

### 1.3.3 Restricted Discretionary, Discretionary and Non-Complying Assessment Criteria

N	<b>Ruakura and Te Awa Lakes</b>	
N1	<b>Development Activities</b>	
	...	
Q	<b>Te Rapa North Industrial Structure Plan</b>	
	In determining the application for resource consent for a restricted discretionary or discretionary activity, Council shall consider the following matters, where relevant.	
Q1	Development in the Te Rapa North Industrial Structure Plan Area:	
	a.	The extent to which the proposal is consistent with the Te Rapa North Industrial Zone objectives and policies and any relevant design guide.
	b.	The extent to which the proposed development is consistent with the Te Rapa North Industrial Structure Plan.
	c.	The extent to which the proposed development is consistent with: <del>any approved infrastructure or ecological management plan.</del> <ul style="list-style-type: none"> <li>i. <u>The requirements set out under 1.2.2.30, 1.2.2.31, 1.2.2.32</u></li> <li>ii. <u>An approved Infrastructure Plan, Ecology Management Plan or Landscape Concept Plan</u></li> </ul>
	d.	The development's ability to compliment or have neutral impact on the Te Rapa Dairy Manufacturing Site. <ul style="list-style-type: none"> <li>• Refer to Policy 12.2.1c.</li> <li>• Refer to Policy <del>12.2.4a-d.</del> <u>12.2.6a-d.</u></li> </ul>
	e.	The methods for protecting and enhancing the ecological values of Te Rapa Stream and the Waikato River Corridor. <ul style="list-style-type: none"> <li>• Refer to Policies <del>12.2.5a-e.</del> <u>12.2.7a-e.</u></li> </ul>
	f.	The extent to which a building frontage along Te Rapa Road, that is not dominated by ground level parking spaces, loading spaces and vehicle storage areas has been provided. <ul style="list-style-type: none"> <li>• Refer to Policy 25.5.2.1a.</li> </ul>
Q2	Development in the Focal Area:	
	a.	The extent to which the proposed development is consistent with the Te Rapa North Industrial Structure Plan. <ul style="list-style-type: none"> <li>• Refer to Structure Plan Component <del>3.9.2.2.</del> <u>3.9.2.3</u></li> </ul>
	b.	<ul style="list-style-type: none"> <li>• Refer to Policy 12.2.1c.</li> <li>• Refer to Policy <del>12.2.4a-d.</del> <u>12.2.6a-d.</u></li> </ul>
	c.	Supportive of walking and cycling modes.
Q3	A land use or subdivision consent application not in accordance with Rule 3.9.3.2 <del>Infrastructure Upgrade triggers</del> <u>(Transport Upgrade Network)</u> and Rule 3.9.3.3 <u>(Strategic Three Waters Infrastructure)</u> :	

	a.	<u>Consistency-The extent to which the proposal is consistent</u> with the Te Rapa North Industrial Structure Plan.
	b.	Integration with and effects on transport and Three Waters infrastructure, <u>including water allocation and wastewater treatment capacity</u> .
	c.	The <del>ITA matters for assessment</del> <u>Integrated Transport Assessment Criteria</u> set out in Appendix 1.3.3 G.
	d.	Whether there is appropriate Three Waters infrastructure and capacity, existing and proposed, to appropriately service the proposed development.
	e.	<u>The extent to which the proposal meets the requirements of and is consistent with the Infrastructure Plan required under 1.2.2.30.</u>
	f.	<u>The Three Waters Techniques Assessment Criteria set out at Appendix 1.3.3.J and Stormwater Quantity and Quality Assessment Criteria at Appendix 1.3.3.JJ</u>
	g.	Achievement of matters under Q1.
Q4	Earthworks in the Te Rapa North Industrial Structure Plan:	
	a.	The extent to which earthworks facilitate outcomes that are consistent with the Te Rapa North Industrial Structure Plan.
	b.	The extent to which the proposed development is consistent with any approved infrastructure or ecological management plan;
	c.	Whether bulk earthworks are carried out in a comprehensive and integrated manner that minimises the need for secondary earthworks and retaining walls.
	d.	The extent to which the roading network has been designed to work with the topography and features of the site.
Q5	<u>Transport Upgrades in the Te Rapa North Industrial Structure Plan:</u> <u>When assessing a resource consent under Rule 3.9.3.2 the Council shall consider the following additional assessment criteria (in addition to those listed in Q3):</u>	
	a.	Traffic Generation & Network Capacity <ul style="list-style-type: none"> <li>i. The predicted trip generation from the proposal compared to thresholds set out within the Te Rapa North Industrial Structure Plan.</li> <li>ii. The ability of the existing transport network to safely and efficiently accommodate the additional traffic.</li> </ul>
	b.	Committed and Programmed Upgrades <ul style="list-style-type: none"> <li>i. The extent to which any necessary transport upgrades are committed, funded, and programmed for delivery within a timeframe that aligns with the development.</li> <li>ii. The relationship between required upgrades for the industrial area and upgrades committed for any adjoining urban growth node.</li> </ul>
	c.	Effects on Surrounding Network <ul style="list-style-type: none"> <li>i. Potential effects on nearby intersections, corridors, and the wider roading network, including travel time reliability and safety <u>at:</u> <ul style="list-style-type: none"> <li>• <u>SH1C Horotiu Interchange roundabouts</u></li> <li>• <u>Te Rapa Road / Hutchinson Road roundabout</u></li> <li>• <u>Te Rapa Road / McKee Street signaled intersection</u></li> </ul> </li> </ul>

