the rural amenity and character of this area to any significant degree. Visually the establishment of industrial activities on sites I, II, III and IV will change the open rural landscape of the area. However, once industrial activities are in place, the new activities are anticipated to be seen as a natural progression of the existing industrial areas along the frontage of Maraekakaho Road.

5.4.1.9 Overall, the adverse impacts of the proposed rezoning on the character and amenity of this area are expected to be minor in nature.

### **5.4.2 Impacts on Natural Resources**

5.4.2.1 These sites are not subject to the Aquifer Resource Management Unit nor are they subject to any Flooding Resource Management Unit. As such the rezoning of these sites will have

no adverse impacts on the Heretaunga unconfined aquifer or exacerbate flooding issues in the locality.

5.4.2.2 Sites III and IV border the Irongate Stream - a high quality spring fed stream, which has environmental importance to the area. Effects associated with rezoning and developing the land for industrial purposes have the potential to adversely impact on this stream in terms of water quality. However it is envisaged that any additional industrial land in this area would have reticulated sewer and storm water runoff systems therefore avoiding any adverse impacts on the water quality.

5.4.2.3 In terms of soils, the sites are situated predominantly on Omahu sand on stony gravels with the remainder being Omarunui and Irongate sandy loam on gravels. Such soils are generally not suitable for fruit growing or market garden type production but may be suited to grape growing. Consultation with the Hawkes Bay Grape Growers Association concluded that while soils in the Irongate area appeared to be appropriate for viticulture, the area was unproven. Even if the water table proved to be suitable for viticulture, the 40ha or so that is proposed to be rezoned at Irongate is not sufficient for a large wine making company to invest in and would more readily suit a single operator. As such it is considered that rezoning this amount of land for industrial purposes would not adversely impact the grape growing industry to any significant degree.

5.4.2.4 Overall in respect of the reduction of the prime soil resource it is considered that the proposed rezoning of these sites will have no more than minor adverse effects.

### **5.4.3 Cultural Impacts**

5.4.3.1 Consultation with iwi and hapu has not highlighted any cultural issues associated with the proposed rezoning of these sites for industrial purposes.

### **5.4.4 Access, Transport and Traffic Effects**

5.4.4.1 The proposed rezoning will, in time, generate an increased amount of traffic on Maraekakaho and Irongate Roads. The District Plan classifies Irongate Road as a local road and Maraekakaho Road as a national route. The impacts of an increased volume of traffic on Maraekakaho Road are considered to be negligible given the national status of this road and hence the high traffic volumes that it is expected to accommodate. However Transit have noted that traffic volumes on this section of Maraekakaho road are already relatively high and the road is relatively narrow with substantial over head power line poles being obstacles to road widening. The increased amount of traffic is expected to impact on Irongate Road given that it is a local road.

5.4.4.2 Access to and from properties along Irongate and Maraekakaho Roads is likely to become more difficult as more industrial activities establish in the area. Additional accessways along Maraekakaho Road may be restricted by Transit New Zealand given that Maraekakaho Road is a State Highway and access is constrained by overhead power line poles and possible culverts associated with the Irongate Stream. However, if access is gained off Irongate Road, the impacts of the rezoning on access are anticipated to be minor.

5.4.4.3 The site is well situated in terms of access to district arterial and state highway road network, which provide access to the District's air, rail and port facilities. Work is currently planned by Transit to upgrade the Maraekakaho / York Road intersection, which will improve traffic flow and safety in the area. This is expected to be completed in about 2005. Transit also note that the extension of the Expressway to Maraekakaho Road is being re-looked at and is a possibility in the long term (10 years). This would resolve any volume and access issues currently associated with the area.

## 5.4.5 Effects on Rural / Plains Zone Business Activities

5.4.5.1 Zoning additional industrial land in this area is likely to complement existing business activities, with the exception of the existing tourist accommodation on site 1.

## 5.4.6 Summary Conclusions

In considering appropriate sites for industrial rezoning, the following issues are relevant:

- the design and cost of stormwater and sewer services and the provision of a potable water supply and the fact that no reticulated trade sewer system would be available;
- these sites are attractive because they are not located on prime soils or on the unconfined aquifer;
- rezoning will not have significant adverse effects on the rural amenity of the area;
- the part zoning of individual titles that make up these sites is not considered to cause complications, as the remaining lots would still be feasible for rural/agricultural use;
- the Irongate area is isolated from the main clusters of industrial activities in the District and is therefore unlikely to become prime industrial land. This isolation can also be seen as a positive in terms of perhaps catering for dusty/ noisy industry that may not be desired in other industrial clusters;
- the Irongate area is isolated from the Hastings built environment and therefore residential activity;
- these sites have good access to major arterials as they face SH2 and have a direct link to the Expressway via York Road;
- in terms of strategic considerations, these sites are a natural progression of the current Irongate industrial area with excellent exposure being on the corner of Irongate and Maraekakaho Roads. While the Irongate area is set apart from the existing Hastings urban area and other industrial activities, the rezoning of these sites would build on the cluster of existing timber and agricultural service industries that have located here, without creating significant adverse effects in terms of the spread of industrial activities across the District;
- while site IV does provide for an extension of the current Irongate industrial area, this extension is southwards away from the urban area of Hastings. It would be more preferable to zone land between the urban area and the existing industrial zoned area so as to avoid creating significant adverse effects in terms of the spread of industrial activities across the District in the future;
- site III which is designated for electricity purposes is not considered to cause complications in terms of developing the remainder of the land parcels given that the designation covers a very small area of land and the site still has adequate frontage to Maraekakaho Road to facilitate development.

## **5.5 Omaha Road Area Site I**

### **5.5.1 Amenity and Character Effects**

5.5.1.1 Industrial activities on this site have the potential to generate adverse impacts on the adjacent and surrounding residential amenity and the community facilities located in the vicinity including the Kimi Ora School and Te Aranga urban Marae. Possible noise and dust emissions from industrial activities could significantly impact on the amenity of the general area and would have the potential to create a reduction in air quality.

5.5.1.2 Current Industrial 2 zone rules allow buildings up to 30m in height as long as height in relation to boundary requirements are met for boundaries adjacent to residential zones. In addition, a 5m yard is required adjacent to residential zones. These regulations aim to protect residential properties from the location of industrial buildings and structures on adjoining sites. Any building outside these maximums would require a resource consent to establish as it has the potential to detrimentally affect sunlight and daylight entering residential properties immediately adjacent and opposite to this site.

5.5.1.3 While these rules go some way to protecting the quality of life expected in residential areas, it is considered that notwithstanding these, there is the potential for a decrease in amenity values in this area if industrial activities are able to establish as of right.

5.5.1.4 While there are existing industrial activities located opposite this site, they are across the road and separated from the bulk of this area of Flaxmere. As such existing residences are afforded with a buffer which somewhat mitigates any adverse effects on residential amenity. The location of industrial activities within site I would breach this buffer area and impinge on the Flaxmere residential area.

5.5.1.5 Overall, it is considered that moderate to serious adverse effects could potentially result from the rezoning of this land for general industrial purposes.

### **5.5.2 Impacts on Natural Resources**

5.5.2.1 Site I, like some of the existing industry in Omaha Road is situated above the Heretaunga unconfined aquifer, which is an extremely important natural resource to the Hastings District. Currently the District Plan protects this resource through a Resource Management Unit designed specifically to protect the aquifer. All industrial activities on sites above the unconfined aquifer have to comply with these rules. Even so, the Hawkes Bay Regional Council (HBRC) suggest a precautionary approach to further industrial development and that if further land over the aquifer is zoned for industrial purposes then storm water and sewer services be reticulated to lessen the risk of contamination of the aquifer. The feasibility of a reticulated industrial stormwater system for this site (being 8ha) needs further investigation.

5.5.2.2 Soils associated with this site are said to be of poor quality and as such not suitable for orchards or market garden type horticultural activities, which require rich, fertile soils. However, such soils may be suited to viticulture. Consultation with the Hawkes Bay Grape Growers Association did not highlight this particular site as being of significance, perhaps due to the relatively small site size.

5.5.2.3 Overall it is considered that as long as sewer and stormwater systems are reticulated then the proposal to rezone this site for industrial purposes would have no more than minor impacts on natural resources.

### **5.5.3 Access/Transport/Traffic Effects**

5.5.3.1 Kirkwood Road is classed as a District Collector Road and connects the Flaxmere Residential area with the Omaha Road Industrial area. It also provides a feeder route to

the Hastings/ Napier Expressway and to SH50 as well as to Heretaunga Street and the Hastings City Centre itself. Hence the site is well situated in terms of access to the arterial and State Highway Road network, which also provide connections to the District's air, rail and port facilities.

- 5.5.3.2 Rezoning the site for general industrial purposes would increase traffic on Kirkwood Road as this is the access point for the site. It is considered that the rezoning has the potential to impact on the functioning of the Omaha Road / Kirkwood Road intersection with access to and from residential properties fronting Kirkwood Road being affected to a minor extent given that most industrial traffic would enter and exit the area via the intersection with Omaha Road rather than travelling through the Flaxmere residential area. If necessary, impacts on this intersection can be minimised by re-engineering the intersection to make it safer and to accommodate an increased amount of traffic in a more efficient manner.
- 5.5.3.3 Of greater concern is industrial traffic travelling along Flaxmere Avenue to York Road to head South instead of travelling South via the designated heavy traffic routes. This has negative impacts on the Flaxmere residential amenity and there is already concern regarding some heavy traffic travelling along Flaxmere Avenue.
- 5.5.3.4 An increase in traffic noise is likely to have impacts on surrounding residential properties. Traffic noise is difficult to mitigate, however, given that heavy traffic associated with any industrial activity on this site will enter and exit the area via Omaha Road it is considered that buffers provided to reduce impacts of the industrial activity on adjacent residences will aid the mitigation of traffic noise such that any effects would be minor in nature. This however, would depend to a certain extent on the type of industrial activity that established on this site and the associated frequency and number of heavy vehicle movements. High heavy traffic generators (for example those generating 50 to 100 heavy vehicle movements per day) have the potential to generate significant adverse effects on adjacent and surrounding residential properties.
- 5.5.3.5 Overall, it is considered that traffic effects will be able to be mitigated so that effects will be no more than minor.

#### **5.5.4 Effects on Rural / Plains Zone Business Activities**

- 5.5.4.1 Rezoning the proposed site for industrial purposes is unlikely to have a significant impact on the area as a whole as it is adjacent to a significant existing industrial area. However, there is potential for the proposed rezoning to impact the Matariki Winery and its associated vineyard and cellar door activities. The winery buildings and its associated landscaping have gone some way to improving the entrance to this area. In order to continue to improve the appearance of this area to facilitate the tourism opportunities that the Matariki Winery currently provides, industrial activities wishing to locate in this area would need to be sympathetic and in keeping with this initiative, otherwise adverse impacts are likely to occur.

