

Appendix 12b

Proposed Provisions

(Tracked Changes)

1.0 Chapter 3.9 Te Rapa North Industrial Structure Plan

Insertion of an entire new chapter

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) 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.
 - b) 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.
 - c) 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.
 - d) 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

- e) 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.
 - 1. 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.
 - 2. 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).
 - 3. 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.

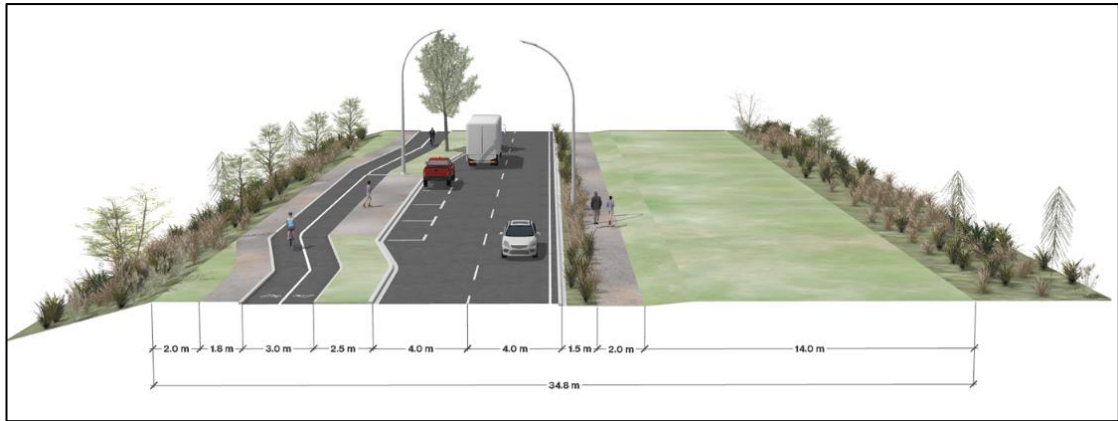


Figure 3.9.3.4.a) Indicative Typical Cross-Section for the East-West Local Road .

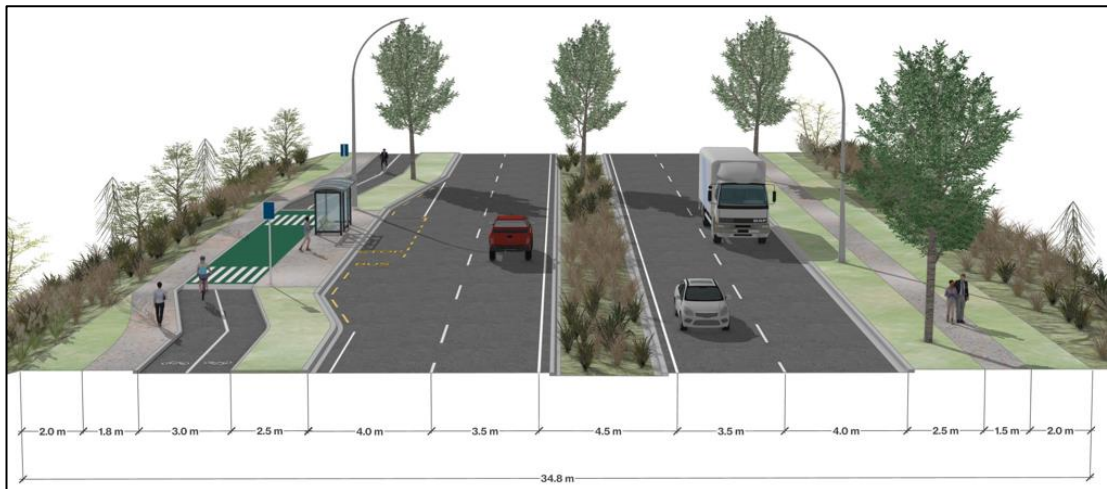


Figure 3.9.3.4.b) Indicative Typical Cross-Section of the Ultimate NRC Arterial (4 lanes)

