Wanganui Growth Strategy 2008-2038

DRAFT

Strategy and Development
Environmental Policy
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Wanganui Growth Strategy

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Contents

Introduction

The purpose of the Growth Strategy is to guide future residential and industrial development in Wanganui to enable efficient and effective Council asset management.

Residential and industrial development that is directed into appropriate areas of the district, will provide increased opportunities for developers and businesses, and increase certainty for Council asset management planning.

The history of, and a projected low rate of, residential and industrial development, coupled with an abundance of land available for residential and industrial development, has led to sporadic development. With no clear pattern of development, Council is unable to plan or charge development contributions for infrastructure. This means that currently some infrastructure costs are carried by ratepayers, when they should be a cost to the developer.

With identified key development areas, Council asset management becomes proactive rather than reactive, and therefore more efficient and effective.

This Growth Strategy identifies key areas for future residential and industrial development. Changes to the District Plan will encourage planned development that will enable Council to undertake asset management in an efficient and effective manner. Certainty for developers and industry, and costs being paid by the developer rather than the ratepayer, are also anticipated outcomes from this Growth Strategy and subsequent plan changes.

1. Residential Development

1.1 Existing Situation

1.1.1 Residential Development in Wanganui

For many years Wanganui was a relatively compact city, with pre-1950s development being located in central Wanganui. In the 1960s and 1970s Springvale, parts of Wanganui East, and Aramoho were developed.

Wanganui Suburb Map

Wanganui Map from maps.google.co.nz

The development of these areas occurred with relatively few constraints. A market driven approach to development resulted in sporadic development, with no clear forward planning to guide where residential development should occur. This approach has created a number of challenges for managing residential development in Wanganui.

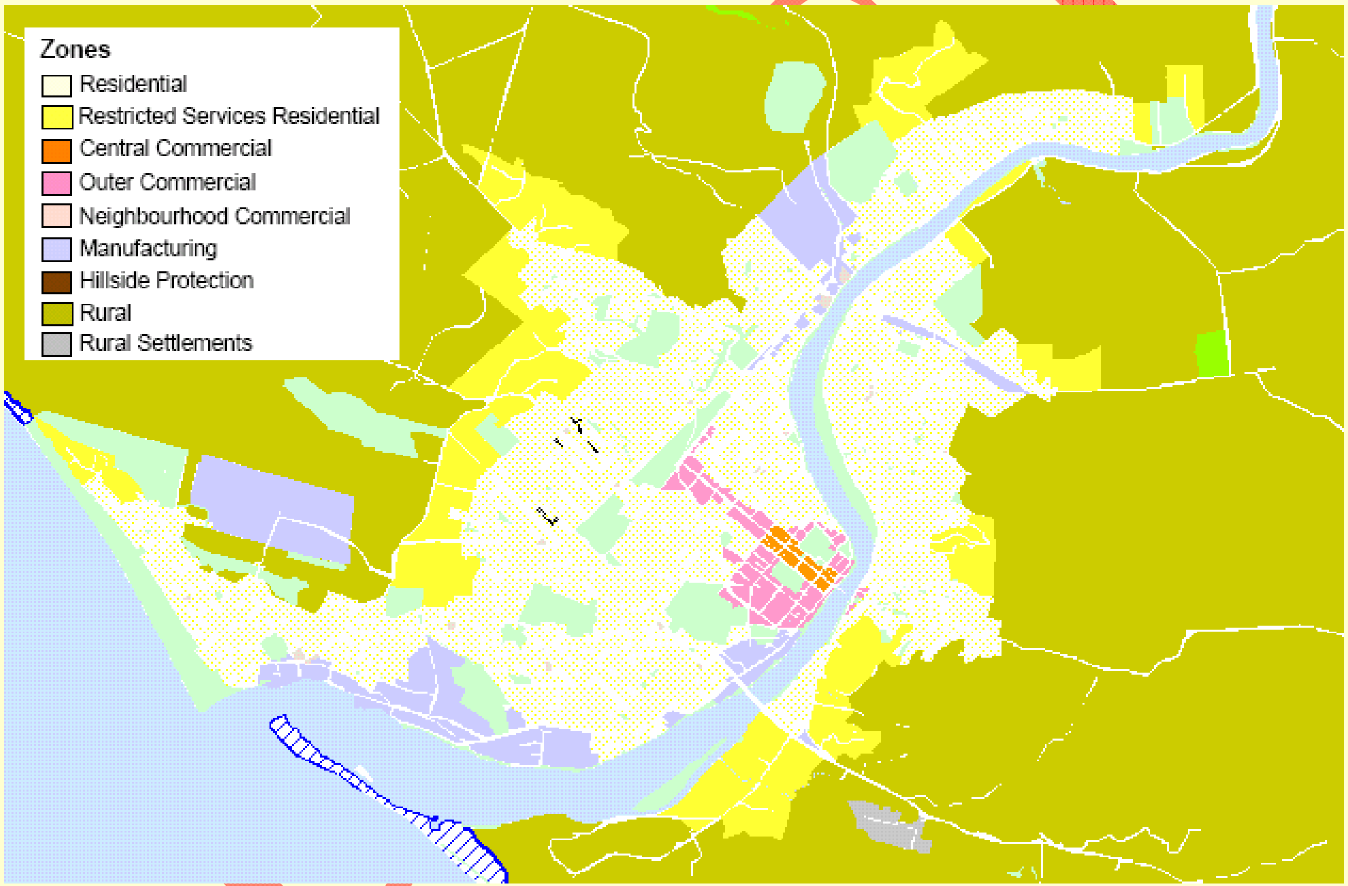
1.1.2 The Importance of Residential Development

Growth in population, dwellings and land parcels, imposes demands on resources. Residential development may occur as infill that is within the existing urban area, or greenfield development, through the addition of dwellings and subdivision of undeveloped land, often on the edge of the urban area. While the legal process of land subdivision does not in itself generate obvious effects, the activities that follow can have important resource management implications. Subdivision of land can lead to the construction of dwellings, which in turn create a demand for services in the form of connections to roads, water supply, stormwater, wastewater, electricity and gas. Such development can bring changing traffic patterns, increased flow of stormwater and wastewater in pipes, and increased pressure on existing infrastructure. Development that is not planned or managed results in Council having to upgrade existing infrastructure to accommodate the increased demand, and because Council was not able to plan these upgrades they are not able to pass the costs on and they are more expensive than planned upgrades.