## 5.5.5 Summary Conclusions

5.5.5.1 This site is considered to be more suited to dry industrial activities that are professionally landscaped to buffer the industrial activities from the existing residential properties and community facilities.

In considering this site for selection the following issues need to be taken into account:

- The positive impacts of rezoning land that has poor quality soils needs to be balanced against that of increasing the possibility of contamination of the aquifer.
- Disadvantage of no trade waste system.
- The potential for adverse impacts on the residential environment, including the local school and Marae.
- The current under utilisation of the land.
- The site is currently serviced for residential use, which would likely be suitable for dry industry.

## **5.6 Omahu Road Area Sites II, III, IV and VII**

### **5.6.1 Amenity and Character Effects**

#### **Sites II, III and VII**

- 5.6.1.1 While these sites are not within a landscape character area and have industrial activities located opposite them, zoning these sites industrial will cause a marked visual change to the area once there are a number of industries operating.
- 5.6.1.2 The character of these sites is horticultural with most of the area occupied by orcharding activities. However, there are also some areas that are used for grazing livestock. In addition to residential dwellings associated with these activities there are also ancillary buildings such as implement sheds and packhouses that dot the landscape. The industrial area to the south of the site currently has an impact on the level of amenity experienced by those living in this area. Notwithstanding this, the many stands of mature trees and shelter belts do afford the area with a reasonably pleasant amenity commensurate with its rural character.
- 5.6.1.3 There are some parcels of land within this area where industrial activities currently operate. These sites therefore have an industrial character and amenity levels commensurate with that particular activity, for example, well drillers operations. It is considered that rezoning these sites for industrial purposes will have negligible impacts on their existing amenity levels and character.
- 5.6.1.4 The proposed rezoning of sites II, III, IV or VII will contribute to ribbon development along the northern side of Omahu Road. This has the potential to generate a number of adverse effects particularly on the District's road transport systems and the reduction of land set aside for horticultural and agricultural activities.
- 5.6.1.5 The change in character from rural to industrial will occur slowly over time and will therefore be a more gradual progression from an area predominantly characterised as rural to one that is predominantly industrial.
- 5.6.1.6 On this basis, it is considered that rezoning such land for industrial purposes has the potential (i.e. when industrial activities establish in the area) to have significant adverse effects on the current level of amenity afforded to these sites. In particular, residences associated with current orcharding or horticultural activities are anticipated to be particularly affected.
- 5.6.1.7 On balance taking into account both the full impact of the rezoning proposal and the gradual nature in effecting the change, it is considered that the adverse effects on the character and amenity of sites II and III are likely to be moderate.
- 5.6.1.8 However, while the assessments associated with sites II, III (and IV) are applicable for site VII ("the strip"), the scale of effects is different and needs to be taken in account. Site VII avoids the land between Ormond Road (Oak Avenue) and the Napier / Hastings expressway and hence protects what is generally considered as a significant character area in the District. Further, site VII covers a much smaller area along the frontage of Omahu Road than sites II & III and therefore the scale of effects of the proposed rezoning of site VII on amenity and character is significantly less than sites II & III. Overall, the effects of the proposed rezoning of site VII on amenity and character of this area are anticipated to be no more than minor.

#### **Site IV**

- 5.6.1.9 The subject site is occupied by horticultural or agricultural activities and is steeped in character due to the proximity of Oak Avenue (Ormond Road) which provides a very



pleasant access to the area. In addition, the shelter belts and trees associated with orcharding operations also provide the site with privacy and an enhanced visual appearance.

5.6.1.10 The proposed rezoning of site IV for industrial purposes may have significant effects on the amenity levels of the existing residential properties located immediately to the south of the subject site. At present, these properties enjoy a reasonably pleasant amenity given they are essentially located in an area characterised by industrial activities. The properties are established with older housing stock approximately built around the 1940/50/60 eras. Many properties have substantial gardens with mature trees. Oak Avenue and the surrounding orchards and rural land also affords these residences with a very pleasant amenity.

5.6.1.11 By rezoning land to the rear of these properties for industrial purposes, there is the potential for these properties to become sandwiched between activities which will significantly affect their environment predominantly in terms of visual effects, noise and air quality. While the process of establishing industrial activities in this area may be slow, the ultimate impact is anticipated to be a significant loss of amenity.

5.6.1.12 It is considered that any industrial development of this land needs to be carried out very carefully and under strict control. The development of an industrial office park like environment under specific planning control could create a setting conducive to the character of this area.

## **5.6.2 Impacts on Natural Resources**

### **Site II**

5.6.2.1 Site II, like some of the existing industry in Omaha is situated above the Heretaunga unconfined aquifer, which is an extremely important natural resource to the Hastings District. Currently the District Plan protects this resource through a Resource Management unit designed specifically to protect the aquifer. All industrial activities on sites above the unconfined aquifer have to comply with these regulations. Even so, the Hawkes Bay Regional Council (HBRC) suggest a precautionary approach to further industrial development and that if further land over the aquifer is zoned for industrial purposes then storm water and sewer services be reticulated to lessen the risk of contamination of the aquifer.

5.6.2.2 The site contains prime soils associated with intensive horticultural and orchard production. As stated at the beginning of this Assessment of Environmental Effects the reduction in availability of prime soils as a result of the proposed rezoning has the potential to generate significant adverse effects.

5.6.2.3 Overall it is considered that even if sewer and stormwater systems are reticulated so that the effects on the environment are anticipated to be no more than minor, the loss of prime soils would mean a significant adverse effect on the environment.

### **Sites III and IV**

5.6.2.4 These sites are located on fertile prime soils as evidenced by the orcharding activities that are carried out on this land. The majority of soils are classed as Karamu silt loam / clay loam on sand. Hence given the current and future proposals to rezone other areas of Plains zoned land on prime soils the cumulative effects arising from rezoning land on prime soils for industrial purposes may be considered significant.

## Site VII

- 5.6.2.5 The site is subject to the Heretaunga Unconfined Aquifer (see comments under site II above).
- 5.6.2.6 The site is situated along a strip of land bordering the road frontage of Omaha Road which contains soils of low fertility which are not suited to intensive production. Rezoning only the area associated with soils of low fertility would avoid impacts on the District's soil resource. As such the proposal to rezone this area of land would have negligible impacts on the fertile soils of the Plains zone.
- 5.6.2.7 Overall the effects on natural resources are no more than minor.

### 5.6.3 Effects on rural/ plains business activities

- 5.6.3.1 The Omaha Road Industrial area and particularly the Kirkwood Road end of this industrial area provides a gateway to the Gimblett Gravels grape growing area. This is the premium wine growing area of the District and is an important tourist destination with its associated vineyard restaurants, wine, food and gift retail shops and landscaped gardens.
- 5.6.3.2 It is considered that the rezoning of this area will have minimal impacts on existing Plains activities such as horticultural production and orcharding. However, there is the potential for positive impacts to occur in respect of existing agricultural based industrial activities in this area in that they will be able to expand their businesses through the more generous provisions of the Industrial 2 zone. However the consultation process has highlighted that there are business activities within this area for which the rezoning may create negative impacts. These activities are primarily tourism based and include homestays and bed and breakfast accommodation. Freeing up the provisions associated with establishing industrial activities in this area has the potential to generate adverse effects for these businesses particularly in respect of decreasing amenity values of adjacent sites which may remain rural in nature despite the proposed change of zoning to general industrial.
- 5.6.3.3 On balance, it is considered that the impacts of the rezoning on existing Plains zoned business activities will be minor in nature.

### 5.6.4 Access, Transport, Traffic Effects

#### Sites II, III, IV, VII

- 5.6.4.1 The proposed rezoning will increase traffic generation on Omaha Road. Increases on this road are likely to have a minimal impact in terms of the functioning of the road given that Omaha Road has the status of a regional arterial road and has been built to withstand high traffic volumes. It is likely that the rezoning will increase traffic on local roads in the vicinity of the area such as Raupare, Twyford, Jarvis and Ormond Roads. Such increases are anticipated to have greater effects on these roads given their local road status. Further, increased volumes of traffic are likely to affect the functioning of the intersections of these roads with Omaha Road. Notwithstanding the above, it is considered that these impacts can be mitigated to a minor extent with road / intersection upgrades to allow for a safer and more efficient road network.
- 5.6.4.2 Access to and from properties fronting Omaha Road is likely to become more difficult with an increase in traffic. However, given the current traffic level associated with this road it is considered that these impacts would be of a minor nature. Access to and from properties fronting Raupare, Twyford or Jarvis Road is also likely to become more difficult. Impacts are anticipated to be limited to properties located close to Omaha Road.
- 5.6.4.3 A program to widen the road, improve median strips, upgrade curb and channel and improve intersections along Omaha Road is proposed by Council's roading engineers in the

near future. This will contribute to the mitigation of any adverse effects of the proposed rezoning.

5.6.4.5 The area is considered well situated in terms of transport given that Omaha Road provides a feeder route to SH50 and the Hastings / Napier expressway which in turn provide access to the District's air, rail and port facilities.

### 5.6.5 Summary Conclusions

#### Site II

In summary the following matters need to be given consideration when selecting appropriate sites for rezoning:

- The costs associated with the provision of a new sewer system for the Omaha area;
- The potential adverse impacts associated with draining stormwater into the Raupare catchment;
- The effects of increasing the possibility of contaminating the aquifer
- The effects of potentially reducing the area of prime soil available in the District by rezoning land for industrial purposes;
- The moderate adverse impacts on the pleasant rural amenity and character of the area;
- The positive impacts for existing industrial activities in this area of allowing for expansion as of right.

#### Sites III and IV

Overall, in considering this site for rezoning, the primary issues are:

- the servicing for stormwater and sewer and whether there is a feasible solution in terms of effects on the natural environment and in terms of financial cost both to the Council and subsequently to landowners and developers who wish to give effect to the rezoning.
- the impacts on amenity if general industrial development is allowed to occur. Development of this area as an office park in a campus type environment is considered to be one way of allowing development that is sensitive to the surrounding amenity and character of this area.
- the impact on the prime soils of the Heretaunga Plains. The loss of productive soils should be avoided if possible. However, the loss of prime soils needs to be balanced against the positive impacts of avoiding contamination of the unconfined aquifer.

#### Site VII

In considering this site for rezoning the following issues need to be taken into account:

- the bulk of the land is subject to the Heretaunga Unconfined Aquifer and hence has impacts in terms of increasing the likelihood of contamination of the Aquifer. There is a trade off between the retention of prime soils (which is the one of the reasons for the configuration of site VII) and the potential for contamination of the unconfined aquifer.

