

**Chapter 22****INDUSTRIAL ENVIRONMENTS****22.1 SIGNIFICANT RESOURCE MANAGEMENT ISSUES**

The following resource management issues have been identified as being significant for Napier's industrial environments:

**22.1.1 Identification of areas within which industrial activities can operate, subject to appropriate environmental, health and safety standards.**

Napier City contains five major established industrial areas, Ahuriri, Port of Napier, Pandora, Onekawa and Awatoto. Other minor industrial areas are located in Greenmeadows and Napier South and scattered on and around Napier Hill. A new initiative is the creation of a business park on land that was part of the Lagoon Farm and immediately adjacent to the Expressway. This area is unserved and will require services to be in place prior to development proceeding.

The Ahuriri area contains a variety of land uses, including residential, commercial, retail and industrial activities. In recent years, the character of the Ahuriri area has been changing as high cost residential developments have occurred and traditional low cost housing, industrial and commercial activities have been displaced. The unique nature of Ahuriri is reflected in the character of the Quay Waterfront and the Marine Industrial zones. The Marine Industrial Zone recognises the limited availability and accessibility of inner harbour foreshore for marine-related industries.

Other major industrial areas are covered by the provisions of the Main Industrial Zone. Pandora and Onekawa support a wide range of industrial and commercial activities. By comparison, Awatoto has traditionally been the City's preferred location for large scale industry, however some of this industrial area remains unserved and will require services to be in place prior to development proceeding.

The Port of Napier is the only harbour on the east coast between Gisborne to the north and Wellington to the south. The Port is an established physical resource that is an essential contributor to the wellbeing of the Napier and the regional community, through the export of local produce and import of a wide range of goods.

The confined area of land available to the Port means that it must operate efficiently and effectively. Port activities take place across the land/sea interface, and good connections to major land transport routes are also essential. Port activities have characteristics that are industrial, but the scale and integrated management of the Port means that a slightly differing zoning from other major industrial areas is appropriate.

**22.1.2 Maintenance of a predictable industrial operating environment.**

Day to day management of many of the City's industrial land uses rely on policies and controls that local authorities, amongst others, put in place. This in part, may provide certainty for investment and business operations.

Industry within the identified industrial zones of the City, can generally operate within the parameters of the district plan. However, any adverse environmental, health or safety effects that may occur within the identified industrial environments and adjacent zones are required to be avoided, remedied or mitigated. The Plan's

provisions intend to enable the continued use and development of industrial-type operations within clearly defined areas of the City.

The Port of Napier is of high regional importance, it is situated near residential zones, and it operates 24 hours, 7 days a week. It is important that the Port Industrial Zone allows for the efficient operation of the port, while avoiding, remedying or mitigating adverse effects on surrounding residential zones, and the environment.

In the case of noise it is recognised that despite making all reasonable attempts to internalise noise emanating from within the Port Industrial Zone and adjacent coastal marine area, the Port may at times generate a level of noise outside its zone boundary greater than would otherwise be expected in adjacent zones. For this reason the effects of noise emitted by the Port will be managed by a combination of controls, including district plan rules and the use of a noise management plan and acoustic insulation of new noise sensitive activities and new additions and alterations involving the addition of a habitable space to existing noise sensitive activities, in nearby residential areas.

### **22.1.3 Impacts of sensitive land uses within or adjacent to existing industrial areas.**

Sensitive land uses within or near to industrial areas have the potential to impinge upon the operating requirements of legitimate industrial activities within these areas. Sensitive land uses (such as residential dwellings and day care centres) will be actively discouraged from establishing in these industrial areas, as their lower tolerance level for nuisance elements such as noise and odour would, over time, impose undesirable constraints on the operational efficiency of the existing and lawfully established enterprises located within the industrial areas.

Residents overlooking or near to the Port of Napier should be aware that the level of effects will not be the same as experienced in other residential areas of the City. Special noise standards and a noise management plan are appropriate, permitting the Port to operate while recognising its adverse effects on nearby noise sensitive activities.

