

Timaru District Council

Growth Management Strategy Review: Business

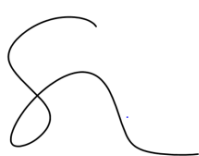


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1 Introduction

This report revisits the Timaru Growth Management Strategy 2018 (GMS), in particular the business growth forecasts for the district, and ground truths the availability of developable industrial land and the potential release of additional land as part of the District Plan Review (DPR).

The GMS was promulgated in 2016 (and adopted in 2018). Since 2016, the national policy framework has changed significantly to address urban environments and freshwater management, and draft national policy has been prepared to address the pressures on New Zealand's versatile soils and indigenous biodiversity. In addition to New Zealand's environmental and growth pressures, the global COVID-19 pandemic has had a substantial impact on the economy, immigration and repatriation.

2 Background

The GMS was promulgated to provide a clear pathway for urban growth and address the future social, economic and employment needs of the district. It was prepared under the Local Government Act 2002 and designed to give guidance to infrastructure providers through identifying the location and scale of future growth and inform Council's long-term planning including guiding the development of the District Plan, Activity Management Plans and Long-Term Plan.

The GMS sets out twelve Strategic Directions which provide a framework for the growth of the district to 2045. These directions are unchanged by this review. Key directions for business development are:

- Strategic Direction [1]: District Character
To manage urban growth within the district to positively contribute to:
 - (i) *a well-planned district of interconnected and consolidated urban areas that reinforce the strengths, individual character and identity of each settlement;*
 - (ii) *the reinforcement and consolidation of Timaru settlement as the main residential, commercial, cultural and civic settlement for the district...*
- Strategic Direction [3]: Settlement Patterns and Urban Form
To accommodate future growth and capacity for commercial, industrial... activities primarily within the existing settlements of Timaru, Temuka, Geraldine, and Pleasant Point to strengthen compact patterns of development and integration with infrastructure
- Strategic Direction [4]: Building Resilient Communities
To promote resilience into physical resources including infrastructure and housing, through:
 - (i) *avoiding development in high hazard areas where the risk from natural hazards is assessed as being unacceptable...*
- Strategic Direction [6] Sustainable Economy
To encourage areas of economic and district strength through the consolidation and provision of an adequate supply of commercial and industrial zoned land in appropriate locations, as efficiently and effectively serviced by supporting infrastructure.
- Strategic Direction [7]: Transport

To promote an effective, efficient and safe transport system that integrates with land use and growth, and promotes community prosperity through improving connectivity and accessibility.

- Strategic Direction [8]: Infrastructure

To promote highly liveable communities and land use with efficiently and effectively integrated infrastructure by:

- recognising and protecting, including from reverse sensitivity effects, the role, function and development of strategic infrastructure; and*
- ensuring that infrastructure and land use patterns are aligned to achieve sustainability, efficiency and liveability...*

The GMS did not consider any additional commercial land would be required in Timaru over the next 30 years due to development opportunities on existing commercial zoned land within and surrounding the city centre, as well as locations such as the showgrounds site, providing sufficient opportunity for growth.

The GMS also considered that do due to the extent and scale of the vacant and available industrial land for light and heavy uses, it would not be efficient or effective to establish additional zoning for industrial land apart from an area to the south of Geraldine. It was noted however that an agile planning and infrastructure framework was required to cater to considerable changes in demand for industrial land, including options for several additional locations in Washdyke for light and heavy industrial land uses.

3 Scope

The purpose of this report is to review the quantum of business zoned land in Timaru District to provide a robust assessment of demand so as to inform the DPR.

The scope of the project included consideration of:

- Property Economics' revised demand projections for retail, commercial and industrial zoned.
- Factors affecting land development, which included interviews with landowners, stakeholders and Council officers.
- Consideration of additional land parcels with the potential to address any zoned land deficit.
- The appropriateness of land zonings in the context of national and regional policy.

A separate report has been prepared that reviews the residential land requirements.

4 Strategic environment

4.1 National policy framework

The national policy framework has changed markedly since the GMS was adopted in 2018, most notably with the release of the National Policy Statement for Urban Development 2020 (NPS-UD) and the National Policy Statement for Freshwater Management 2020 (NPS-FM).

There are also two draft national policy statements, the National Policy Statement for Highly Productive Land (NPS-HPL) and National Policy Statement for Indigenous Biodiversity (NPS-IB) that

will have a significant impact on urban growth choices when they come into effect, potentially later this year. Given that they have not been gazetted, they have not been commented on further. Also, the New Zealand Coastal Policy Statement has not been considered as part of this review.

It is noted that the District Plan must give effect to national policy.

4.1.1 National Policy Statement for Urban Development

The key driver behind the NPS-UD is to achieve well functioning urban environments, being:

...that, as a minimum:

- a. ...*
- b. have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and*
- c. have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and*
- d. support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and*
- e. support reductions in greenhouse gas emissions; and*
- f. are resilient to the likely current and future effects of climate change¹.*

An urban environment is defined as:

any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:

- a. is, or is intended to be, predominantly urban in character; and*
- b. is, or is intended to be, part of a housing and labour market of at least 10,000 people*

As such, within the Timaru District, only Timaru qualifies as an urban environment and must be 'well functioning'. Notwithstanding this, it is not unreasonable for ratepayers to expect that all settlements will be well functioning to a reasonable degree.

The NPS_UD places greater expectations on Tier 1² and 2³ Councils, but Tier 3⁴ (of which Timaru is) *local authorities are strongly encouraged to do the things that tier 1 or 2 local authorities are obliged to do under Parts 2 and 3 of this National Policy Statement, adopting whatever modifications to the National Policy Statement are necessary or helpful to enable them to do so⁵.*

The explicit obligations that TDC are required to meet include (but are not limited to):

Policy 2:

...at all times, provide at least sufficient development capacity to meet expected demand for ...business land over the short term, medium term, and long term.

Policy 5:

...enable heights and density of urban form commensurate with the greater of:

- a. the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or*
- b. relative demand for...business use in that location.*

¹ Policy 1, National Policy Statement for Urban Development 2020

² Auckland, Hamilton, Tauranga, Wellington and Christchurch

³ Whāngarei, Rotorua, New Plymouth, Napier / Hastings, Palmerston North, Nelson / Tasman, Queenstown and Dunedin

⁴ All other Councils, including Timaru District Council

⁵ NPS-UD, Part 1.5: Implementation by tier 3 authorities

Policy 10:

...

- b. *engage with providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning; and*
- c. *engage with the development sector to identify significant opportunities for urban development.*

Subclause 3.3

- 1. *...provide at least sufficient development capacity in its region or district to meet the expected demand for business land*
- 2. *In order to be sufficient to meet expected demand for business land, the development capacity provided must be:*
 - a. *plan-enabled...*
 - b. *infrastructure-ready*
 - c. *suitable...to meet the demands of different business sectors...*

This review of business zoned land and demand for business zoned land over the life of the District Plan (to 2040) will ensure that Council are meeting their obligations under the NPS-UD. The implication of the NPS-UD is critical to the DPR; firstly, with respect to the quantum of land zoned for commercial and industrial use.

Quantum of land

Policy 2 of the NPS-UD requires TDC to provide at least sufficient development capacity to meet expected demand for business land. These words build on the National Policy Statement for Urban Development Capacity 2016, which required 'sufficient development capacity'. A reasonable interpretation is therefore that the NPS-UD expects Councils to identify more land than what is required to meet business demand.

As such, TDC should be proactive in enabling more land than is required to meet expected demand.

Key Issues for Zoning

Notwithstanding that the NPS-UD only applies to (the settlement of) Timaru, the following issues are applicable to all settlements:

- a. Consolidation, accessibility, and interconnection should remain a key goal in any zoning framework. This will also support broader climate change requirements.
- b. Integrated land use and infrastructure provision are important considerations in keeping costs down and driving affordability.
- c. The proximity of sensitive activities such as residential development and appropriate boundary treatments.
- d. The ability to address any natural hazards.

As such, in order to achieve a well-functioning urban environment, it is considered that the zone framework will need to provide for sufficient capacity to meet expected business demand, enable the efficient and cost-effective provision of services and ensure that the potential for adverse effects is able to be managed to acceptable levels.

4.1.2 National Policy Statement for Freshwater Management

The fundamental concept of the NPS-FM is Te Mana o te Wai, which refers to *the fundamental importance of water and recognises that protecting the health of freshwater protects the health*

and well-being of the wider environment. It protects the mauri of the wai. Te Mana o te Wai is about restoring and preserving the balance between the water, the wider environment, and the community⁶.

The NPS-FM has one sole objective (Objective 2.1), being

...to ensure that natural and physical resources are managed in a way that prioritises:

- a. first, the health and well-being of water bodies and freshwater ecosystems*
- b. second, the health needs of people (such as drinking water)*
- c. third, the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.*

The NPS-FM is unlikely to dictate whether land is rezoned, but it may influence the level of stormwater treatment and setback requirements. As such, there is an argument to zone more land than indicated by the growth data to ensure 'at least sufficient development capacity' is achieved.

4.2 Regional policy framework

Chapter 5: Land use and infrastructure

Chapter 5 of the Canterbury Regional Policy Statement (CRPS) addresses matters relating to Land Use and Infrastructure. Importantly, the changes required by the NPS-UD to the CRPS have not yet been implemented. As such, where a regional policy directs something that is inconsistent with national policy, the national policy will have primacy and will need to be given effect.

For the purposes of this report, Objectives 5.2.1 and 5.2.2 and Policies 5.3.1 and 5.3.2 are considered particularly relevant to this GMS review and are discussed below. Other policies (namely 5.3.5 – 5.3.11) address the effects on and the effects of regionally significant infrastructure but are not covered here.

5.2.1 Location, Design and Function of Development (Entire Region)

Development is located and designed so that it functions in a way that:

- 1. achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth; and*
- 2. enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:*
 - a. maintains, and where appropriate, enhances the overall quality of the natural environment of the Canterbury region, including its coastal environment, outstanding natural features and landscapes, and natural values;*
 - ...*
 - c. encourages sustainable economic development by enabling business activities in appropriate locations;*
 - d. minimises energy use and/or improves energy efficiency;*
 - e. enables rural activities that support the rural environment including primary production;*
 - f. is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;*

⁶ NPS-FM, Clause 1.3

- g. avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure;*

...

