

Appendix 12a

Proposed Provisions

(Clean)

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1.0 Chapter 3.9 Te Rapa North Industrial Structure Plan

Chapter 3.9 Te Rapa North Industrial Structure Plan

The Te Rapa North Industrial Zone ('TRNIZ') applies to approximately 230ha of land to the north of Hamilton. It is a strategic industrial growth node identified by the Waikato Regional Policy Statement that is essential to Hamilton and the Waikato Region's future supply of industrial land.

A Deferred Industrial Zone overlay applies over all parts of the zone outside of the Te Rapa North Industrial Structure Plan ('Te Rapa North Industrial Structure Plan / Structure Plan') area. This overlay applies the Future Urban Zone provisions, maintaining rural activities in these areas, with an anticipation for industrial development in the future.

The Te Rapa North Industrial Structure Plan applies to 91ha of the zone. The Structure Plan will further guide the development of the area to coordinate infrastructure upgrades and achieve good urban design outcomes.

3.9.1 Vision

- a. The development of the Te Rapa North Industrial Structure Plan has been guided by the following vision:

"To deliver a well-functioning industrial and logistics hub at Te Rapa North that achieves environmental protection while providing economic benefits and productivity gains to the Waikato Region. Central to this will be enabling industrial uses that compliment and protect the ongoing operation of the Te Rapa Dairy Manufacturing Site."

3.9.2 Objectives and Policies: Te Rapa North

- a. The objectives and policies of Chapter 12 Te Rapa North Industrial Zone provide bespoke guidance for the use and development of this area. The Chapter 12 objectives and policies were developed with specific consideration of the Te Rapa North Industrial Structure Plan area and its surrounds.
- b. Refer to Chapter 12 and other relevant district plan chapters for the objectives and policies to guide development in accordance with the Structure Plan.

3.9.3 Components of the Te Rapa North Industrial Structure Plan

This section provides an explanation of the main land use elements to achieve the vision described in **3.9.1.a**. These elements are incorporated in land use zones and overlays as shown on the Planning Maps and Appendix 2 - Figure 2-22.

3.9.3.1 Overall

A 91 ha area centring around the Te Rapa Dairy Manufacturing Site on either side of Te Rapa Road to the north of the Te Rapa suburb of Hamilton City.

- a) It is bounded by the Waikato River, the Waikato Expressway ('SH1'), the North Island Main Trunk Line ('NIMTL') and private property boundaries and is made up of three distinct areas; the West Block, North Block and South-East Block.
- b) It will provide for approximately 58ha of employment land, that is to be developed as a high-quality industrial precinct and future rail siding for the NIMTL.
- c) The land surrounding the Structure Plan area that is zoned Te Rapa North Industrial, will remain subject to the Deferred Industrial Zone overlay, with the expectation that future plan change processes will live-zone these areas, and update the Structure Plan accordingly.

3.9.3.2 Industrial Precinct

The Te Rapa North Industrial Structure Plan will guide the development of a high-quality industrial and logistics precinct surrounding the Te Rapa Dairy Manufacturing site.

- a) The industrial uses sought are to be complementary and not sensitive to the Te Rapa Dairy Manufacturing site.
- b) Activities associated with industry that are not sought to be enabled within the zone include: Car or boat sale yards/display suites and wet industry.
- c) Only offices and retail spaces that are ancillary to industrial activities are sought within the zone.
- d) A limited floor area for such activities is enabled in the zone without resource consent to enable the spaces that are essential to the function of industrial and logistics activities. Floor area limitations apply to avoid the risk of reverse sensitivity and detracting from existing commercial centres.
- e) Food and beverage outlets are limited to the Focal Area, to meet workers' daily needs in the Southern part of the Structure Plan area.
- f) The Structure Plan area is an industrial precinct and as such, the road reserve and boundary treatments have the greatest opportunity for visual amenity outcomes. However, provisions apply which support positive development design outcomes including setbacks, landscaping and glazing.

3.9.3.3

Focal Area

An approximately 2ha Focal Area is identified in the Structure Plan (Figure 2-22), which is dedicated to meeting the daily needs of people working within the industrial precinct.

- a) Food and beverage outlets, gymnasiums, medical centres and other like activities that are not sensitive to the industrial nature of the area are sought to be enabled.
- b) Connection with the Riparian and Stormwater Reserve Area to provide access to and/or an outlook over green space.
- c) It is located within the southern part of the Structure Plan area to provide for the needs of employees in Southern Part of the Structure Plan area and the parts of the TRNIZ that are subject to Deferred Industrial Zone overlay, once developed in future. The Te Awa Lakes Commercial precinct to the north of the Structure Plan Area will meet the needs of workers in this location.

3.9.3.4

Te Rapa Dairy Manufacturing Site

- a) The Te Rapa Dairy Manufacturing Site is a regionally significant industrial activity, that employs a significant number of people and is integral to the operation of the dairy industry in the Waikato.
- b) The existing Te Rapa Dairy Manufacturing Site operations are to remain unchanged and unaffected by the future development guided by the Structure Plan.
- c) Any development and changes to access and circulation shall not impact the long-term function of the Te Rapa Dairy Manufacturing Site.

3.9.3.5

Movement Network

The Te Rapa Industrial Structure Plan has been master planned to deliver a functional and efficient multi-modal movement network. The network and road designs support the larger vehicles associated with industrial activities by providing for their safe, efficient and convenient access to Te Rapa Road and the Waikato Expressway, whilst development triggers and setbacks protect the functionality and future upgrades of these corridors. The proposed network supports walking and cycling, with dedicated cycle lanes provided for in Arterial and Collector Road designs (see Figure 3.9.4a and 3.9.4.b) and footpaths provided across all road designs. Development controls protect the ability of corridors to be upgraded as dedicated rapid transit routes to promote an interconnected network that enables the Structure Plan area to be readily serviced by public transport.

The Structure Plan (Appendix 2 Figure 2-22) indicates the location of the Local, Collector, Major Arterial, State Highway transport corridors and the NIMTL. These transport corridors are either existing, designated or yet to be upgraded/constructed.

Timing of Upgrades

- a) The timing of subdivision and development is coordinated with transport network upgrades, as set out in Section 3.9.4

Inter-Regional Connectivity

- b) The transportation network is based on a hierarchy where State Highways and Rail Corridors are at the top and prioritise high volume inter-regional traffic and freight movements. This includes SH1 and the NIMTL. These two regionally significant corridors are not within the Structure Plan area, however the future development guided by the Structure Plan will influence the traffic volumes they experience.
- c) The connection to SH1 via the extension of Koura Drive is indicated by the Structure Plan to demonstrate the intent for the East-West Road to eventually form part of the Northern River Crossing, the future Arterial Road identified in HCC 2024-54-Infrastructure-Strategy. The connection to Koura Drive is not required in the immediate term for the Structure Plan area to function in a way that supports the safe and efficient movement of people and goods.

Rail Siding

- d) The Structure Plan indicates a future rail siding for the NIMTL. Rail sidings are a form of rail infrastructure that act as a holding location for locomotives to support the efficient distribution of goods and product.. The location of the rail siding in Figure 2-22 is indicative, with the preferred location within the Structure Plan area being along the eastern edge of the NIMTL.

Arterial

- e) Next in the hierarchy, the arterial transport corridor networks are designed to cater for high-volume traffic and provide the key connections with the wider City and regional network, including Te Rapa Road.
- i. Te Rapa Road intersects the Te Rapa North Industrial Structure Plan area and is anticipated to be upgraded to a four lane, rapid transit route. New and upgraded intersections along Te Rapa Road include:
 - **Access 1:** Upgrade the Pukete Road intersection, to a four-arm crossroads signalised intersection to give access to the West Block via the East-West Road.
 - **Access 2:** New four-way traffic-light controlled intersection south of Hutchinson Road, providing access to the West Block and North Block.
 - **Upgrade:** Te Rapa and Mckee Street intersection to a signalized intersection.
 - ii. The East-West Road is to be upgraded by Hamilton City Council ('HCC') to function as a Major Arterial, the Northern River Crossing, in future. To service development associated with the Te Rapa North Industrial Structure Plan area, this connection will be constructed in accordance with the cross-section depicted in Figure 3.9.3.4.a). Rule 12.4.1 applies setbacks to this interim design to futureproof the construction of an Arterial Road, like that depicted in Figure 3.9.3.4.b).
 - iii. It is anticipated that HCC will use the notice of requirement process to designate the corridors once the precise alignment and design of the new and upgraded Arterial Roads have been determined, including Te Rapa Road and the Northern River Crossing.

Collector

- f) A central spine Collector Road runs north-south through the West Block of the Te Rapa North Industrial Structure Plan area. It will be designed to accommodate stormwater swales, and watercourse crossings where required. An illustration of the possible cross-section for this road is provided in Figure 3.9.3.4.c).
- g) Some flexibility is afforded in the alignment of the central spine Collector Road, but it will have a key role in providing for bus services and active transport routes. As such, grade separation and connectivity will be important design elements to ensure the safety of users and their convenience to access bus services.

Local Roads

- h) Local Roads will provide access to future land use activities within the Te Rapa North Industrial Structure Plan area. These roads will support the movement of freight vehicles at a low speed (40km/h) and will also accommodate stormwater swales, and watercourse crossings where required. An illustration of a typical cross-section for the Structure Plan area's local roads is shown in Figure 3.9.4.d).

Vehicle Access Restriction

- i) An access restriction, applying to heavy motorized vehicles is to apply to Meadow View Lane until the Deferred Industrial Overlay is lifted from the properties along this road. This is to prevent noise and traffic impacts along this residential lane.
- j) The restriction will require heavy vehicles associated with industrial activities to access Te Rapa Road via the Te Rapa Dairy Manufacturing Site.

Public Transport

- k) The Structure Plan area is to facilitate the provision of public transport services so employees, visitors and those travelling through the area have a variety of transport options.
- l) The road network set out in Figure 2-22 either holds space for the upgrade of existing transport corridors (Te Rapa Road) or will deliver Arterial and Collector Roads that are supportive of public transport services.
- m) Bus stop facilities will be provided along Te Rapa Road, near the centre of the Structure Plan area (Figure 2-22).