### **22.1.4 Management of any adverse effects on the environment generated by land uses within industrial areas.**

The industrial areas of Onekawa, Pandora and Awatoto are generally well buffered from adjacent residential areas by either, open drain reserves, public reserves, or rural land. However, some industrial land uses may generate effects which require careful management, particularly industrial activities in the Main Industrial and Business Park zones located near the Ahuriri Estuary and Council Stormwater Management areas. Performance standards and other controls relevant to the particular industrial locality can be imposed to ensure that any adverse effects generated by industry are avoided, remedied or mitigated including stormwater runoff from roofs that are not constructed of inert materials.

Another particular concern is the potential effects on the road network arising from retailing activity both within the new Business Park Zone and also within other industrial zones. Modelling has shown that the capacity of the road network particularly in the Prebensen Drive/Expressway area will require careful assessment of any retail activity and in some areas limits imposed on the extent of retail development.

**22.1.5 Increasing competition for the Industrial Land Resource.**

Locations within the industrial Environment are becoming increasingly attractive to other land use activities. This particularly applies to Large Format Retailing which is attracted to industrially zoned land because of the availability of larger sites, the lower cost of land and proximity to arterial routes.

The Business Park Zone may provide for Large Format Retail Development in the future, but this will be done by means of a plan change and only after the land in the Large Format Retail Zone has been fully utilised and all other opportunities for large format retail to practicably establish have been exhausted. This is to ensure that the outcomes of the Retail Strategy are achieved and to mitigate the traffic effects of the development on the road network.

**OBJECTIVES, POLICIES AND METHODS**

The following objectives, policies and methods apply to all industrial zones throughout the City.

**Objective 22.2**

To enable the continued use and development of industrial activities and resources through:

- The identification of defined zones for industrial activity.
- The provision of clear and certain environmental performance standards within, or in some cases adjacent to those industrial zones.
- The restriction of sensitive land uses in defined industrial zones.

*This objective relates to Issues 22.1.1; 22.1.2; 22.1.3 and 22.1.4.*

**Policies**

To achieve this objective, the Council will:

- 22.2.1 Continue to zone the Ahuriri, Pandora, Onekawa, Awatoto, and Port of Napier areas for industrial activities.
- 22.2.2 Enable and provide for the use and development of physical industrial resources without unnecessary restriction.
- 22.2.3 Enable and provide for industrial activities that require access to the foreshore.
- 22.2.4 Ensure the avoidance, remediation or mitigation of adverse environmental effects associated with the establishment and location of sensitive land uses within the identified industrial areas.
- 22.2.5 Ensure that all land uses within Industrial Zones undertake all reasonable steps to avoid adverse effects beyond their site boundaries.
- 22.2.6 Provide appropriate physical resources to meet the changing needs of the industrial/business sector, while avoiding, remedying or mitigating any environmental effects.
- 22.2.7 Limit the use of land that is reticulated for the disposal of liquid trade wastes to industrial activities that rely on such infrastructure.

- 22.2.8 Ensure that the traffic impacts of retail development within the Industrial Environment are avoided, remedied or mitigated.

**Principal Reasons for Adopting Objective and Policies**

*Ahuriri, Pandora, Onekawa, Awatoto and the Port of Napier have traditionally been utilised for industrial activity purposes. Much of Napier City's industry is located in these areas. Thus, it is important that these areas continue to be zoned industrial to provide certainty for these businesses, and prevent undue restrictions being imposed upon industrial activities that would not otherwise be able to operate and develop elsewhere within the City. Like other sectors of the economy the industrial business sector is undergoing change. The Council has introduced a new zone to recognise the new dynamics. The Business Park zone is a specialist zone which caters for those industries that are low impact in the level of effects that they create, and seek larger sites and a high level of amenity for their working environment. The level of effects created by activities within the Business Park Zone must be low as its location is adjacent to the environmentally sensitive Ahuriri Estuary.*

*Many of the goods produced from the industrial zones are exported via the port. To ensure the efficient and timely movement of goods in and out of Napier, access to the foreshore, of a reasonable standard, must be maintained.*