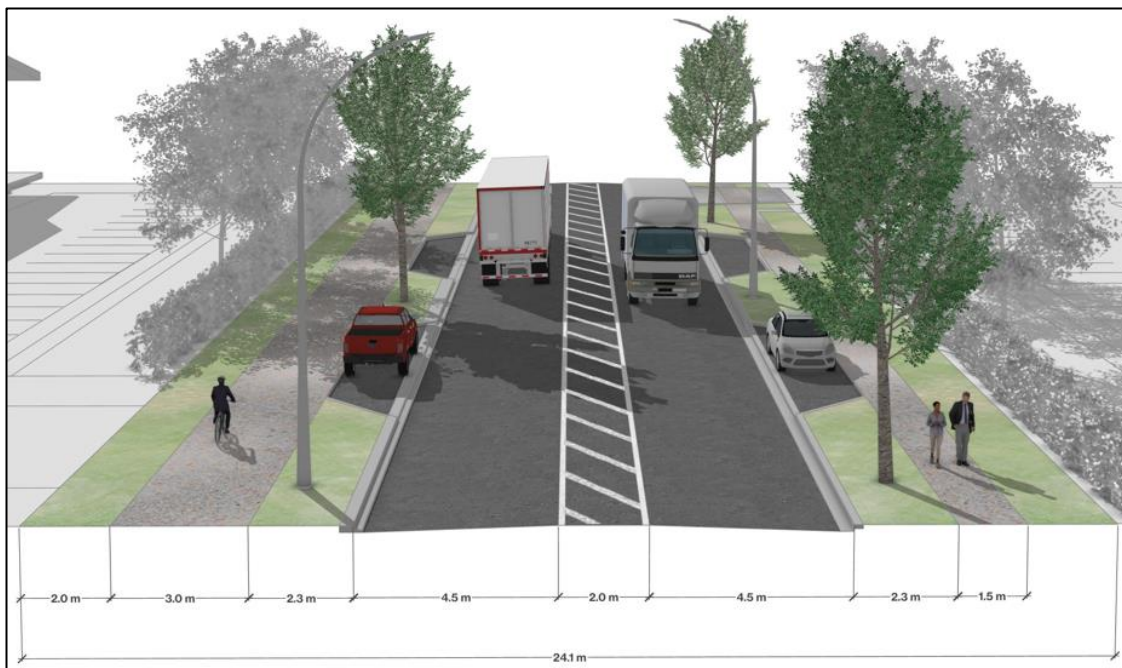


Figure 3.9.3.4.c) Indicative Typical Cross-section of the Te Rapa Structure Plan Collector Roads (Central Spine)



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

3.9.3.6 Wastewater and Water Networks

- a) Development of the Te Rapa North Industrial Structure Plan area will be progressively enabled based on the capacity of the municipal network.
- b) 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:
- 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.
 - Te Rapa Stream, its tributaries and associated riparian margins within the TRNIZ; and
 - Riparian and Stormwater Reserve areas along the Te Rapa Stream corridor.
- e) These features are identified in the Structure Plan (Appendix 2, Figure 2-22).
- f) 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.
- g) 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 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.
- h) 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.
- i) 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.
- j) 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

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

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

- h) 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; or

Upgrade		Implementation Requirement
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.	ii. The establishment of any industrial activity being able to generate traffic that gains access off Te Rapa Road.
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 / Church Road roundabout from shared through and left turning lane to left turn only lane.	
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.	To be completed prior to: 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)
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.

i) 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](#)

2.0 Chapter 9 Industrial Zone

9. Industrial Zone

9.1 Purpose

a. The industrial land base in the City is a key economic driver for the regional economy. Industrial land in the City represents a finite and valuable resource that needs to be recognised and protected. There is evidence of considerable retail and office development having occurred in the industrial areas over the last decade resulting in adverse effects on the amenity, viability and vitality of the City Centre.

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9.2 Objectives and Policies: Industrial Zone

Objective	Policies
9.2.1 <u>Industrial activities</u> are able to establish and operate within the zone in an efficient and effective manner.	9.2.1a Industrial land is used for <u>industrial activities</u> .
...	...

9.3 Rules – Activity Status Table

Activity	Industrial	Rotokauri Employment Area
Buildings		
a. New buildings and alterations and additions to existing buildings	P	P
b. Demolition or removal of existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	P	P
c. Maintenance or repair of existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	P	P
d. <u>Minor works</u>	P	P
Activities		

e. Industrial activity	P	RD
f.		
ee. Transportation service centre in Stage 1B of the Te Rapa North Industrial Zone in accordance with 12.3.3.h)	P	-
ff. ee. Parking lots and parking buildings	P	RD
ee. ff. Accessory Buildings	P	P
ff. gg. Motorised recreation activity	P	P
gg. hh. <i>Update of numbering continues down Table, with activities and their statuses remaining unchanged</i>		

No other changes to chapter

3.0 Chapter 12. Te Rapa North Industrial Zone

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, access to regionally significant transport infrastructure including the Waikato Expressway and North Island Main Truck Line as well as its location at the interface of commercial industrial activities in the north of Hamilton and the rural surrounding area, 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. 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. 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.

