

## DEV3 — WASHDYKE INDUSTRIAL<sup>1</sup> DEVELOPMENT AREA

Development Area Plans (DAPs) guide the general pattern of development in new growth areas to ensure it occurs in a comprehensive manner. DAPs also provide certainty for the community, developers, network utility providers and territorial authorities that all constraints associated with the development of an area are investigated and addressed in the layout and design of the new area.

The Washdyke Industrial Development Area comprises 130 ha of General Industrial Zone land some of which has been developed in an industrial capacity and other parts that remain vacant. The Washdyke Industrial Development Area Plan (DAP) guides the general pattern of development for new growth in the area. It provides for the integration of future industrial development with existing and new roads, indicative cycle/pedestrian paths (including connection to Washdyke/Waitarakao Lagoon) and stormwater management areas.

It is anticipated that development will be in general accordance with the Washdyke Industrial ~~Development Area Plan~~ DAP. However, it is also recognised that through the detailed preparation of a subdivision consent application(s) or infrastructure asset design, there is the potential for alternative solutions to be developed that also better achieve the specific outcomes sought in DEV3-O1 ~~than the land use pattern shown on the Washdyke Industrial Development Area Plan~~<sup>2</sup>.

When assessing applications for development that is not in accordance with the Washdyke Industrial DAP ~~Development Area Plan~~, it is anticipated that such applications will only be granted where they are able to demonstrate that the proposed development better<sup>3</sup> achieves the objectives identified in this chapter and specific outcomes sought in the Washdyke Industrial Development Area. This will be easier to demonstrate if the proposed development encompasses the entire development area so that the implications of the changes can be fully understood. Conversely, where the proposed development is only for a portion of the Washdyke Industrial Development Area, the applicant application<sup>4</sup> will need to demonstrate that the outcomes sought for the entire development area will not be compromised or constrained. Any new alternate design shall also will need to align with design principles qualities described in of the New Zealand Urban Design Protocol or any successor<sup>5</sup>.

### Objectives

#### DEV3-O1 Key Outcomes for the Washdyke Industrial Development Area

Development occurs in the Washdyke Industrial Development Area in a comprehensive manner that ensures:

1. efficient provision of industrial development; and
2. land use is integrated and coordinated with infrastructure; and
3. infrastructure is provided in an effective and efficient manner; and
4. the road and pedestrian network is efficient, connected and safe; and
5. the character and qualities of the General Industrial zone are met; and
6. the design integrates with the areas topography and drainage channels; and
7. the adverse effects of natural hazards are avoided or mitigated; and
8. the ability to develop any remaining area is not compromised or constrained; and
9. new development integrates well with adjoining urban land uses; and
10. ~~there are~~ is<sup>6</sup> minimal adverse effects, including reverse sensitivity effects,<sup>7</sup> on the national grid National Grid are managed in accordance with Policy EI-P3<sup>8</sup>.

<sup>1</sup> HHPL [168.27], NMTE [190.26]

<sup>2</sup> Clause 10(2)(b) relying on BGD [167.6] to retain consistency

<sup>3</sup> Clause 10(2)(b) relying on BGD [167.6] to retain consistency

<sup>4</sup> Clause 10(2)(b) relying on BGD [167.6] to retain consistency

<sup>5</sup> Clause 10(2)(b) relying on BGD [167.6] to retain consistency

<sup>6</sup> Clause 10(2)(b) relying on Transpower [159.105]

<sup>7</sup> Transpower [159.105]

<sup>8</sup> Transpower [159.105]



**Policies**

<b>DEV3-P1</b>	<b>Anticipated Activities</b>
Enable <u>land use, subdivision and</u> <sup>9</sup> development that complies with the Washdyke Industrial <u>DAP Development Area Plan</u> <sup>10</sup> and any associated <u>other applicable District Plan</u> <sup>11</sup> requirements.	
<b>DEV3-P2</b>	<b>Unanticipated Activities</b>
Only allow <u>land use, subdivision and</u> <sup>12</sup> development that is not in general accordance <del>activities that do not</del> <u>comply</u> <sup>13</sup> with the Washdyke Industrial <u>DAP Development Area Plan</u> <sup>14</sup> and associated requirements if an alternative design <del>provides a better solution to meeting</del> <u>achieves the outcomes set out in</u> DEV3-O1 <sup>15</sup> .	

