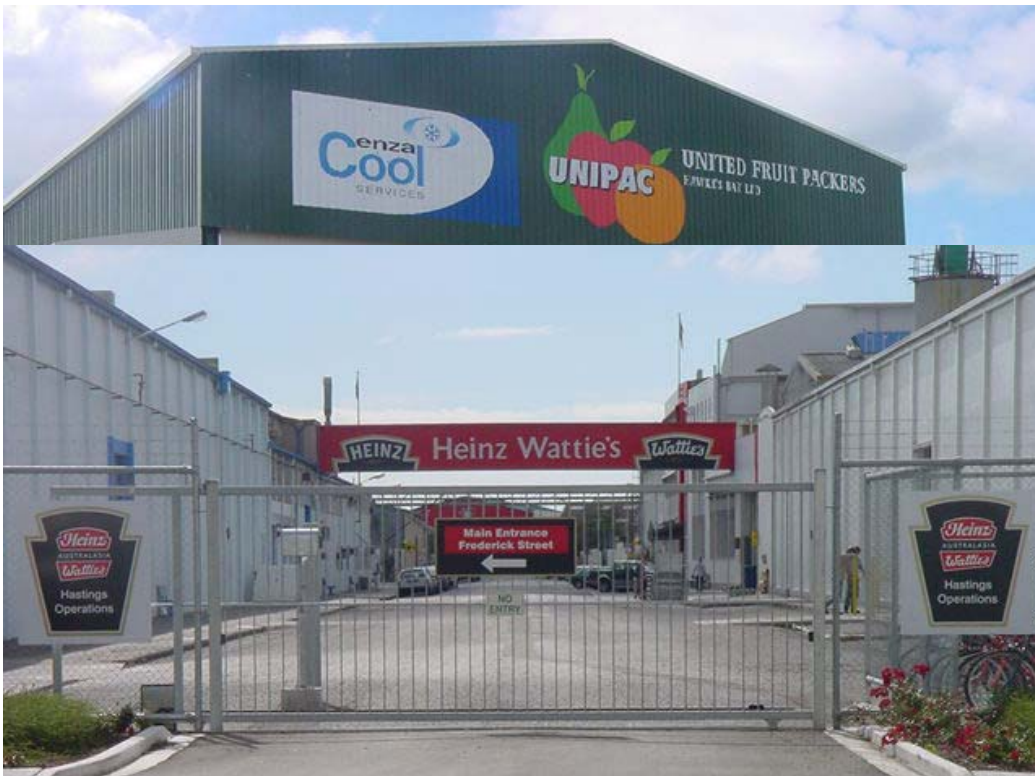


Industrial Site Selection Report

Hastings District





Megan Annear and Anna Summerfield
Strategic Planners, Hastings District Council

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7.0 Irongate

Site 1
Site 2
Site 3
Site 4

Omahu

Site 1
Site 2
Site 3
Site 4
Site 5
Site 6
Site 7

Tomoana / Whakatu Corridor

Site 1

Site 2

Site 3

Site 4
Site 5a
Site 5b
Site 6
Site 7
Site 8a
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Appendix 1 — Site Maps

Appendix 2 — Engineering Services Costs and Feasibility

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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.

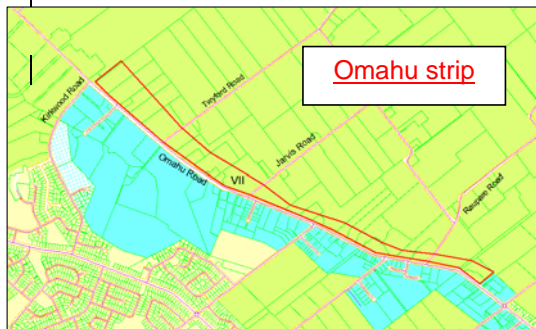
The preliminary environmental effects assessment has been combined with the information on servicing costs and stakeholder consultation. This has formed the basis of a proposed strategy for the expansion of industrial zones in the District for the next 10-15 years and beyond.

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 387ha area of land that is located close to Tomoana (Tomoana extension) and an 11ha site in the Irongate area (Irongate Cluster) also 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).

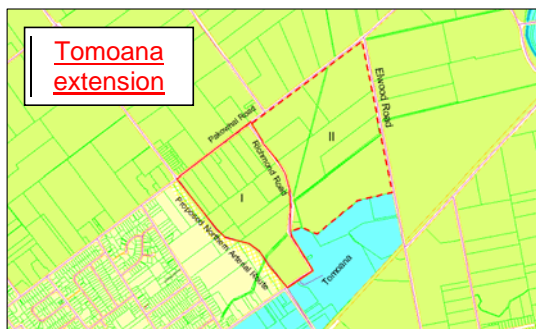
Beyond the 10-year timeframe additional sites have been identified for potential industrial extension in the 10-20 year time period, or earlier if uptake of the existing and rezoned industrial resource occurs more rapidly than expected.

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

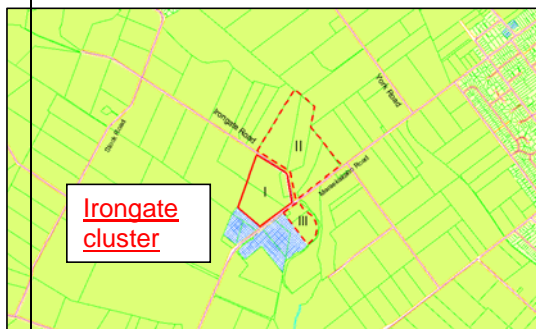
Figure 1: Site Maps of Areas Proposed for Industrial Zoning



The configuration of the Omaha 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, to avoid spoiling the amenity and special character associated with the Oak Avenue area, and to ~~and to~~ reduce impacts of additional storm water on the Raupare catchment, by being able to drain ~~into the existing Omaha Road reticulated system~~ into the existing Omaha Road reticulated system (which also mitigates effects on the



~~Although the selected sites in the Tomoana / Whakatu corridor immediate~~ The Tomoana extension (Tomoana / Whakatu sites I and II) (sites 1-4 and 8a & b) are all ~~although~~ es ~~situated on prime soils, their location adjacent to the existing industrial zone, buffered from residential zones, and with easy access to existing infrastructure services including the major traffic corridors makes~~ itthem ~~appropriate for industrial rezoning for wet industries. Site I has been~~



The ~~re~~ re ~~zoning~~ zoning of Irongate site I to industrial would consolidate this existing industrial area while also catering for ~~demand for~~ additional industrial land ~~in this area~~. 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 ~~the~~ wet industry ~~opportunities in for this area~~ Irongate to be attractive to large scale processing industry. Sites II & III may need to



Proposed industrial zoning



Proposed deferred industrial zoning



Industrial 2 zone



Plains zone



Industrial 6 zone

1.0 Introduction

1.1 Purpose of Report

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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 80-120 hectares of land to zone for industrial use purposes.

1.2 Background

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1.2.1 On the 14th of November 2002, it was reported to the Development and Environment Committee that statistical and anecdotal evidence suggests 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 Current Situation

The Council have initially identified around 700ha of land a number of sites totalling 861 hectares around the prime industrial in the above areas of the District to cater for this expected growth. 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 In selecting these sites the Council have given consideration to the following:

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- Proximity to existing industrial areas / zones;
- Provision of buffers between residential areas and industrial areas
- Existing servicing infrastructure and known servicing constraints
- Proximity of major transport routes
- Sites of known historic, cultural or amenity value
- Geographical constraints and known hazards
- Pitman's scale of significance for sites to be world class, nationally, regionally or locally significant;

This report assesses these sites in order to determine the most suitable land for industrial zoning.

Report Contents

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- Overview of Sites
- The Resource Management Act and other relevant planning documents
- Consultation undertaken and Feedback received
- Description of sites and their existing environments
- Preliminary Assessment of Environmental Effects

Site selection summary table and discussion

Prior to initiating rezoning procedures, there is a need to evaluate these sites and select the most appropriate sites for the Council and District's needs.

The Resource Management Act requires an Assessment of Environmental Effects to be prepared for the sites that are selected to be rezoned. Therefore it is considered beneficial to undertake preliminary assessments of environmental effects in order to assist the Council in making decisions on the sites most suitable for rezoning.

The purpose of a preliminary Assessment of Environmental Effects is therefore to broadly evaluate all the impacts of the proposed industrial rezoning on the sites initially selected in each industrial area with a view to selecting the most appropriate sites to be rezoned.

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.

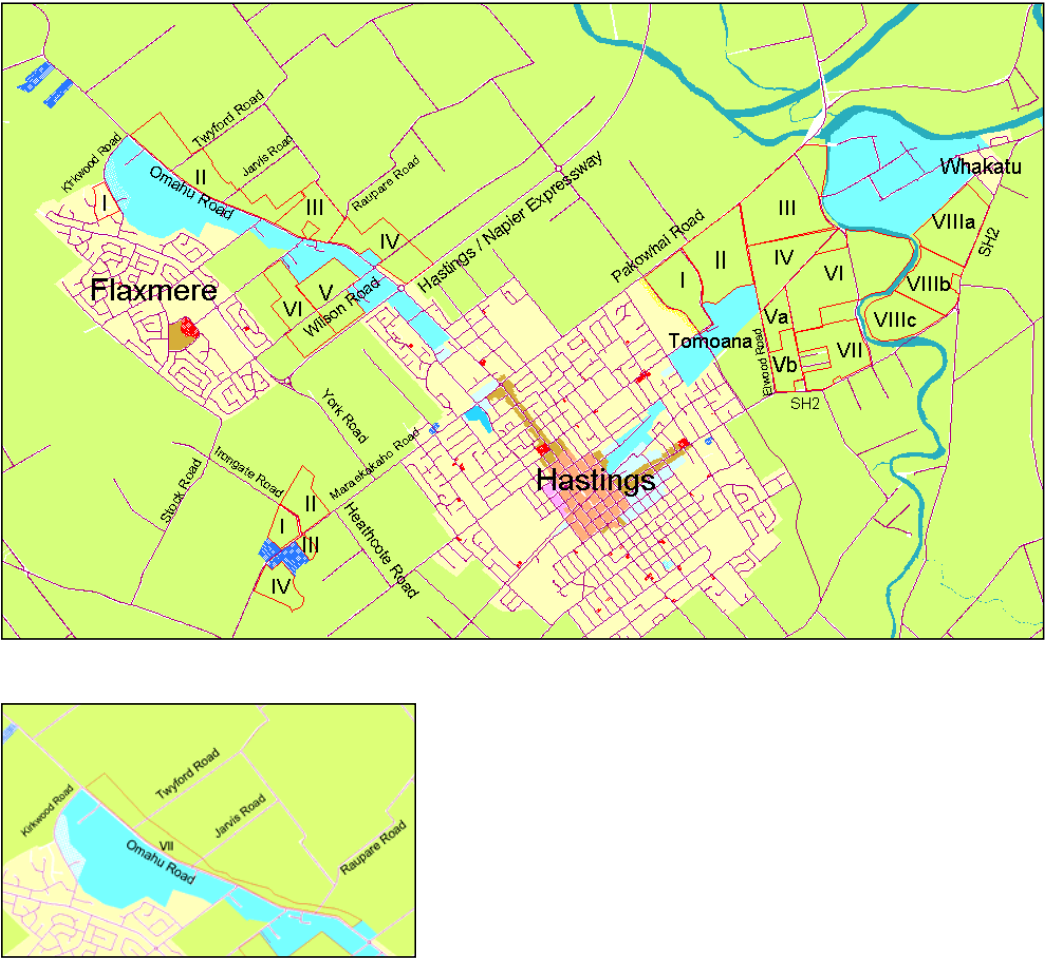
1.4 Overview of Sites by Area

1.4.1

Sites comprising of a total area of 83864ha have been identified surrounding three existing industrial nodes (see Figure 2, page 7) areas. An overview of these sites follows.

- Irongate Industrial NodeArea - four sites have been selected surrounding — three sites to the north of the existing industrial 6 zoned area located near the corner of Irongate and Maraekakaho Roads, — two on the western side of Maraekakaho Road (either side of Irongate Road) and the third on the eastern side of Maraekakaho Road immediately adjacent to the existing industrial area. The fourth site is located to the south of the industrial areas on the eastern side of Maraekakaho Road immediately adjacent to the existing industrial zoned area. 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 CorridorArea - 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 Corridor-Area – eleven sites have been selected, two to the north -east- of the existing zoned Tomoana industrial area bounded by Pakowhai Road, Elwood Road and the proposed Northern Arterial Route, sites III 3-VII7 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, alongside the current Whakatu industrial area and adjacent to State Highway 2. 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 otherand Planning Documentss

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.

~~The philosophy of the Resource Management Act (RMA) is embodied in its purpose 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.~~

2.1.2 The Resource Management MAAct (1991) has set up a framework by which development within New Zealandregions is managed in a sustainable manner. ~~National, regional and district statutory documents under the RMA are mandatory tools in which to aid territorial authorities to achieve the sustainable management of natural and physical resources.~~

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

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- d) The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers
- e) The relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi 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).

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2.2.2 This industrial zoning proposal must be in accordance with the above purpose and principals of the RMA.

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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.

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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 ~~Hawkes Bay Region~~ statutory and non-statutory documents, their purposes and relevance to ~~this this industrial rezoning~~ proposal ~~and the assessment of identified site options~~ are outlined below.

