

Te Tai o Poutini Plan – Industrial Land Assessment

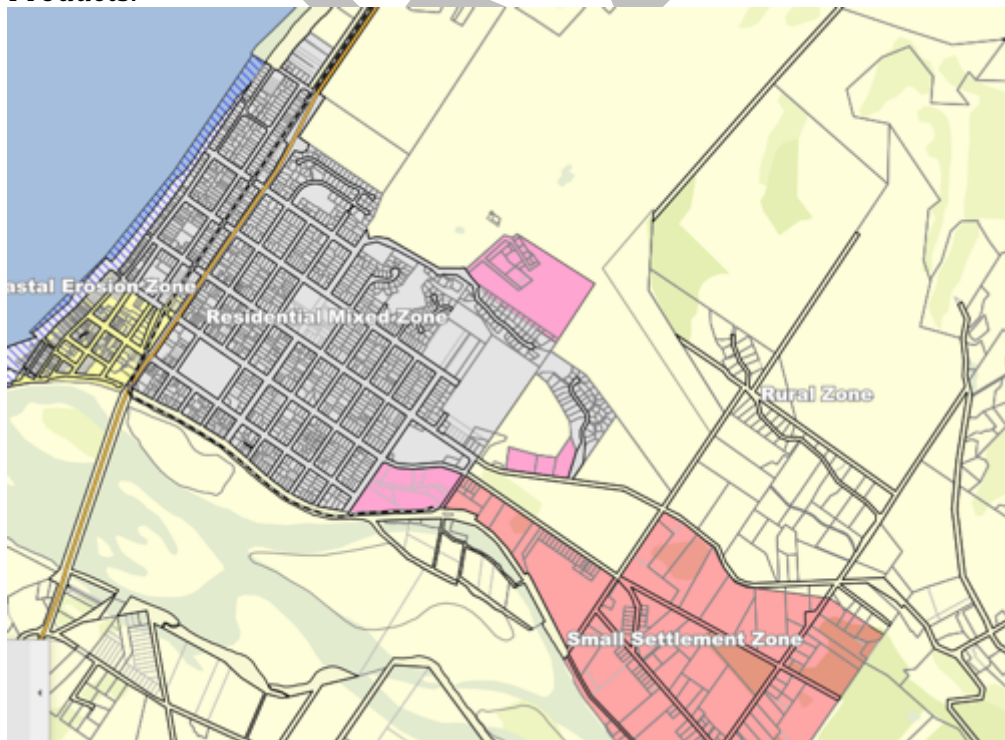
1. Industrial zones are the working places of towns. They are key to employment and the function of industry. There are different types of industrial uses, and one of the common issues for towns on the West Coast is the changing nature of industrial activities.
2. Originally industrial zones were often the location of “heavy” or more polluting activities – particularly around manufacturing, mining, processing and port related activities. Over time as the economy has changed, many heavy industries have moved to the main centres or offshore and the demand for heavy industrial sites in provincial areas has reduced.
3. Modern industrial sites are often light industries mostly characterised by vehicle related industries, servicing, car sales yards, building depots, warehousing and distribution. Light industry generally has a higher demand for land – for storage, manufacturing, heavy vehicle loading and manoeuvring and parking areas.
4. As a result older industrial areas are often seen as less desirable for a business to locate and the demand is now for industrial land with good heavy vehicle access, and good visibility from an arterial road.
5. Current Industrial Zones on the West Coast are discussed below.

Industrial Zones in Westland

In Hokitika

- East Town Belt Road/Stafford Street (Westland Milk Products)
- Hau Hau Road; and
- the airport

In addition there are industrial activities in a number of the small settlement zones – for example in Kaniere small settlement zone adjacent to Westland Milk Products.



Map 1: Industrial Zones (Pink) in Hokitika



Airport Industrial



Hau Hau Road



Stafford Rd/Kaniere Road – SH South



SH North/Keoghan's Road

6. Key Issues in Hokitika.

- The Airport industrial zone directly abuts a new residential area. While some of the zone is occupied, more than half the zone (approx. 7 hectares) has not yet been taken up.
- Racecourse Terrace subdivision above industrial zoned at Hau Hau Road – the industrial land below is largely taken up, but there is some

industrial moving into adjacent rural land which the residential landowners are concerned about.

- There is a range of light industrial activities along the State Highway south to Kaniere within the Small Settlement Zone and Rural zone – indicating this is a preferred location
- Industrial is also establishing in rural land on the State Highway North – opposite Seaview and at Keoghan’s Road.
- It is possible that the Airport industrial has not been taken up – yet development occurring on State Highways as the demand is for light industrial/yard based activities, which rely on good access for heavy vehicles, and that sites may not offer what the market is looking for.
- There is a need to look at Re-zoning area for industrial on both State Highways as well as potentially on Hau Hau Road – but better managing the interface with residential (eg by limiting types of activities in locations abutting residential).

