

20 COMMERCIAL AND INDUSTRIAL ENVIRONMENTAL AREAS

20.1 INTRODUCTION

The Commercial and Industrial Environmental Areas generally apply to those areas of Greymouth which contain a range of government and corporate regional headquarters, retail outlets, professional [offices](#), and industrial activities serving the rural hinterland and fisheries sector. It is the only business area in the District that is of sufficient area to justify a separate environmental area although similar activities are displayed throughout the District.

- 1 The area bordered by the Grey River, Lagoon Dock, Blaketown, Whall Street, Smith Street and Tainui Street comprises the following:
 - a compact central retail area around Mackay Street, providing a convenient and safe environment for shoppers;
 - an outer ring of larger retail and service industrial uses which may generate significant vehicular traffic;
 - a suburban retail centre bounded by High Street, Marlborough Street, Cowper Street and Raleigh Street (Greymouth South);
 - an industrial area between Blaketown, the dock and the railway line, characterised by heavier industry and processing activities; and
 - A port area consisting of activities associated with the fish industry, coal and timber exports; and
 - scattered commercial and industrial development along SH 6.
- 2 The area known as [Kaiata Park](#) is centrally located between Kaiata and Dobson on SH7. The area is comprised of industrial and commercial activities. It was designed to enable current and future industrial activities to have an appropriately zoned and serviced area to locate.

This overall area is divided into two areas for the purposes of the plan - Commercial and Industrial Areas.

The Commercial Area consists of;

1. the central “Commercial Core” which is delineated in the plan for amenity and parking reasons; and
2. the established business areas to the south and west of the commercial core; and
3. the small suburban commercial areas in Greymouth; and
4. the commercial areas of [Kaiata Park](#).

Uses include retail, service and commercial activities.

The Industrial Area consists of the traditional industrial areas to the west of the “Commercial Core” area, as well as the new industrial area in [Kaiata Park](#) and includes heavier types of industry, port activities and the railway.

20.2 ISSUES

1. In providing for commercial and industrial activities there is a need to ensure they will not have unreasonable adverse effects beyond the [boundaries](#) of their [sites](#), particularly as it relates to residential environments. These effects include:

- visual intrusion of buildings and structures, including signs;
 - conflict between pedestrians and vehicular traffic;
 - noise;
 - compromising of road safety and the efficient flow of traffic caused by high traffic generating activities, poor access and on-site parking provision, and visual distractions such as advertising signs.
2. The efficiency of the commercial/industrial area could be adversely affected by more sensitive activities.

Given the vital role commercial/industrial activities play in respect of the well being of the community, efficient use should be made of their resources by restricting activities such as residential development that could inhibit their operation.

3. The sustainability of the Commercial Area of Greymouth could be constrained by flood risk and land tenure.

The commercial area of Greymouth is susceptible to flooding from the Grey River although the construction of the floodwall has alleviated most of these concerns. In addition a high proportion of the commercial area is situated on leasehold land which is held by one landowner. This is a perceived barrier to investors wanting to increase the value of property.

A long term alternative to address some of these issues could be the gradual provision of an area less susceptible to flooding and which may concurrently reduce the land tenure constraints presently experienced by potential developers. One such potential area is the High Street, Marlborough Street, Cowper Street and Raleigh Street retail block in South Greymouth which would provide services to this area and a focus for this development other than sporadic or haphazard development.

4. Insufficient parking, loading, manoeuvring and access can restrict the efficiency of the commercial and industrial areas.

Commercial and industrial areas are characterised by high volumes of vehicles including heavy trucks. A safe and efficient transport network requires:

- offstreet parking and limited access to avoid conflict between traffic associated with a particular property and through traffic;
- circulation of traffic to avoid conflict between pedestrians, cars and heavy vehicles.

In deciding the appropriate location and development standards for commercial and industrial activities, regard must be given to the function of streets in the road hierarchy and the capacity or level of service of each.

20.3 OBJECTIVE

1. The efficient use of commercial and industrial areas including the port area, to serve the needs of the District in a manner that maintains a standard of amenity appropriate to the area and which will not compromise the amenity of adjoining areas.