Note

1. The area, with an exception for the Dairy Manufacturing Site and the 30ha within Stage 1A as provided for, is covered by The areas of the zone where the Deferred Industrial Zone plan change area applies, are subject to the provisions identified in 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
12.2.1 Industrial land uses are able to establish and operate within the zone in an efficient and effective manner.	12.2.1a Industrial land is Require the Te Rapa North Industrial zone land to be used for industrial uses.
	12.2.1b Non-industrial uses establish and operate only where they are ancillary to industrial activities, supporting or supportive of industrial activities, or are consistent with industrial land uses.
	12.2.1c Non-industrial uses do not adversely affect the industrial use of the Te Rapa North Industrial Zone, nor 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.
	12.2.1d Subdivision and development are undertaken in general accordance with the Te Rapa North Industrial Structure Plan.
	12.2.1e 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.

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.

Objective	Policies
12.2.2 The amenity levels of greenfield areas (including Stage 1A) are to be enhanced. A high-quality Industrial area is achieved within the Te Rapa North Industrial Zone.	12.2.2a Amenity levels within the Te Rapa North Industrial Zone are improved through the use of <u>Require industrial development to incorporate</u> landscaping, screening and setbacks within the interfaces between the zone, the <u>Deferred Industrial Zone areas</u> and the Waikato Expressway and Te Rapa Road.
12.2.3 The amenity levels of the existing Te Rapa Dairy Manufacturing Site are to be maintained.	12.2.2b3a Amenity levels within the <u>Dairy Manufacturing Site</u> will continue to reflect the existing activity on site.

Explanation

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 ~~both~~ greenfield, industrial activities and the existing Dairy Manufacturing Site, and managing the amenity values of the parts of the zone that remain deferred is ~~the amenities of both are~~ important to consider. The purpose of this is to create functional and attractive ~~employment areas~~ industrial precinct that reflects positively on Kirikiriroa Hamilton, and to contribute to raising amenity levels within the City generally. Greater emphasis is also placed on ensuring entrances into Hamilton are attractive and contribute to the overall amenity of Hamilton. This will ensure alignment with Hamilton City's Gateway Policy.

~~This is to be achieved through resource consent being required for the development of a Concept Development Consent for the specific Stage 1A and 1B areas.~~

Objective	Policies
12.2.3 Industrial <u>development</u> 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.	12.2.3a The <u>development</u> of land in the Te Rapa North Industrial Zone is undertaken to ensure it aligns with the Regional Policy Statement.
-	12.2.3b Industrial <u>development</u> in the Te Rapa North Industrial Zone occurs in an integrated and coordinated manner that aligns with capacity improvements to the existing reticulated <u>infrastructure</u> (water and wastewater) and roading, or which is in accordance with exemptions from the requirement to connect new <u>development</u> to that <u>infrastructure</u> .
-	12.2.3c Industrial <u>development</u> 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 <u>infrastructure</u> unless an express exception is provided for in this Plan.
-	
-	<p>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 <u>development</u> in the Te Rapa North Industrial Zone does not adversely affect the safety and efficiency of the wider roading network.</p>
	<p>12.2.3e Concept Development Consents shall be used to manage the nature, scale and intensity of proposed industrial <u>developments</u>, to ensure the efficient provision and use of reticulated <u>infrastructure</u> and associated funding mechanisms aligns with Council's LTP and planned growth strategies, subject to exceptions provided for in this Plan.</p>
	<p>12.2.3f The <u>development</u> of land within Stage 1A is undertaken in a manner which ensures the integrated and efficient <u>development</u> of the Te Rapa North Industrial Zone.</p>
	<p>12.2.3g The <u>development</u> of land beyond the areas identified for <u>development</u> in this District Plan shall be avoided until specific district plan provision is made for that <u>development</u>.</p>

Explanation

The Te Rapa North Industrial Zone has a number of strategic strengths that support its development for industrial purposes. These include its proximity to the Te Rapa and Ngaruawahia sections of the Waikato Expressway, Te Rapa Road (the existing State Highway 1), the North Island Main Trunk Railway (NIMTR), and its relative separation from sensitive residential activities.