- i. avoids conflicts between incompatible activities.*

5.2.2 Integration of land-use and regionally significant infrastructure (Wider Region)

In relation to the integration of land use and regionally significant infrastructure:

- 1. To recognise the benefits of enabling people and communities to provide for their social, economic and cultural well-being and health and safety and to provide for infrastructure that is regionally significant to the extent that it promotes sustainable management in accordance with the RMA.*
- 2. To achieve patterns and sequencing of land-use with regionally significant infrastructure in the wider region so that:*
 - a. development does not result in adverse effects on the operation, use and development of regionally significant*
 - b. adverse effects resulting from the development or operation of regionally significant infrastructure are avoided, remedied or mitigated as fully as practicable.*
 - c. there is increased sustainability, efficiency and liveability.*

5.3.1 Regional growth (Wider Region)

To provide, as the primary focus for meeting the wider region's growth needs, sustainable development patterns that:

- 1. ensure that any*
 - a. urban growth; and*

...

occur in a form that concentrates, or is attached to, existing urban areas and promotes a coordinated pattern of development;
- 2. encourage within urban areas, housing choice, recreation and community facilities, and business opportunities of a character and form that supports urban consolidation;*
- 3. promote energy efficiency in urban forms, transport patterns, site location and subdivision layout;*
- 4. maintain and enhance the sense of identity and character of the region's urban areas; and*
- 5. encourage high quality urban design, including the maintenance and enhancement of amenity values.*

5.3.2 Development conditions (Wider Region)

To enable development including regionally significant infrastructure which:

- 1. ensure that adverse effects are avoided, remedied or mitigated, including where these would compromise or foreclose:*
 - a. existing or consented regionally significant infrastructure;*
 - b. options for accommodating the consolidated growth and development of existing urban areas;*

- c. *the productivity of the region's soil resources, without regard to the need to make appropriate use of soil which is valued for existing or foreseeable future primary production, or through further fragmentation of rural land;*
 - d. *the protection of sources of water for community supplies;*
 - e. *significant natural and physical resources;*
 2. *avoid or mitigate:*
 - a. *natural and other hazards, or land uses that would likely result in increases in the frequency and/or severity of hazards;*
 - b. *reverse sensitivity effects and conflicts between incompatible activities, including identified mineral extraction areas;*
- and*
3. *integrate with:*
 - a. *the efficient and effective provision, maintenance or upgrade of infrastructure; and*
 - b. *transport networks, connections and modes so as to provide for the sustainable and efficient movement of people, goods and services, and a logical, permeable and safe transport system.*

Chapter 16: Energy

Chapter 16 of the CPRS addresses energy and promotes energy efficient urban development which is designed and located to reduce the need to commute over significant distances, and that services are closer to the population base.

16.2.1 Efficient use of energy

Development is located and designed to enable the efficient use of energy, including:

1. *maintaining an urban form that shortens trip distances*
2. *planning for efficient transport, including freight*
3. *encouraging energy-efficient urban design principles*
4. *reduction of energy waste*
5. *avoiding impacts on the ability to operate energy infrastructure efficiently.*

16.3.1 Efficient use of energy

To promote the efficient end-use of energy.

Summary

The focus of these CRPS provisions is on consolidated urban form, integrated development, energy efficiency and sustainable communities. This ultimately means that new urban development needs to adjoin existing urban settlements, is integrated with the provision of infrastructure and optimises the use of land). The District Plan must give effect to the CRPS. It is noted that the CRPS covers a range of other resource management issues and topics and the objectives and policies highlighted above should ultimately be considered holistically with these and do not function alone or override other policies in the CRPS.

5 Growth estimates

5.1 Property Economics Report

The Property Economics (PE) 'Timaru District Business Land Economic Assessment' (June 2021) ('the PE report') indicates Timaru can expect business and employment growth commensurate with a high population growth scenario⁷ with most of the growth occurring in the industrial sector.

With respect to retail zoned land, the PE report confirmed that the zoned land supply for retail and commercial activities is sufficient for the life of the Plan (see Tables 25, 26 and 28 of the PE report⁸). However, as recognised by PE and agreed by Planz, significant policy adjustments are required to improve store quality, performance, shopping experience and environment through consolidation of commercial and retail activities to the existing centres. As PE concluded there is sufficient retail and commercial land, this report does not examine the retail and commercial land supply. It is noted however that the draft District Plan did enable further commercial development mainly through the expansion of the Large Format Retail zone, particularly to the south of the Timaru Town Centre.

With respect to the industrial land supply, the PE report did identify a shortfall of 202.4ha to 2048⁹ and a land demand differential of 30.7ha to 2048¹⁰. The report notes that:

"If all the constrained vacant land is determined to be developable for industrial purposes, then there is only a 30.7ha shortfall in the long-term. Over the short- and medium-terms there is sufficient industrial land to meet anticipated demand. This prognosis would, in effect, represent the most optimistic scenario.

The worst-case scenario, contrarywise, is that none of the constrained vacant land is determined to be developable and would mean additional industrial land is required in the short-term. This requirement would grow, as demand grows, over the assessed period.

The key point to note about Timaru's industrial land market, however, is the existing constraints on the vacant industrial land are not clearly quantified at this point. It is important to ascertain the extent to which the constrained industrial land can be utilised for industrial development to accommodate future industrial growth.

Property Economic therefore recommends that a comprehensive investigation, including infrastructure capacity, constraints, etc. are quantified to assist determining the feasible development potential of the identified, constrained, vacant industrial zoned land. This is considered an important step to ensuring sufficient capacity is provided for TDC to meet its sufficiency requirements under the NPD-UD."

This is the land supply shortfall addressed in the remainder of this report.

For the purposes of this report, Planz assumed a linear demand for industrial land, meaning from 2022 to 2040 there is an annual demand of 7ha, which equates to 130ha over the life of the Plan (derived from the 202.4ha identified by PE).

5.2 What should be provided for in the District Plan?

It is considered that the District Plan itself should enable for business growth through to 2040. There are a number of reasons for this:

1. The NPS-UD requires that at all times, provision for least sufficient development capacity to meet expected demand for business land over the short term, medium term and long

⁷ As forecast by Stats NZ

⁸ PE report, pages 86, 87 and 91

⁹ Table 24: Industrial Floorspace and Land Requirements, PE report, page 85

¹⁰ Table 27: Industrial Land Differential to 2048 (ha), PE report, page 89

term. Long term is defined in the NPS-UD as meaning between 10 and 30 years. Given the assessment of appropriate land parcels (set out below), TDC is in a position to zone long term industrial land requirements in accordance with clause 3.4(1)(b).

2. The time it takes to prepare a District Plan – while there is a requirement for District Plans to be reviewed every 10 years, in reality they last for around 15 years or more (as is the case with the Operative Timaru District Plan) given the time it takes to prepare and make a new Plan operative.
3. The proposed District Plan will not have any effect in terms of rule changes and new zoning for 12 – 18 months following notification.
4. The RMA reforms and what comes of those reforms remains uncertain.

5.3 Stakeholder Comments

Stakeholders who commented on industrial issues considered:

- Further land release is necessary as there was a shortage of available land. Some land is not being developed because owners wanted too much for land which had high development costs.
- There is an opportunity for the Council to incentivise with its land holdings at Washdyke and that they needed to be more proactive and use the advantages Timaru had such as the Port.
- The district should be seeking to attract substantial new investment and businesses and expand existing businesses. The Council should be more proactive in encouraging development and investment and ensuring the district is a vibrant and thriving community.
- There is a difference between lease land and freehold land in the industrial market and that different businesses would have different requirements in this regard. There needed to be land available in both categories if Timaru is going to be attractive for businesses.

6 Existing zoned and undeveloped industrial land

As noted above, the PE report identified a 202.4ha industrial land shortage by 2048, which ultimately amounted to a 30.7ha shortage to 2048 once they had removed the 143.4ha of ‘constrained vacant land¹¹’ that they identified.

As part of the work to address some of the matters raised in the PE report, Planz also undertook an assessment of industrial land. This identified 866ha of zoned industrial land, of which 228ha was vacant land. To determine the ‘useable’ vacant land, Planz considered the location and extend of vacant industrial zoned land, its ownership, and any infrastructural or physical constraints. Some feedback on the industrial land supply was also received from stakeholders (see **Section 5.3** above).

It is noted that the vast majority of the land is burdened (to varying degrees) with environmental constraints (such as overland flows, flooding, or coastal inundation). This does not prevent the land from being developed, although it is likely to diminish development capacity or add to costs, making some sites, particularly the smaller sites, unviable or unattractive to development. For the

¹¹ Which ‘...removed the vacant industrial land held by large, long-term corporations, such as the Fonterra factory, who have an area broader than their immediate factories to future-proof their operations’.

purposes of this exercise, these environmental constraints have not resulted in land necessarily being discounted from being identified as useable vacant land.

From the sites examined, vacant land was considered unavailable for the following reasons:

- In an approach similar to PE, all vacant land owned by large corporate organisations was removed from the vacant supply (as it was assumed this was being reserved for future growth of those organisations). This amounted to:
 - 11.8ha at Pareora (owned by Silver Fern Farms)
 - 5ha and 9.5ha at Winchester and Pleasant Valley respectively (owned by Barkers)
 - 36ha at Clandeboye (owned by Fonterra)
 - 2.5ha at Temuka (owned by NZ Insulators)
 - 1.7ha at Smithfield (owned by Freshpork NZ)
 - 2.5ha at Washdyke (owned by DB Breweries)
 - 15.4ha at Washdyke (owned by McCains)
 - 1.7ha at Washdyke (owned by Hilton Haulage)
- Approximately 8.5ha of industrial land in Washdyke is designated as part of the wastewater treatment plant and is subject to protection from reverse sensitivity. So while it is developable the types of development are likely to be limited.
- The remaining 26ha of land at Clandeboye is unserviced, with no indication that it will be serviced in the short to medium term.
- Rooney Holdings Limited own approximately 26ha of land (largely within Washdyke) that is only available for leasehold. As noted in the PE report, a sites ownership structure *'is a temporal market issue and...creates short to medium term issues in the market if the market is unwilling to accept a leasehold product'*. As this is an exercise of land uptake (or the attractiveness) of zoned land, ownership structure is considered a relevant matter and some limitation needs to be applied to the leasehold land. For this reason, only half of the Rooney land is considered to be useable vacant land within the life of this Plan.

6.1 Existing latent supply

Based on the above, it is considered that 133.5ha of the existing 228ha of zoned land is unavailable for general or new development, unavailable for use other than for the owner's purposes or is unavailable or unattractive for development within the life of the Plan. This leaves 94.5ha of existing zoned land potentially available for development within the life of the Plan.

As noted above, Planz have assumed a demand of 130ha over the life of this Plan. Accordingly, an additional 35.5ha of land needs to be zoned to meet industrial land demand within the life of the Plan. This is a comparable to the land shortage determined by PE, but over a shorter period.

7 Identification of additional land

7.1 The assessment factors

The GMS 2018 assessment factors were used in the matrix to ensure consistency against previous evaluations. The score range was originally 0 – 3, however on this occasion 0.5 score was used as part of the range to provide a greater degree of variation and flexibility. The weighting for each assessment factor has been developed on the basis of requirements for industrial activity.

