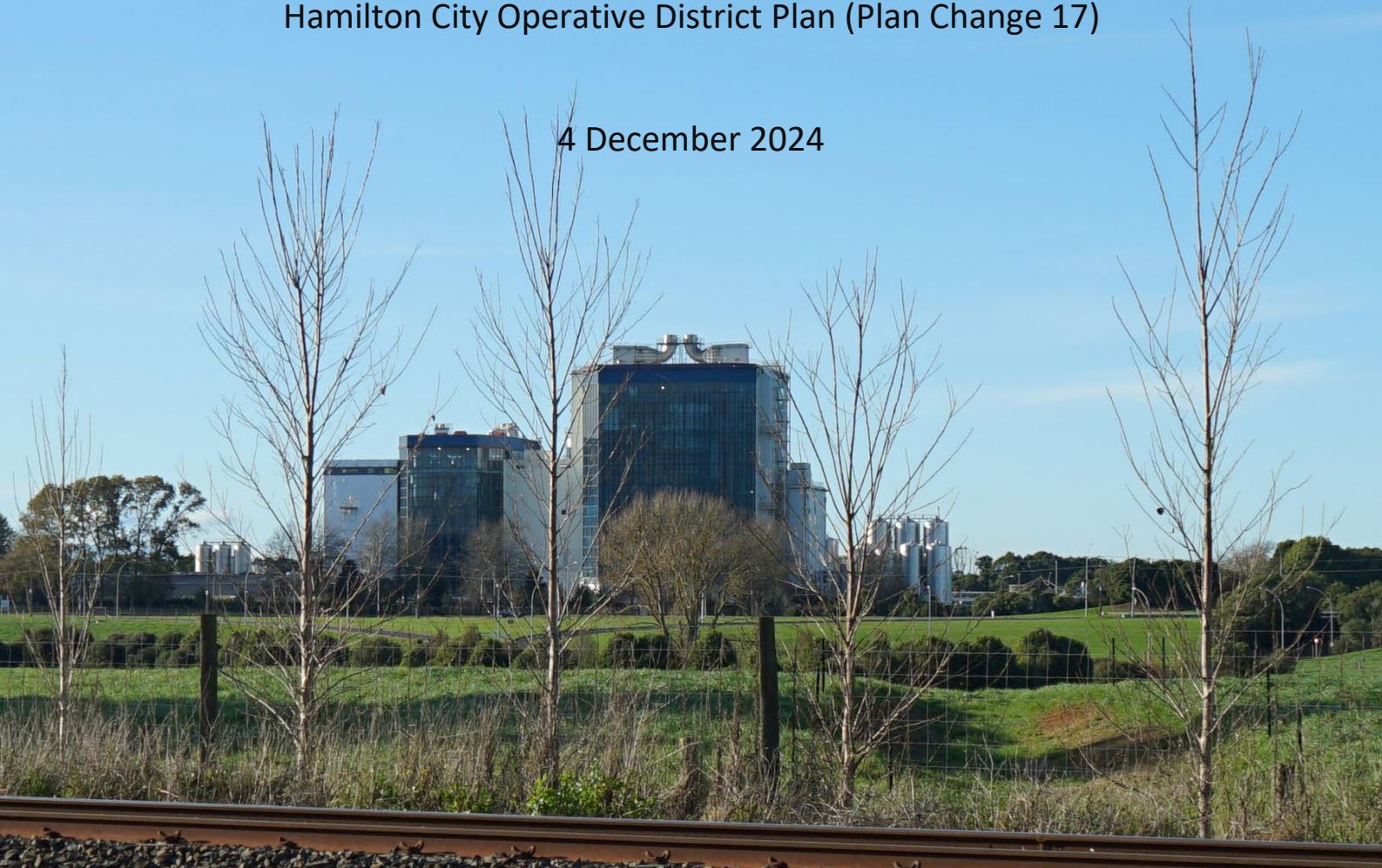


**Proposed Private Plan Change at Te Rapa / Horotiu**

# Assessment of Landscape Effects

Proposal by Fonterra Limited to rezone land from the 'Deferred Industrial Zone' to the 'Te Rapa North Industrial Zone' under the Kirikiriroa / Hamilton City Operative District Plan (Plan Change 17)

4 December 2024



## Document control

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<u>Reference</u>	<u>Date</u>	<u>Status</u>	<u>Approved for release</u>
KPLC HG 3 ALE	4 December 2024	FINAL	

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## Disclaimer

This report has been prepared for our client (Harrison Grierson Limited (Harrison Grierson)), on behalf of Fonterra Limited (Fonterra), based on a specific scope of work agreed between our client and KPLC Limited (KPLC) for this project. Information within this report shall not be used for other purposes without the prior written approval of KPLC, Harrison Grierson, or Fonterra.

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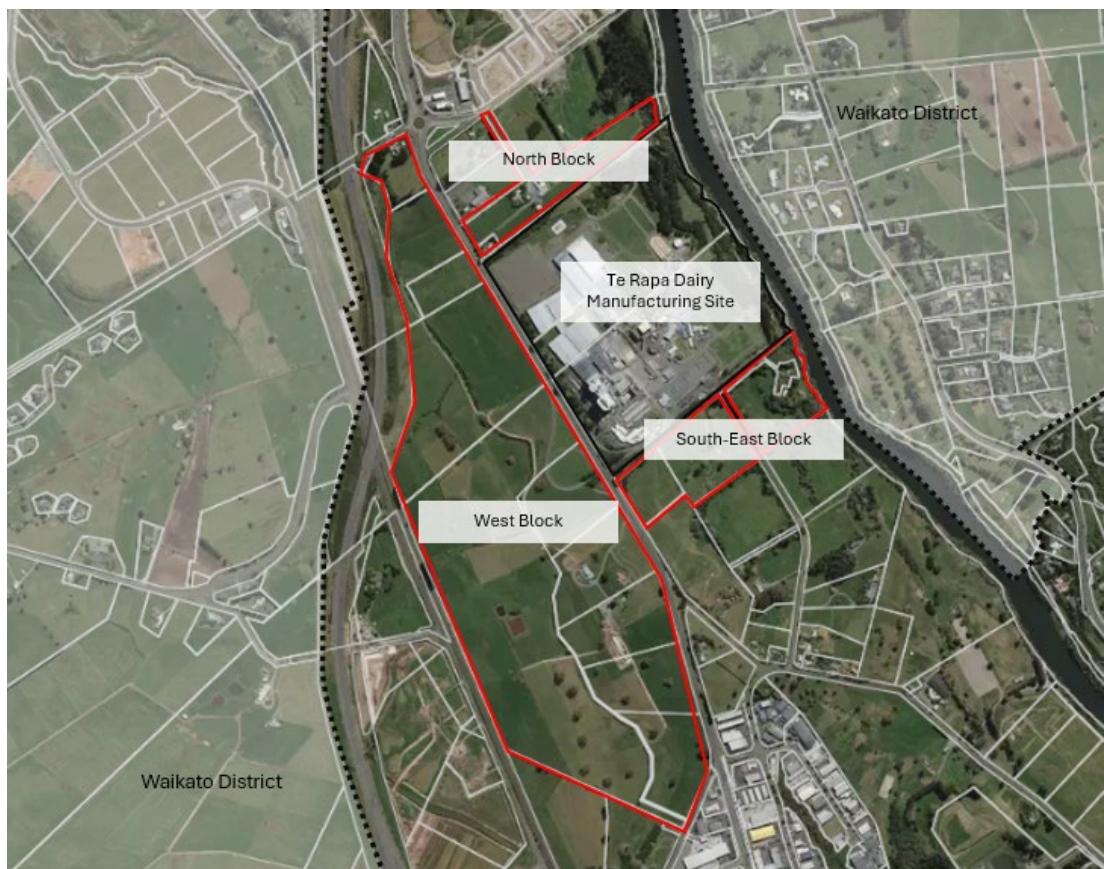
KPLC – looking from Onion Road eastward towards the existing Te Rapa Dairy Manufacturing Site buildings.