The Te Rapa section of the Waikato Expressway provides an appropriate boundary to the north of the area. The area is well suited to a mix of industrial activities, provided environmental mitigation measures are included to protect the amenity of the Waikato River.

It is appropriate to provide for further dairy industry development in the vicinity of the Te Rapa Dairy Manufacturing Site and motorist support near the future Te Rapa and Ngaruawahia sections of the Waikato Expressway interchange. The staging acknowledges the importance of facilitating the growth of the dairy industry in a sustainable manner and the benefits of a service centre at a strategic location in the Waikato Expressway network.

To sustainably manage growth in a strategic manner, a total of 30 hectares (7ha prior to 1 January 2021 and another 23 hectares after 1 January 2021) shall be released for industrial development over the next 30-year period. The development of the remaining land area will be provided for in future planning instruments. Knowledge of the future growth rates, land demand and any changes in land use and development will guide future planning. The release of the identified 30 hectares for development will be dependent on the establishment of the strategic transport network and the ability to service and provide the necessary infrastructure.

Objective	Policies
12.2.4 Strategically	<p>12.2.4a A limited area of land in Stage 1A should be developed as a <u>dairy business</u></p>

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

cluster in conjunction with and complementary to the existing Te Rapa Dairy Manufacturing Site.

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.

Explanation

The implementation of a land release regime (refer Planning Maps for Stage 1A) for the industrial development in the Te Rapa North Industrial Zone is based upon development being undertaken in conjunction with the provisions of appropriate infrastructure occurring in the specific locations identified. This is a response to the main anchoring element – Stage 1A, the Te Rapa Dairy Manufacturing Site. Notwithstanding the managed release of industrial land it is considered appropriate, in the immediate planning period (up to 2021), to also limit the type of industrial activities to reflect the locational specific nature of the identified area.

In addition to the objectives and policies, the planning provisions requiring Concept Development Consents for each stage, along with controls over the nature of activities and staging in advance of any subdivision or development, allows for growth sequencing, the effects of development and the provision of efficient reticulated infrastructure to be strategically managed.

The Te Rapa North Zone forms part of a long term industrial land supply for Hamilton's western area. It is important that the supply is used in a sustainable and efficient manner. Accordingly, the staging of development will be subject to the availability of infrastructure to enable the development of activities which are linked with existing industries or infrastructure to develop in a sustainably managed way, to avoid unnecessary financial burden being placed on the community as a whole.

Objective

Policies

12.2.5 12.2.4

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

12.2.5 12.2.4a

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

12.2.5b 12.2.4b

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

12.2.5c 12.2.4c

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

12.2.5d 12.2.4d

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.

Explanation

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.

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 to assist with maintaining the viability of the Dairy Manufacturing Site.

The relevant activity statuses in 12.3.31 and general standards in 12.4 apply to the Dairy Manufacturing Site.

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.

12.2.5

Ecological values are maintained, and where possible, enhanced, as part of industrial use and development.

12.2.5a

Contribute to ecosystem connectivity by requiring setbacks and landscape requirements along the boundaries with:

- i. The Te Rapa Stream
- ii. The Waikato River; and
- iii. Significant Natural Areas.

12.2.5b

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.

12.2.5c

Require buildings to be setback from Significant Natural Areas and the Waikato River.

12.2.5d

Minimise the risk of harm to long-tailed bats during any removal of confirmed or potential bat roost trees.

12.2.5e

Require any removal of confirmed or potential bat roost trees to be undertaken in accordance with an approved Ecological Management Plan.

Explanation

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.

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.

The first land use and subdivision consent application will provide a bespoke detailed Ecological Management for the Te North Industrial Structure Plan area which

<p>12.2.6</p> <p>Industrial development is integrated with the efficient provision of infrastructure.</p>	<p>12.2.6a</p> <p>Require development to be co-ordinated with the provision of suitable transport and three waters infrastructure.</p> <p>12.2.6b</p> <p>Ensure that development does not compromise the ability for Hamilton City Council to construct the Northern River Crossing</p> <p>12.2.6c</p> <p>Enable a Rail Siding to be established alongside the North Island Main Trunk Line.</p>
<p>Explanation</p>	
<p><i>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.</i></p>	