The matrix comprises five infrastructure factors, four natural environment factors, five natural hazards and contamination factors, two cultural factors and seven 'other' factors (including social and practical considerations). A summary of each of the factors has been included in **Appendix A** with the matrix table to assist the reader in understanding what was being assessed and / or considerations when applying a score against the factor.

It is also noted that the matrix assessment included a 'vertical analyses to ensure that the assessment was robust.

The full matrix is located in **Appendix A**.

7.2 Possible sites for rezoning / upzoning

A total of nine sites were considered to determine their suitability for rezoning / upzoning. A full summary of the sites is contained in **Appendix B**.

Redruth

Redruth is a primarily a rural zoned site located at the south end of Timaru. A small portion of the site is residentially zoned but seems unlikely to be developed for this purpose. It is bound by residential and industrial zoned land and Saltwater Creek and is subject to a number of natural hazard features. It is somewhat of a zoning anomaly given its urban location.

Kennels Road

The Kennels Road site is located to the north of the Washdyke racecourse and has a split Open Space / General Rural zoning. The site borders State Highway 1 and there are three different landowners involved including one existing industrial activity.

Washdyke Flat Road (North)

Washdyke Flat Road (North) is Open Space zoned land in the ownership of TDC. The wider site contains sports fields (Sir Basil Arthur Park) and the Washdyke Farm Training Centre. The area identified is not utilised as part of the sports fields and is not gazetted as reserve. The Pakaka Stream runs through the site.

Tiplady Road (Geraldine)

Tiplady Road (Geraldine) is a rural zoned site located to the south of the Geraldine town boundary on the Winchester-Geraldine Road. The site is traverse by National Grid transmission lines and partially contains a pine plantation.

Aorangi Road

Aorangi Road is rural zoned land and is bound by Meadow Road to the west and the Council wastewater treatment ponds to the east. It is also in close proximity to the main trunk railway line and across the road from existing industrial zoned land. It contains three existing dwellings and is within a wider Site of Significance to Māori.

Seadown Road

Seadown Road is rural zoned land and is bound by Seadown Road to the east and State Highway 1 to the west. It is also in close proximity to the main trunk railway line and adjoins existing industrial zoned land. It contains a number of existing dwellings.

Washdyke Flat Road (South)

Washdyke Flat Road (South) is rural zoned and is bound by Washdyke Flat Road to the north and the Papaka Stream to the west and south. It adjoins recently zoned industrial land to the east. The site is relatively small and appears to be used for small industrial type activities.

Saltwater Creek

The Saltwater Creek site is located off Coonor and Rockdale Roads and is bounded by Saltwater Creek. The site has a Rural zoning and its northern end is close to the Coonor Road industrial area. The site is primarily farmland.

Rockdale Road

The Rockdale Road site is located off Beaconfield and Rockdale Roads and is bounded by Saltwater Creek. The site is rurally zoned but close to the Redruth industrial and State Highway 1. The site contains rural lifestyle blocks and a holiday park.

8 Recommendations

8.1 Zoned Land

Based on the industrial land demand projections and an assessment of the sites (contained in **Appendix A**), the two sites on Washdyke Flat Road (North and South) were assessed as being somewhat ahead of the next sites and are in combination of sufficient size to provide for the 35.5ha of land needed to meet industrial land demand within the life of the Plan.

Washdyke Flat Road (North)

The zoning of Washdyke Flat Road (North) (shown in **Figure 1** below) should be amended to GIZ with a Development Area overlay in place. This land is contiguous with the existing Washdyke industrial zone and is considered a logical extension of the industrial area. This site, along with other Council owned land, would provide the opportunity for TDC to play a part in promoting economic growth and development in Timaru in a similar manner to way in which the Selwyn District Council does with the Izone in Rolleston. Due to the presence of Papaka Stream and the associated stopbank infrastructure and a pocket of rural lifestyle land, suitable setback and amenity measures will need to be provided for in the Development Area Plan and provisions.

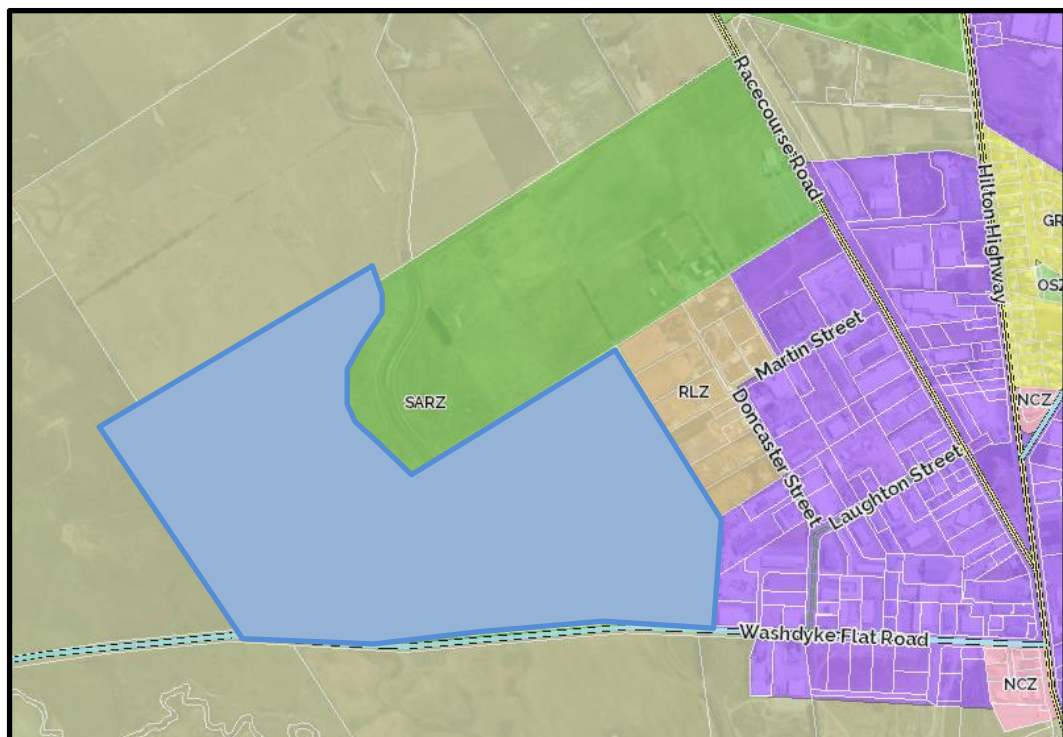


Figure 1: Identify the shaded area as GIZ with a Development Area overlay

Washdyke Flat Road (South)

The zoning of the Washdyke Flat Road (South) site (as shown on **Figure 2** below) should be amended to GIZ. This land is contiguous with both the existing Washdyke industrial zone and the recently rezoned land to the east (currently under development) and is therefore considered to be a logical extension of the industrial area. Due to the presence of the Papaka Stream and associated stopbank infrastructure and suitable setbacks.

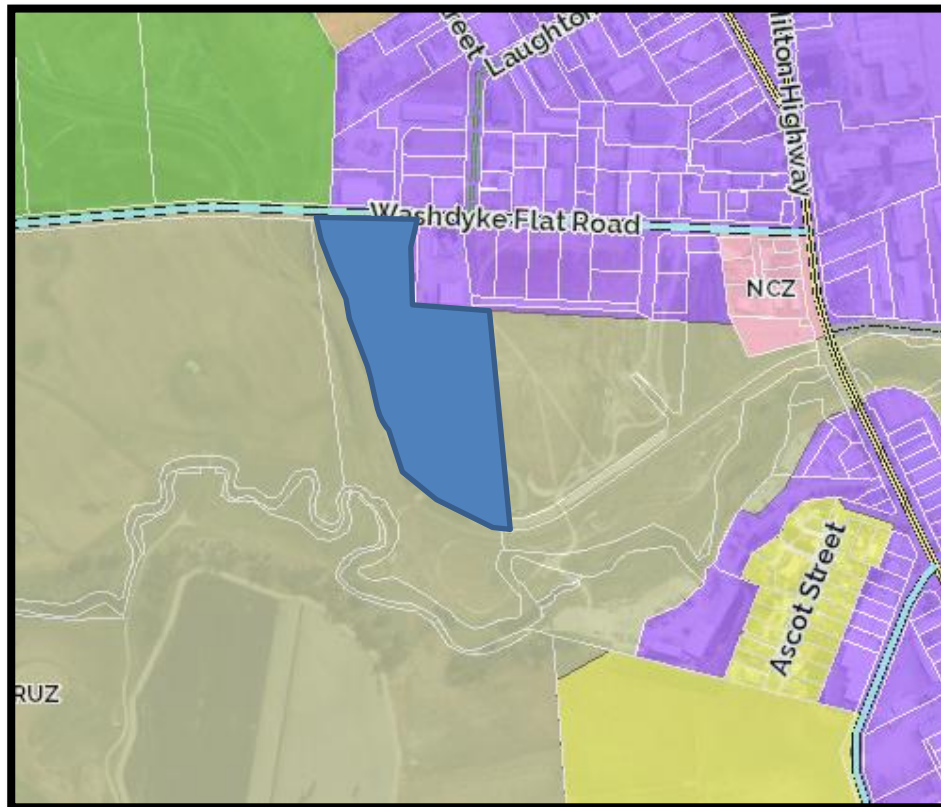


Figure 2: Identify the shaded area as GIZ with a Development Area overlay

Tiplady Site

Finally, some comment on the Tiplady site south of Geraldine is required. This site was identified in the draft District Plan; however, it has not scored particularly well in the assessment primarily due to its isolation from the Geraldine urban area and the site-specific requirements necessary for servicing detailed in a report on the site. It is understood that Council has identified a latent demand for industrial land near Geraldine and this site has been identified as the most appropriate for rezoning. On this basis, it is recommended that the GIZ shown in the Draft Plan for the Tiplady site is maintained, with a Development Area Plan.

8.2 Future Growth

Notwithstanding the above, consideration has been given to futureproofing for industrial growth and taking into account the long-term potential of sea level rise and its impact on industrial activities in the Washdyke area in particular. Three sites have been identified as being suitable for future industrial growth.

Identifying these sites for future growth would enable the Council to monitor industrial growth and have options available should the demand for land exceed expectations and/or should

businesses or facilities be required to be relocated. This is not that dissimilar to the deferred industrial zoning approach which occurred under the operative District Plan.

Seadown Road

Seadown Road has multiple ownerships that can sometimes make redevelopment difficult. However, the scale of the site and the opportunity to link with rail and inevitably enable growth further up Seadown Road on non-versatile soils are positive. Importantly, due to the site's location adjoining both the strategic road and rail transport networks means that it could provide the opportunity for a future inland port (assuming a future business case supports such a venture). As such, the land at Seadown Road shown in **Figure 3** is recommended for a future development area overlay.

