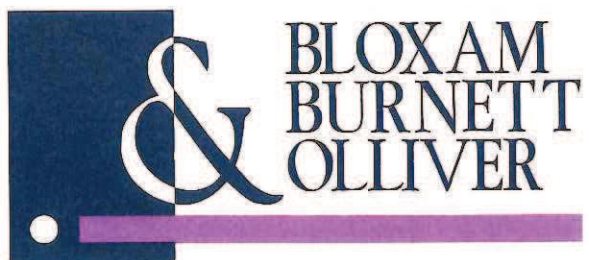


APPENDIX 6:

**INDUSTRIAL LAND STRATEGY SCOPING REPORT
(BLOXAM BURNETT AND OLLIVER)**

KAWERAU &
WHAKATANE
DISTRICT
COUNCILS

SCOPING REPORT FOR
INDUSTRIAL LAND REZONING



ENGINEERS • PLANNERS • SURVEYORS

SEPTEMBER 2008

Whakatane District Council and Kawerau District Council

Scoping Report for Industrial Land Rezoning

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APPENDIX 1: Kawerau zoning map

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APPENDIX 5: Integrated Transportation Assessment Scoping Report

**WHAKATANE DISTRICT COUNCIL AND
KAWERAU DISTRICT COUNCIL**

**SCOPING REPORT FOR INDUSTRIAL
LAND STRATEGY**

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SEPTEMBER 2008

Whakatane District Council and Kawerau District Council

Scoping Report for Industrial Land Strategy

1. INTRODUCTION

- 1.1. This report is drafted as a response to the identification by Whakatane District Council and Kawerau District Council of the need to rezone additional areas of Industrial zoned land to service the area's industrial land supply needs.
- 1.2. The need for additional industrial land has been determined as a result of reporting by Property Economics Limited in relation to industrial land supply and demand in the Whakatane and Kawerau District territorial authority areas.
- 1.3. Preliminary investigations have identified an area of land located to the north-east of the Kawerau township as being potentially suitable for rezoning for industrial purposes. The site is owned by the Putauaki Trust and consists of 1156.69 hectares of land comprised in Certificate of Title 59Y Matata and 27.866 hectares of land comprised in Certificate of Title Lot 1 DP 308053 (currently leased out for a log skidding operation). Approximately 27 hectares of this site is considered in this report to be rezoned for Industrial purposes.
- 1.4. The purpose of this report is to set out clearly for Whakatane District Council and Kawerau District Council the issues, options, tasks, timeframes and anticipated costs associated with the preparation of an Industrial Plan Change and Structure Plan for part of the Putauaki Trust land. This report will be used as the basis for the development of a comprehensive Structure Plan, which will likely lead to a subsequent variation and plan change to the Whakatane District Plan and Kawerau District Plan respectively.

2. THE LOCALITY

- 2.1 A site locality plan showing the Putauaki Trust land is attached as Appendix 1.
- 2.2 The site subject to the rezoning proposal is located opposite the Tasman Mill, on land that is split between the Whakatane District and Kawerau District territorial authority areas. The District boundaries in this location do not follow cadastral boundaries.
- 2.3 The land is currently utilised by the Trust for beef farming, for the growing of maize and as a support block for nearby dairy land. Bisecting the land is a road (McKee Road), which provides access to forestry land further to the east. The trust own that portion of the road which bisects their land and allow other organizations such as forestry interests to utilise the private road for a fee.
- 2.4 Other major features in the locality include State Highway 34, the East Coast Main Trunk Railway, nearby Mount Putauaki, gas lines associated with the timber mill operation, and a Transpower substation and associated high voltage transmission lines.

- 2.5 The general layout and surrounding features of the proposed rezoning area are shown on a map in Appendix 2 which has been prepared by Bloxam Burnett and Olliver to show the existing extent of the Industrial zoning in the vicinity of the Putauaki Trust land. The zoning plan shows the Whakatane District and Kawerau District territorial authority boundary in this locality and highlights the preferred area for Industrial rezoning.
- 2.6 As shown on the map in Appendix 1, the Tasman Mill land on the opposite side of State Highway 34 is zoned Industrial, and is located wholly within the Kawerau District. A logging yard associated with the Tasman Mill is located on a parcel of land within the Whakatane District and is zoned Rural.
- 2.7 Part of the land to the east of State Highway 34 is also zoned Industrial. The extent of this Industrial zoning follows the territorial authority boundary such that it is all located within the Kawerau District and comprises land running parallel with State Highway 34. The boundary is formed by a line running generally parallel with State Highway 34 such that the Industrial zoned land comprises a corridor having a width of approximately 100 metres from the road boundary.
- 2.8 All of the land further to the east, within the Whakatane District, is zoned Rural.

3. STATUTORY PROCESS – PLAN CHANGE AND STRUCTURE PLAN

Structure Plan Process

- 3.1 Structure planning is a tool for managing the effects and demands of development or redevelopment in an integrated, holistic and orderly way. It provides more certainty over the form and timing of development, particularly in relation to the provision of, and funding for, infrastructure. In this instance, a structure plan is considered to be an appropriate tool to precede a plan change in that it will allow for a broad consideration of the issues, and will provide a published and clear plan of action to guide a plan change, as well as longer term planning for industrial growth in the Whakatane and Kawerau areas.
- 3.2 There is no one set way to develop a structure plan and the structure planning process is guided more by the objectives that are sought to be achieved, rather than any statutory or established process. This said, there are a number of best practice guidelines, as well as common steps that are typically involved in the preparation of a structure plan. The main features of the structure planning process include:
- a) Scoping and project planning.
 - b) Stakeholder identification and planning.
 - c) Research and information analysis.
 - d) Generation and evaluation of alternatives and identification of preferred options.

- e) Finalisation of plan and implementation (in this case likely to involve a plan change).
- 3.3 Many of these steps have already been initiated in relation to this project. Scoping has commenced, a number of key stakeholders have been identified and discussions have commenced, and initial options have been identified for addressing the issues at hand. The structure planning process will develop on the progress made to date and will clearly articulate this detail and translate it into published planning documents. This is likely to comprise maps and plans supported by text explaining the background to the issues which initiated the structure plan and the management approaches to be used to deal with those issues.
- 3.4 In the same way that there is overlap between the scoping process undertaken to date and the structure planning process, there is also overlap between the structure planning process and the plan change process. The plan change process is discussed in further detail below.