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# 1. Introduction

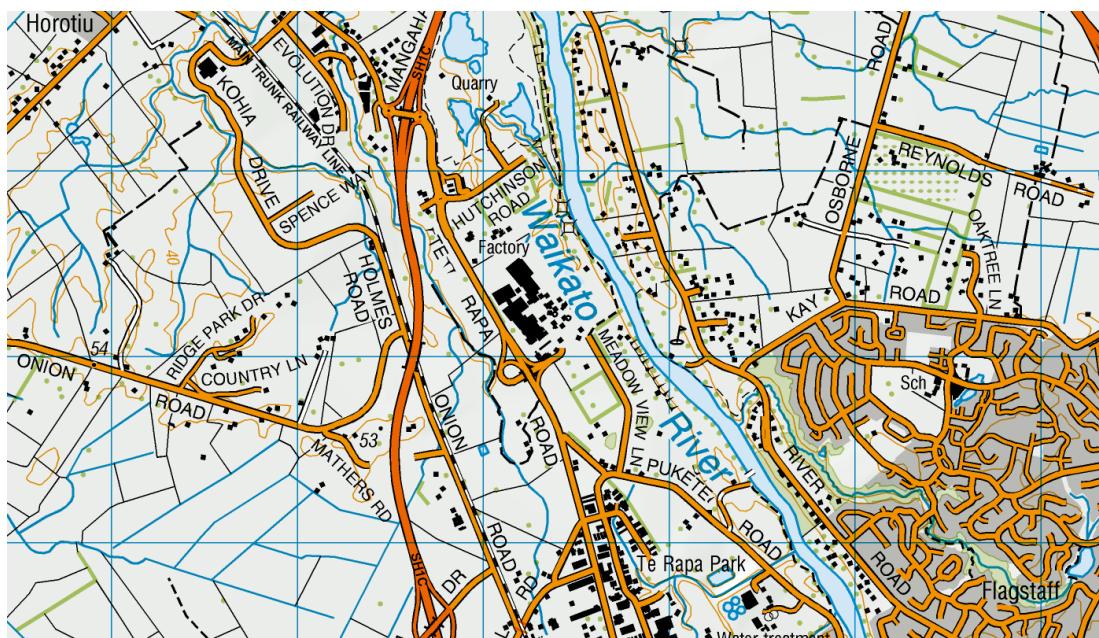
- 1.1 This Assessment of Landscape Effects has been prepared on behalf of Fonterra Limited (**Fonterra**) to inform and accompany its Private Plan Change request, Plan Change 17 (**PC17**), to the Hamilton City Operative District Plan (**ODP**).
- 1.2 The purpose of PC17 is to rezone approximately 91ha of land (the **Plan Change Area**) surrounding the existing Te Rapa Dairy Manufacturing Site in Te Rapa, Hamilton. PC17 does not seek to change the land use of the Te Rapa Dairy Manufacturing Site, or the existing operative planning provisions relating to the Manufacturing Site. The proposed amended provisions of PC17 seek the alignment of activities across the zone and do not seek to enable nor impede the activities of the Manufacturing Site.
- 1.3 The objectives of PC17 are to:
  - Live-zone all Fonterra-owned land to Te Rapa North Industrial zone;
  - Protect the Te Rapa Dairy Manufacturing Site from incompatible surrounding land use and reverse sensitivity risk; and
  - Future proof rail access on the North Island Main Trunk Line.

The extent of the Plan Change Area is set out within **Plate 1** below.



**Plate 1** – Plan Change Area Boundaries (red outlines) – source: Harrison Grierson.

- 1.4 The Plan Change Area is currently zoned Te Rapa North Industrial Zone and Open Space Zone – Natural Open Space Zone but is overlaid with the ODP Map Area, ‘Deferred Industrial Zone’. The Deferred Industrial Zone effectively applies a rural ‘holding’ zone to the Plan Change Area, anticipating that future industrial land use and development will occur.
- 1.5 PC17 seeks to rezone the Plan Change Area<sup>1</sup> to become Te Rapa North Industrial Zone. It will do so by removing the Deferred Industrial Zone from the Plan Change Area, acknowledging that, until such time the balance of the Deferred Industrial Zone land<sup>2</sup> not captured by PC17 is rezoned for that purpose, the ODP provides for rural land use activity within that area.
- 1.6 The Plan Change Area would be contiguous with the area of existing industrial land use activity which applies to land to the immediate south of Old Ruffell Road, and to both the west and east of Te Rapa Road. The ODP currently contains Te Rapa North Industrial Zone provisions (specific objectives, policies, rules and standards). PC17 seeks to utilise these existing provisions and add additional provisions specific for the Plan Change Area.
- 1.7 Harrison Grierson Limited (**Harrison Grierson**) is coordinating the request on behalf of Fonterra and will be preparing a wider assessment of environmental effects (**AEE**) document, which this assessment will inform. As part of the Harrison Grierson documentation, draft structure and master plans have been prepared to illustrate how the Plan Change Area could be developed under the proposed new zoning, alongside giving an indication of a possible future roading and block pattern for subdivision and development. Urban and landscape design input has been provided to inform this draft structure plan layout and content.
- 1.8 A portion of Te Rapa Stream runs south-north through the centre of the Fonterra property that is located between Te Rapa Road (in the east) and the Main Trunk Railway Line and the State Highway 1C (Waikato Expressway) (**SH1C**) roading corridor (in the west).



**Plate 2** – Existing features in the vicinity of the Plan Change Area – source: LINZ (Topo 50). Te Rapa Stream is east of Onion Road and west of Te Rapa Road; and the existing Te Rapa Dairy Manufacturing Site is labelled ‘factory’.

<sup>1</sup> Note: the total area of the Plan Change Area to be rezoned to ‘Te Rapa North Industrial’ is approximately 91 hectares in size.

<sup>2</sup> Note: the total area of the existing ‘Deferred Industrial Zone’ ODP Map Area is approximately 180 hectares in size.

- 1.9 The Waikato River / Waikato Te Awa (**Waikato River**) is located to the east of the existing Te Rapa Dairy Manufacturing Site. The river is a significant natural and cultural feature, with high existing landscape, natural character and visual amenity values.
- 1.10 Te Rapa North and the Plan Change Area, is located in the northern-most extent of Kirikiriroa / Hamilton City Council (**HCC**) territory and is surrounded to the west (beyond SH1C), east (beyond the Waikato River) and north by land administered by the Waikato District Council.

## 2. Methodology

- 2.1 This assessment has been prepared in accordance with and following the principles and concepts of the Tuia Pito Ora / New Zealand Institute of Landscape Architects (**NZILA**) '*Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines*' July 2022.
- 2.2 The primary purpose of this assessment is to assist decision-makers to understand the scale and level of adverse and positive landscape effects that may arise from PC17. Noting that the NZILA guidelines promote the use of 'landscape effects' as the correct terminology for assessments. The assessment of 'visual effects'<sup>3</sup> is undertaken as a component of 'landscape effects'; as is the consideration of 'effects on natural character'<sup>4</sup>.
- 2.3 Registered NZILA Landscape Architect, Peter Kensington, has undertaken this assessment.
- 2.4 The findings and overall adverse effects ratings in this assessment are based on a seven-point scale, as set out in **Attachment 1**, which is consistent with the NZILA guidelines, with the determination of these based on professional judgement following expert analysis.
- 2.5 The relevant objectives and policies from the ODP that have informed this assessment are primarily those set out at **Attachment 2**, noting the overarching relevance of the provisions from the Resource Management Act 1991 (**RMA**). In addition, an awareness of the relevant standards and rules under the ODP has assisted with an understanding of how the Plan Change Area might be developed. The existing environment and planned outcomes sought under both the ODP and the Operative and Proposed Waikato District Plan for land outside the Plan Change Area have also informed this assessment, based on current zoning patterns.
- 2.6 **Attachment 3** contains supporting KPLC figures which have informed this assessment, including a Viewpoint Location Plan, photographs from representative viewpoints and maps illustrating the location for recommended mitigation of potential adverse landscape effects.
- 2.7 The following relevant drawings, prepared by Harrison Grierson, have also assisted with this assessment, noting that these drawings are not attached to this assessment and can be viewed as part of the wider AEE document which supports the plan change request.

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<sup>3</sup> Generally undertaken in response to matters raised under Section 7(c) of the RMA as a part of amenity value considerations.

<sup>4</sup> Generally undertaken in response to matters raised under Section 6(a) of the RMA, including for rivers and their margins.

Harrison Grierson drawings:

- A2212331.00 – Zoning Context
- A2212331.00 – UD102 – Current Zoning Plan (7 October 2024)
- A2212331.00 – UD103 – Proposed Plan Change Extent
- A2212331.00 – UD201 – Draft Structure Plan
- A2212331.00 – UD900 – Illustrative Master Plan (13 September 2024).

2.8 The NZILA guidelines promote engagement with tangata whenua to assist with an understanding and the consideration of Māori cultural landscape values from a Te Ao Māori and Mātauranga Māori perspective. In this instance, engagement with tangata whenua has been led by Fonterra, with this engagement being undertaken during preparation of the PC17 request, with continued engagement ongoing. All information relevant to this assessment as it relates to the Plan Change Area and PC17, as a result of this engagement, has been provided by Fonterra to inform this assessment of effects on Māori cultural landscape values.