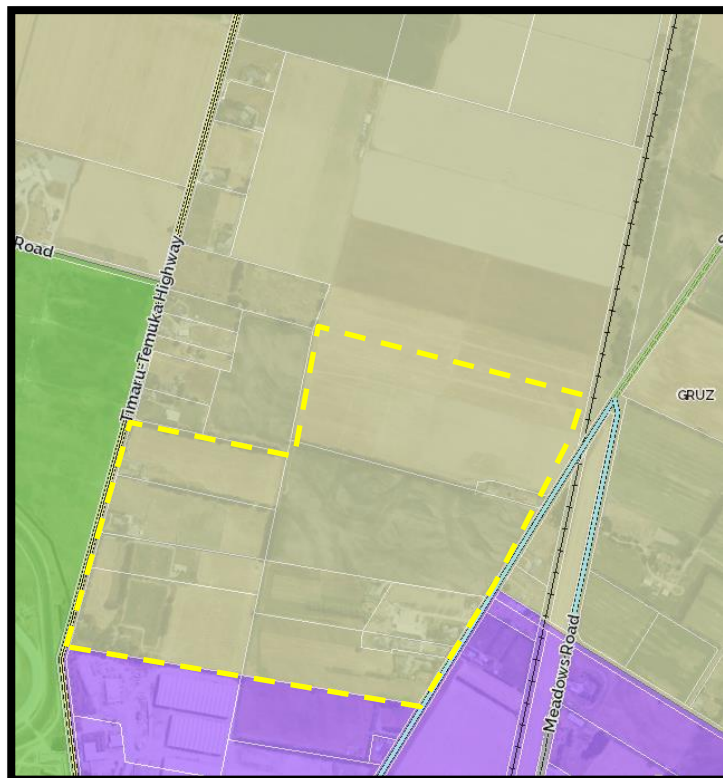


Figure 3: Identify the hatched area with a future development area overlay

Kennels Road

With respect to Kennels Road, there are potential complications associated with the way the land is held in title and, in the case of the racecourse component, how it can be disposed of. This would need to be investigated in detail. Notwithstanding this, the Kennels Road land would be contiguous with the existing Washdyke industrial precinct (following the rezoning of the Seadown Road land) and sits further inland from the coast thus has reduced inundation risk. As such, the land at Kennels Road shown in **Figure 4** is recommended for a future development area overlay.

The question has been raised whether the racecourse should also be subject to the future development area overlay. At this stage, specifically in the absence of any business case or council directive, it is not considered appropriate to foreshadow the closure of the racecourse in favour of a possible future industrial use.

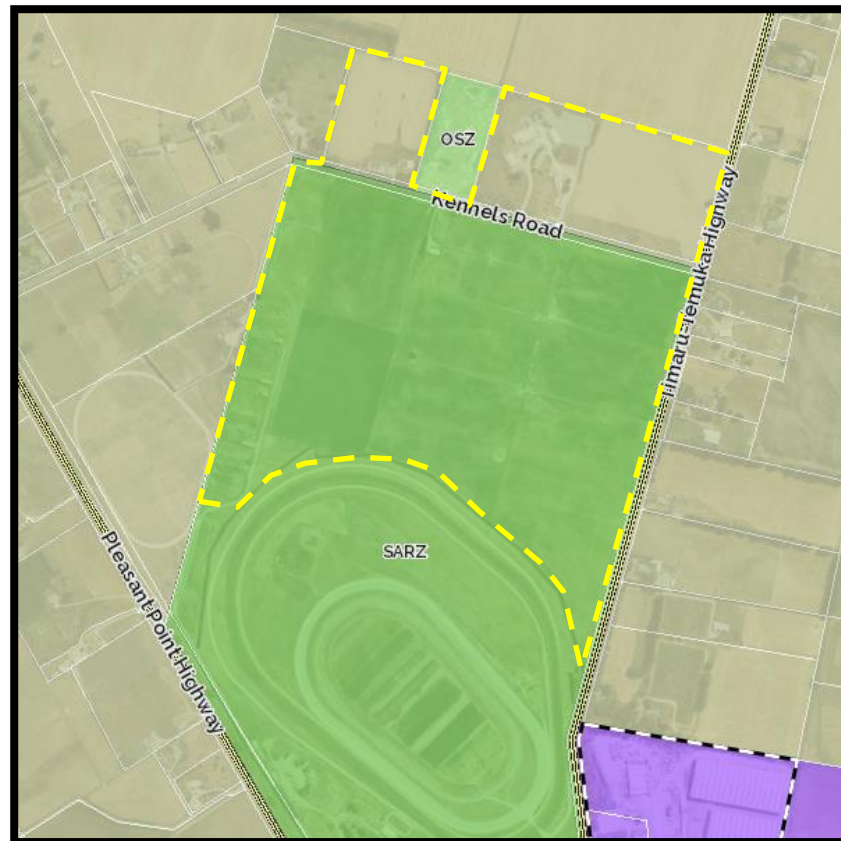


Figure 4: Identify the hatched area with a future development area overlay

Redruth

Despite its low scoring, the Redruth site is also worthy of consideration. It is an obvious hole in the urban fabric and the primary reason for its lower scoring is related to hazards. If these could be overcome and adverse effects, particularly associated with Saltwater Creek, appropriately addressed, then the site is a logical location for light industrial activity. Given the elevated location of residential properties to the north, it is considered that some form of setback and boundary treatment would be required, and activities would need to be limited in terms of effects such as noise and odour. As such, the land at Redruth shown in **Figure 5** is recommended for a future development area overlay.

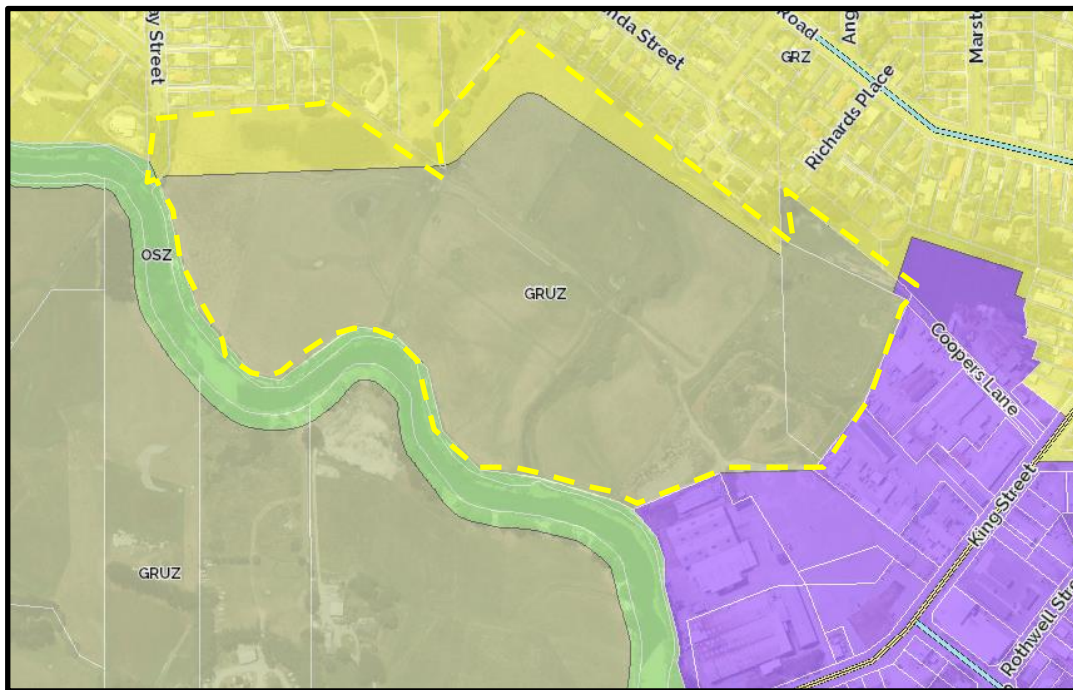


Figure 5: Redruth - Amend to show an Industrial Growth precinct

9 Conclusion

The reporting prepared by PE confirms that no additional land needs to be rezoned within the district for retail or commercial purposes. However, additional industrial land is required within the life of the Plan. An analysis of existing industrial zoned land has identified 228ha of vacant zoned industrial land and of this 133.5ha is unavailable for general or new development, unavailable for use other than for the owner's purposes or is unavailable or unattractive for development within the life of the Plan. This leaves 94.5ha of existing zoned land potentially available for development within the life of the Plan. To meet the 130ha that Planz has calculated as being required within the life of the Plan, an additional 35.5ha of land needs to be zoned to meet industrial land demand (this is a comparable to the land shortage determined by PE, but over a shorter period).

In addition to the Tiplady site which was in the draft District Plan, two additional sites have been identified that would address this identified shortfall, specifically Washdyke Flat Road (North) and (South). These two sites should be rezoned in the Proposed District Plan (with Development Area Plans for the former) and combined would satisfy the land demand (once deductions have been made for setback and amenity requirements). It is noted that the Washdyke Flat Road (North) site creates an opportunity for the Council to play a part in promoting economic growth and development in Timaru in a similar manner to way in which the Selwyn District Council does with the Izone in Rolleston, being a matter raised in stakeholder consultation.

To ensure that there is Plan is responsive to potential increases in industrial land demand, three additional sites are recommended for future development area overlays, specifically Seadown Road, Kennels Road and Redruth. Due to its location adjoining the strategic transport networks, the Seadown Road site offers an opportunity for an inland port development (should a future business case determine this is an appropriate venture). The Kennels Road site would be appropriate for rezoning following the rezoning of the Seadown site to ensure that development remains contiguous. The rezoning of the Redruth site will infill a logical site within the urban boundary but, given its proximity to residential land, development should be limited to light industrial activities.

