

8.6.16 APPENDIX 15: STRUCTURE PLAN – FORD ROAD, WAIHI (INDUSTRIAL)**8.6.16.1 DESCRIPTION**

- (1) This structure plan applies to the land contained within Lot 4 DPS 33318, Section 290 BLK XVI SD Ohinemuri Survey District and Lot 3 DPS 33318, being an area of 11.84 hectares on the southern side of Waihi and to the west of State Highway 2 between Ford and Crean Roads, Waihi.
- (2) The area is to be comprehensively developed for industrial purposes having regard to the following requirements:

(a) Access

The roading layout as shown in the structure plan ensures that the most suitable access connections to the existing roading network, internal circulation and access connections are provided. Consideration should be given to facilitating safe and easy access for pedestrians and cyclists to, from and within the industrial area. This will include maintaining clear sight lines and providing vehicle crossing design that will minimise vehicle and pedestrian/cyclist conflict. Turning, manoeuvring, parking and loading shall be appropriately accommodated within each site, while minimising conflict in relation to site access. Any subdivision and development within the site must consider the provision of a future roundabout connection to State Highway 2 in any layout and design of the roading network, internal circulation and access connections.

(b) Water

The area is to be reticulated from 180mm/50mm mains on State Highway 2 with trunk mains of a sufficient size being installed and located so as to serve the entire area. The design for each individual development or subdivision is to implement this by providing for the reticulation of the whole structure plan area in a comprehensive and efficient manner, minimising the number of water mains and maximising the use of existing water infrastructure. The Water Supply Bylaw will apply to industrial activities undertaken in the area.

(c) Wastewater

The area is to be reticulated for sewage disposal, with trunk mains of a sufficient size being installed, located so as to serve the entire area, and link appropriately to the required pump station/s and existing reticulation. The design for each individual development or subdivision is to implement this by providing for the servicing of the whole structure plan area in a comprehensive and efficient manner, minimising the number of main sewers, rising mains and pump stations required and including appropriate linkages to the existing reticulation. The Trade Waste and Wastewater Bylaw will apply to industrial activities undertaken in the area.

(d) Stormwater

The area shall be reticulated for stormwater disposal, with trunk mains of a sufficient size, located so as to serve the entire area, while accommodating inflows from the upstream catchment.

Stormwater treatment systems are to be installed within each individual development or subdivision, and/or incorporated into swales in the road corridor.

This includes the provision for on-site water quality treatment via suitable devices, off site treatment via road corridor swales, rain gardens, detention ponds, wetlands (or a combination of all of the above), and downstream flood considerations. The design for each individual development or subdivision, is to implement this by providing for the servicing of the whole structure plan area, minimising the number of stormwater mains required. Analysis should be undertaken to inform the process and should include understanding and consideration of drainage systems both within and beyond the site.

(e) Landscaping

Landscaping provided within the area shall respond to the characteristics and quality of the area and promote sustainable stormwater management. Landscaping should integrate with the surrounding landscaping. Planted species should be low maintenance and hardy. Species selection should generally provide an emphasis on native and indigenous plants that are appropriate to the area and surrounding landscape.

(f) Built Form

Buildings within the area are to reinforce the rural character of the local area through appropriate built form, including the provision of buildings that facilitate visual interest and variety in form and appearance while remaining practical to meet the purpose of industry or business. Large expanses of building walls that are visible from external sites, State Highway 2 and Ford Road should be broken up or otherwise detailed to reduce the scale and increase interest. This can include the use of different colours, materials and finishes that reinforce the rural character such as corrugated iron, timber and textured concrete. Materials shall be durable and robust. Specific consideration of built form should be given to those sites located within the Amenity Protection Area.

(g) Natural Inland Wetlands

The presence of a Natural Inland Wetland within the site.

Note: natural inland wetland has the meaning given by the National Policy Statement for Freshwater Management.

