



APPLICATION FOR PLAN CHANGE

Washer Road Business Park



For David Marshall

April 2021

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1.0 Document Quality Assurance

Status: Version 1

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Reviewed and Approved by:	Tom Watts MNZPI, Planner/Urban Designer, MPAD	
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2.0 Applicant and Property Details

The details of the applicant and the site are as follows:

To:	Western Bay of Plenty District Council
Applicant's Name:	David Marshall
Site Address:	66 Washer Road
Legal Description:	Part Lot 1 Deposited Plan 25471
Site Area:	Total Lot Area (20.7718ha). Subject area = 7.012ha
District Plan Zoning:	Rural Zone
Designations / Limitations:	Located within a floodable area; Gas Main and Easement; Drainage Easement

3.0 Introduction

3.1 The Proposal

The applicant, David Marshall, seeks a plan change to rezone approximately 7.012ha of land at 66 Washer Road, Te Puke from Rural to Industrial to establish the Washer Road Business Park (See Figure 1). This comprises the southern portion of David Marshall's farm, a wedge shape piece of pastoral land, which is bordered by Washer Road and the East Pack industrial buildings to the east, and Ohineangaanga Stream along the western boundary. To the north is more pastoral land owned by the applicant. To the south-east is existing residential properties, separated from the site by the Ohineangaanga Stream and a proposed 10m minimum vegetation buffer, which will be implemented for the length of the eastern boundary as part of the plan change.

The site narrows to a point on to Washer Road/Station Rd. The site consists of a relatively gentle contour, falling from a maximum RL 12.0m in the southern corner to RL 8.0 at the northern extent of the proposed rezoning area. Access from Washer Rd is flat, however the site falls steeply into the Ohineangaanga Stream along the eastern boundary.



Figure 1. Map showing the southern portion of Marshall farm subject to plan change.

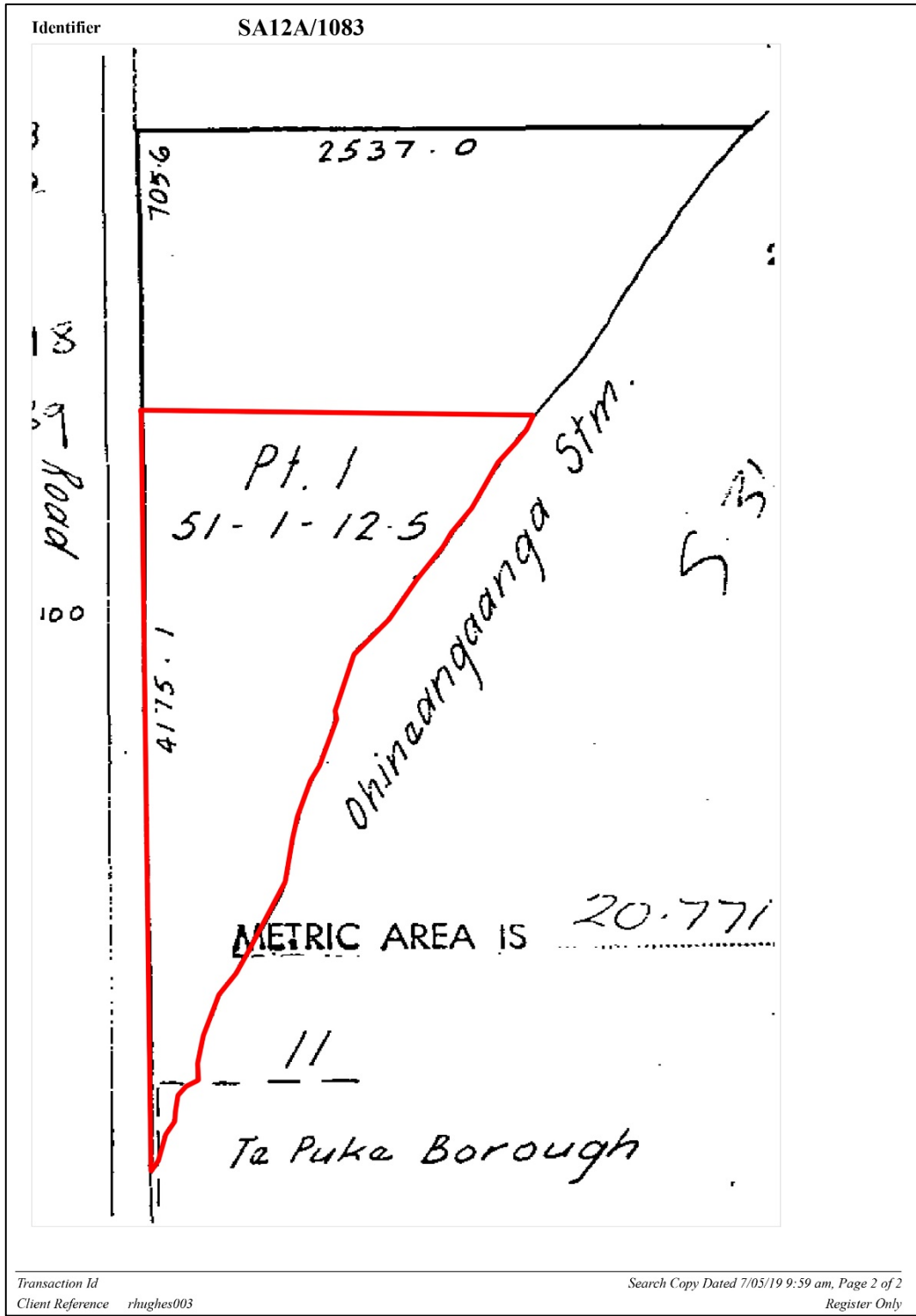


Figure 2. Deposited plan showing area subject of re-zoning.

3.1 Industrial Land Supply

3.1.1 Industrial Land Survey 2012

A survey to assess industrial land supply within the Western Bay of Plenty district was undertaken in 2012 'Industrial Land Survey 2012' by Western BOP District Council.

All industrially zoned land parcels were assessed, with each parcel of industrial land or a percentage thereof categorised as either occupied or vacant. Each industrial zoned parcel was categorized under a relevant category as described below:

- *“Occupied” Industrial Land – Industrially zoned sites that contain structures/ material or there is a business resident on the site where the land is occupied.*
- *“Vacant” Industrial Land – Industrially zoned sites that contain no structures on an area. Land used for livestock grazing or orchards have been classed as vacant or where a site is being advertised as available for occupation.*
- *“Vacant but Not Available” Industrial Land – Industrially zoned sites that contain no structures and are largely clear of plant and material, but are unsuitable or not available for development, due to being on unusable terrain, in need of infrastructure – i.e. roading, or designated for reserves.*

In accordance with the survey, industrial land supply in Te Puke equates to a 166.22 ha. This comprises:

1. 61.30ha 'occupied' industrial land,
2. 79.81ha of 'not available' industrial land, and
3. 25.11ha of 'vacant' industrial land.

Industrial Land supply maps for Te Puke are included within Appendix 8. Te Puke West Map is shown in figure 2 below.

The survey also notes the following in its conclusions:

“Land in Omokoroa is now available for development but Te Puke West, Rangiuru Business Zone and Te Puna Business Zone are all still on hold. Three parcels at Te Puke West have been reclassified as available which were previously classed as not available.”

The Te Puke West Industrial area is identified as not available due to one main landowner being unwilling to develop the land, plus the need for key infrastructure to be provided in advance of the industrial land being developed. Due to these obstacles, it is unlikely that this industrial land will be available for development within the next 10 years.

3.2.1 SmartGrowth

Western Bay of Plenty District

The SmartGrowth Development Trends Report 2018 has assessed the availability and the uptake of industrial land.

Section '7.1.2 Availability and Uptake of Industrial Zoned Land' summarises the trends in relation to Western Bay of Plenty.

The town in the Western Bay of Plenty District with the largest amount of Industrial land is Te Puke with 154 ha zoned, refer to Table 19. In Te Puke West an additional 72 ha of Industrial land is zoned to meet future needs in the town and is expected to yield an additional 45 ha. Katikati also contains a significant area of Industrial land with 63.12 ha zoned at present. Omokoroa has been identified as an area that will require Industrial land and 29.60 ha has been identified in Stage 2 of the Omokoroa Structure Plan which is now operative.

In the western end of the District the Te Puna Rural Business Zone contains 30.58 ha while Rangioru in the eastern end contains 145 ha of Industrial land zoned in preparation for the Rangioru Business Park.

Table 19 Operative and Future Industrial Zoned Land in the Western Bay of Plenty District

Location	Industrial Land (ha)	
	Operative	Future
Waihi Beach	25.56	
Katikati	63.12	
Te Puna	30.58	
Omokoroa	29.60	
Te Puke	153.95	
Rangioru	145.0	
Paengaroa	9.57	
Maketu	0.11	
Total	544.04	0.00

Industrial land in Te Puke includes 72 Hectares from Plan Change 70 which is dependent on roading and infrastructure upgrades.

In the Western Bay of Plenty District, vacant areas of available (able to be built on now) industrial land exist in Katikati, Omokoroa, Te Puke, and Paengaroa. Of the 581.32 ha of industrial land in Western Bay of Plenty District, 28.6% (166.27 ha) is vacant and 21.1% is occupied, with the largest uptake in Te Puke of 61.27 ha.

Table 20 Uptake of Industrial Zoned Land in the Western Bay of Plenty District

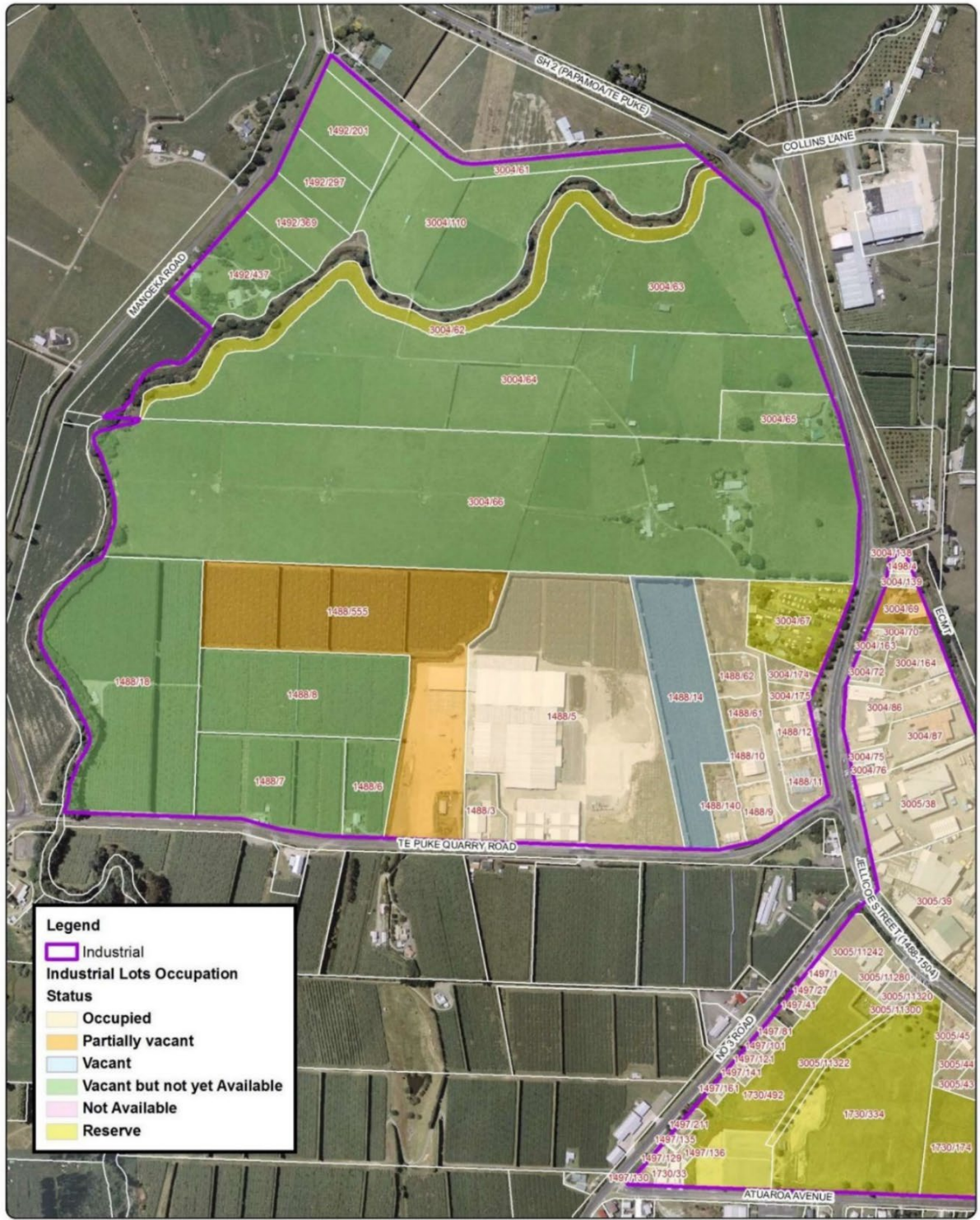
Industrial Zone - 2018						
Area	Vacant (ha)	Partially Vacant (ha)	Total Vacant (ha)	Not Available (ha)	Total Occupied (ha)	Total Area (ha)
Waihi Beach	0	0	0	25.56	0	25.56
Katikati	20.68	3.73	24.41	14.82	23.89	63.12
Te Puna	0	0	0	30.58	0	30.58
Omokoroa	19.76	6.64	26.40	0	3.20	29.60
Te Puke	23.32	5.80	29.12	63.56	61.27	153.95
Rangioru ¹	81.92	0	81.92	157.87	29.04	268.83
Paengaroa	1.09	3.21	4.3	0	5.27	9.57
Maketu	0.11	0	0.11	0	0	0.11
TOTAL	146.89	19.38	166.27	292.39	122.66	581.32
%	25.27%	3.33%	28.60%	50.30%	21.10%	100.00%

¹ Include AFFCO as part of Total Occupied

The industrial land supply in Te Puke is constrained by the fact that much of the industrial zoned land in Te Puke remains part of an operational farm and depends on roading and infrastructure upgrades before it can be developed. This relates predominantly to the Te Puke West Industrial area.

As Te Puke is an urban growth area as well as an existing town, there is a need for employment land to provide employment opportunities for these future residents.

As described in tables 19 and 20 above the 2012 and 2018 uptake monitoring results confirm there is a large quantity of zoned but 'unavailable' Industrial land. This corresponds to a need for developed industrial land to cater for the many businesses associated with the growth that not only Te Puke is experiencing, but the greater Western Bay of Plenty area. The rezoning of the subject land will help meet a shortfall, provided the land is developed and ready for industrial use.



Produced using ArcMap by the Western Bay of Plenty District Council GIS Team.
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 Location of services is indicative only. Council accepts no liability for any error.
 Archaeological data supplied by NZ Archaeological Assoc/Dept. of Conservation.

Email: gis@westernbay.govt.nz Scale A3 - 1:5,000
 Date: 24/04/2012
 Operator: mlb
 Map: E:\Shape\MLB\Map\Industrial Land\Te Puke - Te Puke Quarry Road.mxd



**INDUSTRIAL ZONED LAND
 TE PUKE - TE PUKE QUARRY ROAD
 OCCUPATION STATUS**



Figure 3. Survey Map from 'Industrial Land Survey 2012' of Te Puke West.

As can be seen in Figure 3 above, the majority of the industrial zone land within Te Puke west is highlighted with a green overlay, which classifies the land as vacant, but not yet available. Since this time, there does not appear to be any newly developed industrial land in this Te Puke West industrial area, as can be seen by the 2019 aerial below – Figure 4.



Figure 4. Aerial image from google earth (12/9/2018) showing the Te Puke West industrial area, unchanged in terms of land uses from the 2012 Industrial Land Survey. With the exception of the 'vacant' lot with blue overlay in survey, which is now occupied.

3.2 Reasons for Plan Change

The following summarises the reasons for the private plan change.