APPENDIX A:

Assessment matrix and summary of matrix factors

TABLE 1- INDUSTRIAL GROWTH LOCATION OPTIONS - TIMARU DISTRICT

INDUSTRIAL GROWTH OPTIONS:TIMARU DISTRICT		Criteria Results																												
		Infrastructure					Natural Environment				Hazards and Contamination				Cultural		Other							RESULTS						
		Roading Access	Accessibility	Sewer	Water	Stormwater	Topographical Limitations	Biodiversity Values	Landscape Values	Productive Soils	Coastal Erosion	Coastal Inundation	Flooding	Liquefaction	Contaminated Land	Cultural	Heritage	Community Facilities/Services	Recreation/Open Space	Size of Area	Consolidation	Adjacent Land Uses	Land Ownership	Infrastructure	Nat. Env't	Hazards	Cultural	Other		
Weighting		3.00	2.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	1.00	3.00	2.00	1.00	1.00	2.00	3.00	3.00	3.00							
OPTIONS	Redruth	Score	2.50	3.00	2.50	2.50	1.00	2.50	2.00	3.00	1.50	3.00	1.00	1.50	1.50	3.00	2.50	3.00	3.00	3.00	2.00	3.00	2.00	3.00	Total Score					
		Weighted Score	7.50	6.00	7.50	7.50	3.00	7.50	6.00	9.00	4.50	9.00	3.00	4.50	4.50	3.00	7.50	6.00	3.00	3.00	4.00	9.00	6.00	9.00	130	31.5	27.0	24.0	13.5	34.0
	Kennels Road	Score	2.00	2.00	1.50	1.50	2.50	3.00	3.00	3.00	3.00	3.00	3.00	1.50	3.00	3.00	3.00	3.00	2.50	2.00	3.00	1.50	2.50	2.00	Total Score					
		Weighted Score	6.00	4.00	4.50	4.50	7.50	9.00	9.00	9.00	9.00	9.00	9.00	4.50	9.00	3.00	9.00	6.00	2.50	2.00	6.00	4.50	7.50	6.00	140.50	26.5	36.0	34.5	15.0	28.5
	Washdyke Flat Road (North)	Score	3.00	2.50	2.50	3.00	2.00	2.50	2.00	3.00	2.00	3.00	3.00	1.50	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	2.00	3.00	Total Score					
		Weighted Score	9.00	5.00	7.50	9.00	6.00	7.50	6.00	9.00	6.00	9.00	9.00	4.50	9.00	3.00	9.00	6.00	3.00	3.00	6.00	9.00	6.00	9.00	150.50	36.5	28.5	34.5	15.0	36.0
	Tiplady Road (Geraldine)	Score	2.00	2.00	1.00	1.00	1.00	3.00	3.00	3.00	2.50	3.00	3.00	1.50	3.00	3.00	3.00	3.00	1.00	1.50	2.00	1.00	2.50	3.00	Total Score					
		Weighted Score	6.00	4.00	3.00	3.00	3.00	9.00	9.00	9.00	7.50	9.00	9.00	4.50	9.00	3.00	9.00	6.00	1.00	1.50	4.00	3.00	7.50	9.00	129.00	19.0	34.5	34.5	15.0	26.0
	Aorangi Road	Score	3.00	2.00	3.00	1.00	1.00	3.00	3.00	3.00	2.00	3.00	3.00	1.00	3.00	3.00	1.00	3.00	2.00	2.00	3.00	2.50	2.50	2.00	Total Score					
		Weighted Score	9.00	4.00	9.00	3.00	3.00	9.00	9.00	9.00	6.00	9.00	9.00	3.00	9.00	3.00	3.00	6.00	2.00	2.00	6.00	7.50	7.50	6.00	134.00	28.0	33.0	33.0	9.0	31.0
	Seadown Road	Score	3.00	2.00	2.00	1.50	1.50	3.00	3.00	3.00	3.00	3.00	3.00	1.50	3.00	2.00	3.00	3.00	2.50	1.50	3.00	2.50	2.50	1.50	Total Score					
		Weighted Score	9.00	4.00	6.00	4.50	4.50	9.00	9.00	9.00	9.00	9.00	9.00	4.50	9.00	2.00	9.00	6.00	2.50	1.50	6.00	7.50	7.50	4.50	142.00	28.0	36.0	33.5	15.0	29.5
	Washdyke Flat Road (South)	Score	3.00	2.50	3.00	3.00	3.00	2.50	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	2.50	3.00	3.00	2.50	1.00	3.00	3.00	3.00	Total Score					
		Weighted Score	9.00	5.00	9.00	9.00	9.00	7.50	6.00	9.00	3.00	9.00	9.00	3.00	9.00	3.00	7.50	6.00	3.00	2.50	2.00	9.00	9.00	9.00	147.50	41.0	25.5	33.0	13.5	34.5
	Saltwater Creek	Score	2.50	2.00	1.00	1.00	1.00	3.00	2.00	3.00	1.00	3.00	3.00	2.00	1.50	3.00	2.50	3.00	2.00	3.00	2.00	1.50	2.00	3.00	Total Score					
		Weighted Score	7.50	4.00	3.00	3.00	3.00	9.00	6.00	9.00	3.00	9.00	9.00	6.00	4.50	3.00	7.50	6.00	2.00	3.00	4.00	4.50	6.00	9.00	121.00	20.5	27.0	31.5	13.5	28.5
	Rockdale Road	Score	2.50	2.00	1.00	1.00	1.00	3.00	2.00	3.00	1.00	3.00	2.50	2.50	1.50	3.00	2.00	3.00	3.00	3.00	3.00	1.50	2.00	1.50	Total Score					
		Weighted Score	7.50	4.00	3.00	3.00	3.00	9.00	6.00	9.00	3.00	9.00	7.50	7.50	4.50	3.00	6.00	6.00	3.00	3.00	6.00	4.50	6.00	4.50	118.00	20.5	27.0	31.5	12.0	27.0

1 Infrastructure

1.1 Roading, sewer, water and stormwater

The extent and capacity of the existing network, and consideration of any extensions or upgrades required to service future development.

1.2 Accessibility

The site's proximity to active transport routes (i.e. cycleways) and arterial transport networks.

1.3 Electricity

No data was provided on electricity as the network is managed by Alpine Energy. An assumption was made that every site had capacity.

2 Natural environment

2.1 Topographical Limitations

The extent to which the site is flat, sloping or undulating (i.e. a flat site is considered to have the least topographical limitations).

2.2 Biodiversity values

The biodiversity values including those areas within or abutting waterways or water bodies as identified in the Draft District Plan.

2.3 Landscape values

The extent of landscape values and features as identified in the Draft District Plan.

2.4 Productive soils

The extent of versatile soils within a site, where '3' is none and '1' is the majority of the site.

3 Natural hazard and contamination factors

3.1 Coastal erosion

The extent of a site shown to be within the coastal erosion layer as identified in the Draft District Plan.

3.2 Coastal inundation

The extent of a site shown to be within the coastal inundation layer as identified in the Draft District Plan.

3.3 Flooding

The extent of any site shown in the flood assessment area, flood depression area and overland flow path layers as identified in the Draft District Plan.

3.4 Liquefaction

The extent of any site within the liquefaction layer as identified in the Draft District Plan.

3.5 Contaminated land

The extent any HAIL sites identified under a search of Environment Canterbury's Listed Landuse Register database, and for land that is currently rural, consideration of the change in land use under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

4 Cultural factors

4.1 Cultural

Whether the site is identified as a Site of Significance to Maori as identified in the Draft District Plan.

4.2 Heritage

Whether the site has any heritage items as identified in the Draft District Plan, and also whether there are or were any activities on the site that predate 1900 (being relevant pursuant to the Heritage New Zealand Pouhere Taonga Act 2014).

5 Other factors

5.1 Community Facilities / Services

The proximity of conveniences such as cafes and bakeries.

5.2 Recreation / Open space

The proximity to and quality of open space and recreational zoned areas such as walkways, parks, playgrounds and public sports grounds.

5.3 Size of area

The size of area was considered as a proxy for developable land.

5.4 Consolidation

The relativity of the site to existing urban development, i.e. immediately adjoining versus separated.

5.5 Adjacent Land Uses

The likelihood of adverse effects on adjoining sensitive activities.

5.6 Land ownership

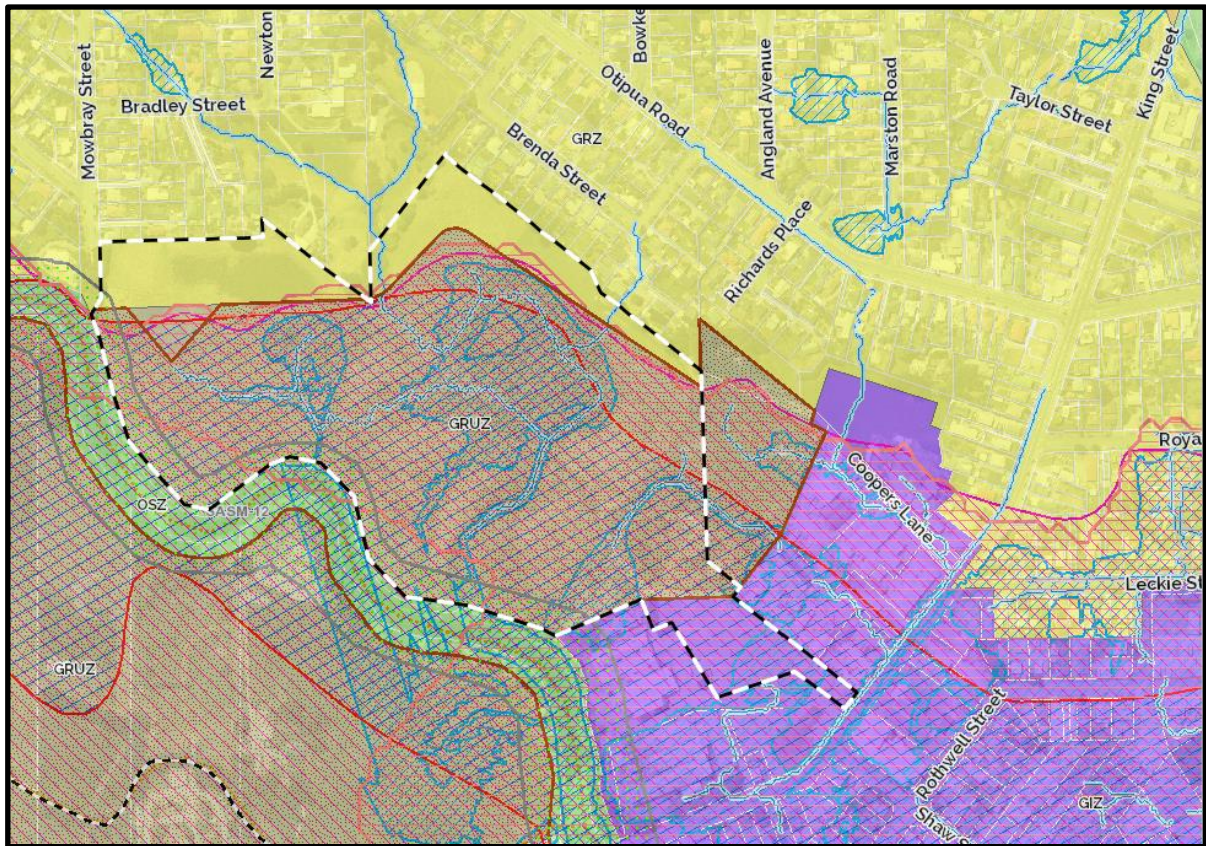
It was assumed that fewer landowners (one being optimal) is less complicated for the future development of the site.