2.3 The Hawkes Bay Proposed Regional Resource Management Plan (RRMP) (aAs aAmended by dDecisions 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 ~~Key Regional Policy Statement Objectives~~The following RRMP objectives are relevant to ~~rezoning additional industrial land:~~

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☐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.

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☐To ~~maximise~~maximize certainty by providing clear environmental direction.

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

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~~2.3.3 The proposal to rezone land within the Hastings District for industrial purposes is considered to meet the above key objectives for the Region. The rezoning proposals aim~~ iss 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~~ 150 years. In addition, the provision of additional land ~~zoned tagged specifically~~ for industrial activities will ~~negate~~ 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 Regional Resource Management Plan-RRMP set out objectives and policies related to specific resources~~ 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, however 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 activities, such as for example spray drift and dust associated with orchards negatively impacting on a food processing business. However the potential to generate significant adverse effects is though to be minor.

~~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 Omaha~~ Road Industrial Corridor Area. Reticulated services ~~may would~~ 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 will be considered.

~~2.3.9 Council officers have undertaken consultation with hapu and whanau of the District as well as landowners and key stakeholder groups~~ regarding the proposed rezoning of land for industrial purposes. A hui was held to discuss the implications ~~for~~ for Maori of rezoning ~~the selected~~ 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 ~~acts as a guide~~s to fundamental decision-making that will shape 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 the outcome for~~ 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 for this focus area~~.

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 Overall, the proposal This assessment consideration 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.

“4.2.3 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~~kk~~.”

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 ~~to direct 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 so far~~ Undertaken

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

- Hui with ~~whanau and hapu of the District~~ Tangata Whenua and Maori organisations
- Focus groups 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 ~~The views those that have been~~ 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 ~~at a later date in May 2003~~.

3.2.2 Owners ~~They~~ 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 ~~also~~ a number of issues raised by landowners as set out below:

- Owners of some established residential houses along Omaha 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 Omaha area, some of which are already having adverse effects on residential amenity dwellings.
- 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 Omaha 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

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- Currently landowners future is in limbo until Council confirms which areas will be zoned industrial.
- Mixed use developments rather than segregated zonings
- Effects on orchardists and particularly organic orchardists
- 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 9th 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 what 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 to 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 27th of March 2003. Des set up the Whakatu Community Trust to assist the Whakatu

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Community develop. ~~He keeps his ears/eyes open for~~ The trust scrutinises any projects that may affect the Whakatu Community ~~and acts as spokesperson for the 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 uses.
- 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 17th and 18th 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:

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- 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 24th 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 ~~g~~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 ~~strips~~ 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 27th 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.
- Orchardng 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 ~~we~~ have identified for potential industrial land they ~~comment as follows:-~~

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- 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 4th of February and through subsequent phone calls, meetings and emails with staff members. The main issues that were discussed were:

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- 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 ~~from a Regional Council perspective~~ 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 ~~we are~~ Council is looking to expand industrial development the Regional Council has concerns with some non complying industrial activities in existing industrial zones.

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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.-

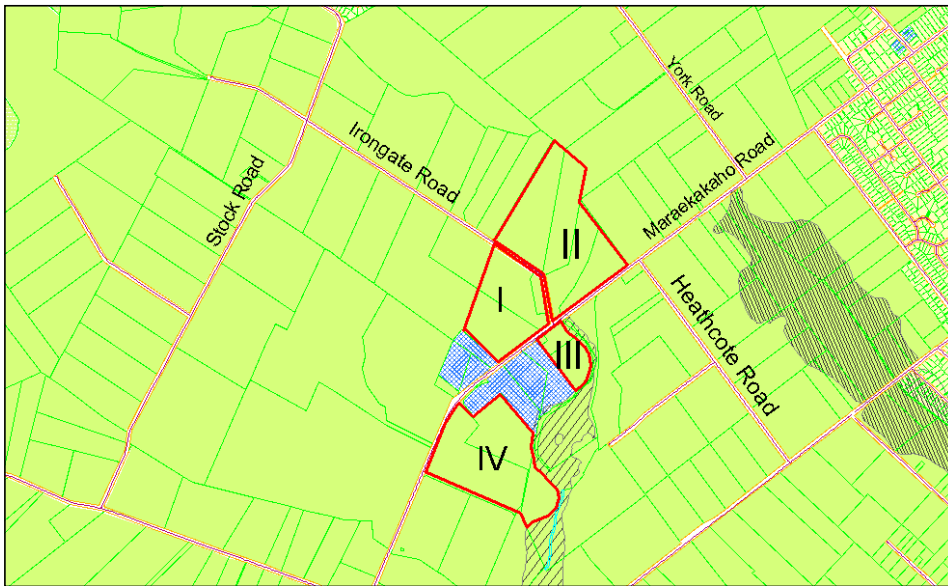
3.11.3 All stakeholders including Tangata Whenua that have in the first instance been consulted will also be contacted to advise them of the sites that Council have selected for industrial development and invite any further comment.

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. ~~Also see maps in Appendix 1.~~

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 ~~an average area of 3.6ha~~ 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. ~~W which 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 ~~for holiday makers~~.

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. ~~Each parcel has an average size of approximately 5.5ha. The soils on which the site is located are~~ of poor quality and not suitable for horticultural activities apart from ~~perhaps~~ viticulture ~~perhaps~~. Current activities include a timber business and grazing.

4.1.5 The site is currently zoned Plains ~~under the Operative Hastings District Plan~~ 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 ~~under the Operative Hastings District Plan~~. 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 land use activity of~~ 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

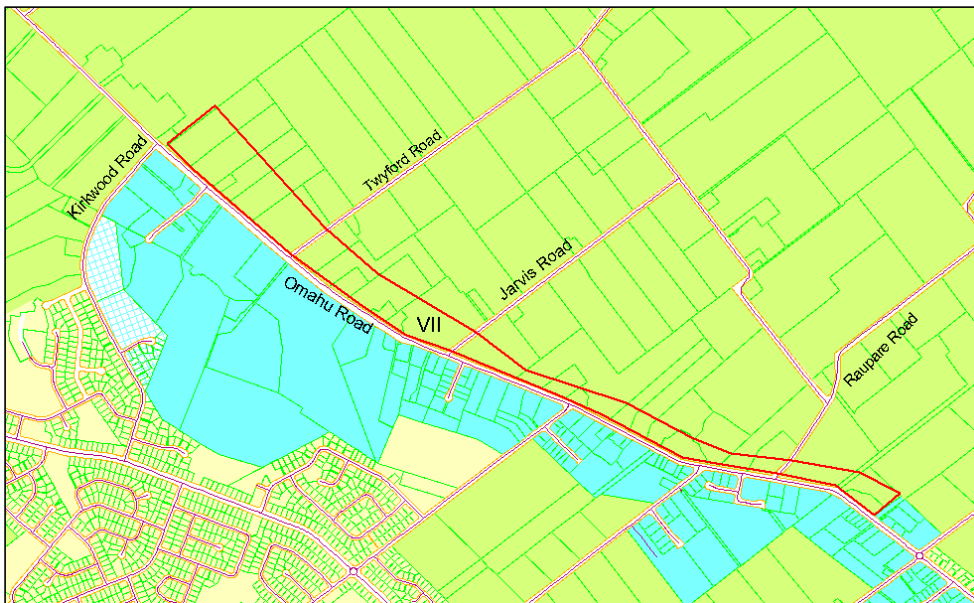
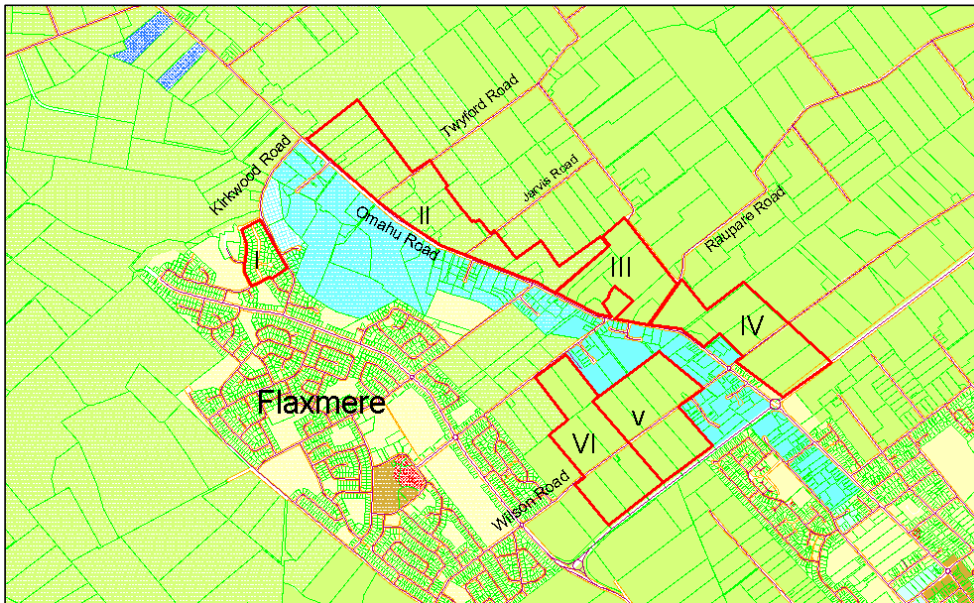
4.1.10 This site borders the existing land zoned industrial 6 and has frontage to Maraekakaho Road. The site has a total area of 19ha and comprises 3 parcels of land with an average parcel size of approximately 6ha. The site is wholly zoned Plains and is not subject to any special zonings or designations. 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 As such the site~~ is provided with infrastructure to facilitate ~~its~~ residential development. ~~It is also noted that t~~The site sits above the Heretaunga ~~u~~Unconfined ~~a~~Aquifer, ~~but~~. ~~The site~~ 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% Omaha sand on stony gravels and 40% Omaha 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 Omaha Road is an established winery and ~~their~~ associated vineyards. Cool storage facilities are located opposite the winery.

Site II

4.2.5 This site encompasses an area ~~on~~ the ~~n~~Northern side of Omaha Road ~~approximately~~ between Kirkwood Road to the west and just past Chatham Road to the east, ~~immediately and~~ opposite the current Omaha ~~Road~~ Industrial ~~are~~zoned area. This area of land contains ~~approximately~~ 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~~subject to the Heretaunga ~~u~~Unconfined ~~a~~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 ~~This site~~ 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 Omaha ~~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~~ ~~W~~white ~~B~~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 ~~and hence are productive~~. 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 ~~and to the east of Site III~~ and opposite the existing Omaha Road Industrial area. ~~To the east of the site~~ The site is bordered by the Napier /Hastings expressway- ~~and The site~~ 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 of 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 ~~mayde~~ 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. ~~BHowever, because the expressway is a state highway, and 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 ~~within this site~~ comprise mostly of sandy loam and silt loam on sand and the topography is flat ~~so. Hence~~ 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. ~~However, because the expressway is a state highway and hence a limited access road As with site V it is unlikely that Transit would grant approval for additional accesswaysaccess ways onto the expressway to be created from these sites 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 w~~Further est~~south~~ of the site lies the Flaxmere residential area, to the ~~east~~north is site V another horticultural area, ~~with~~ ~~the~~ Omaha Industrial area ~~lies~~ beyond that, ~~and~~ to the ~~southeast~~ is the ~~E~~expressway, and beyond that more orcharding and horticultural activities.

Site VII

4.2.18 This site ~~comprises the front portion is a variation~~ of sites II, III, & IV bordering Omaha Road. ~~It is a narrower strip that~~The boundary line follows ~~a the~~ change in topography. ~~That is the parcels of land which form part of this site slope toward Omaha 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. ~~Those soils of lesser quality are included in Site VII.~~

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.

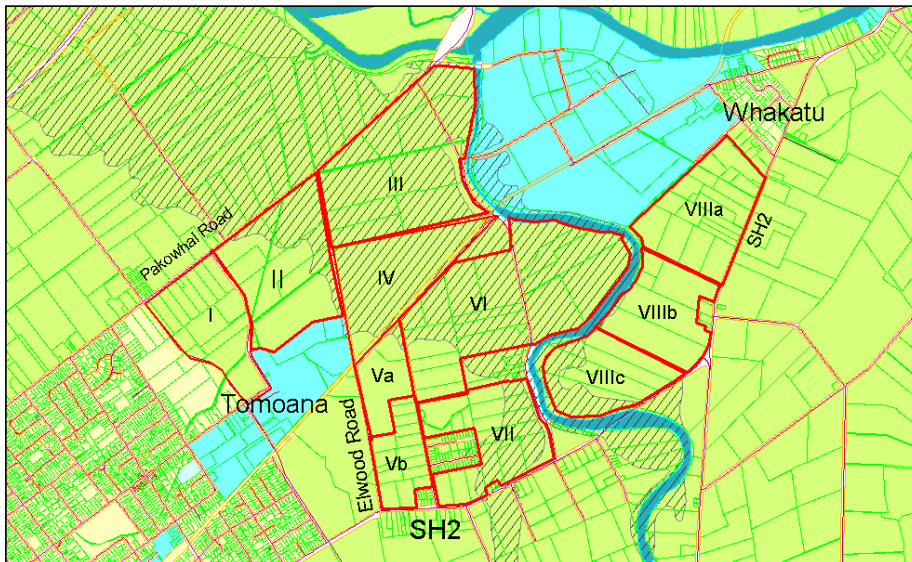
4.2.21 The site is currently zoned Plains under the Operative Hastings District Plan. There are no known heritage items or archaeological sites located in the vicinity. The site is not subject to any designations.