Plan Change Process

- 3.5 The rezoning is likely to involve a variation to the Proposed Whakatane District Plan and a plan change to the provisions of the Kawerau District Plan. As the variation is Council initiated, the processes associated with each will be the same.
- 3.6 Currently the Kawerau District Plan is under review and a draft Plan is expected to be available for consultation purposes around September 2008 with notification proposed around December 2008/January 2009. Should work on the plan change be ready, the industrial plan change could be incorporated into the overall Kawerau District Plan review. Otherwise a variation to the (then) proposed Kawerau District Plan would be required.
- 3.7 Clause 16A of the First Schedule of the Act sets out the manner in which variations to a proposed district plan must be initiated. Clause 16A states the following:
- “Variation of proposed policy statement or plan – (1) A local authority may initiate variations (being alterations other than those under clause 16) to a proposed policy statement or plan, or to a change, at any time before the approval of the policy statement or plan.
(2) The provisions of this Schedule, with all necessary modifications, shall apply to every variation as if it were a change.”*
- 3.8 The preparation of the proposed variation will need to be conducted in accordance with Clause 16A of the First Schedule process.
- 3.9 The basic structure of the plan change process is set out below:
- a) Council prepares a plan change / variation application.

- b) Council publicly notifies the plan change / variation and awaits submissions (20 working days). Council then summarises the submissions and calls for further submissions (20 working days) in relation to the matters raised.
 - c) Council holds a hearing where it assesses the plan change / variation and submissions made, and then issues a decision on the request.
 - d) The Council decision is open to appeal to the Environment Court (30 day appeal period).
- 3.10 Section 74(1) of the Act requires that a territorial authority shall change its district plan in accordance with its functions under section 31, the provisions of Part II, its duty under section 32, and any regulations.
- 3.11 When preparing or changing a District Plan, Section 74(2)(b) requires that regard be had to any management plans and strategies prepared under other Acts, relevant entries in the historic places register, and the extent to which the district plan needs to be consistent with the plans or proposed plans of adjacent territorial authorities, among other things.
- 3.12 In this instance, the consistency between the District Plans of Whakatane and Kawerau District Council will be a key factor given the associated cross boundary issues.
- 3.13 Section 75(2) further requires that District Plans must give effect to National Policy Statements, New Zealand Coastal Policy Statements, and Regional Policy Statements and must not be inconsistent with a Regional Plan.
- 3.14 Section 32 of the RMA requires a Council to fully consider the cost and benefits of a plan change before initiating it. Section 32 also directs the Council to consider alternative options to achieve the objectives of the plan change. Any plan change or variation prepared will require a comprehensive analysis under of such matters. It is anticipated that the plan change will be strongly supported in this regard by the reporting undertaken as part of the structure planning process.

4. ISSUES EVALUATION

- 4.1 As part of the investigations into the proposed Industrial rezoning, a substantial amount of consultation was undertaken with key stakeholders who either have an interest in the land, its servicing, access to it or the existing resource arrangements relating to it. Separate consultation was undertaken with representatives of the Putauaki Trust (landowners), Environment Ngati Awa (iwi), Mighty River Power, Transpower, Transit New Zealand (Tauranga office), Kawerau District Council services staff and Environment Bay of Plenty staff. Copies of the notes from each consultation meeting are attached in Appendix 4 to this scoping report. A discussion of the issues arising from each consultation meeting and the implications of those issues for the proposed rezoning are set out below.

Putauaki Trust & Iwi

- 4.2 A meeting was held with Beverley Hughes and John O'Brien of the Putauaki Trust (the Trust) on 4 December 2007. A brief site visit was also undertaken to that part of the Trust land preferred for any rezoning. The Trust made it clear that they wished to be closely involved in any rezoning proposal, in particular in the protection of any environmental bottom lines and the development and implementation of a consultation strategy for the rezoning proposal.
- 4.3 The environmental bottom lines that the Trust and Environment Ngati Awa wanted to become a part of any rezoning are as follows:
- a) *Water* – the use and management of water resources is a key environmental bottom line for the Trust. The Trust have an agreement with Tasman Pulp and Paper for them to provide water to the Trust land, however there is currently no means of conveying this water across the State Highway to the site. The Trust also indicated that there was artesian water located underneath the site but were unsure on capacity or quality issues associated with this resource. The Trust was clear that any threshold for water abstraction adopted for the rezoned land from the Tarawera River be a conservative one developed in conjunction with Environment Bay of Plenty staff and the guidelines in the Tarawera River Management Plan. Water reticulation is one of the fundamental infrastructure requirements associated with the development of industrial land and any structure plan process would need to investigate the feasibility of water provision to the site. Water abstraction from underneath the site would likely be a secondary source to the reticulation extension from the existing Kawerau District Council water supply. This issue is discussed further below under *Services* in this report.

The Trust also wanted Council to consider locating any water abstraction point below the current discharge point in the Tarawera River to ensure that discharges conditions would be strictly adhered to.

- b) *Stormwater* – The Trust were particularly concerned to ensure that stormwater discharges from the site were dealt with appropriately. The Trust particularly wanted to see stormwater discharged to land via soakage to ensure proper filtering and slowing and to avoid any discharges of stormwater to the Tarawera river. Indications are that soakage rates in the general locality are good but on site tests will need to be undertaken as part of more detailed site investigations for any Structure Plan and Plan Change.

A discussion of the statutory issues associated with stormwater discharges under the relevant Environment Bay of Plenty rules is contained later in this report.

- c) *Wastewater* – The Trust are similarly concerned to ensure that any sewerage discharges from activities within the proposed industrial zone are

appropriately managed. Any wastewater disposal would need to be directed to a land based disposal method. Elsewhere in Kawerau wastewater is disposed of using a Rapid Infiltration Basin (RIB) method which results in no discharge to water. The Trust wants to maintain a high standard of environmental management with respect to all three “waters” but in particular wastewater.