Industrial Land in Buller

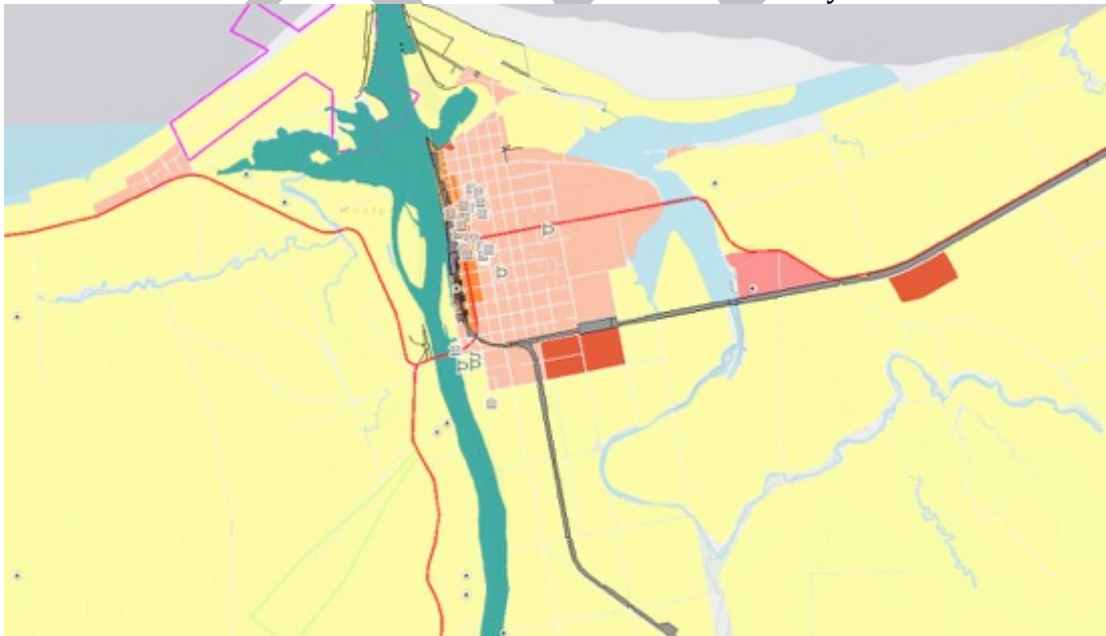
In Westport

- by the port (including the Port Zone);
- the Robertson/Derby St/Stafford Street area; and
- Sergeant’s Hill along State Highway 67.
- Cement Production Zone at Cape Foulwind

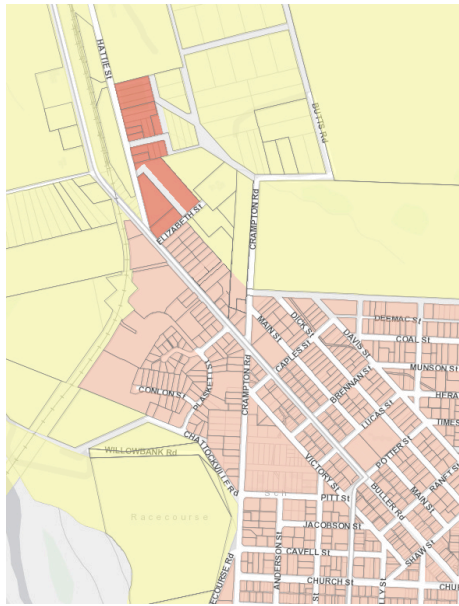
In Reefton

- Elizabeth St/Hattie St

In addition there are industrial zones at Karamea and Granity



Map 2: Westport Zones (Industrial is Dark Orange)



Map 3: Reefton Industrial Zones (Industrial is Dark Orange)



Port Industrial



Robertson Rd/Derby St/Stafford Industrial Area



Cement Production Zone



Reefton Industrial

7. Key Issues in Buller:

- The port land is substantially under-utilised – the fishing industry is now the main user at the port.
- Ensuring that reuse of the Cement Production Zone site can occur by providing enabling policy and rules
- Appropriate zoning –potentially rezoning of the industrial area on the waterfront and around the railway line between Fonblanque Street and Henley Street to support the Town Centre Revitalisation. There is a substantial area of unutilised railway siding associated with the port. Contamination of this land from past uses is likely to be an issue. A mixed use zone may be the best option for this area, enabling existing activities to continue but promoting redevelopment to a use more consistent with it's place in the centre – **note** this will need to be subject to the natural hazards work however – as a Mixed Use Zone would not be appropriate if the flood risk is significant. There are a number of warehouse buildings and storage sheds that could be repurposed.
- Reefton – Industrial uses have extended out and are also located along the Buller Road
- Reefton – Solid Energy site at Bridge St currently zoned residential
Comment: The industrial land sites at Sergeants Hill and Stafford Road area Westport are well located for modern industry needs with good access to transport networks suitable for heavy vehicles.