*Sensitive land uses should be carefully assessed before being permitted to establish within or adjacent to existing industrial activities that are operating using the best practicable method, in the defined industrial zones. Reverse sensitivity arises when a new sensitive land use is located next to a less sensitive one, which then potentially constrains the operation and viability of the encroached land use by demanding increased levels of amenity or a reduction in risk that which was previously acceptable. For example, careful consideration would be needed for a people orientated land use to be permitted next to a bulk storage facility, which could raise reverse sensitivity issues.*

**Methods**

- (1) District Plan Rules.
- (2) Codes of Practice.
- (3) Education and Liaison.

**Principal Reasons for Methods**

*Method 1 recognises that the most effective means of managing environmental effects of a wide range of industrial activities is via the implementation of a concise set of rules which provide certainty to resource users and are easy to understand, interpret and enforce.*

*Method 2 recognises the value of Codes of Practice applicable to various industries, for ensuring good practice and thus the Council encourages the use of such documents.*

*Method 3 recognises that by promoting partnerships between the Council and the private sector, more flexibility will be maintained via the consent process. Potential may also exist for more innovative approaches to the management of environmental effects from industrial land uses.*

**Objective 22.3**

To avoid, remedy or mitigate the adverse effects on the environment of land uses within industrial areas of the City.

*This objective relates to Issues 22.1.3 and 22.1.4.*

**Policies**

To achieve this objective, the Council will:

- 22.3.1 Ensure that land uses are managed to avoid, remedy or mitigate any adverse

- effects on the environment and people's health, safety and wellbeing.
- 22.3.2 Control retailing land uses to retain the existing amenity of industrial zones and to manage the adverse effects on the environment, particularly the roading network.
- 22.3.3 Control the establishment of sensitive land uses within the City's industrial areas
- 22.3.4 Ensure that non-industrial activities do not compromise or limit the efficient and effective use and development of existing lawfully established industrial activities, or new industrial activities.
- 22.3.5 Manage the effects of businesses of prostitution by enabling them in the Main Industrial Zone and restricting them in the suburban industrial zones of the City.
- 22.3.6 Ensure that on Lot 2 DP 20646 (807 Waitangi Road) and Lot 3 DP 26546 (5 Waitangi Road) adequate infrastructural services are provided by the landowner/developer to avoid, remedy or mitigate any adverse effects on the environment.
- 22.3.7 Recognise and manage the effects of industrial land use on the transport infrastructure of the City including the airport.
- 22.3.8 Ensure that adequate infrastructure services are provided by landowners/developers within the Business Park Zone before development occurs to avoid, remedy or mitigate any adverse effects on the environment.
- 22.3.9 Control the scale, bulk and location of buildings in Ahuriri's special character industrial areas.
- 22.3.10 Manage the effects of businesses storing tyres by enabling small scale storage ancillary to a principal activity on a site but restricting large scale storage of tyres.

#### **Principal Reasons for Adopting Objective and Policies**

*It is important that industrial activities are provided with a location, and accompanying operating conditions, that allow them to undertake their business activities with certainty. However, it is also important that environmental standards and the wellbeing of people within and adjacent to industrial areas are not compromised below acceptable levels.*

*Industrial activities that require the storage of tyres must be allowed to do so, provided the scale and environment in which they are stored do not create issues relating to fire hazard, vermin, and amenity. Where tyre storage is not ancillary to another activity on the site, the District Plan manages those potential effects of low probability that have a high potential impact.*

*Significant effects can be generated as a result of industrial traffic and increased numbers of vehicles due to retailing land uses occurring in industrial areas of the City. Limiting the scale of retailing land uses occurring in industrial areas ensures that any adverse effects associated with increased traffic flows are avoided. Retail land uses, if left unmanaged, can also have an adverse effect on other physical resources throughout the City, primarily the art deco building resource of the Central Business District.*