4.2.22 As for sites II, III & IV, the topography is flat to gently undulating and slopes towards Omaha Road. The amenity and character of this area is explained in the descriptions for sites II, III & IV respectively.

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4.3 Tomoana / Whakatu Industrial Corridor including Whakatu East

Figure 5: Tomoana / Whakatu site map



Site I

4.3.1 Pakowhai Road borders site I to the North and the proposed Northern Arterial Route is to the west of the site – 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 residential housing 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 site I the area is currently zoned Plains in the Hastings District Plan and is at a juxtaposition between 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 there is a cluster of residential houses located in the plains zone. The Tomoana Industrial area (Industrial 2 zoning) meets site I on abuts the South and South Eastern side of the site. Site I 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. A Regional Council drains runs 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 ~~ee~~east of site I and like site I, Pakowhai Road, a District Arterial road is located to the ~~n~~North. Richmond Road, a collector road, borders the ~~w~~West of the site with Elwood Road, also a collector road to the ~~ee~~east. Site II has a total site size of approximately 60ha.

4.3.6 The current land use is mainly intense orcharding ~~into~~ the ~~n~~North~~ern part~~ of the site, while the land ~~to in~~ the ~~S~~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 ~~under the Hastings District Plan~~ and about a third ~~of the site~~ (approximately 19ha) is ~~affected~~~~covered~~ by the Karamu ~~F~~looding ~~RMU~~unit. 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 Two~~Regional Council drains ~~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 ~~S~~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 ~~E~~east. Ruahapia Road, a district collector road partly dissects the site at the eastern end. The ~~s~~South of the site is bounded by Site IV, a cultivated paddock. The Whakatu Industrial Area ~~lies~~ across the Karamu Stream to the ~~e~~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~~~~covered~~ by the Karamu flooding unit. Site III contains a property identified ~~through consultation~~ as Maori Land although not recorded ~~through 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 III~~ 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.

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~~A number of fatal accidents have occurred in recent years in the vicinity of Ruahapia Road, which contains a number of bends and in particular the intersection with Otene Road has poor visibility.~~

Site IV

4.3.14 This triangular shaped site fronts Otene Road, a District Collector Road and the inter-regional railway line to the ~~S~~south. To the west is Elwood Road which adjoins the

Tomoana Industrial area and to the ~~e~~East ~~Site IV-it~~ meets the Whakatu Industrial Area and Ruahapia Road.

4.3.15 The current zoning is ~~P~~plains and the majority of the site (approximately 95%) is ~~affected/covered~~ by the Karamu Flooding unit. Further investigation is required to determine whether the land is thought ~~of as 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 ~~n~~Northern ~~b~~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 ~~this site it does~~ links the Tomoana and Whakatu Industrial areas.

~~A number of fatal accidents have occurred in recent years in the vicinity of Ruahapia Road, which contains a number of bends and in particular the intersection with Otene Road has poor visibility.~~

Site Va

~~(recently added to selection)~~

4.3.17 Site Va is bordered to the ~~N~~north by Otene Road and the inter regional railway line, ~~w~~West by Elwood Road and Bennett Road is to the ~~e~~East. Site Vb is to the ~~S~~south of this site.

4.3.18 The flat site is zoned plains with a small area (3%) of the site ~~affected/covered~~ by the Karamu Flood ~~unit~~ RMU. There are no known heritage items or archaeological sites within this area.

4.3.19 ~~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. The site contains a large residential house and grounds of rural character and splendour and~~ Elwood Park, which 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

~~The 3ha site has silt loam soil while Elwood Park Soils are~~ made up of a mix of silt and sandy loams ~~and the~~.

~~The e~~character of the site and surrounding area ~~being located on the rural/urban fringe is rural/recreation being located on the rural /urban fringe lifestyle.~~ 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.

~~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 remains unclear.~~

Site Vb

4.3.21 Site Vb is bordered to the ~~s~~South by State Highway 2. Elwood Road to the ~~w~~West is a District Collector road while Bennett Road to the ~~E~~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

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that the railway crossing on Bennett Road will have to be removed, thus severing the link between Sites Va and Vb and with Tomoana.

4.3.22 Site Vb is 2144ha in total and is made up of a number of small titles (most being between 1 and 2ha) that 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-with one parcel of land in this site thought to be Maori owned.

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 a rural- and residential community.

Site VI

4.3.26 This site borders Otene Road and the Railway Line to the nNorth and Bennett Road to the wWest. The Karamu Stream is the eastern boundary. To the sSouth is site VII. Ruahapia Road that dissects this site is known for recent fatal accidents.

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 Fflooding RMUunit.

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 sSouthern 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 and 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 and the riverine environment. That not withstanding tThe 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 wWest. It meets site VI to the NNorth. Ruahapia Marae is situated to the nNorth 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.

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- 4.3.33** The current zoning is **P**lains and about 50% of the site is affected by the Karamu **F**looding **RMU**unit. The Karamu Stream is located to the **e**East of the site. The area contains land identified as Maori **L**and 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 **w**West of the site.

Site VIIa

- 4.3.36** Site VIIa 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 **s**South. It meets site VIIb to the west.
- 4.3.37** The current zoning of the site is **P**lains and this site is not effected by the Karamu Flooding **RMU**unit. 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 6-ha 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, however most of the site is used for with orcharding activities purposes. A as well as a~~ number of residential houses ~~are~~ located ~~at~~ on 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 **H**ighway and roadside commercial operators to the **s**South, the Whakatu Industrial are to the **N**orth of the site and the Whakatu residential community to the **e**East.

Site VIIb

- 4.3.41** Site VIIb is located between sites **s** VIIla and VIIlc. The Karamu Stream is to the **n**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 **P**lains with the Karamu Flooding ~~unit~~ **RMU** affecting ~~overlapping~~ a small part of site VIIb (~~effecting~~ less than a hectare). There is no identified Maori Land, Waahi Tapu sites or Archaeological or heritage sites in site VIIb.
- 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 sites ~~s~~ contains **s** 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 S~~site VIIb would be developed in conjunction with site VIIla in order to link through to the Whakatu Industrial area.

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Site VIIIc

4.3.46

Site VIIIc is located west of site VIIIb and is bordered to the ~~W~~west and ~~N~~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 ~~P~~plains with one known Waahi Tapu site within the site and two more in close proximity. Approximately a third of the site is ~~affected~~~~covered~~ by the Karamu Flooding ~~RMU~~unit.

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, ~~the remainder and r~~ ~~being graz~~ing. 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 character of the site and the surrounding area is characterised by the Karamu Stream and is mainly rural in nature a rural riverine environment with recreational value.~~

5.0 Assessment of Environmental Effects

~~5.1 The following effects are common to all sites and should be read in conjunction with individual site assessments.~~

~~Social/Cultural Effects~~

~~The proposed rezoning is considered to have positive social impacts in that it will provide landowners with opportunities to enhance their social and economic wellbeing. It will also enable the community in general to provide for their social and economic wellbeing through the additional employment that is likely to be generated by the increase in industrial activity.~~

~~Some areas identified by hapu/whanau as undesirable for industrial zoning – sites...~~

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

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 the 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, t~~

~~Specifically, in terms of the owners of the land within this site area, the rezoning proposal provides the opportunity to sell their land or develop it for industrial purposes. As such it is considered that the proposed rezoning affords property owners the chance to realise the increased value of their property, if they wish.~~

~~There however 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 The proposed 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 of the Region with due to an increase in wards 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 the proposed industrial rezoning will have significant positive effects for the local community and region as a whole.~~

5.2

Infrastructure Servicing—Omahu 1

The site is currently provided with services to facilitate its residential development. Further, upgrades would be required to facilitate its industrial development. Council engineers have advised that a reticulated stormwater system connecting to the existing Council outfall drainage system (which will need upgrading to cope with the additional demand) will be required. Further, any industrial development of the site would require consent from the Hawkes Bay Regional Council to dispose stormwater via soakage method. Stormwater discharges will need to be of high quality to comply with the requirements of the Aquifer Resource Management Unit which this site is subject to under the Operative Hastings District Plan, in addition to any rules of the Hawkes Bay Regional Resource Management Plan. Provided that these stipulations are met, it is considered that stormwater disposal from industrial activities on this site will have no more than minor effects on the environment.

In terms of sewer disposal, Council engineers advise that this site currently has a limited capacity and is more suited to dry industrial activities. Further, Council engineers have stated that separated trade waste systems are not considered financial viable for such a small land area.

A potable water supply is already provided for on this site, however, there are existing issues of peak time delay which would be exacerbated by an increase in demand. These issues need to be resolved in order for the proposed rezoning to have minor impacts on the existing supply of potable water.

Infrastructure Servicing O2

Council engineers have advised that a reticulated stormwater system connecting to the existing Council outfall drainage system (which will need upgrading to cope with the additional demand) will be required. Because the majority of the land within this site drains towards the Raupare catchment, stormwater would need to be accommodated by this catchment. Currently this catchment is experiencing existing stormwater capacity and water quality issues, which the proposed rezoning and subsequent development of this site would have the potential to exacerbate.

A potable water supply is not currently provided to the site. The area is subject to poor water capacity, a booster station is required and has been budgeted for in 2005. Council engineers advise that further upgrades may be required to accommodate additional service capacity in the area.

Currently there is no sewer or trade waste system available. However, if sewer and trade waste for the Omahu area is approved and included in the capacity requirements for either unseparated or separated domestic and trade waste sewerage disposal which are due for completion in December 2003, a new system could be constructed to accommodate the proposed areas to be rezoned. However, this would be at a significant cost.

Overall, it is considered that the proposed rezoning has the potential to cause serious adverse effects in terms of stormwater disposal in the Raupare catchment.

Infrastructural Servicing T/W

It would be feasible for Council to service this area, 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.~~

~~Councils engineers have recommended that a reticulated water system be established to supply potable water in this area.~~

~~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.~~

~~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.~~

~~A reticulated storm water system would be required. This system would connect into existing drainage systems which would require upgrading. These works would need to be designated as part of the rezoning process.~~

~~Domestic and unseparated trade waste as well as separated trade waste sewer lines are located in this vicinity. Therefore sewer servicing of this area can be achieved relatively easily.~~

~~Effects on Infrastructure Servicing—site III Omaha~~

~~In terms of potable water supply, this site has access to the Council reticulated water supply along Omaha Road. However, Council engineers advise that upgrades may be required to accommodate the increased service area to ensure that there is no resultant adverse impacts on those sites currently connected to the supply.~~

~~A reticulated stormwater system will be required connecting into the existing Council outfall drainage system will be required to facilitate industrial development in this area. The Council outfall drainage system will require upgrading in order to cope effectively with the additional stormwater generated by the rezoning. In addition, consent for soakage disposal will be required from the Hawkes Bay Regional Council.~~

~~Council engineers advise that this site slopes into the Raupare catchment where there are existing flooding and drainage problems and therefore little capacity to cope with the existing runoff generated. Any application for consent to discharge into this catchment is likely to require extensive analysis to demonstrate that the proposal will have little or no adverse effects.~~

~~Unless Council and /or private enterprise provides an alternative stormwater disposal system for this catchment that would allow industrial development to occur with little or no adverse effects, the rezoning propose of this site is considered to have significant adverse effects in terms of stormwater discharges.~~

~~Neither domestic sewer and unseparated trade waste systems or separated sewer and trade waste systems are available for the site at this current time, unless the Omaha Industrial area is included in the capacity requirements due for completion in December 2003. The expense in constructing such a system is anticipated to be costly. However without a system in place sufficient to cope with industrial activity, the proposed rezoning would have significant adverse effects.~~

Assessment of Heretaunga Plains Soil Resources

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 40ha 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:

- ~~Previously, the Hastings Urban Development Strategy (HUDS) has identified a number of plains zoned areas to be rezoned for residential purposes. A total of 78ha of plains land has been rezoned and developed for residential purposes at Arataki in Havelock North Arataki (78ha).~~
- ~~Williams Street (25-30ha). In addition,~~

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

~~Williams Street, which was once zoned plains, has a total area of approximately 25-30ha, and was rezoned as part of the Planning process associated with the drafting of the new Operative Hastings District Plan. This site is now able to be developed for residential purposes.~~

The following areas identified by HUDS have been refined to the stage that ~~they~~ will be rezoned for residential activity in the near future:

- ~~67ha of Plains land is proposed to be rezoned at Lyndhurst (67ha)~~
- ~~9.8ha is proposed to be rezoned at Clive with 6.37ha being returned to Plains zone, so in effect the Clive urban development strategy reduces the plains zoned by Clive (3.5ha).~~
- ~~60 ha is proposed to be rezoned at Kaiapo Road (60ha)~~

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5.2.3 There are several other greenfield areas currently zoned for ~~P~~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 ~~P~~plains resource to accommodate population increases in the future.

The ~~P~~plains ~~Z~~zone resource is therefore likely to be reduced by a total of ~~3238ha (1.3%)~~ to allow for urban expansion ~~in the near future. The proposed industrial strategy estimates that an additional 100ha is required to and~~ accommodate industrial growth for the next ~~10-15~~50 years.

~~5.2.4 Given that the plains zone surrounds the urban area of Hastings, the greenfield expansion of industrial activities will undoubtedly reduce the plains zoned area further. However, not all of this land is situated on prime soils.~~

5.2.4 ~~P~~The proposals to rezone ~~this 40ha of~~ fertile soils for industrial purposes is considered, in light of the above, to have ~~minor to potentially moderate to serious~~ adverse impacts on the availability of the ~~P~~plains prime soil resource. This however has to be balanced against

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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.