8.6.16.2 ISSUES

- (1) Land suitable for industrial development in Waihi is constrained by the location of existing residential development and the constraints of Waihi as a whole – geographic features and historic hazardous activities. Accordingly, the land that is available for industrial land use needs to be used wisely. In addition, industrial land development needs to be undertaken giving effect to good quality urban design principles.
- (2) Unplanned development of the Ford Road (Industrial) greenfield area could result in:
 - (a) Inefficiencies in the provision of infrastructure and longer term operation and maintenance costs;

- (b) Access provisions for all modes of transport giving poor connectivity and linkages to the existing industrial area and the road network and poor traffic flows through the new industrial area.
- (3) To provide for sustainable industrial development, use and subdivision of the area a framework needs to be in place to recognise and provide for:
 - (a) The site's interface with State Highway 2 and adjoining rural land.
 - (b) The safe and efficient operation of State Highway 2, including the provision of a future roundabout.
- (4) Declining quality and quantity of natural and physical resources impacting their life-supporting capacity. Specific focus is given to the loss of the natural character of wetlands and their margins.

8.6.16.3 PURPOSE

- (1) The structure plan seeks to ensure this area is developed in a well-planned and comprehensive manner having regard to:
 - (a) Appropriate urban design principles that take account of the amenities of the adjacent Rural zone;
 - (b) Transportation links and on-site connectivity and access;
 - (c) Efficient infrastructure, integrated with land use and development;
 - (d) Efficient use of industrial land and buildings.

8.6.16.4 OBJECTIVES

- (1) A safe, usable and attractive industrial environment is provided.
- (2) Cost efficient and effective infrastructure is provided.
- (3) To manage actual or potential adverse effects on people, buildings, and activities beyond the Industrial Zone.
- (4) To maintain a level of amenity along road boundaries within the Industrial Zone and adjoining the State Highway.
- (5) Protect and restore the values of Natural Inland Wetlands.

8.6.16.5 POLICIES

- (1) Ensuring good urban design principles for industrial development are implemented.
- (2) Requiring industrial development infrastructure to be undertaken in an integrated and strategic manner to give effect to Objective 8.6.16.4 (2).
- (3) Industrial activities that involve noxious, hazardous or offensive elements located and provided for in a manner that avoids, remedies or mitigates the adverse environmental effects of those activities on adjoining activities and zones, and on the traffic function of main traffic routes.

8.6.16.6 ACTIVITY STATUS AND RULES FOR SUBDIVISION

- (1) Subdivision of Lot 4 DPS 33318, Section 290 BLK XVI SD Ohinemuri Survey District and Lot 3 DPS 33318 in accordance with the provisions of the Ford Road (Industrial) Structure Plan Description and Map shall be a Controlled Activity, provided that it also complies with:

- (a) Subdivision rules in Section 9.0;
- (b) Specific and District Wide provisions in Section 7.0; and
- (c) District Wide Performance Standards in Section 8.0.

Conditions may be imposed in relation to the matters over which control has been reserved as specified in Rules 9.4.5.1 (2) and 9.5 and the following:

- (i) Whether the subdivision assists in the implementation of integrated infrastructure to serve the whole Ford Road (Industrial) Structure Plan area, including confirmation of staging infrastructure relative to development stages.
 - (ii) Whether any Natural Inland Wetland is shown to be legally protected in perpetuity and will be managed on an on-going basis.
- (2) Subdivision of Lot 4 DPS 33318, Section 290 BLK XVI SD Ohinemuri Survey District and Lot 3 DPS 33318 not in accordance with Rule 8.6.16.6(1) (a), (b) or (c) shall have the same activity status as that specified in either Section 7.0, 8.0 or 9.0.
- (3) Subdivision of Lot 4 DPS 33318, Section 290 BLK XVI SD Ohinemuri Survey District and Lot 3 DPS 33318 not in accordance with the details of the Structure Plan Description and Map shall be a Discretionary Activity.