*Sensitive land uses are likely to be susceptible to effects generated by typical industrial activities now and in the future. This may lead to the occurrence of reverse sensitivity, potentially leading to limits on traditional industrial operating requirements. Discouragement of sensitive uses in the industrial areas of Awatoto, Onekawa, Pandora and service industrial-type areas will ensure that industrial uses are not compromised by reverse sensitivity issues. However, in Ahuriri's industrial areas, a mix of uses contributes to its special character together with building bulk and location. This mix and scale of development will be encouraged by the Council in addition to the use of regulatory methods.*

*The effects of businesses of prostitution on industrial areas outside of the Main Industrial Zone can be significant, particularly when located adjacent to residential and other sensitive land uses. The Council*

therefore aims to discourage businesses of prostitution from locating within the suburban industrial zones of the city.

The Council considers that an area of land in Awatoto adjacent to Waitangi and Awatoto Roads (being Lot 2 DP 20646 (807 Waitangi Road) and Lot 3 DP 26546 (5 Waitangi Road)) should be available for industrial development in the vicinity of the wastewater treatment plant. However, this potential for industrial development is tempered by the need for adequate servicing. Before any permitted, controlled or restricted discretionary activity is commenced on these sites, services to the standards required in the Code of Practice for Subdivision and Land Development are to be provided at the land owner/developer's cost.

For new industrial activities consideration must be given to the potential impact on existing infrastructure such as stormwater services or the safe operation of the transport sector including the airport. The assessment should include the measures that are required to be put in place to mitigate the effect of the activity on the existing infrastructure.

Before any activity is commenced on sites within the Business Park Zone services to the standards required in the Code of Practice for Subdivision and Land Development are to be provided at the land owners/developer's cost.

The Main Industrial, Business Park and the Suburban Industrial Zone at Corunna Bay have outlets that feed into the Ahuriri Estuary. To avoid contamination, including stormwater runoff from roofs that are not constructed of inert materials, and to ensure the health of the estuarine environment, new industrial activities/buildings in the zones will be required to use inert roofing materials.

## Methods

- (1) District Plan Rules.
- (2) Provision of Infrastructural Services.
- (3) Education and Liaison.
- (4) Hawke's Bay Regional Resource Management Plan.

### **Principal Reasons for Methods**

Method 1 recognises that the most effective means of managing environmental effects of a wide range of industrial activities is via the implementation of a concise set of rules which provide certainty to resource users and are easy to understand, interpret and enforce.

The effects of noise emitted by the Port will be managed by a combination of controls, including district plan rules on noise generation within the Port area, and acoustic insulation of new noise sensitive activities in nearby residential areas.

The provision of appropriate infrastructural services including water supply, wastewater disposal, stormwater disposal, and a roading network that functions in an efficient and effective manner, can manage effects on the environment arising from industrial activities. In addition, the establishment of financial contributions for the provision of new infrastructural services can offer to mitigate adverse effects on the infrastructural servicing of industrial areas throughout the City.

By promoting partnerships between the Council and the private sector, more flexibility will be maintained through the consent process. Potential may also exist for more innovative approaches to the management of environmental effects from industrial land uses.

All on-site stormwater discharges are regulated by the Hawke's Bay Regional Resource Management Plan.

**Objective 22.4**

To enable the ongoing operation, maintenance and development of the Port, while avoiding, remedying, or mitigating adverse effects on the environment.

*This objective relates to Issues 22.1.1; 22.1.2; 22.1.3 and 22.1.4.*

**Policies**

To achieve this objective, the Council will:

- 22.4.1 Recognise the Port's importance to the social, economic and cultural wellbeing of the region.
- 22.4.2 Recognise and provide for the operation, maintenance and development of the Port of Napier as a regional physical resource that is primarily industrial in its nature and character.
- 22.4.3 Manage the adverse effects of Port-related land uses through plan provisions and other non-regulatory methods.
- 22.4.4 Manage the adverse effects of Port noise by a combination of controls, including district plan rules on noise generation within the Port area, a port noise management plan and acoustic insulation of new noise sensitive activities and new additions and alterations involving the addition of a habitable space to existing noise sensitive activities, in nearby residential areas.
- 22.4.5 Ensure that appropriate acoustic treatment is provided to adjacent noise sensitive activities so that the adverse effects of port noise are avoided, remedied or mitigated.