APPENDIX B:

Site details

*writing in *italics* is information provided by Council

Redruth



Roading	<i>New transport circulation including bridge and various land use specification - Industrial and Commercial Roads with linkage to SH 1</i>
Accessibility	<i>Cycle lane located in Otipua Road. Footpaths on SH1</i>
Sewer	<i>There is public sewer main that runs through the subject site which was recently upgraded to accommodate further growth in the area. However the Leckie Street pump station could require some upgrade to meet the demand.</i>
Water	<i>Water services available within King Street. Extensive water network required to be installed along with possible upgrades of network along King Street to achieve LoS.</i>
Stormwater	<i>Existing Council mains within King Street (SH 1). Significant Stormwater management issues with proximity of Saltwater Creek and site is identified from Coastal inundation. Treatment and attenuation requirements would be triggered by ECAN/SMP requirements prior to any discharges to Saltwater Creek.</i>
Topographical Limitations	<i>Generally flat and low-lying topography with south sloping areas along the northern perimeter of the site. Numerous topographical depressions and Saltwater Creek tributary, including overland flow paths. Significant earthworks required to ensure natural hazards are mitigated and do not hinder adjoining sites.</i>
Biodiversity Values	<i>Saltwater Creek is located along western boundary</i>
Landscape Values	<i>None Registered</i>

Productive Soils	The majority of the site is located in an area of Productive Soils
Coastal Erosion	None Registered
Coastal Inundation	The High Hazard Inundation area outlines the majority of the site as being prone under current inundation conditions and modelled to become progressively worse with sea level rise.
Flooding	Overland flow paths are located throughout the site. The majority of the site is location in a Flood Assessment Area and Flood Depression Area
Liquefaction	The whole site is located within the liquefaction overlay
Contaminated Land	The site is registered on Environment Canterbury's Listed Land Use Register as a HAIL site due to the old skin/wool processing factory. However, these are contained in the eastern area and the majority of the site is unaffected as it relates to the old skin/wool processing factory. The land is currently zoned rural and will require investigation under the NES-CS.
Cultural Sites	The southern boundary of the site abuts (and has a small portion located within) a 'Sites and Area of Significance to Māori' and the 'Wai Taoka Line'.
Heritage	None Listed
Community Facilities/Services	300m by foot to conveniences
Recreation/Open Space	Saltwater Creek walkway adjoins the site to the south. Approximately 0.7km from the Botanical Gardens.
Size of Area	18ha
Consolidation	The urban boundary is located to the north of the site, however a natural boundary between rural and urban is formed along Saltwater Creek.
Adjacent Land Uses	Saltwater Creek is located along the south/west boundary. Residential zoning and activities are located along the northern boundary. Industrial land uses and zoning is located along the eastern boundary
Land Ownership	One landowner

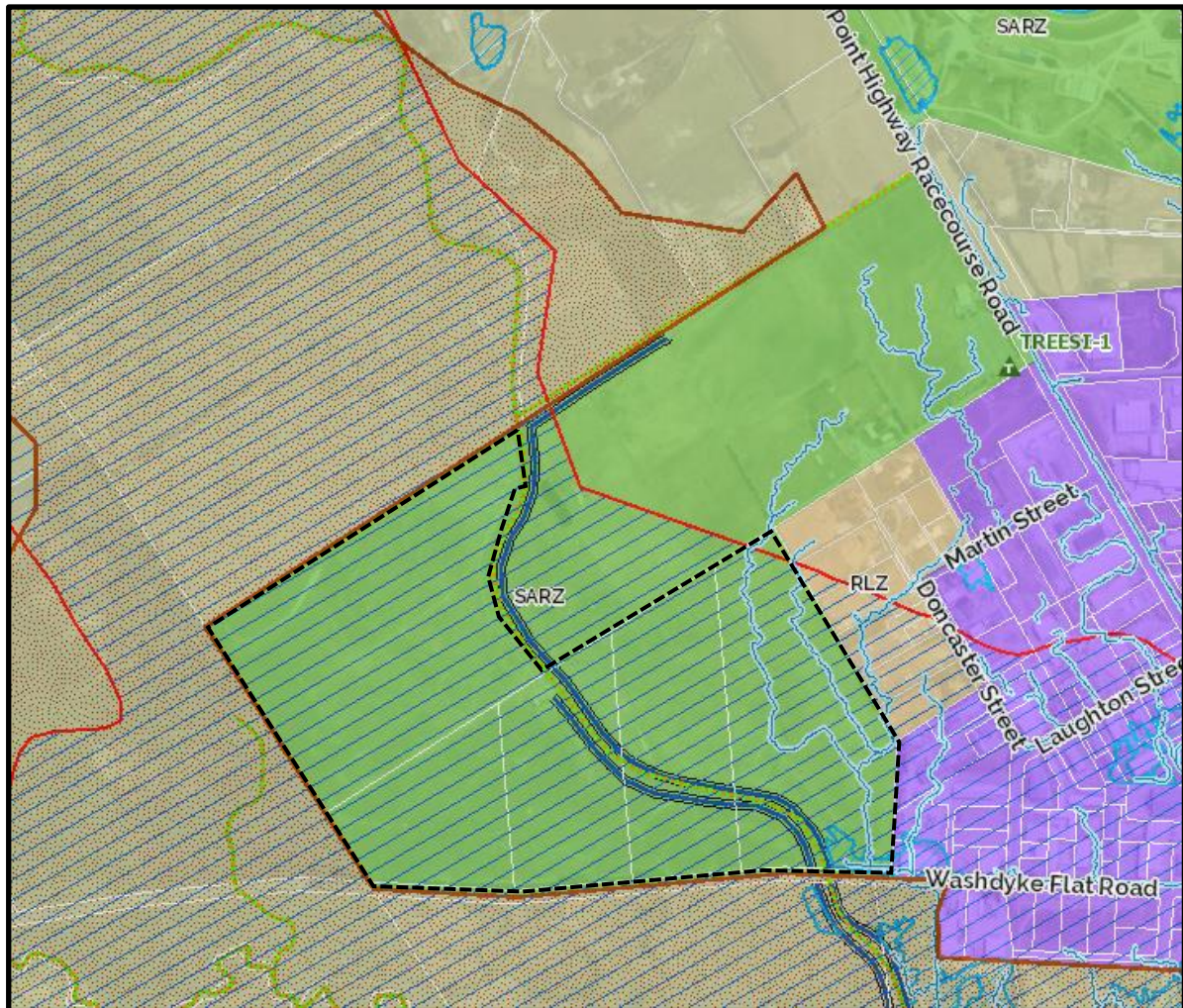
Kennels Road



Roading	<i>Bordered by SH1. Kennels Road would require upgrade and likely some level of Designation to acquire a 20m road reserve and improve safety at the intersections with SH1. Internal residential transport network.</i>
Accessibility	Cycle network located on SH8 toward Pleasant Point
Sewer	<i>Sewer reticulation at frontage of Lot 3 DP 558. Extension of services required. Grade of the land is quite flat in both direction up SH 1 and SH 8. A combination of Gravity and pump reticulation would be required to be installed.</i>
Water	<i>Urban water reticulation requires extension much the same as sewer disposal. Could trigger further water source requirement due to distance from water reservoirs. Upgrades to reticulation and source.</i>
Stormwater	<i>Revision/Update of Washdyke SMP required. Potential for onsite SWM through infiltration basins. Internal reticulation required.</i>
Topographical Limitations	Predominantly flat topography with limited features
Biodiversity Values	None Registered
Landscape Values	None Registered
Productive Soils	None Registered

Coastal Erosion	None Registered
Coastal Inundation	None Registered
Flooding	Flood Assessment Area and Flood Depression Area
Liquefaction	None Registered
Contaminated Land	Area of recreation and sports grounds identified as HAIL. Investigation required due to change in land use.
Cultural Sites	None Registered
Heritage	None Registered
Community Facilities/Services	1.2km to conveniences by road
Recreation/Open Space	Approximately 2.5km to Sir Basil Arthur Park. Racecourse adjoining.
Size of Area	49ha
Consolidation	Significant urban fragmentation and sprawl
Adjacent Land Uses	Rural zones are located to the north, west and east of the site. Industrial zone is located to the southeast. Aerodrome flight paths protection area within the site
Land Ownership	Three landowners, however there may be complications with the way the racecourse land component is held in title and can be disposed of and similarly the small Council block of land.

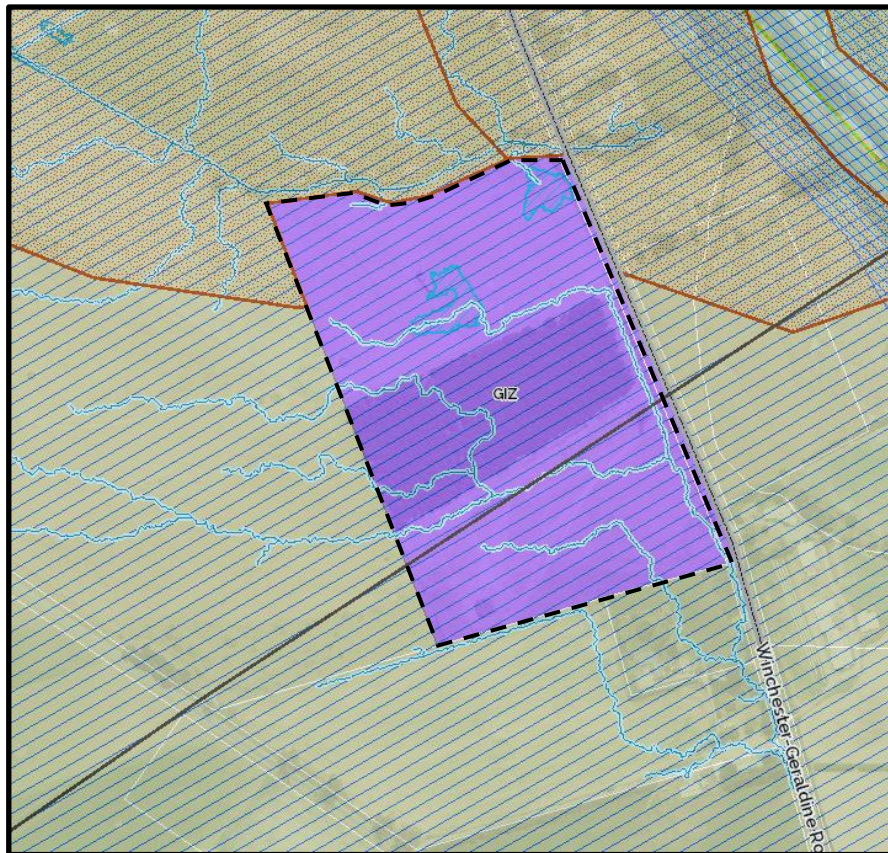
Washdyke Flat Road (North)