Walking and Cycling

- n) Walking and cycling infrastructure will be provided along new roads to meet the needs of future employees as well as those visiting or passing through the area, with the intention of reducing reliance on motor vehicles through improved access to active travel modes and public transport.
- o) The North-South Spine Road and East-West Arterial Road include separated footpaths and cycle paths, as depicted in Figures 3.9.3.4.a-d. Local Roads are to have dedicated footpaths but will have a speed and traffic volumes that enable cyclists to safely share the road carriageway.

- p) The setbacks required from Te Rapa Road will maintain space for the future upgrade of this corridor, to deliver walking and cycling facilities.

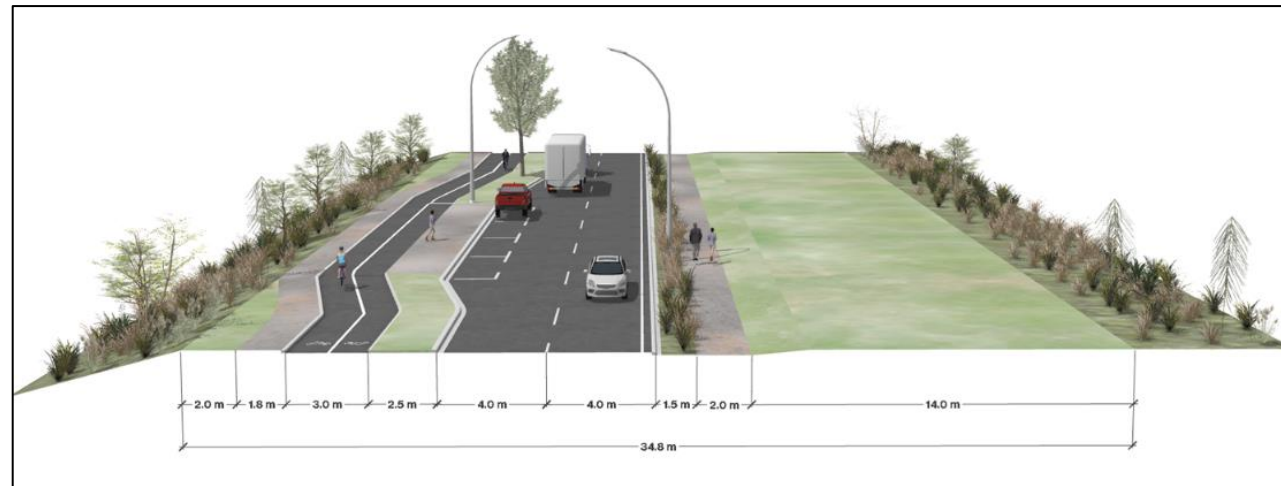


Figure 3.9.3.4.a) Indicative Typical Cross-Section for the East-West Local Road .

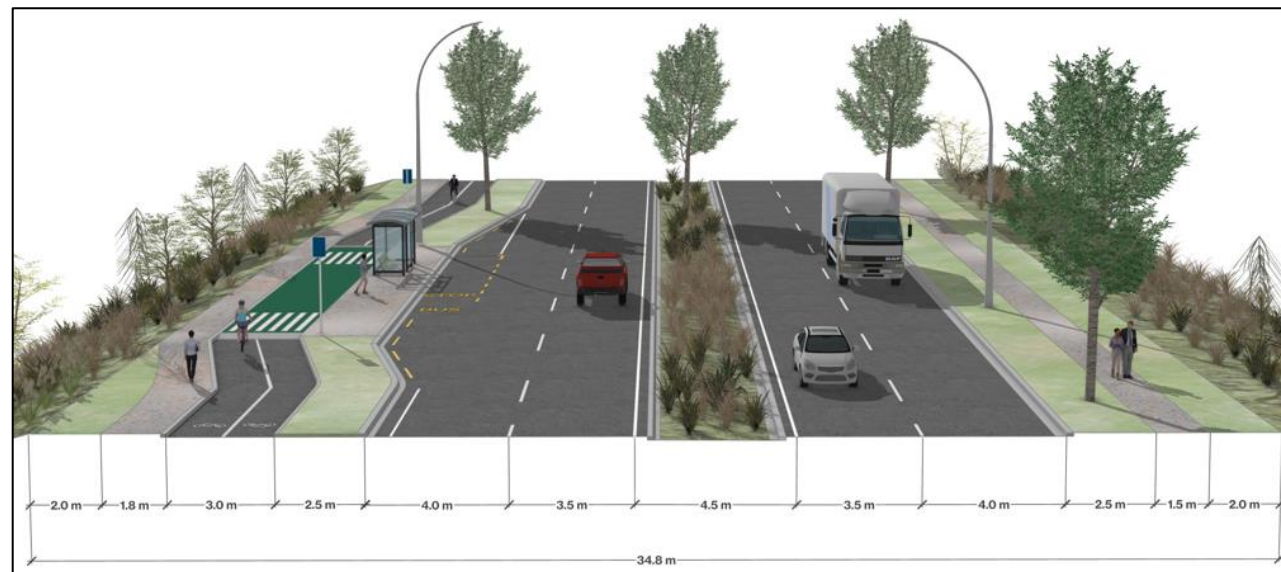


Figure 3.9.3.4.b) Indicative Typical Cross-Section of the Ultimate NRC Arterial (4 lanes)

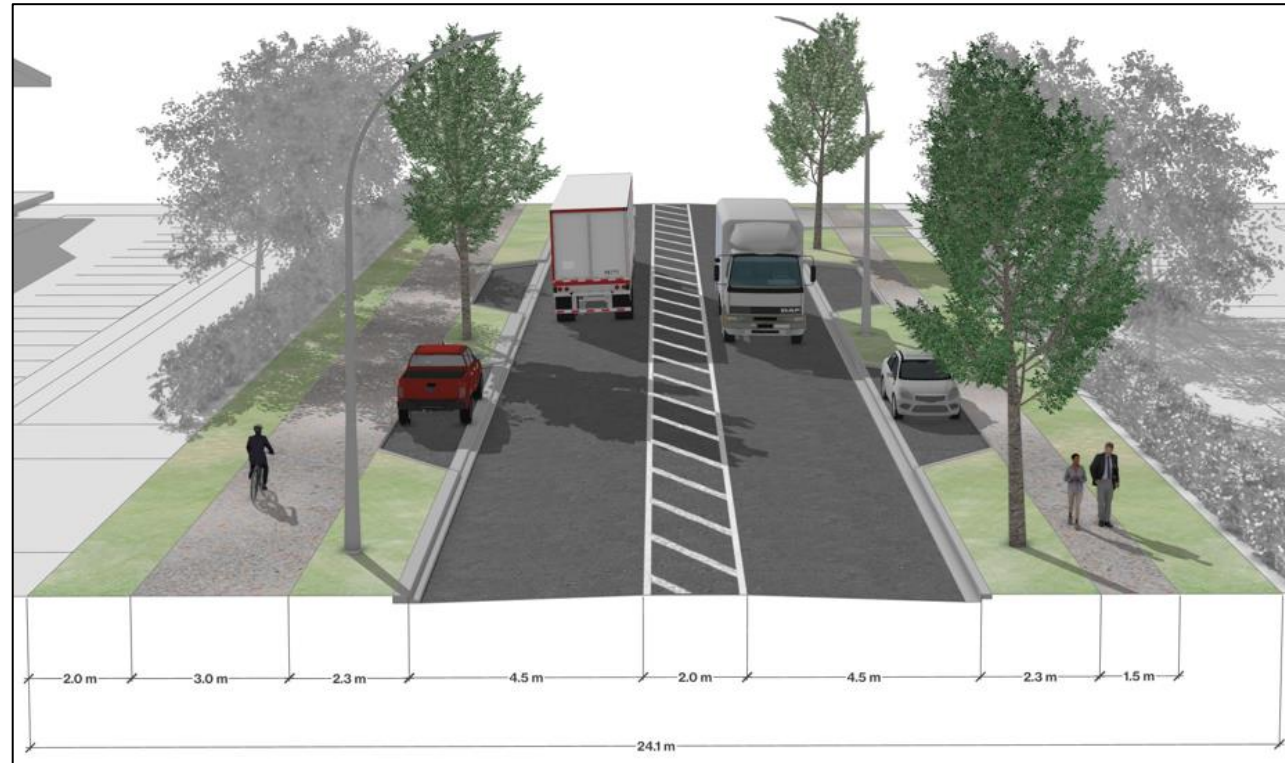


Figure 3.9.3.4.c) Indicative Typical Cross-section of the Te Rapa Structure Plan Collector Roads (Central Spine)



Figure 3.9.3.4.d) Indicative Typical Cross-Section for Local Roads.

3.9.3.6

Wastewater and Water Networks

- Development of the Te Rapa North Industrial Structure Plan area will be progressively enabled based on the capacity of the municipal network.
- The first land use or subdivision consent application for the Structure Plan area will be accompanied by an Infrastructure Plan that details the methods of wastewater treatment and management, including any upgrades or new infrastructure that may be required to the public network.

- c) All subsequent development will refer to this plan and contribute to the completion of its proposed network, in a manner that is coordinated and does not compromise the capacity of existing service users.
- d) Early interaction with Council by developers is encouraged to coordinate the construction of these assets with the sequencing of urban development and to enable any assets that are private initially, to be vested in future.

3.9.2.7

Blue-Green Corridor (Ecology and Stormwater Management)

- a) Te Ture Whaimana o Te Awa o Waikato (Te Ture Whaimana) sets the vision for the Waikato Region, in relation to the Waikato River, seeking a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces, for generations to come.
- b) The Waikato Regional Policy Statement, through its endorsement of the Future Proof Strategy, along with Te Ture Whaimana seeks the creation of a regional Blue-Green network, with the Waikato River at its heart.
- c) A blue-green network is a system of waterways (blue) and open spaces or reserves (green) that gives stormwater space to flow while contributing to the ecology, amenity and sometimes, recreation values of an area. The Future Proof Strategy directs:
 - *The blue-green network includes regional and local scale landscape features, open space, rivers, gullies and their margins and areas of ecological and conservation value...The networks extend beyond the [Waikato] river itself to include all water bodies within the catchment.¹*
- d) The Te Rapa North Industrial Structure Plan blue-green network comprises:
 - i. The Waikato River, its tributaries, all vegetation within the Waikato River riparian setback as well as the Open Space zone and the Significant Natural Areas along this corridor.
 - ii. Te Rapa Stream, its tributaries and associated riparian margins within the TRNIZ; and
 - iii. Riparian and Stormwater Reserve areas along the Te Rapa Stream corridor.