2.9 Fonterra has engaged with the following Hapū and Iwi:

- Ngaati Wairere.
- Ngaati Maahanga.
- Ngaati Tumainupoo.
- Tuurangawaewae Trust Board.
- Waikato Tainui.

2.10 Collectively, inputs from mana and tangata whenua in relation to PC17, resulting from this engagement, have been provided via a Tangata Whenua Working Group (**TWWG**). Informing this assessment is a Cultural Advice Report (dated October 2024) prepared by the TWWG.

2.11 It is understood that maintenance and enhancement of the health of the Waikato River is of upmost importance to tangata whenua, with particular interest given as to how the proposed provisions will address stormwater management and planting at pond and stream margins. In addition, Mangaharakeke Paa is located adjacent to the Plan Change Area and another paa site (S14/17) within the area, representing identified sites of significant cultural importance.

2.12 In addition to a general awareness of the Plan Change Area and surrounding area, when preparing this assessment, two specific surveys of the entire Plan Change Area and the surrounding area were undertaken: firstly, on 15 April 2024; and secondly, on 28 June 2024. The photographs contained within **Figures 2-27 at Attachment 3** were captured during the second site visit from representative public viewpoints, with **Figure 1** illustrating the viewpoint origin for each of the photographs that have been utilised for this assessment.

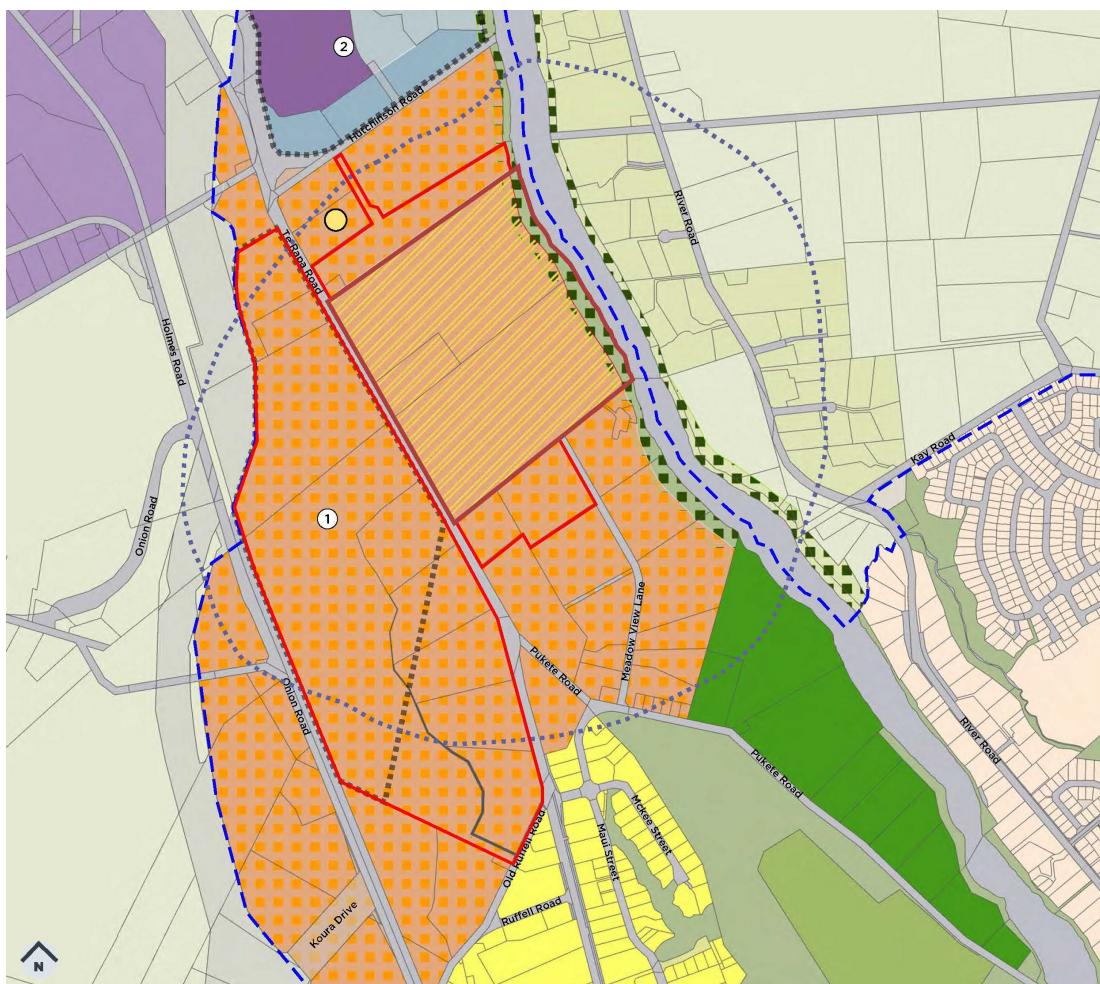
2.13 **Figure 1** also illustrates the Plan Change Area within a wider landscape context (at a scale of 1:20,000) on a base map (prepared by Harrison Grierson) that shows landform and above

ground features based on LiDAR data from the HCC. It was determined that Zone of Theoretical Visibility mapping was not required to assist with this assessment.

2.14 This assessment does not include consideration of adverse effects on landscape character and values during the hours of darkness because this is not standard landscape practice.

### 3. Relevant statutory context

3.1 The Harrison Grierson 'Zoning Context' drawing A2212331.00 (partly shown at **Plate 3** below) helpfully provides an overview of the current zoning which applies to land both within and outside the Plan Change Area under the ODP and the Operative Waikato District Plan.



**Plate 3** – Existing zoning pattern of and around the Plan Change Area – source: Harrison Grierson (refer source map for further details, including legend to explain different zoning names and reference lines).

In summary:

- 3.1.1 Land to the west of the Plan Change Area (beyond the Main Trunk Railway Line and SH1C) within the Waikato District is zoned rural.
- 3.1.2 Land to the north of the Plan Change Area (beyond Hutchinson Road) within both Hamilton City and the Waikato District is zoned for a combination of medium density residential, business neighbourhood centre and major recreation land use.

- 3.1.3 Land to the east of the Plan Change Area (on the eastern side of the Waikato River) within the Waikato District is zoned for rural and countryside living (north of Kay Road) and general residential (south of Kay Road).
- 3.1.4 In addition to the existing industrial zoned land to the south of the Plan Change Area, which is clearly a highly urbanised landscape, large areas of open space zoned land is located either side of Pukete Road (west of the river). This is a combination of ‘sports and recreation’; ‘natural’; and ‘neighbourhood’ open space.
- 3.1.5 A relatively narrow band of open space zoned land is located immediately east of the Plan Change Area on the western bank of the river.

3.2 Existing land use activity within these areas follows the above zoning pattern, with the character of each particular zone being true to the anticipated outcomes sought for each zone. However, it is noticeable that some of the properties that are located within the Deferred Industrial Zone do not appear to be actively managed through rural activities.

3.3 Under the ODP, the majority of the Plan Change Area is currently zoned ‘Te Rapa North Industrial’ with an overlay of ‘Deferred Industrial Zone’.

3.4 The proposal to rezone the Plan Change Area as ‘Te Rapa North Industrial’ will provide for urbanisation of the land, similar to that which exists to the south of the area (i.e. light industrial activities). The anticipated outcomes for such a zone are clearly signalled in the current objectives and policies of the ODP, which have been set out at **Attachment 2** to this report – primarily seeking that development of this land proceeds in an integrated manner to ensure the efficient use of infrastructure. The provisions also include various rules for building setbacks, activity types and landscaping requirements, for example.

3.5 The proposed provisions, as set out in the ‘Draft Objectives, Policies and Rules’ report, by Harrison Grierson (dated October 2024) also acknowledge the ongoing dairy manufacturing operations within the surrounding area, which is recognised as a ‘Regionally Significant Industry’ by the Waikato Regional Policy Statement (**RPS**), with an acknowledgement that this activity has and will have an impact on existing and future amenity values.

3.6 The ODP gives effect to **Te Ture Whaimana o Te Awa o Waikato** (the vision and strategy for the Waikato River, prepared by the Waikato River Authority and forming part of the RPS), which is the primary direction-setting document for the management of the river. The provisions acknowledge that the Waikato River is an outstanding natural feature within the Waikato Region and the river and gully systems form the most prominent landscape feature within Hamilton, with various important values.

3.7 The ODP (at objective 21.2.1) seeks to restore and protect the ecological, amenity, landscape and cultural values of the river corridor and gully systems, including through policies (21.2.1d and 21.2.1e) that anticipate the restoration and protection of the relationship between the river / awa, Waikato-Tainui and the community. Public access along the river corridor is promoted, as a signal that development respects the river context.