		<ul style="list-style-type: none"> <li>• <a href="#">Te Rapa Road / Ruffell Road signalized intersection</a></li> <li>• <a href="#">Te Rapa Road / Kapuni Street intersection</a></li> <li>• <a href="#">Te Rapa Road / Te Kowhai Road / Church Road intersection</a></li> <li>• <a href="#">Old Ruffell Road / Ruffell Road intersection</a></li> <li>• <a href="#">Te Rapa Road corridor (between Access 2 and Church Road)</a></li> </ul> <p>ii. Potential impacts on public transport, walking, <del>and</del> cycling networks, and <a href="#">future Bus Rapid Transit</a>.</p>
	d.	<p>Integration with Surrounding Growth Nodes</p> <p>i. The progress of surrounding residential and industrial growth areas, and implications for network demand.</p> <p>ii. The staging and sequencing of development to ensure infrastructure delivery is coordinated.</p>
	e.	<p>Mode Shift and Demand Management</p> <p>i. Provision for safe and direct walking, cycling, and public transport connections.</p> <p>ii. Measures to encourage modal shift and reduce single-occupancy vehicle trips.</p>
	f.	<p><a href="#">Access Arrangements</a></p> <p>i. <a href="#">Compliance with the requirement for Stage 1 access to be limited to Access 1 only.</a></p> <p>ii. <a href="#">The provision for right turning from Te Rapa Road south directly to the Fonterra North block at Access 2.</a></p> <p>iii. <a href="#">The avoidance of U-turning at the Te Rapa Road / Hutchinson Road intersection</a></p> <p>iv. <a href="#">Any potential safety or efficiency issues associated with access points.</a></p>
	g.	<p>Funding and Delivery</p> <p>i. The applicant's commitment to contribute to, or fully fund, required transport infrastructure to mitigate the effects of development.</p> <p>ii. Conditions or staging triggers to ensure infrastructure is operational before occupation.</p>
	h.	<p>Safety Considerations</p> <p>i. Maintaining or improving the safety of the transport network for all users.</p>
	i.	<p><a href="#">East-West Road Corridor</a></p> <p>i. <a href="#">The extent to which the East-West Road has been designed and located to:</a></p> <ul style="list-style-type: none"> <li>• <a href="#">Take into account feedback from Hamilton City Council</a></li> <li>• <a href="#">Be consistent with Figure 3.9.2.5a allowing for the upgrade in Figure 3.9.2.5b</a></li> <li>• <a href="#">Avoid direct vehicle access</a></li> </ul>
Q6	Strategic Three Waters Infrastructure in the Te Rapa North Industrial Structure Plan:	
	a.	An Infrastructure Plan demonstrating that the subdivision or development can be serviced in accordance with the Strategic Three Waters Infrastructure table in 3.9.3.3.
	b.	<p>An Infrastructure Plan demonstrating how its consistent with the Te Rapa Integrated Catchment Management Plan, including:</p> <p>i. Review of ICMP options</p>

		<ul style="list-style-type: none"> <li>ii. Identification of long term stream resilience works for the preferred option</li> <li>iii. Refining of the resilience works based on which option is preferred</li> <li>iv. Defining the extent of Area 1 stream work</li> <li>v. Provision of developed design and costing of Area 1 based on Appendix C of the ICMP</li> <li>vi. Implementation strategy and funding plan – referencing any PDA</li> <li>vii. How development within the Te Rapa North Industrial zone contributes to any identified stormwater management solutions for the relevant sub catchment.</li> </ul>
	c.	<p>Where an interim arrangement is proposed, an Infrastructure Plan shall demonstrate that the:</p> <ul style="list-style-type: none"> <li>i. performance outcomes are at least as environmentally protective as those expected under the strategic solution.</li> <li>ii. risks are identified and managed through monitoring and defined response actions.</li> <li>iii. arrangement can be connected to and replaced by the long-term public network without foreclosing the most efficient long-term solution.</li> </ul>
	d.	An Infrastructure Plan including evidence of consultation with Waikato Regional Council, Waikato District Council, IAWAI – <a href="#">Flowing Waters</a> , Mana Whenua and FirstGas along with how any feedback from these organisations has been addressed.
Q7	Ecological Management Plans in the Te Rapa North Industrial Structure Plan:	
	a.	<p><u>When assessing a resource consent under Rule 3.9.3.4(b) the Council's discretion shall include, but not be limited to, the following assessment criteria:</u></p> <ul style="list-style-type: none"> <li>i. Mitigation works to ensure development does not result in long-term adverse effects on the ecological values of the site, particularly in relation to pekapeka (New Zealand Long-Tail Bat) habitat and freshwater values.</li> </ul>