- this site does not involve the stormwater issues associated with sites II, III & IV. Stormwater servicing of this site therefore generates negligible adverse impacts on the existing servicing systems in this area.
- In terms of amenity and character, the site will have similar impacts, although on a far lesser scale than sites II, III & IV, given that site VII incorporates a much smaller area of land along the frontage of Omaha Road. Further, site VII avoids the Oak Avenue area (with the proposed zoning ceasing on the western side of land currently zoned for industrial purposes on the corner of Ormond and Omaha Roads) and therefore avoids the potentially significant adverse impacts on the character and amenity of this area.
- In terms of strategic considerations, zoning this area of land on the opposite side of Omaha Road will alleviate demand in this area in the short term. However, given the purpose of the configuration of this site is to avoid the development of prime soils, there is a need to ensure that the rezoning of this land does not trigger ad hoc development of the Plains zoned area beyond the boundaries of site VII.

## **5.7 Omahu Road Area Sites V and VI**

### **5.7.1 Amenity and Character Impacts**

5.7.1.1 Sites V & VI have a relatively pleasant amenity which is characterised by the rural nature of the landscape. The horticultural activities – orchards and their associated shelterbelts provide residences in the area with an attractive setting and therefore enhance the amenity values of these sites.

5.7.1.2 The proposed rezoning of these sites for industrial purposes will ultimately change their rural character. Industrial activities will create a much greater visual presence in this rural landscape and while these sites are not within a landscape character area and have industrial activities located on their northern boundary, there will be a marked visual change to the area once there are a number of industries are operating.

5.7.1.3 This change in character will occur slowly over time and will therefore be a more gradual progression from an area predominantly characterised as rural to one that is predominantly industrial. As such the impacts of this change could be perceived of as minor and incremental in nature.

5.7.1.4 On balance taking into account both the full impact of the rezoning proposal and the gradual nature in effecting the change, it is considered that the adverse effects on rural character and amenity are likely to be moderate.

### **5.7.2 Impacts on natural resources**

5.7.2.1 These sites are not situated above the Heretaunga Unconfined Aquifer. Therefore the selection of these sites for rezoning will not have adverse effects in terms of the aquifer, as it will avoid potential contamination of this precious resource.

5.7.2.2 More than half the area is situated on sandy loam with the remainder being a mixture of silt loam and clay loam. These soils are considered appropriate for intensive production as evidenced by the current horticultural activities and orchards that are undertaken on the land presently. Hence significant adverse effects on the availability of prime soils will result from the rezoning of these sites for industrial purposes.

### **5.7.3 Access, Transport, Traffic Effects**

5.7.3.1 If these sites are rezoned for industrial purposes and industries start to establish in the area, it is anticipated that traffic associated with these new activities will increase traffic volumes on the surrounding roads. Increased traffic will primarily occur on Wilson Road which connects the existing Omahu Industrial area with Flaxmere. Two properties front Henderson Road and therefore industrial activities located on these sites could potentially increase traffic on this road. Both roads are classed as District Collector Roads and therefore any impacts on the safe and efficient functioning of the road are likely to be no more than minor. It is considered that zoning these sites industrial is unlikely to have any significant effects in terms of the safe and efficient operation of Omahu Road given that it is a regional arterial road and has been built to accommodate large volumes of traffic. Road and intersection upgrades could potentially offset traffic volume issues such that they become negligible.

5.7.3.2 Access to and from properties fronting Wilson and Henderson Roads is likely to become more difficult as industrial activities in the area increase. However, these effects are expected to be minimal.

5.7.3.3 The area is considered well situated in terms of transport given that Omaha Road provides a feeder route to SH50 and the Hastings / Napier expressway which in turn provides access to the District's air, rail and port facilities.

#### 5.7.4 Summary Conclusions

In considering these sites for industrial rezoning the following issues are important:

- the impact on the prime soils of the Heretaunga Plains. The loss of productive soils should be avoided if possible. However, the loss of prime soils needs to be balanced against the positive impacts of potentially avoiding contamination of the unconfined aquifer;
- the financial cost of providing adequate servicing systems to the site could be prohibitive in terms of attracting industrial activities to locate there. However, this cost may be reduced if these sites are serviced in conjunction with each other;
- strategically, the selection of this site would contain the Omaha Industrial area to the southern side of Omaha Road, while still providing a buffer between the Flaxmere and Camberley residential areas. These two sites would provide a total area of 79ha which would easily accommodate for industry needs well into the future, while maintaining the buffers to residential areas;
- the attractiveness of these site to industry may not be as great as those on the northern side of Omaha Road given that Omaha Road frontage provides much greater exposure than either Wilson or Henderson Roads.

## **5.8 Tomoana / Whakatu Sites I, II, III, IV**

### **5.8.1 Natural Hazards affecting sites**

5.8.1.1 All of site III, ninety five percent of site IV and one third of site II, eighty percent of site VI and fifty percent of site VII and a third of site VIIIc is subject to the Karamu Flooding Resource Management unit, which is based on a modelled 50 year flood level in the Karamu catchment.

5.8.1.2 There are no specific rules in the Hastings District Plan restricting industrial development in the Karamu Flooding Resource Management Unit, however section 106 of the Resource Management Act (1991) has the potential to restrict subdivision and development of land subject to flooding if it cannot be avoided remedied or mitigated. This may through default, restrict industrial development in this area. It is thought that for some of these sites the flood hazard may be able to be mitigated through filling.

5.8.1.3 There are also obvious feasibility and financial risks to industrial developers who contemplate building in a flood zone. For these reasons it is considered that industrial development in areas affected by the Karamu Flooding unit should not be considered for immediate zoning – however in the future this constraint may be able to be overcome and or managed. It is understood that action from a number of agencies including the Hawkes Bay Regional Council (HBRC), Transit New Zealand and Tranzrail as well as the Hastings District Council is required to resolve/mitigate the effects of the Karamu Flooding RMU. The HBRC are currently investigating a comprehensive management approach to flood mitigation in the Karamu catchment, but this is unlikely to remove flooding on these sites in the short to medium term.

5.8.1.4 Three percent of site IV is subject to the Karamu Flooding Resource Management unit. It is considered that given the small area of land subject to this hazard, industrial development of this site would not be impeded.

### **5.8.2 Amenity and Character Effects**

5.8.2.1 These sites are predominantly rural in character, comprising of orchard/market garden type activities and associated residential dwellings, with the surrounding area sites being mixed. The sites are located adjacent to and between the existing Tomoana and Whakatu industrial areas and alongside major transport routes including the proposed Northern Arterial route, Pakowhai Road and the Inter-regional railway line which are industrial in character. West of site I is the Hastings urban area and residentially zoned land with an additional cluster of residential housing on plains zone land to the North of site I. To the north of all the sites (across Pakowhai Road) and South of the sites (across the railway line) the area is zoned plains and is predominantly used for orchard/ market garden type activities.

5.8.2.2 If sites I,II,III or IV were zoned Industrial it would extend urban development onto greenfield sites, with the potential to eventually connect the Hastings urban area with the Whakatu Industrial area (it is likely that these sites would be developed in numerical order). This would significantly alter the current landscape with the adverse amenity impacts of this greenfield development being particularly apparent from Pakowhai Road. Potentially, large aesthetically challenged buildings would be visible to passers by, traffic and nearby residents. Being an entranceway to Hastings, the amenity of these sites is particularly important. The negative effect of industrial development on amenity could be mitigated to some extent by comprehensive landscaping fronting Pakowhai Road (and the proposed Northern Arterial Route).

5.8.2.3 In particular the amenity levels of established residential dwellings in and around the sites are likely to be adversely affected by any industrial development. As well as the visual amenity impacts, industrial activity may increase dust and noise levels for these residences.

It is likely that over time dwellings located on these sites would be displaced resulting in a change in community fabric, with those not wishing to relocate facing a potentially significant loss of amenity.

5.8.2.4 Overall it is considered that the rezoning of these sites would have a significant adverse effect on local residential amenity and overall a moderate adverse effect on the general amenity and character of the area.

### **5.8.3 Impacts on Natural Resources**

5.8.3.1 These sites are not located above the Heretaunga unconfined aquifer.

5.8.3.3 There are no Recommended Areas for Protection (RAP) located within the area, which is a modified environment with no significant natural character values or habitats associated with it.

5.8.3.4 High quality silt and sandy loam soils that have value for horticultural use would become unavailable. Much of this land is being intensively utilised for orchard / market garden purposes currently. Some of this soil is already unavailable due to residential dwellings being located above it.

5.8.3.5 Sites III and IV border the Karamu Stream which is a regionally significant resource valued for its ecological, cultural and recreational assets. Results of monitoring recently undertaken by the Regional Council indicate that there is poor water quality in the Karamu Stream. Industrial development on the margins of the Karamu have potential to further decrease the water quality, thus adversely affecting the environment. However, rules relating to discharge in the Hawkes Bay Regional Plan should mitigate against this. In addition industrial development may present an opportunity through development levies for remedial projects to be undertaken that could enhance the quality of the Karamu Stream.

5.8.3.6 Overall it is considered that industrial activities would have the potential to generate significant adverse effects on the Heretaunga Plains prime soils located on these sites and the natural environment of the Karamu Stream.

### **5.8.4 Cultural Effects**

5.8.4.1 Consultation with iwi and hapu has highlighted that one property in site III and all of site IV may not be suitable for industrial development due to cultural issues associated with the land. Further consultation with the owners of site IV is required to ascertain their aspirations for the land.

### **5.8.5 Effects on Rural/ Plains Zone Business Activities**

5.8.5.1 It is considered that the rezoning of this area will have minimal impacts on existing plains activities such as horticultural production and orcharding. There is potential for conflict between horticultural activities and industrial activities such as cross boundary contamination of the likes of orchard sprays or dust. The extent of conflict would depend on the nature of the industrial activity and the intensity of contamination. There is also potential for positive impacts to occur in respect of existing agricultural based industrial activities in this area in that they will be able to expand their businesses through the more generous provisions of the Industrial 2 zone.

5.8.5.2 There is potential to affect commercial activities in the vicinity such as Pernel Fruit World across Pakowhai Road directly opposite site I, Hettinga Estate Winery and Restaurant also a short distance west of Site I and the strawberry farm located on Pakowhai Road opposite site III. Industrial activities establishing on Site I would likely be detrimental to the ambiance associated with these businesses.



5.8.5.3 Roadside stall businesses that choose to remain and operate from affected sites are unlikely to feel any significant adverse effects from the rezoning.

5.8.5.4 On balance, it is considered that the impacts of the rezoning on existing plains zoned business activities will be minor in nature.

#### **5.8.6 Access/Transport/Traffic Impacts**

5.8.6.1 The proposed rezoning would increase the amount of traffic around the sites and along adjoining roads. Increases in traffic along the Northern Arterial Route and Pakowhai Road (District Arterials) are unlikely to have a major impact on the functioning of these roads as they have been built to carry high traffic volumes.