- The large area of zoned but not yet available Industrial land means there is a need for other Industrial land to be developed to meet the needs of the Te Puke community
- The proposal will rationalise the RPS urban limit boundary of the town, by adding to the industrial land at the northern periphery of the town centre, to create a more consolidated industrial land supply in this location.
- The subject rural land is a wedge of pastoral land located adjacent to established industrial activities.
- Te Puke West industrial land remains in rural use and there are no known plans for this to be developed for industrial purposes by current landowners.
- The loss of approximately 7ha of rural land will have minimal effects on rural land supply. The greater farm that the landforms part of is 200ha for context.
- The land can connect to proposed and existing services including roading.
- There is very little industrial land for lease within Te Puke.
- The proposal will provide local businesses with greenfield industrial land.
- The proposal will provide additional industrial land that mirrors the East Pack site.

4.0 The Site and Surrounds

The Marshall farm comprises approximately 200ha over 6 combined titles (see figure 5 below). The farm has been used for predominantly grazing and horticultural uses in the past, including the land subject to this proposal – highlighted in red.

The Marshall farm is shown in Figure 5 below and is accessed from Washer Road and Seddon Street. The farm adjoins the zoned urban area of Te Puke and the proposed zone change area is located on the south western corner of the property bound by Washer Road and west and the Ohineangaanga Stream to the East. A stop bank is established along the true left bank of the Ohineangaanga Stream (See Figure 12). Washer road is a sealed road with approximate sealed width of 5.0m.

The farm is identified in the District Plan as being floodable. Flood modelling has been completed by the Regional Council who have mapped the extent of the 100 year flood plain. Part of the proposed Industrial zoned land will be filled to avoid the flood hazard. The contour of the land proposed for industrial use has a contour range of approximately RL 7.0m Moturiki to the northern and RL 12.5m Moturiki to the south.

The geology of the site has been assessed by CMW Geoscience. The site is underlain by Late Pleistocene to Holocene aged alluvial river deposits, with Upper Matua Subgroup deposits at depth. Some filling to the south of the site to a depth of approximately 1.0m was detected by CMW during their investigations:

“Holocene aged alluvium comprising interbedded sandy silts, clayey silts and organic soils inferred to be very soft to stiff were present in all CPT tests to depths of up to approximately 10 metres below existing ground. A distinct bed of sandy dominant soils inferred to be pumiceous sands was observed within the alluvium between 5.0 and 8.0m below existing ground, at up to 5m thick.” (CMW Page 4).

Groundwater was present at depths ranging from 2.1m to 5.2m below ground level.

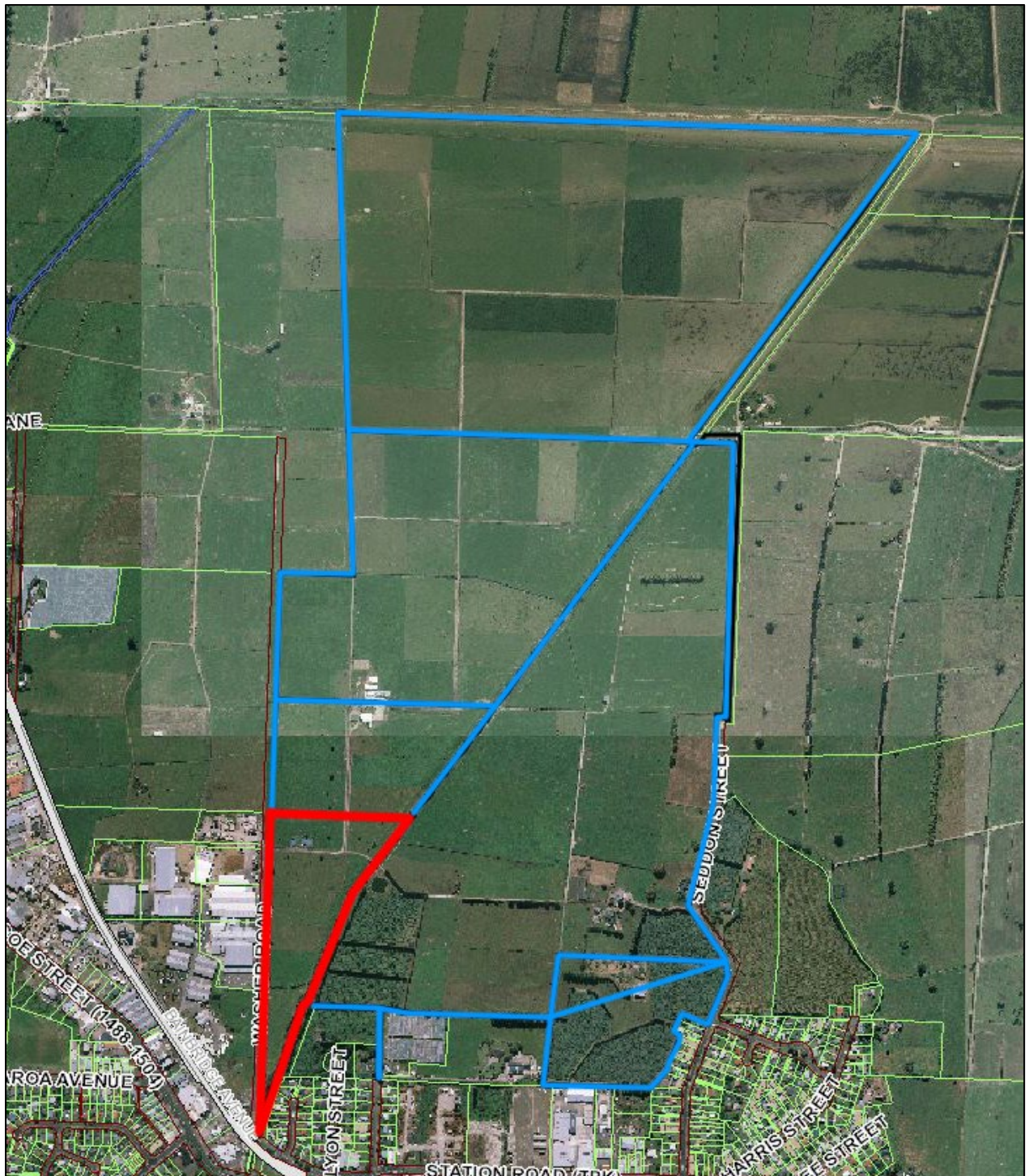


Figure 5. Map showing title comprising David Marshall's Farm (blue). The area subject of this rezoning is highlighted with a red boundary.

4.1 Site History

Historically, the area subject to the proposed plan change has been in pastoral use, as part of the larger farm. There have been isolated non-farming activities at points, including an abattoir, which has been confirmed by the current owner, as well as a small industrial yard, which has been identified by assessing the historic aerial photography. The two identified historic uses are shown below in Figure 6.



Figure 6. Aerial showing isolated uses on the site in 1979. A zoom in of each use is shown below.



Figure 7. Aerial from 1979, showing an industrial or farm yard in the southern portion of land within the plan change area.



Figure 8. Aerial from 1979, showing abattoir adjacent to Ohineangaanga Stream.

Sewage Treatment Plant

There is also an approved resource consent for a sewage treatment plant on the property file. The location of this plant is beside the stream, to treat effluent for Fruitpackers Limited, located on the western side of Washer Road. See map with location of proposed treatment plant in Figure 9 below.

The sewage treatment plant does not show up in historic aerial photographs and the current owner is not aware of its existence. Therefore, we think it is unlikely that it was ever established.

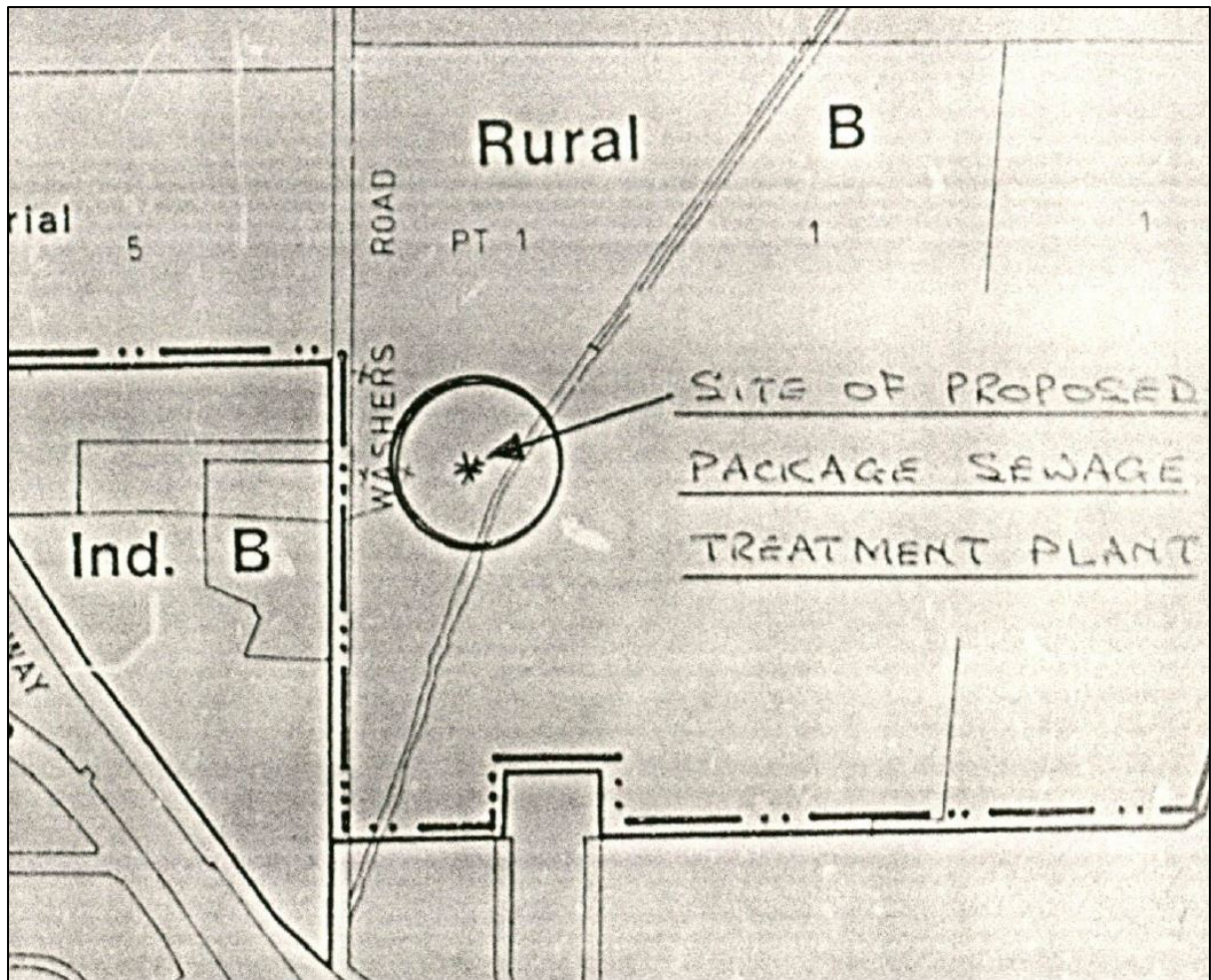


Figure 9. Map from approved resource consent showing location of sewage treatment plant associated with Packhouse. It is not clear if this was ever established.

4.2 The Surrounding Environment

The surrounding environment comprises of rural land to the north and east, Industrial land to the west and residential land to the south east. Refer to zoning map below.

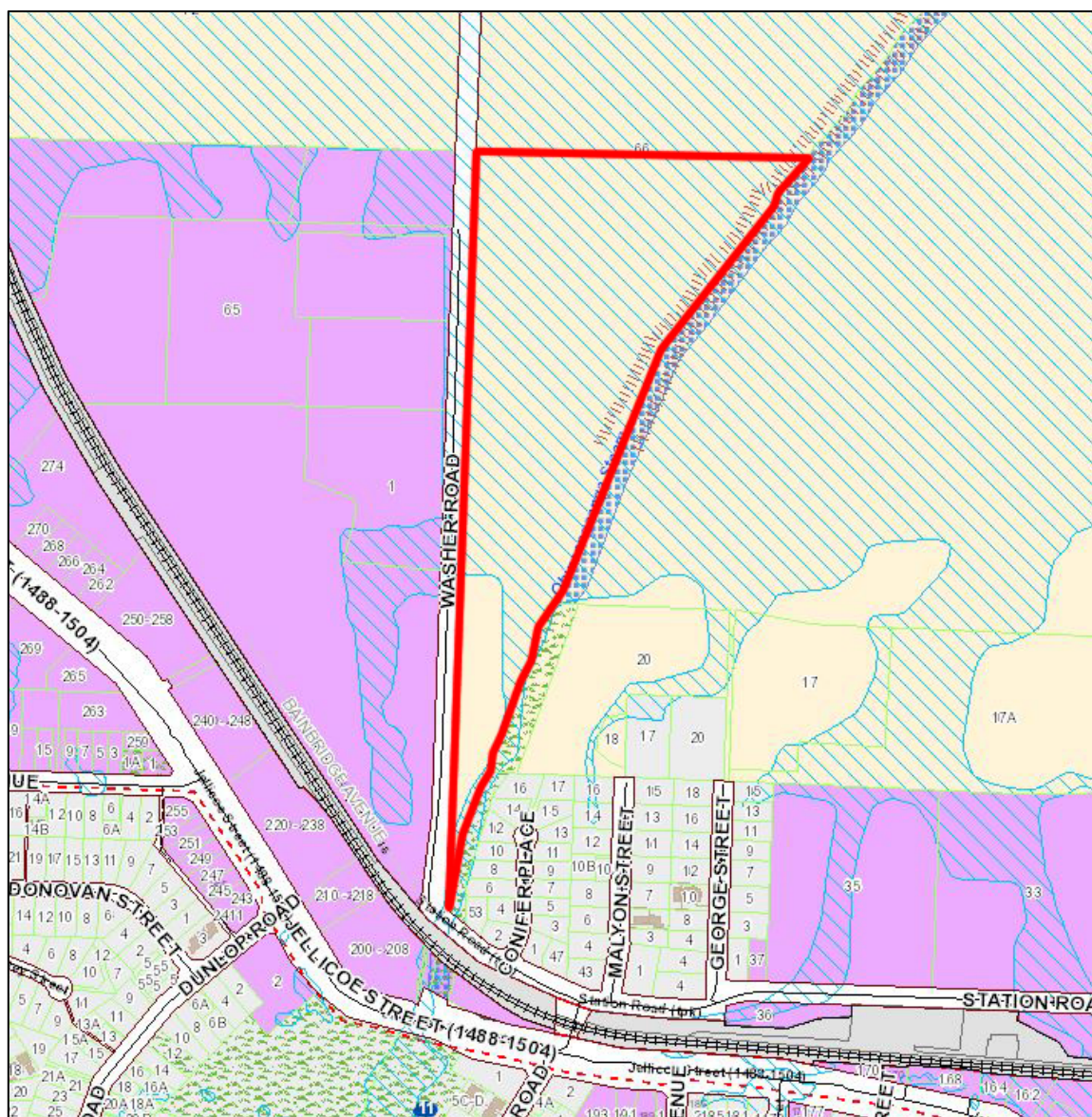


Figure 10. District Plan Map, with subject site outlined in red. Showing the subject land with a floodable area.

4.3 Contaminated Land

There are no records of HAIL list activities on site. This has been confirmed with Regional Council through an assessment of their database (included in Appendix 12).

A search of historical aerial photographs and review of the Western Bay of Plenty District Council property file identify an abattoir and buildings that appear to be used for farm maintenance or light industrial use. No fuel or fertiliser storage is known to have undertaken within the buildings.

4.4 Existing Services

In accordance with the District plan Mapi system, existing services within the Washer Road road reserve include:

- Wastewater rising main
- Water main
- Private Waterpump/Bore along western boundary of the subject site

The Mapi screen shot below (Figure 11) shows the location of the site in relation to existing services. Effects on the services relating to the proposal are discussed in the Lysaght Services Report (Appendix 3), and the services section of the AEE.