- d) **Amenity** – The Trust wants to maintain a high standard of amenity with any industrial activities that establish on the site. Amenity issues included the need for well designed landscape screening along the State Highway frontage of the site and around any boundaries with adjacent neighbours, the development of building height controls to ensure that views of Mount Putauaki from the State Highway were maintained and the development of a design plan to provide some location certainty for the landowners and potential industrial users. The Trust also wanted to ensure that any neighbours to the proposed industrial zone were protected from excessive noise and wanted to have the lower noise level (out of the Whakatane and Kawerau District Plans) adopted for the industrial rezoning proposal.
- e) **Light Industry** – The Trust expressed a preference that any regime of objectives, policies and rules adopted for the rezoning be developed around light industrial activities as opposed to medium or heavy industry. This would mean adopting lower height limits, lower noise limits, greater requirements for screening and landscape planting and tighter area restrictions on signage amongst other requirements.

Mighty River Power

Issues

- 4.4 A meeting was held with representatives of Mighty River Power (MRP) in late February 2008. Mighty River Power holds a suite of resource consents in relation to the operation of the Kawerau Geothermal power station, some of which relate to the use of geothermal fluid underneath the Putauaki Trust land. MRP therefore have prior rights to the some of the existing resources of the land by virtue of those consents. The purpose of the consultation was to identify the key issues of concern with MRP in relation to the proposed rezoning and explore possible solutions to those concerns at this early scoping stage.
- 4.5 A copy of MRP’s response is attached to this report. Their primary concern was whether or not the proposal would impact on or restrict the exercise of their existing resource consents. Resource consents run with the land, irrespective of the zoning that applies, therefore there would be no impact arising from the change of zoning.
- 4.6 MRP also wished to protect their ability to undertake future exploratory drilling and to locate a drilling rig on the site. To this end MRP has requested that an area of 1.5 ha (somewhere within the 20 ha site) be kept clear to enable the easy location and operation of a drilling rig. The existing MRP consents

require any drilling locations to be no closer than 500 m to any existing dwellings, therefore MRP have requested that the nominated 1.5 ha area comply with this separation requirement.

- 4.7 MRP have also requested that access to their monitoring well KA 25 (located within the site) remain unobstructed and that they be consulted during the formulation of any rules applicable to the new zoning.

Discussion

- 4.8 The development of a Structure Plan will involve the formulation of a layout plan for the zone. This layout plan will incorporate any buffer setbacks from boundaries, location of roads and infrastructure networks (water, wastewater and stormwater systems), differential height limits and areas for reserves.
- 4.9 The required 1.5 ha area that MRP require for their future drilling rig could be incorporated into this layout plan and identified for that specific purpose. The use of the 1.5 ha area could be nominated for a purpose that would not conflict with eventual drilling activity, such as a carpark or utility reserve. Access to monitoring well KA25 could also be incorporated through its identification on the layout plan.
- 4.10 Consultation with key stakeholders such as MRP will be an important feature of the development of the structure plan and discussions over draft objectives, policies, rules and layout plans will need to be detailed and comprehensive.

Transpower

- 4.11 Consultation with Transpower was undertaken in late 2007 and a letter received on 23 October 2007 (a copy of their response is attached as Appendix 3 to this report). The proposed rezoning site lies adjacent to the Kawerau substation and is traversed by the Edgecumbe-Kawerau A & B lines (110 kV on poles). Transpower wants to ensure that any structure planning process for the site identify and manage the high voltage transmission corridors that traverse it. They are particularly concerned to ensure that any effects on their network are managed as well as managing any effects of their network on surrounding activities.
- 4.12 The key measures that Transpower set out in their response were to require any planning process to:
- a) *identify the transmission lines on any plans,*
 - b) *manage development around the existing transmission lines (ensuring compliance with minimum separation distances); and*
 - c) *manage any vegetation around the lines.*
- 4.13 In addition Transpower wanted to be identified as an affected party with respect to the development of the structure plan and for Council to develop

specific objectives, policies and rules relating to the management of activities within the transmission corridor.

Discussion

- 4.14 Many of these requests are relatively straight forward and will involve adopting measures such as those already in place within *section 2.8 Network Utilities* and *rule 3.11.19 Electrical Transmission Lines (110 kV or greater)* in the Whakatane District Plan. Section B2 Infrastructure and section C9 Utility Rules in the Kawerau District Plan also contain similar provisions. The preference would be to cross reference existing provisions from one of the Plans where possible before drafting new provisions. It is also noted that the Kawerau District Plan is currently under review which may provide an opportunity to rationalise any new provisions.
- 4.15 Transpower will be included as a key stakeholder in any consultation process developed for this structure plan. This will ensure that they are kept fully informed as well as being given the opportunity to comment on drafts of the structure plan and plan change provisions.

Transit New Zealand

- 4.16 The proposed rezoning site fronts onto State Highway 34, managed by Transit New Zealand. A meeting was held at the Transit New Zealand offices in Tauranga on 16 January 2008 (copy of meeting notes attached in Appendix 3) and a brief scoping report has been prepared by Cameron Inder, Traffic Engineer with Bloxam Burnett & Olliver.
- 4.17 Mr Inder has confirmed that the potential size of the development in excess of 5000 m² means that an Integrated Transport Assessment (ITA) would be required to comprehensively assess the transportation effects of the proposal and alternative access options. Any ITA prepared for the project would need to pass an independent safety audit and a possible review by the Transit New Zealand Scope and Standards committee. A check of the existing intersection design would also be necessary to assess any non-compliance with existing design standards.
- 4.18 The ITA would also assess issues such as the hour-by-hour traffic predictions for the rezoned site, potential conflicts with existing road users such as the existing forestry traffic utilising the private road.
- 4.19 The preliminary scoping by Mr Inder indicated that the existing intersection may be substandard with respect to the northbound acceleration lane due to the location of the central bridge pier. This and other issues will need to be - traversed in depth with Transit New Zealand as a part of the development of the structure plan. It is expected that the development of an ITA will cost about \$7,000.00 plus GST in fees.
- 4.20 It is also considered that the issue of access to State Highway 34 presents one of the most significant risk issues with the structure plan development due to

the base issues involved and the limited options for access that the site allows. It is therefore recommended that Transit New Zealand consultation on access be one of the first issues investigated as part of the structure plan development, prior to commencing work on the remainder of the issues. A copy of Mr Inders Scoping report is attached as Appendix 5 to this report.