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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.

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5.3.7 In the Omaha 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.

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5.3.8 Omaha Road sSite VII could avoid the issues associated with the Raupare catchment Omaha Sites II, III & IV because the topography of the land of Omaha Site VII drains towards Omaha Road and therefore stormwater could be disposed of by soak pits or through-by reticulating stormwater elsewhere as the topography of the site reticulated services to mitigate potential contamination of the unconfined aquifer. This site wiis different from sites II, III and IV. It therefore avoid generating additional flooding in the Raupare catchment.

5.3.9 The Regional Council would however prefer the 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 Omaha & Tomoana/Whakatu is feasible. However, the cost to users of the Omaha trade waste system (which is due to be upgraded in 2003/2004) may encourage wet industry to develop in Tomoana / Whakatu areaelsewhere.

5.3.11 With respect to servicing Irongate sites with domestic and trade waste sewer services ~~Council engineers have advised that due to the shallow groundwater situation in this area a reticulated system is likely to be required. Council's engineers~~ 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– ~~The exception to the above is Omaha Site I as this site is~~ currently provided with services to facilitate its residential development. ~~A potable water supply is already provided for on this site, however, t~~There are however existing issues of peak time delay with the water supply which would be exacerbated by an increase in demand.

~~5.3.13~~– An existing network of storm water and domestic waste water is suitable for dry industry. Council engineers have ~~stated advised~~ that a separated trade waste system is not considered financially viable for such a small land area.

5.34

~~Impacts on the integrity and philosophy of the Operative District Plan~~

~~The rezoning of this plains zoned land will have minor impacts on the philosophy of the Operative District Plan. While it will reduce the area of Plains zoned land, it will allow for greater economic growth and hence achieve an important overall goal of the District Plan and the Council as a whole. Further, the selection of this site would avoid the potential for contaminating the unconfined aquifer.~~

~~The change of zone for this site should not impede the operation of currently existing activities, rather it will allow for their expansion, particularly those industrial activities associated agriculture or horticulture. Therefore, the zone change should not create any anomalies, by making existing activities prohibited under the new zone. However, some activities such as residential or tourism based activities may be subject to additional rules, which may impact on their establishment or further expansion in the future.~~

~~On balance, the rezoning proposal is considered to have minimal adverse effects on the perception of the Operative District Plan.~~

~~Impacts of the rezoning on the Integrity of the Operative Hastings District Plan – Omaha~~

~~Currently, there are a number of industrial activities existing within the Plains zone on the northern side of Omaha Road, which operate under resource consents granted by the Council for their specific activity. There are also industrial activities operating on these sites which fall within the Plains zone rules which allow a level of industrial activity associated with rural sector business. Further, there are some industrial activities that existed prior to the District Plan and are operating under the premise of existing use rights. It is also likely that there are industrial activities currently operating in this area, which are illegal under the Resource Management Act.~~

~~Therefore, given the number of existing industrial activities already operating in this area, there appears to be a market demand to locate along the frontage of Omaha Road. Any proposal to rezone land in this area for industrial purposes has the potential to legitimise illegal industrial activities and allow the expansion of activities operating within their existing resource consents and those operating within the existing District Plan rules.~~

~~It is considered that such an approach would not have adverse effects on the perception and integrity of the District Plan.~~

~~Impacts on the Integrity /Philosophy of the Operative District Plan~~

~~The rezoning of this plains zoned land will have minor impacts on the philosophy of the Operative District Plan. While it will increase the potential for contamination of the precious Heretaunga Unconfined Aquifer, the site will retain prime soils in an area of land available for intensive horticultural production. Further, it will allow for greater economic growth and hence achieve an important overall goal of the District Plan and Council as a whole.~~

~~The change of zone for this site should not impede the operation of currently existing activities, rather it will allow for their expansion, particularly those industrial activities associated with agriculture or horticulture. Therefore, the zone~~

change should not create any anomalies, by making existing activities prohibited under the new zone. However, some activities such as residential or tourism based activities will be subject to additional rules, which may impact on their establishment or further expansion in the future.

Rezoning Site VII according to topography and location of prime soils creates difficulties in terms of slit zoning parcels of land. Land that is partly zoned Industrial and part Plains may be beneficial to some landowners providing a wider range of options, while to others including prospective developers, this may cause complications.

On balance, the rezoning proposal is considered to have minor adverse effects on the perception of the Operative District Plan.

Assessment of Environmental Effects

Irongate Industrial Area

5.43.1

Rural Character and Amenity Effects

5.43.1.1 Generally, the area around ~~the~~ Irongate sites I, II, III and IV is characterised as ~~rural agricultural~~ with associated timber and agricultural transport industries. ~~M-and-most~~ land identified for industrial zoning is currently being grazed. ~~±~~

Site I

5.43.1.2 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.

5.43.1.3 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

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

5.43.1.5 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, ~~as industrial activities establish on this site,~~ 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

5.43.1.6 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 therefore is~~ occupied by ~~buildings housing~~ transformers and other electrical equipment. The immediately surrounding area therefore already has some characteristics of an industrial area.

Site IV

5.43.1.7 The site is currently used for livestock grazing and as a shooting range. ~~The area surrounding the site has a varied character but is primarily a rural farming area with associated timber and agricultural transport industries located nearby. In addition,~~ 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.

5.43.1.8 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 ~~completely~~ 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.

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

5.43.2 Impacts on ~~N~~natural ~~R~~resources – prime soils and the unconfined aquifer

5.43.2.1 Sites I, II, III and IV

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 ~~u~~Unconfined ~~a~~Aquifer or exacerbate flooding issues in the locality.

5.43.2.2 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.

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5.43.2.3 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~~~~revealed~~ that while soils in the Irongate area appeared to be appropriate for viticulture, the area was unproven~~the water tables may be too high~~. 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.

5.43.2.4 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.

5.43.3 Cultural Impacts

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

5.43.4 Access, Transport and Traffic Effects – Sites I, II, III and IV

5.43.4.1 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 ~~have a greater effect~~ impact on Irongate Road given that it is a local road.

5.43.4.2 Access to and from properties along Irongate and Maraekakaho Roads is likely to become more difficult as more industrial activities establish in the area. ~~There is the possibility that a~~ Additional accessways along Maraekakaho Road may be restricted by Transit New Zealand given that Maraekakaho Road is a ~~S~~state ~~H~~highway and access is

constrained by overhead power line poles and possible culverts associated with the Irongate Stream. However, ~~on the whole~~ if access is gained off Irongate Road, the impacts of the rezoning on access are anticipated to be minor.

5.43.4.3 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.

5.43.5 Effects on Rural / Plains Zone Business Activities

5.43.5.1 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.

5.3.6 Infrastructure Servicing

~~5.3.6.1 There is currently no reticulated water supply service available. Possible sources include private bores, extending the current Hastings reticulated system or tapping into a second water line.~~

~~Council's engineers have recommended that a reticulated water system be established to supply potable water in this area.~~

~~5.3.6.2 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.~~

~~5.3.6.3 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.~~

~~5.3.6.4 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 so that groundwater contamination can be monitored.~~

~~5.3.6.5 Sewer and trade waste services are not available at present and due to the shallow groundwater situation in Irongate a reticulated system is likely to be required. Council's 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.~~

5.43.76

Summary Conclusions ~~Sites I, II, III and IV~~

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

- ~~The significant issues associated with these sites are~~ 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;~~

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- rezoning will not have significant adverse effects on the rural amenity of the area and any increase in traffic can be readily accommodated by the existing road infrastructure;

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~~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 and any increase in traffic can be readily accommodated by the existing road infrastructure.~~

- 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;

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~~The part zoning of 2 of the 3 parcels of land individual titles that make up these sites is not considered to cause complications, as the remaining lots would be feasible for rural/agricultural use in terms of developing the sites or continuing to graze the Plains zoned land area, given that both parcels have dual access to both Irongate and Maraekakaho Roads.~~

- 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;

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~~The Irongate area however is isolated from the main clusters of industrial activities in the District and is therefore unlikely to be prime industrial land. The 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.~~

- However although the Irongate area is isolated from the Hastings built environment and therefore residential activity;

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- these sites have good access to major arterials as they face SH2 and have a direct link to the Expressway via York Road;

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- 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;

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- 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;

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- 3. 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.

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5.54 Omaha Industrial Area Road Area Site I

5.54.1 Residential Amenity and Character Effects

5.54.1.1

Site I

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 would significantly impact on the amenity of the general area and would have the potential to create a reduction in air quality.

5.54.1.2 Further, 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.

5.54.1.3 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 general industrial activities are able to establish as of right.

5.54.1.4 While there are existing industrial activities located opposite this site on the corner of Kirkwood Road and Omaha Road with the potential for these activities to expand further along Kirkwood Road in the Deferred Industrial 2 zoned area, these activities are located 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. Such a site is therefore not considered suitable for general industrial activity as contemplated by the Council Industrial 2 Zone, however, it may be more suited to plains zone activities such as viticulture, or regulated light industrial activities provided adequate landscaped buffer areas are supplied between such activities and existing residential properties.

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

5.54.2 Impacts on Natural Resources including prime soils and the Heretaunga Plains Unconfined Aquifer

5.54.2.1 The 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 regulate activities within its area protect the aquifer. Most of the Omaha Industrial area is located within this Resource Management Unit and therefore is constrained to "dry" industrial activities to avoid the potential for contamination of the aquifer. Hence any All industrial activities on this site above the unconfined aquifer would likely need have to be from this category to comply with these current rules/regulations. Even so, the Hawkes Bay Regional Council (HBRC) advise that notwithstanding compliance with the Aquifer RMU provisions, contamination is still occurring. Thus compliance with these provisions does not necessarily equate to no or

~~minor adverse effects. A suggest a precautionary approach to further industrial development and would suggest that no if further land over the aquifer be is zoned for industrial purposes –then However, HBRC advise that if stormwaterstorm water and sanitary-sewer services beare reticulated the to lessen the risk of contamination would be negligible of the aquifer. The feasibility of a reticulated industrial stormwater system for this site (being 8ha) needs further investigation. Therefore, as long as industrial activity on Site 1 complied with the existing Heretaunga Plains Unconfined Aquifer Resource Management Unit, adverse effects regarding the aquifer will be avoided.~~

5.54.2.2 Soils associated with this site are said to be of poor quality and as such not good suitable for orchards or market garden type horticultural activities, which require rich, fertile soils. However, such soils may be suited to viticulture. The Kirkwood Road plains area seems to be becoming increasingly more sought after as a grape growing area because of its gravel-based soils. However, cConsultation 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.

5.54.2.3 Overall it is considered that as long as sewer and stormwater systems are reticulated then the proposal to rezone this ~~ise~~ site for industrial purposes would have no more than minor impacts on natural resources~~the potential for minor significant impacts in respect of the aquifer unless reticulated services are provided. Otherwise impacts on the the natural resources associated with the site are anticipated to be minor given compliance with the current regulations to protect against contamination of the important aquifer resource and low quality soils.~~

5.54.3

Access/Transport/Traffic Effects

5.54.3.1 Site 4

~~Rezoning the site for general industrial purposes would undoubtedly, once industrial activities are established on the site, increase traffic in the area, especially heavy traffic. Kirkwood Road would be particularly affected given that it provides frontage to the subject site and its only accessway.~~

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.

5.54.3.2 Rezoning the site for general industrial purposes would increase traffic on Kirkwood Road as this is the access point for the site.

Overall, iIt is considered that the proposed rezoning has the greatest 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.

5.54.3.3 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.

5.54.3.4 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 ~~also~~ aid the mitigation of traffic noise such that any effects would be minor in nature. ~~However, th~~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.

5.54.3.5 Overall, it is considered that traffic effects will be able to be mitigated so that effects will be no more than minor.

5.54.4 Effects on Rural / Plains Zone Business Activities

5.54.4.1 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.

5.4.5 Infrastructure Servicing

5.4.5.1 ~~The site is currently provided with services to facilitate its residential development. A potable water supply is already provided for on this site, however, there are existing issues of peak time delay which would be exacerbated by an increase in demand. Some contribution to a new pump station may be required. An existing network of storm water and domestic waste water is suitable for dry industry. However recent comments from the Regional Council suggest that a more substantial storm water system may need to be installed with any new industrial developments over the unconfined aquifer. Council engineers have stated that separated trade waste system is not considered financially viable for such a small land area.~~

5.54.65 Summary Conclusions

5.54.56.1 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.
~~by rezoning land that is located above the unconfined 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.

~~Given there is little or no demand for residential housing in this area, other potential uses of this land that would be compatible with the surrounding environment need to be considered to ensure the efficient use of this resource (especially given that infrastructure services have already been installed on the site by the Council).~~

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5.56 Omaha Road Area Sites II, III, IV and VII

5.65.1 – Rural Amenity and Character Effects

Sites II, III and VII

5.65.1.1 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.

5.65.1.2 Residential Amenity and Character Effects Site II, III and IV
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.

5.65.1.3 The rezoning of this site for industrial purposes will change the predominantly rural character of the land that makes up this site. Currently the area is afforded with a reasonably pleasant amenity through the stands of large trees and tree-lined drives, the original rural homesteads and the privacy afforded by landscaped shelter belts associated with orcharding activities. 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.

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.

~~sesisareves~~

5.65.1.4 The proposed rezoning of ~~s~~Sites II, III, IV or VII will contribute to ribbon development along the northern side of Omaha Road and has the potential to ultimately result in industrial development spreading out into greenfield plains areas away from the core urban area of Hastings. This urban sprawl 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.