20.4 POLICIES

1. Activities that could conflict with the efficient use of commercial and industrial areas should not be located in these areas.
2. Activities should not create adverse effects beyond the boundaries of the commercial and industrial areas particularly in respect of residential environments.

3. Activities in the commercial and industrial area should not be adversely affected by a shortfall in parking, loading or [access](#).
4. Pedestrian orientated areas should be located in the central area of Greymouth and the Greymouth South area, and those areas more dependent on vehicles for access and servicing located in the areas around the central area.
5. Public use of the port area and [adjoining land](#), including the floodwall for recreational and tourism purposes should be allowed where there is not conflict with port related activities.
6. The establishment of an alternative commercial area to the central area in the south of Greymouth to enable further retail development opportunity and to overcome any long term constraints of the central area.
7. Further industrial areas, particularly for the port should not be compromised by activities that could preclude use of that space.

20.4.1 EXPLANATION AND REASONS

The Commercial and Industrial areas are integral to the well being of the Grey District community. As the commercial and industrial areas are limited as to their location their operation should not be inhibited by less sensitive activities. While the efficient use of these areas for a variety of activities is in the interests of the community they should not have an adverse effect on amenities, particularly as it relates to the adjoining amenities of residential areas.

In general, the central retail area and the Greymouth South Area should be enhanced in favour of pedestrians to improve its amenity. As a consequence vehicle orientated uses should be located beyond this area. Adequate provision should be made for vehicles in terms of [access](#) and parking to offset adverse effects.

A commercial area located in the High Street, Cowper Street, Marlborough Street and Raleigh Street block provides an alternative to the central area. Similarly future port areas such as at Cobden and Rapahoe could be required in the long term. The public use of the port area is also likely to be more long term but the above are matters which require addressing at present.

20.5 IMPLEMENTATION METHODS

1. Environmental Areas and rules in the District Plan which provide for commercial and industrial performance standards.
2. Objectives, policies and rules of the Regional Council Plans which control the effects of discharge to air and water.
3. Consultation with resource users.
4. Programmes for street enhancements and public facilities within commercial and industrial areas.
5. Undertake investigations for future port areas such as at Cobden and Rapahoe.

20.5.1 REASONS FOR IMPLEMENTATION METHODS

Environmental Areas and rules are considered to be the most effective method of ensuring the provision and protection of commercial and industrial environments. Rules are also important in ensuring the preservation of amenity in adjoining Environmental Areas, particularly residential environmental areas. Objectives, policies and rules in the Regional Council Plans also control effects relating to odour, pollutants, etc. Consultation is a key component in ensuring the sustainability of resources to provide for the well being of the community. Street programmes will continue as a means of enhancing the central area. Future development of the port areas is acknowledged to be a long-term issue but nevertheless it is appropriate some

investigations are undertaken within the life of this plan. At this stage no regulatory controls are proposed.

20.6 ENVIRONMENTAL RESULTS ANTICIPATED AND MONITORING

Anticipated Environmental Results	Monitoring and Review Data
<ul style="list-style-type: none"> • A range of commercial and industrial activities development in central Greymouth. • Amenity values appropriate to commercial and industrial (including port) environments as places to visit and work in. • Adequate carparking, loading and vehicular access in relation to business activities, to preserve road safety and efficiency in traffic flows. • Enhanced street appearance, pedestrian access, public facilities and open space around the central commercial area and where appropriate the port area. • Pedestrian areas with minimal exposure to traffic danger, noise and fumes. • Pleasant living environments where any adverse impacts of adjoining commercial and industrial premises and operations are avoided, remedied or mitigated. • Identification of potential sites for future port areas. 	<ul style="list-style-type: none"> • Assessment through analysis of complaints laid with the Council regarding unacceptable environmental standards resulting from activities undertaken in the commercial and industrial Environmental Area. • Assessment of land available for development in the Commercial and Industrial Environmental Areas. • Assessment of resource consent applications for commercial and industrial activities.