3.3 Rules

12.3.1 Concept Development Consent – Process within Te Rapa North Industrial Zone – Stage 1A

- a. The Te Rapa North Industrial Zone includes a Concept Development Consent (CDC) area; Stage 1A (see Volume 2, Appendix 17, Features Maps 1B and 6B). The establishment of the CDC area is to ensure limited industrial activity can occur in an integrated, efficient and co-ordinated manner.
- b. Unless otherwise stated, a CDC for the entire CDC area as identified on Planning Maps 1B and 6B requires an application for resource consent as a Controlled Activity. The development within the CDC area may proceed in stages. (Refer to Volume 2, Appendix 1.2.2.8 for what is required in a CDC).
- c. The activity status of a CDC will be either a Discretionary Activity or Non-Complying Activity if not complying with the relevant Rules in 12.3.2.
- d. All development and activities are subject to consented CDC requirements.
- e. The general standards set out in 12.4 for the Te Rapa North Industrial Zone will be used as a guide to assess any Concept Development Consent.

12.3.2 Activity Status Table – Te Rapa North Industrial Zone Concept Development Consents

Concept Development Consents	Stage 1A
<p>a. Concept Development Consent for Stage 1A compliant with <u>Chapter 25.13 City-wide Three Waters</u> and <u>25.8: City-wide Noise and Vibration</u> and matters of control in Volume 2 <u>Appendix 1.3.2.D.a)</u></p>	G
<p>b. Concept Development Consent for Stage 1A not complying with relevant matters of control in a. above, except as identified in c. below</p>	D
<p>c. Concept Development Consent for Stage 1A not complying with matters of control in <u>1.3.2.D.a.i</u> or <u>x</u>.</p>	NG

12.3.3 12.3.1 Activity Status Table – Te Rapa North Industrial Zone

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

			Post 1 January 2021	Staging Release 12.6.1				
	-							
			Stage 1A	Stage 1A				
Activity				Any activity failing to comply with 12.6.1.b.i. or 12.6.1.c.i.	Any activity failing to comply with 12.6.1.b.ii.	Stage 1A land release not complying with GDC	Deferred Te Rapa North Industrial Zone Area outside Stage 1A	<u>Te Rapa Dairy Manufacturing Site</u>
	In the absence of a GDC	CDC has been granted	CDC has been granted					

Land Release

a.—Te Rapa North Deferred Industrial Area, except for Stage 1A	-	-	-	-	-	-	NG	-
b.—Stage 1A not exceeding 7ha in either stage pre 2021	NG	P	-	D	NG	D	-	-
c.—Stage 1A not exceeding 23ha in either stage post 2021	NG	-	P	D	NG	D	-	-

Activities in Te Rapa North Deferred Industrial Area

Buildings

d. Any activity lawfully existing prior to 13 November 2012 and all other activities	-	-	-	-	-	-	P	-

provided in Future Urban Zone								
e. Any activity that does not comply with <u>12.3.3.d.</u>	-	-	-	-	-	-	NG	-
f. Any activity in Stage 1A that is listed as a permitted activity in <u>9.3</u> and within the 7ha identified on a CDG are restricted to: i. Manufacturing and processing of dairy products and by products ii. Storage, transfer and distribution facilities primarily but not exclusively for dairy products and by products iii. <u>Transport depots</u> primarily but not exclusively for the transport of dairy products and by products iv. <u>Network utilities</u> for the purposes of servicing the Stage or adjacent <u>Te Rapa Dairy Manufacturing Site</u>	NG	P	P	D	NG	-	-	-
g. Any activity within Stage 1A not complying with General Standards <u>12.4</u>	NG	D	D	-	-	-	NG	-
h. <u>Ancillary office</u>	NG	P	P	-	-	-	-	-
i. <u>Demolition or removal of existing buildings</u> (except heritage buildings)	NG	P	P	-	-	-	- - -	-

scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)								
j. Maintenance or repair of existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	NG	P	P	-	-	-	-	-
Te Rapa Dairy Manufacturing Site								
k. Collection, storage and processing of raw milk; Manufacture of dairy products from the processed raw milk; and associated dairy activities	-	-	-	-	-	-	-	P
l. Any activity that is listed as a permitted activity in 9.3	-	-	-	-	-	-	-	P
m. Any activity not complying with 12.3.3.1	-	-	-	-	-	-	-	NG -