1.1.3 Current Planning Requirements for Residential Development

The primary planning document controlling development in Wanganui is the Wanganui District Plan, which remains largely unchanged since 1998. The District Plan details zones for the Wanganui District as well as rules and standards for these zones. While many other District Plans have been reviewed and updated to move away from a market led approach to proactively deal with the demands of development, the Wanganui District Plan has not.

Under the existing provisions of the District Plan residential development may occur within the Residential zone, Restricted Services Residential zone and Rural zone as a permitted activity.



Wanganui District Plan Zone Map

The current planning requirements provide little limitation on subdivision development. In the Rural zone land can be subdivided to create lots of a minimum of 1.0 hectare, while both the Residential and Restricted Services Residential zones have no specified minimum lot size. The Restricted Services Residential zone allows for residential development at a scale that does not require reticulated services. In the past, requiring stormwater and wastewater to be disposed of on-site meant that lot sizes in the Restricted Services Residential zone were relatively large. Advances in on-site disposal techniques have resulted in allotments being developed at a higher density than initially intended. The result of this increased density in some areas zoned restricted services residential has been that the infrastructure such as roading, are now or soon will be insufficient to service the changing residential environment. While this is an unidentified consequence of the Restricted Services zone, it was intended that a structure plan be imposed to manage development in the Springvale restricted services residential area. A change to the District Plan to achieve this was initiated but was subsequently abandoned. Development in the restricted services areas is putting Council at risk of having to provide infrastructure that is neither effective nor efficient.

In addition to this, some land in the Wanganui District is inappropriately zoned, with parts of the Residential or Restricted Services Residential zones being unsuitable for residential development, due to topography and ground conditions. Other parts of the existing Residential zone are at capacity for services and therefore are unable to be further developed, although the rules permit development.

1.2 Implications

Poorly planned development can result in a number of negative effects on the community, which may be social, cultural, environmental and economic in nature.

1.2.1 Implications of Poorly Planned Residential Development

Wanganui is now experiencing some of the negative effects of uncontrolled, piecemeal residential development, with servicing issues at the forefront of these negative effects. Infill development and increasing density in the restricted services residential areas have created problems with stormwater management as well as the need for the upgrade of other existing services to a residential standard. The cost of providing these services is largely being paid by Council and therefore ultimately by the community as ratepayers. Planning for future development will allow infrastructure development to be proactive, rather than reactive, ensuring development contributions are recovered for development costs.

The increasing density currently being experienced by some of the restricted services residential areas in Wanganui also creates conflicting perceptions of character in these areas. In the past these areas have been utilised as rural/residential areas with larger lot sizes and an acceptance of a lower level of servicing. With no minimum lot size in the restricted services residential zone and advances in on-site disposal techniques resulting in allotments being developed at a higher density than initially intended, these once rural/residential areas are becoming increasingly residential in character. This not only destroys the rural/residential character of the areas, which may have been the very reason they were developed in the first place, but also creates a pressure to retrofit to an urban standard.

Lifestyle or rural/residential standard

Residential standard

If residential density development continues to be permitted in all of the restricted services residential areas then rural/residential areas such as Dickens Lane (above left) will be required to be upgraded to residential standard (example above right). This will result in a loss of lifestyle amenity, and will cost the ratepayer, not the developer.

Careful planning for future residential development is required to ensure that pressure is not placed on Council to service areas in a reactive and inefficient manner. Removal of the restricted services residential zone and identification of lifestyle or rural/residential areas, and residential areas, with minimum lot sizes, will ensure that development is efficient and there is certainty for retention of rural/residential character.

1.2.2 Future Residential Development in Wanganui

The projected population of Wanganui and the average number of people living in a dwelling (occupancy rate) is projected to decrease. Although Council will take steps to reverse this trend, it is prudent to plan for the projected rate of growth, and respond to a change if it occurs. The relationship between these figures is such that, in the case of Wanganui, a declining population will not result in a decline in residential development, it will in fact result in a projected 70-80 additional dwellings per year. With this relatively low growth rate careful planning is required to ensure that development occurs in areas that allow for efficient and effective Council asset management. The temptation is, as has occurred in the past, that low growth means it will not cause an issue so there is no need to manage it. The costs now being encountered, and the risk of increasing costs in the future, suggests that growth management is necessary. This provides certainty for developers and means service costs are not carried by the community.

Statistics show that over the last 5 years 68% of residential development in Wanganui has occurred within the urban area. Of this total, 30% has been greenfield development. It is projected that 60% of future residential development will be within the urban area, with 40% being greenfield development. Therefore future greenfield residential development will account for between 13-19 new residential dwellings each year. Over a 30 year period this equates to between 390 and 570 dwellings.

There is currently an abundance of land available where residential development is permitted in Wanganui. The relatively small amount of residential growth coupled with large amounts of available land, means it is difficult to predict the location of future residential growth. This in turn creates an uncertainty for Council when planning infrastructure. In order to efficiently plan infrastructure and create value through design, development needs to be encouraged in identified residential growth areas.

The implications of these issues are that Council now needs to identify areas for future residential growth, so that development can be planned and the costs of servicing development are paid by the developer, rather than the ratepayer. A plan for residential development in Wanganui will also take into account the character of different areas and help Council to ensure that other services are available to the community, such as access to recreational and social services.