20.7 RULES - COMMERCIAL AND INDUSTRIAL ENVIRONMENTAL AREA

20.7 ITEM	PERMITTED	CONTROLLED
1. Permitted Activities General	(i) Any activity is a permitted activity provided that it does not contravene any other rule in this Environmental Area.	(ii) Not applicable.
2. Residential Units	(i) Residential units are a permitted activity provided that: (a) in the Industrial Environmental Area they are ancillary to a commercial or industrial activity on site. (b) Where residential units are not ancillary to a commercial or industrial activity the minimum net site area for a residential unit shall be 300m ² .	(ii) Not applicable.
3. Set Backs	(i) Buildings are a permitted activity if: (a) Where a site adjoins a Residential Environmental Area site the minimum setback of buildings from the Residential Environmental Area boundary shall be 4.5m. (b) No buildings for residential or commercial purposes shall be erected within 150 metres of the boundary of any oxidation pond, and no oxidation pond is located within 150 metres of a residential or commercial building. (c) No buildings shall be erected within 100 metres of MHWS.	(ii) Not applicable.
4. Height of Buildings & Structures	(i) Buildings are a permitted activity if: (a) The maximum height of any building is 20 metres. (b) A building does not project beyond a building envelope defined by recession planes as described in Appendix 8 where a site in the Commercial and Industrial environmental area adjoins a Residential Environmental Area provided that the building shall only comply with the recession planes adjacent to the common boundary. (c) No building or structure shall project beyond an envelope in the Aerodrome Flight Path Protection Area as described in Appendix 9.	(ii) Not applicable

DISCRETIONARY	ASSESSMENT CRITERIA	EXPLANATION
(iii) Not applicable.	(i) Not applicable.	Any activity is allowed in the Commercial or Industrial Environment provided the rules are not contravened.
(iii) Any activity that contravenes a permitted condition is a discretionary activity.	(ii) The effect a residential unit will have on the efficient operation of an industrial or commercial activity. (iii)The intended use of the residential unit.	Legitimate Industrial activities should not be inhibited by sensitive land uses such as residential units. A minimum area is set for residential units to ensure that amenities for the units are retained.
(iii) Any activity that contravenes a permitted condition is a discretionary activity.	(i) The effect on adjoining properties in terms of sunlight, noise and privacy. (ii) The effect on the provision of services. (iii)The extent to which alternative practical locations are available for the building. (iv)The extent to which the proposed building will detract from the pleasantness, coherence, openness and attractiveness of the site as viewed from the street and adjoining sites. (v) The extent to which the intrusion towards the internal boundary is necessary to enable more efficient, practical and/or pleasant use of the remainder of the site. (vi)The ability to mitigate any adverse effects of the proposal on adjoining sites, including through the provision of landscape plantings. (vii)The actual potential adverse effects of the oxidation pond. (viii)The effect on the character of the coastline and if any natural hazard (such as erosion, sea level etc) will create an impact.	Setbacks from the residential environmental area enables a reasonable separation distance to be retained in order to ensure the potential adverse effects are reduced. Restrictions on building in proximity to oxidation ponds (as shown on Planning Maps 25, 34, 36 & 38) enable these facilities to operate without unduly affecting adjoining landowners and vice versa. Control of buildings in the coastal area allows Council to assess the effects on the natural character of the coastline and also the threat to development of natural hazards.
(iii) Any activity that contravenes a permitted condition is a discretionary activity.	(i) The effect on adjoining properties in terms of sunlight, outlook and privacy. (ii) The effect of the increased height in terms of visual dominance by buildings of the outlook from other sites, roads and public open space in the surrounding area, which is out of character with the local environment. (iii)The extent to which there is a need for the increased height or intrusion through the recession lines, in order to undertake the proposed activities on the site and alternatives which may have less effect on the environment. (iv)The extent to which the proposed buildings will be compatible with the character of the local environment, including the scale of other buildings in the surrounding area. (v) The ability to mitigate any adverse effects of increased height or exceedence of the recession planes, such as through increased separation distances between the building and adjoining sites or the provision of screening.	Height controls allow a 20 metre high building. Beyond this limit control is required to protect neighbours amenities of adjoining residential properties. The recession plane protects sunlight and privacy of adjoining properties. Buildings and structures are also required to comply with flight protection path for the Greymouth aerodrome to protect its operation.