**Principal Reasons for Adopting Objective and Policies**

*The Port of Napier has been developed on its site since the 1860s. The lack of a natural harbour in the region means that ongoing use, maintenance, enhancement and development of existing and future structures is essential for its efficient and effective contribution to the wellbeing of the regional economy.*

*The Port of Napier has high regional significance, in terms of its contribution to the regional economy and the regional transportation network. It is thus important that the Council provides for its ongoing use, maintenance and development.*

*The effects of noise emitted by the Port will be managed recognising the nature and type of noise generated at the port, through the use of district plan rules on noise generation within the Port area and a noise management plan. The Council will require the port operator to prepare and implement a noise management plan which provides for the management of noise effects on existing residential areas in proximity to the port by minimising port noise emissions, community liaison and through mitigation of the effects of Port Noise on noise sensitive activities.*

*Land use controls will complement this approach by managing noise effects on residential activities in close proximity to the port area by requiring acoustic insulation of new residential buildings where these are located within the Port Noise Boundaries, which is deemed to be the area affected by port noise.*

*The Port needs to be in a position to respond to technology and operational changes. The Council is aware that the Port has expansion plans and the Council will ensure that consideration is given to adjacent residential zones and the environment. It is important that development can occur, however consideration must be given to the appropriate amenity levels in the surrounding residential zones, in addition to any adverse effect on the environment. Residents moving into the area overlooking, or near to the Port should be aware that the level of effects will not be the same as in other residential zones.*

## Methods

- (1) District Plan Rules.
- (2) Environmental and Noise Management Plans for the Port of Napier.
- (3) Other Legislation, National and International Standards.

### **Principal Reasons for Methods**

*Method 1 recognises that the most effective means of managing environmental effects of a wide range of industrial activities is via the implementation of a concise set of rules which provide certainty and are easy to understand, interpret and enforce.*

*The effects of noise emitted by the Port will be managed by a combination of controls, including district plan rules on noise generation within the Port Industrial Zone, and a noise management plan for the Port of Napier to provide for noise minimisation, mitigation of the effects of port noise and community liaison. District Plan rules will require the acoustic insulation of new noise sensitive activities, and new additions and alterations involving the addition of a habitable space to existing noise sensitive activities, in nearby residential areas.*

*The Port has voluntarily prepared a plan that aims to limit any adverse effect of its land uses on the environment. This approach is well recognised as an effective measure as it increases the operators' own awareness of the level or degree of effects that are being created. The Council is very supportive of the Port of Napier's own initiative to formulate an environmental management plan which will be used to ensure best management practices limit the adverse effects of its own operations.*

*The Port is a receiving port in terms of the Biosecurity Act 1993. It also operates under a range of other national and international legislation and regulations including those governing safety and health, quarantine, customs, and standards for the safe handling of cargo. These also provide for the management of effects on the environment.*

## **Objective 22.5**

To ensure that there is sufficient zoned land available to sustain the growth of industry and that this growth is not compromised by other land use activities.

*This objective relates to Issue 22.1.5.*

## **Policies**

To achieve this objective, the Council will:

- 22.5.1 Restrict the size and scale of retail and office development within the Industrial zones to ensure the efficient use and development of the physical resources of the Industrial Zones and the Large Format Retail Zone.
- 22.5.2 Provide suitable zoning within the Commercial Environments for Large Format Retail activities that are likely to directly compete with industrial activities.
- 22.5.3 Allow for the establishment of Large Format Retail development within the Business Park Zone only when there is no further available land in the Large Format Retail Zone and all other opportunities for large format retail to practicably establish have been exhausted.