**Rules**

***Note:** The rules of this chapter apply in addition ~~of~~ to<sup>16</sup> the underlying zone provisions and district-wide chapters<sup>17</sup>. For certain activities, consent may be required by rules in other chapters in the District Plan. Unless expressly stated otherwise by a rule, consent is required under each of those rules. The steps plan users should take to determine what rules apply to any activity, and the status of that activity, are provided in Part 1, HPW — How the Plan Works - General Approach.*

<b>DEV3-R1</b>	<b>Land use, subdivision and development</b>	
<b>DEV3 — Washdyke Industrial Development Area</b>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> It complies with Washdyke Industrial <u>DAP Development Area</u>; and</p> <p><b>PER-2</b> There must be no heavy vehicle access to or from any site onto Flemington Street, Washdyke, this includes the installation of any heavy vehicle crossing to access Flemington Street. For the purpose of this standard, ‘heavy vehicle’ means any vehicle that requires a Heavy Vehicle Driver’s licence to operate; and</p> <p><b>PER-3</b> All the <del>S</del><u>s</u>tandards of this chapter are complied with except the standards do not apply if the development is for:</p>	<p><b>Activity status when <del>no</del> compliance not achieved: Discretionary</b></p>

<sup>9</sup> SPL [140.28], HHPL [168.30], and NMTE [190.27]  
<sup>10</sup> Clause 10(2)(b) relying on BGD [167.8] to retain consistency  
<sup>11</sup> SPL [140.28], HHPL [168.30], and NMTE [190.27]  
<sup>12</sup> Clause 10(2)(b) relying on SPL [140.28], HHPL [168.30], and NMTE [190.27] to retain consistency  
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<sup>14</sup> Clause 10(2)(b) relying on BGD [167.8] to retain consistency  
<sup>15</sup> Clause 10(2)(b) relying on BGD [167.8] to retain consistency  
<sup>16</sup> Clause 16(2), Schedule 1 of the RMA  
<sup>17</sup> Transpower [159.104]

<ol style="list-style-type: none"> <li>1. an alteration, addition to an existing residential unit or visitors accommodation; or</li> <li>2. <u>a new residential unit on an existing site that does not already contain a residential unit; or</u><sup>18</sup></li> <li>3. a new accessory building to a residential activity.</li> </ol>	
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**Standards**

DEV3-S1	Roading	
<p><b>DEV3 — Washdyke Industrial Development Area</b></p>	<p>At the time of land use, subdivision or development and prior to any new buildings being occupied, new roads shall be constructed in general accordance with the layout shown on the Washdyke Industrial <del>DAP</del> Development Area. It is the developer’s responsibility to:</p> <ol style="list-style-type: none"> <li>1. construct the portion of road contained within their land to be developed. This shall include kerb and channel, street lighting, footpaths, load drainage systems, berms and landscaping required; and</li> <li>2. design and construct these roads in general accordance with the Transport Chapter <del>(TRAN)</del><sup>19</sup>; and</li> <li>3. ensure nothing hinders or restricts the ability for adjoining land to link to the new road as provided for in the Washdyke Industrial Development Area.</li> </ol> <p><b>Note:</b></p> <ol style="list-style-type: none"> <li>1. <i>The Council will require specific designs for roads in accordance with Council’s <del>Infrastructure Standards. This is to be completed</del><sup>20</sup> by a <del>suitably qualified chartered</del><sup>21</sup> professional engineer and these engineering plans and specifications will require Timaru District Council approval prior to the commencement of any work.</i></li> <li>2. <i>Quality control during construction shall also be documented to check</i></li> </ol>	<p><b>Matters of discretion <u>are</u> restricted to: Not applicable</b></p>

<sup>18</sup> RHL [174.93], Rooney, GJH [191.93], RGL [249.93], RFL [250.93], REL [251.93], TDL [252.93]

<sup>19</sup> Clause 16(2), Schedule 1 of the RMA

<sup>20</sup> MFL [60.53]

<sup>21</sup> Clause 10(2)(b) of the RMA relying on BGD [167.11, 167.12]