These features are identified in the Structure Plan (Appendix 2, Figure 2-22).
- e) The natural watercourses within the blue-green network will have their ecological and amenity values maintained and/or enhanced through setback and landscaping provisions. All landscaping required within the identified riparian setbacks are to be indigenous species.
- f) No development is to occur within the setbacks from identified watercourses, other than within the setback from Te Rapa Stream for activities supporting informal recreation activities, as set out under provision 12.4.6. Informal recreation areas for local employees to rest is desirable along the riparian setback from the Te Rapa Stream. The Open Space Zone and

¹ Paragraph 8, pg. 56. Future Proof Partners. (2024). Futureproof Strategy. 2024. <https://www.futureproof.org.nz/our-strategic-direction/#gsc.tab=0>

Significant Natural Area overlays that apply along the Waikato River corridor include the consenting pathways in recognition of the benefits these facilities will provide in these locations.

- g) The Focal Area is intentionally located adjacent to the riparian and stormwater reserve identified in the Structure Plan (Figure 2-22), to increase the amenity provided by this location.
- h) The protection and enhancement of the ecological values of the Waikato River Corridor recognizes its value as habitat for a range of indigenous flora and fauna, notably the critically endangered pekapeka (New Zealand long-tailed bat). This corridor is known as a roosting, foraging and commuting habitat for pekapeka in other parts of Hamilton. This potential is sought to be protected and enhanced in this part of the Structure Plan area, opposed to areas of industrial development.
- i) Water sensitive design has been applied across the Structure Plan area to manage stormwater, that further expand upon the ecological and hydrological values to increase biodiversity and protect water quality.

3.9.3.6

Cultural and Landscape Values

- a) The Te Rapa North area is significant to mana whenua, with a history of occupation by a number of iwi as well as confiscation by the Crown in the years preceding and following the Land Wars, resulting in loss of access to significant sites, traditional food sources and the ability to practice rangatiratanga (chieftainship) and kaitiakitanga (guardianship) over the whenua.
- b) The Waikato Awa or River defines the eastern edge of the Structure Plan Area which is considered by Waikato-Tainui “as a *tuupuna (ancestor) which has mana (spiritual authority and power) and in turn represents the mana and mauri (life force) of Waikato-Tainui.*”
- c) Development sought within the Structure Plan area shall be informed by engagement with tangata whenua, and where appropriate and supported by rangatira, should incorporate cultural narratives and symbolism.
- d) The ecological and freshwater values associated with the Waikato Awa as well as the Te Rapa Stream and its tributaries should be protected through the planting riparian areas with indigenous vegetation to enhance biodiversity and filter water. The mauri, mana and quality of these waterways should be enhanced to give effect to Te Ture Whaimana o te Awa o Waikato.
- e) The Paa site identified as S14/17 (New Zealand Archaeological Association) which is associated with nearby Mangaharakeke Pa site (S14/18), are to be undisturbed by any development occurring within the Structure Plan area and their values protected.
- f) The interface between the TRNIZ area and the Waikato Awa will be screened and softened through the planting of indigenous vegetation.
- g) Landscaping required along the interface between the Structure Plan area and the parts of the TRNIZ that remain subject to the Deferred Industrial Zone overlay is to be dense, 5m in width and at least 10m in height within 5 years of planting. The landscaping can be treated as temporary in nature and use any mixture of non-pest species.

3.9.4 Rules

3.9.4.1 Te Rapa North Industrial Structure Plan Area

All land use and development within the Te Rapa North Industrial Structure Plan area shall be in accordance with:

- a) The Te Rapa North Industrial Structure Plan as set out by this chapter;
- b) Te Rapa North Industrial Structure Plan area figures in Volume 2, Appendix 2, Figures 2-22, and
- c) TRNIZ as set out in Chapter 12 and any other zones or district plan provisions that apply.

3.9.4.2 Transport Infrastructure improvements

- a) All land use and subdivision consent applications for development in the TRNIZ shall include provision for, and staging of, the relevant transportation infrastructure improvements as follows:

Upgrade		Implementation Requirement
Transport		
1.	Signalised T-intersection on Te Rapa Road for access to the Te Rapa North Industrial Structure Plan Area (Access 1), including provision for bus stops north of the intersection.	To be completed prior to: <ul style="list-style-type: none">i. Any section 224c certificate for subdivision under the Resource Management Act 1991 ('RMA') being issued for the completion of any subdivision within the Structure Plan area; orii. The establishment of any industrial activity being able to generate traffic that gains access off Te Rapa Road.
2.	The East-West Road is constructed between Te Rapa Road and Central Spine Road with provision for separated cycle paths and can be upgraded by HCC to deliver the NRC if, and when, that project occurs.	
3.	Upgrading of Te Rapa Road / McKee Street intersection to a signalised T-intersection.	
4.	Capacity increase at Te Rapa Road / Ruffell Road signalised intersection to add a northbound through movement lane on Te Rapa Road.	
5.	Upgrading Te Rapa Road / Kapuni Street intersection to a signalised T-intersection.	
6.	Modifying the lane configuration on Te Kowhai Road at Te Rapa Road / Te Kowhai Road /	

Upgrade		Implementation Requirement
	Church Road roundabout from shared through and left turning lane to left turn only lane.	<p>To be completed prior to:</p> <ul style="list-style-type: none"> i. Any 224c being issued for any subdivision in PC17 that takes the cumulative developed area with sole access to Te Rapa Road / NRC intersection over 33 ha (net developable); or ii. When the cumulative total consented land area in PC17 with sole access to Te Rapa Rd / NRC intersection, exceeds 33 ha (net developable)
7.	Construction of new walking and cycling shared paths on both sides of Te Rapa Road connecting the NRC to new bus stops.	
8.	Construction of signalised Crossroads intersection on Te Rapa Road for access to the Te Rapa North Industrial Structure Plan Area (Access 2), including relocation of the vehicle crossings to 1426 Te Rapa Road to the eastern arm of the signalised intersection, and four laning of Te Rapa Road between the Hutchinson Road roundabout and the signalised intersection.	
9.	Realignment of Old Ruffell Road to connect to the new central spine road (Access 3).	

b) All Land Development Plan consent applications, and resource consent applications in the Te Rapa North Industrial Structure Plan area, shall include a Broad ITA. All ITAs shall identify and evaluate the effects of all cumulative development in the Structure Plan area on the infrastructure identified for improvements in Section 3.9.2.3.

- i) In addition to the matters identified in Tables 15-3a and 15-3b of Appendix 15: Transportation, the ITA is to include evidence of consultation with Waka Kotahi NZ Transport Agency, KiwiRail (where relevant), Mainfreight, Fonterra Limited and the Waikato Regional Council and how any feedback from these organisations has been addressed.

3.9.4.3 Information Requirements

a) Ecological Management Plan

- i) The first land use or subdivision consent lodged within the Te Rapa North Industrial Structure Plan area must be accompanied by an Ecological Management Plan that provides the information set out in 1.2.2.29.
- ii) The Ecological Management Plan provided as part of the initial consent, shall be assessed in accordance with Appendix 1 District Plan Administration 1.3 Assessment Criteria Q.
- iii) All subsequent land use and/or subdivision consent applications within the zone shall demonstrate their consistency with the Ecological Management Plan that was approved as part of the first land use or subdivision resource consent, or any variation to it that has been formalised in an approved resource consent.

b) Infrastructure Plan

- i) The first land use or subdivision consent within the Te Rapa North Industrial Structure Plan Area must be accompanied by an Infrastructure Plan that provides the information set out in 1.2.2.30.
- ii) The Infrastructure Plan provided as part of the initial consent, shall be assessed in accordance with Appendix 1 District Plan Administration 1.3 Assessment Criteria Q.
- iii) All subsequent land use and/or subdivision consent applications within the zone shall demonstrate their consistency with the Infrastructure Plan that was approved as part of the first land use or subdivision resource consent, or any variation thereof approved by way of a subsequent resource consent

3.9.4.4. Development Trigger Activity Status

- a. Any land use or subdivision consent application that does not provide the information specified in Rules 3.9.4.3 or is sought without this information having been provided by a previous consent, is a Prohibited activity.
- b. Any land use or subdivision consent application in the Te Rapa North Industrial zone not in accordance with Rule 3.9.4.2 is a Discretionary activity.
- c. In respect to Rule 3.9.4.4.b, the Council's discretion shall include, but not be limited to, the following assessment criteria:
 - i. Mitigation works to ensure [development](#) does not result in long-term adverse effects on the efficiency, safety and functioning of the [transport network](#) or three waters infrastructure.
 - ii. 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.
 - iii. The timing of any other planned local [infrastructure](#) network upgrades that would contribute to offsetting the [effects](#) of the [development](#).
 - iv. The [ITA](#) matters of discretion set out in Appendix 1.3.3.G.
 - v. The matters set out in [Appendix 1.3.3, N1, Land Development Plans & Q](#) Te Rapa North Industrial Structure Plan.

3.9.5 Provisions in Other Chapters

The provisions of the following chapters apply to activities within this chapter where relevant:

- [Chapter 2: Strategic Framework](#)
- [Chapter 12: Te Rapa North Industrial Zone](#)
- [Chapter 14: Future Urban Zone](#)
- [Chapter 15: Open Space Zones](#)
- [Chapter 19: Historic Heritage](#)
- [Chapter 21: Waikato River Corridor and Gully Systems](#)

- [Chapter 22: Natural Hazards](#)
- [Chapter 23: Subdivision](#)
- [Chapter 24: Financial Contributions](#)
- [Chapter 25: City-wide](#)
- [Chapter 26: Designations](#)
- Volume 2, [Appendix 1: District Plan Administration](#)

9 Industrial Zone

No amendments to:

Purpose

Objectives or Policies.