5.8.6.2 An increase in traffic on Richmond, Elwood, Ruahapia and Otene Roads however is likely to have a greater impact. The intersection of Richmond and Pakowhai Road, Elwood and Pakowhai Road, Ruahapia and Pakowhai Road and Otene and Ruahapia Road may need some engineering work to accommodate the increased volumes. Engineering measures may also be required to encourage heavy traffic to use the Northern Arterial Route and not to travel through Hastings residential areas.

5.8.6.3 Access on and off sites will likely be restricted along the Northern Arterial Route and Pakowhai Roads, with few or no accesses allowed. However access will be available from Richmond, Elwood, Ruahapia and Otene Roads. Additional roading would be required within the site and existing intersections with Pakowhai Road (such as Richmond Road and Elwood Road) would be utilised. New intersections would be avoided if possible.

5.8.6.4 An alternative to Otene Road may need to be investigated given Otene Road is on the Southern side of the railway line and the railway crossing at the intersection of Elwood and Otene is likely to be closed once the NAR is constructed.

5.8.6.5 The sites are well situated to access highway, rail and air transportation and in close proximity to the Hastings Labour pool.

5.8.6.6 Overall the effects of traffic are thought to be moderate and able to be mitigated.

#### **5.8.7 Summary Conclusions**

- Development of sites III and IV would be dependant on the Karamu Flood issues being resolved or suitably managed and the aspirations of Maori landowners also need further exploration.
- The Pittman report emphasised the importance of railway access to industrial attractiveness, therefore site IV being adjacent to the railway lines it is thought to be of particular value for industrial use.
- Site I contains small titles which may make the practicalities of large scale industrial development difficult, whereas site IV is solely in one title which would be advantageous to a large development.
- In summary it is considered that although rezoning would change the character of these sites significantly, and likely lead to a loss of part of the Heretaunga Plains soil resource, the location of the sites adjacent to and between the existing Tomoana and Whakatu industrial areas, the proximity to the Hastings urban area and the major transport routes including the railway line make these sites an attractive option for the extension of industrial zones and ultimately an industrial corridor linking Tomoana and Whakatu.

## **5.9 Tomoana / Whakatu Site Va**

### **5.9.1 Amenity and Character Effects**

5.9.1.1 This site was added late in the process following consultation with Iwi. It was initially excluded due to its current use as the home of the Hawkes Bay Polo Club and the Hastings Rugby and Sports Club (Elwood Park), but its exclusion solely on this basis was questioned. It also contains a large residential house and associated gardens and grounds. With the Tomoana Showgrounds to the West of the site, the site currently affords a reasonably high level of amenity.

5.9.1.2 Rezoning may create an opportunity for the Hawkes Bay Polo Club and Hastings Rugby and Sports Club to relocate and also gain some financial benefit, given the possible increase in value of their land. However the current connectivity with the Tomoana Showgrounds and location close to the Hastings urban area may outweigh any financial benefits of relocating. Land owners in this site have not been contacted for comment.

5.9.1.3 The general amenity of the area would decrease should this site be rezoned for industrial purposes. Buildings would likely be highly visible from the Tomoana Showgrounds and by residential houses to the South of the site. The site however is in the vicinity of the current Tomoana Industrial area and borders Otene Road and the railway line.

5.9.1.4 Overall adverse impacts on the amenity and character of the area are thought to be moderate.

### **5.9.2 Impacts on Natural Resources**

5.9.2.1 This site is not located above the Heretaunga unconfined aquifer.

5.9.2.2 There are no Recommended Areas for Protection (RAP) located within the area, which is a modified environment with no significant natural character values or habitats associated with it.

5.9.2.3 High quality silt and sandy loam soils that have value for horticultural use would become unavailable. However the majority of the site is currently not used for agricultural or horticultural activities.

5.9.2.4 Overall it is considered that industrial activities would have the potential to generate significant adverse effects on the Heretaunga Plains prime soils located on this site.

### **5.9.3 Effects on Rural/ Plains Zone Business Activities**

5.9.3.1 It is considered that the rezoning of this area will have minimal impacts on existing plains activities such as horticultural production and orcharding. There is potential for conflict between horticultural activities and industrial activities such as cross boundary contamination of the likes of orchard sprays or dust. The extent of conflict would depend on the nature of the industrial activity and the intensity of contamination. There is also potential for positive impacts to occur in respect of existing agricultural based industrial activities in this area in that they will be able to expand their businesses through the more generous provisions of the Industrial 2 zone.

5.9.3.2 However as site Va is mostly made up of Elwood Park which hosts numerous sporting events through out the year, consultation is required with the Elwood Park operators/users to determine the full effects and possibilities of the relocation of Elwood Park.

5.9.3.3 It is considered that the impacts of the rezoning on existing plains zoned business activities will be moderate in nature.

#### **5.9.4 Cultural Effects**

5.9.4.1 Consultation with iwi and hapu did not include this area of land. There are no apparent issues in this respect.

#### **5.9.5 Access/Transport/Traffic Effects**

5.9.5.1 The proposed rezoning would increase the amount of traffic around Site Va and along adjoining roads. Increases in traffic along the Northern Arterial Route (District Arterial) and State Highway 2 are unlikely to have a major impact on the functioning of them as they have been built to withstand high traffic volumes. An increase in traffic on Elwood and Bennett Roads however is likely to have a greater impact. The intersections of Bennett Road and State Highway 2 and Elwood and State Highway 2 may need some engineering work to cater to the increased volumes.

5.9.5.2 It is believed that with the construction of the proposed Northern Arterial Route, Transrail will require the Elwood Road railway crossing to be closed. This may mean that heavy traffic flows through Waipatu to SH2, which would be undesirable and have an adverse impact on the Waipatu community that has already suffered the severance of their Marae from their community by a major highway.

5.9.5.3 Traffic may also travel back through Hastings on SH2. However this could be mitigated by directing traffic along Otene Road to Ruahapia Road, or along Elwood Road to the NAR. Engineering measures may also be required to encourage heavy traffic to use the Northern Arterial Route and not to travel through Hastings residential areas.

5.9.5.4 An increase in heavy traffic travelling through Clive to Napier however would be undesirable and engineering methods may be required to direct traffic toward the Northern Arterial and Expressway.

5.9.5.5 Site Va is well situated to access highway, rail and air transportation. Additional roading would be required within the site. This site is adjacent to the railway line. Access will be available from either Otene, Bennett or Elwood Roads.

5.9.5.6 Site Va is relatively close to the urban area of Hastings and also Waipatu and therefore a large proportion of the labour pool.

5.9.5.7 Overall the effects of traffic are though to be moderate and able to be mitigated.

#### **5.9.6 Summary Conclusions**

- For this site to become industrial it would require the relocation of Elwood Park.
- If the proposed NAR goes ahead then this site would be on the "wrong" side of the railway line.
- This site is in close proximity to residential settlements in Bennett, Panapa and Apatu Roads.

## **5.10 Tomoana / Whakatu Sites Vb, VI and VII**

### **5.10.1 Amenity and Character Effects**

- 5.10.1.1 Although isolated from the Hastings urban area by the Tomoana Showgrounds, site Vb contains a number of small properties that consist of residential houses and small scale horticultural activities. Sites Vb and VII are adjacent to residential developments (Panapa and Apatu Roads) and opposite Waipatu Marae. A number of dwellings are present on sites VI and VII and across State Highway 2, however this area is not a densely populated area and is isolated from major residential areas. Overall the sites range in character from rural residential to rural.
- 5.10.1.2 These sites are not located in a significant landscape character area however, zoning this land industrial would mean a significant change to the landscape and impact on the amenity values of residents as well as detract from the show grounds and Elwood Park. The adverse amenity impacts of this greenfield development would be particularly apparent from State Highway 2. Again landscaping could be used to soften and mitigate the impact of the development. Possible noise and dust emissions would also decrease the amenity values for residents. Potentially this could displace residents who currently live on sites which would result in a change in community fabric. Those who do not wish to sell and relocate could likely face a potentially significant loss of amenity.
- 5.10.1.3 Representatives of some Maori land owners have stated that they do not wish to sell their land for industrial use and have aspirations for residential housing in this area some time in the future.
- 5.10.1.4 Overall the negative impacts on the character and community fabric of the area are thought to be significant.

### **5.10.2 Impacts on Natural Resources**

- 5.10.2.1 These sites are not located above the Heretaunga unconfined aquifer and there are no Recommended Areas for Protection (RAP) located within the area, which is a modified environment.
- 5.10.2.2 High quality silt, clay and sandy loam soils that have value for horticultural use would become unavailable. Some of this area is already unavailable due to residential dwellings being located above them.
- 5.10.2.3 Sites VI and VII border the Karamu Stream which is a regionally significant resource valued for its ecological, cultural and recreational assets. Results of monitoring recently undertaken by the Regional Council indicate that there is poor water quality in the Karamu Stream. Industrial development on the margins of the Karamu have potential to further decrease the water quality, thus adversely effecting the environment. However, rules relating to discharge in the Hawkes Bay Regional Plan should mitigate against this. In addition industrial development may present an opportunity through development levies for remedial projects to be undertaken that could enhance the quality of the Karamu Stream.
- 5.10.2.4 Overall it is considered that industrial activities could have a significant adverse effect on the Heretaunga Plains prime soils located on this site.

### **5.10.3 Effects on Rural/ Plains Zone Business Activities**

- 5.10.3.1 It is considered that the rezoning of this area will have minimal impacts on existing plains activities such as horticultural production and orcharding. There is potential for conflict between horticultural activities and industrial activities such as cross boundary contamination of the likes of orchard sprays or dust. The extent of conflict would depend on the nature of the industrial activity and the intensity of contamination. There is also potential for positive impacts to occur in respect of existing agricultural based industrial activities in this area in that they will be able to expand their businesses through the more generous provisions of the Industrial 2 zone.
- 5.10.3.2 Roadside businesses in the area such as the Espresso Café are unlikely to feel any significant adverse effects from the rezoning, other than the general ambiance of the currently enjoyed rural outlook.
- 5.10.3.3 On balance, it is considered that the impacts of the rezoning on existing plains zoned business activities will be minor in nature.

### **5.10.4 Cultural Effects**

- 5.10.4.1 Consultation with iwi and hapu has highlighted that they do not consider sites Vb, VI and VII suitable for industrial development.