**Principal Reasons for Adopting Objectives and Policies**

Land within the Main Industrial Zone is a scarce resource and with much of the existing industrially zoned land located close to the main arterial routes there is competition for the use of this land from commercial activities. In areas such as Pandora the Council has invested considerable infrastructure into the Industrial Area to cater for “wet” industry. The Council does not wish to jeopardise the availability of this land for the use of future industrial development and will therefore not encourage uses other than for industrial activities and uses ancillary to industry. Similarly the other industrial zones are also under development pressure and this has witnessed the on-going subdivision of the land. Recent studies undertaken by the Council have shown that industrial zoned land is scarce and the Council needs to preserve it for industrial activities only.

With this in mind specific provision has been made for Large Format Retail development through the zoning of land for this purpose. The Council will only permit retailing within the Industrial zones that is directly related to or resulting from the principal industrial activity on the site. Retailing that is not ancillary to an industrial use will be provided for within a commercial environment.

The Business Park zone is to provide for industry with low environmental impacts and particularly those requiring larger land areas. Large Format Retailing is provided for but it is expected that all of the land within the Large Format Retail Zone and all other opportunities for large format retail to practicably establish have been exhausted before consideration is given to large format retailing within the Business Park zone. This is to ensure that industrial land is retained for that purpose and also to allow for the successful management of the road infrastructure within the vicinity from the high traffic impacts generated by retail activity.

**Methods**

- (1) District Plan Rules.

**Principal Reasons for Methods**

Method 1 recognises that the most effective means of managing environmental effects of a wide range of industrial activities is via the implementation of a concise set of rules which provide certainty and are easy to understand, interpret and enforce.

**22.5 ANTICIPATED ENVIRONMENTAL RESULTS**

- (1) The retention of the existing mix of industrial and commercial activities which characterise Pandora, Onekawa and Awatoto.
- (2) The sustainable management of industrial areas and land uses occurring within those areas.
- (3) The maintenance of industrial activities having access to natural and physical resources necessary for their efficient establishment and operation.
- (4) The efficient and effective use of the Port of Napier as a major transportation and industrial area, and enabling appropriate ongoing development to meet the needs of the City and wider region.
- (5) Maintenance of a noise environment which recognises the needs of existing industry while maintaining acceptable environmental limits for surrounding areas.
- (6) The maintenance of amenity values that are appropriate and realistic in the industrial areas within the City.
- (7) Any off-site nuisance effects, including artificial lighting, noise, dust, odour and vibration, do not detract from the amenity values of the industrial environment.
- (8) The avoidance of non-industrial activities that are not compatible with

established industrial activities locating in the industrial areas of the City.

- (9) An industrial environment where the nuisance effects of businesses of prostitution are mitigated through their location in the Main Industrial Zone and avoided in the Suburban Industrial Zones.
- (10) Recognition of the level of amenity of the environments adjoining industrial zones.
- (11) A retailing environment within the industrial zones that remains ancillary to an established industrial activity on the site or provides a hospitality service.
- (12) Appropriate management of the traffic effects of Large Format Retail development within the industrial environments.
- (13) The potential for effects from stormwater discharges associated with industrial land use will be avoided, remedied or mitigated.
- (14) Retention of a mix of land uses in the industrial areas of Ahuriri.
- (15) The retention of existing buildings and their architectural features in the West Quay Waterfront Zone and preservation of heritage elements throughout the Mixed Use Zone.

## 22.6 ZONE DESCRIPTIONS

### 22.6.1 Introduction

There are four principal industrial zones: Main Industrial, West Quay Waterfront, Marine Industrial, Port Industrial and Suburban Industrial. These zones are described in more detail below.

In addition to the above zones, there is a Business Park Zone and a Wastewater Treatment Zone and two advocacy areas. The Business Park Zone is located on part of the Lagoon Farm backing onto the ecologically important Ahuriri Estuary. The Wastewater Treatment Zone is located on the western fringes of the Awatoto industrial zone.

The Iron Pot and Ahuriri Advocacy Areas have underlying industrial zone provisions and are intended to highlight these areas' historic character.

### 22.6.2 Main Industrial Zone

The Main Industrial Zone applies to a number of distinct industrial areas throughout the City. These areas have historically been referred to as Awatoto, Onekawa, and Pandora. There are no significant environmental constraints which suggest that industrial development should neither continue nor occur, provided appropriate services are available.