Utility Services

- 4.21 The proposed rezoning area is located outside the reach of existing utility services such as wastewater and stormwater disposal and water supply. A meeting was held with Tom McDowall, Utility Engineer at Kawerau District Council on 16 January 2008 to discuss the proposal and obtain information on the existing networks and options for extensions of that network. A discussion was also had with Kay Matthews from Vector Gas about the high pressure gas pipeline located south of the proposed rezoning area.

Wastewater

- 4.22 The wastewater line currently extends as far as Spencer Avenue and comprises a buried 200 mm diameter main line. Any new development such as Industrial rezoning would require an extension of this main line from Spencer Avenue east and north to the proposed rezoning area. A new Wastewater Treatment Plant is currently being commissioned which will settle out solids and put the remainder of the liquids through a Rapid Infiltration Basin (RIB).
- 4.23 As part of the development of any Structure Plan an investigation will be required into any extensions and/or plant upgrades required to cater for the expected wastewater flows. The parameters of such an investigation will need to be based on the type of industry (heavy, medium or light industry, wet or dry industries), expected density of development and the wastewater quality standards required at the time.
- 4.24 Both the Kawerau and Whakatane District Council rules for wastewater disposal require connection to a reticulated system unless no such system is located close to the proposal whereby onsite disposal is required. An assessment will need to be made as to whether on-site disposal is an option, however it is considered that given the proximity to the Tarawera River and the potential for a large number of industrial uses on site disposal would not be appropriate.

Stormwater

- 4.25 Generally stormwater is managed by directing stormwater flows from road pavements to the river while existing small industries utilise soakage pits located on each individual property. The existing soakage rates to ground are very good and the use of Rapid Infiltration Basins (RIBs) facilitates such soakage processes.

- 4.26 The preferred method for any new industrial area would be for the roading stormwater to be directed to soakholes appropriately located and for industrial sites to manage their stormwater onsite without allowing for overflow paths off site.
- 4.27 The current Kawerau and Whakatane District Plans both require either disposal to soakpits or a reticulated system (Kawerau) or to a stormwater system (Whakatane).
- 4.28 Investigations would be required to identify ground conditions, ground water levels and site contours so as to design appropriate stormwater control mechanisms into the structure plan. These could be implemented through a combination of notations on any structure plan and rules. See comments below for Rule recommendations.

Water

- 4.29 Currently the main Kawerau Industrial area is serviced via a 225 mm main trunk line. Existing levels of usage are 4,000 m³ per day in the winter months and 12,000 m³ per day during the summer months. Total treated capacity based on the current treatment plant is approximately 13,000 m³ per day. Kawerau District Council currently has water meters on the major industries in Kawerau but no meters on household usage.
- 4.30 Mr McDowall advised that the existing water treatment plant could handle up to an additional 3,000 m³ of water usage per day over and above the existing usage levels, however anything more than this would require capacity upgrades to the plant. He also recommended that no "wet" industries¹ be allowed to develop on the site due to the large amount of water usage and wastewater disposal required from such industries.
- 4.31 Overall water usage will need careful assessment as part of the Structure Plan investigations to confirm the extent of development this will service. Further discussion with Kawerau District Council staff is required. The structure plan process will also require investigations into the proposed route and sizing of any water main to the site and cost estimates for implementing such a system.

Gas

- 4.32 The proposed rezoning has been discussed with Kay Matthews from Vector Gas Limited. She advised that the nearest high pressure gas lines to the proposed rezoning area are located to the east of the site on the other side of the Super Skid site and to the north of the existing railway line. The high-pressure gas line is located within a 12-metre easement where other activities are tightly controlled so as to provide protection for the line. Based on the locational plans provided by Vector Gas Limited, the land use activities within the rezoning area will not impact on the gas line in any way.

¹ Wet industries are those that require a large amount of water as a regular part of their processing activity, such as freezing works.

- 4.33 However any extension of water or wastewater lines from their current termination will require the crossing of the high pressure gas line at some point. Vector Gas Limited have requested that any investigations into servicing and in particular design and implementation of service lines involve them in discussions over design details.
- 4.34 Vector Gas Limited would need to be one of the key stakeholders involved in the detailed structure planning of the site, should it proceed.

Environment Bay of Plenty

- 4.35 A meeting was held with Environment Bay of Plenty (EboP) staff on 4 December 2007 (see Appendix 4 for meeting notes). EboP staff discussed the existing air quality situation at Kawerau and in particular the existing air discharge consents held by Tasman Pulp and Paper and Norske Skog. They confirmed that the biggest air quality issue in the area was levels of fine particulate and odour, however the Kawerau area did not come under a Local Air Quality Management Area (LAMA). It was noted that EboP conducts odour surveys every 5 years. Additional air discharge applications may be of concern and this issue will need to be carefully addressed with EboP staff at the time of preparing the plan change.
- 4.36 The issue of processing applications for wastewater treatment was discussed. Recent applications to utilise land disposal to a Rapid Infiltration Basin with no discharge to water have been notified by EBoP.
- 4.37 The investigation stage of any proposed plan change and structure plan will need to carry out further discussions with EBoP staff in particular consents staff and the manager of the Rivers and Drainage unit. The Regional Air Plan and the Tarawera Catchment Plan are relevant statutory documents to refer to.

5. REQUIRED TECHNICAL INPUTS

- 5.1 The development of the structure plan will require a number of technical disciplines to be involved in both investigations, preliminary design work prior to finalising the structure plan and developing the necessary plan change documents.

Traffic / Roading

- 5.2 Traffic engineering advice will be required on the form and layout of the access to the State Highway and the existing private road (if any) along with the form, layout and indicative design of the internal road network. Currently it would appear that the most efficient means of accessing the site is to cross the private road by way of an intersection. This will require negotiation with the owners and users of the private road. Some work on construction costs will also be required. This would ensure that any extensions or upgrades to Council infrastructure would be paid for and/or constructed at the expense of

the developer. Infrastructure costings could be utilised in developing financial contributions if required.