8.6.16.7 SUBDIVISION STANDARDS

- (1) Subdivision must:
- (a) Be accompanied by a plan to be certified by Council, ensuring delivery of new lots and development is integrated with implementation of infrastructure, including roads and internal access networks, complete with landscape design. This shall include any proposed staging of the subdivision/development.
 - (b) Be accompanied by an Integrated Transport Assessment to assess the traffic effects on the transportation network, including:
 - (i) Anticipated traffic generation; and
 - (ii) Anticipated effects on the road corridor, including intersection of the site with Ford Road, and the Ford Road/State Highway 2 intersection, while taking into account any existing zoned and consented development.
 - (iii) Proposals to mitigate effects on the transportation network, including design proposals, costs, timing and funding arrangements, having regard to the long term functioning and configuration of the road network, including any future roundabout connection with State Highway 2.
 - (iv) How to achieve left turn only movement for heavy vehicles exiting from the Structure Plan area onto Ford Road.

Note: An Integrated Transport Assessment in this instance means an analysis by a transportation engineer to determine the impacts on the transport network for all modes of travel and effects on safety, parking, efficiency, access and the capacity of the transport network from an activity, development or subdivision. An Integrated Transport Assessment may be provided where there are combinations of activities or progressive implementation of activities provided that the assessment allows for traffic conditions at the time of implementation of each activity.

- (b) Where appropriate, as determined by Council and NZTA, demonstrate that a roundabout access at the intersection to State Highway 2 has been designed to Council's satisfaction.
- (c) Not occur until it has been demonstrated that the subdivision can be appropriately serviced with connections to public networks for water and wastewater.
- (d) Not occur until an approved overall stormwater design is available. For clarity, this overall design shall include a staging plan that will prescribe at which stage stormwater devices will need to be built for the entire site, and shall deliver hydraulic neutrality.
- (e) Demonstrate that subsequent stages of subdivision and development are in accordance with the overall stormwater design in (d).
- (f) Provide a detailed ecological assessment by a suitably qualified expert to quantify any potential freshwater effects, where any work is to occur within 100m of the Natural Inland Wetland 5 identified on the Structure Plan Map and the associated wetland delineation diagram 8.6.16.12.
- (g) Provide an assessment by a suitably qualified expert whether any mature trees on the site can provide bat roost.

Note: Long-tailed bats have been recorded in the area, all persons undertaking activities within the Structure Plan area, including tree felling, should be aware that the provisions of the Wildlife Act 1953 apply. All tree felling should comply with the Department of Conservation's protocols for minimising the risk of felling occupied bat roosts (Bat Roost Protocols) Version 4: October 2024.

- (h) Be accompanied by a detailed development plan for the Buffer and Stormwater Management Area – to achieve its various inter-related functions, including stormwater management, wetland protection, and visual screening of adjoining Rural Zone land.

8.6.16.8 ACTIVITY STATUS AND RULES FOR DEVELOPMENT

- (1) Any activity listed as a Permitted Activity in Rule 5.12.4.1 Industrial Zone is a Permitted Activity in the Ford Road (Industrial) Structure Plan area, provided that the development:
 - (a) Is in accordance with and within land that has been subdivided under the provisions of Rule 8.6.16.6 and Records of Title have been issued;

- (b) Complies with the Zone Development Standards specified in Rule 5.12.5;
- (c) Complies with the Activity Specific Standards specified in Rule 5.12.6;
- (d) Complies with the Conservation and Heritage provisions in Section 6.0;
- (e) Complies with the Specific and District Wide provisions in Section 7.0;
- (f) Complies with the District Wide Performance Standards in Section 8.0.
- (g) Complies with the Structure Plan Activity Specific Standards in Rule 8.6.16.9.

Note: All activities must also consider the relevant provisions of the Water Supply, Trade Waste and Wastewater Bylaws.

- (2) Any activity listed as a Controlled Activity in Rule 5.12.4.2 Industrial Zone is a Controlled Activity in the Ford Road (Industrial) Structure Plan area, provided that the development:
- (a) Is in accordance with and within land that has been subdivided under the provisions of Rule 8.6.11.6 and Records of Title have been issued;
 - (b) Complies with the Zone Development Standards specified in Rule 5.12.5;
 - (c) Complies with the Activity Specific Standards specified in Rule 5.12.6;
 - (d) Complies with the Conservation and Heritage provisions in Section 6.0;
 - (e) Complies with the Specific and District Wide provisions in Section 7.0;
 - (f) Complies with the District Wide Performance Standards in Section 8.0.
 - (g) For sites located within the Amenity Protection Area identified in the Ford Road (Industrial) Structure Plan Area the provisions of Rule 5.12.4.2 C2 apply with reference to Residential or Reserve Zone replaced with Rural Zone.
 - (h) Complies with the Structure Plan Activity Specific Standards in Rule 8.6.16.9.