3.8 PC17 is also seeking to follow the intent of Te Tau Tiitoki the 2024 Future Proof Strategy (**Futureproof**) which guides urban growth management and implementation in a staged and managed way – including signalling Te Rapa as an area anticipated for industrial growth, with the Waikato River ‘at the heart’ of decision making when considering change.

## 4. Existing landscape character and values

4.1 The Plan Change Area, which has an overall combined area of approximately 91-hectares, covers three distinct areas, as set out and described below:

- ‘The North Block’

Located to the immediate north of the existing Te Rapa Dairy Manufacturing Site and to the east of Te Rapa Road, comprising the properties at 1412 and 1408 Te Rapa Road, Horotiu. These properties are currently utilised for rural residential land use and activity and include an esplanade reserve to the Waikato River in the east, with formal access to Hutchinson Road to the north.

- ‘The South-East Block’

Located to the immediate south of the existing Te Rapa Dairy Manufacturing Site, either side of Meadow View Lane, comprising the properties at 1340, 1336 and 1330 Te Rapa Road and 65 and 80 Meadow View Lane, Pukete.

- ‘The West Block’

Located to the west of the existing Te Rapa Dairy Manufacturing Site, on the western side of Te Rapa Road; being an area of approximately 72-hectare in overall size, bounded by SH1C, Onion Road, Old Ruffell Road and Te Rapa Road. The majority of the West Block is commonly referred to as ‘**Te Rapa Farm**’ (owned and managed by Fonterra). The West Block comprises the properties at 1431, 1443 and 1429 - 1271 (9 parcels to west of Te Rapa Road) Te Rapa Road, Horotiu.

4.2 The existing Te Rapa Dairy Manufacturing Site, including existing buildings, vehicular access and associated activities (which is to remain unchanged and which does not form part of PC17) is a visually prominent grouping of rural industrial scale buildings, being a landmark activity in the Te Rapa / Horotiu landscape. It is understood that the Manufacturing Site processes and produces milk, milk powder and cream, with associated packaging, laboratories, freight activity and maintenance workshops, as well provision for on-site wastewater treatment.

4.3 Other characterising activities in the wider landscape, which influence the existing environment proximate to the Plan Change Area, include approximately 90 hectares of land to the north of the Plan Change Area, straddling SH1C beyond Hutchinson Road, known as ‘Te Awa Lakes’. This land was previously used for sand quarrying; however, it is now zoned for a mix of residential, commercial and industrial and is to be developed in a staged manner. Other land to the north of the West Block, is also understood to be developed in the future into a mix of commercial, accommodation and recreational land use activities (i.e. urban).

- 4.4 An existing motorway service centre (petrol station, café and boat retail store) is located on the eastern side of Te Rapa Road to the north of Hutchinson Road and east of Bern Road. An existing dwelling is located on the rural residential property north at 40 Hutchinson Road.
- 4.5 The New Zealand Sikh Society 'Sikh Temple Hamilton' is located on the property at 1418 Te Rapa Road (which has signage stating the address as 6391 Te Rapa Road). This building is relatively distinctive in character and is set within landscaped grounds which provide large areas of car parking and associated vehicular access (refer **Plate 4** photo below).



**Plate 4** – photo from Te Rapa Road of the existing Sikh Temple Hamilton north of the Plan Change Area.

- 4.6 SH1C is a dominant lineal built infrastructural element in the landscape and provides a strong containment (physically and visually) to the west of the Plan Change Area. The Northern Main Trunk Railway Line (located within the Plan Change Area, at the western extent) also provides a similarly strong lineal built infrastructural element adjacent to Onion Road; however, due to its elevation, width and level of activity, it is the motorway corridor that clearly defines the existing rural-urban boundary to the west.
- 4.7 The Waikato River is a strong and significant natural and cultural landscape feature that defines the eastern extent of the localised landscape associated with the Plan Change Area. While it is possible to view the Plan Change Area from the eastern side of the river / awa, the river / awa provides a clear physical separation, also being a relatively wide extent which influences viewing distances. The presence of existing vegetation along the river / awa margins also limits visibility from east to west; including when viewed from the Horsham Downs golf course which is located to the immediate east of the existing Te Rapa Dairy Manufacturing Site on the eastern side of the river.
- 4.8 A popular existing riverside walking and cycling trail (Te Awa River Ride – The Great New Zealand River Ride), which forms part of Te Araroa (the long pathway from the top of the North Island to the bottom of the South Island) is located on the western side of the river

and passes through the eastern edge of the existing Te Rapa Dairy Manufacturing Site, as part of the wider journey north-south of the Plan Change Area.

- 4.9 Land to the south of the South-East Block, on the eastern side of Te Rapa Road, is currently comprised of a number of individual properties that are either vacant and used for grazing purposes, or are of a rural-residential nature. The properties at 1397 and 1406 Pukete Road and 16B, 24, 37, 40 and 41 Meadow View Lane contain existing dwellings, generally located within areas of established vegetation. The outlook from each of these dwellings appears to primarily be to the east or north and not focussed westward towards the Plan Change Area.
- 4.10 Land to the immediate south of the West Block (to the south of Old Ruffell Road and generally located either side of Te Rapa Road) is comprised of a mix of well-established light industrial land use buildings and activities (refer **Plate 5**), including some associated retail activities.



**Plate 5** – the existing industrial area to the south of the West Block, west of Te Rapa Road.

- 4.11 Further to the east of this existing industrial area and to the west of the river, land centred around Pukete Road (beyond the immediate proximity of the South-East Block) is land that is zoned for and contains a variety of open space activities, including for equestrian use.
- 4.12 The amenity values of the Plan Change Area and the surrounding area are heavily influenced by busy roads and traffic, particularly on Te Rapa Road; and the landscape character and overall amenity values of the Plan Change Area and the surrounding area, while being rural in land use, are somewhat blighted by a lack of active rural land use and activity taking place. Te Rapa Farm, however, is clearly a well-managed and maintained rural property, which contributes positively to existing landscape (rural) character and amenity values. The majority of existing rural residential properties to the south of the South-East Block also appear to be well-managed and maintained for rural-residential (lifestyle block) purposes.
- 4.13 The area as a whole, however, has a transitional character, being neither truly urban or rural.

4.14 The influence and proximity of the Waikato River, as an outstanding natural feature of significant cultural landscape value, provides the most defining element of the landscape. It is this feature that provides the greatest landscape constraint to industrial development, but also provides an opportunity to enhance the interface between future industrial land use and the river. In that regard, it is particularly relevant to note that the existing Te Rapa Dairy Manufacturing Site activity and buildings are set back some distance from the river margins, providing for areas of open space as an effective ‘buffer’ between the natural feature and the industrial land use. This area, while being on private land, operates effectively as public open space (with Te Araroa trail passing through); as well as acknowledging that the area contains an historic pā site, which adds to the cultural landscape value of this location.

## 5. Likely outcomes to result from PC17

5.1 Should PC17 become part of the ODP, the Plan Change Area would essentially transform, over time, from a rural to an industrial land use. Industrial land use and buildings, within a new roading / infrastructure framework, would be provided for – with the following rules and standards, from the ODP, relevant to future built form outcomes:

- 5.1.1 Buildings set back 8m from land zoned open space (standard 12.4.1.vi.), 30m from the bank of the Waikato River (standard 12.4.1.a.) and 6m from the banks of Te Rapa Stream (standard 12.4.1.b.), noting that PC17 seeks to change this setback to 10m;
- 5.1.2 Building set backs (various) from site boundaries (standards 12.4.1.i.-x.); and
- 5.1.3 Building heights up to 20m above existing ground level (standard 12.4.2.a.) with instances of greater heights for specific activities (for example, container stacking and tower structures), plus height in relation to boundary standards (3m + 45-degree from land zoned open space – standard 12.4.3), permeable surfaces (20% across the entire site – standard 12.4.5) and landscaping (standard 12.4.6).

5.2 The balance of the ‘Deferred Industrial Zone’ area would likely remain in rural land use, until such time as it is also rezoned ‘Te Rapa North Industrial’ (as is planned).

5.3 As part of PC17, the proposed structure plan and master plan, that has been prepared by Fonterra, will inform the design for future urban land use change within the Plan Change Area. This includes the likely location of future roading and associated infrastructure and the pattern of future built form, based on the spatial arrangement set out in these high-level documents. The existing provisions (objectives, policies, rules and standards), as proposed to be amended through PC17, of the Te Rapa North Industrial Zone would be ‘fit for purpose’, including new provisions that respond to recommendations within this assessment report.