Infrastructure (water, wastewater, stormwater)

- 5.3 Civil engineering expertise will be required both at the structure plan and plan change development stages. Investigation is required into the capacity of the existing water and wastewater systems, the likely route and nature of any extensions required to service the rezoned area and the cost of any such extensions.
- 5.4 This work will also need to recognise existing infrastructure such as the Vector high pressure gas line easement, Transpower overhead lines and substation and any restrictions or limitations that these existing services will place on additional services.
- 5.5 Engineering advice will also be required as to the extent and nature of stormwater disposal options for the site including the treatment and disposal of road stormwater and general site stormwater disposal. Indications from the Kawerau District Council are that ground conditions are suitable for on site disposal but this will need to be verified with limited ground investigations and some indicative design.

Resource Management / Planning

- 5.6 Planning advice will be required throughout the development of the structure plan and plan change. This will involve the management and overseeing of the other technical inputs and to ensure a strong link to the outcomes from the consultation processes. It will also be important to ensure the proposed plan change links clearly and seamlessly to the existing Kawerau and Whakatane District Plans. Given that the site straddles the boundary of both Districts, a structure plan and regime of rules will be needed that meets the needs of the proposed Industrial Zone without compromising the objectives and policies of the adjacent zones. A comparison of the rules between the two District Councils is provided as Appendix 2 to this report.
- 5.7 The consultation inputs to the structure plan will be substantial and will require close liaison with the Putauaki Trust as landowners and Environment Ngati Awa and Tuwharetoa ki Kawerau as the iwi for the area. Consultation will also be required with the other key stakeholders for the project being Transit New Zealand, Environment Bay of Plenty, Vector Gas Limited, Transpower, Ontrack, Tasman Pulp and Paper and Norske Skog.
- 5.8 An estimated fee to prepare the structure plan and plan change is included below under section 7 to this report.

6. CONSULTATION STRATEGY

6.1 A detailed consultation strategy will be required for this project given the multiple issues and interests associated with this area of land. A draft Consultation Strategy is attached as Appendix 4 to this report. An overview of this strategy is contained below:

Party	Role	Importance
Putauaki Trust	Landowner	High
Environment Ngati Awa & Tuwharetoa ki Kawerau	Local iwi	High
Transit New Zealand	Road controlling authority	High
Mighty River Power	Consent holder for geothermal fluid under the site	High
Transpower	Operator of the National Electricity grid	Medium
Vector Gas Limited	Operator of the high pressure gas line	Medium
Ontrack	Operator of the adjacent railway line	High
Tasman Pulp & Paper and Norske Skog	Adjacent activities, users of the private road	High
Kawerau community, rural inhabitants of Whakatane District surrounding Kawerau District	Surrounding community, potential employees, users of the State Highway	High

6.2 Proactive and early consultation will be undertaken with Environment Ngati Awa and the Putauaki Trust as the relevant iwi organization and landowner along with Tuwharetoa ki Kawerau as the other iwi organization with tangata whenua status in this area. Based on the environmental bottom lines derived from this consultation the key stakeholders will be consulted. Critical parties are Transit New Zealand for access to the site, Environment Bay of Plenty for regional consenting matters and Transpower, Ontrack, Vector and Mighty River Power for infrastructure constraints.

6.3 Agreement on key issues arising from the consultation will try to be reached and those agreements reached through agreed conditions, structure plan changes or rules in the proposed plan change. The aim will be to try to resolve the majority of issues through the preparation of the plan change and not during the statutory process.

6.4 At a central point in the process an open day or similar process will be utilised to inform and involve the general Kawerau Community. Regular updates will be provided to both the Kawerau District Council and the Whakatane District Council as joint clients of the project.

7. COST ESTIMATE

Task	Expected Fees
Transportation Engineering, production of Integrated Traffic Assessment	\$10,000
Civil engineering assessment, investigations into water, wastewater and stormwater issues	\$25,000
Planning, project management and consultation tasks	\$40,000 ²
Total	\$75,000 (excl GST)

- 7.1 This cost estimate is to progress the development of a structure plan and plan change for the Putauaki Trust Block up to the point of public notification for submissions and further submissions. Due to the significant uncertainties associated with preparing for a hearing (depending on the number and complexity of any submissions), this fee estimate does not include time to prepare for and attend a hearing or subsequent appeal process.

8. CONCLUSION

- 8.1. This scoping report has reviewed the expected technical, environmental and procedural issues associated with a proposal to rezone an area of land on the outskirts of Kawerau. The 27 hectares of land has a number of positive features associated with it including proximity to the existing Industrial activities in Kawerau, reticulated services, transport and electricity networks along with a lack of sensitive surrounding landuses.
- 8.2. Important early work will be required with local iwi and the landowner to establish good working relationships and clarify environmental bottom lines. These relationships will be important to maintain throughout the plan change process. In addition early stakeholder consultation with Transit New Zealand, Mighty River Power, Transpower and Kawerau District Council utility services will be critical to ensure any broader issues are identified and incorporated into the rezoning proposal. Technical challenges exist with respect to State Highway access and the costs associated with extending reticulated services to the land.
- 8.3. The rezoning proposal has the potential to create a valuable addition to the Industrial land resource that will benefit both Kawerau and Whakatane District Councils and ensure that both Districts have the flexibility and capacity to cater for future industrial growth.

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² Notes: This fee estimate assumes that the project team would investigate infrastructure capacity requirements, reticulation and on site issues while Councils own staff would provide advice on plant capacity, volumes and issues. The higher amount for planning recognises the complex nature of the parties involved, the large number of issues and the need to carefully manage consultation inputs, particularly with iwi and the landowner.