Note: All activities must also consider the relevant provisions of the Water Supply, Trade Waste and Wastewater Bylaws.

Conditions may be imposed in relation to the matters over which control has been reserved as specified in Rule 5.12.4.2 and the following:

- (i) Whether the development assists in the implementation of integrated infrastructure to serve the whole Ford Road (Industrial) Structure Plan area, including confirmation of staging infrastructure relative to development stages.
 - (ii) Whether any Natural Inland Wetland is shown to be legally protected in perpetuity and will be managed on an on-going basis.
- (3) Any activity listed as a Restricted Discretionary Activity in Rule 5.12.4.3 Industrial Zone is a Restricted Discretionary Activity in the Ford Road (Industrial) Structure Plan area, provided that the development:
- (a) Is in accordance with and within land that has been subdivided under the provisions of Rule 8.6.16.6 and Records of Title have been issued;

- (b) Complies with the Zone Development Standards specified in Rule 5.12.5;
- (c) Complies with the Activity Specific Standards specified in Rule 5.12.6;
- (d) Complies with the Conservation and Heritage provisions in Section 6.0;
- (e) Complies with the Specific and District Wide provisions in Section 7.0;
- (f) Complies with the District Wide Performance Standards in Section 8.0.
- (g) Any permitted or controlled activity that does not comply with the Structure Plan Activity Specific Standards in Rule 8.6.16.9.
- (h) For sites fronting State Highway within the Ford Road (Industrial) Structure Plan Area the provisions of Rule 5.12.4.2 C1 apply.
- (i) For sites located within the Amenity Protection Area identified in the Ford Road (Industrial) Structure Plan Area the provisions of Rule 5.12.4.2 C2 apply with reference to Residential or Reserve Zone replaced with Rural Zone.
- (j) Where it contains an area of Natural Inland Wetland must legally protect the Natural Inland Wetland in perpetuity and manage it on an on-going basis in accordance with an Ecological Enhancement and Management Plan.

Note: An Ecological Enhancement and Management Plan in this instance refers to a report prepared by a suitably qualified ecologist that contains a strategy and prioritised plan for the enhancement of existing ecological values. Where possible, enhancement activities are planned to achieve outcomes across multiple values, in particular to achieve ecological as well as cultural and/or landscape and stormwater treatment benefits.

Note: All activities must also consider the relevant provisions of the Water Supply, Trade Waste and Wastewater Bylaws.

Conditions may be imposed in relation to the matters over which the Council has exercised its discretion as set out in Rule 5.12.4.2 and Rule 5.12.4.3.

- (4) The following are a Discretionary Activity in the Ford Road (Industrial) Structure Plan area:
 - (a) Any Permitted, Controlled or Restricted Discretionary Activity listed in Rules 8.6.16.8 (1) – (3) that is located on land that has not been subdivided under the provisions of Rule 8.6.16.6 and/or Records of Title have not been issued;
 - (b) Any Discretionary Activity listed in Rule 5.12.4.4 Industrial Zone.
- (5) The following are a Non Complying Activity in the Ford Road (Industrial) Structure Plan area:
 - (a) Any Non Complying Activity listed in Rule 5.12.4.5 Industrial Zone.
- (6) The following are a Prohibited Activity in the Ford Road (Industrial) Structure Plan area:
 - (a) Any Prohibited Activity listed in Rule 5.12.4.6 Industrial Zone.