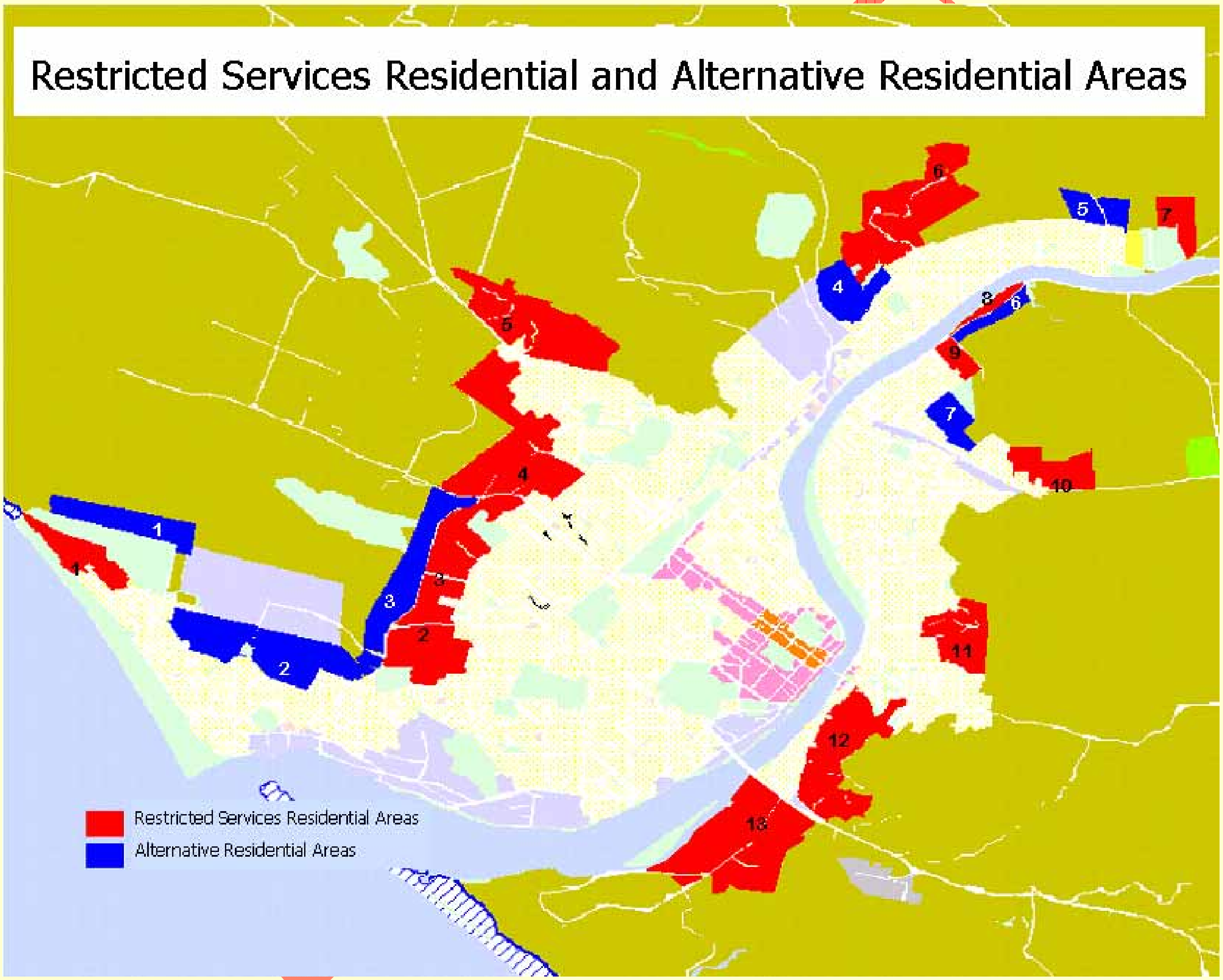
1.3 Residential Assessment Process

1.3.1 Assessing Existing Restricted Services Residential and Alternative Residential Areas

In order to determine the most appropriate areas for future Greenfield residential development to occur, an assessment of the existing residential zones and possible alternative residential areas was completed. The alternative residential areas were determined by identifying blocks of land on the urban periphery that might be better residential areas than the existing restricted services residential areas.

	Existing Restricted Services Residential	Available Lots		Alternative Residential Areas	Available Lots
1	Longbeach	136	1	Waitai	218
2	Fitzherbert Ave Extension	572	2	Manuka Street	321
3	Springvale South	658	3	Clarkson Ave	256
4	Montgomery	284	4	Hylton Park	112
5	Mannington	314	5	Delhi Ave	113
6	Roberts Ave	323	6	Pauls Road East	130
7	Flemington Road	216	7	Wembley Park	208
8	Riverbank Road	38			
9	Pauls Road West	117			
10	No.3 Line	118			
11	Shakespeare/Georgetti Road	104			
12	Putiki	172			
13	Wikitoria	780			
	LOTS AVAILABLE	3832		LOTS AVAILABLE	1358

This chart shows that collectively the restricted services and alternative residential areas presently have capacity for over 5000 lots. The existing restricted services residential areas can provide for between 201-294 years at the projected rate of 13-19 dwellings per year.



Restricted Services Residential and Alternative Residential Areas
Restricted Services Residential Areas
Alternative Residential Areas

The topography of these areas, their ability to be developed, and other constraints were considered to establish an estimated average lot size for future development in these areas. Average lot sizes ranged between 500m² and 10,000m² and the cost of servicing these areas was calculated based on these lot sizes. Cost of servicing formed one of the assessment criteria for the residential assessments.

The residential assessment also considered a number of social, environmental, cultural and economic criteria. Although the primary purpose of the Growth Strategy is to identify areas for future residential growth to provide for efficient and effective Council asset management, it was necessary for the assessment criteria to be wider than simply infrastructure. The assessment recognises that residential areas for future development must be desirable in order for development to occur. Therefore the following criteria were included:

- impact on natural and cultural resources;
- impact on landscape integrity;
- accessibility to community activities and transport routes;
- retention of rural land diversity;
- supporting a range of housing needs;
- logical development sequence;
- ability to provide efficient and effective infrastructure; and
- market demand.

These criteria were allocated weights to ensure that the assessment would give consideration to the varying importance of the criteria. The assessment tables for each residential area are attached as Appendix 1.