<i>Roading</i>	Washdyke Flat Road is located along the southern boundary. Racecourse Road (SH8) is located along the northeast boundary.
<i>Accessibility</i>	Cycle network located on SH8 toward Pleasant Point. Future cycle network proposed along Washdyke Flat Road.
<i>Sewer</i>	Existing sewer network is located within Washdyke Flat Road and Racecourse Road. Extension would be required along Washdyke Flat Road.
<i>Water</i>	Existing water supply network is located within Washdyke Flat Road and Racecourse Road.
<i>Stormwater</i>	Revision/update of Washdyke Stormwater Management Plan most likely required. Any network would be required to be extended to service the site.
<i>Topographical Limitations</i>	Predominantly flat topography with limited features apart from the stop banks along Papaka Stream which dissect the site.
<i>Biodiversity Values</i>	Papaka Stream is located within the site.
<i>Landscape Values</i>	None Registered

<i>Productive Soils</i>	None Registered
<i>Coastal Erosion</i>	None Registered
<i>Coastal Inundation</i>	None Registered
<i>Flooding</i>	Flood Assessment Area, Flood Depression Area and Overland Flow Path.
<i>Liquefaction</i>	None Registered
<i>Contaminated Land</i>	Sports fields identified as HAIL in northeast area of the site. Investigation required due to change in land use.
<i>Cultural Sites</i>	None Registered
<i>Heritage</i>	None Registered
<i>Community Facilities/Services</i>	900m by foot or road to conveniences
<i>Recreation/Open Space</i>	Adjacent to Sir Basil Arthur Park
<i>Size of Area</i>	35ha developable
<i>Consolidation</i>	Adjoins existing Industrial Zoned land in Washdyke.
<i>Adjacent Land Uses</i>	Rural zones are located to the north, south and west of the site. Industrial zone is located to the east. A small area of residential zoned land along the eastern boundary of the site.
<i>Land Ownership</i>	One landowner and not gazetted as reserve

Tiplady Road (Geraldine)

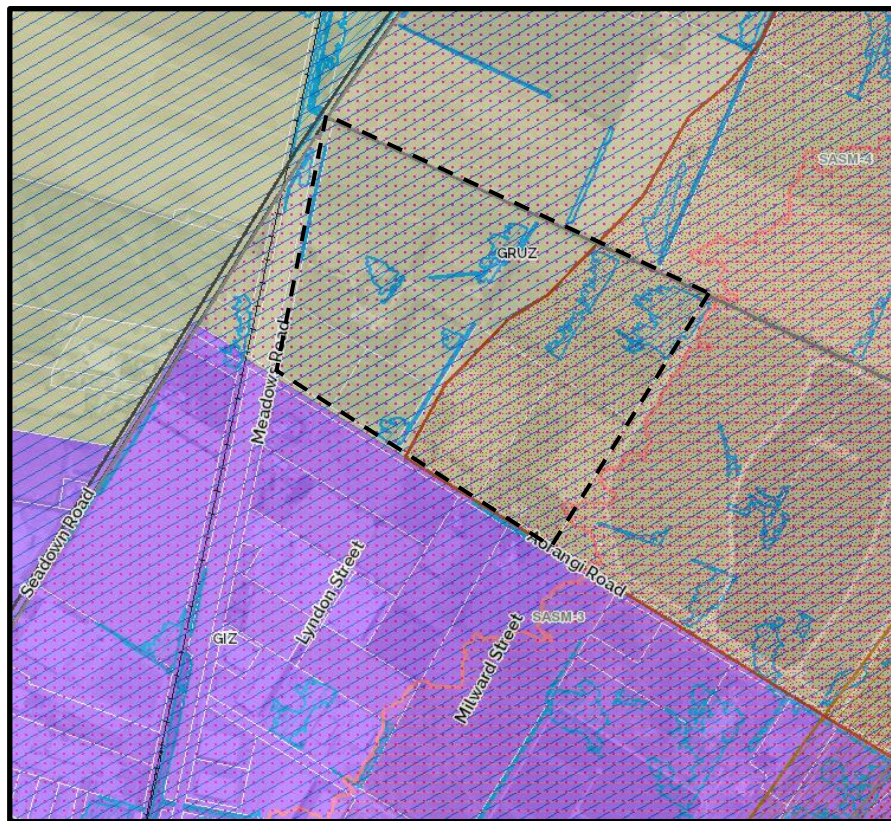


<i>Roading</i>	Adjoins SH72 (Winchester-Geraldine Road).
<i>Accessibility</i>	Cycle network located in close proximity toward Geraldine Residential boundary on SH72.
<i>Sewer</i>	No reticulated sewer network is located within close proximity of the site. The site would require a local pressure sewer network with attenuation control to allow discharge during periods of low flow into the WWTP with a new connection to the plant directly from the industrial area. The site is not expected to contain heavy industry and the discharges associated with this type of landuse.
<i>Water</i>	No reticulated water supply network is located within close proximity of the site and a significant upgrade would be required. The preferred option is for each site to have a private bore or an onsite community bore and reticulation.
<i>Stormwater</i>	No reticulated stormwater network is located within close proximity of the site. Each site would be required to contain its stormwater within the individual site with treatment discharge to ground up to the 2% AEP event. Roads would be treated and discharged to ground up to the 2% AEP event.
<i>Topographical Limitations</i>	Predominantly flat topography with limited features.
<i>Biodiversity Values</i>	None Registered
<i>Landscape Values</i>	None Registered

Productive Soils	None Registered
Coastal Erosion	None Registered
Coastal Inundation	None Registered
Flooding	Flood Assessment Area, Flood Depression Area and Overland Flow Path
Liquefaction	None Registered
Contaminated Land	Investigation required due to change in land use.
Cultural Sites	None Registered
Heritage	None Registered
Community Facilities/Services	3km by road to conveniences
Recreation/Open Space	Approximately 2.5km to Geraldine Domain and Waihi River Walkway
Size of Area	12.5ha
Consolidation	Does not adjoin urban boundary
Adjacent Land Uses	Rural zones surround the site. In close proximity to the south of the site is the Geraldine Gun Club. National Grid Line bisects the site.
Land Ownership	One landowner

Note the information on servicing is taken from a report prepared by Davie Lovell Smith - *Infrastructure Investigation Report, Growth Management Strategy, 841 Tiplady Road, Geraldine July 2020*

Aorangi Road



Roading	Adjoins Aorangi Road and Meadows Road
Accessibility	Limited connection to Timaru residential environment.
Sewer	Reticulate network in northern portion of the site.
Water	No reticulated water supply network is located within close proximity of the site.
Stormwater	No reticulated stormwater network is located within close proximity of the site.
Topographical Limitations	Predominantly flat topography with limited features.
Biodiversity Values	None Registered
Landscape Values	None Registered
Productive Soils	Half of the site is recognised as having productive soils.
Coastal Erosion	None Registered
Coastal Inundation	The coastal inundation line abuts the eastern boundary of the site.
Flooding	Flood Assessment Area and Flood Depression Area
Liquefaction	None Registered
Contaminated Land	Investigation required due to change in land use.

<i>Cultural Sites</i>	Site and Area Significant to Māori
<i>Heritage</i>	None Registered
<i>Community Facilities/Services</i>	2.5km by road to conveniences.
<i>Recreation/Open Space</i>	3.5km to Sir Basil Arthur Park and 1.3km to the coast
<i>Size of Area</i>	40ha
<i>Consolidation</i>	Adjoining industrial boundary and wastewater treatment ponds
<i>Adjacent Land Uses</i>	Rural zones to the north and west, industrial to the south and east.
<i>Land Ownership</i>	Four landowners

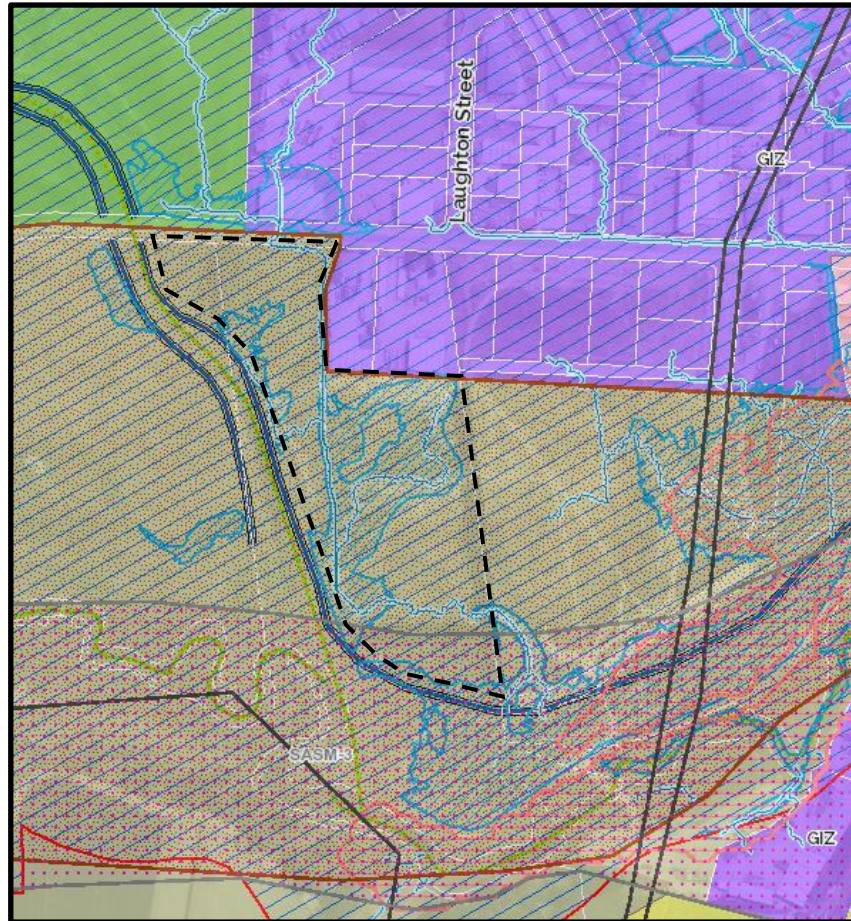
Seadown Road



<i>Roading</i>	Adjoins SH1 and Seadown Road.
<i>Rail</i>	Direct access to rail.
<i>Accessibility</i>	Limited connection to Timaru urban environment.
<i>Sewer</i>	Reticulated sewer network is located within close proximity to the northeast of the site.
<i>Water</i>	No reticulated water supply network is located within close proximity of the site.
<i>Stormwater</i>	No reticulated stormwater network is located within close proximity of the site.
<i>Topographical Limitations</i>	Predominantly flat topography with limited features. Aerodrome Flight Path Protection Area dissects the north of the site.
<i>Biodiversity Values</i>	None Registered
<i>Landscape Values</i>	None Registered
<i>Productive Soils</i>	None Registered
<i>Coastal Erosion</i>	None Registered
<i>Coastal Inundation</i>	None Registered
<i>Flooding</i>	Flood Assessment Area and Flood Depression Area