5.65.1.5

~~On balance the adverse effects on the character and amenity of this area are anticipated to be moderate.~~

Site III

~~The character of this site is of a horticultural area mostly occupied by orcharding activities. However, there are also some areas of land which are grazed with 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.~~

The ~~However, it needs to be said that this~~ 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.

~~5.65.1.6~~ 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.

~~5.65.1.7~~ The site is not located within any of the landscape character areas outlined in the District Plan.

~~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 rural character and amenity of sites II and III are likely to be moderate.~~

~~5.65.1.8~~ 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 Omaha 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.

~~The proposal to rezone this site has the potential to change, and significantly adversely impact, the rural amenity and character of this area, when industrial activities are established on parcels of land within this site. Industrial activities will create a much greater visual presence in this rural landscape and while the site is not within a landscape character area and has industrial activities located opposite, there will be a marked visual change to the area once there are a number of industries operating.~~

~~However, it needs to be said that 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.~~

~~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.~~

~~Impacts on Residential Amenity and Character Site IV~~

~~5.65.1.9~~ 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.

~~5.65.1.10~~ The proposed rezoning of site IV for industrial purposes ~~may~~**will** 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.

~~5.56.1.11~~ 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.

~~5.65.1.12~~ It is considered that any ~~industrial~~ development of this land ~~for industrial or office type activities~~ needs to be carried out very carefully and under strict control. The development of an ~~industrial~~ office park like environment ~~under specific planning control~~ ~~would~~ create a setting ~~more~~ conducive to the character of this area.

Rural Amenity and Character Impacts Site IV

~~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.~~

~~The rezoning of this site for industrial purposes has the potential to significantly alter the character of this area once industrial activities start to establish. It is considered that such a proposal has the potential to seriously impact on the highly valued amenity and character associated with Oak Avenue. Such effects are considered to be of high probability with high potential impact.~~

~~These impacts could potentially be mitigated through the strict control of appropriate industrial or commercial development proposals within this area. However, the proposed blanket zoning using the current industrial 2 provisions would in no way mitigate the adverse effects that are likely to be generated by opening this area up to general industrial development.~~

~~Overall, it is considered that the proposed rezoning of this site would generate serious adverse effects on the rural amenity and character of this area~~

5.65.2 Site VII

Rural Amenity and Character Impacts

~~Please refer to the assessment of sites II, III & IV. However, while the assessments associated with sites II, III & IV are applicable, the scale of effects associated with site VII 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 Omaha 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.~~

Impacts on Natural Resources Natural Resources

Site II

~~5.65.2.1 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.~~

~~5.65.2.2 The site is subject to the Heretaunga Unconfined Aquifer and as such restrictions are placed on the amount and quality of sewer and stormwater discharges to prevent contaminations of this important District resource. Such regulations ultimately mean that this area~~

is more suited to dry industrial activities. Rezoning this land for industrial purposes has the potential to increase risk associated with contaminating the unconfined aquifer. By increasing the industrial area over the aquifer, Council would be increasing the probability of contamination, notwithstanding the current regulations. Further, the Council would also be increasing the area to be monitored for compliance with these regulations for both the District and Regional Councils.

As such in consideration of the effects on the unconfined aquifer, the proposed rezoning has the potential to generate effects of moderate to high probability with high potential impact.

The site ~~is located on land which have~~ 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.

5.65.2.3 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.

Site ~~III~~3 and IV

5.65.2.4 These sites ~~are~~ 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 significantis significant. 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 District's total area. Reducing this area by 28ha 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.

The proposal to rezone this 28ha of fertile soils for industrial purposes is considered, in light of the above, to have potentially moderate adverse impacts on the availability of the plains prime soil resource.

~~_____ This site is not located above the Heretaunga Plains Unconfined Aquifer and hence this would be a positive aspect if this site was selected.~~

~~Impacts on Natural Resources — Prime Soils Site IV~~

~~This site is situated on prime fertile soils with the majority of soils classed as Karamu silt loam/ clay loam on sand. The orcharding and horticultural activities carried out on the land further confirms that the area is suitable for intensive production.~~

~~The proposal to rezone this 40ha of fertile soils for industrial purposes is considered, in light of the above, to have potentially moderate to serious adverse impacts on the availability of the plains prime soil resource.~~

~~The site is not situated above the Heretaunga unconfined aquifer. This is considered a significantly positive effect if this site were to be selected.~~

~~Impacts on natural resources — prime soils and the Unconfined Aquifer Site VIIVII~~

~~5.65.2.5 _____ The site is subject to the Heretaunga Unconfined Aquifer (and as such restrictions are placed on the amount and quality of sewer and stormwater discharges to prevent contamination of this important District resource. Such regulations ultimately mean that this area is more suited to dry industrial activities. Rezoning this land for industrial purposes has the potential to increase risk associated with contaminating the unconfined aquifer. By increasing the industrial area over the aquifer, Council would be increasing the probability of contamination, notwithstanding the current regulations. Further, the Council would also be increasing the area to be monitored for compliance with these regulations for both the District and Regional Council. see comments under site I & II above).~~

~~5.65.2.6 _____ As such in consideration of the effects on the unconfined aquifer, the proposed rezoning has the potential to generate effects of moderate to high probability with high potential impact.~~

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 ~~precious~~ soil resource. As such the proposal to rezone this area of land would have negligible impacts on the fertile soils of the Plains zone.

~~5.65.2.7 Overall the effects on natural resources are no more than minor.~~

~~5.5.3 Effects on rural/ plains~~

~~5.6.3 Effects on rural/ plains business activities~~

~~5.56.3.1~~

~~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.~~

~~5.65.3.2 Site 2~~

It is considered that the rezoning of this area will have minimal impacts on existing ~~P~~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 t~~

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The consultation process has highlighted that there are ~~other~~-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.

5.65.3.3 On balance, it is considered that the impacts of the rezoning on existing Plains zoned business activities will be minor in nature. ~~It is anticipated that adverse effects on such activities are likely to be of low probability with moderate impact.~~

5.65.4 Access, Transport, Traffic Effects etc.

Sites II, III, IV, VII-2 and 3

5.65.4.1 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 ~~being~~ 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, ~~and~~ Jarvis ~~and Ormond~~ Roads. Such increases are anticipated to have greater effects on these roads given their local road status. Further, ~~increased~~ 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.

5.65.4.2 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.

5.65.4.3 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.

5.65.4.5 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.

5.5.5

Site IV

Access, Transport, Traffic Effects

~~Once the site is 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 on Omaha Road is unlikely to have any significant effects in terms of the safe and efficient operation of that road given that it is a regional arterial road and has been built to accommodate large volumes of traffic. Impacts of increased traffic on local roads such as Ormond Road are anticipated to have greater effects. In addition, there will be impacts on the safe and efficient functioning of the round-a-bout controlled intersection at Ormond~~

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~~Road. Notwithstanding the above, it is considered that these effects can be mitigated to a minor extent through roading and intersection upgrades.~~

~~Access to and from properties fronting Omaha Road is likely to become more difficult with an increase in traffic resulting from the increased activity in the area. The residential properties located immediately to the south of the subject site and fronting Omaha Road are considered to be most affected in this regard. Access to and from properties fronting Ormond Road is also anticipated to deteriorate as a result of the rezoning. Because Ormond Road connects to Evenden Road and therefore provides a through route to the Napier / Hastings Expressway, it is anticipated all properties that front this road are likely to be affected in this way. The extent of these impacts over a wider area and with a predominance of residential zoned properties adversely affected, is considered to increase the scale of the effects. Overall, it is considered that impacts on access have the potential to be moderate in nature.~~

~~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.~~

~~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.~~

~~Access, Transport, Traffic Effects Site VII~~

~~Please refer to the assessment of access, transport and traffic effects under sites II, III & IV.~~

Infrastructure Servicing

Sites II, III and IV

5.5.5.1 A potable water supply would be feasible for these sites. The cost of providing this system includes a new pump station in Frimley.

5.5.5.2 Council engineers have advised that a reticulated stormwater system will be required. As the majority of the land within this site drains towards the Raupare catchment, stormwater 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 exacerbating this issue, as has been suggested with the Lyndhurst proposed new development area.

5.5.5.3 A domestic and trade waste system is also feasible, however it is considered that the cost to users of the trade waste system would encourage wet industry to develop else where.

5.5.5.4 Overall, it is considered that the proposed rezoning has the potential to cause significant adverse effects in terms of stormwater disposal in the Raupare catchment.

Infrastructure Servicing IV

A reticulated potable water supply is currently available along Omaha Road, however, further upgrades may be required to increase capacity to enable an additional service area to be added.

As for sites II and III, stormwater disposal is an issue for this site. A reticulated stormwater system will be required connecting into the existing Council outfall drainage system will be required to facilitate industrial development in this area. The Council outfall drainage system will require upgrading in order to cope effectively with the additional stormwater generated by the rezoning. In addition, consent for soakage disposal will be required from the Hawkes Bay Regional Council.

Council engineers advise that this site slopes into the Raupare catchment where there are existing flooding and drainage problems and therefore little capacity to cope with the existing runoff generated. Any application for consent to discharge into this catchment is likely to require extensive analysis to demonstrate that the proposal will have little or no adverse effects.

Unless Council and /or private enterprise provides an alternative stormwater disposal system for this catchment that would allow industrial development to occur with little or no adverse effects, the rezoning proposal for this site is considered to have significant adverse effects in terms of potential flooding from stormwater discharges.

Neither domestic sewer and unseparated trade waste systems or separated sewer and trade waste systems are available for the site at this current time, unless the Omaha Industrial area is included in the capacity requirements due for completion in December 2003. The expense in constructing such a system is anticipated to be costly. However without a system in place that is sufficient to cope with industrial activity, the proposed rezoning would have significant adverse effects.

Infrastructure Servicing Site VII

5.5.5.5 A potable water supply would be feasible for this site.

5.5.5.6 The stormwater issues associated with sites II, II & IV could be avoided by this site because the topography of the land drains towards Omaha Road and therefore stormwater could be disposed of by the existing systems that service this catchment soak pits through. This site will therefore avoid generating additional flooding in the Raupare catchment.

5.5.5.7 However the Regional Council would prefer however prefer the site 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.

5.5.5.8 are yet to behave been However it is thought that the costs may be prohibitive. A domestic and trade waste system is also feasible, however it is considered that the cost to users of the trade waste system would encourage wet industry to develop else where. The capacity of the system is due to be upgraded in 2003/2004.

5.5.6.5 Hence, this site will avoid generating additional flooding in the Raupare catchment. While the stormwater and sewer services in this area can accommodate the area proposed to be rezoned, industrial activities will be charged to connect to the Council reticulated system. Industrial activities that dispose of stormwater and trade waste will also be required to pay significant levies for every litre per second of stormwater or trade waste disposed. These levies are anticipated to be so significant that they may ensure that activities locating in this area will be dry industrial businesses that do not need to make use of such servicing systems.

As for sites II, III & IV, site VII can connect to the existing reticulated water supply which is provided along Omaha Road. Some upgrading of this service may be required to accommodate these additional sites as well as overcome existing problems with the current service.

~~Domestic sewer services for site VII can be accommodated by the existing reticulation provided along Omaha Road.~~

Summary Conclusions

Site II Site 2

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.

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Sites III and IV Site 3

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

- is 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 primary issues in rezoning this site are considered to be 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. The servicing of this site for stormwater and sewer is another issue to consider in terms of the selection of this site. Any such solution to providing sewer and stormwater servicing needs to have no more than minor adverse effects on the environment.~~
- ~~The other significant issue associated with this site is the impact on the prime soils of the Heretaunga Plains. The loss of 28ha of productive soils is significant and 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.~~
- ~~Strategically, if this site were selected, this would trigger the need for an overall strategy for the northern side of Omaha Road, including the future rezoning of sites II and IV, otherwise it is likely that these areas would be developed in a piecemeal way.~~

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Summary Conclusions IV

~~The primary issues in rezoning this site are considered to be the serious impacts on both rural and residential 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 servicing of this site for stormwater and sewer is another issue to consider in terms of the selection of this site. Any such solution to providing sewer and stormwater servicing needs to have no more than minor adverse effects on the environment.~~

~~The other significant issue associated with this site is the impact on the prime soils of the Heretaunga Plains. The loss of 40ha of productive soils is significant and 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.~~

~~Strategically, if this site were selected, this would trigger the need for an overall strategy for the northern side of Omaha Road, including the future rezoning of sites II and III, otherwise it is likely that these areas would be developed in a piecemeal way.~~

Site

Summary Conclusions VII

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

- ~~The primary issue for site VII is that~~ 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. ~~Again, 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.~~
- ~~On the positive side,~~ 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, In terms of residential / rural 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 ~~significantly~~ 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. The long term direction of the Omaha area needs to be decided as part of this investigation with land parcels flagged for this purpose.~~

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5.67 Omaha Road Area

Sites V and VI

5.7.1 Rural Amenity and Character Impacts

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5.76.1.1 ~~Sites V & VI~~ ~~The site 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 the ~~se~~ sites.

5.76.1.2 The proposed rezoning of the ~~se~~ 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 ~~is are~~ not within a landscape character area and ~~have~~ industrial activities located on ~~its~~ ~~their~~ northern boundary, there will be a marked visual change to the area once there are a number of industries are operating.

5.76.1.3 ~~However, it needs to be said that~~ 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.