Given that the primary purpose of the Growth Strategy is efficient and effective asset management, the ability to provide efficient and effective infrastructure was identified as an important assessment criteria. The cost of servicing was calculated for each area individually, with the NZTA subsidy for roading being included in these calculations to give a true cost of the work for Council. Details of the residential areas and infrastructure spreadsheets are attached as Appendix 2.

A summary of the residential assessment results are as follows:

	Combined Residential Areas	Results (%)	Number of Lots
1	Springvale South	94.20	658
2	Fitzherbert Ave Extension	87.80	
3	Waitai	76.74	
4	Wikitoria	75.60	
5	Delhi Ave	75.58	
6	Wembley Park	73.26	
7	Longbeach Drive	72.70	
8	Montgomery	72.70	
9	Manuka Street	71.51	
10	Mannington/Pickwick Road	70.90	
11	Clarkson Ave	64.53	
12	Pauls Road West	64.00	
13	No 3 Line	59.30	
14	Hylton Park	54.65	
15	Putiki North	53.50	
16	Riverbank Road	52.30	
17	Roberts Ave	51.70	
18	Pauls Road East	51.16	
19	Flemington Road	44.80	
20	Shakespeare/Georgetti Road	44.80	

The table above identifies the areas that would best cater for future residential growth in Wanganui. The highest rated area is Springvale South, with Shakespeare/Georgetti Road rating the lowest out of the areas assessed.

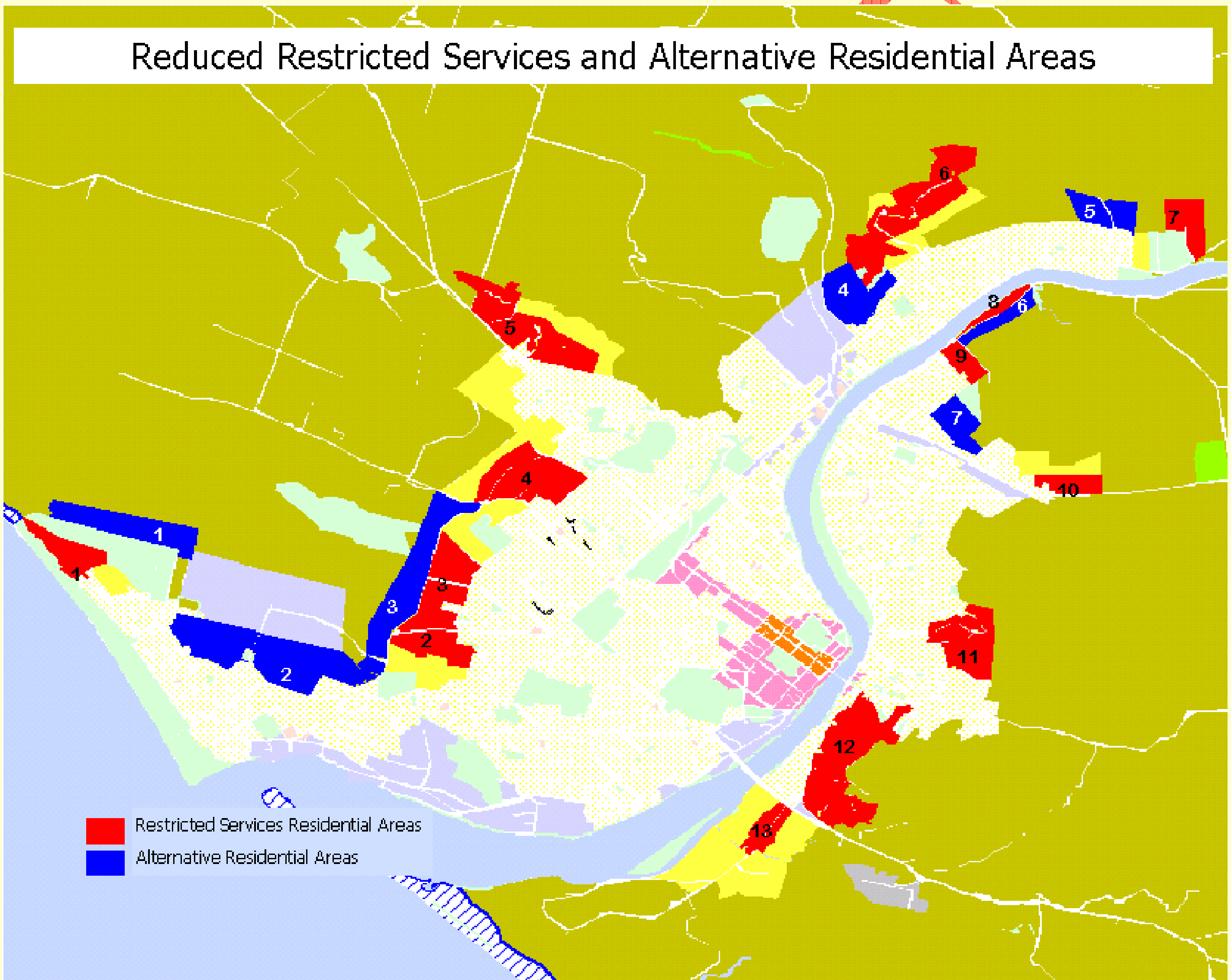
Given the small amount of projected residential growth for Wanganui, all of the growth for the next 30 years could be accommodated within the Springvale South area alone. Allowing only one area to accommodate residential growth is considered to be too restrictive and therefore a further assessment of the top residential areas for development was conducted.

1.3.2 Re-assessing the Top Residential Areas

In an attempt to maintain a selection of residential areas, for future development, the top ten ranking residential areas were reassessed.