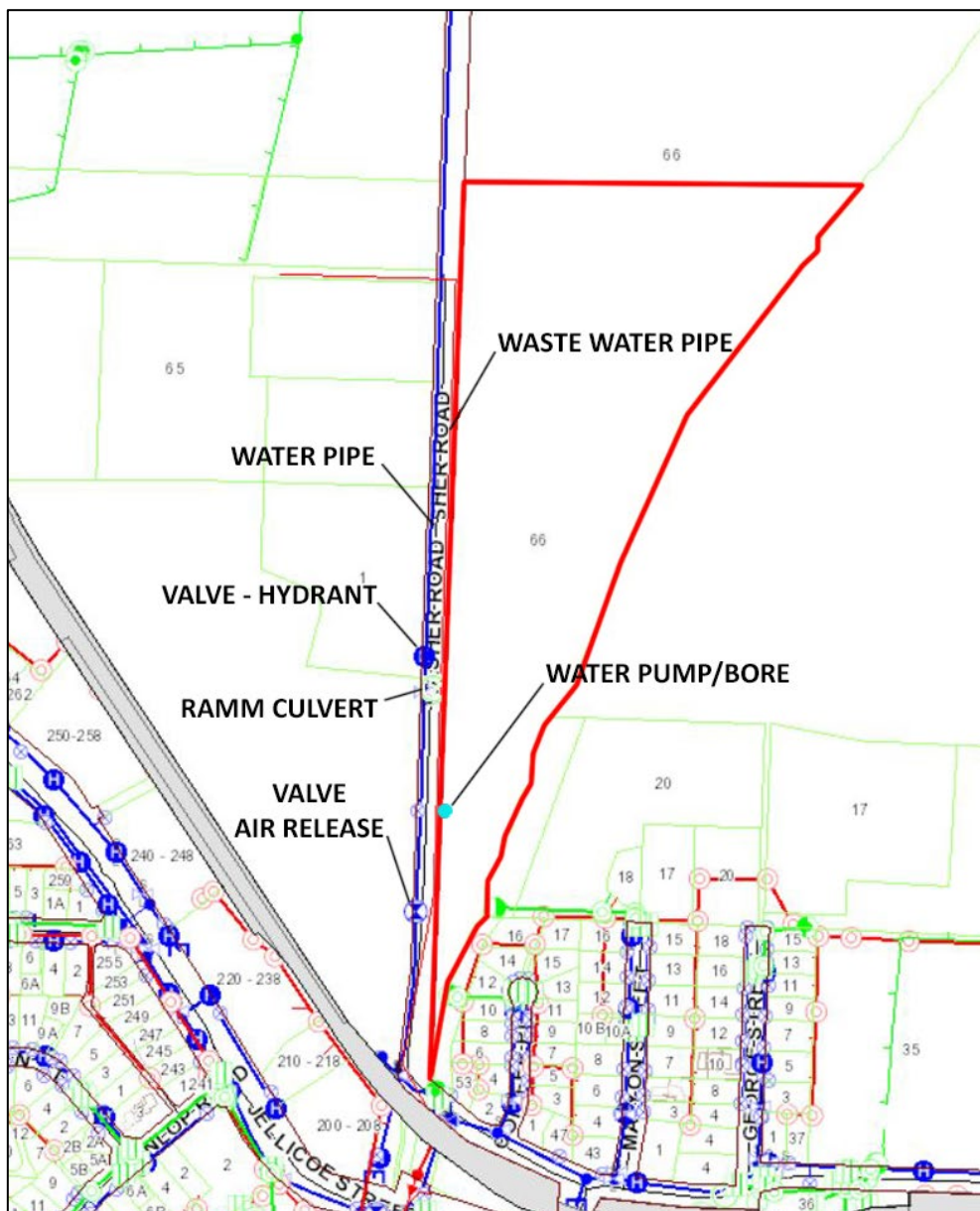


Figure 11. Mapi Screen Shot showing existing services.

5.0 The Proposal

The proposal is to re-zone the site industrial to provide for a mix of industrial activities that will have a range of building sizes. This will likely include larger industrial sheds at the northern end of the site where there is more space and less development constraints. For reference, this could result in a built form similar to the industrial buildings on the western side of Washer Road, including EastPack (approximately 12 to 14m in height).

Smaller industrial units are likely to be located at the southern end of the site, where the land is more constrained by the drainage and gas easements and confined building areas due to the sites shape. These could be occupied by small businesses, or individual owners for industrial storage or private workshops. Ultimately, the types of tenancies will be determined by market demand and compliance with the permitted activity rules of the Industrial Zone in the operative Western Bay of Plenty District Plan.

The primary access to the site will be through a new intersection with Washer Road, approximately 440m north on Washer Road. This has been located so not to conflict with the traffic generated from the EastPack Site main entrance 340m north on Washer Road, and EastPack exit located approximately 640m north.

A stormwater treatment pond will be established at the north eastern corner of the proposed Industrial zone and will discharge to the Ohineangaanga Stream.

A pedestrian bridge is proposed adjacent to the Ohineangaanga stream due to the existing bridge being too confined to support both heavy vehicles and pedestrians/ cyclists.

The main road access to the site is via Jellicoe Street, Cameron Road and Washer Road. The Stantec traffic assessment has identified that the Cameron Road Jellicoe Street intersection does not operate efficiently, and a roundabout is proposed to be established to improve the efficiency of the intersection. This roundabout has been discussed with Council Roding engineers who have confirmed the roundabout concept design is suitable proposal, subject to detailed design.

Earthworks will be necessary to prepare the land suitable for industrial use. Areas not to be filled include the edge of the Ohineangaanga Stream, the drainage easement, and the easement for the natural gas pipeline. Earthworks and buildings that may create a surcharge load will be excluded from these areas to ensure there are no adverse flooding or geotechnical effects on these features. Special design of the road crossing the natural gas easement will be necessary to ensure the gas pipeline is not affected by surcharge loads or subsidence. This is addressed in more detail in the geotechnical report supporting the Plan Change.

Due to the size of the site a development staging plan has not been proposed as part of the structure plan but may arise out of future land use or subdivision consent applications. Road access and services will be established following earthworks to improve the ground conditions suitable for the proposed industrial activities.

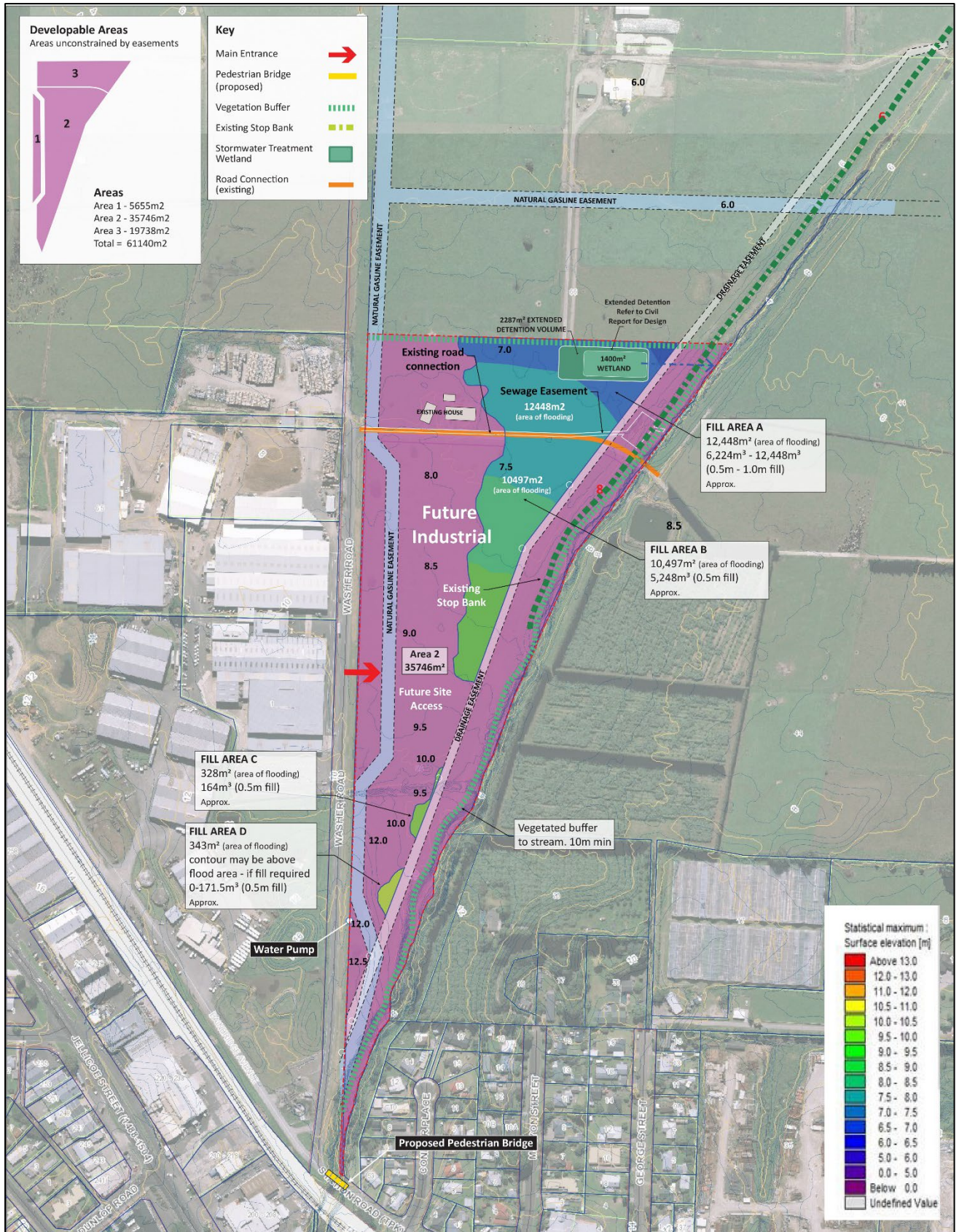


Figure 12 – Site showing existing easements and flooding constraints

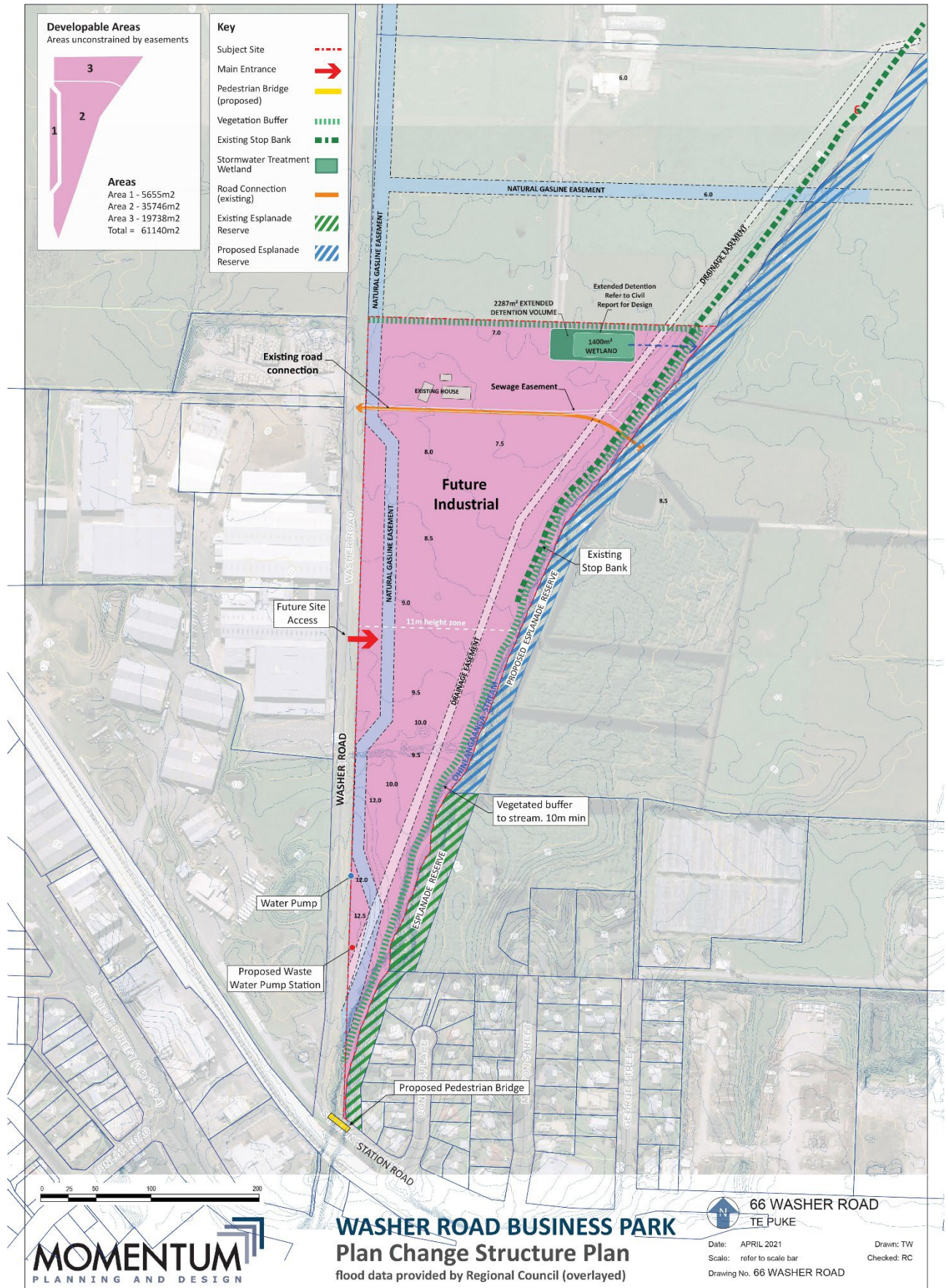


Figure 13 – Site showing existing easements and flooding constraints

5.1 Revised Planning Map

A revised planning map no. U125 has been prepared showing the extent of industrial zoned land proposed within 66 Washer Road.

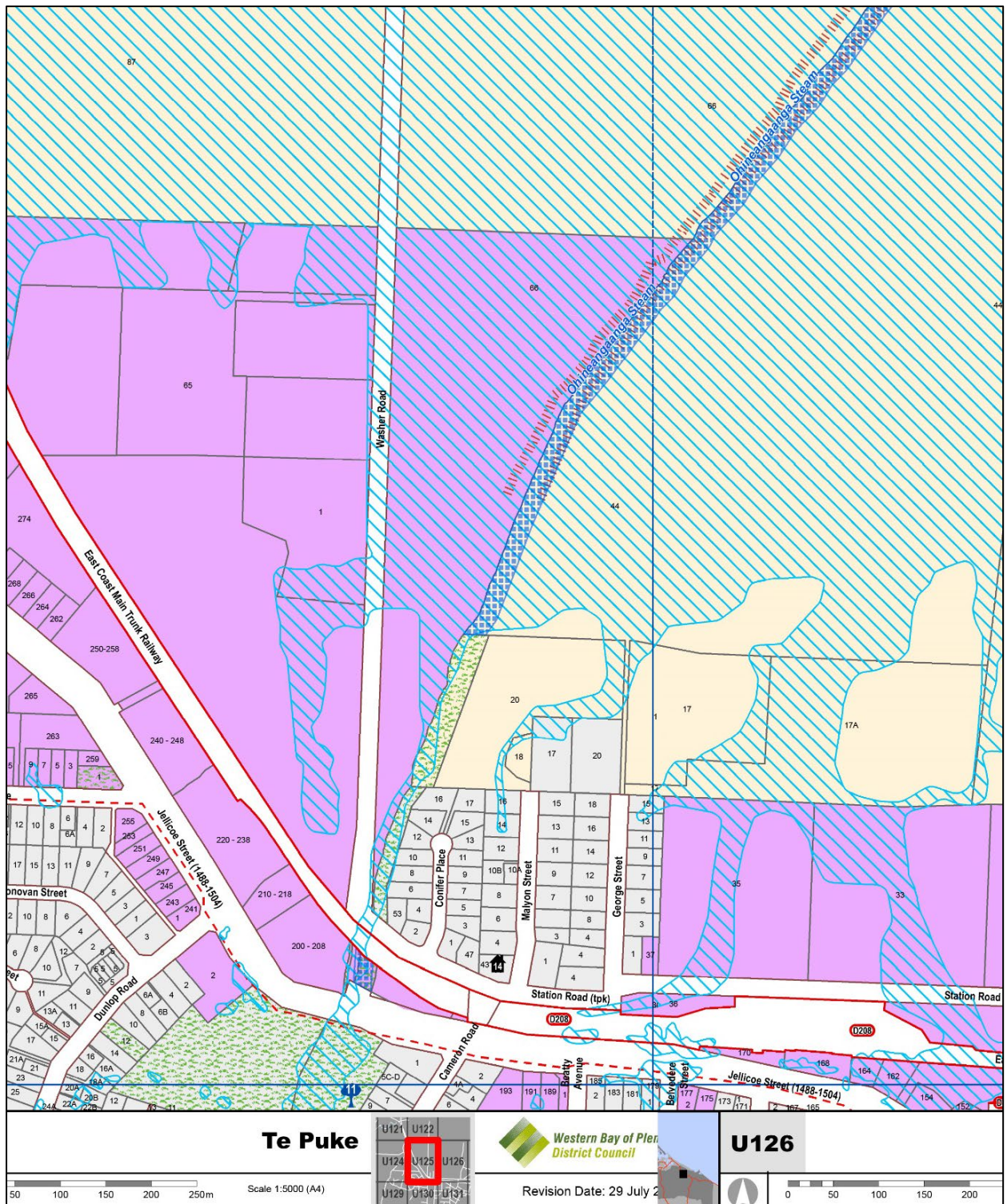


Figure 14. Proposed changes to Planning Map U125 and U126 to include subject land within the Industrial Zone.

