Wairarapa-Wellington-Horowhenua

Industrial Land Study – Summary Report

February 2025

Wellington Regional Leadership Committee

The Property Group

Contents

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Cover photo: Seaview Industrial Park, Lower Hutt. Taken from Wainuiomata look out

1. Introduction

The Wairarapa-Wellington-Horowhenua Region (the region) makes a significant contribution to the New Zealand economy. This is in the most part through employment in the government, professional services and administration sectors but also through the region's industrial sector which services both the local area and national and international markets.

Currently, a total of 1,705 ha of land is zoned for industrial land use across the region (including areas zoned Heavy, General and Light Industry), with an additional 90 ha of land within a future urban zone that has been identified specifically for industrial land use. This existing industrial land is spread across the region, concentrated along the state highway network and within proximity to key transport nodes, including CentrePort. The largest area of industrial zoned land in the region is located at Seaview in Lower Hutt (300ha), followed by the Waingawa Industrial Estate (196 ha) in Carterton and the light industrial land in Porirua City east of the commercial centre.

In September 2023 the Housing and Business Development Capacity Assessment (HBA) undertaken for the region found that while the region has sufficient capacity to meet business land demand generally, demand for industrial land, and in particular the availability of vacant large industrial lots, is expected to have a shortfall.

2. Scope of the industrial land study

The Wellington Regional Leadership Committee commissioned the Industrial Land Study (the study) to better understand the anticipated shortfall in industrial land at a regional level and to identify potential options and interventions for accommodating future industrial growth.

For the purposes of the study, the definition of industrial activity provided in the National Planning Standards has been used which defines an 'industrial activity' as *"an activity that manufactures, fabricates, processes, packages, distributes, repairs, stores, or disposes of materials (including raw, processed, or partly processed materials) or goods. It includes any ancillary activity to the industrial activity"* (Ministry for the Environment, 2019).

Based on the findings of the HBA, the scope of the study has focused on those industrial land uses which require large sites to carry out their operation across the different sectors of industrial activities, including:

- heavy manufacturing and processing, including aggregate, metal, wood and chemical processing
- light to medium manufacturing of consumer goods and equipment including for the textiles, transport, construction, and engineering sectors
- food and agricultural processing industries including meat, fish and dairy processing
- freight and logistics land uses, including storage, warehousing, transport and postal services

- high-value manufacturing in the science and technology sector
- warehousing, studios and workshops associated with the film industry.

The purpose of the study is to support decisions regarding the future supply of industrial land and necessary infrastructure investment and to feed into the refresh of the regional Future Development Strategy. It is important to note that this study has been undertaken with a broad regional focus. As a next step, more detailed local-level analysis is needed to address industrial land challenges, alongside further regional-level work to ensure a coordinated approach.

To guide the development of this study an industry working group was established with representatives from stakeholders across the region including CentrePort, NZ Transport Agency Waka Kotahi, business representative groups (Hutt Valley Chamber of Commerce, WellingtonNZ, The Horowhenua Company and Wellington Chamber of Commerce) and representatives from some Councils located within the region. The study included the following research stages:

- **Desktop research and spatial analysis** - Research into trends in industrial land supply and demand across the region, including spatial analysis of current vacancy rates and resilience challenges across the existing industrial land.
- **Industry, stakeholder, and partner engagement** - Engagement with businesses and key stakeholders currently working across a range of industrial land uses/sectors and locations in the region was carried out during March 2024 to understand the scale and types of industrial land needed. To achieve sufficient coverage of engagement across the different sectors of industrial land users and locations in the region, three different methods of engagement were used including: workshops, interviews and an online survey. Given the broad nature of this study, preliminary conversations were held with iwi partners to introduce its purpose. While deep engagement was not anticipated at this stage, a key recommendation is to ensure iwi continue to be engaged and are actively involved in the future work.
- **Review of potential areas for growth** – To understand where there may be opportunities to support industrial growth a desktop review of potential sites was undertaken. This involved the development of mapping criteria informed by stakeholder engagement and industry research and an assessment of potential areas identified against a set of criteria to assess whether they should be further investigated.

The following sections of this report provide a summary of the findings of the study with the more detailed analysis available within the full Industrial Land Study Report, dated February 2026 and the Stakeholder Engagement Report, dated May 2024.