Top ranking Residential Areas	Results	Number of Lots	
Springvale South	94.20	658	
Fitzherbert Ave Extension	87.80	572	
Waitai	76.74	218	
Wikitoria	75.60	780	
Delhi Ave	75.58	113	
Wembley Park	73.26	208	
Longbeach Drive	72.70	136	
Montgomery	72.70	284	
Manuka Street	71.51	321	
Mannington/Pickwick Road	70.90	314	
		3604	TOTAL LOTS AVAILABLE

The area of land available in each of the remaining residential assessment areas was reduced and development costs recalculated, taking into account the existing dwellings in the area. Existing dwellings were taken out of the cost for servicing to ensure that actual recoverable costs for development contribution costs were calculated. The top areas - with the exception of Longbeach - were reduced in area to allow for development selection, while reducing the risk to Council of providing infrastructure to too large an area. Maps of the smaller residential areas and their infrastructure spreadsheets are included as Appendix 3. In addition to the assessment criteria Manuka Street was excluded because a rural zoning provides a buffer between the existing urban area and the Westbourne industrial area. Wembley was excluded because it presently provides a well used active recreation reserve, and Waitai was excluded because Clifftops and Longbeach will provide for more than enough urban coastal land. Wikitoria was excluded due to uncertainty relating to flood management in the area. The reduced areas are illustrated below.

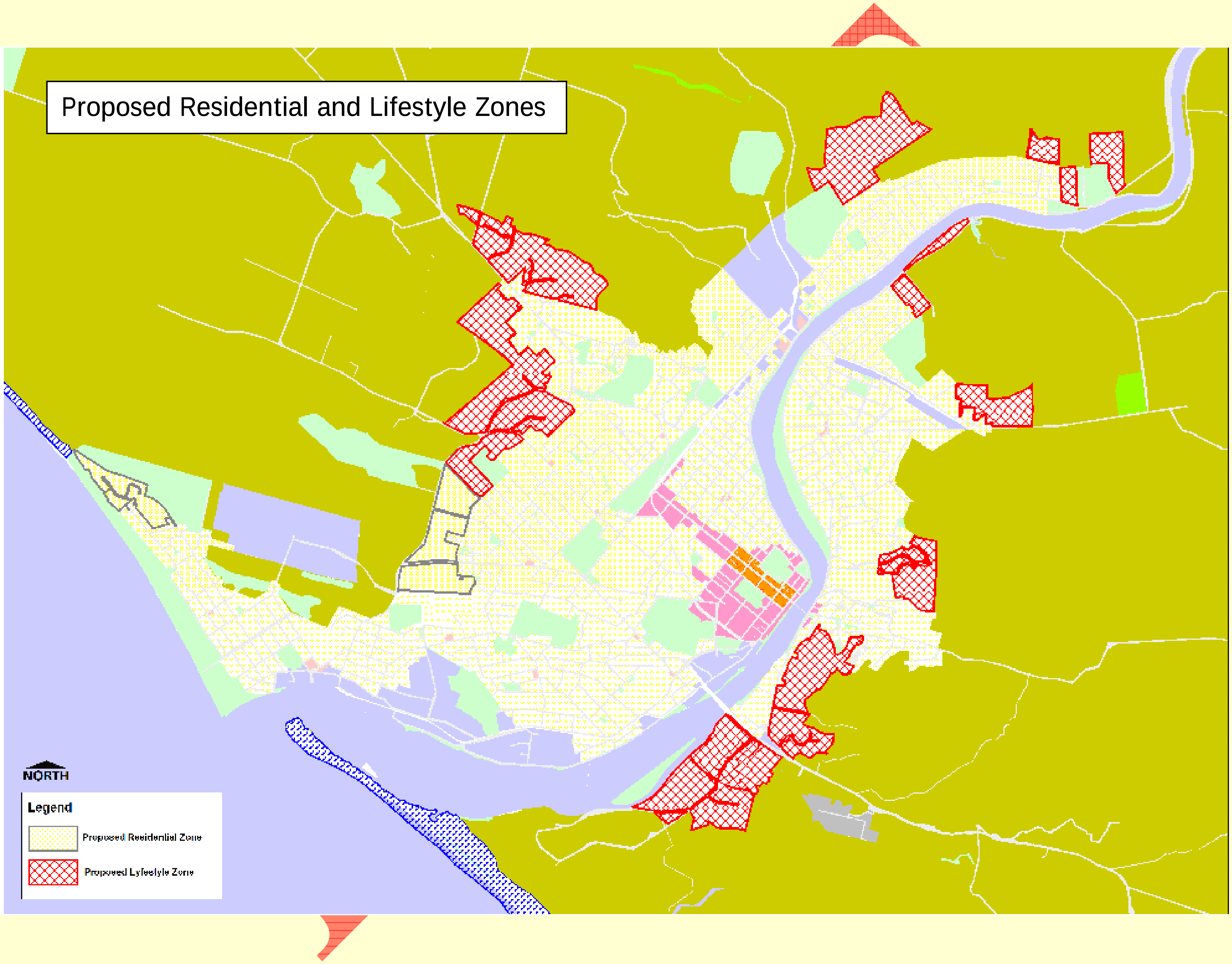

Reduced Restricted Services and Alternative Residential Areas
Restricted Services Residential Areas
Alternative Residential Areas
1
2
3
4
5
6
7
8
9
10
11
12
13

Reduced Top ranking Residential Areas	Number of Lots
Springvale South	399
Fitzherbert Ave Extension	220
Delhi Ave	113
Longbeach Drive	39
Montgomery	135
Mannington/Pickwick Road	160
LOTS AVAILABLE	1066

Based on the projected growth rate for greenfield residential development the areas identified still provide far more land than is required over the period of this study. The areas identified for future residential development are Springvale South, Fitzherbert Ave Extension, and Longbeach. These areas were selected because they collectively provided the area of land projected to be required, ranked highly against the assessment criteria, and provided some choice on locality. If or when the projected growth increases, Council can consider zoning the next ranked areas.

1.4 Outcome

There are a number of areas that are recommended for rezoning as a result of the residential growth assessment. The areas best suited to cater for future residential development in Wanganui are proposed to be rezoned as shown on the following map.


Proposed Residential and Lifestyle Zones
NORTH
Legend
Proposed Residential Zone
Proposed Lyfestyle Zone

The proposed zone changes provide more residential zoned land than presently zoned residential for development. The number of lifestyle lots were calculated on a lot size of 5000m².