5.4 For example, as part of the anticipated future industrial development pattern, opportunities to maintain and enhance ecological values and provide new walking / cycling access and connections through the Plan Change Area would be realised. Such opportunities may see locating these public access routes where roading is to be located adjacent Te Rapa Stream, for example. An opportunity would also exist to enhance the interface between future

industrial land use activity / buildings in the Plan Change Area, at the eastern interface with the Waikato River. For example, providing quality new open space with building setbacks that enhance existing amenity values provided by the river trail and associated open space.

5.5 In that regard, it is important to note that the proposed provisions include a requirement for buildings to be set back 30m from the banks of the Waikato River; alongside restrictions in these areas because of existing significant natural area overlays, underlying topography and the likelihood that future subdivision and development would require esplanade reserves.

## 6. Effects on landscape and natural character values

6.1 Future development that would be enabled by the rezoning of land within the West Block will result in a change in character from rural to urban, with the introduction of large buildings and associated industrial activities. Such a change is, however, anticipated and will be well contained both physically and visually within the frame of the existing infrastructural elements in the landscape. These being the Main Trunk Railway Line and Onion Road to the West, Te Rapa Road and the existing Te Rapa Dairy Manufacturing Site to the east, the existing Te Rapa industrial area to the south and the rapidly urbanising land to the north that is located to the south of and enclosed by the SH1C motorway corridor.

6.2 Similarly, for land within the North Block, which is located to the east of Te Rapa Road and north of the existing Te Rapa Dairy Manufacturing Site, future enabled development would be perceived as a continuation of the industrial development from the West Block and integrate through to the 'Te Awa Lakes' urbanisation occurring to the north of Hutchinson Road; noting that a pocket of land to the immediate south of Hutchinson Road would remain as deferred industrial zoning, until such time as this land is also rezoned. At this interface between the Plan Change Area and these properties, establishment of a temporary planted buffer is recommended, with this requirement captured in the proposed PC17 provisions.

6.3 The more sensitive eastern portion of the North Block is proposed to be zoned Open Space, which will assist with the maintenance and enhancement of landscape, natural character and visual amenity values adjacent the Waikato River. In addition to this zoning restriction, the further requirements for building setbacks and height controls within the area to be rezoned Te Rapa North Industrial will also assist to provide an appropriate degree of separation.

6.4 Development that would be enabled in the South-East Block would primarily be perceived as being an extension of the existing Te Rapa Dairy Manufacturing Site. A reasonably large extent of existing rural-residential land will remain to the immediate south of this area (being the properties accessed either side of Meadow View Lane that will remain as Deferred Industrial Zone land), such that the landscape character and visual amenity values of the area would primarily remain intact as rural in outlook, including when viewed from Te Rapa Road and Pukete Road. Again, it is acknowledged that this area may also become urbanised over time; however, until such time, it is recommended that a similar temporary planted buffer to that which is proposed in the North Block be established on the southern edges of the South-East Block properties where industrial buildings are to locate.

- 6.5 In addition, to maintain and enhance landscape, natural character and visual amenity values, the proposed requirements under PC17 for building setbacks and height controls within the area to be rezoned Te Rapa North Industrial, alongside the extent of land to be zoned Open Space in the future, will assist with this outcome by maintaining a degree of openness (without industrial buildings) where this area directly interfaces with the Waikato River.
- 6.6 Overall, based on the above discussion and taking into account the proposed provisions of PC17 (which have been included based on the recommendations from this assessment), it is assessed that the adverse effects from the proposal to rezone land within the Plan Change Area for industrial land use will result in a **low** level of adverse effects on landscape and natural character values. The landscape will change from one that has a predominantly rural character, of mixed quality, to one that has an industrial character. Such a change makes logical sense from a landscape perspective, given the enclosing nature of the surrounding infrastructural elements (roading and rail corridors), while respecting the importance of the interface that this land has with the significant natural feature of the Waikato River.

## 7. Effects on visual amenity values

- 7.1 Noting that the Plan Change Area is relatively well-contained physically by infrastructural elements, these existing features within the landscape also serve to ensure that future development within the Plan Change Area will also be relatively contained visually.
- 7.2 The primary viewing audiences that will experience the change in land use that would be enabled by PC17 are those people viewing from properties located within the immediate vicinity of the Plan Change Area, or those people viewing from local roads within the area.
- 7.3 In order to test and confirm this outcome, thirteen representative public viewpoints have been identified and assessed, as discussed below, with reference to the Appendix 3 figures.

### 7.3.1 Viewpoint 1 (refer Figures 2-3)

*View from the SH1C cycleway / pathway looking south towards the North Block.*

The existing Te Rapa Dairy Manufacturing Site buildings are prominent on the horizon, as are the existing mature pine trees which signal the banks of the Waikato River. The foreground view is focused on 'Te Awa Lakes' development site, implementation of which will change a predominantly open rural landscape to one that comprises buildings and associated infrastructure to support a new urban land use. Such an outcome will provide an effective buffer to future industrial development within the Plan Change Area, in particular the North Block, when viewed from this location.

### 7.3.2 Viewpoint 2 (refer Figures 4-5)

*View from Holmes Road looking south-east (SE) towards the West Block.*

The existing Te Rapa Dairy Manufacturing Site buildings are prominent on the horizon within a predominantly flat landscape. The existing 'Sikh Temple Hamilton' is also

visibly prominent, primarily as a result of an orange vertical marker pole rising above established backdrop vegetation between this property and the Plan Change Area. The existing Main Trunk Railway Line is a strong horizontal infrastructural element in the foreground of the view; while the SH1C motorway corridor, which changes in level to pass over the railway line, with associated signage, is also a strong horizontal infrastructural element in the midground of the view. Land within the West Block to be developed for industrial buildings and land use will form a new built element in the view between the motorway corridor and the existing dairy factory buildings, with the majority of future development within the West Block being behind the overbridge.

#### 7.3.3 Viewpoint 3 (refer Figures 6-7)

*View from the eastern end of Mathers Road looking east towards the North Block.*

An elevated vantage point with the majority of the foreground comprising land outside the extent of the Plan Change Area (being land to the west of the Main Trunk Railway and Onion Road, with the SH1C motorway being a strong horizontal infrastructural feature in the midground of the view). The southern portion of the West Block, which includes existing buildings within Te Rapa Farm, is visible as a narrow band of land within part of the view in the distant midground. Industrial development within the West Block will not be a visually dominant element within this view, as future buildings and land use (including riparian planting) will be of a similar scale and contiguous with buildings and land use within the existing Te Rapa Industrial area to the south.

#### 7.3.4 Viewpoint 4 (refer Figures 8-9)

*View from Onion Road looking east towards the northern extent of the North Block.*

Similar to Viewpoint 2, the existing Te Rapa Dairy Manufacturing Site buildings are prominent on the horizon within a predominantly flat landscape and the existing Main Trunk Railway Line and SH1C motorway corridor overbridge are strong horizontal infrastructural elements in the immediate foreground of the view. Land within the West Block to be developed for industrial buildings and land use will form a series of prominent (given viewpoint proximity) new built elements in the view; however, proposed planting (as required by PC17 provisions) between these elements and the rail corridor will assist with screening and provide an effective visual buffer at the western extent of the Plan Change Area, with this vegetation being visually prominent for people travelling along Onion Road to the south of the SH1C overbridge.

#### 7.3.5 Viewpoint 5 (refer Figures 10-11)

*View from Onion Road looking east over the mid extent of the West Block.*

Very similar to Viewpoint 2 where the existing Te Rapa Dairy Manufacturing Site buildings are prominent on the horizon within a predominantly flat landscape and the existing Main Trunk Railway Line is a strong horizontal infrastructural element in the immediate foreground of the view. Land within the West Block to be developed for industrial buildings and land use will form a series of prominent (given viewpoint

proximity) new built elements in the view; however, proposed planting (as required by PC17 provisions) between these elements and the rail corridor will assist with screening and provide an effective visual buffer at the south western extent of the Plan Change Area, with this vegetation being visually prominent for people on Onion Road.

#### 7.3.6 Viewpoint 6 (refer Figures 12-13)

*View from Pukete Road looking north towards the South-East Block.*

The existing Te Rapa Dairy Manufacturing Site buildings are prominent on the horizon viewed from a relatively close proximity and experienced as a localised enclosed view to the east of Te Rapa Road, with existing vegetation assisting with view enclosure. Existing rural land use in the foreground of the view will remain with new industrial buildings and land use to be located on some of this land, to be viewed alongside existing buildings and with a lesser built height and scale. The requirement for buffer planting between Plan Change Area (South-East Block) and land to remain Deferred Industrial Zone is very important to maintain existing landscape (rural) character when viewed from this viewpoint, which is representative of similar private views.