5.2 Revisions within Policy Documents

The proposal is not seeking to make any changes or additions to the objectives or policies in the District Plan. Objectives and Policies already exist to cover reverse sensitivity issues between different land uses, transportation, servicing, and avoidance of natural hazards.

5.3 Proposed New or Amended Rules and Performance Standards

Appendix 14 identifies several rules that are proposed to be amended, primarily to reference the Washer Road Business Park Structure Plan.

6.0 Assessment of Environmental Effects

The proposal seeks to change the intended land use of the identified land within 66 Washer Road from rural to industrial use. It is important to assess the potential implications that such a change in land use may have on the transportation network. The relevant effects are addressed in turn below.

6.1 Engineering Servicing/infrastructure Review

The Lysaght Consultants Ltd (LCL) Engineering Services Report (Appendix 3) has been prepared to provide a high-level engineering servicing review supporting the Private Plan Change.

The scope of the review includes

- Flood hazard assessment using Council's flood information
- Stormwater attenuation and discharge
- Wastewater reticulation
- Potable and Fire Fighting Water supply

The review was undertaken in general accordance with the requirements of Western Bay of Plenty District Council's (WBOPDCs) Development Code (DC), NZS 4404:2012, relevant NZ Standards and standard engineering practice.

The relevant sections of the report are summarised below. The full report is included within Appendix 3.

FLOODING

The land is identified on Council's operative planning maps as floodable. Flood levels were obtained from Western Bay of Plenty District Council, which identified flooding over the majority of the site during a 2% AEP Storm event. To obtain a more accurate flood level the applicant has approached the Bay of Plenty Regional Council who have a flood model for the Kaituna Drainage Scheme Catchment Area that includes the application site. A screen shot of this model with the subject boundary overlaid is provided in Figure 15 below, which is for the 1% AEP event.

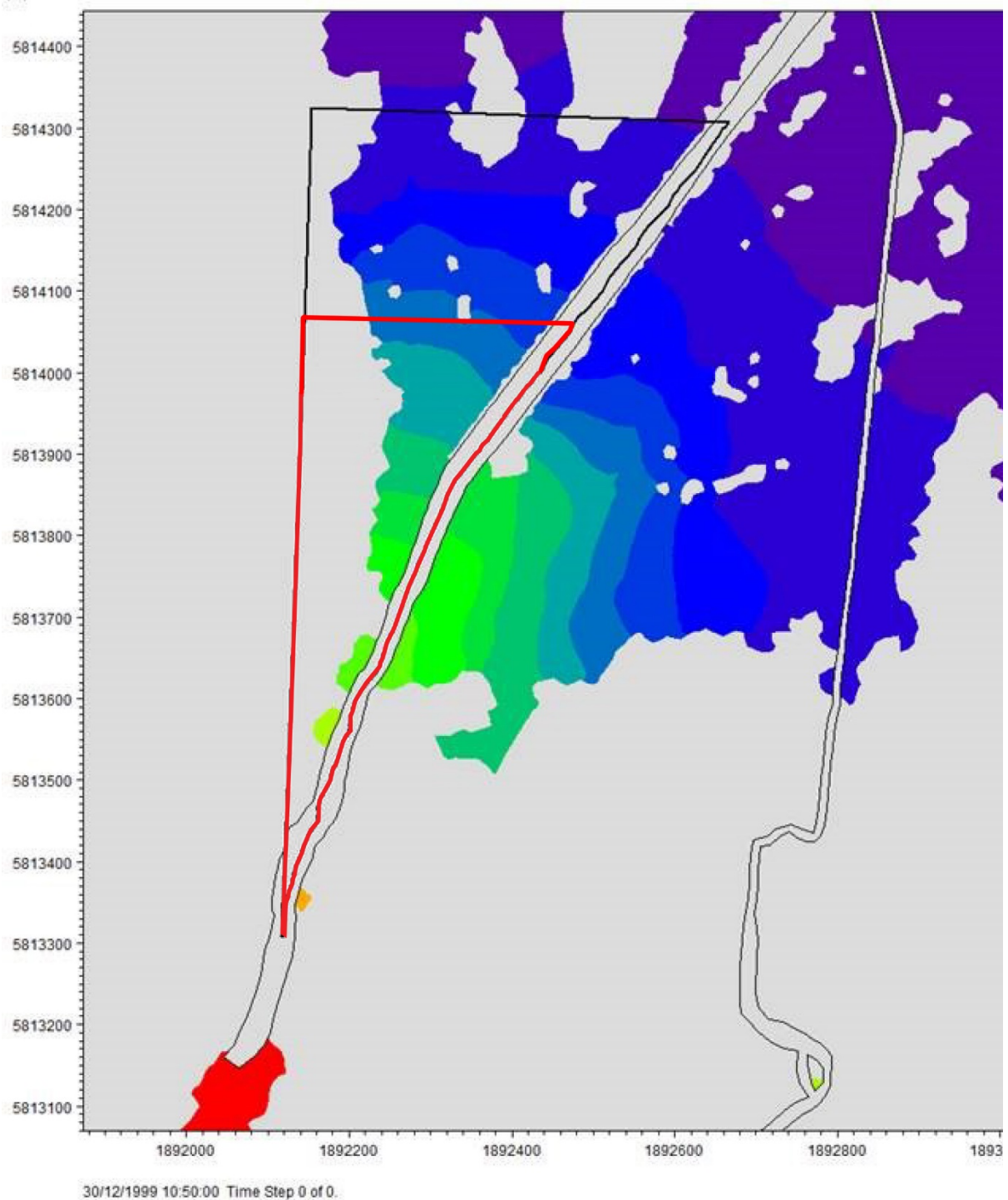


Figure 15: Screen shot of DHI flood model, provided by Philip Wallace (Principal Engineer, DHI Wellington Branch Manager)

As identified on the site plan in Figure 15 above, there are areas of the site that will be flooded in a 1% AEP storm event. The flood model data has been provided by Regional Council's consultant (Philip Wallace of DHI Group) and represents a flood model for the Kaituna Drainage Scheme Catchment Area, which includes the application site.

Lysaght Consultants have been engaged to address flooding effects on the property using available flooding information provided by DHI engineers. They have developed a 3D fill model for the site with a platform level of RL 10.5m to provide a preliminary freeboard allowance across the site.

A summary of their conclusions is outlined below and included within their servicing report in Appendix 3.

LCL was provided updated flood levels for the site from the latest DHI flood modelling (Email 18/07/2019), the levels are provisional, and have not been reviewed/accepted by BOPRC, however they are significantly more detailed than the AECOM results provided to LCL for their initial Rev 0 and Rev 1 reports provided 12/06/2019, where a conservative level of RL 10.5 was adopted across the entire site.

We note that the DHI results did not align with the LIDAR information provided to LCL, and therefore a conservative approach was adopted utilising the DHI flood levels and spreading each flood level RL across the corresponding site contour, which in all cases created a larger flood impact on the site than that shown in the modelling. A 3D volume model was prepared with a site platform level of RL 10.5m to provide a preliminary freeboard allowance. The fill extends from the western side of the drainage easement to Washer Road (Refer to Drawing 194210-100-SCH). We note that agreement will need to be gained from gas service providers before any works over the Natural Gas easement adjacent to Washer Rd (as well as several other small easements across the site). The flood levels provided were increased by 0.5m to provide some conservancy to the calculations given the provisional nature of the DHI model.

It is clear, based on this very conservative flood estimate, that the downstream effects of filling the site will be less than the +15mm allowance generally accepted by Bay of Plenty Regional Council (BOPRC) as the trigger for a "More than Minor" effect. The filling is highly unlikely to increase the risk of flooding of existing downstream buildings. It is noted however that there is potentially a constriction to overbank flow in the Ohineangaanga Stream at the southern corner of the site between Washer Rd/Station Rd and the residential houses along Conifer Place. Detailed stream/flood analysis will need to be undertaken at the preliminary design phase to determine the width of floodway opening adjacent to the stream required at this corner of the site.

Management of flood hazard is not considered a significant constraint for development of the site given the existing site elevation and location adjacent to very large flood plain.

Management of flood hazard is not considered a significant constraint for development of the site given the existing site elevation and location adjacent to very large flood plain area. The flood hazard can be successfully mitigated as recommended by Lysaght Consultants.

STORMWATER

Lysaght consultants has assessed the site to confirm that stormwater treatment can be achieved through the establishment of a new stormwater wetland before discharging treated stormwater into the Ohineangaanga Stream. As the site is located in the lower half of the stormwater catchment no detention of large storm events is needed. This pond and associated discharge will require resource consent from the Regional Council.

There is no reticulated stormwater network available to the site. A new discharge point will need to be created into the Ohineangaanga Stream adjacent to the site boundary. This will most likely consist of a culvert with headwall and stabilised discharge channel. The existing site is pastoral, with discharge dispersed relatively evenly across the eastern boundary into the Ohineangaanga Stream. Existing site flows are in the order of 0.4-0.5m³/s, hence any new concentrated discharge point is likely to exceed BOPRC's 125 L/s permitted discharge rate, requiring BOPRC consents for the culvert structure and discharge rate.

The industrial nature of any future development will significantly increase site impervious area, resulting in increased runoff and generating contaminants such as sediment, metals and hydrocarbons. It is proposed to manage runoff treatment by utilising stormwater wetlands, swales, raingardens or other approved treatment devices. Indicative wetland calculations based on the BOPRC sizing requirement of 2% of catchment area (7 ha) equates to a 1400m² wetland.

The discharge to the Ohineangaanga Stream will require provision of extended detention (ED) to ensure frequent flows are attenuated to minimise downstream scour. Preliminary calculations indicate an ED volume of 2287m³ will be required for the site based on a water quality volume of 1906m³ and water quality storm of 33mm (to be confirmed at preliminary design).

New developments generally require the inclusion of onsite stormwater detention to attenuate flows in larger storm events (up to and including the 50-year event), however Section 7.1.3 of BOPRC's Stormwater Management Guidelines for the Bay of Plenty Region 2012/01 states that this is only required in the top half of a catchment where coincidence of hydrograph peaks can occur. The subject site is located within the bottom half of the catchment within the low-lying flood plain. Flooding in the location of the site is likely to be of a long duration, probably measured in days. Therefore, provision of detention storage, measured in hours, is unlikely to provide any significant downstream benefits. Our initial recommendation is that the provision of detention storage, other than ED, is not required for the site.

The site is likely to be reticulated for events up to and including the 10-year Annual Return Interval (ARI) using a standard pipe and pit network directing flows to a wetland/ED pond located at the north eastern corner (to utilise existing site grade), prior to discharge into the Ohineangaanga Stream. Overland flow in events greater than the 10-year ARI is likely to surcharge the pipe network and be directed to the stream in overland flow paths (roads/reserves).

Stormwater management is not considered a significant constraint for development the site area available to construct treatment and storage ponds. All stormwater mains reticulation will be vested with WBOPDC.

WASTEWATER

Lysaght consultants have reviewed the existing wastewater reticulation. They have confirmed that the existing wastewater reticulation is a rising main and therefore that a new wastewater pump station and rising main will be required to service the land. This will ultimately discharge to Council's 450 mm dia wastewater pipe running parallel to Jellicoe Street.

Discussions with Council's Andy Pellow (Infrastructure Engineer) confirmed that some current wastewater capacity issues at Te Puke were being addressed by Council and that Financial Contributions payments made by development of the Industrial land would contribute to its proportionate share.

As summarised under the Lysaght report.

Andrew Pellow's (Infrastructure Engineer) email 04/03/2020 confirms that while Council plans to upgrade the trunk main as soon as possible, in the interim the development can connect to the wastewater network but will be required to store wastewater during the peak trunk main flow periods of 8am – 11am and 6pm – 10pm.

Lysaght's have confirmed that this requirement will be met, refer to Part 5 of the services report in Appendix 3.

WATER SUPPLY

Lysaght consultants has confirmed that the existing water supply on Washer Road has sufficient capacity to service the industrial land including firefighting.

Section 7.4.1 of WBOPDC's Development Code requires a design water allowance of 2 l/s/ha for large industrial/commercial developments, equating to an average demand of 9.6 L/s and peak demand of 48 L/s. WBOPDC's GIS confirms that a 200ø AC water main is located the full length of Washer Road, which is likely to have sufficient flow capacity subject to WBOPDC confirmation of pressure. Capacity calculations indicate a 200ø pipeline has 190 L/s at 30m head.

Fire fighting supply will be designed to comply with SNZ PAS 4509, with hydrants located at 90m maximum spacing (WBOPDC DC for Industrial areas).

Water supply is not considered a significant constraint for development the site area available to construct treatment and storage ponds.

Refer to Lysaght Servicing Plan below Figure 15, included within Appendix 3.