### **5.10.5 Access/Transport/Traffic Effects**

- 5.10.5.1 The proposed rezoning would increase the amount of traffic around the sites and along adjoining roads. Increases in traffic along the Northern Arterial Route (District Arterial) and State Highway 2 are unlikely to have a major impact on the functioning of them as they have been built to carry high traffic volumes. An increase in traffic on Ruahapia, Otene, Elwood and Bennett Roads however is likely to have a greater impact. The intersection of Ruahapia and Otene Road requires some engineering work to increase safety. The intersections of Bennett Road and State Highway 2 and Elwood and State Highway 2 may also need some engineering work to accommodate the increased volumes.
- 5.10.5.2 It is understood that with the construction of the proposed Northern Arterial Route Tranzrail will require the Elwood Road railway crossing to be closed. This may mean that heavy traffic flows through Waipatu to SH2 which would be undesirable and have an adverse impact on the Waipatu community who have already suffered the severance of their Marae by a major highway.
- 5.10.5.3 Traffic may also travel back through Hastings on SH2. However this could be mitigated by directing traffic along Otene Road to Ruahapia Road, or along Elwood Road to the NAR. Engineering measures may also be required to encourage heavy traffic to use the Northern Arterial Route and not to travel through Hastings residential areas.
- 5.10.5.4 An increase in heavy traffic travelling through Clive to Napier however would be undesirable and engineering methods may be required to direct traffic toward the Northern Arterial and Napier Hastings Motorway.
- 5.10.5.5 Access will be available from either Otene, Bennett, Elwood or Ruahapia Roads. It is likely that access would be restricted from State Highway 2. Additional roading would be required within the site.
- 5.10.5.6 These sites are well situated to access highway, rail and air transportation. Site VI is adjacent to the railway line and all sites are relatively close to the urban area of

Hastings and also Waipatu and Whakatu communities and therefore well situated in terms of a labour pool.

5.10.5.7 Overall the effects of traffic are thought to be moderate and able to be mitigated.

#### 5.10.6 **Summary Conclusions**

- Adverse impacts on the amenity value and community fabric of Waipatu Community
- If the proposed NAR goes ahead then these sites would be on the "wrong" side of the railway line.
- Small land titles may make the practicalities of large scale industrial development difficult.
- Most of site VI and half of site VII would not be available for immediate development due to the Karamu Flood unit, this may however be able to be managed in the future.
- Maori land owners do not consider these sites to be a viable option for industrial development.
- Amenity effects on surrounding residential neighbourhoods would be adverse.

## **5.11 Tomoana / Whakatu Sites VIIIa, VIIIb and VIIIc**

### **5.11.1 Amenity and Character Effects**

5.11.1.1 The majority of these sites are currently used for orcharding or grazing. These sites also contain a number of businesses fronting State Highway 2 including produce sellers and a plant nursery. Site VIIIb borders Mangateretere school.

5.11.1.2 Even though these sites are not located in a significant landscape character area, industrial development would significantly change the current landscape. However the change would be in keeping with the existing Whakatu industrial area.

5.11.1.3 Industrial development would adversely affect the amenity levels for residential dwellings on and around these sites, in particular the area at the eastern end of site VIIIa and the main Whakatu residential area. Adverse impacts include an increase in possible dust, traffic and noise levels as well as the visual impacts of industrial development. Over time it is likely that dwellings on these sites would be displaced.

5.11.1.4 As an entrance to Hastings from Napier, the amenity of these sites is important and would likely be reduced by industrial development. Mangateretere School which is adjacent to the State Highway 2 and bordered by site VIIIb would potentially be subject to adverse effects of industrial activity such as higher levels of noise and dust.

5.11.1.5 Sensitive development that mitigates against potential adverse effects by landscaping and buffering may be an appropriate technique to lessen the impacts on amenity values.

5.11.1.6 Overall the adverse effects of industrial development on the amenity and character of the surrounding area are thought to be moderate.

### **5.11.2 Impacts on Natural Resources**

5.11.2.1 None of these sites are located above the Heretaunga unconfined aquifer.

5.11.2.2 There are no Recommended Areas for Protection (RAP) located within the area, which is a modified environment.

5.11.2.3 High quality clay, sand and silt loam soils that have value for agricultural and horticultural use would become unavailable if these sites were rezoned and developed for industrial use.

5.11.2.4 Sites VIIIb and VIIIc border the Karamu Stream which is a regionally significant resource valued for its ecological, cultural and recreational assets. Results of monitoring recently undertaken by the Regional Council indicate that there is poor water quality in the Karamu Stream. Industrial development on the margins of the Karamu have potential to further decrease the water quality, thus adversely effecting the environment. However, rules relating to discharge in the Hawkes Bay Regional Plan should mitigate against this. In addition industrial development may present an opportunity through development levies for remedial projects to be undertaken that would actually enhance the quality of the Karamu Stream.

5.11.2.5 Overall it is considered that industrial activities, although they will not deplete the soil resource they would render it unavailable for use and therefore have a significant adverse effect on the Heretaunga Plains prime soils located on this site.

### **5.11.3 Cultural Effects**

5.11.3.1 Site VIIIc was not included in consultation with iwi and hapu, however as it contains a Waahi Tapu site it is likely that some of this area may not be suitable for industrial development.

5.11.3.2 Sites VIII a, b & c seem to be identified as part of the Mangateretere west block in Waitangi Tribunal Claim number Wai 71. The claim asks that *"the title and rights to Mangateretere west in the district of Ahuriri be restored to the hapu represented by the applicants"*.

### **5.12.3 Effects on Plains Zone Business Activities currently operating in the Area**

5.12.3.1 It is considered that the rezoning of this area will have minimal impacts on existing plains activities such as horticultural production and orcharding. There is potential for conflict between horticultural activities and industrial activities such as cross boundary contamination of the likes of orchard sprays or dust. The extent of conflict would depend on the nature of the industrial activity and the intensity of contamination. There is also potential for positive impacts to occur in respect of existing agricultural based industrial activities in this area in that they will be able to expand their businesses through the more generous provisions of the Industrial 2 zone.

5.12.3.2 There is potential to affect commercial activities in the vicinity such as Golflands and Arbours nursery. Roadside stall businesses that choose to remain and operate from these sites are unlikely to feel any significant adverse effects from the rezoning.

5.12.3.3 On balance, it is considered that the impacts of the rezoning on existing plains zoned business activities will be minor in nature.

### **5.12.4 Access/Transport/Traffic Effects Sites**

5.12.4.1 The proposed rezoning would increase the amount of traffic around Sites VIIIa, VIIIb and VIIIc and along adjoining roads. Increases in traffic along State Highway 2 is unlikely to have a major impact on the functioning of this road as it has been built to carry high traffic volumes. Transit New Zealand however note that this section of State Highway is particularly narrow, with drains constraining widening and they currently have concerns with regard to traffic volumes and speed on a narrow highway.

5.12.4.2 An increase in traffic on Groome Place and Station Road however is likely to have a greater impact. These roads already service parts of the Whakatu Industrial area and as such may also be able to withstand increased traffic.

5.12.4.3 An increase in heavy traffic travelling through Clive to Napier would also be undesirable and engineering methods may be required to direct traffic toward the Northern Arterial and Expressway.

5.12.4.4 Access to these sites needs to be addressed. Currently access to site VIIIa may be able to be gained through Groome Place, but there are no other roads adjacent to it and it is likely that access would be restricted from State Highway 2. One access from SH2 servicing lots VIIIa, VIIIb and VIIIc would be considered. Additional roading would be required within the sites. It is envisioned that internal roads could link this site back to the Whakatu Industrial area.

5.12.4.5 All sites are well situated to access highway, rail and air transportation.

5.12.4.6 Sites VIIIa, VIIIb and VIIIc are further away from the Hastings urban area and labour pool than other sites but close to the Whakatu community and labour pool. From a regional perspective this site is situated closer to the Napier labour pool than other sites.



5.12.4.7 Overall the effects of traffic are thought to be moderate and able to be mitigated.

#### 5.12.5 Summary Conclusions

- Overall these sites are not densely populated and industrial development of these sites would be a natural extension of the current Whakatu Industrial area, starting with site VIIIa, then site VIIIb.
- Site VIIIc may not be suitable for industrial development due to the existing Karamu Flood zone and Waahi Tapu site.
- Buffering and landscaping may be appropriate ways of reducing the adverse effects on residential properties and community facilities in the area.
- There are existing concerns regarding the volume of traffic on SH2 and the narrowness of the road.

## 6.0 Costs and Constraints of Servicing Sites

### 6.1 Introduction

6.1.1 Montgomery Watson Harza have undertaken a study of all the sites selected as potential industrial sites and provided Council staff with rough order cost estimates for the provision of water, wastewater and stormwater services.

6.1.2 Costs for servicing per ha for all sites are summarised in the table below. For more detailed information including the assumptions that have been used when calculating costs refer to the report "Industrial Zone Project – Summary of Cost Estimates" enclosed. Note these costs do not include GST.

6.1.3 It is intended that the figures outlined below will be useful in comparing costs of alternative sites. More detailed costings will be undertaken during the next phase of the project once potential sites have been narrowed down.