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	<i>compliance with the relevant engineering design.</i>	
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DEV3-S2	Stormwater, water and sewerage infrastructure	
<b>DEV3 — Washdyke Industrial Development Area</b>	<p>At the time of land use, subdivision or development and prior to any new buildings being occupied, <del>any</del><sup>22</sup> stormwater, water and sewerage infrastructure required <u>to service the land use, subdivision or development</u><sup>23</sup> shall be designed and constructed by the developer within <del>their site</del> <u>land owned by the developer</u>. <del>Include any stormwater, water and sewerage systems required to service the lands through reticulated systems.</del><sup>24</sup></p> <p><b>Note:</b></p> <ol style="list-style-type: none"> <li><i>The Council will require specific designs for stormwater, water and sewerage infrastructure in accordance with Council's infrastructure Standards. <del>This is to be completed</del><sup>25</sup> by a suitably qualified chartered<sup>26</sup> professional engineer and these engineering plans and specifications will require Timaru District Council approval prior to the commencement of any work.</i></li> <li><i>Quality control during construction shall also be documented to check compliance with the relevant engineering design.</i></li> </ol>	<b>Matters of discretion <u>are</u> restricted to: Not applicable</b>
DEV3-S3	Walkway/cycleways	
<b>DEV3 — Washdyke Industrial Development Area</b>	<p>At the time of land use, subdivision or development and prior to any new buildings being occupied, the developer shall design and construct <del>all</del><sup>27</sup> walkway/cycleways <u>within the land area subject to the consent application as</u><sup>28</sup> indicated on the Washdyke Industrial <u>DAP</u> <del>Development Area Plan</del><sup>29</sup> to include:</p> <ol style="list-style-type: none"> <li><del>a minimum reserve width of 6m metres; and</del></li> <li><del>a minimum formed width of 2.5m metres; and</del></li> </ol>	<b>Matters of discretion <u>are</u> restricted to: Not applicable</b>

<sup>22</sup> TDC [42.62]

<sup>23</sup> TDC [42.62]

<sup>24</sup> TDC [42.62]

<sup>25</sup> MFL [60.54]

<sup>26</sup> Clause 10(2)(b) of the RMA relying on BGD [167.11, 167.12]

<sup>27</sup> RHL [174.97], Rooney, GJH [191.97], RGL [249.97], RFL [250.97], REL [251.97], TDL [252.97], and HHPL [168.34]

<sup>28</sup> RHL [174.97], Rooney, GJH [191.97], RGL [249.97], RFL [250.97], REL [251.97], TDL [252.97], and HHPL [168.34]

<sup>29</sup> Clause 16(2), Schedule 1 of the RMA

	<p>3. planting and mulching of the remaining 3.5m <del>metres</del>; <u>and</u></p> <p>4. for the formed width, 200mm (depth) of compacted AP65 must be provided, after vegetation and topsoil is removed. A 100mm layer of compacted AP20 is then to be applied and topped with 25mm of crusher dust; <u>and</u></p> <p>5. for the unformed width, a planting plan incorporating appropriate native plants and 100mm depth of bark mulch is to be submitted to Council for approval prior to planting.</p>	
<b>DEV3-S4</b>	<b>Parks</b>	
<b>DEV3 — Washdyke Industrial Development Area</b>	<p>At the time of land use, subdivision or development and prior to any new buildings being occupied, any parks indicated on the Washdyke Industrial <u>DAP Development Area</u> shall be vested to Council.</p>	<p><b>Matters of discretion <u>are</u> restricted to: Not applicable</b></p>
<b>DEV3-S5</b>	<b>Vesting of roads services and infrastructure</b>	
<b>DEV3 — Washdyke Industrial Development Area</b>	<p>At the time of land use, subdivision or development and prior to any new buildings being occupied, all required roads, <del>public network utilities services</del><sup>30</sup>, parks, walkway/cycleways and stormwater swales indicated on the Washdyke Industrial Development Area and within the site shall be vested into <del>Timaru District</del> Council's ownership.</p> <p><b>Note:</b></p> <p>1. <i>The actual cost of road, <u>network utility services</u><sup>31</sup> and walkway/cycleway <u>design and</u><sup>32</sup> construction will be apportioned between the developer and Council, with that apportionment to be determined on the basis of the percentage of public versus private benefit.</i></p>	<p><b>Matters of discretion <u>are</u> restricted to: Not applicable</b></p>

<sup>30</sup> Clause 10(2)(b) relying on BGD [167.15] to retain consistency

<sup>31</sup> Clause 10(2)(b) relying on BGD [167.15] to retain consistency

<sup>32</sup> RHL [174.94], Rooney, GJH [191.94], RGL [249.94], RFL [250.94], REL [251.94] and TD [252.94]

Plans

Figure 23 — Washdyke Industrial Development Area Plan

DEV3 - WASHDYKE INDUSTRIAL DEVELOPMENT AREA PLAN



- LEGEND:**
- ▬ DEVELOPMENT AREA
  - ▬ INDICATIVE ROAD
  - ▬ STORMWATER MANAGEMENT AREAS
  - ▬ WALKWAY/CYCLEWAY