5.76.1.4 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 – ~~prime soils and the unconfined aquifer~~

5.76.2.1 Site V and VI

~~The se sites are is~~ not situated above the Heretaunga Unconfined Aquifer. ~~and therefore is not subject to the requirements Aquifer Resource Management Unit. Therefore the selection of these sites for rezoning is considered to have positive effects in terms will not have adverse effects in terms of~~ the ~~aquifer aquifer~~, as it will avoid potential contamination of this precious resource.

5.76.2.2 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

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~~Sites V and VI~~

5.76.3.1 ~~If Once~~ the ~~se~~ sites ~~are is~~ 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 Omaha Industrial area with Flaxmere. Two properties front Henderson Road and therefore industrial activities located on these sites could potentially increase traffic on this road. This Both roads ~~are is~~ classed as a District Collector Road and therefore ~~is more able to cope with the anticipated increase in traffic volume that a local road would. Any 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 Omaha Road given that it is a regional arterial road and has been built to accommodate large volumes of traffic. However, road Road and intersection upgrades could potentially offset ~~these traffic volume issues effects~~ such that they become negligible.

~~The rezoning of this site will also create increased traffic on Omaha Road. It is considered that this increase is unlikely to have any significant effects in terms of the safe and efficient operation of Omaha Road given that it is a regional arterial road and has been built to accommodate large volumes of traffic. The increase in traffic may put pressure on the intersection at Wilson and Omaha Roads which is currently controlled by a round-a-bout. However, these impacts should be able to be mitigated through upgrades so that they are minor in nature.~~

~~5.76.32.2 Two properties front Henderson Road and therefore industrial activities located on these sites could potentially increase traffic on this road. Henderson Road connects the Flaxmere commercial area with Omaha Road and is classed as a District collector. Given this status it is likely that any adverse effects generated by an increase in traffic will be minor in nature.~~

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.

~~5.76.32.3 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.~~

~~5.6.3 Infrastructure Servicing – Sites V and VI~~

~~5.6.3.1 A reticulated potable water supply is currently available along Omaha Road, however, further upgrades may be required to increase capacity to enable an additional service area to be added.~~

~~A reticulated storm water system will be required connecting into the existing Council outfall drainage system will be required to facilitate industrial development in this area. The Council outfall drainage system will require upgrading in order to cope effectively with the additional storm water generated by the rezoning. In addition, consent for seepage disposal will be required from the Hawkes Bay Regional Council.~~

~~5.76.4 Neither domestic sewer and unseparated trade waste systems or separated sewer and trade waste systems are available for the site at this current time, unless the Omaha Industrial area is included in the capacity requirements due for completion in December 2003. The expense in constructing such a system is anticipated to be costly. However without a system in place that is sufficient to cope with industrial activity, the proposed rezoning would have significant adverse effects.~~

~~Summary Conclusions V and VI~~

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

- ~~• The most significant issue associated with this site is the impact on the prime soils of the Heretaunga Plains. The loss of 79ha of productive soils is significant and 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.~~
- ~~• In addition, 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.~~

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- 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. ~~In addition, the future expansion of the Industrial area could be accommodated by rezoning site VI located further south of the subject site.~~ These two sites would provide a total area of 790ha which would easily accommodate for industry needs well into the future, while maintaining the buffers to residential areas.

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4. However, 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.

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5.7 Tomoana / Whakatu

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

5.7.1 Infrastructure Servicing for all sites in the Tomoana /Whakatu Area

5.7.1.1 It would be feasible for Council to service this area, 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.

5.7.1.2 Councils engineers have recommended that a reticulated water system be established to supply potable water in this area.

5.7.1.3 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.

5.7.1.4 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.

5.7.1.5 A reticulated storm water system would be required. This system would connect into existing drainage systems which would require upgrading. These works would need to be designated as part of the rezoning process.

5.7.1.5 Major sewer lines are located in this vicinity. Therefore both domestic and separated trade sewer servicing of this area is affordable and can be achieved relatively easily.

5.8.2.1 Natural Hazards affecting sites

5.8.12.1 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.

5.8.12.2 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.

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5.8 — Tomoana / Whakatu Tomoana / Whakatu Industrial Area Sites I, II, III, IV

5.8.12 Sites I and II

Residential Amenity and Character Effects

5.8.24.1 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.

5.8.24.2 If sites I, II, III or IV I and II were zoned Industrial it would extend urban development onto a 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).

5.8.24.3 In particular the amenity levels for industrial land would likely be zoned and developed in sequence with site I, so site II would not be isolated in the plains zone. The adverse amenity impacts of this greenfield development would be particularly apparent from Pakowhai Road. Although not located in a significant landscape character area, this would significantly alter the current landscape. Potentially, large aesthetically challenged buildings would be visible to passers by, traffic and nearby residents. The maximum height for buildings in the Industrial 2 zone is currently 30m. The Industrial 2 zone however does require landscaping of industrial sites with the intention of softening the visual impact.

The site currently contains a number of established residential dwellings in and around the sites are likely to be adversely affected by any industrial development fronting Pakowhai Road, many of these have associated horticultural businesses selling produce at the roadside. The site is adjacent to residentially zoned land (across the proposed Northern Arterial Route) and as well a cluster of residential houses are located on the corner of Pakowhai and Evenden Roads. 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 Rezoning site I industrial would lower the amenity value of these residential areas and potentially displace residents and roadside produce sellers who currently live on site I. This would result in a change in community fabric, with those who do not wishing to sell and relocate would likely facing a potentially a significant loss of amenity. Residential dwellings adjacent to site I however are partially buffered from Site I due to the proposed Northern Arterial Route and Pakowhai Road.

5.8.24.4 Although a number of dwellings are present in the plains zone nearby, site II is not a densely populated area. An increase in possible dust and noise levels as well as the visual impacts will however lower the amenity levels of dwellings located on and around the site, in

particular those who are currently afforded private rural homes associated with horticultural activities. It is likely that over time these dwellings would be displaced.

As site II borders the current Tomoana Industrial zone with large scale industrial users such as Heinz Watties and Tomoana Warehousing Limited nearby, zoning site II industrial would be in keeping with the character of the area to the South of this site and is unlikely to have adverse character and amenity impacts on this area.

Noise levels in the Hastings District are controlled by rules in the District Plan. If site I is zoned industrial this will enable noise levels at the boundary of site I to increase from their current status. However it seems to be a reasonably noisy place to live now being adjacent to Pakowhai Road which is a busy arterial road.

Zoning site I industrial would have little to no adverse amenity or character effects on the area to the South of site I that is currently industrial in nature.

Overall it is considered that rezoning the site industrial 2 would have a moderate adverse effect on the current residential amenity and character of the area.

Site III

This area is currently used for horticultural and agricultural use, especially orcharding. Even though site III is not located in a significant landscape character area, there would be a significant change to the landscape if it was developed for industrial activities. Again the adverse amenity impacts of this greenfield development would be particularly apparent from Pakowhai Road and landscaping could be used to soften and mitigate the impact of the development.

As an entrance to Hastings from Napier, the amenity of this site is important and would likely be reduced by industrial development. This would be mitigated to some extent by the landscaping requirements in the District Plan for industrial activities.

The area to the east of the site across the Karamu Stream is already industrial in character being part of the existing Whakatu Industrial Area and so any adverse amenity and character impacts are unlikely.

Although a number of dwellings are present in the plains zone nearby, site II is not a densely populated area and is isolated from major residential areas. An increase in possible dust and noise levels as well as the visual impacts will however lower the amenity levels of dwellings located on and around the site, in particular those who are currently afforded private rural homes associated with horticultural activities. It is likely that over time these dwellings would be displaced.

Overall the effect on amenity and character of the area is thought to be of a moderate nature.

Site IV

Currently the land is open space that is cultivated and used for horticultural activities—it is likely that this would change to a built up area if it was zoned industrial which would significantly change the landscape of the site. Site IV is not located in a significant landscape character area.

As the site does not contain any residential dwellings and is some distance from neighbouring residential dwellings, there is unlikely to be adverse effects on residential amenity values.

Overall it is considered that although the character of the site would change, it would only have minor impacts for residential properties. 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. -

5.8.32 Impacts on Natural Resources ~~including prime soils~~

5.8.32.1 ~~— Sites I and II~~

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

5.8.34.3 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.

5.8.34.4 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.

5.8.34.5 ~~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.~~

~~Impacts on natural resources including prime soils, and the Karamu Stream III and IV~~

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

~~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.~~

~~High quality silt and sandy loam soil that has value for agricultural and horticultural use and that is currently being intensively utilised would become unavailable for use.~~

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 ~~would~~ **actually** enhance the quality of the Karamu Stream.

5.8.34.6 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.

5.8.43

~~Social~~ / Cultural Effects

5.8.43.1 ~~See note on social effects on page?~~

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.

Natural Hazards

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

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 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 this site the flood hazard may be able to be mitigated through infill.

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 thought that it would take a big push from a number of agencies including the Hawkes Bay Regional Council, Transit New Zealand and Transrail as well as the Hastings District Council to resolve/mitigate the effects of the Karamu Flooding unit.

5.8.54

Effects on Rural/ Plains Zone Business Activities

5.8.54.1 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.

5.8.54.2 There is potential to affect commercial activities in the vicinity such as Pernel Fruit World across Pakowhai Road directly opposite site I ~~and~~, 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. ~~Then again, industrial activity could also be have positive economic spin-offs for these businesses such as an increased customer base in the locality.~~

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

5.8.54.4 On balance, it is considered that the impacts of the rezoning on existing plains zoned business activities will be minor in nature. ~~It is anticipated that adverse effects on such activities are likely to be of low probability with moderate impact.~~

5.8.65 Effects on Rural / Plains Zone business activities

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.

~~There is potential to affect commercial activities in the vicinity such as Pernel Fruit World across Pakowhai Road directly opposite site I and, Hettinga Estate Winery and Restaurant also a short distance west of Site I. Industrial activities establishing on Site I would likely be detrimental to the ambiance associated with these businesses. Then again, industrial activity could also be have positive economic spin-offs for these businesses such as an increased customer base in the locality.~~

~~Roadside stall businesses that choose to remain and operate from site I are unlikely to feel any significant adverse effects from the rezoning.~~

~~On balance, it is considered that the impacts of the rezoning on existing plains zoned business activities will be minor in nature. It is anticipated that adverse effects on such activities are likely to be of low probability with moderate impact.~~

~~Effects on Plains Zone Business Activities currently operating in the Area~~

~~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.~~

~~There is potential to affect commercial activities in the vicinity such as Pernel Fruit World across Pakowhai Road directly opposite site I and, 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. Then again, industrial activity could also be have positive economic spin-offs for these businesses such as an increased customer base in the locality.~~

~~Roadside stall businesses that choose to remain and operate from site I are unlikely to feel any significant adverse effects from the rezoning.~~

~~On balance, it is considered that the impacts of the rezoning on existing plains zoned business activities will be minor in nature. It is anticipated that adverse effects on such activities are likely to be of low probability with moderate impact.~~

~~Effects on Plains Zone Business Activities operating in the Area~~

~~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.~~

~~On balance, it is considered that the impacts of the rezoning on existing plains zoned business activities will be minor in nature. It is anticipated that adverse effects on such activities are likely to be of low probability with moderate impact.~~

Access/Transport/Traffic Impacts

~~5.8.65.1 _____ Pakowhai Road borders site I to the North and the proposed Northern Arterial Route is to the west of the site — both district arterial roads. Richmond Road, a collector road, borders the South and East of the site.~~

~~The proposed rezoning would increase the amount of traffic around Site I and 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 the ~~ese roadsem~~ as they have been built to ~~withstand-carry~~ high traffic volumes.

~~5.8.65.2~~ 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 ~~withstand-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.

~~5.8.65.3~~ Access on and off site ~~s-I~~ 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 ~~— this would be determined through a structure plan. — E and existing~~ ~~reading~~ intersections with Pakowhai Road (such as Richmond Road and Elwood Road) would be utilised, ~~— and any n~~ New intersections ~~would be~~ avoided if possible.

~~5.8.65.4~~ 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.

~~5.8.65.5~~ The ~~Ssites I-is~~are well situated to access highway, rail and air transportation ~~and in close proximity to the Hastings Labour pool.-~~

Site I is relatively close to the urban area of Hastings and therefore a large proportion of the labour pool.

~~5.8.65.6~~ Overall the effects of traffic are thought ~~t~~ to be moderate and able to be mitigated.