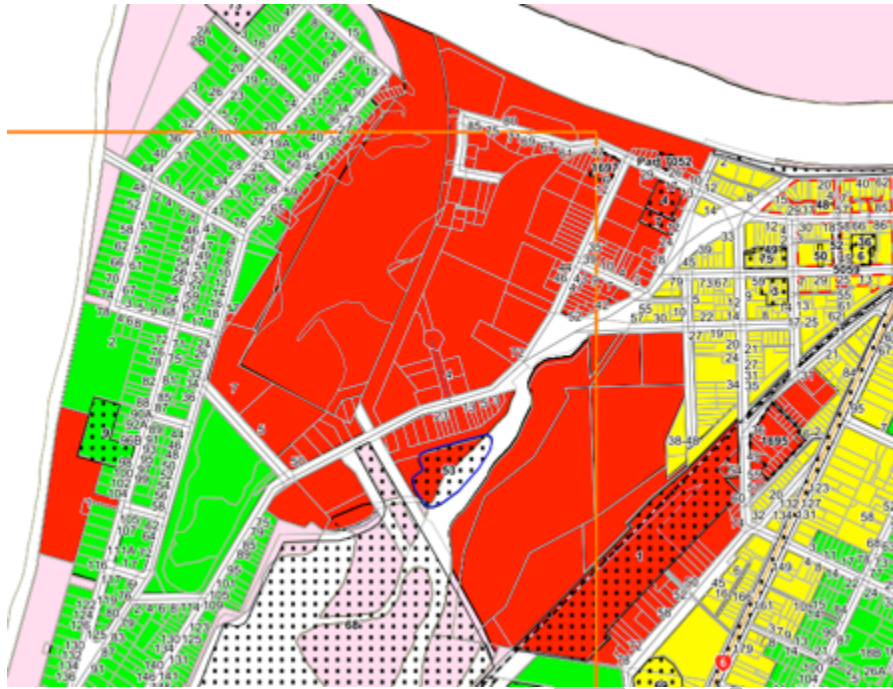
Industrial Land in Grey

In Greymouth:

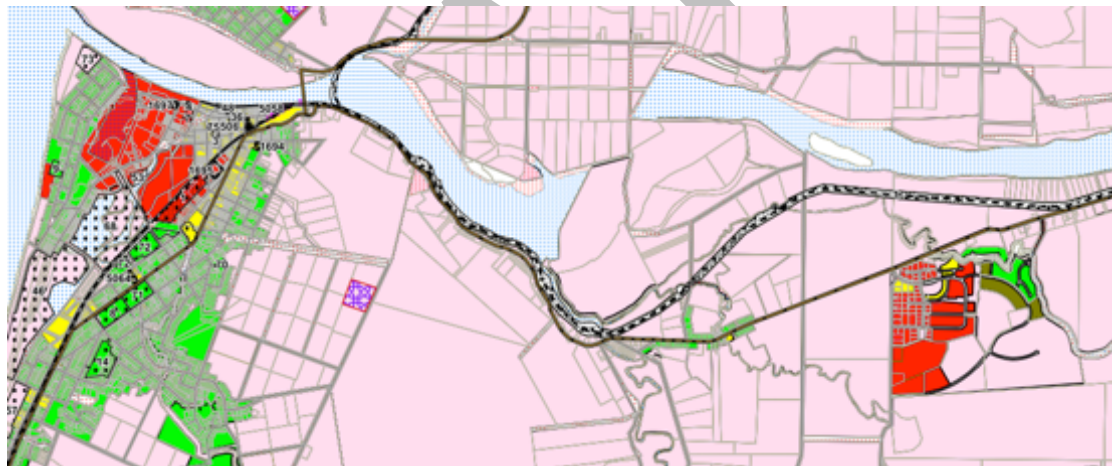
- an industrial area between Blaketown, the port and the railway line characterised by heavier industry and processing activities. This includes an area identified in the CBD Redevelopment Plan as the Wharf Quarter.
- the port area with industries associated with fishing, coal and timber exports
- in the area between Turumaha Street and Victoria Park – where Monteiths Brewery is located
- small industrial sites in Cobden, on the beachfront at Blaketown, and in the area by the Oxidation Ponds at Karoro –South Beach
- Kaiata Park greenfields industrial – mainly yard based light industrial
- Industrial yard based activities at Gladstone

In settlements

- Industrial areas associated with Dobson, Stillwater and Rapahoe.