20.7 ITEM	PERMITTED	CONTROLLED
<p>5. Building Design and Appearance</p>	<p>(i) Every building facing a road in the Commercial Core shall, on its erection or on being reconstructed or altered in any way that substantially changes the exterior appearance, be provided with a verandah; and</p> <p>(ii) The verandah shall be constructed along the full length of all parts of the building facing the road. The height, width and fascia of the verandah shall relate to any adjoining verandahs to provide continuity of verandah coverage. Every verandah erected shall be of cantilever or similar construction and not be supported by posts; and</p> <p>(iii) The verandah shall extend from the shop frontage to be 400mm inside the kerbline. The verandah, if on a corner, shall be splayed so as to be 400mm back from the kerbline.</p> <p>(iv) Relocated buildings onto a site are permitted if:</p> <p>(a) they are constructed within the last ten years and</p> <p>(b) they are constructed of new materials and</p> <p>(c) they are established on foundations complying with the building code at the time of relocation.</p> <p>Provided that (iv) does not apply to the Industrial Environmental Area.</p>	<p>(ii) Relocated buildings not meeting the conditions of permitted activity are a controlled activity in which Council reserves control over the design and appearance of the buildings.</p>
<p>6. Light Spill & Glare</p>	<p>(i) All exterior lighting shall be directed away from adjacent properties and roads so as to avoid any adverse effects on the neighbourhood and on traffic safety. and</p> <p>(ii) No activity shall result in greater than a 10 lux spill (horizontal and vertical) of light on to any adjoining property within the Commercial Environmental Area, measured 2m inside the boundary of any adjoining property. and</p> <p>(iii) For sites adjoining a Residential Environmental Area, no activity shall result in greater than a 2.5 lux spill (horizontal and vertical) of light, measured 2m inside the boundary of any adjoining residential property or the closest window in the adjoining property, whichever is the closest.</p>	<p>(ii) Not applicable.</p>
<p>7. Outdoor storage and Landscaping</p>	<p>(i) Outdoor storage areas that are visible from the road shall be screened by planting or fencing.</p> <p>(ii) All sites shall be landscaped along road boundaries and shall be to a minimum depth of 2m except for the Commercial core Area and the Greymouth South Commercial Area.</p> <p>(iii) A landscaped area with a minimum width of 2m shall be established and maintained along internal boundaries adjoining Residential Environmental Areas, and shall be planted with species, which at maturity, will screen the buildings from the adjoining sites. In addition, a solid wall or close-boarded fence with a minimum height of 2.0m shall screen any outdoor storage or parking areas adjacent or visible from a Residential Environmental Area..</p>	<p>(ii) Not applicable.</p>
<p>8. Utilities</p>	<p>(i) Refer to Appendix 1.</p>	<p>(ii) Not applicable.</p>

DISCRETIONARY	ASSESSMENT CRITERIA	EXPLANATION
(iii) Any activity that contravenes a permitted condition is a discretionary activity except as provided for in (ii) Controlled Activities.	(i) The effect the absence of a verandah would have in terms of shelter and appearance. (ii)The proposed location of the relocated building on the site and its visibility from off the site . (iii)Any other matters relating to visual character of the relocated building , proposed alterations to the building , its proposed surroundings, such as topography, proximity to public areas and proposed plantings.	Verandahs improve the amenities for pedestrians in the commercial core area by providing shelter as well as assisting in providing a common design theme. The controls on relocated buildings will ensure that older relocatable buildings are brought up to a suitable standard. Relocatable buildings are often sub-standard in appearance. The rule does not apply to the Industrial Environmental Area given that amenity is not a significant issue in the area.
(iii) Any activity that contravenes a permitted condition is a discretionary activity.		Lighting and glare can detrimentally impact on a person’s enjoyment of their property particularly in respect of residential areas.
(iii) Any activity that contravenes a permitted condition is a discretionary activity.	(i) The effect any reduced landscaping or screening will have on the surrounding amenities, particularly upon Residential Environmental Areas.	Screening of outdoor storage areas and car parking areas in the commercial and industrial areas can improve the amenity in these areas and particularly in adjoining residential environmental areas. While landscaping enhances sites and the streetscape landscaping of frontages is not considered appropriate in the two identified commercial areas given their function and location.
(iii) Refer to Appendix 1	Refer to Appendix 1	Refer to Appendix 1