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

Activity Status Table – Te Rapa North Industrial Zone

c. <u>Any land use or subdivision in the Te Rapa North Industrial zone not in accordance with Rule 3.9.4.4</u>	<u>P</u>
d. <u>Vehicle Crossings to Te Rapa Road</u>	<u>NC</u>
e. <u>Development within the Te Rapa Dairy Manufacturing Site</u>	<i>In accordance with the activity status provided below</i>

Buildings

f. <u>Any activity lawfully existing prior to 13 November 2012</u>	<u>P</u>
g. <u>New buildings and alterations and additions to existing buildings</u>	<u>P</u>
h. <u>Demolition or removal of existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)</u>	<u>P</u>
i. <u>Maintenance or repair of existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)</u>	<u>P</u>
j. <u>Minor works</u>	<u>P</u>

Activities

k. <u>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</u>	<u>P</u>
l. <u>Industrial activity</u>	<u>P</u>
m. <u>Logistics and freight-handling activities</u>	<u>P</u>
n. <u>Light industrial activity that generates <250 vehicle movements per day</u>	<u>P</u>

Activity Status Table – Te Rapa North Industrial Zone

o. <u>Service industrial activity that generates <250 vehicle movements per day</u>	P
p. <u>Ancillary Offices</u>	P
q. <u>Ancillary Retail</u>	P
r. <u>Trade and industry training facilities</u>	P
s. <u>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</u>	P
t. Food and beverage outlets no greater than 250m ² 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 250m ² gross floor	NC

Activity Status Table – Te Rapa North Industrial Zone

area per site outside of the Te Rapa North Industrial Focal Area	
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.

- ~~Any building is set back at least 30m from the bank of the Waikato River.~~
- ~~Any building is set back at least 6m from the banks of Te Rapa Stream.~~
- Despite the above, a public amenity of up to 25m² 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	30m

<p>Rapa Road south of the Hutchinson Road intersection</p>	
<p>iii. <u>i. Transport corridor boundary – local and collector transport corridors</u></p>	<p>5m <u>3m</u></p>
<p>iv. <u>ii. Transport corridor boundary – arterial transport corridors</u></p>	<p>15m <u>5m</u></p> <p>Exception being where:</p> <p>30m from the western side of Te Rapa Road south of the Hutchinson Road intersection:</p> <p>30m from the eastern side of Te Rapa Road within the <u>Te Rapa Dairy Manufacturing Site</u></p>
<p><u>iii. Te Rapa Road</u></p>	<p><u>10m from the western side of Te Rapa Road</u></p> <p><u>5m from the eastern side of Te Rapa Road</u></p>
<p>v. <u>iv. Waikato Expressway (Designation E99 and E99a)</u></p>	<p><u>5m from designation boundary</u></p> <p>i. 40m from the edge of the expressway carriageway for protected premises and facilities</p> <p>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:</p> <ol style="list-style-type: none"> 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
<p><u>v. East – West Road (as shown on the Te Rapa North Industrial Structure Plan)</u></p>	<p><u>i. 6.5m; and</u></p> <p><u>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.</u></p>

vi.	Any boundary adjoining any Residential, Special Character or any Open Space Zones	8m
vii.	From the bank of the Waikato River	30m <i>Despite the above, a public amenity of up to 25m² on an esplanade reserve, a public <u>walkway</u>, a water take or discharge structure, or a pump shed are not subject to this rule</i>
viii.	From the banks of the Te Rapa Stream (<u>Riparian Setback</u>)	6m <u>10m</u>
ix.	<u>From the banks of any other watercourses (Riparian Setback)</u>	<u>5m</u>
x.	Waikato Riverbank and Gully Hazard Area	6m (applies to buildings and swimming pools)
xi.	<u>Adjoining any Significant Natural Area</u>	<u>5m</u>
ix. <u>xii.</u>	<u>Other boundaries</u>	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 <u>building height</u>	20m except as follows: i. In Stage 1A the height of building to be: a. 25m with a maximum <u>height</u> of 15m over 90% of the <u>site</u> b. 50m with a maximum <u>height</u> of 35m over 90% of the <u>Te Rapa Dairy Manufacturing Site</u>
b.	<u>Maximum container stacking height</u>	<u>25m</u>
c.	<u>Height of lighting towers, poles, aerials, loading ramps, link spans, flagpoles, machinery rooms and cranes and other lifting or stacking equipment</u>	<u>35m</u>

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 Residential, Special Character or Open Space Zones (refer to Figure 12.4.3b); and/or
 - ii. an elevation of 5m above the boundary adjoining any arterial transport corridor (refer to Figure 12.4.3b).