APPENDIX 1
KAWERAU ZONING MAP

WHAKATANE DISTRICT COUNCIL INDUSTRIAL LAND STRATEGY

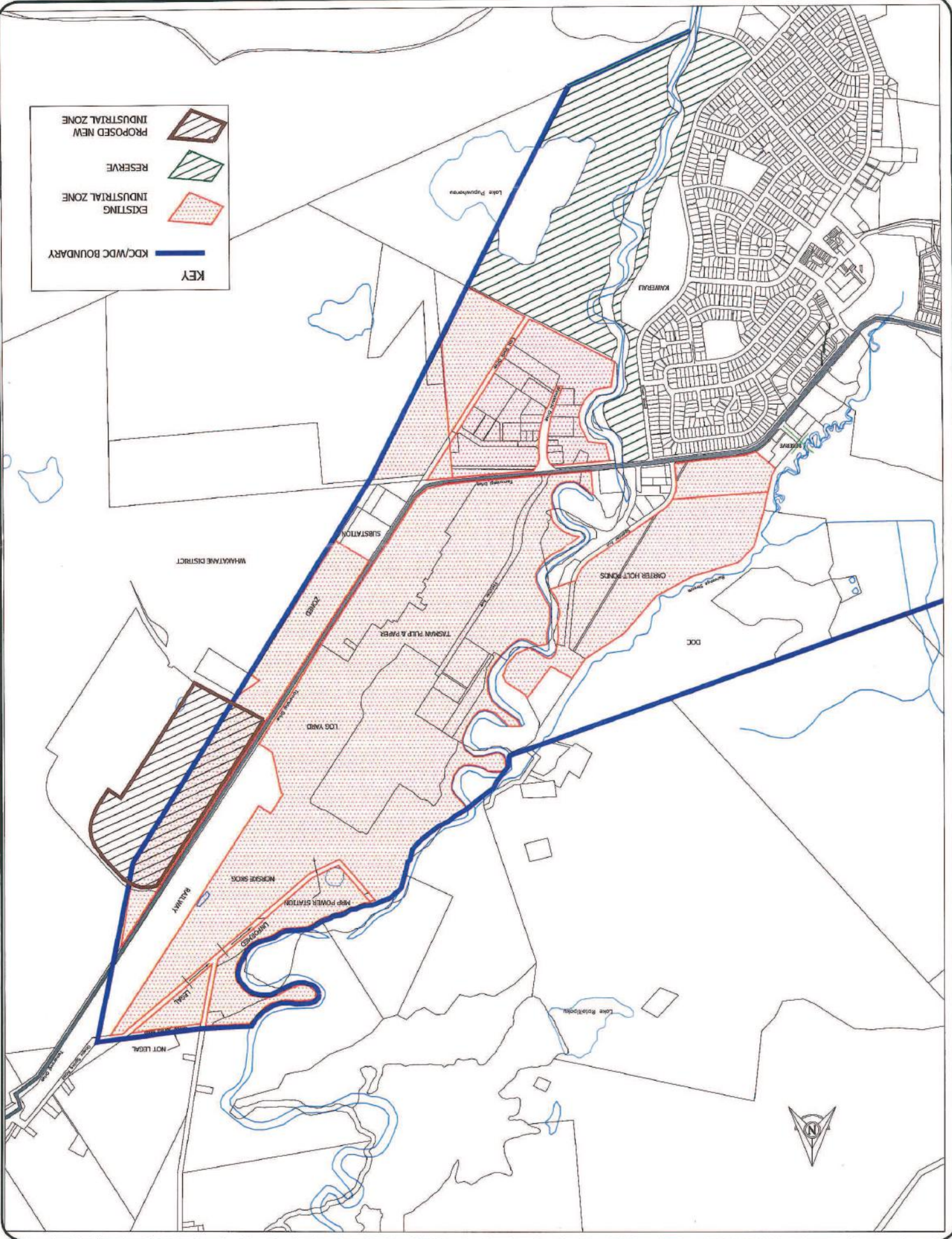
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KEY

- KDC/WDC BOUNDARY
- EXISTING INDUSTRIAL ZONE
- RESERVE
- PROPOSED NEW INDUSTRIAL ZONE



APPENDIX 2

RULE COMPARISON

Rule/Standard		District Plan		Comparison
Permitted Activity	Kawerau Industrial Zone	Whakatane Business 3 and 4 Zone		
Height	Maximum height 20m	Maximum height 12m in Business 3 zone. Maximum height 20m in the Business 4 Zone.		No difference between Business 4 zone and Kawerau Industrial Zone. 8m difference between Kawerau Industrial zone and Business 3 zone.
Yards	- 6.0m minimum distances between any building or structure and the front boundary of the site. - Where a site adjoins the district boundary east of SH34 no part of any building or structure shall exceed a height equal to the shortest distance between that part of the building or structure and the district boundary.	Front yards Nil unless the road boundary of a site is opposite the residential or rural zone. Side/Rear Yards - 3.0m where the site abuts a residential or rural zone provided that the minimum yard for site adjoining the eastern boundaries of the land described as 28B3C2A and 28B3C2B and being located between Gateway Drive Gateway Crescent and Keopa Drive shall be 8.0m.		Whakatane requires a front yard setback of 3.0 when a site adjoins a residential or rural zone. Kawerau requires a minimum of 6.0m setback.
Landscaping	For sites that adjoin SH34 and/or the district boundary a landscaped strip with a minimum depth of 3.0 metres shall be provided along the entire site boundary except within 3.0m of any vehicle access points.	The comprehensive development or redevelopment of a site in the business 3 and 4 zones, where the road boundary of a site is opposite a residential or rural zone, shall incorporate: At least 2.5% of the front yard (4m) shall be planted including a minimum 2m wide planted strip where there are car-parking or driveway areas between a building and the road boundary. Provided that in the case of service stations the above provisions shall not apply and the front yard planting shall consist of a planted strip adjoining parallel with the front boundary and having a minimum width of 2m, excluding the areas required for vehicle and pedestrian access.		The Kawerau District Plan requires planting along the entire boundary when adjoining a District boundary or State Highway and does not specify planting standards for other sites. The Whakatane District Plan does not provide standards for sites adjoining the District Boundary or State Highways but does include provisions for sites adjoining the residential or rural zones.