20.7 ITEM	PERMITTED	CONTROLLED
9. Signs	(i) Refer to Appendix 2	(ii) Refer to Appendix 2
10. Hazardous Substances	(i) Refer to Appendix 3	(ii) Refer to Appendix 3
11. Parking, Loading and Access	<p>(i) Parking, loading and access of vehicles and transport matters associated with any activity shall be in accordance with Appendix 4. In addition the following shall apply in the Commercial Core Area:</p> <p>(a) No on-site carparking shall be provided except carparking for the convenience of persons working onsite may be provided to the rear of any building at a rate of one space per 100m² gross floor area.</p> <p>Note: Within the Commercial Core Area on-site parking shall be required on a cash in lieu basis based on the actual cost of providing 25m² for a carpark calculated at the current market value of the land and construction costs required by NZS 4404:1981. This amount being to a maximum of \$1,500.00 plus GST per carpark.</p> <p>(b) Where available all vehicle access is to be from service lanes.</p>	(ii) Refer to Appendix 4
12. Subdivision	(i) Refer to Appendix 5	(ii) Refer to Appendix 5
13. Heritage Items & Historic Trees	(i) Refer to Appendix 6	(ii) Refer to Appendix 6

DISCRETIONARY	ASSESSMENT CRITERIA	EXPLANATION
(iii) Refer to Appendix 2	Refer to Appendix 2	Refer to Appendix 2
(iii) Refer to Appendix 3	Refer to Appendix 3	Refer to Appendix 3
(iii) Refer to Appendix 4 Any activity that contravenes a permitted condition is a discretionary activity.	Refer to Appendix 4	Refer to Appendix 4 Aggregated carparking areas are appropriate in the central area rather than individual site car parks which will reduce the compactness of the area. Cash contributions will be used for centralised public car parks.
(iii) Refer to Appendix 5	Refer to Appendix 5	Refer to Appendix 5
(iii) Refer to Appendix 6	Refer to Appendix 6	Refer to Appendix 6

20.7 ITEM	PERMITTED	CONTROLLED
14. Noise	<p>(i) Any activity shall be conducted such that the following noise levels are not exceeded within the boundary of any site and environment area, other than the site from which the noise is created:</p> <p>(a) Commercial</p> <p>Monday to Sunday 0700 - 2200 hrs 60dBA L10 2200 - 0700 hrs 50dBA L10 (Note: Any activity sensitive to noise must be designed to take into account higher night-time noise levels. Refer also to rule 20.7.14(ii))</p> <ul style="list-style-type: none"> • 75 dBA Lmax all days between 2200 hrs and 0700 hrs <p>(i) Commercial Environment to Residential Environment and Rural-Residential Environment</p> <p>Monday - Friday 2200 hrs to 0700 hrs 45dBA L10 0700 hrs to 2200 hrs 55dBA L10</p> <p>Saturday 1700 hrs to 0800 hrs 45dBA L10 0800 hrs to 1700 hrs 55dBA L10</p> <p>Sundays 45dBA L10</p> <ul style="list-style-type: none"> • 75dBA Lmax all days between 2200 hrs and 0700 hrs <p>(ii) Commercial Environment to Township Environment and Rural Environment</p> <p>Monday to Saturday 0700 hrs to 2200 hrs 55dBA L10 2200 hrs to 0700 hrs 45dBA L10</p> <p>Sunday 45dBA L10</p> <ul style="list-style-type: none"> • 75 dBA Lmax all days between 2200 hrs and 0700 hrs <p>(b) Industrial</p> <p>Monday to Sunday 2200 - 2200 hrs 65dBA L10 (Note: Any noise sensitive activity must be designed to take into account higher night-time noise levels. Refer also to rule 20.7.14(ii))</p> <p>(i) Industrial Environment to Residential Environment and Rural-Residential Environment</p> <p>Monday - Friday 2200 hrs to 0700 hrs 45dBA L10 0700 hrs to 2200 hrs 55dBA L10</p> <p>Saturday 1700 hrs to 0800 hrs 45dBA L10 0800 hrs to 1700 hrs 55dBA L10</p> <p>Sundays 45dBA L10</p> <ul style="list-style-type: none"> • 75dBA Lmax all days between 2200 hrs and 0700 hrs <p><u>(ii) Industrial Environment to Township Environment and Rural Environment</u></p> <p>Monday to Saturday 0700 hrs to 2200 hrs 55dBA L10 2200 hrs to 0700 hrs 45dBA L10</p> <p>Sunday 45dBA L10</p> <ul style="list-style-type: none"> • 75 dBA Lmax all days between 2200 hrs and 0700 hrs 	(ii) Not applicable.