Reduced Top ranking Residential Areas	Number of Lots
Springvale South	399
Fitzherbert Ave Extension	220
Mannington/Pickwick Road	62
Longbeach Drive	39
Wikitoria	78
Delhi Ave	18
Montgomery	52
No 3 Line	14
Residential Lots Available	**658**
Lifestyle Lots Available	**224**
Other Lifestyle areas	264

In addition to rezoning new residential areas the identified existing restricted services residential areas and parts of the rural zones should be rezoned lifestyle residential zone to allow for lifestyle blocks that are less than the rural lot size, and are not serviced. Some existing residential zoned land that is unsuitable for residential development will be assessed in conjunction with the District Plan review. The demand for coastal lifestyle land should also be considered, with the potential that lifestyle development, with on-site waste and stormwater disposal, established in the Peat Avenue area of Mowhanau. The area available to accommodate 100 lots, providing a distinctive cliff top residential area at the extreme end of Longbeach Drive, approved by Council but presently under appeal, has been included as a residential development area.

Details of the rules and standards for the residential, lifestyle and rural zones will be developed in conjunction with the District Plan review commencing in 2009. In addition, existing redeveloped residential zones will allow for greater density in the central areas through infill development, with these and the newly zoned residential areas being developed in conjunction with urban design principles and encourage mixed density.

2. Industrial Development

2.1 Existing Situation

The existing industrial situation in Wanganui is a result of historical development, the value placed on industrial growth, and the current controls placed on industrial development.

2.1.1 Industrial Development in Wanganui

An Industrial Growth Strategy for the Wanganui District was prepared by Truebridge Callender Beach Limited in 1998. A review of this Strategy was completed by MWH in December 2005. The study had two central areas of investigation:

i. the demand for industrial land, based on an assessment of current and future patterns of industrial activity in Wanganui; and

ii. the supply of land to meet market demand. This aspect considered the locations available within the District and the opportunities and limitations of each location, with particular emphasis on financial and environmental effects.

The key outputs from the study included: likely future trends for industrial growth in Wanganui for the next 20 years; future demand for industrial land; the adequacy and relationship of existing manufacturing zoned land; and any changes necessary to existing industrial zoned land.

Overall the study concluded that:

- Future growth in industrial land is likely to remain with the District's primary production sector;
- The transport, storage and wholesaling sector, although a major user of industrial land, is largely dependent on the primary industry section for its expansion;
- The industries most likely to generate growth and a demand for land are those currently located at Heads Road. The area is well suited to the primary manufacturing sector and there is some opportunity for expansion within the area;

- Limited expansion of smaller industries (i.e. 1-5 employees) can be expected in those areas which have traditionally provided for such, namely London Street, George Street, and the Wilson Street areas, but all areas can expect an increase in the number of smaller industries;
- Given the growth projections and the availability of land, there is more than adequate land to satisfy future demand over the next 20 years;
- Some areas, namely, Eastown and Aramoho, are unlikely to see major growth. The development of Westbourne could eventually see those areas move away from any significant manufacturing base;
- Westbourne is well sited as a development option, but is constrained by demand and establishment cost; and
- Concentration of activity in the main area of Heads Road and expanding opportunity for alternatives in Eastown and Aramoho represents the most sustainable financial option over the medium term.

2.1.2 The Importance of Industrial Development

Industrial development is one of the primary indicators of economic wellbeing and changes within this sector largely determine movements in other sectors, particularly residential and retail activity. The location and form of industrial areas within a city are important to the successful functioning of the city. To be successful industrial areas must:

- have access to key infrastructure such as roads, wastewater systems, water supply, and telecommunications;
- be situated on land suitable for industrial buildings; and
- be located separate from but close to the workforce.

2.1.3 Current Planning Requirements for Industrial Development

The District Plan currently provides three zones in which industrial development is a permitted activity. The Manufacturing and Outer Commercial zones allowing a full range of manufacturing activities, while the Marangai Manufacturing and Rural Amenity zone is limited to the establishment of a sole petcare products manufacturing facility.. The Wanganui District has 308 hectares of land currently zoned specifically for industrial purposes; however 170 hectares of this land remains undeveloped.

2.2 Implications

Poorly planned development can result in a number of negative effects on the community, which may be social, cultural, environmental and economic in nature.

2.2.1 Implications of Poorly Planned Industrial Development

As with residential development, industrial development in Wanganui has been reactive and market-led. There is a misperception by the market that there is not enough industrial land when in fact a significant amount of land is zoned for manufacturing within the district. Currently land for industrial development is spread over ten different areas. Although this creates choice for the market regarding location, an oversupply of land makes it difficult for the Council to plan for infrastructure. The abundance of land available for industrial development has led to a number of sites being vacant, sending a negative message to the market.

Poorly planned industrial development can lead to adverse effects that can range in scale. On a city scale it is important to plan infrastructure to serve industrial development in a way that ensures efficient and effective asset management for Council. As with residential development, it is important to identify areas for future development in order to direct industrial development into areas that are able to be effectively and efficiently serviced. The lack of servicing in some areas is a deterrent to industrial development, due to additional infrastructure costs. Planning for industrial growth:

- reduces the risk to Council by reducing the risk of having to provide infrastructure where it is not most efficient;
- provides industry with affordable, connected and sustainable sites for development.

Given the effects generated by some industrial development, it is important to ensure that manufacturing zones are placed in appropriate areas to ensure their compatibility with the surrounding environment. Poorly planned industrial development on a local scale can have negative impacts on the surrounding area, or on the industrial sites. Key issues for Wanganui industrial zones include:

- Some land zoned manufacturing is, due to its topography and/or soil composition, inappropriate for industrial building development .
- Parts of the Heads Road East and West industrial areas are subject to flooding in a 50 or 100 year event.
- A number of industries are located in this area and have no protection from such an event.[1]
- Some industrial areas are considered “dirty”, detracting from their market appeal (e.g. parts of Heads Road, the Mill in Westbourne).
- Many of the existing industrial zones are located adjacent to Residential or Rural zoning, and there is limited protection for residents of these areas from the effects of an industrial activity (e.g. noise from heavy machinery/traffic).
- Where manufacturing areas adjoin residential areas, there is potential for complaints from residential development.