Permitted Activity	Kawerau Industrial Zone	Whakatane Business 3 and 4 Zone	Comparison
Screening	Nil	Any outdoor storage or rubbish collection or storage area visible from neighbouring sites or any residential, reserve, or rural zone, or other reserve, or public road or foreshore area, shall be screened from public view by planting, mounding or natural features, or the erection of a screen fence. A business activity shall be screened from an adjoining residential or community activity in a Residential 1 or Rural 4 zone, unless the adjoining landowners provide their written approval.	Kawerau Industrial Zone does not have a screening standard.
Marae/Urupa/Church Amenities	Nil	Marae Amenity Yard - Business Activities or buildings housing business activities shall not be located within the 10m Marae Amenity yard. Urupa/Church Amenity - A planting strip of 5.0m in width must be located on land abutting the Puruaruhe Urupa and the Opihi Whanaunga Kore Urupa. Location of buildings - No entranceway greater than 1m in width for a business activity shall face Te Hokowhitu Marae or associated dwellings	Kawerau Industrial Zone does not have a specific Marae/Urupa/Church amenity standard.
Natural Light	Nil	When other zones adjoins the business 3, 4 zone by a common boundary there are no parts of a building within the site that shall exceed a height equal to 2.7m plus the horizontal distance between that part of the building and the nearest site boundary or a height beyond the natural light plane up to a maximum of 1m parallel to the plane with a maximum vertical face area of 5m ² , where the adjoining neighbour has provided written consent to the additional height.	Kawerau Industrial Zone does not have a natural light or equivalent standard.
Fencing	Nil	A fence shall be no higher than 2.0m other than a perforated, netting or mesh fence for holding stock or surrounding a tennis court or for security reasons, which ay be no higher than 3.6m	Kawerau Industrial Zone does not have a fencing standard.

Permitted Activity	Kawerau Industrial Zone	Whakatane Business 3 and 4 Zone	Comparison
Signs	<p>- Maximum Area = 12m². Maximum height above ground level of lowest point of sign = 5.0m- Off-site signs which are located so as to be visible from the State Highway, are an exception to these rules and shall be classed as a discretionary activity.</p>	<p>- All signs must be located on the same site as the activity - Signs attached to the building are a permitted activity. - Freestanding signs are a permitted activity if the total area of all freestanding signs does not exceed 6m², unless the total frontage of the site exceeds 24m, in which case the maximum area of all freestanding signs shall be 0.25m² per 1m of road frontage up to a maximum of 12m² in total - Signs attached to the building must not extend beyond the profile of the building. - Signs must not block sight distances. - Signs must not be placed within 15m of a traffic safety or direction sign. - Signs located on a state highway must have a minimum lettering height of 120mm where the posted speed limit is less than 70km/hr, and 160mm where the speed limit is 70km/hr or greater.- A permitted sign advertising a business activity in a business zone may have a flashing sign if it cannot be seen from a rural, residential, coastal protection, or reserve zone or from any State Highway.</p>	<p>Both District Plans contain very similar maximum limitations. The maximum sign area of 12m² is specified in both Districts (when circumstances permit).</p>
Lighting and Glare	Nil	<p>Daytime Maximum = 125 lux within the boundary of or at a building on any adjacent land within the Residential 1, Rural 4, Reserve or Coastal protection zone, or any dwelling in the Rural 1, Rural 2 or Rural 3 zone where the dwelling is within 20m of that same boundary. Night-time = 10 lux measured at the window of an adjacent dwelling or the observatory in Hurinui Ave. or 20 lux measured at any point of adjacent land which is used for residential purposes.</p>	Kawerau Industrial Zone does not have a lighting and glare standard.

Permitted Activity	Kawerau Industrial Zone	Whakatane Business 3 and 4 Zone	Comparison
<p>Traffic Management - Parking</p>	<p>Industrial Premises and Warehouses (pulp and paper) every 1 of the maximum number of employees on site at any one time. Industrial Premises (other) - 1 per 40m² GFA</p>	<p>Industrial Activity (Tradesmen's workshops) = 1 space per 50m² GFA Transport contractor's depot/ works depot = 1 space per 200m² site area Stockyard's, sale yards, holding paddocks, transport crate storage = 1 space per 200m² site area Other business activity not listed = 1 space per 50m² GFA or 1 space per every 3 persons the building is designed to accommodate, whichever is greater. Off-street parking areas with a capacity of ten or more vehicles shall be landscaped in accordance with an approved landscape plan.</p>	<p>Kawerau parking standards are slightly more stringent but not considerably. I.e. 1 space per 40m² GFA in comparison to 1 space per 50m² GFA.</p>
<p>Traffic Management - Parking Layout requirements</p>	<p>Shall be of sufficient size and suitability laid out to comply with 90 Percentile Car tracking curve minimum radius.</p>	<p>Location and design - The layout of any parking area is to be practical so that vehicles can manoeuvre into nominated parking spaces without, travel over any other parking spaces; reverse manoeuvre either onto or off the site; undertake more than one reverse manoeuvre when manoeuvring out of any parking or loading space.</p>	<p>It is considered that these requirements are similar.</p>
<p>Traffic Management - Loading</p>	<p>At least one loading space shall be provided. The standing space shall have access to the road or service area. All standing spaces shall have a minimum width of 4m and depth of 8.5m. Standing spaces shall be located clear of the adjacent road, or service lane. Manoeuvring areas are to be located in the site with which they relate.</p>	<p>Shall provide a loading space. The loading space shall be designed to accommodate a 90 percentile two-axled truck with a minimum turning radius of 10m. For all business activities compliance with Drawing R18 in the Whakatane District Council Engineering Code of Practice will satisfy this rule.</p>	<p>It is anticipated that these requirements are similar.</p>