3. Understanding the shortfall in industrial land supply

The 2023 HBA identified that the region will require up to 698 ha of additional industrial land into the future across the following timeframes:

- Short term (2025) – 56 ha

- Medium term (2026-2031) – 159 ha
- Long term (2031-2051) – 483 ha

Whilst the HBA also demonstrated that across the region there is over 6,000 ha of zoned land that has the potential to support business growth, it noted that the demand for industrial land is not anticipated to be met by this existing capacity as industrial land users typically require larger sites which may not be present in this supply.

Current levels of vacancy

In order to confirm this shortfall in current supply of land able to provide large industrial sites, a review of the current vacancy and turnover rates within existing industrial zoned areas (which is most likely to be able to accommodate large sites that are suitable) was undertaken in this study.

The results of this analysis demonstrated that whilst there is some vacancy across the region's industrial zones it is typically small lots less than 1ha in size. This is consistent with the findings of the 2023 HBA that in the most part the current supply of business land development capacity does not meet the needs of industrial land users for large vacant sites appropriately located (zoned) for industrial land use.

The resilience of existing industrial land

In addition, utilising the resilience mapping undertaken as part of the Future Development Strategy (FDS) a review of the resilience of existing industrial land was also undertaken. This analysis demonstrated that a significant amount of our existing industrial land is subject to some degree of risk from both natural hazards and extreme weather events. For example, Seaview, one of the region's largest and well-established industrial areas is identified as being at risk from flooding events, coastal hazards and liquefaction. This will require further investigation to understand the probability of these events and whether risks can be appropriately managed or mitigated through investment and/or plan provisions.

4. Feedback from the industrial business sector

The engagement undertaken across the industrial business sector also confirms the desktop analysis of a shortfall of large industrial sites and resilience challenges across our existing business areas. Feedback received indicates that this is an issue facing the sector in the immediate to short term, with examples of some businesses already relocating out of the region. The key themes from the engagement are summarised below:

- **Businesses are experiencing a current shortfall of large accessible industrial sites across the region.** Industry representatives confirmed the HBA findings that some districts within the region, in particular Wellington, Lower Hutt and Porirua, are short of large vacant industrial sites. It was noted that this was prompting some industries to relocate. Horowhenua was identified by many as a potential location for future industrial land due to the perceived availability of flat sites, affordability (for businesses and their workforce) and recent roading upgrades. The Wairarapa was identified as a potential

location for food processing and manufacturing businesses, however access via the Remutaka Hill is seen as a constraint by many.

- **The affordability and ownership of industrial land in the region is creating challenges for businesses to develop new or expanded industrial operations.** Across all industrial land use sectors interviewed, industry representatives noted that the development of new or expanded operations in Wellington, Porirua, Kapiti and Lower Hutt was seen as expensive and often cost prohibitive. This was attributed mostly to increasing land values in these areas and current high costs of construction. Other rising costs were discussed, including development contributions and costs of building required infrastructure connections. The cost of land was seen as a key factor influencing where industry can or chooses to locate. However, industry representatives noted that this decision was balanced against the need to be in close proximity to their workforce, transport networks, and customers.

- **There are increasing costs to industry associated with resilience risk.** The main concern raised by industry representatives when asked about the impact of climate risk was the associated increasing costs affecting the viability of their business. For example, the rising cost of insurance. Existing industrial land in Seaview and Petone, in particular, was viewed as having multiple resilience, planning and affordability issues relating to the threat of sea level rise and risks from natural disasters. Some businesses are opting to relocate to areas with lower risks. However, it was noted that full relocation is not always an option for businesses who have invested in their sites and have an existing network of suppliers and customers. Currently, securing a more resilient site was considered by those businesses who were needing more space to expand, rather than being the main reason to relocate.

- **Relocation is an option be considered by businesses in the region.** Many of the businesses surveyed (53%) identified they would have additional land requirements into the future. The majority of those that needed more space in the future (72%) said they would consider relocating elsewhere to expand their current operations.

- **Affordable housing for the workforce is a location factor for industry.** The success of the region's industrial sector is linked to the availability of affordable housing and transport solutions for their workforce. Housing affordability impacts where the workforce is able to live in proximity to industry and the availability and cost of transport options, including public transport, is critical for attracting staff. These cost-of-living pressures are putting pressure on industry wage expectations and further impacting the financial sustainability of industrial land uses to operate in the region.