8.6.16.9 STRUCTURE PLAN ACTIVITY SPECIFIC STANDARDS

- (1) Stormwater detention/retention.
 - (a) Reticulated system to be provided, linked to on site or road corridor swale stormwater treatment systems.
 - (b) No increase in pre development discharge of stormwater from the *site*.
 - (c) Treatment of stormwater via road corridor swales, individual site soakage devices, rain gardens, detention ponds, wetlands (or a combination of all of the above), with consideration given to any specific on site contaminants associated with industrial activity.
 - (d) The Buffer and Stormwater Management Area may be utilised, via appropriate engineering design approvals, for the treatment of stormwater.
- (2) Wastewater
 - (a) Reticulated network to be provided.
 - (b) Connection required to a Council main. Wastewater is to be reticulated via a new wastewater pump station located along the north western boundary of the area and up to 3km of rising main from the area to the Waihi Wastewater Treatment Plant following Crean Road and Franklin Road. An internal gravity sewer will be required to follow the road corridor within the area.
 - (c) Heavy water industry, which specifically includes industries that have a high usage of water needed for treatment (i.e. brewery, carbonated beverage producers, dairy industry or the like, producing wastewater that falls outside of domestic effluent flows) must provide a specific waste disposal methodology, subject to specific engineering design approvals, to dispose of wastewater to the reticulated network.

Note: The Trade Waste and Wastewater Bylaw will require consideration.
- (3) Water Supply
 - (a) Reticulated network to be provided.
 - (b) Water is to be reticulated from the 100mm/150mm mains on State Highway 2 with trunk mains of a sufficient size being installed and located so as to serve the entire area. A DN180 2.6km rising main extension will be required to service the industrial lots with water. This size is determined by firefighting requirements and must be a loop, connecting the main on State Highway 2 back to Waihi following Crean Road and Franklin Road.
- (4) Buildings are constructed to achieve a light reflectance value of no greater than 32% for the walls, roof and joinery.
- (5) No vehicle crossing point shall be permitted to any *site* directly from State Highway 2 unless for the formation of the indicative road layout and roundabout opposite Waihi Beach Road as delineated on the Ford Road (Industrial) Structure Plan Map.

- (6) Except for 44 Ford Road (Sec 290 Block XVI SD Ohinemuri Survey District), no vehicle crossing point shall be permitted to any site directly from Ford Road. All access must occur via the intersection with Ford Road as delineated on the Ford Road (Industrial) Structure Plan.
- (7) No industrial activity shall occur within the Buffer and Stormwater Management Area identified within the Ford Road (Industrial) Structure Plan Map.
- (8) No activity shall occur within the area identified as the “indicative roundabout” connection to State Highway 2 within the Ford Road (Industrial) Structure Plan Map.
- (9) Any subdivision or activity that establishes the first public road intersection with Ford Road in accordance with the Structure Plan or results in a cumulative total of 100 additional daily traffic movements from the Structure Plan Area at the intersection with State Highway 2 and Ford Road must be accompanied by an integrated transport assessment supplied by a suitably qualified traffic engineer. Any assessment shall be commensurate to the scale and effect of the proposed development, and identify any necessary mitigation measures that will be required to address any impacts on the transportation network, including;
 - (i) A summary of the implications that the development will have for transport on the intersection with Ford Road and State Highway 2 including any proposed mitigation measures.
 - (ii) A Safe System Approach Assessment of the intersection.
- (10) When either of the following conditions is met, the Council in conjunction with NZTA, will commence design, resource consenting and/or designation to enable the roundabout connection referred to above:
 - (i) Vehicle movements reaching 1,600 movements per day from Ford Road through the State Highway 2 intersection; or
 - (ii) The collective risk of the Ford Road/State Highway 2 intersection is classified as high or medium high compared with other intersections (based on the NZTA High Risk Intersections Guide).
- (11) Prior to vehicle movements reaching 2,400 movements per day from Ford Road through the State Highway 2 intersection the following upgrades must occur:
 - (i) Construction of a roundabout connection directly from the Structure Plan Area to State Highway 2 in the location shown as “indicative roundabout” connection to State Highway 2 within the Ford Road (Industrial) Structure Plan Map.