9.3 Rules – Activity Status Table

Activity	Industrial	Rotokauri Employment Area
Buildings		
<i>No amendments</i>	<i>No amendments</i>	<i>No amendments</i>
....
Activities		
<i>e-dd No amendments</i>		
ee. Parking lots and parking buildings	P	RD
ff. Accessory buildings	P	P
gg. Motorised recreation activity	P	P
hh. Drive-through services*	RD	D

ii. Ancillary residential unit where the activity complies with relevant standards in Rules 9.4 and 9.5 and generates <250 vehicle movements per day	C	C
jj. Childcare facilities	RD	RD
kk. Any activity identified in Rule 9.3.jj that does not comply with relevant standards in Rules 9.4 and 9.5 or generates 250 or more vehicle movements per day	RD	
ll. Boarding kennels and catteries	RD	RD
mm. Gymnasiums	RD	RD
nn. Places of worship	RD	RD
oo. Banks less than 200m ²	P	P
pp. Managed care facilities; retirement villages and rest homes on the defined site Lot 3 DP S270, Pt Lot 3 DRO 346, Pt Lot 2 DRO 346, Pt Lot 1 DPS 4044 and Pt Lot 2 DPS 4044 shown on Figure 9.3a	RD	-
qq. Managed care facilities; retirement villages; and rest homes; outside of the defined site Lot 3 DP S270, Pt Lot 3 DRO 346, Pt Lot 2 DRO 346, Pt Lot 1 DPS 4044 and Pt Lot 2 DPS 4044 shown on Figure 9.3a	NC	-
rr. Visitor accommodation on the defined site Lot 3 DP S270, Pt Lot 3 DRO 346, Pt Lot 2 DRO 346, Pt Lot 1 DPS 4044 and Pt Lot 2 DPS 4044 shown on Figure 9.3a	D	-
ss. Visitor accommodation outside of the defined site Lot 3 DP S270, Pt Lot 3 DRO 346, Pt Lot 2 DRO 346, Pt Lot 1 DPS 4044 and Pt Lot 2 DPS 4044 shown on Figure 9.3a	NC	-

No other changes

Chapter 12 Te Rapa North Industrial Zone

12.1 Purpose

Industrial development in Te Rapa North has the potential to support regionally important infrastructure and industries. The existing Te Rapa Dairy Manufacturing Site, has access to regionally significant transport infrastructure including the Waikato Expressway and North Island Main Trunk Line as well as its location at the interface of commercial industrial activities in the north of Hamilton and the rural surrounding area, provides opportunities for industrial activities to develop in an integrated, efficient and co-ordinated manner. A Structure Plan contained within Chapter 3.9 guides the development of the first 91 hectares of the zone to support the delivery of a well-functioning urban environment coordinated with the delivery of efficient infrastructure.

Note

1. *The areas of the zone where the Deferred Industrial Zone plan change area applies, are subject to the provisions of Chapter 14 Future Urban Zone. This is because of the deferred industrial status of the land and a future urban zoning being applicable for deferred industrial.*

12.2 Objectives and Policies: Te Rapa North Industrial Zone

Objective	Policies
1) <i>Industrial land uses are able to establish and operate within the zone in an efficient and effective manner.</i>	a. Enable the Te Rapa North Industrial zone land to be used for industrial uses.
	b. Non-industrial uses shall establish and operate only where they are ancillary to or supportive of industrial activities.
	c. Non-industrial uses do not adversely affect the industrial use of the Te Rapa North Industrial Zone nor impact adversely on the strategic role of the Central City as the primary office, retail, and entertainment centre.
	d. Subdivision and development are undertaken in general accordance with the Te Rapa North Industrial Structure Plan.
	e. Prevent new direct access to or from Te Rapa Road.

Explanation

Activities that are non-industrial and that are provided for in other parts of the City should in general not be carried out within industrial locations. The District Plan sets as the key principle in this regard that industrial land should be preserved for industrial activities. Nevertheless, there is the need for the provision of a range of non-industrial uses, ancillary to and supporting industrial activities, or specific forms of commercial activity acceptable within industrial environments due to their characteristics.

Objective	Policies
<p><i>This means those businesses that attract a great deal of traffic are directed towards the Central City and commercial centres, where they will be more accessible, and where significant public investment has been made in providing amenities and facilities capable of supporting such activities.</i></p>	
<p>2) A high-quality industrial area is achieved within the Te Rapa North Industrial Zone.</p>	<p>a. Require industrial development to incorporate landscaping, screening and setbacks within the interfaces between the zone, the Deferred Industrial Zone areas and the Waikato Expressway and Te Rapa Road.</p>
<p>3) <i>The amenity levels of the existing Te Rapa Dairy Manufacturing Site are to be maintained.</i></p>	<p>a. <i>Amenity levels within the Dairy Manufacturing Site will continue to reflect the existing activity on site.</i></p>
Explanation	
<p><i>Although lower standards of amenity are often characteristic of industrial locations, Plan provisions aim to enable a general improvement in the amenity of the City's industrial locations. The Te Rapa North Industrial Zone incorporates greenfield sites, industrial activities and the existing Dairy Manufacturing Site, and managing the amenity values of the parts of the zone that remain deferred is important to consider. The purpose of this is to create functional and attractive industrial precinct that reflects positively on Kirikiriroa Hamilton</i></p>	
<p>4) Investment in the Te Rapa Dairy Manufacturing Site as a national and regionally important strategic facility is supported.</p>	<p>a. The Dairy Manufacturing Site is recognised for the important benefits it contributes to the community and dairy industrial base for the Waikato.</p>
	<p>b. Subdivision, use and development does not compromise the ongoing and efficient operation of the Dairy Manufacturing Site.</p>
	<p>c. The Dairy Manufacturing Site, as an integral facility to the agricultural sector of Waikato, retains its opportunities for continued use, intensification and expansion.</p>
	<p>d. The ongoing development and use of the Dairy Manufacturing Site is supported through the application of specific provisions to enable buildings and structures, noise emissions and heavy vehicle movements to occur in a manner to ensure the efficient operation of the Dairy Manufacturing Site.</p>
Explanation	
<p><i>The Dairy Manufacturing Site confers large benefits in terms of economic and community wellbeing at both the local, regional and national level. Therefore, due to its size and importance to the national economy the Dairy Manufacturing Site warrants special consideration in the District Plan through sustainable management practices while enabling opportunities for its continued use, intensification and expansion.</i></p>	

Objective	Policies
<p><i>The establishment of incompatible uses nearby is a significant risk to its ongoing viability. Accordingly, it is important to consider the zoning around the Dairy Manufacturing Site. It is considered an industrial zone with specific noise and air quality controls will assist with maintaining the viability of the Dairy Manufacturing Site.</i></p> <p><i>The relevant activity statuses in 12.3.1 and general standards in 12.4 apply to the Dairy Manufacturing Site.</i></p> <p><i>Nevertheless, it is important to note that whilst the ongoing operation and development of the Dairy Manufacturing Site is key, these will not occur as of right and in such cases resource consent will be required.</i></p>	
<p>5) Ecological values are maintained, and where possible, enhanced, as part of industrial use and development.</p>	<p>a. Contribute to ecosystem connectivity by requiring setbacks and landscape requirements along the boundaries with:</p> <ul style="list-style-type: none"> i. The Te Rapa Stream ii. The Waikato River; and iii. Significant Natural Areas.
	<p>b. Prevent development, other than that which provides for walking and cycling access, within setbacks from watercourses to avoid and mitigate adverse effects on freshwater values.</p>
	<p>c. Require buildings to be setback from Significant Natural Areas and the Waikato River.</p>
	<p>d. Minimise the risk of harm to long-tailed bats during any removal of confirmed or potential bat roost trees.</p>
	<p>e. Require any removal of confirmed or potential bat roost trees to be undertaken in accordance with an approved Ecological Management Plan.</p>
Explanation	
<p>The development of the Te Rapa North Industrial Zone has the potential to impact freshwater and terrestrial ecological values, particularly those associated with Te Rapa Stream and the Waikato River.</p> <p>The chapter provisions and Te Rapa North Structure Plan seek to create ecological corridors along the Te Rapa Stream and Waikato River corridors to enhance water quality and biodiversity values, including through the protection of potential pekapeka (New Zealand long-tailed bat) habitat. These corridors have the additional benefits of stormwater management and amenity value.</p> <p>The first land use and subdivision consent application will provide a bespoke detailed Ecological Management Plan for the Te Rapa North Industrial Structure Plan area which will provide an assessment of confirmed and potential bat roost trees and a tree management methodology to provide for pekapeka habitat, measures to avoid, remedy, mitigate, offset or compensate potential adverse effects on indigenous habitats and demonstrates the nature of riparian planting, as required under Appendix 1.2 Information Requirements, 1.2.2.29.</p>	

Objective	Policies
6) Industrial development is integrated with the efficient provision of infrastructure.	a. Require development to be co-ordinated with the provision of suitable transport and three waters infrastructure.
	b. Ensure that development does not compromise the ability for Hamilton City Council to construct the Northern River Crossing.
	c. Enable a Rail Siding to be established alongside the North Island Main Trunk Line.

Explanation

The Te Rapa North Zone forms part of the medium to long term industrial land supply for Hamilton and the Future Proof area. It is important that the supply is used in a sustainable and efficient manner. Accordingly, the enablement of development will be subject to the availability of infrastructure. This is to ensure the efficient development of the zone, functionality of existing infrastructure services and the avoidance of unnecessary financial burdens being placed on the community as a whole.

12.3 Rules

12.3.1 Activity Status Table – Te Rapa North Industrial Zone

- a. Refer to Chapter 14 - Future Urban Zone to determine the status of development and activities within the Te Rapa North Industrial Zone land that is subject to the Deferred Industrial Zone Area.