#### 7.3.7 Viewpoint 7 (refer Figures 14-15)

*View from Meadow View Lane looking north-west (NW) over the South-East Block.*

Similar to Viewpoint 6 from a lower relative elevation vantage point, with existing Te Rapa Dairy Manufacturing Site buildings having less visual prominence due to the presence of intervening vegetation as an effective screen / buffer. Again, the existing rural land use in the foreground of the view will remain with new industrial buildings and land use to be located relatively proximate to the viewer. Given this proximity, the effectiveness of the required new planting being established is an important factor in maintaining landscape (rural) character and mitigating adverse visual effects.

#### 7.3.8 Viewpoint 8 (refer Figures 16-17)

*View from River Road looking NW towards the South-East Block.*

Representative view from east side of Waikato River, noting other similar viewpoints mostly from private properties on the west side of River Road. Distance to Plan Change Area is a mitigating factor, as highlighted by existing Te Rapa Dairy Manufacturing Site buildings not being prominent built elements in the view. Immediate foreground of the view is characterised by riverside terraced open space and vegetation, with the mid-ground predominantly comprised of open space zoned land which has a rural character, including land used for grazing with associated existing shelter trees. Given the extensive existing vegetation in the midground, new industrial buildings and land use within either the South-East Block or West Block will unlikely be prominent built elements in the view, although could be visible in part from other similar viewpoints.

#### 7.3.9 Viewpoint 9 (refer Figures 18-19)

*View from Te Rapa Road looking south over the northern extent of the West Block.*

The West Block to the immediate west of Te Rapa Road, comprising part of Te Rapa Farm, is the prominent element within this existing view, with the pastoral use of this land contributing to the existing landscape (rural) character within the view. However, the quality of this character is diminished as a result of existing power pole structures and associated lines, which run the length of Te Rapa Road, coupled with the presence of vehicles (including trucks) travelling along the busy roading corridor. PC17 will provide for the transformation of this existing character from rural to urban through the introduction of industrial buildings and associated activities. Such an outcome is consistent with the future anticipated land use change for this location with no adverse effects on wider landscape character and visual amenity values.

#### 7.3.10 Viewpoint 10 (refer Figures 20-21)

*View from Te Rapa Road south-west (SW) - NW over the mid extent of the West Block.*

Very similar to Viewpoint 9, with the West Block to the immediate west of Te Rapa Road, comprising part of Te Rapa Farm, is the prominent element within this existing view, with the pastoral use of this land contributing to the existing landscape (rural) character within the view. Elevated rural land (which includes an existing telecommunications structure) beyond Onion Road and the existing Main Trunk Railway Line is visible from this viewpoint, contributing to landscape (rural) character and visual amenity values. Again, the quality of this character is diminished as a result of existing power pole structures and associated lines, which run the length of Te Rapa Road, coupled with the presence of vehicles (including trucks) travelling along the busy roading corridor. As with Viewpoint 9, PC17 will provide for the transformation from rural to urban land use, which is anticipated outcome for this particular location.

#### 7.3.11 Viewpoint 11 (refer Figures 22-23)

*View from Te Rapa Road looking NW over the mid extent of the West Block.*

Very similar to Viewpoints 9 and 10, illustrating a similar existing rural outlook over parts of Te Rapa Farm, with PC17 providing for this area to transform to an industrial land use. Again, this outcome will be a major change, but one that is not unexpected.

#### 7.3.12 Viewpoint 12 (refer Figures 24-25)

*View from Te Rapa Road looking SW over the southern extent of West Block.*

Very similar to Viewpoints 9, 10 and 11, however, at this southern extent of the West Block within the Plan Change Extent, more influence on the existing character of the area comes from the existing Te Rapa Park industrial area to the immediate south of Old Ruffell Road on the western side of Te Rapa Road, as well as similar existing land use on the eastern side of Te Rapa Road. New industrial buildings and land use that would be provided for by PC17 will be contiguous with this existing land use pattern.

#### 7.3.13 Viewpoint 13 (refer Figures 26-27)

*View from Old Ruffell Road looking north over the southern extent of the West Block.*

Outlook over the same land as from Viewpoint 12, being the southern extent of the West Block within the Plan Change Extent. Again, while this view is currently that of a rural land use, with associated landscape (rural) character, the change to industrial land use provided through PC17 is one that is not unexpected and will result in a continuation of a similar pattern of urban development as exists immediately behind the viewer from this viewpoint (on Old Ruffell Road). Noting that this viewpoint and outlook is also representative of the view from the dwelling on the private property at 50 Old Ruffell Road, which is located immediately to the west of the West Block. The proposal to include buffer planting along this boundary will assist with the mitigation (screening) of the industrial buildings land use enabled by PC17 from this viewpoint.

#### **Views from private rural-residential properties located proximate to the Plan Change Area**

7.4 The following existing private rural-residential properties are located in close proximity to the Plan Change Area within both the North and South-East blocks and either contain existing dwellings, or are vacant with the potential for dwellings to be constructed as a permitted activity, from which there is likely to be an outlook towards the proposed future industrial land use within localised parts of the Plan Change Area.

##### North Block (refer Figure 28 within Appendix 3)

- 40 Hutchinson Road.

##### West Block (refer Figure 29 within Appendix 3)

- 50 and 62 Old Ruffell Road and 80 Ruffell Road.

##### South-East Block (refer Figure 29 within Appendix 3)

- 1397 and 1406 Pukete Road and 16B, 24, 37, 40 and 41 Meadow View Lane.

7.5 Temporary planted buffers are recommended as a method to mitigate potential adverse visual effects that may arise from development enabled by PC17, for people within the existing properties located immediately adjacent the Plan Change Area. These adverse visual effects would primarily be as a result of the establishment of industrial scale buildings and associated land use activities, when viewed from adjacent rural properties. This mitigation will assist with the maintenance of landscape (rural) character, as well as the mitigation of potential adverse visual amenity effects for people within these properties.

7.6 There are examples of similar existing planted buffers which currently exist within the Plan Change Area, particularly within the South-East Block, which illustrate how effective these features can be at providing a physical and visual buffer between neighbouring properties and the existing Te Rapa Dairy Manufacturing Site (refer **Plate 6**).



**Plate 6** – example of existing planting within South-East Block as a buffer to Te Rapa Dairy Manufacturing Site.

It is considered that the establishment of similar planted buffers will help to ensure that an appropriate physical and visual separation is achieved between new industrial buildings in the North and South-East Blocks and existing land to remain within the Deferred Industrial Zone, acknowledging that it will take time for this planting to establish.

## 8. Conclusion

- 8.1 The proposal by Fonterra to rezone the Plan Change Area to ‘Te Rapa North Industrial’ by removing the ‘Deferred Industrial Zone’ from the ODP Map Area through PC17 to the ODP, is consistent with the future intent for this land as signalled in the plan provisions and wider strategic directions for Waikato, including through the Futureproof strategy.
- 8.2 While the majority of the Plan Change Area exhibits an existing rural character of good quality, primarily because this land is currently being managed and maintained in this state by Fonterra; there are pockets of land within the Plan Change Area which exhibit a lesser quality of rural character. Without active management through rural land use activity, such properties exhibit somewhat of a transitional character which is neither rural or urban. The presence of the existing Te Rapa Dairy Manufacturing Site buildings and activities between Te Rapa Road and the Waikato River also influences the existing landscape character of the surrounding area, being relatively large, prominent and industrial in appearance.
- 8.3 In addition, significant infrastructure is present, including SH1C and the Main Trunk Railway Line (forming a clear western edge to the Plan Change Area) and the busy Te Rapa Road highly trafficked environment, alongside the clearly urbanised existing industrial land to the immediate south of the Plan Change Area (being the existing Te Rapa industrial estate).

8.4 As such, the majority of the Plan Change Area has a very low level of landscape or amenity value, such that it makes logical and understandable sense to rezone for industrial purposes.

8.5 Having said this, land to the east of Te Rapa Road, particularly that within the localised context of the Waikato River margins, has greater landscape, natural character and amenity value sensitivities<sup>5</sup>. PC17 contains bespoke provisions that provide for these areas to be zoned Open Space, alongside requirements for future industrial building development to be set back appropriately to retain an open space character adjacent to the river margins.

8.6 In addition, immediately neighbouring properties to the Plan Change Area east of Te Rapa Road, will remain subject to the Deferred Industrial Zone ODP Map Area. Some of these neighbouring properties (on land that is outside the Plan Change Area and that will continue to be rural lifestyle for the immediate future) contain existing dwellings. An existing Sikh Temple is located at 1418 Te Rapa Road to the immediate north of the Plan Change Area.