[1] Flood protection is planned to be installed between 2008 and 2010.

The Manufacturing zone does not distinguish between the variety of industrial activities that exist in Wanganui which, in some cases, may have different characteristics requiring a different planning approach (e.g. a different set of rules). Under the current District Plan, for example, a timber mill could establish in any of the industrial areas, even if a food producer was already operating on an adjoining site. This creates a lack of confidence for a new industry as to what subsequent activities may be permitted to establish near them. Another uncertainty for developers is that the existing manufacturing areas have no infrastructure design or implementation plans prepared for their development. This uncertainty can have a negative effect on industrial development.

As industrial development is a key indicator of economic growth, and also contributes to the district's social, cultural and environmental well being, poorly planned industrial areas can have a significant impact on the overall welfare of the district.

2.3 Future Industrial Development in Wanganui

There is little information upon which to project future industrial growth for Wanganui; however, Council can influence industrial growth by planning to ensure that land made available for industrial development is:

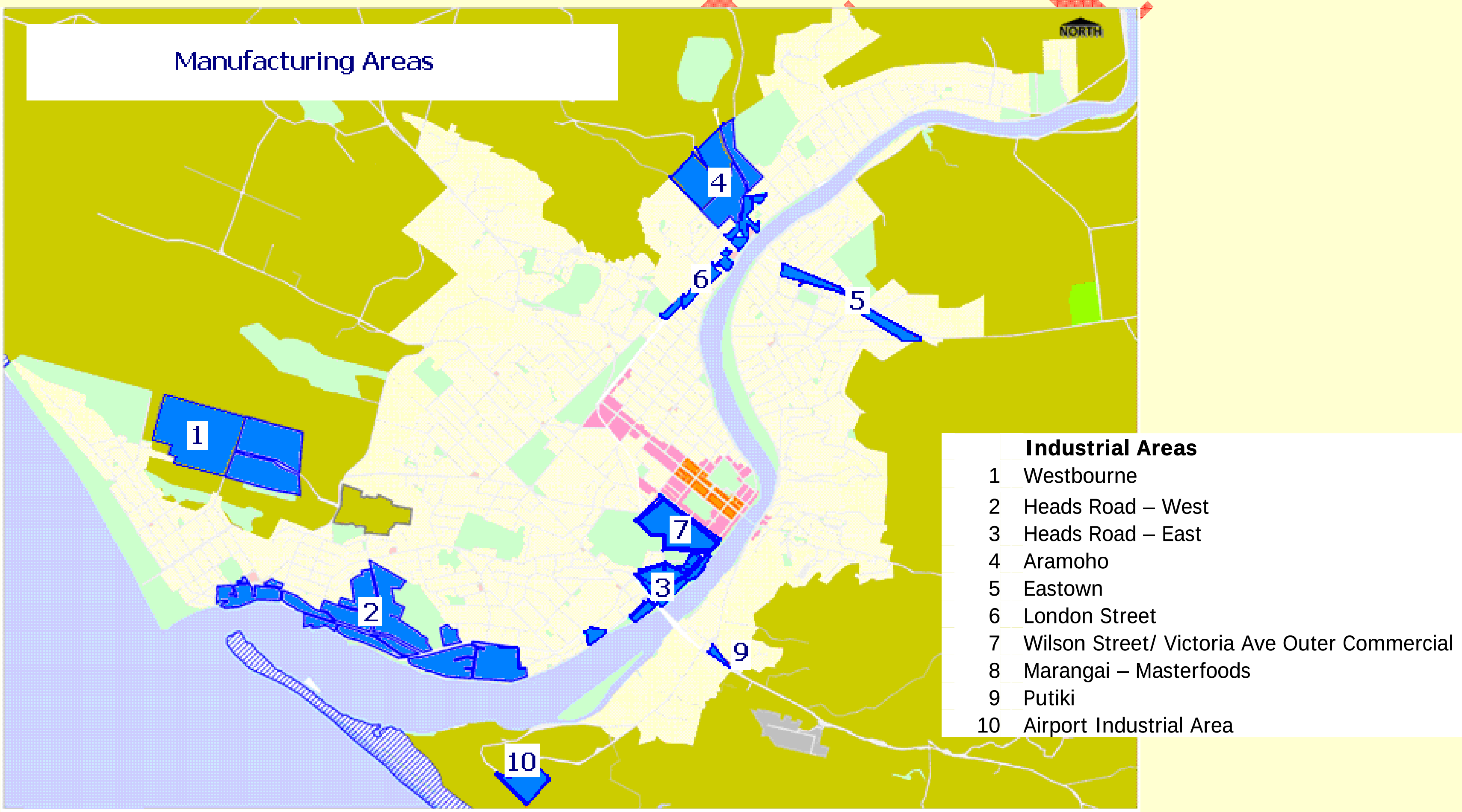
- attractive to developers;
- categorised for different types of activities eg. Clean, dirty, wet industry;
- development costs are low,
- industrial areas have been located for maximum infrastructure efficiency; and
- land zoned for industry is suitable for that purpose.

In order to achieve this future industrial growth, Council should identify specific areas where industrial growth can occur. This will promote growth, allow for plan development, and ensure the costs of servicing development is paid by the developer rather than the ratepayer.

2.4 Industrial Assessment Process

2.4.1 Assessing Existing Industrial Areas – Manufacturing Zones

In order to determine the most appropriate areas for future industrial development to occur, an assessment of the existing areas zoned for manufacturing activities, with the addition of a possible Airport Industrial zone, was undertaken. This included an assessment of the areas shown below.



The assessment of existing industrial areas considered relevant criteria for industrial development to determine the areas that would best meet the needs of future industrial development. This assessment included: access to the existing trade waste system; access to modes of transport; topography and ground stability; access to effective and efficient infrastructure; proximity to the central commercial zone; and the prominence of the site.