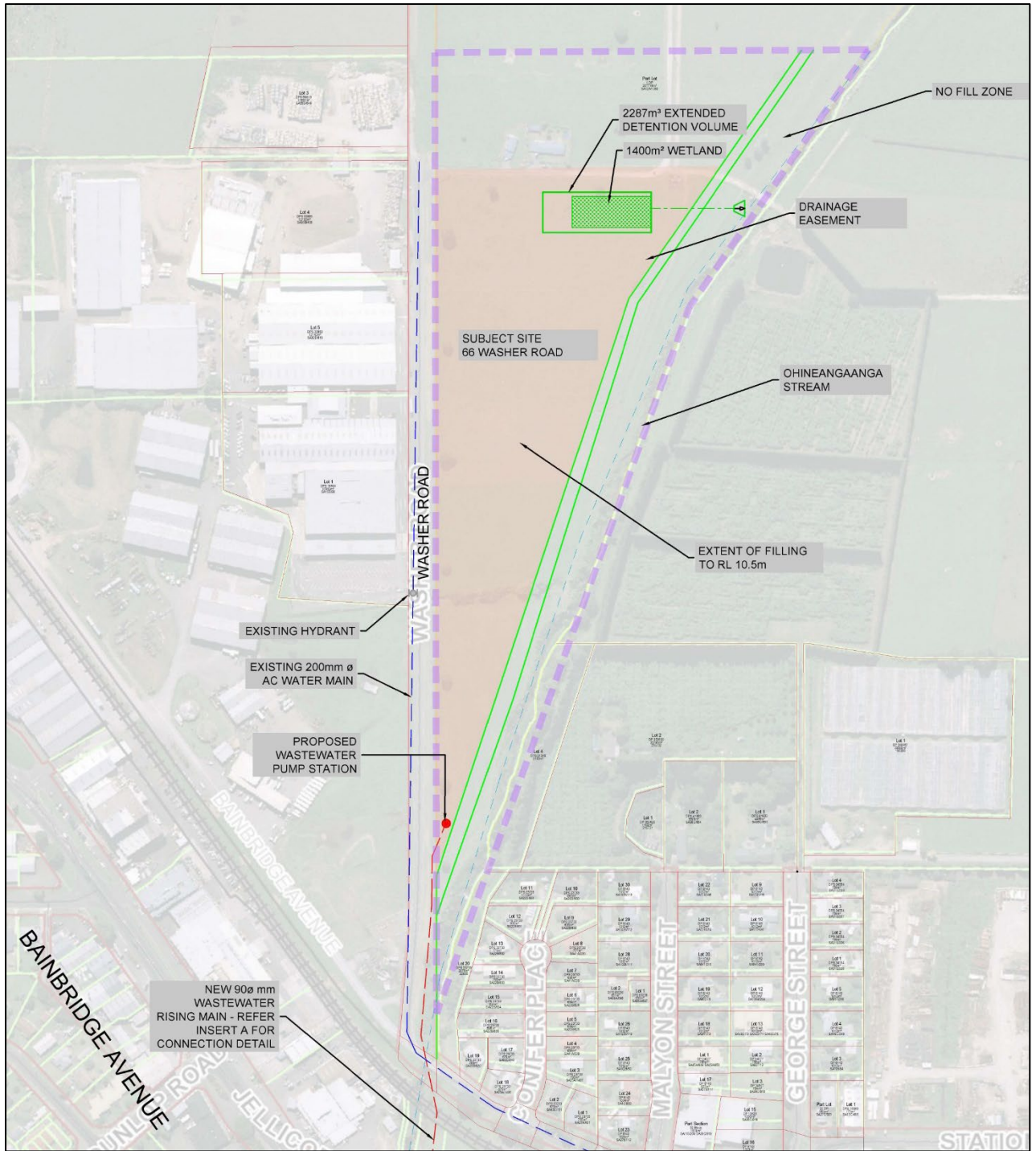


Figure 16: Lysaght Servicing Plan

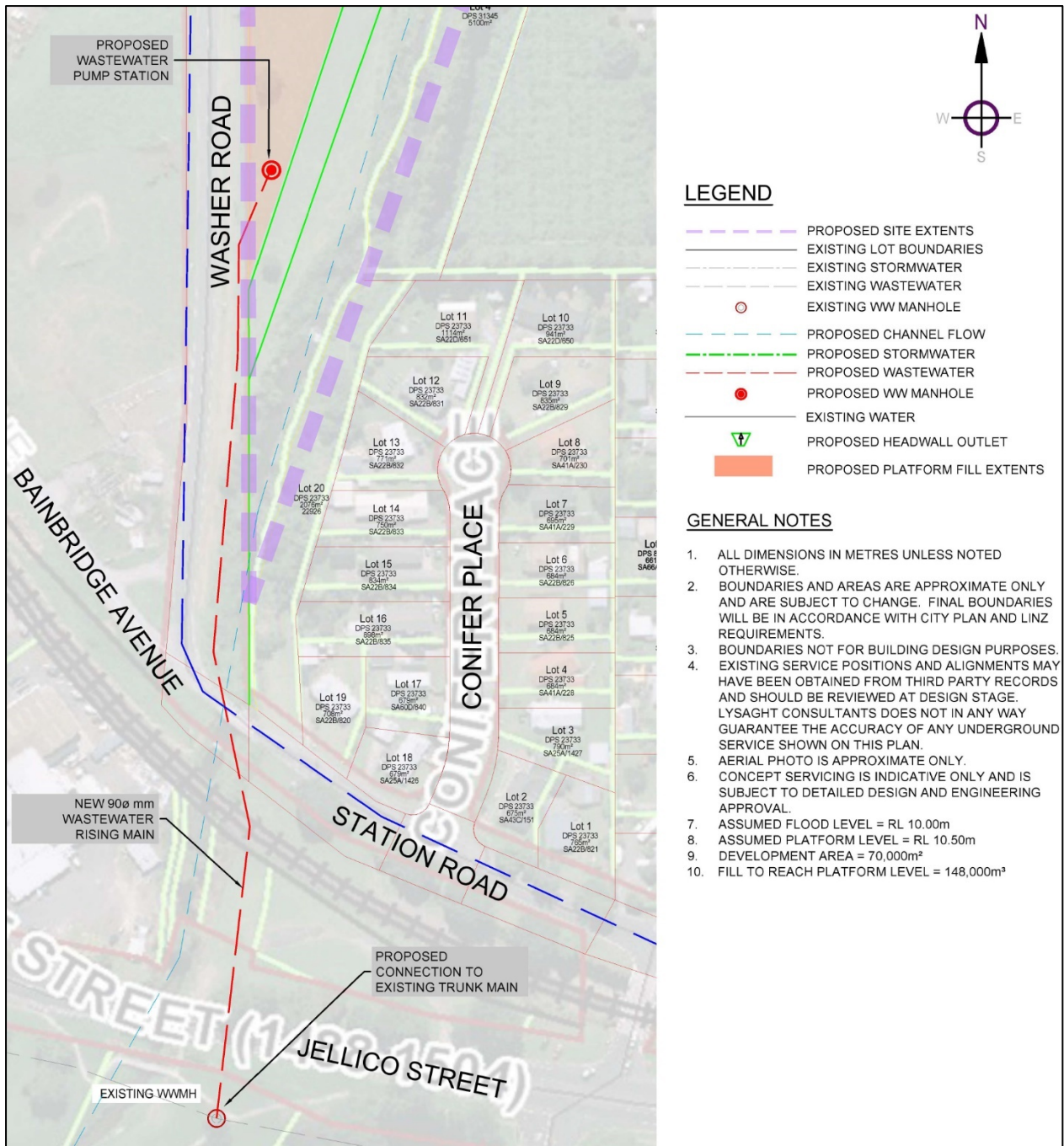


Figure 17: Lysaght Servicing Plan showing wastewater infrastructure

POWER & TELECOMMUNICATIONS Powerco have been contacted and provided with an outline of the proposal to make comment on power supply within Washer Road. They have provided a preliminary response which is outlined below and included within appendix 9:

“The existing feeder that supplies this part of Washer Rd is close to its capacity and will not be able to support a large load increase such as this development.

This feeder is supplied from Te Puke substation, load growth can be accommodated by the substation itself. In order to support a large-scale industrial development at the site, the Te Puke Bus Security upgrade project would need to be brought forward. You can refer to 2019 Asset Management Plan for details of the project.

www.powerco.co.nz/media/2081/powerco-2019-amp-summary_31may.pdf

Once the Te Puke Bus Security project is completed, 11kV feeder strengthening is required to enable supply to the first stage of the industrial development. It is also likely that when the proposed Washer Rd site exceeds capacity requirements switching the supply source from Te Puke substation to Atuaroa substation will be required. Dependant on loading requirements the development may require its own dedicated feeder from Atuaroa substation.” [Response from PowerCo Customer Service Team]

Follow up questions have been asked. These include what the procedure is to bring the works programme forward to increase capacity of Washer Road and whether there is capacity in the interim to provide for small industrial storage units/sheds along Washer Road. The following response was received.

“In order to bring the project forward Powerco would need the Developers to keep us involved in the process of change of re-zoning and likelihood of the development proceeding. Being advised early in order to pull the project forward is key.

Currently the Washer Road Feeder could not support additional Industrial/Commercial load in any great capacity. Specific loadings would need to be known for the site before we could confirm available capacity from the current network. “

[Customer Works Team POWERCO – emails received 8th and 10th July 2021 (included within Appendix 9)]

As noted by the Powerco Customer Works Team, there is a procedure to bring upgrades forward to facilitate the development, which will be pursued as we move forward with this plan change process through Council. This will include assessing the likely load on the existing network.

6.3 Geotechnical Site Suitability

A geotechnical report has been prepared by CMW Geosciences and is included within Appendix 5.

The scope of this report encompasses the geotechnical suitability and stability of the land having regard for the nature of a future industrial subdivision and associated building development proposal.

Its principal objectives were to assess:

- The nature, bearing qualities and relative uniformity of the subsoils to the depths likely to be affected by the proposed land development works and future building loads.
- Soil strength, classification, consolidation and effective stress parameters as considered relevant to the design issues of this development.
- Engineering works required to remediate areas having poor bearing capacity, high settlement potential or groundwater problems.
- Methodology with respect to areas of geotechnical constraints including drainage easement and gas pipeline.

As summarised in the Geotech Report, the site is suitable for the proposed industrial land use, provided the recommendations under Section 8 are followed. These include recommendations on:

- Liquefaction mitigation
- Static settlement design
- Easement setbacks
- Gully setbacks
- Foundation bearing capacity
- Earthworks (existing fill suitability, compaction and quality control and cut and fill batters)
- Civil works (subgrade CBR and services)

Section 9 of the CMW report outlines further work that is required to support any future resource consents/building consents for future development. This includes:

- *Further CPT and laboratory investigations to define the magnitude of liquefaction induced settlements across individual building platforms*
- *Design of preloading and/or ground improvement works specific to the development areas and loads proposed*
- *Design of ground improvements for pavements where required for roads, parking areas and storage zones*
- *Develop an earthworks specification to be used for the bulk earthworks and ground improvement construction across the site*
- *Confirmation of bearing capacities and foundation requirements for buildings once development areas are known.*

Overall, CMW confirm that the land is suitable for the establishment of an Industrial Park including large industrial buildings.

6.4 Traffic Effects

Stantec have prepared a traffic impact assessment to support the Plan Change. This involved assessing the existing road network, its capacity and the likely additional traffic that may result from future industrial activities.

This assessment has highlighted several issues with the existing road network, one notable issue being queues which the future industrial activities may add to. Given that some of these relate to existing traffic congestion during the peak am and pm traffic, there may be opportunities to minimise or avoid these effects through either road improvements or passive measures such as activities having travel management plans.

Stantec summarise the key issues in the paragraphs below which are extracts from their report.

“A plan change by David Marshall proposes to rezone approximately 7 ha of land on the east side of Washer Road, Te Puke, from rural to industrial zoning. The establishment of additional Industrial land on Washer road will complement the existing industrial activities opposite. There are benefits in co-siting service activities adjacent to larger processing activities as it provides opportunity for trips “internal” to the wider catchment of Washer Road in general potentially reducing what would otherwise be travel to other areas in Te Puke. It is likely the industrial area will take several years to develop and as a result the traffic effects can be managed with mitigation implemented as and when it is required. A network management approach will be necessary to ensure traffic is managed appropriately, taking on board the recommendations of this report and other network improvements of the wider network.

A review of the current transportation environment in the vicinity of the site has identified a number of existing issues relating to intersection capacity and road safety for which some mitigation would be appropriate irrespective of the implementation of the proposed plan change. The identified areas for which some form of improvement is desirable, even for the existing environment, include:

- the width of Washer Road between the proposed access and the single lane bridge*
- congestion and safety concerns at the intersection of Cameron Road (north) with Jellicoe Street; and*
- the lack of existing pedestrian and cycle linkages.*

It is noted that the identified existing network deficiencies should ideally be addressed regardless of the proposed plan change for the benefit of the wider community as well as the potential future activity within the plan change area.

While there are several options available to address identified issues around current network deficiencies, a specific detailed study and options report will be required to identify the most appropriate measure for the benefit of the whole community. It is recommended the development contribute to the solutions to address these existing deficiencies in the same way that development contributions are collected from all development in the district (using a traffic equivalency calculation).

If a shared responsibility (and affordable) approach is not able to be agreed, then an alternative may be to implement activity management controls which enables the plan

change to proceed in advance of any future improvements by Council. Such management controls could be set and included as a Travel Plan that is required as part of a zone rule which would require management of movements of pedestrians and cyclists at all times and restrictions on timing and routes for all vehicle movements.

The proposed re-zoned area will be subject to the District Plan rules for transportation including on-site parking, loading and manoeuvring and no additional rules are considered necessary in this respect.

In summary, on the basis of this assessment, together with the appropriate zone management controls to address recommended mitigation measures, it is concluded that the proposal to zone change of land from rural to industrial is able to be managed in an appropriate way to ensure any effects on the adjacent road network are acceptable.”

As concluded in the traffic report, the effects resulting from the plan change have the potential to exacerbate existing issues, however, can be managed to an acceptable level provided the issues identified are taken into consideration and addressed as part of future infrastructure improvements.

These include:

- Potential widening of Washer Road between single land bridge and site access
- Studies to inform solutions for the congestion and safety concerns at the intersection of Cameron Road and Jellicoe Street; and
- Consideration of pedestrian and cycle linkages as part of the above actions.

Initial correspondence on the Stantec traffic report has been received from Council engineers. They have confirmed what was identified in terms of the existing issues and the potential for the proposal to exacerbate these. A summary of the email correspondence is included within Appendix 13.

A follow-up meeting with Council Traffic Engineer (Stuart Harvey) was undertaken on July 10th 2019 (12.30pm). The meeting was attended by MPAD and Stantec, where the traffic implications of the project were discussed in detail. Key takeaways from the meeting, included the potential for a staged approach to traffic upgrades, i.e., the first stage of industrial development will trigger minor works, such as the pedestrian bridge.

Stage two will trigger larger scale traffic upgrades, specifically upgrades related to the intersection with Cameron Road and Jellicoe Street.

Council advised that it was up to the applicant team to put forward a staged proposal for consideration. This has been developed and included in the plan change (See appendix 14).

Stantec have proposed mitigation measures to address concerns raised by council, including provision of a pedestrian bridge and extension of the existing path, plus the construction of a new traversable roundabout at the Cameron/Jellicoe intersection. This is shown in Figure 18 below and included within the Stantec report.

Stuart Harvey (Roading Engineer East) has reviewed the preliminary roundabout design and has acknowledged via email that it is an acceptable solution in principle, subject to further analysis of the traffic threshold at this intersection against Austroads standards. Correspondence is included within Appendix 13.