- **Safeguarding industrial land from encroachment by other activities and future reverse sensitivity issues is needed.** Industry representatives have observed that existing industrial land has suffered from encroachment from other activities like retail, commercial and residential land uses over time. Many businesses report they are increasingly dealing with complaints from neighbouring uses as urban development around industrial land intensifies. This is especially noticeable for heavy manufacturing and freight logistics businesses. Industry representatives recommend that future

industrial land needs to be safeguarded to allow for industry to grow and adapt to market demands, noting that the scale and impact of industrial businesses is constantly changing.

5. Potential investigation areas for industrial growth

Based on feedback received through industry engagement and a review of site requirements across the different sectors of industrial land uses, a set of mapping criteria was developed to identify areas that could potentially support industrial growth across the region. This was informed through the mapping that was undertaken as part of the FDS to identify land within those areas already identified as potentially suitable for urban development. The areas were then assessed against a set of assessment criteria (based on the criteria used in the 2023 and 2021 HBA to assess the suitability of business land and refined through stakeholder engagement) to determine which areas should be investigated further.

The mapping exercise identified limited opportunities within the central areas of Wellington, Porirua and Lower Hutt. The majority of land showing some potential was located in the Wairarapa and further north in Kapiti and the Horowhenua Districts.

In total 15 potential investigation areas were identified which were further refined to 6 potential areas for further investigation The areas recommended for further investigation are shown on the following map and the assessment of each area against the assessment criteria is shown in Table 1.

This assessment is based on a desktop analysis conducted at a specific point in time to identify potential areas for further investigation for industrial land use. It is important to acknowledge that site characteristics, such as land ownership or current use, may change over time. As such, further detailed analysis at the local level will be necessary to assess the suitability of individual areas for further investigation.

In addition, this process did not include identifying additional space for light industrial land uses in the region’s existing centres or mixed use areas. This has been included as a recommendation for further work alongside progressing the identified investigation areas identified.