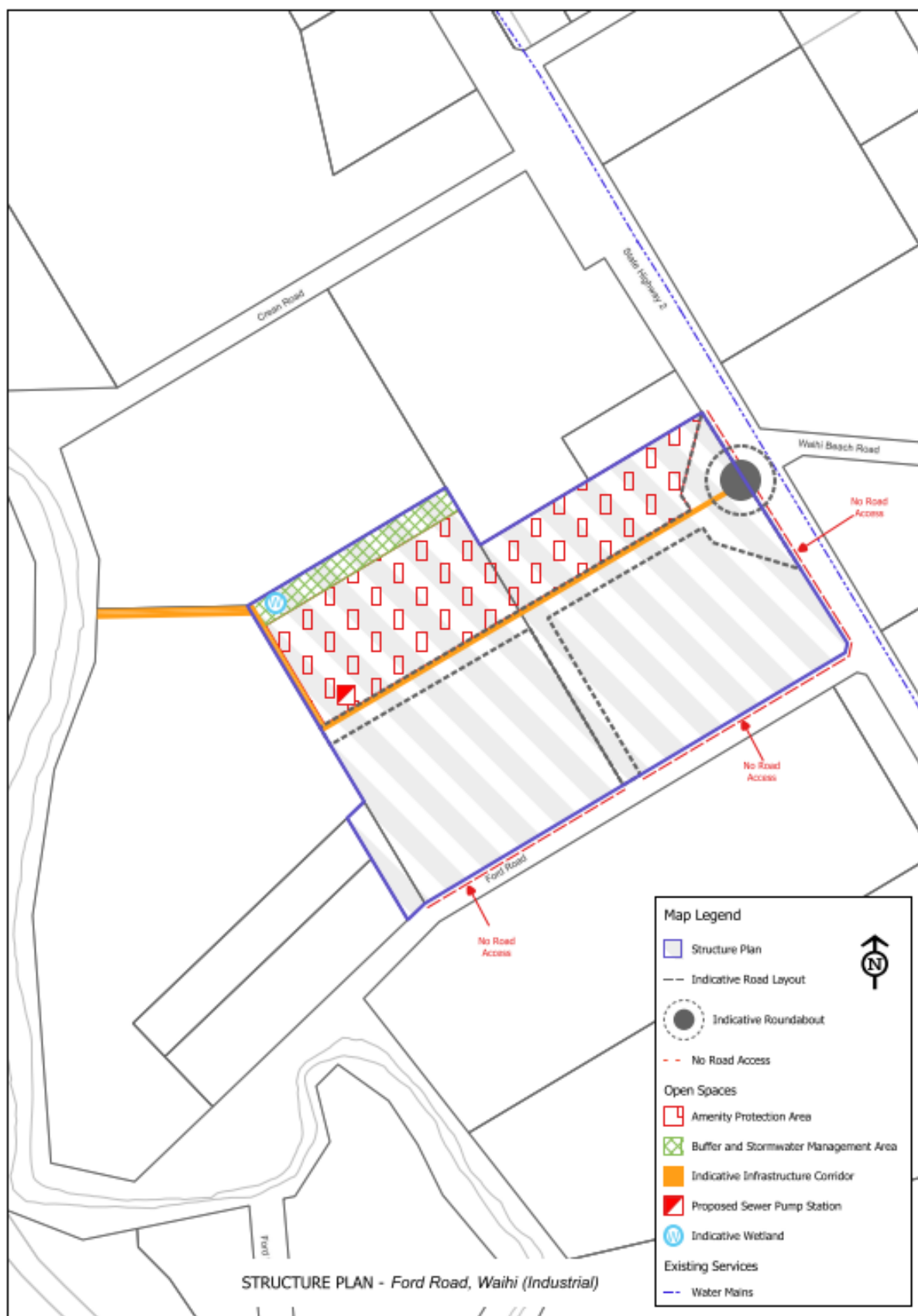
8.6.16.10 STRUCTURE PLAN RESTRICTED DISCRETIONARY ASSESSMENT CRITERIA FOR STRUCTURE PLAN ACTIVITY SPECIFIC STANDARDS