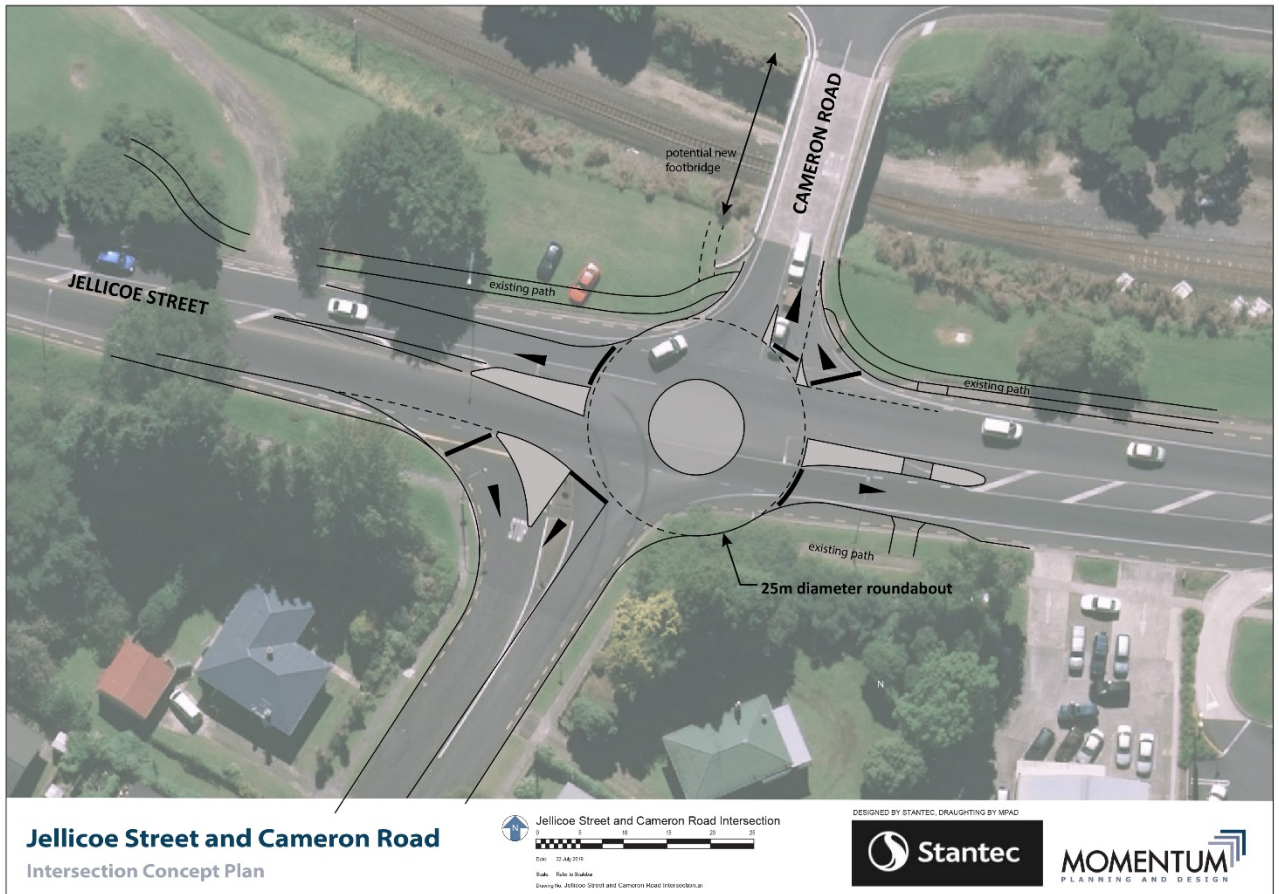


Figure 18: Jellicoe Street and Cameron Road Intersection Design

6.5 Ecological

The Ohineangaanga Stream runs along the eastern boundary of the site and is identified as a *modified watercourse with ecological value* in the Regional Council Water Quality Classification – Map U14 of the Natural Resources Regional Plan. Section 7 of Schedule 9 of the Natural Resources Regional Plan identifies water quality standards and criteria for modified watercourses with ecological value.

Explanation/Intent of Classification

Modified Watercourses with Ecological Values water quality classification is to maintain water quality in specific watercourses (refer to the Water Quality Classification Map) in order to maintain the aquatic habitats and migratory pathways of indigenous fish species that are present in the watercourse. This classification has only been applied to modified watercourses that are part of land drainage systems (referred to as Land Drainage Canals) that provide aquatic habitats or migratory pathways for indigenous fish species. The conditions reflect the need to minimise any further degradation of water quality in modified watercourses used for land drainage, and the somewhat limited opportunity to improve water quality in these watercourses. The standards and criteria are based on section 70 of the Act, and relevant national standards. This classification links to Schedule 3. Condition (a) means that there shall not be more than a 3 degree Celsius change in water temperature as a result of the discharge while the ambient water temperature remains below 18 degrees

Celsius. Once the ambient water temperature exceeds 18 degrees Celsius there shall be no measurable increase in water temperature as a result of the discharge after reasonable mixing.

The Ohineangaanga Stream is also located within the Kaituna River Catchment Scheme and is co-governed by the statutory body Te Maru o Kaitune (The Kaituna River Authority). Maintaining water quality and ecological values is an objective of the scheme.

An existing stop bank is established along the true left bank of the stream. A buffer area is proposed between the Industrial zoned land and the Ohineangaanga Stream to create separation and provide space for the area to be landscaped. No earthworks will be undertaken along the stream margin. These measures will assist in maintaining and enhancing the water quality of the stream and improving the ecological values by creating shade, which will contribute to maintaining a lower water temperature.

A stormwater treatment pond will assist in treating the stormwater runoff from the Industrial zone, which will be designed taking into account likely contaminants within the stormwater. Discharge water quality will be managed pursuant to a resource consent and ongoing monitoring.

6.6 Landscape and Visual Effects

The site is located between the Ohineangaanga Stream and Washer Road, which already has an industrial zoned land on the western side of the road.

The proposed industrial zoning will change the landscape character of the site including:

1. The landscape and visual effects arising from large scale earthworks to prepare the land for Industrial use.
2. The establishment of future industrial buildings, establishment of roads, driveways, and yard areas.
3. Proposed buffer landscaping along the boundary of the Ohineangaanga Stream and separating the farm land to the north.



Figure 19 - Landscape Mitigation and Streetscene

The amenity values of the area predominantly relate to the open pasture and rural farmland. The zone change and subsequent development works will result in a change to the landscape due to the urbanisation of the land for Industrial use.

Future buildings are anticipated to be larger storage buildings mixed with other smaller industrial uses as currently permitted by the District Plan. A height limit of between 9 and 11m is sought to enable these larger buildings to be established in accordance with the Structure Plan. These buildings will be set back from the stream, which will have a buffer zone incorporating the existing stop banks.

On the eastern side of Ohineangaanga Stream is more farmland owned by the applicant, currently planted in kiwifruit and also some residential zoned land. A large shelter belt exists separating the site from this residential area, which is estimated to be 8 to 10m in height. This blocks any direct line of site to the industrial area from the residential properties on Conifer Place.

There is also a reserve on the true right bank of Ohineangaanga Stream and another proposed on the left bank as part of the Plan Change, which will create an overall separation of approximately 30m to the Industrial zone. A cross section of the Industrial and Ohineangaanga Stream boundary shows this relationship 9 (Figure 12). As the southern end of the industrial zone is narrow this area is more likely to be used for an Industrial yard area with smaller buildings, if any. Therefore, the visual effects following the buffer planting are considered to be minor.

The farmland to the north is owned by the applicant. A buffer planting area will be established along this boundary to soften the visual impact of the Industrial area to the rural area farmland. The Eastpack site opposite the application site has limited buffer planting.

The yard setback for buildings will ensure the built form adjacent to Washer Road provides a visual amenity consistent with that of the established Eastpack development opposite the site.

Given the above the landscape and visual effects of the proposed Plan Change are considered to be acceptable.

The Landscape and Visual Assessment is included within Appendix 15.

6.6 Cultural Effects

Iwi Consultation

The District Council Map Information system does not show any records of archaeological sites on the property. However, consultation has been undertaken with Waitaha and Tapuika.

Waitaha Iwi

Consultation with Waitaha Iwi (General Manager – Vivienne Robinson) has been undertaken. They have been provided with an information pack which provides an overview of what is proposed regarding the re zoning, and what types of buildings and end uses will end up on site. Their response is summarised in the following statement.

“Waitaha has no issues with the consent application, however we would be available to do any cultural monitoring re earthworks, if required, including blessing the site prior to earthworks if you so wish.” Email correspondence from Vivienne Robinson – included in Appendix 6.

Waitaha Iwi Management Plan 2014

The Waitaha Iwi Management Plan has been reviewed. Two key points related to the proposal are discussed below.

Employment is a key matter discussed in the Waitaha Iwi Management Plan. The expanded industrial area has the potential to provide additional employment opportunities associated with new businesses.

Environmental matters are key to the Management Plan. Particularly relevant to this proposal is the protection of water ways from pollution associated with urban and rural activities.

Relevant to this proposal is the adjoining *Ohineangaanga Stream*, which has been identified as significant through Iwi consultation. As described in the services report, run off and stormwater discharge associated with the industrial use will be treated and discharged into the stream as clean water, to avoid any adverse effects on the stream.

Tapuika Iwi

Consultation with Tapuika Iwi Authority Resource Management Unit (Hohepa Maxwell).

Enclosed within Appendix 6 is the Tapuika Cultural Impact Assessment that supports the plan change. Tapuika had some concerns around stormwater discharge. Tapuika have been advised that a discharge consent will be required under Regional Council Policy as part of the future development of the site, and that this would ensure discharge levels will not result in any adverse effects on the adjoining *Ohineangaanga Stream*.

Furthermore, the Lysaght flood modelling/earthworks assessment takes this into account and provides solutions in the form of stormwater treatment and discharge. This is as per the servicing report included in Appendix 3.

Tapuika Iwi Authority Strategic Plan

The strategic plan of the Tapuika Iwi Authority for the period 2018 to 2023 sets out the vision framework and strategic focus for the Iwi Authority. This strategic plan has emerged from a review of the Kia Paneke Tukutahi 2013 – 2018 the initial strategic plan undertaken by trustees in the preceding years.

Comments

Similar to the Waitaha Management Plan, the Tapuika Strategic plan has economic development for Iwi and Environmental protection as key priorities.

As discussed, the expanded industrial area has the potential to provide additional employment opportunities associated with new businesses.

Regarding environmental protection, a buffer area will be provided along the stream boundary to avoid adverse effects of pollution. Run off and stormwater associated with the industrial use will be treated before being discharged into the stream. This will avoid adverse environmental effects on the stream water quality and ecological values.

Conclusion

Based on the above, the proposal and associated environmental mitigation align with the key principles from both the Waitaha Management Plan and Tapuika Strategic Plan. This is acknowledged with documented support from both iwi groups.

7.0 Policy Framework

7.1 Relevant National Policy Documents

7.1.1 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOILS TO PROTECT HUMAN HEALTH (NESCS)

The NESCS provides a framework with trigger levels for investigations and consent requirements for certain activities on land that is, or is likely to be, contaminated. The NESCS regulations apply where a subdivision is occurring or where a change in land use is proposed and that land is or has been subject to an activity or industry described in the HAIL list.

A contamination search with Bay of Plenty Regional Council was completed. Regional Council have advised that they have no records of contamination on file for the subject site. However, they noted that this does not exclude the possibility of contamination.

As shown in the 'Site History' section of this report, an assessment of the subject land through aerial photography has been undertaken. Aerial photography as far back as 1943 has been looked at. The analysis shows that the subject land has remained in rural apart from two isolated activities, one of which appears to be an industrial or farm yard, with trucks parked on site. The other is recognised as an abattoir, which has been confirmed by the current owner. Both activities ceased to exist from the early 1990's. These activities are not registered on the HAIL list.

It is anticipated that prior to bulk earthworks a Detailed Site Investigation will be completed to confirm no contamination exists. If contamination is present site remediation will be consented through the Regional Council and works completed before bulk earthworks commence.

7.1.2 NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT 2020

The National Policy Statement on Urban Development 2020 (NPS-UD) sets out the objectives and policies for providing development capacity under the Resource Management Act 1991.

The western Bay of Plenty District is a tier 1 growth area under the NPS-UD. Section 3.3 states

- (1) *Every tier 1, 2 and 3 authority must provide at least sufficient development capacity in its region or district to meet the expected demand for business land:*
 - (a) *From different business sectors; and*
 - (b) *In the short term, medium term and long term.*
- (2) *In order to be sufficient to meet expected demand for business land, the development capacity provided must be: plan-enabled (see clause 3.4(1)); and infrastructure-ready (see clause 3.4(3)); and suitable (as described in clause 3.29(2)) to meet the demands of different business sectors (as described in clause 3.28(3)); and for tier 1 and 2 local authorities only, meet the expected demand plus the appropriate competitiveness margin (see clause 3.22).*

Development is *plan-enabled* if the land is zoned in the district plan. In relation to the medium term the land that is zoned in a proposed district plan.

Western Bay of Plenty have completed industrial land supply studies that have identified that while there may be sufficient land available for industrial use it is in the ownership of few people who are continuing to farm the business land rather than developing it. This is creating shortage of available business land, particularly at Te Puke.

The NPD-UD at 3.7 states that if there is insufficient capacity a consent authority shall change its planning documents as soon as practicable to provide the necessary business land. It also enables Council to consider 'other options' to consider enabling development.

Section 3.22 Competitiveness Margin states:

A competitiveness margin is a margin of development capacity, over and above the expected demand that tier 1 and tier 2 local authorities are required to provide, that is required in order to support choice and competitiveness in housing and business land markets.

The competitiveness margins for both housing and business land are:

- (a) for the short term, 20%*
- (b) for the medium term, 20%*
- (c) for the long term, 15%.*

Short term - within the next three years.

Medium term – between three and ten years

Long term – between ten and thirty years.

Comment

The rezoning of the Washer Road land aligns with the objectives and Policies of the NPS-UD. The Western Bay of Plenty is recognised as a 'Tier 1' growth area therefore Local Government needs to ensure that there are appropriate levels of land supply for residential and industrial commercial purposes support this growth.

Although Te Puke has a large amount of Industrial zoned land, the majority is in rural use and is dependent on owner buy in and large infrastructure/road upgrades in order to develop. Providing developed industrial land on Washer Road will contribute to the NPS-UDS land supply targets for this high growth area, while integrating with the existing infrastructure along Washer Road.

7.1.3 NATIONAL POLICY STATEMENT FOR FRESHWATER MANAGEMENT 2020

The NPS-FM came into effect on the 3 September 2020 and introduces new rules to prohibit the damage or destruction of natural wetlands. The subject site, while located adjacent to Ohineangaanga Stream, is in pasture and has been grazed and maintained for decades. Their pasture areas are in green grass sown for stock grazing. There are no wetlands of district or regional significance identified on the application site.

The proposal includes planting the buffer area adjacent to the Ohineanagaanga Stream which will have positive effects on the ecology of the stream. Future earthworks will be managed to meet the requirements for large scale earthworks and will avoid sediment laden stormwater entering the

stream by designing and implementing appropriate erosion and sediment controls. The proposal will be consistent with the NPS-FM.

7.2 Relevant Regional Policy Documents

7.2.1 BAY OF PLENTY REGIONAL POLICY STATEMENT

The Bay of Plenty Regional Policy Statement (RPS) promotes the sustainable management of the natural and physical resources of the Bay of Plenty Region. The RPS highlights the importance of managing urban growth within the region in a sustainable manner.

Objective 23 promotes a compact, well designed and sustainable urban form that effectively and efficiently accommodates the regions urban growth.

URBAN RURAL GROWTH MANAGEMENT

Policy UG 5A establishes urban limits within the Western Bay of Plenty District and aims to limit urban growth to within these urban limits. Method 14 identifies a strict but comprehensive methodology for changing these limits.

Policy UG 7A provides for the expansion of business land outside the urban limits – Western Bay of Plenty sub-region

(a) For the expansion of existing zoned business land, not be able to be accommodated within existing business zoned land in the western Bay of Plenty sub-region

(b) Be contiguous with the site of an existing business activity or existing zoned business land

(c) Not require new connections to urban water supply distribution, stormwater or wastewater infrastructure located within the urban limits

(d) Avoid, remedy or mitigate effects on rural production activities

(e) Not compromise access to identified regionally significant aggregate and other mineral resources; and

(f) Not adversely affect existing, consented, designated or programmed regionally significant network utilities and infrastructure.

The land at 66 Washer Road is currently located outside the urban limits as set by the Regional Policy Statement, refer to Figure 20 below.

While Te Puke has large areas of zoned business land, the current owners have chosen to continue farming the land resulting in the available supply of greenfield business land to be very limited. This has resulted in a shortage of available land.

The proposed plan change land area is immediately adjacent to and contiguous with other business land on Washer Road.

Wastewater and water services are located adjacent to the site. A new pump station is proposed to connect to Council's existing wastewater infrastructure. Stormwater is proposed to be managed on site.

The creation of buffer areas along the stream boundary assists in separating future industrial activities from the kiwifruit orchards on the opposite side of the Ohineanganga Stream. This avoids reverse sensitivity effects between rural and future business activities.

The proposed plan change will not compromise access to identified regionally significant aggregate and other mineral resources.

There is an existing underground gas main running through the site. We have consulted with First Gas which confirmed relocation was uneconomic. It has therefore been decided to leave the gas easement in its current location and establish building sites outside the gas easement alignment.

The proposed plan change is therefore consistent with policy UG 7A.