~~5.8.5.6~~

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~~Access / Transport / Traffic Effects Site II~~

~~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.~~

~~The proposed rezoning would increase the amount of traffic around Site I 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 them as they have been built to withstand high traffic volumes. An increase in traffic on Richmond and Elwood Roads however is likely to have a greater impact. The intersection of Richmond and Pakowhai Road and Elwood and Pakowhai Road may need some engineering work to withstand 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.~~

~~Access on and off site II will likely be restricted along Pakowhai Road, with few or no accesses allowed. However access will be available from Richmond and Elwood roads. Additional roading would be required within the site — this would be determined through a structure plan. Existing roading intersections with Pakowhai Road (such as Richmond Road and Elwood Road) would be utilised and any new intersections avoided if possible.~~

~~Site II is well situated to access highway, rail and air transportation.~~

~~Site II is relatively close to the urban area of Hastings and therefore a large proportion of the labour pool.~~

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

~~Access/Transport/Traffic Effects III~~

~~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 proposed rezoning would increase the amount of traffic around Site III 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 them as they have been built to withstand high traffic volumes. An increase in traffic on Ruahapia and Elwood Roads however is likely to have a greater impact. The intersections of Ruahapia and Pakowhai Road and Elwood and Pakowhai Road may need some engineering work to withstand 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.~~

~~Access on and off site III will likely be restricted along Pakowhai Roads, with few or no accesses allowed. However access will be available from Elwood and Ruahapia Roads. Additional roading would be required within the site – this would be determined through a structure plan. Existing roading intersections with Pakowhai Road (such as Elwood and Ruahapia Roads) would be utilised and any new intersections avoided if possible.~~

~~Site III is well situated to access highway, rail and air transportation.~~

~~Site III is relatively close to the urban area of Hastings and also Whakatu and therefore a large proportion of the labour pool.~~

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

~~Access/Transport/Traffic Effects IV~~

~~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 Site IV meets the Whakatu Industrial Area and Ruahapia Road.~~

~~The proposed rezoning would increase the amount of traffic around Site IV 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 them as they have been built to withstand high traffic volumes. An increase in traffic on Ruahapia, Otene and Elwood Roads however is likely to have a greater impact. The intersections of Ruahapia and Pakowhai Road and Elwood and Pakowhai Road may need some engineering work to withstand the increased volumes. The intersection with Otene and Ruahapia Road requires some work to improve safety.~~

~~Engineering measures may also be required to encourage heavy traffic to use the Northern Arterial Route and not to travel through Hastings residential areas.~~

~~Access will be available from either Otene, Ruahapia or Elwood Roads.~~

~~Site IV is well situated to access highway, rail and air transportation. In particular this site fronts a large area of the inter-regional railway line.~~

~~Site IV is relatively close to the urban area of Hastings and also Whakatu and therefore a large proportion of the labour pool.~~

~~Additional roading would be required within the site – this would be determined through a structure plan.~~

~~An alternative to Otene Road may need to be investigated given Otene Road is on the Southern side of the railway lines and the railway crossing at the intersection of Elwood and Otene looks likely to be removed once the NAR is constructed. Otherwise this would leave this site without a through road to Whakatu.~~

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

~~Infrastructure~~

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.

†

- ~~Connects with existing industrial area and close to Hastings labour pool.~~
- ~~High quality soils an issue~~
- ~~Natural extension of existing industrial area~~
- ~~No issues regarding flooding or the unconfined aquifer~~
- ~~Small titles may make the practicalities of large scale industrial development difficult.~~

- 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.

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5.9 Tomoana / Whakatu Summary Conclusion II

- Connects well with existing Tomoana area and site I.
- A step toward the potential Tomoana/ Whakatu corridor.
- Part of the site restricted development because of the Karamu Flooding Unit.
- Good quality soils...

Large landowner in this site is supportive of industrial rezoning proposal.

Summary Conclusions III

- Development would be dependant on the Karamu Flooding issue being resolved.
- Rezoning sites I, II and III over time would create a substantial industrial corridor between between the existing Tomoana and Whakatu industrial areas.
- Aspirations of Maori Land owners relating to one property in Site III need to be further explored.

Summary Conclusions IV

- Development would be dependant on the Karamu Flooding issue being resolved.
- Maori land owners aspirations for this land need to be further explored.
- Pittman emphasizes the importance of railway access to industrial attractiveness, therefore this site being adjacent to the railway lines it is thought to be of particular value for industrial use.
- Being a site that is solely in one title is advantageous to development.

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Site Va

5.9.1 ~~Residential~~ 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 Site Va is 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 yet 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 (a jewel in Hawkes Bay Crown) and by residential houses to the South of the site (unless this too was destined for industrial zoning).

However the site however is in the vicinity of the diagonally adjacent to the current Tomoana Industrial area and borders Otene Road and the railway lines, thus is already subject to activities of industrial nature to a certain extent.

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 ~~including prime soils and the Karamu Flooding Unit~~

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 as the majority of the site is currently not used for agricultural or horticultural activities, one could argue that the soils are currently unavailable.

5.9.2.4

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

Natural Hazards

3% this site is subject to the Karamu Flooding Resource Management unit, which is based on a modelled 50-year flood level in the Karamu catchment.

See detail page?

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~~ significant in nature.

5.9.4 **Social / 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 site is adjacent to Elwood, Otene and Bennett Roads.~~

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~~ withstand 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.

~~5.9.5.2~~ **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. Napier Hastings Motorway?~~

~~5.9.5.5~~ **5.9.5.5** ~~Access will be available from either Otene, Bennett or Elwood Roads.~~

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.

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~~5.9.5.7 Additional reading would be required within the site—this would be determined through a structure plan.~~

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 lines.
- This site is in close proximity to residential settlements in Bennett, Panapa and Apatu Roads.

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5.10 Topmoana / Whakatu Sites Vb, VI and VII

5.10.1 Residential 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 also adjacent to a number of residential pockets developments (Panapa and Apatu Roads) and opposite Waipatu Marae. Overall it is residential in character.

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 Site Vb is not located in a significant landscape character area however, zoning this land industrial would negatively mean a significant change to the landscape and impact on the amenity values of residents as well as detract from the show grounds and polo grounds 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. Rezoning this site industrial would lower the amenity value of residential areas and potentially this could displace residents who currently live on sites Vb which. This would result in a change in community fabric. Those who do not wish to sell and relocate would 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 including prime soils and the Karamu Flooding Unit

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

~~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.~~

~~High quality silt 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.~~

~~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.~~

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 ambience 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. ~~It is anticipated that adverse effects on such activities are likely to be of low probability with moderate impact.~~

5.10.4

Social / Cultural Effects

5.10.4.1 Consultation with iwi and hapu has highlighted that ~~this area is they do not consider sites Vb, VI and VII suitable for industrial development, not be suitable for industrial development due to cultural issues associated with it.~~

5.10.5

Access/Transport/Traffic Effects

5.10.5.1 ~~The site is adjacent to Elwood Road, Bennett Road and State Highway 2.~~

~~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 The proposed rezoning would increase the amount of traffic around Site Vb 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 withstand the increased volumes.~~

It is ~~understood~~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 who have~~ already suffered the severance of their Marae ~~from their community~~ 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 or Elwood Roads. 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~~Site Vb is well situated to access highway, rail and air transportation. ~~This e~~Site VI is adjacent to the railway line and all -

~~sites are~~Site Vb is relatively close to the urban area of Hastings and also Waipatu and Whakatu communities and therefore ~~a large proportion well situated in terms of~~ of the a labour pool.

5.10.5.7 ~~Additional roading would be required within the site this would be determined through a structure plan.~~

Overall the effects of traffic are though 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~~ these sites would be on the “wrong” side of the railway lines.
- 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.

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5.11 Tomoana / Whakatu Site VI

Residential Amenity and Character Effects

Even though this site is not located in a significant landscape character area, there would be a significant change to the landscape if it was developed for industrial activities. It is isolated from major highways and entrances to Hastings so the effect would be more localised.

A number of dwellings are present on this site and nearby, however this area is not a densely populated area and is isolated from major residential areas.

An increase in possible dust and noise levels as well as the visual impacts will however lower the amenity levels of dwellings located on and around the site, in particular those who are currently afforded private rural homes associated with horticultural activities. It is likely that over time these dwellings would be displaced.

Local 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.

Overall it is considered that adverse effects would be moderate.

Impacts on Natural Resources including prime soils and the Karamu Flooding Unit

This site is not located above the Heretaunga unconfined aquifer.

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.

High quality silt and sandy loam soils that have value for horticultural use would become unavailable.

This site borders 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 would actually enhance the quality of the Karamu Stream.

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.

Natural Hazards

80% of this site is subject to the Karamu Flooding Resource Management unit, which is based on a modelled 50 year flood level in the Karamu catchment.

See detail page?

Effects on Plains Zone Business Activities currently operating in the Area

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.

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

On balance, it is considered that the impacts of the rezoning on existing plains zoned business activities will be minor in nature. It is anticipated that adverse effects on such activities are likely to be of low probability with moderate impact.

Social / Cultural Effects

Consultation with iwi and hapu has highlighted that this area is not be suitable for industrial development due to cultural issues associated with it.

Access/Transport/Traffic Effects

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 that dissects this site is known for recent fatal accidents.

The proposed rezoning would increase the amount of traffic around Site VI 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 Ruahapia, Otene 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.

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. 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.

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.

Engineering measures may also be required to encourage heavy traffic to use the Northern Arterial Route and not to travel through Hastings residential areas.

Access will be available from either Otene, Bennett or Ruahapia Roads.

Site VI is well situated to access highway, rail and air transportation. This site is adjacent to the railway line.

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

Additional roading would be required within the site — this would be determined through a structure plan.

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

Summary Conclusions

- Most of the site 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 this site to be a viable option for industrial development.

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Site VII

Residential Amenity and Character Effects

Even though this site is not located in a significant landscape character area, there would be a significant change to the landscape if it was developed for industrial activities. 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.

A number of dwellings are present on this site and nearby, however this area is not a densely populated area and is isolated from major residential areas.

An increase in possible dust and noise levels as well as the visual impacts will however lower the amenity levels of dwellings located on and around the site, in particular those who are currently afforded private rural homes associated with horticultural activities. It is likely that over time these dwellings would be displaced.

Local 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.

Overall it is considered that adverse effects would be moderate.

Impacts on Natural Resources including prime soils

This site is not located above the Heretaunga unconfined aquifer.

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.

High quality silt, clay and sandy loam soils that have value for agricultural and horticultural use would be depleted.

This site borders 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 would actually enhance the quality of the Karamu Stream.

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 Horetaunga Plains prime soils located on this site.

Natural Hazards

Half the site is subject to the Karamu Flooding Resource Management unit, which is based on a modelled 50 year flood level in the Karamu catchment.

Effects on Plains Zone Business Activities currently operating in the Area

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.

There is potential to affect commercial activities in the vicinity such as the Bay Espresso Café opposite site VII. Then again, industrial activity could also be have positive economic spin-offs for these businesses such as an increased customer base in the locality.

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

On balance, it is considered that the impacts of the rezoning on existing plains zoned business activities will be minor in nature. It is anticipated that adverse effects on such activities are likely to be of low probability with moderate impact.

Social / Cultural Effects

Consultation with iwi and hapu has highlighted that this area is not be suitable for industrial development due to cultural issues associated with it.

Traffic Effects/Transport/Access

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.

The proposed rezoning would increase the amount of traffic around Site VII 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 Ruahapia and Bennett Roads however is likely to have a greater impact.

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. Traffic may also travel back through Hastings on SH2.

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.

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.

Access will be available from either Bennett or Ruahapia Roads. It is likely that access would be restricted from State Highway 2.

Site VII is well situated to access highway, rail and air transportation.

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

Additional roading would be required within the site — this would be determined through a structure plan.

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

Summary Conclusions

- Amenity effects on surrounding residential neighbourhoods would be adverse.
- Wrong side of railway lines and isolated from current industrial zones.
- Half of the site would not be available for immediate development due to the Karamu Flooding unit.

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Sites Villa, Villb and Villc

5.11.1 Social / Cultural Effects

The proposed rezoning is considered to have positive social impacts in that it will provide landowners with opportunities to enhance their social and economic well being. It will also enable the community in general to provide for their social and economic well being through the additional employment that is likely to be generated by the increase in industrial activity.

This site was not included in consultation with iwi and hapu. As this site contains a Waahi Tapu it is likely that this area may not be suitable for industrial development due to cultural issues associated with the land.

Site Villa

Residential 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 Villb 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 although it would be in keeping with the adjoining Whakatu Industrial area. 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 the site Villa 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. if not developed sensitively. To mitigate against potential adverse effects landscaping and buffering would be appropriate in some cases.

Sites Villb and Villc are isolated from the Whakatu, Hastings and Waipatu residential communities therefore there is unlikely to be significant direct adverse amenity effects on these communities. Although a number of dwellings are present in the plains zone nearby, site Villc is not a densely populated area and is isolated from major residential areas.

An increase in possible dust and noise levels as well as the visual impacts will however lower the amenity levels of dwellings located on and around the site, in particular those who are currently afforded private rural homes associated with horticultural activities. It is likely that over time these dwellings would be displaced.

As an entrance to Hastings from Napier, the amenity of this site is important and would likely be reduced by industrial development. This could also be mitigated to some extent by the landscaping requirements in the District Plan for industrial activities.

Industrial zoning has the potential to adversely effect the amenity of the roadside produce sellers and residential dwellings associated with these.

Mangateretere School which is adjacent to the State Highway 2 and bordered by this site Villb would potentially be subject to adverse effects of industrial activity such as higher levels of noise and dust.

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~~It may also increase the local population thereby contributing to the viability of the school.~~

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 t

~~The Karamu Stream boundaries approximately 50% of site VIIIc and 25% of Site VIIIb with some esplanade reserves already in place.~~

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

5.11.2 Impacts on ~~N~~natural ~~R~~esources including prime soils and the Karamu Flooding Unit

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 ~~with no significant natural character values or habitats associated with it.~~

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

5.11.2.4 ~~S~~These 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 Natural Hazards

~~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.~~

~~See page 2 for further detail.~~

Cultural Effects

5.11.3.1 ~~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"*.

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5.12.3 Effects on Plains Zone Business Activities currently operating in the Area ~~VIIIIa, VIIIIb and VIIIIc~~

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~~^{site 4} 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.