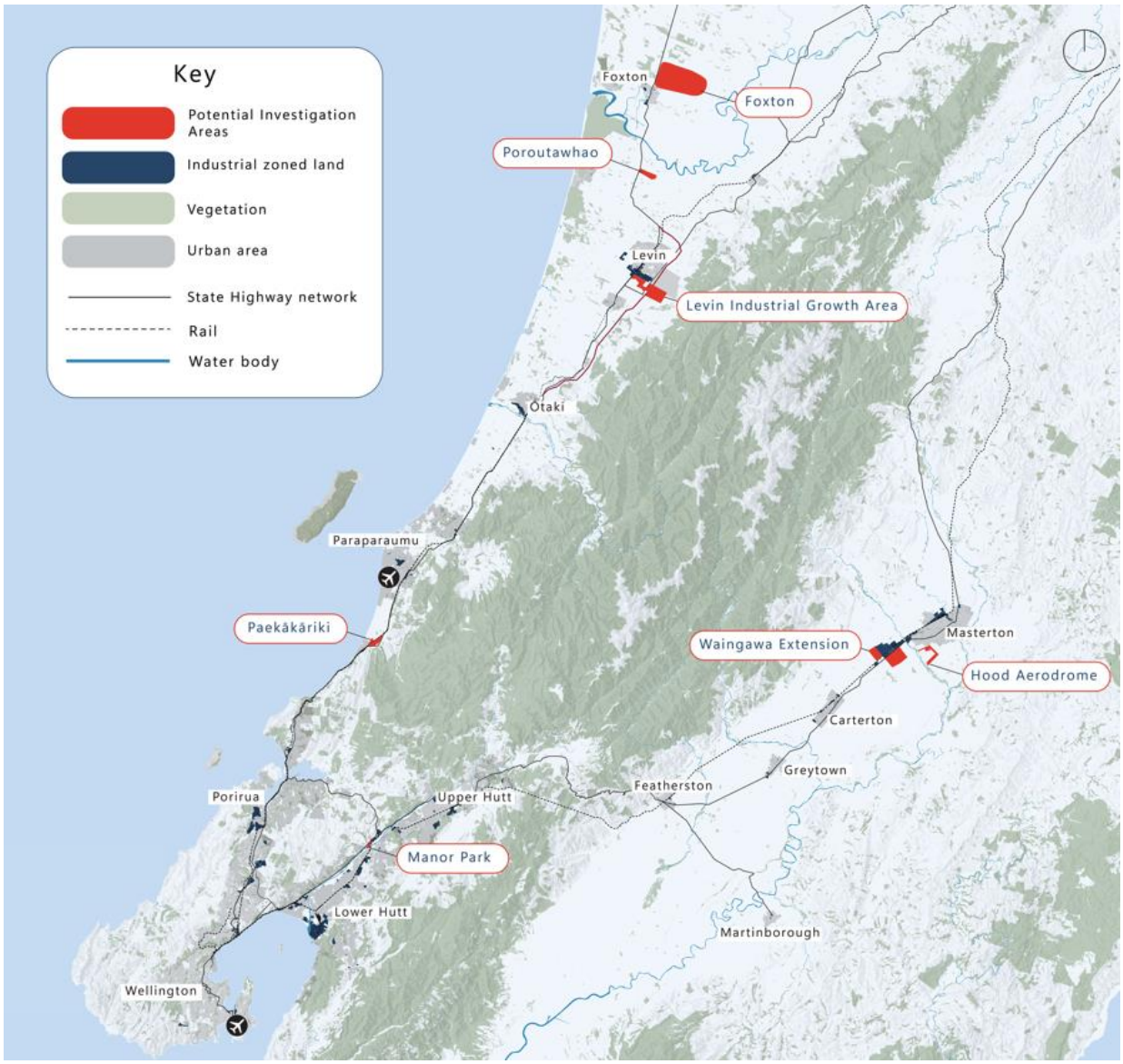

FIGURE1: AREAS IDENTIFIED FOR FURTHER INVESTIGATION

TABLE 1 EVALUATION RESULTS

Criteria	Area 1 Horokiwi	Area 2 Ohariu	Area 3 Judgeford	Area 4 Pauatahanui	Area 5 Takapu Rd	Area 6 Paekākāriki	Area 7 Te Horo	Area 8 Otaki	Area 9 Levin	Area 10 Poroutawhao	Area 11 Foxton	Area 12 Manor Park	Area 13 Whitemans Valley	Area 14 Waingawa	Area 15 Hood Aerodrome
a) Proximity to major roading corridors	3	2	3	3	2	5	5	4	5	5	5	5	2	4	4
b) Access to rail routes	2	2	2	2	2	4	3	4	3	3	3	4	2	4	4
c) Access to airport	2	2	2	2	2	3	3	3	4	4	4	2	3	2	2
d) Access to port	3	2	3	3	2	4	4	4	4	4	4	2	3	3	3
e) Land cost and landownership risk	3	2	3	2	3	4	3	4	3	3	3	5	2	4	5
f) Proximity to supporting business/services	3	2	3	2	2	3	3	4	3	3	3	4	2	4	4
g) Resilience to hazards	3	3	2	3	3	3	1	1	3	3	4	2	3	5	5
h) Developability and infrastructure investment	3	2	3	3	2	2	2	3	3	3	2	3	3	3	3
i) Proximity to worker accommodation	3	3	3	2	2	5	2	4	4	4	2	4	3	4	4
j) Proximity to public transport	2	1	3	2	1	5	1	3	1	1	2	5	1	2	2
k) Separation from more sensitive activities	2	2	4	2	3	3	3	3	3	3	4	2	2	5	4
Total scoring	29	23	31	26	24	41	30	31	36	36	36	38	26	40	40
Approx land area (ha)	30	60	80	90	10	69	2,000	60	50	50	1,200	17	380	300+	95

Note: this assessment was undertaken at a point in time to support an understanding of areas that could potentially be further investigated for industrial land use. It is acknowledged that some of the site characteristics (such as land ownership or use) can potentially change over time and therefore further detailed analysis at the local level would be required to assess any one areas suitability for further investigation. Refer to Table 2 for a summary of areas identified for further investigation. The definition of the assessment criteria and scoring range applied is provided in Section 5 of the main Industrial Land Study report dated February 2025.