Activity Status Table – Te Rapa North Industrial Zone	
Activity	Status
Deferred Industrial Area	
a. Any activity proposed within the Deferred Industrial Zone Area	<i>Subject to the activity status within Chapter 14 - Future Urban Zone</i>
Subdivisions & Development	
b. Land use or subdivision in the Te Rapa North Industrial zone in accordance with Rule 3.9.4,	C

Activity Status Table – Te Rapa North Industrial Zone

outside of the Te Rapa Dairy Manufacturing Site	
c. Land use or subdivision in the Te Rapa North Industrial zone not in accordance with Rule 3.9.4.2 and/or 3.9.4.3	D
d. Land use or subdivision in the Te Rapa North Industrial zone not in accordance with Rule 3.9.4.3	Prohibited
e. Vehicle Crossings to Te Rapa Road	NC
f. Development within the Te Rapa Dairy Manufacturing Site	<i>In accordance with the activity status provided below</i>

Buildings

g. Any activity lawfully existing prior to 13 November 2012	P
h. New buildings and alterations and additions to existing buildings	P
i. Demolition or removal of existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	P

Activity Status Table – Te Rapa North Industrial Zone

j. Maintenance or repair of existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	P
k. Minor works	P
Activities	
l. Collection, storage and processing of raw milk; Manufacture of dairy products from the processed raw milk; and associated dairy activities contained within the extent of the Te Rapa Manufacturing Site district plan area	P
m. Industrial activity	P
n. Logistics and freight-handling activities	P
o. Light industrial activity that generates <250 vehicle movements per day	P
p. Service industrial activity that generates <250 vehicle movements per day	P
q. Ancillary Offices	P
r. Ancillary Retail	P
s. Trade and industry training facilities	P

Activity Status Table – Te Rapa North Industrial Zone

t. Food and beverage outlets no greater than 250m2 gross floor area per site within the Te Rapa North Industrial Focal Area	P
u. Wholesale retail and trade supplies	P
v. Yard-based retail (excluding car and boat sales)	P
w. Passenger transport facilities	P
x. Transport depot	P
y. Accessory buildings	P
z. Gymnasiums within the Te Rapa North Industrial Focal Area	P
aa. Yard-based retail on sites (excluding car and boat sales) fronting Te Rapa Road	RD
bb. Emergency service facilities	RD
cc. Drive-through services* within the Te Rapa North Industrial Focal Area	RD
dd. Ancillary Offices that do not comply with 12.5.1.a	D
ee. Ancillary Retail that do not comply with 12.5.1.b	NC
ff. Food and beverage outlets greater than 250m2 gross floor area per site outside of the Te Rapa North Industrial Focal Area	NC

Activity Status Table – Te Rapa North Industrial Zone

gg. Food and beverage outlets greater than 250m ² gross floor area per site	NC
hh. Yard-based retail for car or boat sales	NC
ii. Supermarkets	NC
jj. Ancillary residential unit	NC
kk. Places of worship	NC
ll. Managed care facilities; retirement villages and rest homes	NC
mm. Visitor accommodation	NC
nn. Noxious or offensive activities	NC
oo. Any activity not provided for in this table	NC

Note

1. For activity status of subdivision activities, see [Chapter 23 Subdivision](#)
2. For any activity not identified above, see [Section 1.1.8.1](#).

12.4 Rules - General Standards

All activities listed as a permitted activity, controlled activity or restricted discretionary activity in Table 12.3.3 must comply with the following standards.

12.4.1 Building Setbacks

- a) New buildings and extensions to existing buildings must comply with the setbacks detailed in the table below.

Building setback (minimum distance)

i. Transport corridor boundary — local and collector transport corridors	3m
ii. Transport corridor boundary — arterial transport corridors	5m
iii. Te Rapa Road	10m from the western side of Te Rapa Road 5m from the eastern side of Te Rapa Road
iv. Waikato Expressway (Designation E99 and E99a)	5m from designation boundary
v. East – West Road (as shown on the Te Rapa North Industrial Structure Plan)	i. 6.5m; and ii. A 13m setback from the legal road corridor from the southern side of the East-West Road as shown on the Te Rapa North Industrial Structure Plan), which shall apply in addition to the above until such time as the Northern River Crossing is constructed.
vi. Any boundary adjoining any Open Space Zone	8m
vii. From the banks of the Waikato River	30m Despite the above, a public amenity of up to 25m ² 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 any other watercourses (Riparian Setback)	5m
ix. From the banks of the Te Rapa Stream (Riparian Setback)	10m
x. Waikato Riverbank and Gully Hazard Area	6m
xi. Adjoining any Significant Natural Area	5m
xii. Other boundaries	0m

Note

1. Refer to Chapter 21 and 22 for objectives and policies relevant to the setback from the Waikato Riverbank and Gully Hazard Area.

12.4.2 Building Height

a. Maximum building height	20m
b. Maximum container stacking height	25m
c. Height of lighting towers, poles, aerials, loading ramps, link spans, flagpoles, machinery rooms and cranes and other lifting or stacking equipment	35m

12.4.3 Height in Relation to Boundary

- a.** *No part of a building may penetrate a height control plane rising at an angle of 45 degrees (except for the southern boundary where it is measured at 28 degrees) starting at:*
- i.** *an elevation of 3m above the boundary of any adjoining Open Space Zones (refer to Figure 12.4.3a); and/or*
 - ii.** *an elevation of 5m above the boundary adjoining any arterial transport corridor (refer to Figure 12.4.3b).*

Figure 12.4.3a: Height Control Plane for Boundaries adjoining Open Space Zones

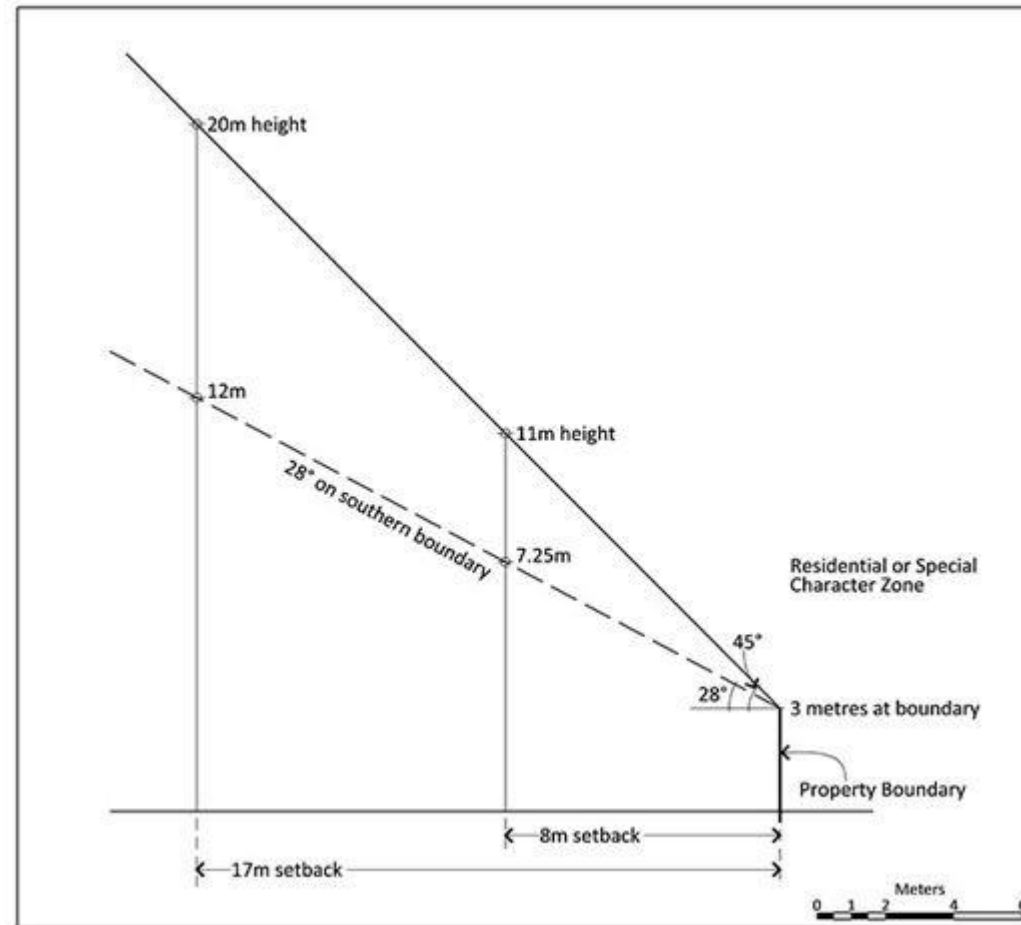
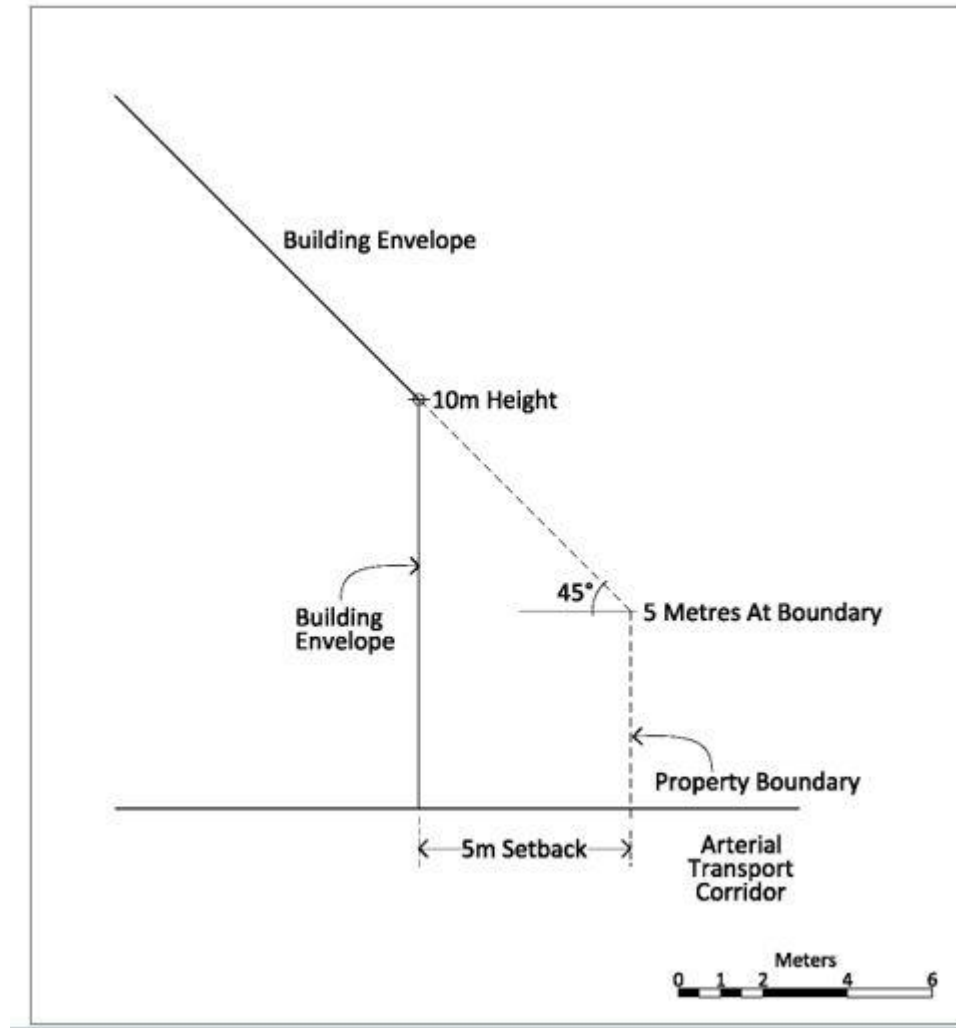


Figure 12.4.3b: Building envelope for buildings located on an Arterial Transport Corridor



12.4.4 Site Coverage

- a. No maximum.