The criteria were allocated weights to ensure that the assessment would give consideration to the varying importance of each criteria. The value of the individual assessment criteria varies between grades of industry, so the industrial areas were assessed for their suitability to provide for light and heavy industry. The difference between light and heavy industry being proximity to the Central Business District and the prominence of the site. This separation of light from heavy industry will allow decisions to be made on the best place to focus the two grades of industry.

The results for these grades of industry are:

Rank	**Light Manufacturing Assessment**	
1	Wilson Street/ Victoria Ave Outer Commercial	91.0%
2	Heads Road – East	90.4%
3	London Street	58.5%
4	Heads Road – West	56.7%
5	Putiki	50.1%
6	Aramoho	49.6%
7	Eastown	49.2%
8	Marangai – Masterfoods	45.3%
9	Airport Industrial Area	44.7%
10	Westbourne	33.6%

Rank	Heavy Manufacturing Assessment	
1	Heads Road – East	77.7%
2	Wilson Street/ Victoria Ave Outer Commercial	76.2%
3	London Street	71.7%
4	Heads Road – West	71.5%
5	Eastown	68.2%
6	Aramoho	65.0%
7	Westbourne	60.7%
8	Marangai – Masterfood	60.1%
9	Airport Industrial Area	59.2%
10	Putiki	55.5%

The assessment matrices identified the areas most suitable for both light and heavy industrial development. Assessment spreadsheets are included in Appendix 4. Heads Road East, Heads Road West, Wilson Street/ Victoria Ave, and London Street ranked in the top four for both light and heavy industry, with Aramoho and Eastown both coming in the top seven.

Clearly the four existing industrial areas that rank highest for both light and heavy industry could successfully accommodate both classes of industry in the future, however; one of the identified deficiencies of the existing planning framework is the lack of separation between the two classes of industry. Given that Heads Road East, Wilson Street/Victoria Avenue, and London Street are, or are transitioning into light industry areas, and a study undertaken in 2005 by MWH concluded *that limited expansion of smaller industries can be expected in these areas*, these areas should be zoned for light industry.

Heads Road West on the other hand presently accommodates primarily heavy industry, and the MWH 2005 study concluded that *future growth is likely to remain with the districts primary production sector,* and *the industries most likely to generate growth and a demand for land are located at Heads Road,* it is appropriate to zone Heads Road West for heavy industry, and specifically wet industry.

The Eastown manufacturing area ranked at five for heavy industry, however; given that this area is completely surrounded by residential development it is not suitable to be zoned for heavy industry. Given that three other areas rank significantly higher than Eastown for light industry it is also questionable whether Eastown is required for that use. Given that the MWH report concluded that Eastown is unlikely to see major growth, this area should be considered for either residential or open space development.

The next highest ranked areas for heavy industry are Aramoho and Westbourne. The MWH report concluded that Westbourne *is well sited as a development option but is constrained by demand and establishment costs,* and *Aramoho is unlikely to see major growth*. These two areas should be considered specifically for heavy industry. Given that the existing Westbourne manufacturing zone covers a very large area, and it is unclear how much industrial growth will occur, consideration should be given to reducing the size of this area. This could be achieved by either rezoning part of the area rural, or identifying that area for future manufacturing. Part of the Aramoho industrial area is topographically inappropriate for heavy industry, and should therefore be reduced in area by removing the hill area. Although the MWH report suggests that industrial growth in this area is unlikely reducing the size of the area and identifying it for heavy industry only, will provide some choice for that sector of industry.

While the airport industrial area did not rank highly on either assessment, it warrants consideration as a specialist industrial area, to accommodate airport industries only. Equally the Marangai industrial area is limited to one industry and as such will not compromise the development of the other industrial areas.

While the existing Putiki manufacturing area ranked fifth for light manufacturing, the size of the area, making it almost a spot zone, means that this area should not be zoned for industrial use and should be rezoned either residential or reserves and open space.

2.5 Outcome

There are a number of areas that are recommended for rezoning as a result of the industrial growth strategy assessment. The areas best suited to cater for future industrial development in Wanganui, identified separately for light and heavy industry, are shown on the map below:

The proposed zone changes reduce the amount of land available for industrial development and separate light from heavy industrial activity. Reducing the amount of land available is achieved by reducing the area of the Westbourne and Aramoho industrial areas and rezoning Eastown and Putiki from Manufacturing to either Residential or Reserves and Open Space, or a combination of the two. Separating light industry from heavy industry is achieved by identifying specific areas for each sector of industry. This will ensure that each manufacturing zone has an identified character.

Details of the rules and standards for the light and heavy industrial zones will be developed in conjunction with the District Plan review, beginning in 2009.

3. Conclusions

This strategy document has identified where future residential and industrial development in Wanganui should occur, to enable effective and efficient Council asset management. Although effective and efficient Council asset management is the primary driver for the consideration of future Wanganui development, unless development areas also provide for the social, cultural, environmental, and economic needs of the community, they will not be successful. Having considered the identified criteria the prospective areas were ranked.

Springvale South, Fitzherbert Avenue Extension, and Longbeach Drive, were all identified as residential development areas that would be efficient and effective to service, and could provide for the social, economic and cultural needs of the community.

Having assessed the possible industrial development areas, and separating light from heavy industry, Heads Road East, Wilson Street/Victoria Avenue, and London Street were identified as the areas that are most likely to be successful for light industry. Heads Road West, Westbourne and Aramoho, with the last two reduced in area, were identified for future heavy industrial development.

The existing restricted services residential land that did not rate highly enough to warrant identification as residential development areas should be rezoned to be either a new lifestyle zone, with rules that will maintain identified amenity values, or, zoned rural.

The areas presently zoned manufacturing, and not identified for future manufacturing, namely Eastown and Putiki, and parts of Westbourne and Aramoho, will need to be assessed for alternative uses i.e. residential or reserves and open spaces, or a combination of the two.

The majority of the recommended zone changes will be undertaken in conjunction with the upcoming District Plan review, with some changes being undertaken separately through the plan change process.

This Growth Strategy has been developed with limited consultation, and as such, comprehensive consultation, with all sectors of the community, is required to ensure that the strategy ultimately adopted, has buy-in from, and meets the needs of, the community.