Policy UG 9B seeks to co-ordinate new urban development with Infrastructure and **Policy UG 11B** seeks to manage the effects of subdivision and development on infrastructure. The proposed plan change is consistent with this policy as consideration of servicing has been assessed and confirmed to be feasible. An intersection upgrade of Jellicoe Street and Cameron Road will be necessary in the form of a roundabout as proposed by Stantec.

Policy 13B seeks to promote the integration of land use and transport planning. This is addressed above with regards to Policies UG 9B & 11B.

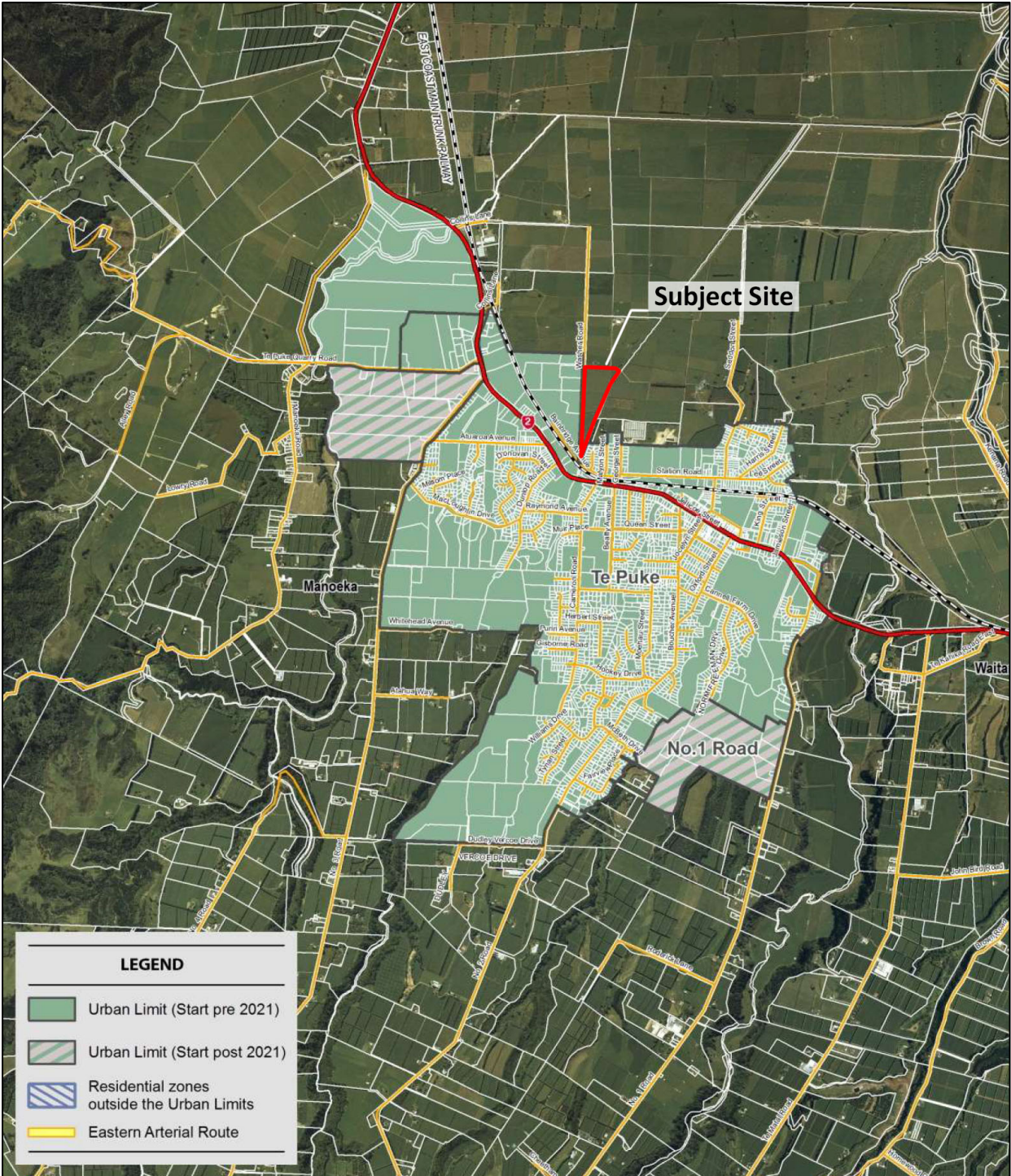


Figure 20: Bay of Plenty Regional Policy Statement – Map 14, showing subject land outside of the urban limits.

The industrial land supply in Te Puke is constrained by the fact that much of the industrial zoned land in Te Puke remains in rural use and depends on roading and infrastructure upgrades before it can be developed. This relates predominantly to the Te Puke West Industrial area.

Te Puke is an established town within the Western Bay of Plenty and greenfield residential and industrial sites provide for the planned growth of the township to meet housing and employment needs of the community.

The 2012 (WBOPDC) and 2018 (Smart growth) Industrial land supply surveys identified a large quantity of 'unavailable' but zoned Industrial land. This relates to owners of zoned land not wishing to develop their land in the near future. The availability of greenfield industrial sites that are zoned and developed for use are scarce. The rezoning of the subject land will help meet the immediate demand for greenfield industrial sites.

The following is a summary of reasons to support the zone change proposal.

- The proposal will rationalise the RPS urban limit boundary of the town, by adding to the industrial land at the northern periphery of the town centre, to create a more consolidated industrial land supply in this location.
- The subject rural land is a wedge of relatively unproductive pastoral land. The proposal will have limited impact on the productivity of the greater farm that it forms part of.
- Te Puke West industrial land remains in rural use. There are no known plans for this to be developed for industrial purposes by current landowners.
- The conversion of approximately 6ha to industrial land will have minimal effects on rural land supply. The greater farm that the land is within is 200ha for context.
- Existing infrastructure is in place to service the land.
- Limited vacant industrial lots for rent within Te Puke.
- The proposal will provide local businesses with greenfield industrial land.
- The proposal will formalise Washer Road, to reflect the existing industrial uses on the other side of Washer Road. EastPack are at capacity and may want to take another industrial building.

For these reasons the proposal is considered consistent with the purpose of the Bay of Plenty Regional Policy Statement.

7.2.2 OTHER RPS OBJECTIVES AND POLICIES

The following provides a brief discussion of the relevant objectives and policies in the RPS -

INTEGRATED RESOURCE MANAGEMENT

Objective 10 – Cumulative effects of existing and new activities are appropriately managed.

Policy IR 1B: Applying a precautionary approach to managing natural and physical resources.

Comment

The proposed re-zoning is consistent with the existing industrial uses along Washer Road and can be serviced by existing infrastructure. As demonstrated in the services report, stormwater can be attenuated on site and discharged at an appropriate rate to not cause any adverse effects off site.

IWI RESOURCE MANAGEMENT

Objective 21 – Recognition of and provision for the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga

Policy IW 2B: Recognising matters of significance to Maori

Policy IW 5B: Adverse effects on matters of significance to Maori

Policy MN 8B: Managing effects of subdivision, use and development

Comment

The subject site has no known culturally significant sites. This has been confirmed with local Iwi (Tapuika and Waitaha) and Bay of Plenty Regional Council Records. However, the stream has been identified as significant in its own right and requires protection against pollution, with appropriate stormwater discharge to control downstream flooding effects. This has been taken into consideration and addressed in the servicing report. No adverse effects on the stream will result from the proposal.

WATER QUALITY AND LAND USE

Objective 29 – Land use activities are:

1. within the capability of the land to support the activity
2. integrated with the wider environmental values of their surroundings; and
3. within the capacity of receiving waters to assimilate any discharge

Policy WL 7B: Minimising the effects of land and soil disturbance

Comment

The proposed land-use activity would be within the capability of the land following geotechnical improvements recommended by CMW Geoscience.

As demonstrated in the services report and through consultation with the relevant authorities, services on site including water, wastewater, power and stormwater can be achieved with the necessary upgrades.

Stormwater will be dealt with through on-site treatment via a stormwater wetland or similar and will discharge to the Ohineangaanga Stream following treatment.

NATURAL HAZARDS

Objective 31: Avoidance or mitigation of natural hazards by managing risk for people's safety and the protection of property and lifeline utilities.

Policy NH 4B: Managing natural hazard risk on land subject to urban development

Policy NH 9B: Assessment of natural hazard risk at the time of subdivision or change or intensification of land use before Policies NH 7A and NH 8A have been given effect to.

Comment

An assessment of natural hazards has been undertaken. As identified by the District Plan Mapi system there is a 1 in 100-year flood layer over the site. The Lysaght flood modelling and earthworks assessment takes this hazard into account and provides solutions in the form of raising the ground and providing extended detention of storm water and treatment prior to discharge, which will mitigate any adverse off-site effects. Refer to Lysaght Engineering Servicing Report.

7.3 Non-Statutory District Policy Documents

Te Puke Town Centre Plan

The Te Puke Town Centre Plan 16 March 2006 was prepared by Council to guide community aspirations for improvements to the town centre area. Key objectives of the plan include improving connectivity for pedestrians, promoting economic growth and protecting cultural and environmental values.

Comments

The plan outlines the strategic vision for the Te Puke town centre, although over a decade old now many of the principles still apply regarding increased walkability through new pedestrian links, economic growth through local business, and protection of cultural and environmental values.

The proposal has addressed all these matters, including walkability, with the provision of a new pedestrian link along Washer Road and the one lane bridge is discussed as a possible future option. Cultural discussion with Iwi has been undertaken and will be ongoing as the plan change process continues into development.

Environmental values are protected through appropriate stormwater management, particularly in relation to the adjacent stream which is recognised as an environmentally and culturally significant water body.

Te Puke Built Environment Strategy

This is a high-level strategy, approved by Western Bay of Plenty District Council in 2007. The purpose of guiding development in line with the local identity for each of the growth areas in the District – Te Puke being one of these. The key outtakes from the strategy which involve industrial land are outline below.

Existing Character of Industrial Areas

The industrial area reflects the change of the core economy of the Te Puke hinterland over the past hundred years. Most of the buildings are not attractive and buildings such as the old dairy factory offer challenges to adapt it for alternative uses.

The industrial area is mainly located at the town entrance from Tauranga along State Highway 2 and the railway line.

Over the years some of the larger sections and even buildings along Jellicoe Street were subdivided. As a result, the entrances to these sections are close to each other, which complicates landscaping and screening of unattractive buildings.

Where we want to go

Industrial areas can be attractive and a pleasant working environment. As the existing and future industrial areas will be at the western town entrance, Council needs to ensure that future development is and will remain attractive and undertake actions to make the existing industrial area more attractive.

In future rail transport might again become the preferred transportation mode for industrial goods and industrial development should not turn its back on the existing and future railway opportunities.

Access to and from Jellicoe Street should be limited to allow for landscaping and the planting of trees and as a result future subdivision should have combined access to sections.

Retain a buffer zone of at least 20 metres between a waterway (for example river, stream or stormwater drain) and an industrial section. To integrate these waterways as part of the town's open space network with the industrial development, an industrial section should preferably not back onto the buffer zone.

Comments

This Built Environmental Strategy has a strong emphasis on quality urban design outcomes, including within industrial areas. This has been neglected historically, which is why as a township Te Puke is focused on improving the quality of the public realm and building stock, to promote an attractive and user-friendly environment for residents, visitors and workers.

The proposed industrial zone will provide a buffer area along the margins of the Ohineangaanga Stream, improved pedestrian connectivity and appropriate stormwater treatment. These design matters will be at the forefront of this development, as it is important to both the landowner and Council to have a quality urban design outcome in this location. Establishing a pedestrian cycle link along this buffer area may help provide alternate travel options for workers.

8.0 Resource Management Act 1991

8.1 Private Plan change request Framework

Part 2 of the First Schedule of the RMA states that

21(2) Any person may request a territorial authority to change a district plan, and the plan may be changed in the manner set out in Schedule 1.'

Clause 22 states.

'(1) A request made under clause 21 shall be made to the appropriate local authority in writing and shall explain the of, and reasons for, the proposed plan or change to a policy statement or plan and contain an evaluation report prepared in accordance with section 32 for the proposed plan or change'.

'(2) Where environmental effects are anticipated, the request shall describe those effects, taking into account clauses 6 and 7 of Schedule 4, in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change, policy statement, or plan.'

Accordingly, a private request to undertake a change to a plan must be made in writing and explain the purpose of the proposed change. The report should also include an evaluation report as required by Section 32 of the Act and an assessment of environmental effects in accordance with clauses 6 and 7 of the Fourth Schedule.

8.2 Part II

Part II of the RMA sets out the guiding purpose and principles of the Act. In achieving the purpose of the Act regard must be had to the following matters:

- Section 6 – Matters of National Importance, which includes the preservation of natural character, protection of outstanding natural features and landscapes, protection of significant indigenous vegetation and habitats, public access, relationship of Maori with land, water, sites of waahi tapu and taonga and the protection of historic heritage and customary rights.
- Section 7 – Other Matters, which include Kaitiakitanga, stewardship, efficient use of & finite characteristics of natural and physical resources and end of use of energy, maintain and enhance amenity values, values of ecosystems, enhance the quality of the environment, effects of climate change, renewable energy.
- Section 8 – Te Tiriti o Waitangi (The Treaty of Waitangi) shall be taken into account in achieving the purpose of the Act.

This report has addressed the purpose and principles of the RMA through the evaluation assessment of environmental effects. In summary:

- The re-zoning will facilitate a more efficient use of a relatively unproductive wedge of rural land on the periphery of a growing town centre.
- The proposed activity can be serviced on site provided necessary infrastructure upgrades are implemented.

- Environmental effects will be mitigated through appropriated treatment and discharge of stormwater, road improvements, inclusion of buffer zones, and land improvement works.
- Iwi have provided their support for the proposal. Ongoing consultation with them will be maintained through to the development of the site.

In summary the proposal is generally consistent with the purpose and principles of the RMA.

8.3 Section 32

Before a proposed plan change can be publicly notified Council is required under section 32 (s.32) of the Act to carry out an evaluation of the proposed change. This evaluation must be undertaken pursuant to s.32(1) of the Act and address the following:

- Examine the extent to which the objectives of the proposal are appropriate in achieving the purpose of the RMA
- Identify other reasonably practicable options to achieve the objectives
- Assess the efficiency and effectiveness of the provisions in achieving the objectives.

Section 32(2) requires that this assessment must:

- Identify and assess the benefit and costs of the environmental, economic, social and cultural effects (including economic growth and employment)
- Assess the risk of acting or not acting

In this case an evaluation of the proposed change under s.32 is provided in Section 9 below.

9.0 S32 Evaluation

9.1 Scale and Significance

The scale and significance have been assessed in the table below with a rating applied based on the scale of the impact in a local setting and in the context of the existing District Plan.

The following table and assessment criteria have been taken from the Ministry for the Environment. 'A guide to section 32 of the Resource Management Act 1991'.

Considerations for assessing scale and significance

Criteria	Rating	Comment on Scale and Significance
Reasons for the change	Low	The proposal has been developed to allow the change in land use and facilitate industrial development on the subject land.
Degree of shift from the status quo (status quo defined as the current approach)	Low	The proposal involves a change in zoning to allow a different land use, in a context where industrial land is already established nearby. The extent of rural land lost in the rezoning

		(7.012ha), relative to the farm of approx. 200ha is assessed as minimal. Note the actual area is less than this as a result of buffer areas and land proposed for stormwater management.
Who and how many will be affected?	Low	The land affected by the proposed zoning has relatively few adjoining neighbours, with the exception of the continuation of the farm to the north, which is in the same ownership. Washer Road bounds the subject land to the west, with industrial uses on the other side of this, while the 'Ohineangaanga Stream' corridor runs along the eastern boundary, separating the site from rural sites (also owned by applicant), and a pocket of residential to the south.
Degree of impact on, or interest from iwi/Māori	Low	Iwi have been consulted on the proposal. No archaeological sites of significance are registered within the subject land. This is confirmed by Council and Iwi. Stormwater discharge into streams will be treated so that there is no impact on the Ohineangaanga Stream, which is considered important to Iwi. Discovery protocol condition can be included within any future earthworks consent on site.
Type and duration of effect	Medium	The change will result in ongoing effects into the future as it will result in a permanent industrial development being established on the land
Geographic scale of impacts	Low	The extent of the area affected by the change is limited to 7ha, which is considered minimal in terms of the 200ha farm that it forms part of.
Degree of policy risk, implementation risk, or uncertainty	Low	The subject land is already serviced by a road that accommodates industrial and rural traffic. Considerable work has been undertaken to show that the site can be serviced appropriately, and stormwater can be managed effectively.