TABLE 2 SUMMARY OF AREAS IDENTIFIED FOR FURTHER INVESTIGATION

Investigation areas recommended	Key considerations
Area 6 - Paekākāriki	This land presents an opportunity for industrial land use or an area of mixed use located in a highly accessible location with good access and visibility from the state highway network. The assessment has identified that this area has potential to meet the needs of most industrial sectors. However, further investigation is required to ensure that the ground conditions can accommodate industrial land uses, that stormwater can be managed, and it can be adequately serviced for wastewater. Notably, this area is government owned, and The New Zealand Transport Authority Waka Kotahi (NZTA) is currently considering its requirements under the Public Works Act 1981, which presents a unique opportunity to provide development potential that has limited fragmented ownership. Kapiti Coast District Council have advised that a range of other future land uses are being considered for this area, including residential development. Further engagement with NZTA, iwi and Council is required as a first step to pursue this as an investigation area for industrial land use.
Area 14 – Waingawa Extension	There are considerable opportunities identified for industrial land development within the areas surrounding the existing Waingawa Industrial Estate. Whilst a nominal investigation area has been identified as part of this study (to include areas closest to the state highway and land owned by Centre Point) further work should be undertaken to confirm the boundary. It is noted that there is already land zoned General Industrial in Waingawa that has not been developed. This is in part due to the need for infrastructure servicing to progress development on this land but also potentially due to locational preferences from industry. Where additional land is to be zoned in Waingawa to meet the needs generated more broadly from the region, consideration will be required as to the mechanisms for supporting infrastructure provision to this area and the consideration of infrastructure upgrades needed to improve connectivity of the area to other industrial transport nodes such as Centre Port and the distribution hubs across the region (e.g. improvements to rail network).

Area 15 – Hood Aerodrome	The Masterton District Council owned land identified around the Hood Aerodrome presents an opportunity to create an area of industrial land with good connectivity to transportation infrastructure. It is recommended that this area is investigated further to determine how it could be re-zoned to attract industry to this location.
Area 12 – Manor Park	The Manor Park investigation area is already identified as industrial land in the Draft Lower Hutt District Plan and this assessment has confirmed that this area presents an opportunity to support the wider industrial land needs of the region. It is recommended that this area is further reviewed for inclusion as a growth area in the review of the FDS following completion of the District Plan review process. *Note: since this assessment was undertaken, the proposed rezoning of this site through the District Plan review has not proceeded.*
Area 9 - Levin industrial growth area	The land identified in south Levin presents an opportunity for industrial growth to be provided for in an area that will benefit from investment in planned upgrades to the state highway network (Otaki to North Levin project). The proximity to workforce accommodation and amenities provided at Levin also means it is well positioned to support most industrial sectors. This site meets the characteristics of a new industrial park including sufficient size to provide buffer requirements and a range of site sizes. Further work would be required to address infrastructure servicing to this area and establishing how this site could support the development of the proposed KiwiRail Freight Hub in Palmerston North, to become a key part of the supply chain.
Area 10 – Poroutawhao	The land identified north of Levin requires further investigation to determine where and how much of this area could support industrial land use and what infrastructure servicing would be required. Another consideration is its proximity to Palmerston North and ensuring it does not detract from the investment in the proposed KiwiRail Freight Hub.
Area 11 – Foxton	The land identified in Foxton requires further investigation to determine where and how much of this area could support industrial land use and what infrastructure would be required. Another consideration is its proximity to Palmerston North and ensuring it does not detract from the investment in the proposed freight hub.

6. Recommendations and next steps

The work undertaken to complete this study has confirmed there is a need to identify and safeguard additional land within the region to support our industrial growth needs both in the immediate/short term and the longer term.

Engagement with industry has confirmed that a range of affordable sites are required across the region to support the needs of industry and the planning for these areas needs to be integrated regionally with the planning for infrastructure investment, housing supply and approaches to climate adaptation.

The process of reviewing potential areas for large industrial sites has demonstrated that there are challenges in locating areas within the region that are development ready and available for industrial land use. Investment is required to ensure we have enough capacity for the current and future needs of this sector. Geographical constraints, coupled with the need to safeguard land for housing and the food producing industries (highly productive soils) mean that available land in resilient locations all require investment in infrastructure to come on stream (development ready).

To address the anticipated shortfall in supply both in the immediate/short and long term, a range of measures are required to support industrial land uses to stay and locate in the region.