Site	Water (\$ per ha)		Storm water (\$ per ha)		Domestic waste (\$ per ha)		Trade waste (\$ per ha)			Total Cost (\$ per ha)				
Irongate	I	10046 <sup>1</sup>	21749 <sup>1</sup>		11740 <sup>1</sup>		Not feasible			43535 <sup>1</sup>				
	II	10046 <sup>1</sup>	21749 <sup>1</sup>		11740 <sup>1</sup>		Not feasible			43535 <sup>1</sup>				
	III	10046 <sup>1</sup>	21749 <sup>1</sup>		11740 <sup>1</sup>		Not feasible			43535 <sup>1</sup>				
	IV	9705 <sup>1</sup>	18179 <sup>1</sup>		13547 <sup>1</sup>		Not feasible			41431 <sup>1</sup>				
Omahu	I	Existing network available												
	II	6078	29976		19317 <sup>2</sup>	33769 <sup>3</sup>	21733 <sup>2</sup>	56658 <sup>3</sup>	77104 <sup>2</sup>	126481 <sup>3</sup>				
	III	6557	29061		21800 <sup>2</sup>	33769 <sup>3</sup>	24743 <sup>2</sup>	56658 <sup>3</sup>	82161 <sup>2</sup>	126045 <sup>3</sup>				
	IV	4795	29458		18660 <sup>2</sup>	33769 <sup>3</sup>	21758 <sup>2</sup>	56658 <sup>3</sup>	74671 <sup>2</sup>	124680 <sup>3</sup>				
	V	2345 <sup>4</sup>	3984 <sup>5</sup>	47150 <sup>4</sup>	34772 <sup>5</sup>	18243 <sup>4</sup>	9381 <sup>5</sup>	20605 <sup>6</sup>	20438 <sup>4</sup>	15233 <sup>5</sup>	50096 <sup>6</sup>	88176 <sup>4</sup>	63370 <sup>5</sup>	109457 <sup>6</sup>
	VI		3984 <sup>5</sup>		34772 <sup>5</sup>		9381 <sup>5</sup>	20605 <sup>6</sup>		15233 <sup>5</sup>	50096 <sup>6</sup>		63370 <sup>5</sup>	109457 <sup>6</sup>
	VII	6936	46154 <sup>7</sup>		10536 <sup>8</sup>	67459 <sup>9</sup>	18031 <sup>8</sup>	125054 <sup>9</sup>	81657 <sup>8</sup>	245603 <sup>9</sup>				
Tomoana / Whakatu Corridor	I	6251 <sup>10</sup>	4454 <sup>11</sup>	19816 <sup>10</sup>	15668 <sup>11</sup>	7108 <sup>10</sup>	11149 <sup>11</sup>	8919 <sup>12</sup>	11970 <sup>10</sup>	17041 <sup>11</sup>	12954 <sup>12</sup>	45145 <sup>10</sup>	48312 <sup>11</sup>	41995 <sup>12</sup>
	II	8730 <sup>10</sup>	5445 <sup>11</sup>	20023 <sup>10</sup>	17325 <sup>11</sup>	7184 <sup>10</sup>	8898 <sup>11</sup>	8898 <sup>12</sup>	12096 <sup>10</sup>	13368 <sup>11</sup>	13368 <sup>12</sup>	48033 <sup>10</sup>	45036 <sup>11</sup>	45036 <sup>12</sup>
	III	3181 <sup>10</sup>	4031 <sup>11</sup>	19746 <sup>10</sup>	25720 <sup>11</sup>	7083 <sup>10</sup>	6645 <sup>11</sup>		11928 <sup>10</sup>	10393 <sup>11</sup>		41938 <sup>10</sup>	46789 <sup>11</sup>	
	IV	1745 <sup>10</sup>	4038 <sup>11</sup>	19509 <sup>10</sup>	14955 <sup>11</sup>	7000 <sup>10</sup>	6438 <sup>11</sup>		11786 <sup>10</sup>	8802 <sup>11</sup>		40040 <sup>10</sup>	34233 <sup>11</sup>	
	Va	5260 <sup>13</sup>		14648 <sup>13</sup>		8715 <sup>13</sup>			11343 <sup>13</sup>			39966 <sup>13</sup>		
	Vb	5260 <sup>13</sup>		14648 <sup>13</sup>		8715 <sup>13</sup>			11343 <sup>13</sup>			39966 <sup>13</sup>		
	VI	3523		24118		6963			10716			45320		
	VII	9565		24735		7142			10991			52433		
	VIIIa	4100 <sup>14</sup>		26076 <sup>14</sup>		9673 <sup>14</sup>			15473 <sup>14</sup>			55322 <sup>14</sup>		
	VIIIb	4497 <sup>14</sup>		23538 <sup>14</sup>		7085 <sup>14</sup>			9997 <sup>14</sup>			45117 <sup>14</sup>		
VIIIc	3634 <sup>14</sup>		5423 <sup>14</sup>		8894 <sup>14</sup>			12845 <sup>14</sup>			30796 <sup>14</sup>			

<sup>1</sup> Based on servicing Irongate sites I, II and III together, then site IV at a later date.

<sup>2</sup> Part of planned Omahu waste water upgrade.

<sup>3</sup> Independent of planned waste water upgrade.

<sup>4</sup> Cost of servicing site V only

<sup>5</sup> Cost of servicing sites V and VI together as part of the planned waste water upgrade

<sup>6</sup> Cost of servicing sites V and VI independent of the planned waste water upgrade

<sup>7</sup> Based on a reticulated system taking stormwater away from the aquifer.

<sup>8</sup> Costs of servicing site VII as part of the planned waste water upgrade.

<sup>9</sup> Costs of servicing site VII independent of the planned upgrade.

<sup>10</sup> Costs of servicing sites I, II, III and IV at the same time.

<sup>11</sup> Costs of servicing sites I and II only with III and IV serviced at a later stage if required.

<sup>12</sup> Cost of servicing this site in conjunction with the planned upgrade of the waste network along Omahu Road.

<sup>13</sup> Costs for sites Va and Vb are based on servicing these sites as well as part of site VI

<sup>14</sup> Costs for sites VIIIa, VIIIb and VIIIc based on servicing all three sites.

## **6.2 Servicing Irongate**

6.2.1 Note the cost of approximately \$43,500 per ha for servicing the Irongate area assumes that sites I, II and III will be serviced at the same time, with site IV being serviced at a later date. It is necessary to gain further costs relating to the provision of service for say just site I, in the anticipation that demand for sites II and III may be some time away. There is no provision for trade waste disposal in Irongate as these sites are some distance from the main sewer lines and it is considered that the cost of connecting these sites would be prohibitive.

## **6.3 Servicing Omahu Road**

6.3.1 It is not thought to be cost effective to service site I in the Omahu area for trade waste disposal. However as this site is already serviced to meet residential requirements, this could easily be serviced for light industry without any substantial capital costs. Disposal of storm water on this site however needs further investigation, as it is anticipated that the Regional Council will require all storm water above the unconfined aquifer to be reticulated. Further research would be required if this site was selected for industrial activity.

6.3.2 Servicing costs for sites II, III and IV in the Omahu area rely on being able to gain consent from the Regional Council to discharge stormwater runoff into the Raupare Stream. Council engineers advise that this may not in fact be a feasible option as the Raupare catchment is currently at capacity. Note the large change in cost of service provision for these sites depending on whether servicing is undertaken in conjunction with the current upgrade or independently.

6.3.3 Servicing costs for site V in the Omahu area is cheaper if it is serviced in conjunction with site VI. There is also a significant reduction in cost if these sites are also serviced in conjunction with the planned Omahu waste water upgrade. Servicing costs are around \$63,000 per ha for sites V and VI if they are serviced together as part of the planned upgrade, compared with around \$109,000 per ha if serviced independently.

6.3.4 Servicing costs for site VII do not rely on the same method of stormwater disposal as sites II, III and IV. This makes this solution more feasible. As most of site VII is above the unconfined aquifer, servicing costs for stormwater have been based on a reticulated system taking the stormwater to a less sensitive environment for disposal which has exacerbated costs. It was initially considered that stormwater disposal for site VII could be undertaken via soakage pits with appropriate filtering mechanisms which would have meant no cost to Council. However the Regional Council advised they would prefer a reticulated system to be put in place.

6.3.5 There are huge cost advantages of undertaking the required sewer servicing work for site VII in coordination with the current upgrade. This would mean costs per hectare are around \$82,000 as opposed to \$246,000 per ha if this work is undertaken independent of the current planned upgrade.

## **6.4 Servicing Tomoana / Whakatu Corridor**

6.4.1 The sites in the Tomoana / Whakatu area are relatively cheap to fully service in comparison to the Omahu Road area. Site I is able to be serviced in conjunction with the Omahu waste water upgrade which would achieve a cost saving of around \$6000 per ha bringing the cost to \$41995 per ha. This cost is dependent on site II being serviced at the same time at a cost of around \$45000 per ha.

6.4.2 There is an overall cost saving if sites III and IV are also serviced in conjunction with sites I and II in the Tomoana / Whakatu corridor, but this saving is not thought to be significant.

6.4.3 Sites Va, Vb, VI and VII are relatively cheap to service with costs ranging from around \$40,000 to \$52,500 per ha. Again these costs are dependent on some sites being serviced in conjunction with each other.

6.4.4 Costs to fully service sites VIIIa, VIIIb and VIIIc are in the range of around \$31,000 to \$55,000 per ha. These costs are based on all sites being serviced. Further investigation is required to determine the costs of servicing these sites on an individual basis.

## 6.5 Summary

6.5.1 Overall, in terms of servicing sites, the Omahu Road sites are relatively expensive to service. In addition there is a big question over the feasibility of storm water servicing for sites II, III and IV. Sites V and VI, if serviced in conjunction with each other and in conjunction with the Omahu waste water upgrade although still relatively expensive are the cheapest fully serviced sites available in Omahu.

6.5.2 Site VII is an expensive site to service, but it is feasible. Storm water costs for this site are particularly high due to most of the site being above the unconfined aquifer. Regional Council staff have indicated that any further industrial development above the aquifer will require a reticulated system to dispose of storm water in a less sensitive environment. Further discussion with the Regional Council is required regarding stormwater disposal and existing industrial stormwater disposal in this area.

6.5.3 As long as storm water disposal from site I is non-problematic, then this site from a servicing perspective is a cheap option for industrial development that does not require trade waste disposal.

6.5.4 Sites in the Tomoana /Whakatu corridor are the cheapest fully serviced sites available in the District from a servicing perspective. They are significantly cheaper than Omahu Road sites - around half the cost to fully service. Within the Tomoana / Whakatu corridor there is little cost difference between sites.

6.5.5 Although sites in Irongate will cost around the same as Tomoana/ Whakatu sites to service, they are unable to cater for trade waste disposal. In this respect they are relatively expensive to service.

6.5.6 Overall, cost savings are achieved when adjacent sites are serviced in conjunction with each other. Sites in the Omahu Road area and also site I in the Tomoana / Whakatu Corridor will also achieve significant cost savings if the domestic and trade waste servicing can be done in conjunction with the planned Omahu waste water upgrade.

6.5.7 In summary if sites can be identified and serviced in conjunction with planned upgrades of the existing infrastructure or in combination with other new sites requiring infrastructure then large cost savings can be achieved. This has to be balanced against the risk of over catering for future infrastructure that in time becomes outdated and under-utilised, or incurs significant holding and financing costs.

6.5.8 Further work is required once Council selects its preferred sites to assess the merits of providing capacity for future sites at the time of servicing sites that are required immediately.

## 7.0 Site Selection Summary Table

### 7.1 Explanation

7.1.1 The following table (Figure 6, page 62) has been drawn up to visually illustrate the positive and negative impacts of zoning sites for industrial use.

7.1.2 Green shading represents positive impacts associated with zoning a site industrial, while red indicates negative impacts. The colours are on a continuum with the most solid shading representing the greatest impact. For example a square that is shaded in solid green indicates a greater positive impact than a square that is shaded in green cross hatch. Squares that have not been shaded (white) indicate a neutral impact.

### 7.2 Discussion

7.2.1 From the table it can be concluded that all sites selected will provide positive economic benefits to varying extents. This seems logical as extending the industrial zone is a direct result of businesses requesting additional industrial land, which will likely provide economic benefits such as enabling large industries to locate in the Hastings District. Sites I to IV in the Tomoana /Whakatu corridor seem to have the greatest positive economic impacts.

7.2.2 In contrast all sites that have been assessed will have some negative environmental impacts (to varying degrees) if zoned industrial. This seems logical as the change from rural based horticultural and agricultural activities to industrial activities will remove some of the Heretaunga Plains soil resource from horticultural production, generally lower amenity values and increase urban sprawl.