12.4.5 Permeable Surfaces

- | | |
|--|-------------|
| a. Permeability across the entire site | Minimum 10% |
|--|-------------|

12.4.6 Landscaping

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

1. Planting and/or buffer strips are required in the locations set out below:

Area to be planted	Extent	Height at maturity (minimum)	Density
a. Between Parking areas and storage areas and road frontage	2m depth along whole road frontage	-	<u>Buffer Strip</u>
b. Within 15m of the bank of the Waikato River where the land is not subject to an esplanade reserve	Full extent		Sufficient 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. Adjacent to Te Rapa Road	2m	At least 2 metres	<div>i. <u>Boundaries where no vehicle access is obtained: Buffer Strip</u> ii. <u>Within 5m of a vehicle access: Planting Strip</u></div>
d. Land adjacent to the Te Rapa section of the Waikato Expressway	5m depth along whole road frontage	-	-
e. Boundary of Te Rapa North Industrial Zone and any land subject to the 'Deferred Industrial Zone' Area	5m depth along whole boundary	10m (within 5 years of planting)	<u>Buffer Strip</u>
f. Within a riparian setback	Entire extent	-	-

2. The landscaping requirements set out above are to be planted in any combination of lawn and indigenous groundcover, shrubs and trees, so long as they achieve the dimensions and density requirements.
- a. Landscape buffers required under 1.e. can be a mixture of exotic and indigenous species but must be evergreen and exclude pest species.
 - b. Landscape required under 1.f. take precedent over any other landscape standards that may apply and are to be planted in only indigenous vegetation.
3. The landscaping requirement for riparian setbacks do not apply to areas used for pedestrian accessways and amenities associated with public access.
-

12.4.7 Site Layout

- a. No plant or machinery shall be placed in the front of the building or within any building setback (with the exception of machinery displayed for sale, hire, or plant associated with on-site security).
-

12.4.8 Vehicle Access Restriction

- a. Lot 1 DPS 85687 and Lot 5 DPS 18043 shall achieve vehicle access via the Te Rapa Dairy Manufacturing Site onto Te Rapa Road and shall be restricted from achieving vehicle access onto Meadow View Lane. This rule shall not apply once the Deferred Industrial Zone overlay is removed from all properties along Meadow View Lane.
-

12.4.9 Provisions in Other Chapters

The provisions of the following chapters apply to activities within this chapter where relevant.

- Chapter 14: Future Urban Zone
 - Chapter 19: Historic Heritage
 - Chapter 20: Natural Environments
 - Chapter 21: Waikato River Corridor and Gullies
 - Chapter 22: Natural Hazards
 - Chapter 23: Subdivision
 - Chapter 24: Financial Contributions
 - Chapter 25: City-wide
-

12.5 Controlled Activities: Matters of Control

- a. In determining any application for resource consent for a controlled activity in addition to the relevant standards within Rules 12.4 and 12.6, the Council shall have control over the following matters referenced below:

Activity Specific

Matter of Control and Reference Number
(Refer to Volume 2, Appendix 1.3.2)

- | | |
|---|--------------------------------|
| a. Land use or subdivision resource consent in the Te Rapa North Industrial zone in accordance with Rule 3.9.4.3, outside of the Te Rapa Dairy Manufacturing Site | • Q – Te Rapa North Industrial |
|---|--------------------------------|
-

12.6 Rules – Specific Standards

12.6.1 Ancillary Offices and Retail activity

- a. The total ancillary office activity shall not occupy more than the equivalent of 50% of the gross floor area of all buildings on the site.
-

-
- b. Offices ancillary to industrial buildings shall be located at the front of building and facing the road. On corner sites, offices are only required to face one road.
 - c. The total ancillary retail shall not occupy more than the equivalent of 10% of the gross floor area of all buildings on the site or 250m², whichever is the lesser.
-

12.7 Restricted Discretionary Activities: Matters of Discretion and Assessment Criteria

- a. In determining any application for resource consent for a restricted discretionary activity, Council shall have regard to the matters referenced below, to which Council has restricted the exercise of its discretion.

Activity Specific	Matter of Discretion and Assessment Reference Number (Refer to Volume 2, Appendix 1.3.3)
a. Any land use or subdivision consent application in the Te Rapa North Industrial zone not in accordance with Rule 3.9.4.3	<ul style="list-style-type: none"> • Refer to Rule 3.9.4.5.c. • Q – Te Rapa North Industrial
b. Any activity that infringes Rules [Height, HIRB, Building Setbacks, Landscaping, Site Layout]	<ul style="list-style-type: none"> • A – General Criteria • B - Design and Layout • C – Character and Amenity
c. Any activity requiring an air discharge permit under the Waikato Regional Plan within 100m of any Residential Zone or Special Character Zone	<ul style="list-style-type: none"> • C – Character and Amenity • F – Hazards and Safety
d. Any noxious or offensive activity greater than 250m from the boundary of any Residential Zone or Special Character Zone	<ul style="list-style-type: none"> • C – Character and Amenity • F – Hazards and Safety
e. Yard Based Retail (excluding car and boat sales) fronting Te Rapa Road	<ul style="list-style-type: none"> • C – Character and Amenity • F – Hazards and Safety
f. Emergency service facilities	<ul style="list-style-type: none"> • C – Character and Amenity • F – Hazards and Safety • Q – Te Rapa North Industrial
g. Drive-through services within the Te Rapa North Industrial Focal Area	<ul style="list-style-type: none"> • M – Drive-through services • C – Character and Amenity • F – Hazards and Safety • Q – Te Rapa North Industrial

12.9 Discretionary and Non-complying Activities

In determining any application for a discretionary or a non-complying activity, Council shall have regard to all matters identified in Volume 2, Appendix 1.3: District Plan Administration – Discretionary Activity Assessment Criteria.

3.2 12.7 Other Resource Consent Information

Refer to [Chapter 1: Plan Overview](#) for guidance on the following.

- How to Use this District Plan
- Explanation of Activity Status
- Activity Status Defaults
- Notification / Non-notification Rules
- Rules Having Early or Delayed Effect

Refer to Volume 2, [Appendix 1: District Plan Administration](#) for the following.

- Definitions and Terms Used in the District Plan
- Information Requirements
- Controlled Activities – Matters of Control
- Restricted Discretionary, Discretionary and Non-Complying Activities Assessment Criteria
- Design Guides
- Other Methods of Implementation

Chapter 23: Subdivision

No amendments to:

Purpose

Objectives or Policies.

23.3 Rules – Activity Status Tables

No amendments to Table 23.3a

Table 23.3b: Medium-Density Residential Zones (excluding Rotokauri North) and Rototuna Town Centre Zones, and Te Rapa North Industrial Zone

Activity	Medium-Density Residential and Rototuna Town Centre Zones		Ruakura and Te Awa Lakes Medium-Density Residential Zone	Te Rapa North Industrial Zone*	Te Rapa Dairy Manufacturing Site
	Without an approved consent development plan ('CDP')	As part of or after a CDP has been approved	With an approved LDC or an LDC with subdivision activity		

For General Residential, Residential Intensification, Large Lot Residential, Central City, Business 1 to 7, Industrial, Knowledge, Ruakura Logistics and Ruakura Industrial Park, Future Urban (including the Deferred Industrial Overlay), all Open Space, Major Facilities, Community Facilities and Transport Corridor Zones, and all Hazard Areas see Table 23.3a above. For Special Character Zones see Table 23.3c below.

Boundary adjustments Inclusive where no LDC exists for Ruakura and Te Awa Lakes Medium-Density Residential Zone	<i>Retain without change</i>	<i>Retain without change</i>	<i>Retain without change</i>	P	P
--	------------------------------	------------------------------	------------------------------	---	---

Activity	Medium-Density Residential and Rototuna Town Centre Zones		Ruakura and Te Awa Lakes Medium-Density Residential Zone	Te Rapa North Industrial Zone*	Te Rapa Dairy Manufacturing Site
	Without an approved consent development plan ('CDP')	As part of or after a CDP has been approved	With an approved LDC or an LDC with subdivision activity		
Amendments to cross-lease, unit-titles and company lease plans for the purpose of showing alterations to existing buildings or additional lawfully established buildings	<i>Retain without change</i>	<i>Retain without change</i>	<i>Retain without change</i>	P	P
Conversion of cross-lease titles into fee simple titles	<i>Retain without change</i>	<i>Retain without change</i>	<i>Retain without change</i>	P	P
Subdivision to accommodate a network utility service or transport corridor inclusive where no LDC exists for Ruakura and Te Awa Lakes Medium-Density Residential Zone	<i>Retain without change</i>	<i>Retain without change</i>	<i>Retain without change</i>	RD	RD

Activity	Medium-Density Residential and Rototuna Town Centre Zones		Ruakura and Te Awa Lakes Medium-Density Residential Zone	Te Rapa North Industrial Zone*	Te Rapa Dairy Manufacturing Site
	Without an approved consent development plan ('CDP')	As part of or after a CDP has been approved	With an approved LDC or an LDC with subdivision activity		
Fee simple subdivision	<i>Retain without change</i>	<i>Retain without change</i>	<i>Retain without change</i>	RD*	RD*
Cross-lease subdivision*	<i>Retain without change</i>	<i>Retain without change</i>	<i>Retain without change</i>	NC	NC
Company-lease subdivision	<i>Retain without change</i>	<i>Retain without change</i>	<i>Retain without change</i>	RD	RD

Activity	Medium-Density Residential and Rototuna Town Centre Zones		Ruakura and Te Awa Lakes Medium-Density Residential Zone	Te Rapa North Industrial Zone*	Te Rapa Dairy Manufacturing Site
	Without an approved consent development plan ('CDP')	As part of or after a CDP has been approved	With an approved LDC or an LDC with subdivision activity		
Unit-title Subdivision*	<i>Retain without change</i>	<i>Retain without change</i>	<i>Retain without change</i>	RD*	RD*
Leasehold Subdivision	<i>Retain without change</i>	<i>Retain without change</i>	<i>Retain without change</i>	RD	RD
Subdivision involving any allotment within the Electricity National Grid Corridor	<i>Retain without change</i>	<i>Retain without change</i>	<i>Retain without change</i>	RD	RD