Map 3: Greymouth Central Zones (Industrial is Red)



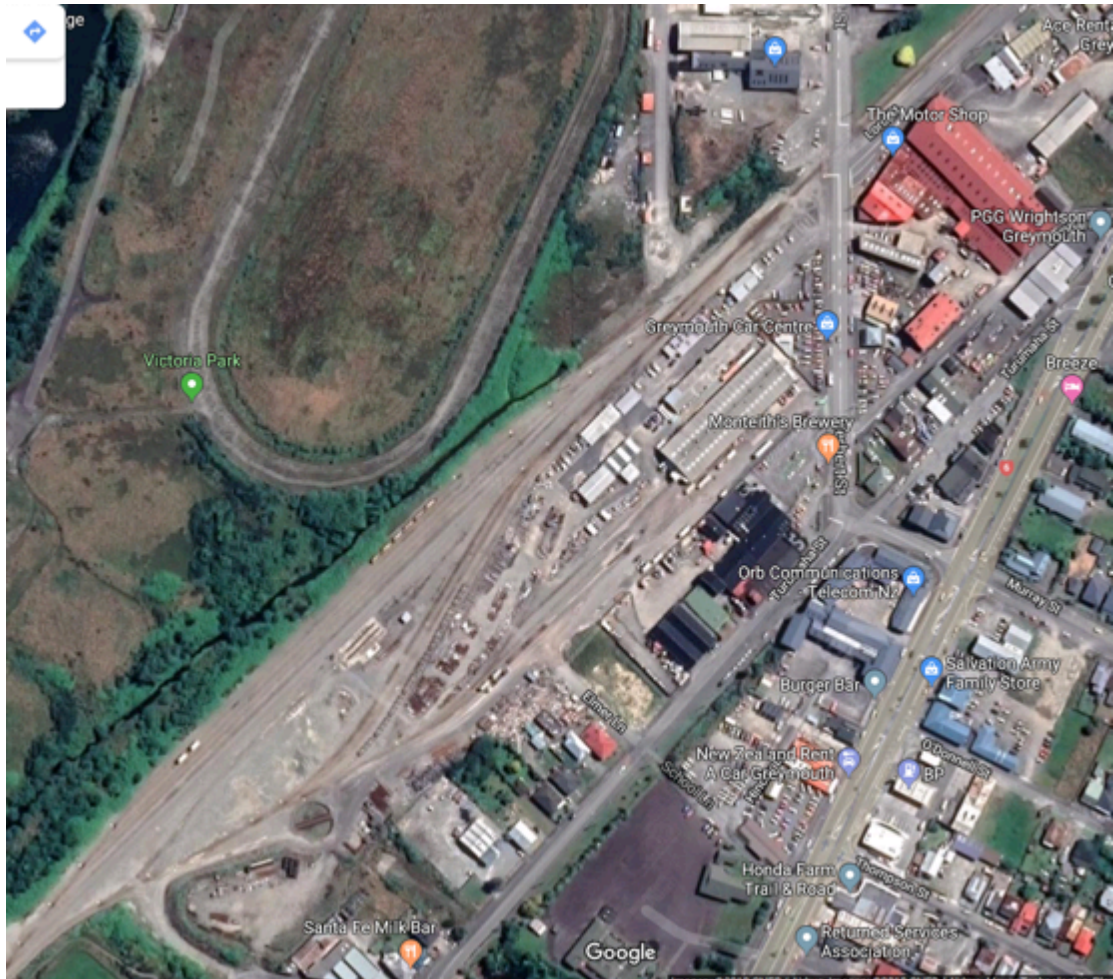
Map 4: Kaiata Park Zones and Relationship to Greymouth



Port Industrial Area- Wharf Quarter



Industrial Area between CBD and Blaketown



Greymouth South Industrial Area



South Beach - Karoro Industrial Area



Kaiata Park Industrial Area

8. Key Issues in Grey

- The future of the “Wharf Quarter” industrial area is unclear – but with little industrial activity going on, along with its amenity and proximity to the town centre, it is potentially a location for change to a Mixed Use zoning to better facilitate redevelopment. Similar port areas have been successfully developed in other towns (eg Napier – Ahuriri “Iron Pot” area; Gisborne Inner Harbour environment)
- Kaiata Park is a comprehensive industrial estate – well suited to industrial development, but is removed from Greymouth population centre. As a consequence some industrial activities have located on rural land closer to Greymouth. This is both inefficient in terms of provision of infrastructure, and also can affect rural character and rural amenity.
- Older industrial areas between the railway line and the Port and in Greymouth South are poorly utilised.