The Main Industrial Zone allows for a wide range of land uses to occur with minimal regulatory intervention, other than that required to ensure that appropriate environmental, health and safety standards are met. Each of the areas zoned as Main Industrial feature a range of both industrial and commercial activity, although it is now recognised that the industrial land resource is very limited and the location of commercial activities within the Zone need to be restricted to land not serviced for the disposal of liquid trade wastes to allow for the future needs of industry.

Onekawa has a significant retailing component in addition to the diverse small manufacturing and light service industries that account for around 60% (numbers of premises) of Napier's industrial activity.

Manufacturing specialisation in Pandora includes textiles, food processing, paper products, fabricated metal products along with a significant proportion of storage activity. A large number of vehicle sales yards also exist, particularly along major road corridors.

The Awatoto industrial area is located on the southern fringe of the City, adjacent to the foreshore. It is the setting for a number of industries that require relatively large sites. Awatoto's manufacturing specialisation includes fertiliser manufacturing, chemicals, textiles, aggregate and food processing. This zone is also known for its number of existing industrial operations that may, from time to time, produce objectionable visual and/or odour effects. Industrial activities that require large sites and/or which may generate objectionable effects may benefit from Awatoto's relative isolation from sensitive activities where there is less potential for reverse sensitivity issues to arise.

It should be noted that the area of land to the east of State Highway 2 is not serviced. Meanwhile, only a sewerage service is provided to the land westward of State Highway 2 extending from 827 Waitangi Road (Lot 1 DP 22549) in the north, to 890 Waitangi Road (Sec 62, Blk 1 Clive Survey District) to the south.

### 22.6.3 Suburban Industrial Zone

The Suburban Industrial Zone applies to a number of smaller areas of industrial activity scattered throughout the City. These zones are either single or clusters of industrial activity. The areas covered by the Suburban Industrial Zone include the Hyderabad Road area on the southern side of Napier Hill, the Greenmeadows service industrial area located generally on both sides of Gloucester Street between Auckland Road and Guppy Road, and Napier South's old gas works site on the corner of Wellesley Road and Latham Street.

Due to the zones' proximity to residential areas, the types of land uses carried out have traditionally been limited to storage and servicing of vehicles and goods. Some of the Napier Hill areas have, in the past, been specifically used for wine processing and storage.

The Corunna Bay area has outlets that feed into the Ahuriri Estuary via Pandora Pond. Performance standards and other controls can be imposed to ensure that any adverse effects generated by industry are avoided, remedied or mitigated including stormwater runoff from roofs that are not constructed of inert materials.

### 22.6.4 Port Industrial Zone

This zone applies to land occupied by the operational Port at the base of Bluff Hill. The land area is largely reclaimed from the sea and opportunities for future expansion are limited. As a result, ongoing intensification of Port activity within the Port Industrial Zone can be expected over the life of this Plan. This area has its own zoning for a variety of reasons, including its need for cargo handling across the boundary of the Coastal Marine Area. It also provides the Port the ability to self manage effects within its land area, and the flexibility to meet demands of a busy working area, while avoiding, remedying or mitigating adverse effects on surrounding areas, including visual, noise and transport effects.

### 22.6.5 Wastewater Treatment Zone

The Wastewater Treatment Zone is an area of land required to accommodate the Napier City Council's wastewater treatment facility, including its potential tertiary treatment wetland areas. This area of land has been identified on the western side of Waitangi Road to the south of the Main Industrial Zone at Awatoto. Currently, most of the land area that this zone covers is in rural use, and in Council ownership with a small block occupied by the City's milliscreen plant.

Given the City's long term strategy for wastewater treatment, the land and facilities required to implement this strategy are provided for in this Plan. The staged development of the wastewater treatment facility is programmed for a period in excess of the life of this district plan, however, the early identification and provision in district planning terms for such a major infrastructural service for the City is essential.