DISCRETIONARY	ASSESSMENT CRITERIA	EXPLANATION
<p>(iii) Any activity that contravenes a permitted condition is a discretionary activity.</p>	<p>(i) The effects on adjoining residential sites in terms of noise. (ii) The duration, level and character of the noise, particularly at night. (iii) The proximity and type of adjoining uses. (iv) The existing ambient noise level in the area.</p>	<p>Excessive noise can detract from the amenities of the area, particularly in respect of residential environmental areas. The prescribed limits allow industrial and commercial activities to operate within reasonable limits.</p> <p>Noise sensitive activities are those activities that by their nature can be affected by noise generated by other activities. As higher night-time noise levels are permitted it is a requirement that sensitive activities are designed such that they are not adversely affected by the higher night-time noise levels.</p>

20.7 ITEM	PERMITTED	CONTROLLED
	<p><u>(iii) Industrial Environment to Commercial Environment</u></p> <p>Monday to Sunday 0700 - 2200 hrs 60dBA L10 2200 - 0700 hrs 50dBA L10 (Note: Any noise sensitive activity must be designed to take into account higher night-time noise levels)</p> <ul style="list-style-type: none"> • 75 dBA Lmax all days between 2200 hrs and 0700 hrs <p>Except where expressly provided elsewhere in this rule, sound shall be measured in accordance with the provisions of NZS 6801:1999 Acoustic Measurement of Environmental Sound and assessed in accordance with the provisions of NZS 6801:1991 Assessment of Environmental Sound.</p> <p>(ii) In Kaiata Park an acoustic design report from a suitably qualified acoustic engineer is required to be provided for residential activities (including residential units) occurring on the site that are sensitive to noise. This report is to confirm that the part of the building used for residential activity is designed to achieve a noise level inside any habitable room not exceeding 30dBA L10 between the hours of 10:00pm – 7:00am and 35dBA L10 between the hours of 7:00am – 10:00pm. Where windows must be closed to achieve the design limit alternative ventilation must be provided. The above design level must be achieved with any ventilation system operating.</p> <p>Nothing in the foregoing (i) and (ii) shall apply to:</p> <ul style="list-style-type: none"> (i) Any warning device used by emergency services. (ii) People noise at recreational activities, such as sporting events or the noise from children at school. This does not include any amplified noise. <p>Construction Noise Construction noise within the district shall be measured and assessed in accordance with the provisions of NZS 6803: 1999 Acoustics/construction noise.</p> <p>Noise associated with helicopter landing areas. Noise associated with helicopter landing areas shall not exceed the limits in Table 1 of, and shall be measured and assessed in accordance with the provisions of NZS 6807:1994 Noise management and land use planning for helicopter landing areas.</p> <p>Blasting Vibration from any site due to blasting shall not exceed a peak particle velocity of 5mm/sec measured in the frequency range 3-12 Hz at the notional boundary of any dwelling, resthome, hospital or school.</p> <p>Airblast over pressure from blasting shall not exceed a peak sound pressure level of 120 dBC at the notional boundary of any dwelling, resthome, hospital or school.</p>	

DISCRETIONARY	ASSESSMENT CRITERIA	EXPLANATION