7.2.3 In terms of social impacts, sites dependent on location have differing impacts. Sites in the Irongate area are thought to have neutral and positive social impacts if zoned industrial, whereas sites I to IV in the Omahu Road area and sites Vb to VII in the Tomoana /Whakatu corridor will have mostly negative social impacts if zoned industrial.

### 7.3 Conclusion

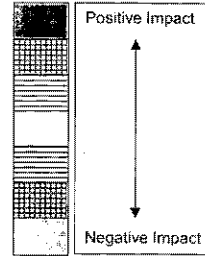
On a site by site basis, those sites that will create the least negative impacts if zoned industrial are:

- Tomoana I,II, VIIIa and VIIIb
- Irongate sites I, II and III
- Omahu VII, VI and V

Evaluation Criteria → Site Options ↓	Area (sq)	Potential Significance of Site	Social				Environmental				Economic / Strategic								
			Community Employment	Community Fabric	Buffer between residential/ community facilities and industrial zoned lands	Historic or cultural values	Uncontaminated Aquifer	Urban Sprawl	Character and amenity values	Flooding Susceptibility	Heritage/ Plains Soil Resources	Industrial Cluster	Transport Expenses (excluding labor force)	Proximity to Air / Road/ Port Transport	Proximity to Rail Transport	Enables large industries to locate in PG	Current Market Demand	Future Market Demand	
Industrial / Warehouse / Distribution	I	38	N																
	II	60	N																
	III	89	N																
	IV	42	N																
	VA	16	N																
	VB	21	R																
	VI	98	N																
	VII	43	N																
	VIIIA	47	N																
	VIIIB	36	N																
VIIIC	35	N																	
Corporate Office	I	11	R																
	II	22	R																
	III	4	L																
	IV	19	R																
Residential / Mixed	I	8	L																
	II	63	R																
	III	28	R																
	IV	40	R																
	V	40	R																
	VI	39	R																
	VII	39	R																

Figure 6: Site Selection Summary Table

Impacts of zoning sites



## 8.0 Report Conclusions

### 8.1 Overview

8.1.1 It is imperative that Council develop a strategy for the location of industrial activity in the Hastings District that meets the current and future requirements of the community. As well as providing landowners, business operators and the general community with some degree of certainty and stability, having a strategy that identifies suitable land for future industrial use will also benefit Council if development occurs more quickly than expected or if some very large industries are attracted to the region.

### 8.2 Sites Suitable for Industrial Zoning

8.2.1 From the investigation and consultation undertaken on a total of 838ha of land we can initially conclude that sites I, II, VIIIa, and VIIIb in the Tomoana / Whakatu corridor, sites I, II and III in the Irongate area and sites V, VI and VII in the Omahu Road area are the most suitable for industrial zoning given they meet the current and future needs of the District's industrial sector and overall have the least negative effects on the community and environment. In addition sites III or IV or both in the Tomoana /Whakatu area may be suitable for industrial zoning in the future providing flood protection and Maori Land aspirations can be built in. This would enable the corridor between Tomoana and Whakatu to be formed.

**Figure 7: Summary Table of Sites Suitable for Industrial Zoning**

Site	Area (ha)
Tomoana / Whakatu I	38
Tomoana / Whakatu II	60
Tomoana / Whakatu VIIIa	47
Tomoana / Whakatu VIIIb	36
Irongate I (no trade waste)	11
Irongate II (no trade waste)	22
Irongate III (no trade waste)	4
Omahu V	40
Omahu VI	39
Omahu VII	39

8.2.2 This gives us a total of 336 hectares identified as suitable for industrial zoning. Immediate requirements are to provide between 80 and 120 hectares of industrial zoned land to cater for the Districts industrial needs over the next 10-15 years:

8.2.3 It is important to note that to provide for the Districts industrial needs, a variety of industrial sites are required ranging from small sites that can offer high profile exposure to large sites that are able to cater for wet and dry industries. It is thought that the cost and viability of infrastructure servicing will direct wet industry to the Tomoana / Whakatu corridor rather than the Omahu Road or Irongate areas. It is anticipated that Omahu Road will be valued for its profile, while Irongate may be attractive for a clustering of timber and agricultural based industries.

8.2.4 In addition sites III and IV in the Tomoana / Whakatu area may be suitable for industrial zoning in the future providing flood protection and Maori land aspirations can be built in. This would enable an industrial corridor between Tomoana and Whakatu to be formed.

### 8.3 Preferred Options and Reasons

8.3.1 After carrying out consultation with key stakeholders and investigating all of the sites, Council officers recommend the following approach to the rezoning of industrial land:

- Rezone site I in the Tomoana / Whakatu Corridor immediately with site II being given a deferred industrial zone status and sites VIIIa & VIIIb identified for possible future industrial rezoning when demand requires;
- Rezone Site VII in the Omahu Road area immediately with sites V & VI being identified for possible future industrial zoning when demand requires;
- Rezone Site I and give Sites II & III in the Irongate area deferred industrial status.

8.3.2 Site I in the Tomoana / Whakatu corridor is a natural extension of the existing industrial zoning in the Tomoana Area and is considered to have manageable impacts on the community while providing industrial land for medium to large-scale industries. It is envisaged that site II will provide the next stage in the zoning of this corridor when this is cost effective to service (ie. when site I is near fully developed or a single larger site industry (10ha plus) wants to develop there).

8.3.3 Tomoana / Whakatu sites VIIIa and VIIIb have also been identified for possible future industrial zoning, however demand for these sites will be related to the development of the existing Whakatu industrial area and uptake of Tomoana / Whakatu sites I and II.

8.3.4 Site VII in the Omahu Road area is considered to have low environmental impacts while also providing high profile industrial land. Although this area extends the existing industrial zone across Omahu Road it is still in close proximity to this cluster of industry and will provide increased flexibility for industrial activities already located on this side of Omahu Road. Sites V and VI may also provide for the longer term industrial needs of this area as these abut the current industrial zone while maintaining the existing buffer to the Flaxmere residential area.

8.3.5 Site I in the Irongate area will cater for existing demand within this area with low environmental effects. The site is a logical extension of the existing industrial zone that covers this industry cluster. Sites II & III have been identified to provide for on-going demand in the Irongate area when the need arises. Site III is again a logical extension of the existing industrial zone, with site II being recommended because of its minor environmental impacts, dual road frontage and location closer to the urban area of Hastings.

### 8.4 Proposed Strategy

To be zoned to cater for industrial needs over the next 10 years.

Site	Area	Predicted Utility
Tomoana / Whakatu I	38	Wet and Dry Industry for immediate use.
Omahu VII	39	High profile dry for immediate use.
Irongate I	11	Dry for immediate use – attract timber/ agricultural based industry.
<b>Total</b>	<b>88</b>	



Deferred zoning to indicate strategic industrial direction beyond 10 years and if necessary provide for large scale industrial development within the 10 year period.

Site	Area	Predicted Utility
Tomoana / Whakatu II	60	Large wet and dry industries
Irongate II and III	26	Timber / Agriculture industries when required
<b>Total</b>	<b>86</b>	

The following sites will not be further investigated for suitability at this stage. They are however listed to give an indication of the likely direction of future industrial development beyond the 20 year period.

Site	Area	Predicted Utility
Tomoana / Whakatu VIIa and VIIb	83	Cargo and distribution hub and associated industries and smaller high profile dry industries facing State Highway 2.
Omahu V and VI	79	Dry industry when required
Tomoana / Whakatu III and IV	131	Wet industry as long as flooding and Maori land aspirations can be built in.
<b>Total</b>	<b>293</b>	

## 8.5 Next Stage of Project

### Consultation

- 8.5.1 Contact all interest groups initially identified to obtain feedback on recommended sites for zoning.
- 8.5.2 Undertake direct consultation with affected land owners.

### Further Investigation

- 8.5.3 Confirm site boundaries and site sizes and draw up structure plans for all proposed sites showing road and service requirements.
- 8.5.4 Carry out any further investigations that may be required including compiling detailed infrastructure costs. These will include financial implications relating to the sequencing of site development and the financial risks that Council may be exposed to.
- 8.5.5 Write any guidelines for additions/changes to current industrial rules including trigger mechanisms for deferred zones.
- 8.5.6 Calculate development levies, based on Council being able to recoup the costs of infrastructure from industrial users.
- 8.5.7 Prepare a detailed Assessment of Environmental Effects that includes mitigation measures where appropriate. This will be linked to relevant structure plans, levies and rules.
- 8.5.8 Prepare section 32 analysis as required under the Resource Management Act.
- 8.5.9 Present to Council prior to initiating the Plan Change Process.

amendments to Carolyn.

REPORT TO: DEVELOPMENT AND ENVIRONMENT COMMITTEE  
MEETING DATE: 25 SEPTEMBER 2003  
FROM: MEGAN ANNEAR AND ANNA SUMMERFIELD,  
STRATEGIC PLANNERS  
SUBJECT: INDUSTRIAL ZONE EXPANSION PLANS

---

**1. SUMMARY**

- 1.1 The purpose of this report is to obtain a decision from the Committee on short listing sites for additional industrial zoning.
- 1.2 This arises from Council's endorsement of the need for an additional 80-120ha of industrial zoned land over the next 10-15 years, and an investigation of 22 potential sites totalling 838ha.
- 1.3 This proposal relates to the Economic Growth community outcome in the Strategic Plan "*Hastings Towards 2011*"

← *Opportunities abound and are being realised by people living and moving here.*

- 1.4 This report concludes by recommending six sites totalling 174ha be selected for detailed investigation, consultation and structure planning leading to the initiation of a Plan Change (refer to Map 1 attached).

**2. BACKGROUND**

- 2.1 On the 14<sup>th</sup> of November 2002, it was reported to the Development and Environment Committee that statistical and anecdotal evidence suggested a current and projected future shortage of suitable industrial land for new and existing businesses in the Hastings District.
- 2.2 Council endorsed the concept of increasing the size of the District's industrial land inventory by around 80-120 hectares over the next 10-15 years. Council authorised officers to investigate and undertake consultation on the Irongate, Whakatu East, Tomoana/Whakatu and Omahu Road areas for potential industrial zone expansion.

**3. CURRENT SITUATION**

- 3.1 Council needs to be able to provide for a variety of industrial land requirements now and in the future. There is demand for high profile dry service industrial sites along Omahu Road, but Council also needs to be able to cater for larger wet and dry industries in order to promote and facilitate inwards investment.