The *Council* will restrict the exercise of its discretion to the ability of the activity or development to achieve the purpose of the Structure Plan, and shall have regard to the relevant assessment criteria below. Matters over which the Council has restricted its discretion are:

- (1) Building Design, Site Layout, Vehicle Access and Landscaping in Relation to the State Highway Frontage.
- (a) The extent to which the buildings are designed to front the *state highway*, and include such features as the main public entrance, advertising and window display. In particular, features such as the service or loading entrance, extractor and air conditioning units should be located on side or rear walls.
 - (b) To what extent have buildings and outdoor activities been set back from the *state highway* frontage to allow room for landscaping, access and parking areas, and also to ensure that buildings do not visually dominate the streetscape as viewed from the *state highway*;
 - (c) Whether parking and loading areas have been located to be readily visible to drivers and conveniently accessible in order to minimise disruption to traffic flows on the *state highway*, or disruption to activities on site;
 - (d) Whether storage yards and servicing areas are sited away from the *state highway* or screened from the *state highway* to minimise visual impact.
 - (e) Whether access to and from sites has been located and designed to minimise any detrimental effects on the safety and efficiency of the transport network;
 - (f) Whether the access points are located so as to be readily visible to drivers thereby enabling safe slowing and acceleration distances;
 - (g) Whether the *site* will be landscaped in a manner that:
 - (i) enhances the appearance of industrial development from the *state highway*;
 - (ii) visually softens any hard or bleak surfaces;
 - (iii) screens unsightly parts of the development;
 - (iv) complements the design and appearance of buildings to present an attractive facade to the *state highway*;
 - (v) does not screen the driver's view of access points or signs identifying the business located on the *site*.
 - (h) Whether the light reflectance value of a building results in detrimental effects on the amenity of the adjoining Rural Zone and the safety and efficiency of the transport network.
- (2) Building Design, Site Layout, Vehicle Access and Landscaping in Relation to Adjacent Rural Zone.
- (a) The extent to which buildings are designed in a manner which is complementary and sensitive to the existing and potential amenities of the surrounding Rural Zone environments in terms of scale, form and harmony;

- (b) Whether building features such as major entranceways, doors and windows, and service uses such as extractor fans and air conditioning units, are located so as to direct the transmission of any nuisance elements such as noise, dust, glare and smell away from any rural areas;
- (c) Whether building features such as windows, balconies and outside access to second level and higher, have been located or designed to minimise any adverse effect on the privacy and outlook of neighbouring residential buildings.
- (d) Whether buildings and outdoor activities, including storage areas, refuse and waste holding areas, loading/unloading areas, parking and servicing areas, have been sited so as to minimise the transmission of any nuisance elements such as noise, dust, glare or smell to the surrounding Rural Zone;
- (e) To what extent have factors such as wind direction, landscaping, and yards been used to assist in the minimising of nuisance elements (eg. noise, odours, particulates);
- (f) Whether the efficient and effective functioning and maintenance of the infrastructure corridors will be adversely impacted;
- (g) To what extent will heavy vehicle access to and from the *site* impact on the adjacent rural amenities having regard to traffic volumes, frequency and hours of traffic movements;
- (h) Whether the site has been landscaped in a manner that:
 - (i) softens the visual impact of industrial uses on the Rural Zone;
 - (ii) provides a permanent physical buffer between the Rural Zone and Industrial Zone;
 - (iii) screens unsightly parts of development;
 - (iv) reduces undesirable elements of industrial activities such as particulates and glare;
 - (v) reduces the scale of buildings (particularly their height) by incorporating trees capable of growing to a height similar to the buildings.
- (3) That any development within 100m of a Natural Inland Wetland has appropriately considered the National and Regional requirements in relation to freshwater and indigenous biodiversity.

8.6.16.11 STRUCTURE PLAN MAP – FORD ROAD, WAIHI (INDUSTRIAL)



8.6.16.12 NATURAL INLAND WETLAND DELINEATION PLAN – FORD ROAD, WAIHI (INDUSTRIAL)