Activity	Medium-Density Residential and Rototuna Town Centre Zones		Ruakura and Te Awa Lakes Medium-Density Residential Zone	Te Rapa North Industrial Zone*	Te Rapa Dairy Manufacturing Site
	Without an approved consent development plan ('CDP')	As part of or after a CDP has been approved	With an approved LDC or an LDC with subdivision activity		
Any subdivision of an allotment containing a Scheduled Historic Heritage Site identified in Volume 2, Appendix 8, Schedules 8A} and 8B	<i>Retain without change</i>	<i>Retain without change</i>	<i>Retain without change</i>	D	D
Any subdivision of an allotment containing a Significant Natural Area identified in Volume 2, Appendix 9, Schedule 9C Area identified in Volume 2, Appendix 9, Schedule 9C	<i>Retain without change</i>	<i>Retain without change</i>	<i>Retain without change</i>	RD	RD

*Subdivision activity status is subject to compliance with Rule 3.9.4.4

Table 23.3c: Special Character Zones

Activity	All Special Character zones	Special Natural Zone	Rototuna North East Character Zone,
	Temple View Zone	Lot 2 DP425316	

		Without an Approved CDP	As part of an application for a CDP or after a CDP has been approved	Special Residential Zone, Special Heritage Zone and Special Natural Zone
--	--	-------------------------	--	--

For Medium-Density Residential, Rototuna Town Centre Zone and Te Rapa North Industrial Zone see Table 23.3b above. For General Residential, Residential Intensification, Large Lot Residential, Central City, Business 1 – 7, Industrial, Knowledge, Ruakura Logistics and Ruakura Industrial Park, Future Urban (including the Deferred Industrial Zone Overlay), all Open Space, Major Facilities, Community Facilities, and **Transport Corridor** Zones, and all **Hazard Areas** see Table 23.3a above.

i. Boundary adjustments	RD	RD	RD	P
<i>Retain without change</i>	<i>Retain without change</i>	<i>Retain without change</i>	<i>Retain without change</i>	<i>Retain without change</i>

No changes to:

- *Table 23.3d*
- *Rules 23.5.1-23.5.3, 23.6.1- 23.6.8*

23.6.9 Subdivision in the Te Rapa North Industrial Zone

- Subdivision activity status is subject to compliance with Rule 3.9.4.4 of the Te Rapa North Industrial Structure Plan.
- For those parts of the zone subject to the 'Deferred Industrial Area,' are subject to the Future Urban Zone subdivision provisions.

23.7.1 Allotment Size and Shape

Zone	Minimum Net Site Area	Max Net Site Area	Min Shape Factor
...
p. Te Rapa North Industrial Zone Note: FUZ provisions apply to the Deferred Industrial Area	500m2	-	Rule 23.7.1.x. applies
...			

...

x. Allotments in the Industrial, Te Rapa North Industrial, Ruakura Logistics and Ruakura Industrial Park Zones shall be of such a shape as to contain a 20 meter diameter circle. The circle shall not infringe any required front setback or any setback adjoining a residential, special character or open space zone.

23.7.6 Business 1 to 7 Zones, Te Rapa North Industrial Zone, Ruakura Industrial Park Zone, Ruakura Logistics Zone and Industrial Zone

Minimum transport corridor boundary length	8m
Minimum transport corridor boundary length adjoining a major arterial transport corridor	20m
Minimum access or private way width serving an allotment with a net site area of less than 2000m ²	8m
Minimum access or private way width serving an allotment with a net site area of 2000m ² –5000m ²	10m
Minimum access or private way width serving an allotment with direct access to a major arterial transport corridor	10m
Minimum private way width serving 1-5 allotments	10m
Maximum private way gradient	1:8
Maximum private way length	100m
Maximum pedestrian accessway length	80m
Minimum pedestrian accessway width	<p>40m or less in length: 6m wide</p> <p>41m – 60m in length: 9m wide</p> <p>61m – 80m in length: 12m wide</p>
The ability for any proposed lot in a subdivision to comply with the vehicle crossing separation distance requirements in Rule 25.14.4.1.a and 25.14.4.1.c shall be demonstrated.	-

23.8 Restricted Discretionary Activities: Matters of Discretion and Assessment Criteria

In determining any application for resource consent for a restricted discretionary activity, Council shall have regard to the matters referenced below, to which Council has restricted the exercise of its discretion. Assessment Criteria within Volume 2, Appendix 1.3 provide for assessment of applications as will any relevant objectives and policies. In addition, when considering any Restricted Discretionary Activity located within the Natural Open Space Zone, Waikato Riverbank and Gully hazard Area, or Significant Natural Area Council will also restrict its discretion to Waikato River Corridor or Gully System Matters (see the objectives and policies of Chapter 21: Waikato River Corridor and Gully Systems)

Activity Specific	Matter of Discretion and Assessment Criteria Reference Number (Refer to Volume 2, Appendix 1.3)
....	...
Subdivision of an allotment containing a Significant Natural Area identified in Volume 2, Appendix 9, Schedule 9C, in the Te Rapa North Industrial Zone	D – Natural Character and Open Space Q – Te Rapa North Industrial Structure Plan
....	...

5.0 Chapter 25 City-wide

6.0 25.2 Earthworks and Vegetation Removal

25.2 Earthworks and Vegetation Removal

No changes to:

- Purpose
- Objectives and Policies

25.2.3 Rules – Activity Status Table

Activity	Class
...	...
I. <u>Earthworks</u> that do not meet the requirements of Rule 25.2.5.3	<u>D</u>

Note

1. Earthworks and Vegetation Removal must comply with any relevant requirements of the Waikato Regional Plan and the Waikato Regional Pest Management Plan.
2. No person may destroy, damage, or modify an archaeological site without an authority from Heritage New Zealand. If items of archaeological significance are found when undertaking earthworks, authority must be obtained from Heritage New Zealand before proceeding with any further works which could potentially destroy, damage, or modify such items.
3. Activity status for earthworks relating to existing high voltage transmission lines as of 14 January 2010, identified on the District Plan Maps and forming part of the National Grid, is set out and determined within the Resource Management (National Environmental Standard for Electricity Transmission Activities) Regulations 2009.
4. The Resource Management (National Environmental Standard on Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 may alter the activity status of activities and additional standards, matters for assessment and criteria may apply. Refer to Chapter 25.1: City-wide – Development Suitability for relevant objectives (25.1.2.3) and policies (25.1.2.3a to 25.1.2.3c).

5. For any activity not identified above, see [Section 1.1.8.1](#).

No changes to:

- 25.2.4 Rules – General Standards
- 25.2.5.1 Earthworks in the Peacocke Medium Density Zone: Peacocke Precinct
- 25.2.5.2 Vegetation Clearance in the Peacocke Structure Plan Area

25.2.5 Rules – Specific Activities

...

25.2.5.3 Earthworks in the Te Rapa North Industrial Zone: Te Rapa Structure Plan

- a. Earthworks within the Te Rapa North Industrial Structure Plan area that is in accordance with 3.9.4 shall be no more than 600m³ in area, unless:
 - i. It is undertaken in conjunction with an associated subdivision consent; or
 - ii. It is associated with works authorised by an existing resource consent
- b. Earthworks undertaken by a Network Utility Operator are exempt from Rule 25.2.5.3.

25.2.5.4 Vegetation Clearance in the Te Rapa North Industrial Zone: Te Rapa Structure Plan

- a. The removal of any tree or vegetation within the Te Rapa North Industrial Structure Plan outside the 50m setback from the bank of the Waikato River is a permitted activity where:
 - i. It has a trunk diameter less than 150mm measured at 1.4m in height above ground level; or
 - ii. It has a trunk diameter of 150mm or more measured at 1.4m in height above ground level and either:
 - a. A report is provided by a suitably experienced bat ecologist demonstrating that:
 1. Following an assessment of the tree, the tree is not a confirmed or potential bat roost tree. Identification of potential bat roost trees shall be in accordance with the Department of Conservation 'Protocols for Minimising the Risk of Felling Bat Roosts' (Version 2: October 2021); and
 2. The above report is provided to Hamilton City Council at least 5 working days prior to the removal of the tree(s) for approval; or
 - iii. The vegetation removal is authorised by a granted subdivision or land use resource consent.
 - b. The trimming, pruning or removal of any tree or vegetation within the Te Rapa North Industrial Structure Plan inside a 50m setback from the bank of the Waikato River is a permitted activity where:
 - i. It has a trunk diameter less than 150mm measured at 1.4m in height above ground level; or
 - ii. The vegetation removal is authorised by a granted subdivision or land use resource consent.
-

6.1 25.8 Noise and Vibration

25.8 Noise and Vibration

Delete reference to Stage 1A under 25.8.3.7.c:

Any activity within the Industrial and Te Rapa North Industrial zones shall not exceed a noise level of 65dBA (LAeq [15 min]) at any point within the boundary of any other site within that zone. This standard does not apply to sites held in common ownership with the site containing the activity generating the noise. This standard applies to Te Rapa North Industrial Structure Plan area, but does not apply to the remainder of the Te Rapa North Industrial Zone until such time as the Deferred Industrial Zone overlay is removed.

6.2 25.13 Three Waters

25.13 Three Waters

Delete reference to Stage 1a within Rule 25.13.4.3 Wastewater:

Rule 25.13.4.3.c shall not apply to any wastewater system connected to the wastewater infrastructure on Te Rapa Dairy Manufacturing Site.

6.3 25.14 Transportation

25.14 Transportation

No changes to:

- Purpose
- Objectives

25.14.3 Rules – Activity Status Table

Activity	Class
a. Any activity required to prepare a simple or broad <u>Integrated Transport Assessment</u> by <u>Rule 25.14.4.3</u>	RD*
b. New <u>transport corridors</u>	RD

c. New or activities increasing the use of vehicle crossings to Te Rapa Road, within the Te Rapa North Industrial Zone	NC
--	----

Note:

...

25.14.4 Rules – General Standards

No changes to Rules 25.14.4.1 - 25.14.4.2

25.14.4.3 Integrated Transport Assessment Requirements

Any activity that requires an [ITA](#) under this rule is also subject to [Rule 25.14.3.a](#).