- 3.2 When determining the suitability of land for industrial zoning, there are a number of environmental, social/cultural and economic constraints that need to be considered. These include the potential adverse effects on the Heretaunga soil resource and unconfined aquifer, potential impacts on residential properties, costs for servicing sites, transportation impacts and the attractiveness of sites for industry.
- 3.3 Investigation and research, including stakeholder consultation has been undertaken on approximately 838 hectares of land with the aim being to determine the most suitable sites to zone for industrial activities. Council now needs to narrow this down so that detailed structure planning and consultation can take place.

#### 4. **OPTIONS**

A full consideration and assessment of the 22 potential sites comprising 838ha is provided in Appendix 1. Options to address the shortage of industrial land are as follows:

##### **1 Status Quo**

This option would contradict Council's Economic Growth outcome, as opportunities to attract new industries and therefore economic growth and employment would be limited. It would put pressure on Council to approve non-complying resource consent applications leading to ad hoc industrial development through the resource consent process. Accordingly, this option is not considered further.

##### **2 Increase Industrial Zoned Land in the Tomoana / Whakatu Corridor (this includes the Whakatu East area)**

A total of eleven sites were investigated and considered for industrial zoning in this area. Four of these are considered to be appropriate for zoning in the immediate to medium-term to cater for large-scale industrial demand.

##### **3 Increase Industrial Zoned Land in the Omahu Road Area**

Seven sites were investigated and considered for industrial zoning in the Omahu Road area. Three of these were considered to be appropriate for industrial zoning. One site caters for immediate short term demand relating to small scale dry industries wanting arterial road exposure. The other two sites in Henderson Road could cater for both wet and dry industry.

#### **4 Increase Industrial Zoned Land in the Irongate Area**

Four sites were investigated and considered for industrial zoning in the Irongate area. Three of these are considered appropriate for industrial zoning.

#### **5 A combination of Options 2, 3 & 4**

### **5. SIGNIFICANCE AND CONSULTATION**

**5.1** With regard to Council's significance policy as required under section 90 of the Local Government Act (LGA) 2002, the rezoning of 80-120 hectares of Plains land to Industrial zoned land (through a plan change) is considered to be significant. Therefore robust public consultation is required.

**5.2** It is considered that legal consultation requirements will be satisfied through the plan change procedure (under the Resource Management Act 1991), which prescribes a thorough public consultation process. This consultation process will occur once Council approves the proposed plan change for public notification (likely to be around March 2004).

**5.3** Initial consultation has however been undertaken with tangata whenua and key stakeholders as follows:

- Hui with tangata whenua and Maori organisations of the District
- Focus group interviews with land user groups such as New Zealand Fruitgrowers Federation and Hawkes Bay Grape Growers Association and with Industry leaders.
- Land owners whose land was identified in the scoping stage of this project have been notified by letter that their land has been identified as being potentially suitable for industrial use.
- Consultation has been ongoing with Hawkes Bay Regional Council staff and Council's servicing and roading engineers.

A summary of the points raised in consultation is given in Appendix 1 pages (?).

**5.4** If Council approves the sites, in depth consultation will be undertaken with directly affected landowners and key stakeholder groups prior to initiating any Plan Change.

**5.5** The cost of servicing new industrial areas will be included in the Long Term Council Community Plan and be subject to public consultation as part of that process.

## 6. ASSESSMENT OF OPTIONS

### Community Wellbeing

- 6.1 The Resource Management Act requires an assessment of environmental effects to be prepared for the sites that are selected to be zoned industrial. Accordingly a preliminary assessment of environmental effects was undertaken for all sites to assist the Council in making decisions on which sites are most suitable for rezoning (See Appendix 1, pages ?).
- 6.2 A site selection summary table has been drawn up taking into account all the investigations and consultation that have been carried out. This table illustrates both the positive and negative impacts of industrial zoning relating to social, cultural, environmental and economic/strategic issues (see Appendix 1, page ?).

### Financial Capacity

- 6.3 An assessment of the cost to service sites for water, trade and domestic sewer and stormwater has also been undertaken by Montgomery Watson Harza on behalf of Eastwater (See Appendix 1, pages ? and Appendix 2).
- 6.4 Infrastructure costs such as roading and servicing will be considered further once structure plans have been drawn up. It is intended that development levies will be set to recoup costs incurred by Council.

### Relationship with Maori

- 6.5 The relationship of Maori and their culture, tradition with ancestral land, water, sites, waahi tapu, flora, fauna and other taonga has been explored in relation to all sites through consultation with local hapu and whanau. Areas with known Maori issues and in particular landholdings are not amongst the sites recommended for further investigation at this time. Further consultation will however be carried out as the next phase of the project.

### Current Policy

- 6.6 In respect of Objective IZO1 and Policy IZP2<sup>1</sup> in the District Plan substantial research on the need for additional industrial land within the District has confirmed the necessity to rezone greenfield land to meet current demands (refer to Logan Stone, 2002), even though the Whakatu area has not yet reached capacity.

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1. IZO1 To facilitate efficient and optimum use and development of existing industrial resources within the Hastings District

IZP2 The optimal use and rationalisation of existing industrial areas and resources in the District will be preferred over further greenfield industrial development.

## Summary of Assessment

- 6.7 From the investigations and consultation undertaken on a total of 838ha of land it is initially concluded that sites I,II, VIIIa, and VIIIb in the Tomoana / Whakatu corridor, sites I, II and III in the Irongate area and sites V, VI and VII in the Omahu Road area are the most suitable for industrial zoning. However each of these sites have different characteristics in terms of their attractiveness for different types of industry.
- 6.8 These sites in combination more than meet the current and projected future needs of the District's industrial sector in land area. They appear feasible in cost terms and overall have the most manageable effects on the community and environment.
- 6.9 This gives a total of 336 hectares identified as suitable for industrial zoning. Immediate requirements are to provide between 80 and 120 hectares of industrial zoned land to cater for the Districts industrial needs over the next 10-15 years. The preferred option will therefore need to indicate which of these sites should be zoned now and which should be left for consideration in the future.

### Summary of sites suitable for Industrial Zoning.

Site	Area (ha)
Tomoana / Whakatu I	38
Tomoana / Whakatu II	60
Tomoana / Whakatu VIIIa	47
Tomoana / Whakatu VIIIb	36
Irongate I	11
Irongate II	22
Irongate III	4
Omahu V	40
Omahu VI	39
Omahu VII	39
<b>Total</b>	<b>336</b>

- 6.10 In addition sites III and IV in the Tomoana / Whakatu area may be suitable for industrial zoning in the future providing flood protection and Maori land aspirations can be built in. This would enable an industrial corridor between Tomoana and Whakatu to be formed.

## 7.0 PREFERRED OPTIONS AND REASONS

7.1 After carrying out consultation with key stakeholders and investigating all of the sites, Council officers recommend the following approach to the rezoning of industrial land:

- Rezone site I in the Tomoana / Whakatu Corridor immediately with site II being given a deferred industrial zone status and sites VIIIa & VIIIb identified for possible future industrial rezoning when demand requires;
- Rezone site VII in the Omaha Road area immediately with sites V & VI being identified for possible future industrial zoning when demand requires;
- Rezone site I and give sites II & III in the Irongate area deferred industrial status.

x 7.2 *in the Tomoana/Whakatu Corridor*  
Site I is a natural extension of the existing industrial zoning in the Tomoana Area and is considered to have manageable impacts on the community while providing industrial land for medium to large-scale industries. It is envisaged that site II will provide the next stage in the zoning of this corridor when this is cost effective to service (ie. when Site I is near fully developed or a single larger site industry (10ha plus) wants to develop there).

7.3 Tomoana / Whakatu sites VIIIa and VIIIb have been identified for possible future industrial zoning, however demand for these sites will be related to the development of the existing Whakatu industrial area and uptake in Tomoana / Whakatu Site I, and II *and possible removal of flooding problems in the sites III and IV.*

b 7.4 *Road*  
Site VII in the Omaha area is considered to have low environmental impacts while also providing high profile industrial land. Although this area extends the existing industrial zone across Omaha Road it is still in close proximity to this cluster of industry and will provide increased flexibility for industrial activities already located on this side of Omaha Road. Sites V and VI may also provide for the longer term industrial needs of this area as these abut the current industrial zone while maintaining the existing buffer to the Flaxmere residential area.

7.5 Site I in the Irongate area will cater for existing demand within this area with low environmental effects. The site is a logical extension of the existing industrial zone that covers this industry cluster. Sites II & III have been identified to provide for on-going demand in the Irongate area when the need arises. Site III is again a logical extension of the existing industrial zone, with site II being recommended because of its minor environmental impacts, dual road frontage and location closer to the urban area of Hastings.

## 7.6 Summary of Proposed Strategy

To be zoned to cater for industrial needs over the next 10 years.

Site	Area	Predicted Utility
Tomoana / Whakatu I	38	Wet and Dry Industry for immediate use.
Omahu VII	39	High profile dry for immediate use.
Irongate I	11	Dry for immediate use – attract timber/ agricultural based industry.
<b>Total</b>	<b>88</b>	

Deferred zoning to indicate strategic industrial direction beyond 10 years and if necessary provide for large scale industrial development within the 10 year period.

Site	Area	Predicted Utility
Tomoana / Whakatu II	60	Large wet and dry industries
Irongate II and III	26	Timber / Agriculture industries when required
<b>Total</b>	<b>86</b>	

The following sites will not be further investigated for suitability at this stage. They are however listed to give an indication of the likely direction of future industrial development beyond the 20 year period.

Site	Area	Predicted Utility
Tomoana / Whakatu VIIIa and VIIIb	83	Cargo and distribution hub and associated industries and smaller high profile dry industries facing State Highway 2.
Omahu V and VI	79	Dry industry when required
<b>Total</b>	<b>162</b>	



## 8. RECOMMENDATIONS AND REASONS

- A) That the Committee approve the selection of Tomoana / Whakatu sites I and II, Omahu site VII and Irongate site I, II and III as preferred sites for industrial zoning.

And resolve that Officers:

- 1) Carry out further consultation with affected land owners and key stakeholder groups and make adjustments as required.
- 2) Further investigate the feasibility of servicing sites relating to the sequencing and likely timeframes of site development.
- 3) Complete a detailed assessment of environmental effects and prepare structure plans for sites illustrating road and service provision.
- 4) Set out guidelines and development levies for development within the new industrial zones.
- 5) Research and assess suitable mechanisms to initiate changes from deferred to full industrial zoning.
- 6) Report to Council with final site recommendations, including structure plans, development levies and guidelines for rules with the view to initiating a plan change.

B) With the reasons for this decision being that:

1. The sites recommended are attractive to industry, while having manageable effects on the community and environment.
2. The objective of the decision will contribute to the following outcome and key strategy;

Outcome

*Opportunities abound and are being realised by people living and moving here* by providing the appropriate zone to facilitate inwards investment and growth.

Key Strategy

S1. Provide policies, services and infrastructure that attract and enable new and existing businesses and people to succeed.