Permitted Activity	Kawerau Industrial Zone	Whakatane Business 3 and 4 Zone	Comparison
<p>Traffic Management - Access</p>	<p>Access points must be located to ensure safe entry and egress. The design of access shall be in accordance with the widths and turning curves set out in Appendix C of the District Plan. Every lot shall be provided with legal access. Access segregation strips will be required as a condition of subdivision consent where circumstances require access to be prohibited in order to maintain road safety. Sight distance standards exist.</p>	<p>Each suite shall be provided with legal access from a formed road or by mutual right of way or service lane. A vehicle crossing in the business 3 or 4 zone shall serve a maximum of 6 lots. A State Highway Performance criterion exists. Sight distances standards exist. The design of access for the business zone shall be in accordance with R30' of the Whakatane District Councils Engineering Code of Practice.</p>	<p>The two District Plan provide for the same sight distance requirements from an intersection. Both Plans refer to the 85th Percentile Speed. It is anticipated that NZS 4404 will apply under both plans.</p>
<p>Subdivision</p>	<p>Subdivision is a controlled activity within the Industrial zone. Council exercise control over matters listed in s7.2 of the District Plan.</p> <ul style="list-style-type: none"> - There is no minimum lot size. - All lots shall provide a 15m-diameter shape factor circle. - All lots intended for industrial use shall be capable of containing a rectangle equal to half the site area with sides in proportion of not more than 2:1 without encroaching on any specific yard spaces. - No minimum width for frontage in industrial zone. - For access to rear sites the minimum width for one to two lots is 6m. The minimum height is 4m. The minimum formation width is 6m. - For access to rear sites the minimum width for more than 2 lots is 7.5m. The minimum height is 5m. The minimum formation width is 7.5m. - No access strip serving rear lots shall be in excess of 60m in length. 	<p>Subdivision in a controlled activity within the business 3 and 4 zones provided that the subdivision of land which contains</p> <ul style="list-style-type: none"> (a) a cultural heritage or outstanding natural feature identified in Schedules 5.2 and 5.3 (b) an identified natural hazard (c) an electrical transmission line designed to operate to or above 110 kV (d) a nominated building platform within 300m of the Edgecumbe Dairy Factory or the Omeheu Spray Irrigation Scheme. (e) Any waiver or esplanade requirements that does not meet the criteria specified in Rule 4.1.16.5 (a) or (b)(i-vi). Provision is also in place for a discretionary activity subdivision. <p>Area = 600m² Minimum Frontage = 15m Minimum lot depth = 25m</p>	<p>Although the Kawerau District Plan does not specify a minimum lot size shape factor requirements apply. The Whakatane District Plan on the other hand specifies minimum lot area and dimensions.</p>

Permitted Activity	Kawerau Industrial Zone	Whakatane Business 3 and 4 Zone	Comparison
Esplanade Reserves - Subdivision	Nil	<p>Esplanade Reserve - For any subdivision of land that results in an allotment of less than 4.0ha in size which abuts any part of the CMA or any part of any river, a 20m wide esplanade reserve shall be required to be vested in Council.</p> <p>Road Stopping - A 20m wide esplanade reserve shall be set aside in accordance with the requirement of s345 (3) LGA 1974 for the disposal of land not required for road where the road being stopped abuts any land to or along the CMA or any part of a river or lake.</p>	Although not included within the Kawerau District Plan there is a statutory requirement to provide esplanade reserves in specified instances.
Earthworks	Nil	<p>No earthworks shall exceed 20m² in area and 20m³ in volume, within a riparian margin. Earthworks are permitted in all other zones (controlled through EBOP)</p> <p>Nil</p>	EBOP will control any major earthworks within both Districts.
Hazardous Substances	<p>Permitted Activity Effects Ratio < 1</p> <p>Controlled Activity Effects Ratio 1 - 2</p> <p>Discretionary Effects Ratio 2+</p>	Nil	
Heritage	<p>No trees or wetlands, geological features, buildings and objects, Maori heritage sites and archaeological sites shall be destroyed, altered, added to, damaged, or injured in any manner as specified within the District Plan</p>	Nil	
Building Site	Nil	<p>Each Site shall indicate a potential building platform, being an area of land measuring no less than 10m by 15m which is;</p> <ul style="list-style-type: none"> (a) stable to support building foundations (b) free of topographical constraints (c) located to avoid natural hazard (e) located outside riparian margin (f) clear of stormwater and effluent disposal systems which may undermine the stability of the building platform (g) comply with the bulk and location standards of the District Plan 	Due to the need to address s106 and the provisions of the Building Act within a subdivision consent application or development, it is envisaged that the same outcome will apply in both Districts.

Permitted Activity	Kawerau Industrial Zone	Whakatane Business 3 and 4 Zone	Comparison
Sewage/Effluent Treatment	Where existing sanitary sewers are proposed to be used to service the subdivision, confirmation that adequate capacity is available. In all other cases the applicant must submit evidence that this proposed means of sewage disposal have had the prior approval of EW.	Each lot shall connect to a reticulated sewage treatment system if a system owned by Council in within 200m of the site. If the site is located 200m or more away from such a Council owned system sewage must be able to be disposed of on-site. Non-compliance results in a discretionary activity status.	It is anticipated that these requirements are similar.
Stormwater Disposal	Onsite disposal of stormwater to soak pits is required in all parts of the District except where special provision has been made to discharge to public stormwater drains. Where existing stormwater sewers are proposed to be used to service the subdivision confirmation that adequate capacity is available.	A stormwater system shall be provided to any business activity or to any lot to be used for a business activity.	It is considered that these requirements are similar.
Water Supply	Nil	An independent supply of potable water shall be provided to any business activity or to any lot to be used for a business activity.	Although not stated within the Kawerau District Plan it is anticipated that similar requirements are in place for both Districts.
Noise	- This shall not apply to temporary military training activities. These activities shall be measured from and parallel to the façade of any dwelling house or the legal boundary where this is closer to the dwelling house and shall not exceed: Time Limits (dBA) Any day L10 L95 Lmax 0630 – 0730 60 45 70 0730 – 1800 75 60 90 1800 – 2000 70 55 85 2000 – 0630 55 Note: Impulse noise resulting from use of explosives, small arms and explosion simulators shall not exceed 122dBC.	Noise levels to be measured on any other site in the business zone other than the site the source is from. Limits (dBA) L10 L95 Lmax Daytime 60 55 n/a Night-time 55 50 70	The Kawerau District Plan allows marginally greater noise to be emitted from the site. I.e. 5-10 dBA during the day (0630 - 2000) (L10). The Kawerau District Plan allows for variation during the day in terms of L95 but this is not significantly different from the provisions of the Whakatane District Plan. A Lmax standard is not specified within the Kawerau District Plan for night time (2000 - 0630).