Conclusion

Overall, it is considered that the proposed change is of a low scale and level of significance in the context of the District Plan and also the Regional Policy Statement.

9.2 Section 32 Evaluation

The following assessment and table provide an evaluation of the proposed plan change pursuant to Section 32 of the RMA. The table analyses the options available to Council by evaluating the environmental, social, economic and cultural costs and benefits of each of the two options.

The table also discusses the risk of acting or not acting on the change and how effective/efficient the provisions of the proposed change are.

9.2.1 Objectives and Policies

It is considered that the existing objectives and policies within the District Plan provide an appropriate policy framework with which the proposed change can fit within.

An examination of the proposal and how it will give effect to the existing objectives and policies in the District Plan is provided below.

New rules are created to support the Structure Plan and Schedule of Works, these are listed in the following section 9.2.2.

Section 21 – Industrial

Objective 1. The efficient and optimum use and development of industrial resources (including land and buildings /structures) in a manner which provides for the economic well-being of the people living in the District.

Policy 1. Provide industrial areas within the District close to established urban centres that provide for a wide variety of industrial activities to establish.

Comment

The proposed rezoning will provide for industrial land close to the Te Puke township and existing services. It will accommodate a variety of industrial uses for local businesses.

Objective 2. Industrial areas which maintain amenity values from key roads within the zones, from surrounding road networks, and at the interface with other areas.

Policy 2. Industrial activities should establish and operate so as to protect the environment in other zones from noise, odour, visual impact or traffic generation.

Objective 3. Industrial areas in which industrial activities can operate effectively and efficiently, without undue restraint from non-industrial uses which may require higher amenity values.

Policy 3. Require industry locating in close proximity to Residential and Rural Zones and reserves to incorporate buffering, screening and landscaping to minimise the adverse visual impact of the activity.

Comment

The subject land of the rezoning will border established industrial zoned land to the west, therefore there will be no impact on amenity on this side.

To the east is rural zoned land and a small pocket of residential land adjacent to the south of the site. The 'Ohineangaanga Stream' corridor separates the proposed industrial land from these uses, furthermore there will be setback to this stream corridor which will provide further separation and reduce noise, odour and visual impacts from the proposed industrial area. To the north, there is rural land which is a continuation of the same farm subject to this re-zoning. For this reason, any effects relating to this land have written approval sign off.

Objective 5. The equitable provision, extension and/or upgrading of infrastructure with sufficient capacity to cater for future development within the Zone and in accordance with applicable structure plans to be funded by all development within the structure plan area.

Policy 5. Industries should be located in areas where they can be adequately serviced by existing infrastructure or provide new infrastructure so as to ensure adverse effects can be mitigated, remedied or avoided including through financial contributions.

Comment

As assessed and concluded within the Lysaght services report, the future industrial zoned site can be accommodated by connection to existing water and wastewater infrastructure. Stormwater can be dealt with on site and discharged at an appropriate rate into the 'Ohineangaanga Stream'.

The Stantec Traffic report concludes that the industrial proposal can be serviced by Washer Road, with potential for some minor widening. The report also notes that there are existing issues in relation to queuing at the intersection of Station Road and Jellicoe Street, which will likely be exacerbated by the proposal. Mitigation measures include road improvements at Jellicoe Street in the form of a roundabout (See Stantec Report).

Objective 6. The protection of sensitive environments downstream of industrial areas from the adverse effects of infrastructure required to service such areas.

Policy 6. Limit the establishment of non-industrial activities in industrial areas to those which have a functional or operational need for such a location.

Comment

Stormwater will be managed on-site through treatment ponds before discharging treated water back into the Ohineangaanga Stream.

Section 4B – Transportation Access and Parking

Objective 2. To provide for more efficient land use, development and subdivision of existing areas in a way that recognises and integrates with the functions of different road types, transport modes and the defined transportation network.

Policy 2. To avoid, remedy or mitigate the adverse effects of land use, development and subdivision on the safety, efficiency, sustainability and capacity of the

Comment

As per above, the Stantec Traffic report concludes that the industrial proposal can be serviced by Washer Road, with potential for some minor widening. The report also notes that there are existing issues in relation to queuing at the intersection of Station Road and Jellicoe Street, which will likely be exacerbated by the proposal.

Stantec have proposed mitigation measures to address concerns raised by council, including provision of a pedestrian bridge and extension of the existing path, plus the construction of a new traversable roundabout at the Cameron/Jellicoe intersection. The preliminary design for this roundabout is included within the Stantec report.

Stuart Harvey (Council Infrastructure Engineer) has reviewed the preliminary roundabout design and has acknowledged via email that it is an acceptable solution in principle, subject to further analysis of the traffic threshold at this intersection against Austroads standards. Correspondence is included within Appendix 13.

An appropriate level of car parking will be established on site for the end industrial uses.

Noise Standards from District Plan

4C.1.2.2 Policies

1. Ensure activities do not generate noise levels inconsistent with the character and amenity of the zone in which the generated noise is received.

4C.1.3.2 Noise Limits

(b) Noise limits for activities in Industrial and Commercial Zones

(i) All activities located within Industrial and Commercial Zones shall be so conducted as to ensure that noise from the site shall not exceed the following noise limits within the stated timeframes at any point within the notional boundary of any dwelling in a Rural Zone or Rural-Residential Zone, nor at any point within the boundary of any property within a Residential or Future Urban Zone:

Time Period		Sound Level Not to be Exceeded	
Day	Hours	LAeq	LAmx
Monday to Saturday	6am to 10pm	55dB	N/A
Sunday and Public Holidays	9am to 6pm	55dB	N/A
At all other times		45dB	70dB

(ii) All activities located within Industrial Zones (excluding emergency service sirens) shall be so conducted as to ensure that noise from the site shall not exceed the following noise limits within the stated timeframes at any point within the boundary of any other property within an Industrial Zone:

Time Period	Sound Level Not to be Exceeded	
	LAeq	LAmx
Daytime 7am-10pm	65dB	N/A
Night time 10pm-7am	65dB	85dB

Comment

All future development within the proposed plan change area will comply with the industrial noise standards under section 4C.1.3.2 of the District Plan. The pocket of residential land to the south east, which is the most sensitive nearby land use, is separated by the Ohineangaanga Stream corridor and an additional 10m minimum landscape setback, as shown on the Structure Plan map. This landscape buffer will help mitigate noise from industrial land uses.

Lighting Standards from District Plan

4C.3.2 Objective and Policy

4C.3.2.1 Objective

An environment free from the adverse effects of intrusive lighting and welding.

4C.3.2.2 Policy

Ensure that floodlights, security lights and welding do not detract from the amenity values of other properties, or compromise traffic safety.

4C.3.3 Activity Performance Standards

Activity performance standards for lighting and welding outlined under Section 4C.3.3 of the District Plan will sufficiently address any adverse effects resulting from future industrial activities within the proposed plan change area. These include performance standards related to:

- **Spill light (daytime and night-time standards)**

- Glare (daytime and night-time standards)
- Artificial Lighting
- Street lighting

Comment

Performance standards related to the lighting and glare will be complied with. This also includes reduced illuminance adjacent to rural and residential zones, which will be applicable to the eastern boundary and pocket of residential land to the south-east.

9.2.2 Assessment of proposed Structure Plan against Existing Rule Framework

Assessment of Existing Rule Framework		
Topic	Existing Rule Framework	Proposed Rules
Subdivision and Development	Existing rule framework and performance standards under chapter 12 of the District and Infrastructure Development Code are adequate for the proposed plan change area.	Infrastructure works to be implemented in accordance with Washer Road Industrial Area Staging Plan and schedule of works.
Industrial land use activities and performance standards	Permitted Industrial activities provided for under chapter 21 of the District Plan for the Industrial Zone are adequate for the plan change area.	
Landscape Buffer Area	Chapter 21 identifies the need for landscape buffer areas where industrial activities are located against ecological feature such as a stream and when located adjacent to rural and residential zones. Buffer areas are proposed and referenced on the structure plans.	Landscape buffer area is to be in accordance with the proposed Structure Plan Map and supporting schedule of works. A detailed landscape plan and planting schedule should be provided for approval at time of Development Works Approval.
Earthworks	Earthworks fall within the jurisdiction of the Regional Council. Regional Earthworks consent will be required for raising low lying land above flood levels, as disturbance area will exceed 1ha and 5000m ³ .	

	Refer to flood overlay map and associated earthwork volumes.	
Transportation and Car Parking	The Policy and Rule framework for car parking and transport under Chapter 4 of the District Plan is adequate for the plan change area. Further rules will be added to facilitate mitigation.	Proposed transportation upgrades and mitigation are to be in accordance with the staging and schedule of works outlined under Structure Plan.
Financial Contributions Chapter	In accordance with Chapter 11 of the District Plan, financial contributions payments made by development of the Industrial land will contribute to the proportionate share of infrastructure.	LTP and finco charges to be updated by Council.

Refer to Appendix 14 for Proposed Changes to the operative Western Bay of Plenty District Plan.

9.2.3 Option Evaluation

In this case the specific nature of the proposal is such that there are only two reasonably practicable options, being the proposed industrial zoning of the land or retaining the existing rural zoned land.

A. Changing the Zoning from Rural to Industrial at 66 Washer Road, Te Puke	
Benefits and Costs of Effects (s.32(2)(a))	
Benefits	Costs
<u>Environmental</u> <ul style="list-style-type: none"> • Proposal consolidates new industrial uses next to existing industrial activities along Washer Road. • Subject land is a wedge shape piece of land, which creates challenges for rural use. Therefore, remains relatively underutilised compared to other parts of the farm. • Industrial use would be a more efficient use of the subject land. 	<u>Environmental</u> <ul style="list-style-type: none"> • The proposal will cause additional heavy traffic on the local road system. • This has the potential to worsen existing queues at the Jellicoe Street, Cameron Road intersection. • Removal of approximately 7ha of rural land from the periphery of the Te Puke township. • Less than minor raise (1.2mm) in flood plain, in a 50-year event, as per Lysaght servicing report. Based on a conservative assessment.
<u>Economic</u> <ul style="list-style-type: none"> • Job creation within the new industrial development. 	<u>Economic</u> <ul style="list-style-type: none"> • Te Puke and Western Bay of Plenty has a number of industrial estates already established and allocated for future

<ul style="list-style-type: none"> • Economic growth for the Te Puke township through the consolidation of the industrial zone. • More productive efficient use of subject land, which has geographical constraints due to wedge proportions for rural uses. 	<p>development. Therefore, economic benefits may take longer to realise.</p> <ul style="list-style-type: none"> • Loss of rural land.
<p><u>Social</u></p> <ul style="list-style-type: none"> • Attract new businesses to Te Puke. • Job creation for locals. 	<p><u>Social</u></p> <ul style="list-style-type: none"> • Potential traffic effects impacting people manoeuvring around town at certain intersection (i.e., corner of Jellicoe Street and Cameron Road intersection)
<p><u>Cultural</u></p> <ul style="list-style-type: none"> • The subject land is not associated with any significant archaeological sites. Iwi have been consulted and confirmed this. The neighbouring Ohineangaanga Stream will be protected from any form of degradation. 	<p><u>Cultural</u></p> <ul style="list-style-type: none"> • Potential contamination of Ohineangaanga Stream if industrial activities are negligent.

10.0 Consultation

Iwi Consultation

As discussed in the Cultural section of this report, the District Council Map Information system does not show any records of archaeological sites on the property. However, it is still necessary to consult relevant Iwi on the plan change. This includes Waitaha and Tapuika. Correspondence is summarised in the sections below.

Waitaha Iwi

Consultation with Waitaha Iwi (General Manager – Vivienne Robinson) has been undertaken. They have been provided with an overview of what is proposed regarding the re zoning, and what types of buildings and end uses will end up on site.

“Waitaha has no issues with the consent application, however we would be available to do any cultural monitoring re earthworks if required including blessing the site prior to earthworks if you so wish.” Email correspondence from Vivienne Robinson – included in Appendix 6.

Tapuika Iwi

Consultation with Tapuika Iwi Authority Resource Management Unit (Hohepa Maxwell).

Enclosed within Appendix 6 is the Tapuika Cultural Impact Assessment that supports the plan change at 66 Washer Road, Te Puke. Tapuika had some concerns around stormwater discharge. Tapuika have been advised that a discharge consent will be required under Regional Council Policy as part of the

future development of the site, and that this would ensure discharge levels will not result in any adverse effects on the adjoining *Ohineangaanga Stream*.

Furthermore, the Lysaght flood modelling/earthworks assessment takes this into account and provides solutions in the form of storm water attenuation/treatment and discharge. As per the servicing report included in Appendix 3.

Nearby Residential Properties

No neighbouring properties have been consulted on the proposal. However, it is noted that the rural land to the north and rural properties to the east are owned by the applicant. The pocket of residential land to the south east, which is the most sensitive land, is separated by the Ohineangaanga Stream corridor and an additional 10m minimum landscape setback, as shown on the Structure Plan map. This, along with the existing stream corridor and existing reserves, is considered to provide a suitable buffer from the future industrial activities. The noise standards applying to the industrial land has standards that apply at sensitive activity boundaries such as the Residential zone (Rule 4C.1.3.2(b)).

It is understood Council will notify all relevant neighbours as part of the private plan change process.

Western Bay of Plenty District Council

Several meetings were held with Council planning team and the assets engineers (Roading, stormwater and wastewater). Key correspondence is included in the attachments to this application and agreed outcomes have been adopted within the Structure Plan (Appendix 14). Key issues relate to the traffic effects, structure integrity of the washer road bridge, and the need for a pedestrian and cycle connection over the Washer Road bridge. Reticulated infrastructure would be developed to connect to Council's reticulation. The development would be self-contained with respect to stormwater management and discharge.

11.0 Conclusion

The proposed Plan Change will provide much needed developed industrial land for Te Puke and the greater Western Bay area. The proposal will consolidate an existing industrial pocket on the periphery of the township and turn a relatively unproductive wedge of rural land into a more economically productive land use, without removing significant rural land from the greater Marshall Farm.

Environmental effects have been considered in the Engineering Servicing Report and shown to be mitigated through on site detention and treatment of stormwater, and slow rate discharge back into the adjacent stream.

Relevant Iwi have been consulted and have shown support for the proposal provided the stream is protected through appropriated rates of discharge, and that a discovery protocol condition is included within any earthworks consent.

Servicing can accommodate the proposal provided necessary upgrades are made regarding waste and power.

Traffic effects are arguably the most contentious matter, due to existing issues that will be exacerbated by the proposal, particularly queues at the intersection of Cameron Road and Jellicoe

Street. This matter will require further studies in collaboration with Council to reach an appropriate solution.

Overall, the proposal is considered a positive change in land use, to facilitate growth of Te Puke, provide for local businesses and provide additional employment.

Appendix 1: Certificate of Title

Appendix 2: Washer Road Business Park Structure Plan

Appendix 2b: Structure Plan with Flood Overlay

Appendix 3: Lysaght Engineering Servicing Report

Appendix 4: Stantec Transportation Assessment

Appendix 5: CMW Geotech Report

Appendix 6: Waitaha and Tapuika Iwi Consultation

Appendix 7: SmartGrowth Development Trends Report

Appendix 8: Western Bay of Plenty District Industrial Survey 2012

Appendix 9: PowerCo Consultation

Appendix 10: Westlink Bridge Correspondence

Appendix 11: Site Photos

Appendix 12: Bay of Plenty Regional Council HAIL Correspondence

Appendix 13: Council's Response to Stantec Traffic Report

Appendix 14 - Proposed Amendments to the Operative District Plan

Appendix 15 – Landscape and Visual Assessment