8.7 In order to maintain the landscape and amenity values for people within these properties, PC17 contains bespoke provisions to be included within the Te Rapa North Industrial Zone that require establishment and maintenance of a shelterbelt or 5.0m wide planted buffer along these interfaces. Such planting is to include evergreen (exotic or deciduous) trees and other vegetation capable of growing to at least a height of 10m above ground level (excluding for the length of any property boundary that crosses riparian margins, where riparian planting would take precedent) within 5-years from the time of planting.

8.8 The purpose of this requirement is to provide a dense vegetated buffer between buildings and associated activities on the new industrial properties and the ongoing rural land use activities (and associated rural character and values) that currently exist on land immediately adjacent these properties. It is recognised that it will take time to establish these buffers; however, five-years is considered to be an acceptable temporary duration. The provisions also recognise that the planting would be temporary in purpose, until such time as these adjacent properties are also rezoned industrial via a future plan change process.

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**Attachments:**

- 1 – Assessment methodology and scale utilised to determine adverse effects
- 2 – Relevant statutory provisions and extracts from the Hamilton City Operative District Plan
- 3 – Supporting KPLC figures

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<sup>5</sup> Being matters of national importance under sections 6(a)-(e) of the RMA.

## Assessment of Landscape Effects

### Proposed Private Plan Change at Te Rapa / Horotiu

Proposal by Fonterra Limited to rezone land from the 'Deferred Industrial Zone' to the 'Te Rapa North Industrial Zone' under the Kirikiriroa / Hamilton City Operative District Plan (Plan Change 17)

## Attachment 1

### Assessment methodology and scale utilised to determine adverse effects<sup>6</sup>

#### 1. Baseline consideration

Determine existing visibility and relevant elements, character and values based on known and assessed physical, perceptual and associative components of the landscape, alongside a mātauranga understanding of whenua.

#### 2. Effects consideration

Based on the findings of the baseline consideration, determine the degree of impact from development that could be enabled through the proposal on each of the identified components of the character and values of the assessed landscape / whenua.

#### 3. Overall assessment of effects

Conclude an overall rating of adverse effects on the landscape based on the following scale:

Rating	Landscape effects
Very high	Very serious loss of elements, character and values.
High	Obvious degradation of landscape elements, character and values.
Moderate to high	Marked overall impact on important existing landscape elements, character and values.
Moderate	Appreciable impact on some existing landscape elements and character; more obvious impact on some existing values.
Low to moderate	Increasingly evident impact on some landscape elements and character; limited impact on existing values (e.g. naturalness, expressiveness and aesthetic value).
Low	Limited impact on overall landscape elements and character; no impact on existing values.
Very low	No or barely legible impact to landscape elements and character; no impact on values.

Explanation and use:

Under the Resource Management Act 1991, where the adverse effects rating of a proposal is a relevant consideration, for example in relation to notification or non-complying activity determination on applications for resource consent; a 'low to moderate' rating equates to a 'minor' adverse effect (with ratings above being 'more than minor' and ratings below 'less than minor'). When considering 'significant' adverse effects, for example in relation to relevant objectives/policies under plans/policies (including the New Zealand Coastal Policy Statement); 'high' or 'very high' ratings represent a 'significant' adverse effect.

<sup>6</sup> Noting the meaning of effect under section 3 of the RMA is broader than 'adverse' effects.

## Assessment of Landscape Effects

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## Attachment 2

Relevant statutory provisions and extracts from the Hamilton City Operative District Plan

### 12 Te Rapa North Industrial Zone

#### 12.1 Purpose

- a. Industrial development in Te Rapa North has the potential to support regionally important infrastructure and industries. The existing Te Rapa Dairy Manufacturing Site and the proposed interchange at the junction of the Te Rapa and Ngaruawahia sections of the Waikato Expressway, provides opportunity for limited industrial activity to develop in an integrated, efficient and co-ordinated manner. An area identified as Stage 1A on the Planning Maps has been identified for this purpose. Permitting unanticipated industrial development, either within or outside Stage 1A, other than on the Dairy Manufacturing Site, would mean the inefficient provision of infrastructure.

#### 12.2 Objectives and Policies: Te Rapa North Industrial Zone

##### Objective 12.2.1

Industrial land uses are able to establish and operate within the zone in an efficient and effective manner.

###### Policy 12.2.1a

Industrial land is used for industrial uses.

###### Policy 12.2.1b

Non-industrial uses establish and operate only where they are ancillary to industrial activities, supporting industrial activities, or are consistent with industrial land uses.

###### Policy 12.2.1c

Non-industrial uses do not adversely affect the industrial use of the Te Rapa North Industrial Zone, or impact adversely on the strategic role of the Central City as the primary office, retail, and entertainment centre, and the other commercial centres in the City.

##### Objective 12.2.2

The amenity levels of greenfield areas (including Stage 1A) are to be enhanced.

The amenity levels of the existing Te Rapa Dairy Manufacturing Site are to be maintained.

###### Policy 12.2.2a

Amenity levels within the Te Rapa North Industrial Zone are improved through the use of landscaping, screening and setbacks within the interfaces between the zone and the Waikato Expressway and Te Rapa Road.

###### Policy 12.2.2b

Amenity levels within the Dairy Manufacturing Site will continue to reflect the existing activity on site.

##### Objective 12.2.3

Industrial development is consistent with the long-term land use pattern for the Te Rapa North Industrial Zone and occurs in an integrated, efficient and co-ordinated manner.

###### Policy 12.2.3a

The development of land in the Te Rapa North Industrial Zone is undertaken to ensure it aligns with the Regional Policy Statement.

**Policy 12.2.3b**

Industrial development in the Te Rapa North Industrial Zone occurs in an integrated and coordinated manner that aligns with capacity improvements to the existing reticulated infrastructure (water and wastewater) and roading, or which is in accordance with exemptions from the requirement to connect new development to that infrastructure.

**Policy 12.2.3c**

Industrial development in the Te Rapa North Industrial Zone, beyond the first 7 ha for Stage 1A, is timed to coincide with the availability of all necessary reticulated infrastructure unless an express exception is provided for in this Plan.

**Policy 12.2.3d**

Traffic and transportation effects are managed through land use planning, peak traffic generation controls and integrated, multi-modal transport approaches, to ensure industrial development in the Te Rapa North Industrial Zone does not adversely affect the safety and efficiency of the wider roading network.

**Policy 12.2.3e**

Concept Development Consents shall be used to manage the nature, scale and intensity of proposed industrial developments, to ensure the efficient provision and use of reticulated infrastructure and associated funding mechanisms aligns with Council's LTP and planned growth strategies, subject to exceptions provided for in this Plan.

**Policy 12.2.3f**

The development of land within Stage 1A is undertaken in a manner which ensures the integrated and efficient development of the Te Rapa North Industrial Zone.

**Policy 12.2.3g**

The development of land beyond the areas identified for development in this District Plan shall be avoided until specific district plan provision is made for that development.

**Objective 12.2.4**

Strategically important infrastructure and investment are supported and not compromised by inappropriate land use activities.

**Policy 12.2.4a**

A limited area of land in Stage 1A should be developed as a dairy business cluster in conjunction with and complementary to the existing Te Rapa Dairy Manufacturing Site.

**Policy 12.2.4b**

Activities allowed within the Te Rapa North Industrial Zone should not give rise to reverse sensitivity effects in relation to existing or future industrial activities.

**Objective 12.2.5**

Investment in the Te Rapa Dairy Manufacturing Site as a national and regionally important strategic facility is supported.

**Policy 12.2.5a**

The Dairy Manufacturing Site should be recognised for the important benefits it contributes to the community and dairy industrial base for the Waikato.

**Policy 12.2.5b**

Subdivision, use and development shall not compromise the ongoing and efficient operation of the Dairy Manufacturing Site.

**Policy 12.2.5c**

The Dairy Manufacturing Site, as an integral facility to the agricultural sector of Waikato, shall retain its opportunities for continued use, intensification and expansion.

**Policy 12.2.5d**

The ongoing development and use of the Dairy Manufacturing Site shall be supported through the application of specific provisions to enable buildings and structures, noise emissions and heavy vehicle movements occur in a manner to ensure the efficient operation of the Dairy Manufacturing Site.

**Existing ODP rules and standards referenced in this assessment (at paragraph 5.1)**
**12.4.1 Building Setbacks**

- a. Any building is set back at least 30m from the bank of the Waikato River.
- b. Any building is set back at least 6m from the banks of Te Rapa Stream.
- c. Despite the above, a public amenity of up to 25m<sup>2</sup> on an esplanade reserve, a public walkway, a water take or discharge structure, or a pump shed are not subject to this rule.