The following section outlines the key recommendations that have been identified to support planning for industrial land needs and the next steps following completion of this study.

Recommendations

Recommendation 1: Continuing to take a regionally co-ordinated approach to planning for industrial land supply

This study has demonstrated that to address the shortfall of industrial land a continuation of regionally co-ordinated approach is required. There are some areas within the region with high demand and limited capacity for industrial growth. Wellington City and Lower Hutt in particular have low vacancy rates within existing industrial areas and limited capacity identified for industrial growth. High demand for industrial land in these areas is generated by proximity to the existing customer base and other industrial operators and the proximity to housing for the workforce and key transport nodes, including CentrePort and freight rail facilities at Wellington Railway Station.

A regional approach is required to look at how this demand for industrial land can be supplied in other areas which have more potential for growth (such as Horowhenua and the Wairarapa) while continuing to support the needs of the sector. This will be reliant on the investment in the required infrastructure to ensure our industrial areas are well connected across the region.

Recommendation 2: Industrial land development integration with infrastructure planning

Engagement with industrial businesses has also demonstrated that to support the success of industry in the region, new industrial areas require good connectivity to the state highway network and key freight networks as well as forward planning for future three waters and fuel and electricity supply.

New proposed road connections (such as the Petone to Grenada Link Road) present real opportunities to improve the connectivity of existing industrial areas and open up new potential areas. In light of the shortfall of available industrial land and the importance of this sector for our economy, the realisation of new opportunities for growth in industrial land should form a key part of options analysis for new infrastructure connections.

Recommendation 3: Work with, and promote opportunities to the private sector (developers and businesses) to ensure planning for new industrial land meets the needs of industry

At a regional level we now have a good understanding of the characteristics of current industrial land and the investigation sites for new industrial land and as we progress the next steps in this report, we will have a good idea of when new industrial land will become available. Whilst increasing supply of industrial land is important, there is a need to ensure that what industrial land is currently available and what industrial land will be available in the future is promoted to both retain current industrial businesses (so they don't leave when they need more space) and to attract new industrial businesses to the region.

Recommendation 4: Safeguarding our existing industrial land

The engagement with industrial businesses also highlighted that current operators are continuing to face challenges from encroachment of other urban uses into industrial areas (such as residential). This is impacting the availability of land for industrial development but also creates operational issues associated with reverse sensitivity from adjoining land uses and along key transport connections. Alongside identifying areas of industrial growth there is a need to ensure that our existing industrial areas have the right planning framework in place to allow for the on-going efficient operation of industrial activities. Changes have already been made across district plans to reduce the encroachment of other urban development within the Industrial Zone (for example Lower Hutt) however there is a need to ensure that this is done at a regional scale and also for land adjoining key freight networks.

Recommendation 5: Adaptation planning for industrial land

A review of the potential resilience risks across our existing industrial land has demonstrated that approaches to regional adaptation planning need to incorporate consideration of how we can reduce the impact of these on our industrial sector.

Understanding the risks and impacts of existing industrial land can be incorporated into the Regional Adaptation Project being undertaken by the WRLC.

Next steps/actions

This study has identified a range of areas (investigation areas) within the region that have potential opportunities for industrial growth. The following next steps are recommended to progress this work:

TABLE 3 RECOMMENDED NEXT STEPS

Actions		Owner/timeframe considerations
Take an approach to planning for industrial land supply that is regionally coordinated and locally led		
Establish a co-ordination structure for progressing the planning of industrial land supply across the region.	To promote a regional approach to the planning for future industrial land needs and to realise any potential fast-tracking opportunities it is recommended a co-ordination structure is established to progress the next steps of this study, such as the establishment of an Industrial Land Steering Group (ILSG). The ILSG would be responsible for overseeing the work programme as outlined below and reporting back to WRLC. Consideration to be given to the timing and level of involvement of WRLC Iwi partners, Councils, Infrastructure providers (including NZTA, KiwiRail, CentrePort and Transpower), Wellington NZ and the private sector in the process moving forward.	WRLC Short term 2025-2027
Further constraints and capacity analysis	For areas identified for further investigation, it is recommended that local-level work is carried out to assess their capacity for industrial growth. This should include a detailed evaluation of site constraints and opportunities to help refine the investigation area boundaries. This assessment aims to build on the initial evaluation by identifying opportunities at a regional scale. The goal is to incorporate	ILSG Short term 2025-2027