Trip Generation Triggers

- a. A Simple or Broad [Integrated Transport Assessment \(ITA\)](#) shall be prepared for activities as required by this rule, in accordance with the following trigger thresholds.

...

Exceptions

- i. [Rules 25.14.4.3.a. to e](#) do not apply to:
 - i. [Events](#) and Temporary Activities (see [Chapter 25.3: City-wide – Events and Temporary Activities](#)) where a Transport Management Plan is required.
 - ii. New activities in a Major Facilities Zone or the University of Waikato (Knowledge Zone) when in accordance with an approved Concept Development Consent (Volume 2, [Appendix 1.2.2.14](#)).
 - iii. New activities in accordance with an approved CDP (Volume 2, [Appendix 1.2.2.8](#)).
 - iv. New activities at the Ruakura Research Centre (Knowledge Zone) and Waikato Innovation Park (Knowledge Zone) when in accordance with an approved Concept Plan.

No other changes

Appendix 1 District Plan Administration

7.1 1.1 Definitions and Terms

1.1 Definitions and Terms

Amend definition of "Interface area within Te Rapa North Industrial Zone" to:

Interface area with the Te Rapa North Industrial Zone: Means the area within the defined building setback of the zone for the Waikato Expressway, Te Rapa Road, Waikato River and parts of the zone identified as 'Deferred Industrial Zone'.

7.2 1.2 Information Requirements

1.2 Information Requirements

Add the following Information Requirements

1.2.2.29 Te Rapa North Industrial Ecological Management Plan

The first land use or subdivision consent lodged within the Te Rapa North Industrial Structure Plan area must be accompanied by an Ecological Management Plan that includes:

- a. A Bat Management Plan prepared by a suitably experienced bat ecologist that includes:
 - i. Details of all the confirmed or potential bat roost trees within the TRNIZ based on the presence of roosting features and any other relevant information which is available;
 - ii. An assessment of whether the retention of any tree or trees which are identified as being confirmed or potential bat roost trees is practicable and appropriate, having regard to:
 1. The assessed values, including whether the tree is a confirmed bat roost tree, and whether it is known to be a solitary or communal roost; and
 2. Whether the tree is within 50m of the Waikato River and/or any Significant Natural Areas and could continue to be used as a bat roost within an otherwise urban context; and
 3. Any earthworks that are required to enable industrial use and development;
 - iii. A proposed tree removal methodology and timing, with regard to the Department of Conservation 'Protocols for Minimising the Risk of Felling Bat Roosts' (Version 2: October 2021); and
 - iv. Procedures for reviewing and amending (if necessary) the Bat Management Plan.

- b. All measures necessary to avoid, remedy, mitigate, offset or compensate for any more than minor adverse effects on habitats of indigenous fauna including birds and lizards.
- c. An assessment that demonstrates that riparian planting along Te Rapa Stream and any other watercourses within the Te Rapa North Industrial Structure Plan Area shall comprise of locally sourced indigenous vegetation.

1.2.2.30 Te Rapa North Industrial Infrastructure Plan

The first land use or subdivision consent within the Te Rapa North Industrial Structure Plan area (see Figure 2-22) must be accompanied by an Infrastructure Plan that contains:

- a. The method of wastewater treatment, including any upgrades or new infrastructure that may be required to the public network;
- b. The method of water supply; and
- c. Stormwater management approach, including consistency with any approved Integrated Catchment Management Plan for the area.

7.3 1.3.2 Assessment Criteria

1.3.2 Assessment Criteria

Delete whole of "D. Te Rapa North Industrial Zone a. Concept Development Consent for Stage 1A" and Replace as follows:

Include:

1.3.2 Controlled Activities – Matters of Control

...	...
D.	Te Rapa North Industrial
a.	Any land use or subdivision consent application in the Te Rapa North Industrial Zone in accordance with Rule 3.9.4.3 that applies to land outside of the Te Rapa Dairy Manufacturing Site
	<ul style="list-style-type: none"> i. the consistency with the Te Rapa North Industrial Structure Plan; <ul style="list-style-type: none"> i. refer Policy 12.2.1)d. ii. refer Policy 12.2.2)a

	ii.	<p>Consistency with any approved infrastructure or ecological management plan;</p> <p>i. refer to Policies 12.2.4)a-e</p> <p>ii. refer to Policies 12.2.5)a-c</p>
	iii.	<p>Note</p> <p><i>The above does not involve:</i></p> <ul style="list-style-type: none"> • <i>Activities requiring an air discharge consent under the Regional Plan (except on land situated to the north of Hutchinson Road, east of Te Rapa Road)</i> • <i>Hazardous waste reprocessing, disposal or storage, except for temporary storage of waste from commercial activities awaiting collection</i> • <i>An extractive industry</i> • <i>Offices, except those that are ancillary to industrial uses</i> • <i>Hospitals, day care facilities, and educational institutions</i> • <i>Retail activities, except for food outlets less than 200m2</i> • <i>Residential activities unless associated with a lawfully established activity</i>

7.4 1.3.3 Restricted Discretionary, Discretionary and Non-Complying Assessment Criteria

Proposing addition to Assessment Criteria Table

1.3.3 Restricted Discretionary, Discretionary and Non-Complying Assessment Criteria

...	...
Q	Te Rapa North Industrial Structure Plan
	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 TRNIZ 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 any approved infrastructure or ecological management plan;
	d. The development's ability to compliment or have neutral impact on the Te Rapa Dairy Manufacturing Site. <ul style="list-style-type: none">• Refer to Policy 12.2.1)c).• Refer to Policy 12.2.3)a.-d.
	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"> • Refer to Policies 12.2.4)a-e.
	f.	<p>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.</p> <ul style="list-style-type: none"> - Refer to Policy 25.5.2.1a
	Development in the Focal Area	
	a.	<p>The extent to which the proposed development is consistent with the Te Rapa North Industrial Structure Plan.</p> <ul style="list-style-type: none"> • Refer to Structure Plan Component 3.9.3.2.
	b.	<p>Refer to Policy 12.2.1)c).</p> <p>Refer to Policy 12.2.3)a.-d.</p>
	c.	Support of walking and cycling modes.
Q2	A land use or subdivision consent application not in accordance with Rule 3.9.4.3 Infrastructure Upgrade triggers	
	a.	Consistency with the Te Rapa North Industrial Structure Plan.
	b.	Integration with and effects on transport and Three Waters infrastructure.
	c.	The ITA matters for assessment 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.	Achievement of matters under Q1.
Q3	Earthworks in the Te Rapa North Industrial Structure Plan:	

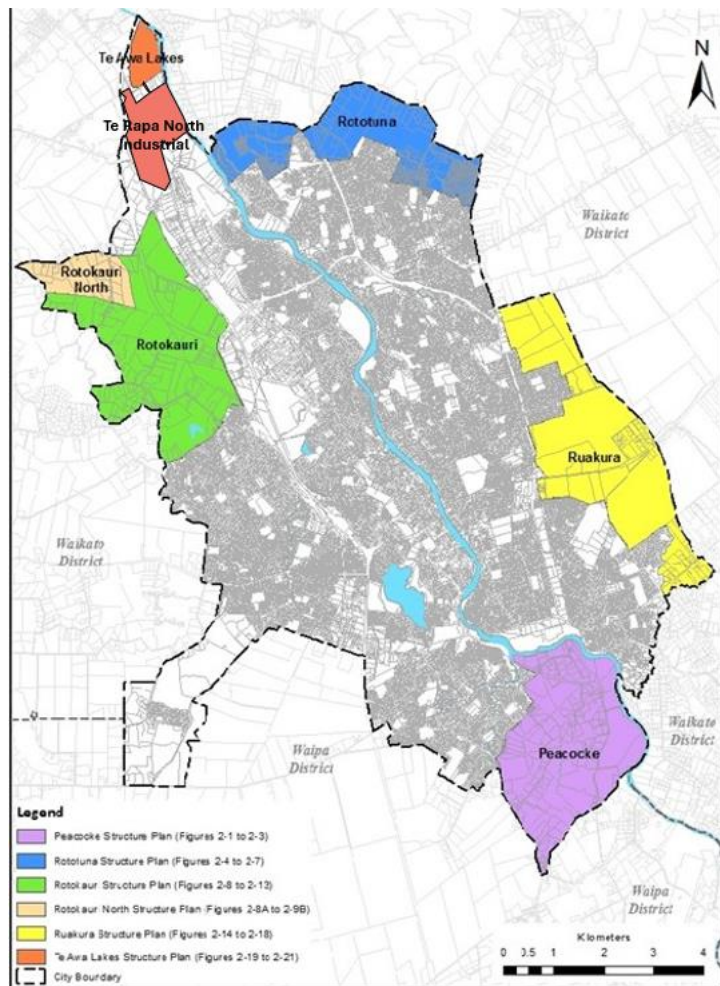
	a.	The extent to which earthworks facilitate outcomes that are consistent with the Te Rapa North Industrial Structure Plan.
	b.	The extent to which the proposed development is consistent with any approved infrastructure or ecological management plan;
	c.	Whether bulk earthworks are carried out in a comprehensive 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.

8.0 Volume 2 Appendix 2 Structure Plans

Volume 2 Appendix 2 Structure Plans

8.1 Appendix 2: Structure Plans Structure Plans Locality Guide





+ addition to Legend

= Te Rapa North Industrial (Figure 2-22)

Figure 2-22: Te Rapa North Industrial Structure Plan



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STRUCTURE PLAN

- Structure Plan Boundary
 - Existing Property Boundaries
 - Existing Road
 - Permanent Watercourse
(5m riparian margin required)
 - Artificial or Intermittent Watercourse
 - Te Rapa Dairy Manufacturing Site
- Proposed Structure Plan Features - Indicative Locations:**
- Te Rapa North Industrial Zone
 - Natural Open Space Zone
 - Focal Area
 - Traffic Light Controlled Intersection
 - Signalised Intersection or Roundabout
 - Optional Intersection
(to replace existing grade-separated interchange)
 - Bridge or Culvert
 - East - West Road
 - Collector Road
(Structure Plan Spine Road)
 - Local Road
 - Koura Drive Extension (Arterial Road)
 - North Island Main Trunk Railway Line
 - Rail Siding
 - Access Restriction
 - Riparian and Stormwater Reserve
(extents subject to confirmation of riparian margins, flood plain and stormwater infrastructure)
 - Interface Landscape Buffer
 - Te Araroa Trail

Scale 1:10,000-A1



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