The Wastewater Treatment Zone allows for staged development of land and facilities for the treatment of wastewater, whilst continued use of the land by rural activities will be subject to the provisions of the Main Rural Zone.

### 22.6.7 Business Park Zone

The Business Park Zone was created to meet an identified regional need for a zone where industry/business interests could establish businesses on larger sites in a high quality environment. The intention is that this zone will compliment and not compete with the established industrial zones.

The zone is located on part of the Lagoon Farm backing onto the ecologically important Ahuriri Estuary. The sensitive nature of the site and its proximity to the Hawke's Bay Airport and the ecologically significant Ahuriri Estuary mean that any activities must be low impact and environmentally aware. It is suited to technology or research industry where the level of effects is no more than minor. The activities provided for by the zone and the performance conditions to be met have been established with careful consideration to the zones physical environment. Provision for commercial activities recognizes that the zone is to provide for activities with technology and research roles which in turn have larger office accommodation needs than traditional industries.

The high profile nature of the site and its proximity to the transport hubs make it an ideal regional resource. However activities with the potential for higher levels of traffic generation such as retail will require careful assessment of these effects. Large Format Retailing would only be considered in the Business Park zone once all other appropriately zoned land has been exhausted. This is because there is an identified need for larger industrial lots and the land should principally be available for this purpose. Large Format Retail activities will also have a significant impact on the road network and the mitigation measures required would need longer planning timeframes.

This area remains unserviced and will require services to be in place prior to development proceeding at the landowners/developer's cost.

### 22.6.8 West Quay Waterfront Zone

The West Quay Waterfront Zone applies to those sites bounded by West Quay to the west, Customs Quay in the north, Bridge Street to the east and the southern facade of the Wrightson Woolstore. Being bounded by numerous road and rail corridors, the zone is well serviced and access is easily achieved, proving popular for motorists and pedestrians alike.

Existing industrial activity within the zone is largely limited to storage and engineering related processing. Many of the industrial buildings, that are no longer used for their original purpose (ie: wool sheds) have been successfully redeveloped into a variety of uses, including restaurants and recreational facilities. The unique built character of this historic industrial waterfront location contributes significantly to the character of Ahuriri and has been retained through careful redevelopment. Thus, careful management of the historic buildings and the West Quay precinct is required to maintain its unique character.

### 22.6.9 Marine Industrial Zone

This zone is located on the northern shores of the Inner Harbour. Given the limited availability of industrial land having access to the foreshore, this area has been identified to ensure that marine-related industry retains access to the foreshore, whilst any adverse effects on the character of the foreshore are avoided, remedied or mitigated.

The Marine Industrial Zone is in relatively close proximity to the residentially zoned land of Westshore. Industrial activities, including boat building and repairs occurring in this zone have the potential to affect the neighbouring residents as well as the estuarine environment.

#### **22.6.10 Iron Pot Advocacy Area**

The Iron Pot Advocacy Area covers an area of varied industrial and maritime-related historical buildings. The advocacy area indicates the content of the Port Ahuriri Heritage Study (1994) by Dr Jeremy Salmond. The area extends across the West Quay Waterfront and parts of the Mixed Use zones. Featuring industrial scale buildings, typically built up to the road frontage, this area is considered to have a unique character. The underlying zones recognise particular areas of historical merit whilst the advocacy area supports the underlying zone and recognises the wider Iron Pot area's present and historical character. This area is intended as a basis for advocacy and education, the underlying zones of this area, contain the rules and conditions that apply.

#### **22.6.12 Ahuriri Advocacy Area**

The Ahuriri advocacy area covers an area of varied housing styles and other building design, including industrial and commercial premises. The advocacy area indicates the architectural appraisal of Ahuriri and its built environment, published as the Port Ahuriri Heritage Study in 1994 by Dr Jeremy Salmond. The advocacy area extends across several residential zones. It features a diverse range and blend of housing styles and industrial scale buildings identifiable in the neighbouring and underlying zones. This area is intended as a basis for advocacy and education, the underlying zones of this area, contain the rules and conditions that apply.