**Building setback (minimum distance)**

i. Any building is set back from all site boundaries other than transport corridor boundaries	10m
ii. Any building is set back at from the western side of Te Rapa Road south of the Hutchinson Road intersection	30m
iii. Transport corridor boundary – local and collector transport corridors	5m
iv. Transport corridor boundary – arterial transport corridors	15m Exception being where: 30m from the western side of Te Rapa Road south of the Hutchinson Road intersection. 30m from the eastern side of Te Rapa Road within the Te Rapa Dairy Manufacturing Site
v. Waikato Expressway (Designation E99 and E99a)	i. 40m from the edge of the expressway carriageway for protected premises and facilities ii. 15m from designation boundary for other buildings except that this setback may be reduced to 10m with the written approval of the relevant roading controlling authority which shall have regard to: 1. The purpose of the setback 2. The location of the designation boundary in relation to the road carriage 3. The impact of the setback on the use and enjoyment of the adjoining land 4. The extent of existing or proposed landscaping within the designation 5. Effects on the Waikato Expressway 6. The record of consultation with Waka Kotahi New Zealand Transport Agency outlining any agreed outcomes
vi. Any boundary adjoining any Residential, Special Character or Open Space Zones	8m
vii. From the bank of the Waikato River	30m Despite the above, a public amenity of up to 25m <sup>2</sup> on an esplanade reserve, a public walkway, a water take or discharge structure, or a pump shed are not subject to this rule
viii. From the banks of the Te Rapa Stream	6m
ix. Other boundaries	0m
x. Waikato Riverbank and Gully Hazard Area	6m (applies to buildings and swimming pools)

**12.4.2 Building Height**

a. Maximum building height	20m except as follows. i. In Stage 1A the height of building to be: a. 25m with a maximum height of 15m over 90% of the site b. 50m with a maximum height of 35m over 90% of the Te Rapa Dairy Manufacturing Site
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**12.4.6 Landscaping**

Notwithstanding the provisions in Chapter 25.5: City-wide – Landscaping and Screening, within the Te Rapa North Industrial Zone.

- a. Parking areas and storage areas adjacent to roads are separated from the roads by a 2m planted strip of land.

- b. Land, not subject to an esplanade reserve, within 15m of the bank of the Waikato River is planted with indigenous species of sufficient density to visually screen the activity from the river, except for areas used for water take and discharge structures and associated infrastructure, and access to these.
- c. Land within 2m of Te Rapa Road and 5m of the Te Rapa section of the Waikato Expressway is planted with a combination of lawn, indigenous groundcover, shrubs and trees.
- d. The landscaping requirement set out in c. above shall be planted with a combination of lawn, indigenous groundcover, shrubs and trees.

## 21 Waikato River Corridor and Gully Systems

### 21.1 Purpose

- a. The Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 establishes Te Ture Whaimana o Te Awa o Waikato – the Vision and Strategy for the Waikato River – as the primary direction-setting document for the management of the river (refer to Volume 2, Appendix 10). The Vision and Strategy forms part of the Regional Policy Statement. This chapter provides a mechanism for giving effect to the Vision and Strategy.
- b. The Waikato River is an outstanding natural feature within the Waikato Region. Additionally, the Waikato River and gully systems form the most prominent landscape feature within Hamilton. These areas have economic, transport, recreational, ecological, amenity, landscape and cultural values. This chapter recognises that these values come together to contribute to the significance of the Waikato River corridor and gully systems. These values are collectively managed through a variety of approaches.
- c. Management approaches that apply within the Waikato River corridor and gully systems are: significant natural areas (Chapter 20: Natural Environments); scheduled archaeological and cultural sites (Chapter 19: Historic Heritage); and natural hazard areas (Chapter 22: Natural Hazards). Where land is in public ownership the underlying zone is Open Space, while for areas that are in private ownership the underlying zone varies. Together the various management approaches address the values associated with the Waikato River corridor and gully systems.
- d. The objectives and policies are achieved through various management approaches throughout the District Plan, so there are no rules contained within this chapter. The following objectives and policies must be read in conjunction with the relevant objectives and policies from other chapters. It should also be acknowledged that there are a number of non-District Plan methods that can be implemented with regard to the river corridor and gully areas (refer to Volume 2, Appendix 1, Section 1.5: Other Methods of Implementation).

#### Objective 21.2.1

The ecological, amenity, landscape and cultural values of the river corridor and gully system are restored and protected.

##### Policy 21.2.1a

An integrated, holistic and co-ordinated approach to management shall be used to protect, enhance and restore the natural, physical, cultural and historical resources and character of the river corridor and gully system.

##### Policy 21.2.1b

Development and activities that impact on landform shall be controlled, particularly the:

- i. Clearance of vegetation along the river and gullies.
- ii. Filling of gullies, including the cumulative effects of such incremental filling.

##### Policy 21.2.1c

The ecological functions of waterways shall be restored and protected by minimising the modification of natural watercourses and riparian margins.

##### Policy 21.2.1d

The relationship of Waikato-Tainui with the Waikato River shall be restored and protected.

##### Policy 21.2.1e

The relationships of the Waikato Region's communities with the Waikato River shall be restored and protected.

##### Policy 21.2.1f

The loss or disruption of corridors or connections provided by the Waikato River corridor and gully systems which link indigenous ecosystems and habitat fragments shall be avoided.

**Policy 21.2.1g**

The connectivity and protective buffering of indigenous ecosystems provided by the Waikato River Corridor and gully system shall be maintained.

**Objective 21.2.2**

The river corridor and gully system is used in a way that recognises and is sensitive to its social, cultural, spiritual and historical character.

**Policy 21.2.2a**

Multi-functional use of the river corridor and gully systems shall be encouraged.

**Policy 21.2.2b**

The river corridor and gullies shall be used for sporting, recreation and cultural opportunities.

**Policy 21.2.2c**

Building designs should suit the wider site context, and shall consider:

- i. Surrounding natural characteristics.
- ii. The cultural significance of the surrounds.
- iii. Whether opportunities exist to create an iconic feature that enhances the character of the locality.

**Policy 21.2.2d**

The river corridor and gully system shall be promoted to form part of the integrated transportation network, where appropriate.

**Policy 21.2.2e**

Future crossings of the river corridor and gully systems shall be required to enhance connectivity of the transport network.

**Policy 21.2.2f**

Public access to and along the river corridor and gully systems shall be promoted.

**Policy 21.2.2g**

The drainage function of the gully systems shall not be compromised.

**Objective 21.2.3**

The river corridor is a key focus for tourism and events.

**Policy 21.2.3a**

The use of the river corridor for events and tourism shall be promoted, particularly in the Central City.

**Policy 21.2.3b**

Strong visual and physical connections shall be provided between the Central City and the river.

**Objective 21.2.4**

The health and wellbeing of the Waikato River and gully systems shall be restored and protected.

**Policy 21.2.4a**

Significant sites, fisheries, flora and fauna within the Waikato River and gully systems shall be protected and enhanced.

**Policy 21.2.4b**

Recognition and avoidance of adverse cumulative effects on the health and wellbeing of the Waikato River and gully systems.

**Policy 21.2.4c**

Restoration of water quality within the Waikato River and gully systems.

## Assessment of Landscape Effects

### Proposed Private Plan Change at Te Rapa / Horotiu

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## Attachment 3

Supporting KPLC figures:

- Site and Viewpoint Location Plan (**Figure 1**)
- Photos from representative public Viewpoints 1-13 (**Figures 2-27**)
- Mitigation planting locations – adjacent northern and southern extents (**Figures 28-29**)

*All dated 4 December 2024 and to be printed at A3-size (landscape orientation)*



KPLC HG 3 Figures 1-29

Proposed Private Plan Change 17 to the Kirikiriroa / Hamilton City Operative District Plan by Fonterra Limited to rezone land at Te Rapa / Horotiu from 'Deferred Industrial Zone' to 'Te Rapa North Industrial Zone'

### Assessment of Landscape Effects - supporting figures





Extent of single-frame (50mm) photo - refer Figure 3





Extent of single-frame (50mm) photo - refer Figure 5





Extent of single-frame (50mm) photo - refer Figure 7





Extent of single-frame (50mm) photo - refer Figure 9



Joins right side of image above





Extent of single-frame (50mm) photo - refer Figure 11





Extent of single-frame (50mm) photo - refer Figure 13





Extent of single-frame (50mm) photo - refer Figure 15





Extent of single-frame (50mm) photo - refer Figure 17





Extent of single-frame (50mm) photo - refer Figure 19





Extent of single-frame (50mm) photo - refer Figure 20







Extent of single-frame (50mm) photo - refer Figure 23







Extent of single-frame (50mm) photo - refer Figure 25





Extent of single-frame (50mm) photo - refer Figure 27