	investigation areas into the FDS, allowing for further exploration through the rezoning process. The further analysis should include: • Consideration of the feedback received through further engagement with iwi and other stakeholders. • Detailed site investigations, including high-level geotechnical, stormwater, and traffic impact assessments, as well as identification of any sensitive landscapes. • Identification of required infrastructure investments to address capacity constraints and improve connectivity to urban areas and freight networks, with input from key service providers, including the energy sector. • Consideration of land ownership challenges, including strategies to reduce fragmentation and support industrial land affordability. • Assessment of the types of industrial land uses that could be suitable for these areas based on current and future market conditions. • Evaluation of growth capacity (density) and whether nearby housing opportunities can support workforce needs.	
Readiness and sequencing assessment	Across the range of opportunity areas identified for further investigation there is a scale of how fast each site could be considered for re-zoning and how ready it is for development. This includes whether the area is already identified in a growth strategy or	ILSG Short term 2025-2027

	spatial plan (such as the Levin site), whether infrastructure investment needed is already in the planning phase, and the level of support from Council. Further work is recommended in partnership with each Council to gauge their support and identify the steps and timeframes needed to bring each investigation area onstream. This process could highlight quick wins and help prioritise investment. It should also inform an analysis of how these areas can meet demand over the short, medium, and long term, ensuring proper sequencing and contributing to the next Regional Housing and Business Capacity Assessment. Additionally, this work will support future business cases and investment decisions for infrastructure development.	
Integrated into Future Development Strategy review	As part of the three year review of the FDS, it is recommended that the outcomes of the further assessment and the refined list of investigation areas be incorporated into the next FDS.	WRLC Medium term 2027-2030
Industrial land development integration with infrastructure planning		
Explore potential alternative pathways for fast tracking infrastructure investment and rezoning	Recommend a planning pathway for rezoning the identified potential growth areas. Given the industrial land shortfall, it is recommended to consider prioritising investment and fast-tracking the rezoning process. A key first step would be to hold a workshop with potential government partners to explore funding and planning options. This should include consideration of: • Potential funding and financing tools, including value capture methodologies and the use of regional deals.	ILSG Short term 2025-2027

	• Use of the Urban Development Act 2020 provisions to identify the potential for a Specified Development Project for industrial land. This may include combining several investigation areas into one project and any supporting area/land required to ensure efficiencies in the wider infrastructure investment can be identified and ensure the strong supply of networks and connectivity.	
Integration of the study and future phases into the future planning projects or workstreams	The need for security of energy supply and new infrastructure investment needed to support growth has been identified as a key consideration. It is recommended that the ILSG actively ensures that the needs of industry and the future growth areas are incorporated into any projects related to the region's energy capacity and resilience planning.	ILSG and WRLC Short term 2025-2027
Work with, and promote opportunities to the private sector (developers and businesses) to ensure planning for new industrial land meets the needs of industry		
Engagement with the private sector and investigation of partnership opportunities	Given the significant investment and scale required for redeveloping a new industrial business park, early engagement with developers and the private sector is essential. This should include discussions with large-scale business and industrial land developers to identify the planning frameworks and mechanisms that would drive investment in the region.	Wellington NZ and WRLC/Councils Short to medium term 2025-ongoing
Promote our industrial land opportunities at a regional level	To ensure the benefits of new infrastructure to support the readiness of new industrial land is realised and to support the business case process it is recommended that engagement with future tenants and businesses is undertaken alongside the planning process.	Wellington NZ and WRLC/Councils Short to medium term 2025-ongoing

Adaptation planning for industrial land		
Integration of industrial land requirements in Adaptation Planning and approaches	It is recommended that the ILSG actively ensures that the needs of industry and the future growth areas are incorporated into the development of the Regional Adaptation Project currently underway.	ILSG and WRLC Short term 2025-2027
Safeguarding our existing industrial land		
Increasing the capacity of existing industrial activity and mixed use areas	Alongside the investigation of future growth, it is recommended that a review of existing industrial and mixed use zones provisions and areas is undertaken to determine the extent to which these areas could accommodate increased intensification of industrial land use. This should incorporate consideration of how to address reverse sensitivity issues.	Councils Short term 2025-2027