~~It is anticipated that adverse effects on such activities are likely to be of low probability with moderate impact.~~

5.12.4 Access/Transport/Traffic Effects Sites

5.12.4.1 ~~VIIIIa, VIIIIb and VIIIIc~~

~~Site VIIIIa 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 VIIIIb to the west.~~

~~Site VIIIIb is located between site VIIIIa and VIIIIc. The Karamu Stream is to the North of the site and SH2 and Mangateretere School border the South of the site.~~

~~Site VIIIIc is located west of site VIIIIb and is bordered to the West and North by the Karamu Stream. SH2 is the Southern boundary.~~

The proposed rezoning would increase the amount of traffic around Sites VIIIIa, VIIIIb and VIIIIc and along adjoining roads. Increases in traffic along State Highway 2 is unlikely to have a major impact on the functioning of ~~this road~~^{it} as it has been built to ~~carry~~^{withstand} 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 ~~Napier Hastings Motorway Expressway~~.

5.12.4.4 Access to these sites needs to be addressed. Currently access to site VIIIIa may be able to be gained through Groome Place, but ~~other than that 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 VIIIIa, VIIIIb and VIIIIc would be considered. Additional roading would be required within the sites ~~— this would be determined through a structure plan~~. It is envisioned that internal roads could link this site back to the Whakatu Industrial area.

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

5.12.4.6 Sites VIIla, VIIlb and VIIlc 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 though 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 VIIla, then site VIIlb.
- Site VIIlc 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.

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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 ¹	21749 ¹	11740 ¹	Not feasible	43535 ¹
	II 10046 ¹	21749 ¹	11740 ¹	Not feasible	43535 ¹
	III 10046 ¹	21749 ¹	11740 ¹	Not feasible	43535 ¹
	IV 9705 ¹	18179 ¹	13547 ¹	Not feasible	41431 ¹
Omahu	Existing network available			Not feasible	0
	I				
	II 6078	29976	19317 ²	33769 ³	77104 ²
	III 6557	29061	21800 ²	33769 ³	82161 ²
	IV 4795	29458	18660 ²	33769 ³	74671 ²
	V 2345 ⁴	3984 ⁵	47150 ⁴	34772 ⁵	88176 ⁴
	VI 3984 ⁵		34772 ⁵	9381 ⁵	63370 ⁵
	VII 6936	46154 ⁷	10536 ⁸	67459 ⁹	81657 ⁸
Tomoana / Whakatu Corridor	I 6251 ¹⁰	4454 ¹¹	19816 ¹⁰	15668 ¹¹	7108 ¹⁰
	II 8730 ¹⁰	5445 ¹¹	20023 ¹⁰	17325 ¹¹	7184 ¹⁰
	III 3181 ¹⁰	4031 ¹¹	19746 ¹⁰	25720 ¹¹	7083 ¹⁰
	IV 1745 ¹⁰	4038 ¹¹	19509 ¹⁰	14955 ¹¹	7000 ¹⁰
	Va 5260 ¹³	14648 ¹³	8715 ¹³		11343 ¹³
	Vb 5260 ¹³	14648 ¹³	8715 ¹³		11343 ¹³
	VI 3523	24118	6963		10716
	VII 9565	24735	7142		10991
	VIIIa 4100 ¹⁴	26076 ¹⁴	9673 ¹⁴		15473 ¹⁴
	VIIIb 4497 ¹⁴	23538 ¹⁴	7085 ¹⁴		9997 ¹⁴
	VIIIc 3634 ¹⁴	5423 ¹⁴	8894 ¹⁴		12845 ¹⁴
					30796 ¹⁴

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

² Part of planned Omahu waste water upgrade.

³ Independent of planned waste water upgrade.

⁴ Cost of servicing site V only

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

⁶ Cost of servicing sites V and VI independent of the planned waste water upgrade

⁷ Based on a reticulated system taking stormwater away from the aquifer.

⁸ Costs of servicing site VII as part of the planned waste water upgrade.

⁹ Costs of servicing site VII independent of the planned upgrade.

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

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

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

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

¹⁴ 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 Omaha Road

6.3.1 It is not thought to be cost effective to service site I in the Omaha 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 Omaha 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 Omaha 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 Omaha 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.

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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.

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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 Omaha Road area. Site I is able to be serviced in conjunction with the Omaha 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 VIIla, VIIlb and VIIlc 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.

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6.5 Summary

6.5.1 Overall, in terms of servicing sites, the Omaha 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 Omaha waste water upgrade although still relatively expensive are the cheapest fully serviced sites available in Omaha.

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.

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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.

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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 Omaha 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 Omaha 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 Omaha 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.

VIIIa

- Links with the existing Whakatu Industrial area.
- Would require buffering from Whakatu residential community.

VIIIb

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- Development of this site would only be required if Villa was developed and full.
- Effectively buffering Mangateretere School would be an important component of development.
- Large sites for development.

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VIIIc

- Restricted by Karamu Flood unit which covers one third of the site
- Zoning this site would only happen after if sites villa a and b are zoned and filled.
- This site contains a known Waahi Tapu site and is adjacent to another.

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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 Omaha 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, VIIla and VIIIb
- Irongate sites I, II and III
- Omaha VII, VI and V

Conclusion

From the investigation and consultation undertaken on a total of 864ha of land we can initially conclude that sites 1, 2, 8a, and 8b in the Tomoana / Whakatu corridor, sites 1, 2 and 3 in the Irongate area and sites 5, 6 and 7 in the Omaha Road area are the most suitable for industrial zoning given they have the least environmental impact and met the current and future needs of the District's industrial sector.

Sites most suitable for industrial zoning.

Site	Area
Tomoana / Whakatu 1	37
Tomoana / Whakatu 2	56

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Tomoana / Whakatu 8a	45
Tomoana / Whakatu 8b	34
Irongate 1	11
Irongate 2	22
Irongate 3	4
Omahu 5	40
Omahu 6	39
Omahu 7	39

This gives us a total of 327ha for further consideration.

Servicing Constraints

Of these sites, it is thought that the cost of providing for trade waste at Irongate sites 1, 2 and 3 would be prohibitive. Therefore Irongate these sites 1, 2 & 3 can only be considered for use by industry that does not require the disposal of trade waste or can come to some suitable alternative arrangement for its disposal.

The remainder of these sites selected are able to be fully serviced, although it is thought that the cost of servicing will direct wet industry to the Tomoana/Whakatu corridor rather than the Omahu Road area.

Sequencing of zoning the selected sites

The logical development of sites within the 3 industrial area is outlined as follows:

<u>Tomoana / Whakatu Corridor</u>		<u>Omahu</u>	<u>Irongate</u>
<u>1</u>		<u>7</u>	<u>1</u>
<u>2</u>		<u>5</u>	<u>2</u>
<u>3 or 8a</u>		<u>6</u>	<u>3</u>

Within the would be in the Tomoana / Whakatu Corridor to zone sSite 1 is located closer to the existing zoned industrial area and therefore should be rezoned prior to Site 2. Site 8a Because of the constraints associated with sites 3 & 4 (which location wise ultimately provide the most logical progression of the Tomoana Whakatu corridor into the future), sites 8a and 8b have been selected to provide an alternative option for the future needs of the Tomoana Whakatu industrial areas should additional land be required in medium to long term. would not be required initially as there is currently excess industrial land in the Whakatu area. Site 8b would be zoned after 8a.

In terms of the the Irongate area site 1 would be zoned prior to sites 2, and 3 given that it is located immediately adjacent to the existing industrial zoned area.

In the Omahu Road area part of all of site 7 would be zoned initially, with sites 5 and 6 being rezoned as demand required.

What we require

Amount

Council have estimated that we require 80-120ha of additional industrial land over the next 10-15 years.

Type

We need to be able to provide for a variety of industrial needs now and in the future. There is currently a general shortage of land available for industry in the District. In particular there is demand for small high profile industrial sites along Omaha Road. However we also need to be able to cater for large wet and dry industries locating to the Hastings District—this is imperative for the success our inwards investment strategy.

Recommended Sites for Industrial Zoning

To be zoned immediately

Site	Area	Predicted Utility
Tomoana / Whakatu 1	37	Wet and Dry Industry for immediate use
Omahu 7	39	Dry for immediate use
Irongate 1	11	Dry for immediate use
Total	76 87	

Deferred /Indicative Zoning

Site	Area	Predicted Utility
Tomoana / Whakatu 2	56	Large wet industry
Tomoana / Whakatu 8a	45	Cargo hub?
Irongate 1 and 2 and 3	33 26	Timber / Ag when required
Omahu 5	40	Dry when required
Total	174 167	

Future Industrial Requirements — Long Term Options

The selection of the above sites allows for the future development of the Tomoana /Whakatu Corridor incorporating sites iii 3 and iv 4. This option is dependant on the extent of the Karamu Flooding unit being further investigated and mitigated where possible. There is also potential Maori Land issues, however a corridor is still possible if further investigation proves that the rezoning of these sites would have significant adverse environmental effects, by rezoning sites 8a and b excluding these sites if necessary. It also Rezoning of these sites will allows for the expansion of the Whakatu East area to provide for a possible cargo hub.

There is also a lot of room in future to expand in the Irongate area for dry industrial purposes, however — this will be dictated by demand for industrial land in this area.

It is not envisaged that the industrial zone on the Northern side of Omaha Road is expanded in the future. Sites 5 and 6 however in the Omahu Area (located behind the existing industrial zoned area) however, have the potential for to cater for future expansion. It is envisaged that once Site 7 in the Omaha area is full, the Tomoana / Whakatu area will have more profile and industry will be attracted to this area.

Further Actions required

Action required before rezoning can take place:

Meet with interest groups to discuss any issues raised with this zoning.
 Confirm site boundaries and site sizes.
 Direct Consultation with affected Land owners.
 Structure Plans drawn up for services and roading.
 Investigate implications of zoning partially zoning sites.

~~Make any changes to sites as required.~~

~~Write up rules etc. for industrial zones — incorporating the review of the industrial section of the plan.~~

~~Work out development levies...~~

~~Bring back to /council to Initiate Plan Change Process.~~

~~In regard to future sites~~

- ~~◆ Register interest in sites identified as future industrial sites through the District Plan eg. Like identified proposed industrial areas to give the community and industry certainty.~~
- ~~◆ Enter in talks with the Regional Council and other relevant authorities such as Transrail and Transit New Zealand regarding resolving/reducing the Karamu Flood unit.~~
- ~~☐ This could be undertaken as part of the review of industrial zones.~~

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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.

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8.3 Preferred Options and ReasonsDevelopment of Sites

8.3.1 ~~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: Within the Tomoana / Whakatu Corridor it is recommended that sites I and II are the most suitable sites for immediate zoning with site I being zoned prior to site II. In the long term it is suggested that if the constraints associated with sites III & IV can be resolved then these sites could also be zoned as a logical extension to sites I and II making up the Tomoana / Whakatu corridor.~~

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8.3.2 ~~Sites VIIa and VIIb have been selected to provide for possible expansion of the Whakatu East industrial area but are not thought to be required in the short term. This will allow quicker uptake and more efficient and cost effective servicing of Tomoana / Whakatu sites I and II.~~

- ~~Rezone site I in the Tomoana / Whakatu Corridor immediately with site II being given a deferred industrial zone status and sites III, IV, VIIa & VIIb 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.~~

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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).~~

~~In terms of the Irongate area site I, which is adjacent to the existing industrial area could be zoned initially and then sites II and III as required in the future, however the financial costs of such a staging require closer examination.8.3.3 Tomoana / Whakatu In the Omaha Road area part or all of site VII could be zoned initially to cater for existing demand, with sites V and VI being zoned as demand requires. It is not envisaged that the industrial zone on the northern side of Omaha Road (site VII) is expanded in the future. It is envisaged that once Site VII is full, the Tomoana / Whakatu Corridor will have more profile and industry will be attracted to this area. Sites III and IV would strategically be the next sites to be rezoned in this area, however, there are flooding and potential Maori land issues that need further investigation before these sites can be considered further.~~

8.3.5 ~~Sites VIIa and VIIb 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 in Tomoana / Whakatu sites I and II.~~

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8.3.46 ~~Site VII in the Omaha 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 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 about the current industrial zone while maintaining the existing buffer to the Flaxmere residential area.~~

8.3.57 ~~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
<u>Tomoana / Whakatu I</u>	<u>38</u>	<u>Wet and Dry Industry for immediate use.</u>
<u>Omahu VII</u>	<u>39</u>	<u>High profile dry for immediate use.</u>
<u>Irongate I</u>	<u>11</u>	<u>Dry for immediate use – attract timber/ agricultural based industry.</u>
Total	88	

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
<u>Tomoana / Whakatu II</u>	<u>60</u>	<u>Large wet and dry industries</u>
<u>Irongate II and III</u>	<u>26</u>	<u>Timber / Agriculture industries when required</u>
Total	86	

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

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

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

Deferred / Indicative 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
<u>Tomoana / Whakatu II</u>	<u>60</u>	<u>Large wet and dry industries</u>
<u>Tomoana / Whakatu VIIa and VIIb</u>	<u>83</u>	<u>Cargo and distribution hub and associated industries and smaller high profile dry industries facing State Highway 2.</u>
<u>Irongate II and III</u>	<u>26</u>	<u>Timber / Agriculture industries when required</u>

<u>Omahu V and VI</u>	<u>79</u>	<u>Dry when required</u>
<u>Total</u>	<u>248</u>	

In addition some form of recognition of sites III and IV in the Tomoana /Whakatu area is needed for the future strategic formation of an industrial corridor.

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.

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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.

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8.5.5 Write any guidelines for additions/changes to current industrial rules including trigger mechanisms for deferred zones.

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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.

Appendix 1 – Site Map