Liquefaction	None Registered
Contaminated Land	Sheep Dip registered as HAIL on the site. Investigation required due to change in land use.
Cultural Sites	None Registered
Heritage	None Registered
Community Facilities/Services	1.5km by road to conveniences
Recreation/Open Space	2.2km from Sir Basil Arthur Park.
Size of Area	60ha
Consolidation	Adjoining industrial boundary to the south.
Adjacent Land Uses	Rural zone to the north. Phar-lap Raceway to the west across SH1. Industrial land to the south and east (across Seadown Road). Adjoining a number of lifestyle blocks.
Land Ownership	Eight landowners

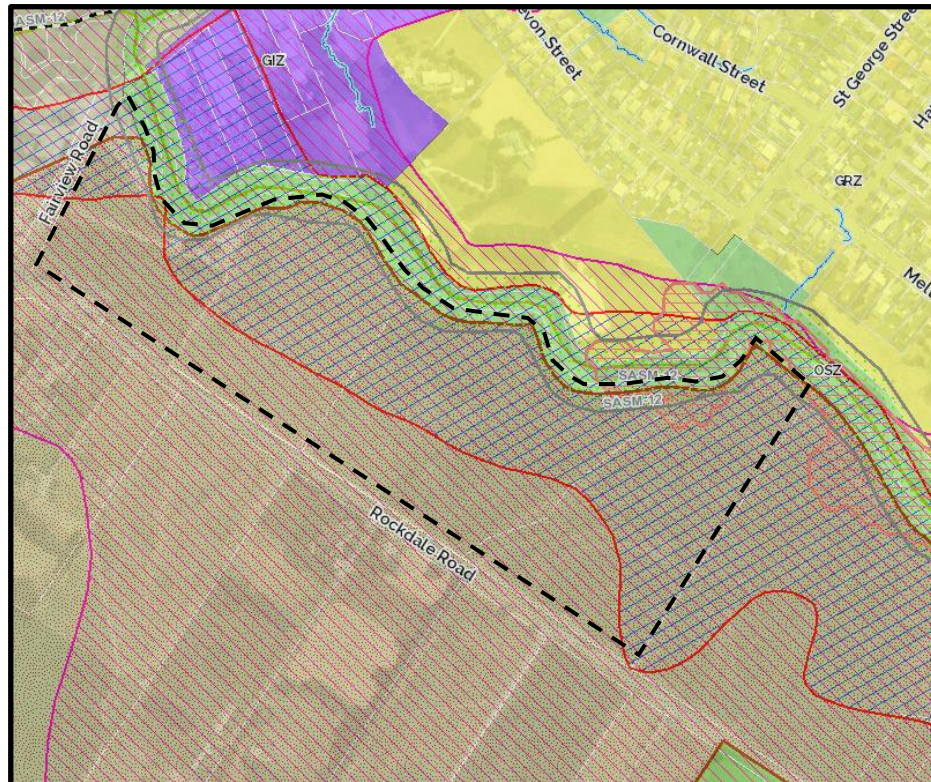
Washdyke Flat Road (South)



<i>Roading</i>	Adjoins Washdyke Flat Road
<i>Accessibility</i>	Future cycle network planned for Washdyke Flat Road.
<i>Sewer</i>	Reticulated sewer network is located within close proximity of the site.
<i>Water</i>	Reticulated water supply network is located within close proximity of the site.
<i>Stormwater</i>	Reticulated stormwater network is located within close proximity of the site.
<i>Topographical Limitations</i>	Predominantly flat topography with a change topography where the stop-banks are located along the edge of Papaka Stream.
<i>Biodiversity Values</i>	None Registered
<i>Landscape Values</i>	None Registered
<i>Productive Soils</i>	The whole site is identified as having productive soils.
<i>Coastal Erosion</i>	None Registered

Coastal Inundation	The coastal inundation zone abuts the southern portion of the site to the south (south of the stop bank).
Flooding	Flood Assessment Area, Flood Depression Area and Overland Flow Path
Liquefaction	None Registered
Contaminated Land	Investigation required due to change in land use.
Cultural Sites	The small part of the southern portion of the site is recognised has being an area Significant to Maori Wahi Taoka
Heritage	None Registered
Community Facilities/Services	600m by foot or road to conveniences
Recreation/Open Space	In close proximity to Sir Basil Arthur Park
Size of Area	4.5ha developable
Consolidation	Adjoining existing industrial zone along the north and east boundaries.
Adjacent Land Uses	Rural zone to the west and industrial zone to the north and east.
Land Ownership	Two landowners (one a very small area on the north-west of the site)

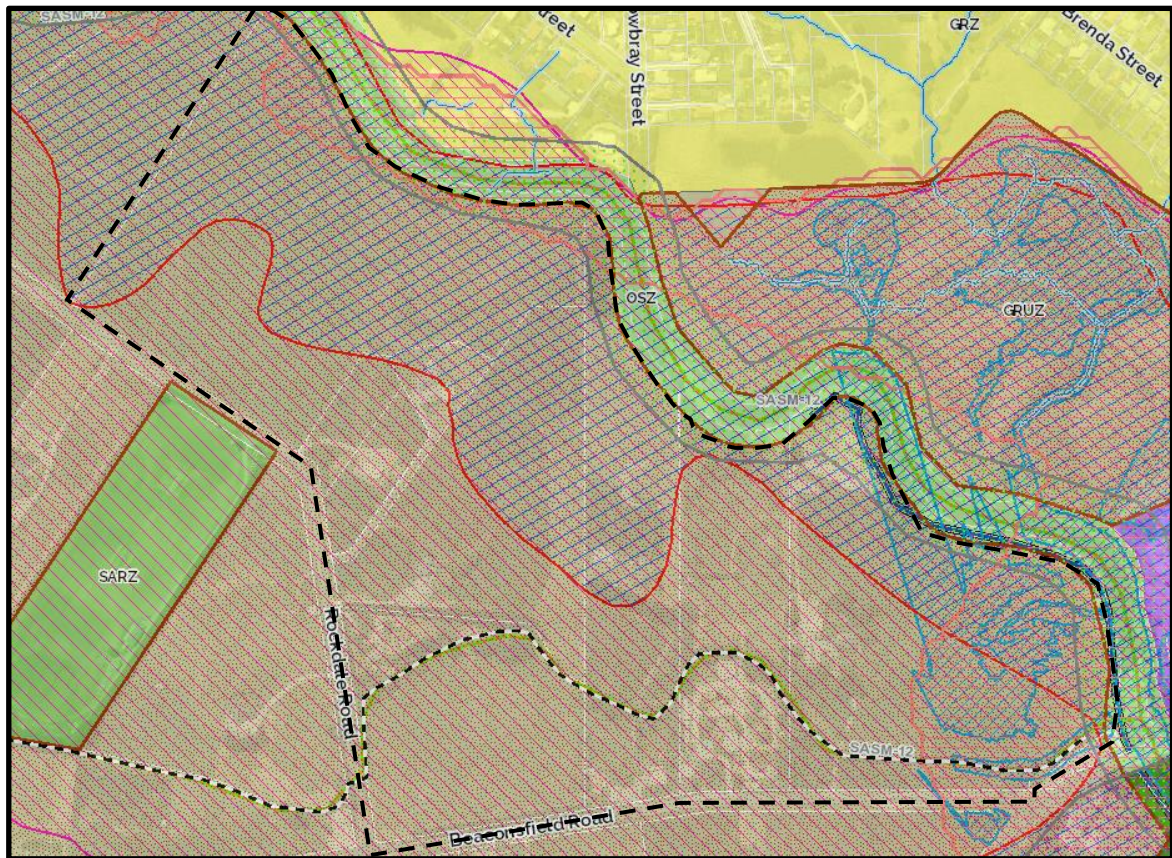
Saltwater Creek



Roading	Adjoins Fairview Road and Rockdale Road
Accessibility	Cycle network located in close proximity along Fairview Road
Sewer	No reticulated sewer network is located within close proximity of the site.
Water	Reticulated water supply network is located within close proximity of the site.
Stormwater	No reticulated stormwater network is located within close proximity of the site.
Topographical Limitations	Predominantly flat topography with drainage depressions in the eastern portion.
Biodiversity Values	None Registered
Landscape Values	None Registered
Productive Soils	The whole site is registered as having productive soils.
Coastal Erosion	None Registered
Coastal Inundation	A small portion of the site abutting the creek is located within the Coastal High Hazard (Inundation Area)
Flooding	Flood Assessment Area
Liquefaction	Liquefaction area

<i>Contaminated Land</i>	Investigation required due to change in land use.
<i>Cultural Sites</i>	Sites and Areas Significant to Māori and Wai Taoka Line
<i>Heritage</i>	None Registered
<i>Community Facilities/Services</i>	1.8km by road to conveniences
<i>Recreation/Open Space</i>	Adjoining the Saltwater Creek Walkway and close to Celtic Sports ground.
<i>Size of Area</i>	17.3ha
<i>Consolidation</i>	Fragmentation of urban boundary
<i>Adjacent Land Uses</i>	Rural zones to the south, west and east. Saltwater Creek adjoins the northern boundary along with a mixture of industrial and residential zoning.
<i>Land Ownership</i>	One landowner

Rockdale Road



Roading	Adjoins Beaconsfield Road and Rockdale Road.
Accessibility	Cycle network located in Saltwater Creek and via State Highway One.
Sewer	No reticulated sewer network is located within close proximity of the site.
Water	No reticulated water supply network is located within close proximity of the site.
Stormwater	No reticulated stormwater network is located within close proximity of the site.
Topographical Limitations	Predominantly flat topography with low lying areas that form natural drainage depressions.
Biodiversity Values	A creek is located within the site.
Landscape Values	None Registered
Productive Soils	The whole site is productive soils.
Coastal Erosion	None Registered
Coastal Inundation	The eastern portion of the site is recognised as being Coastal High Hazard Inundation Area.
Flooding	Flood Assessment Area and Flood Depression Area
Liquefaction	Liquefaction area

Contaminated Land	Investigation required due to change in land use.
Cultural Sites	Tributary of Saltwater Creek is identified as Site and Areas Significant to Māori and a Wai Taoka Line
Heritage	None Registered
Community Facilities/Services	650m by foot or road to conveniences
Recreation/Open Space	Adjoining Saltwater Creek Walkway and close to Celtic Sports ground.
Size of Area	36.7ha
Consolidation	Fragmentation of urban boundary
Adjacent Land Uses	Rural zones to the south and west. Saltwater Creek adjoins the northern boundary along with a mixture of rural and industrial zone is located in the area.
Land Ownership	Seven landowners