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

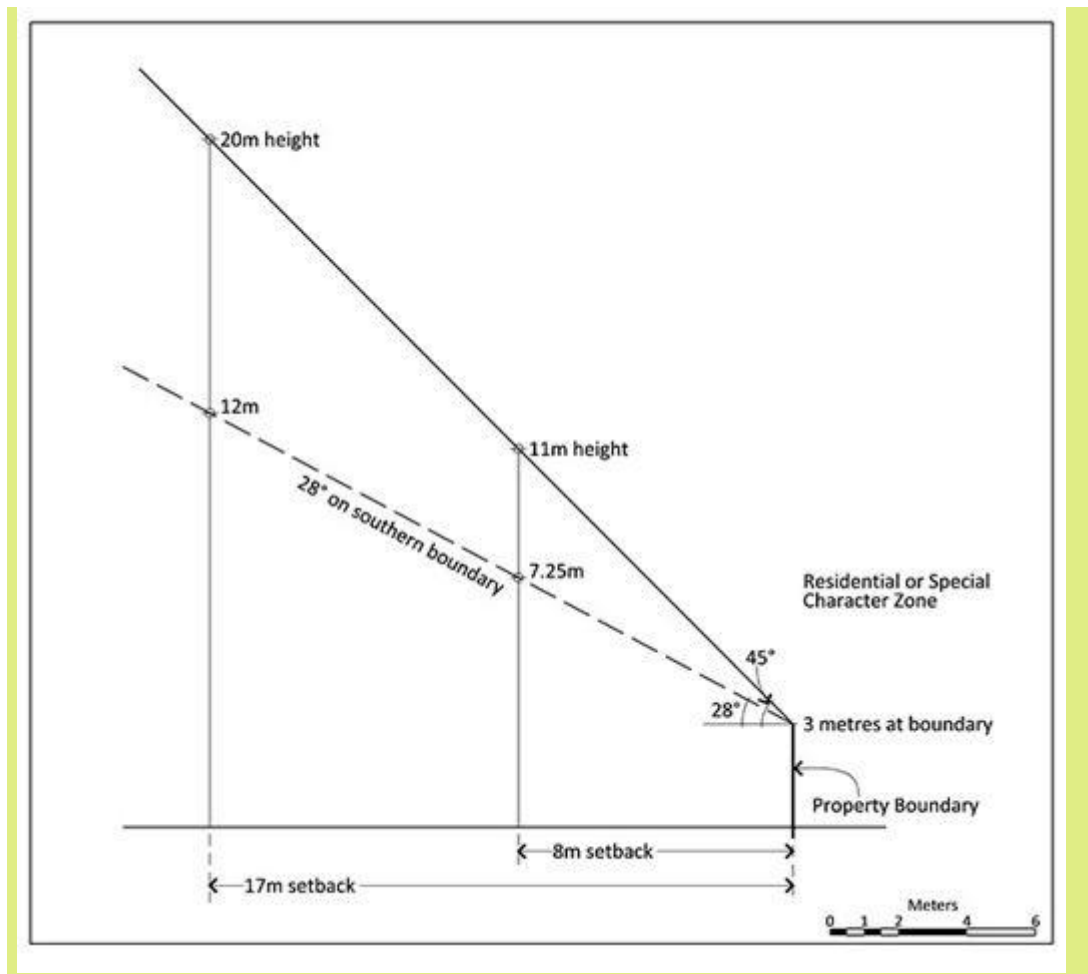
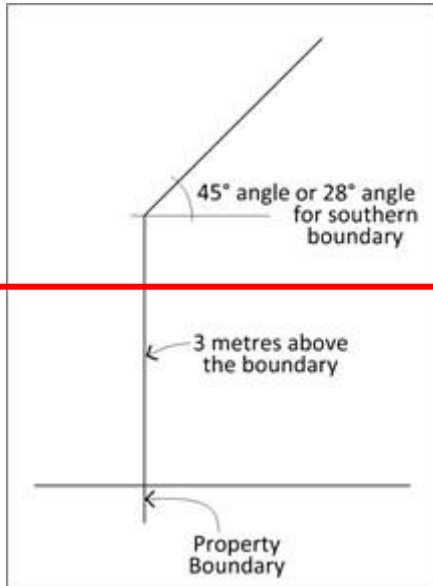
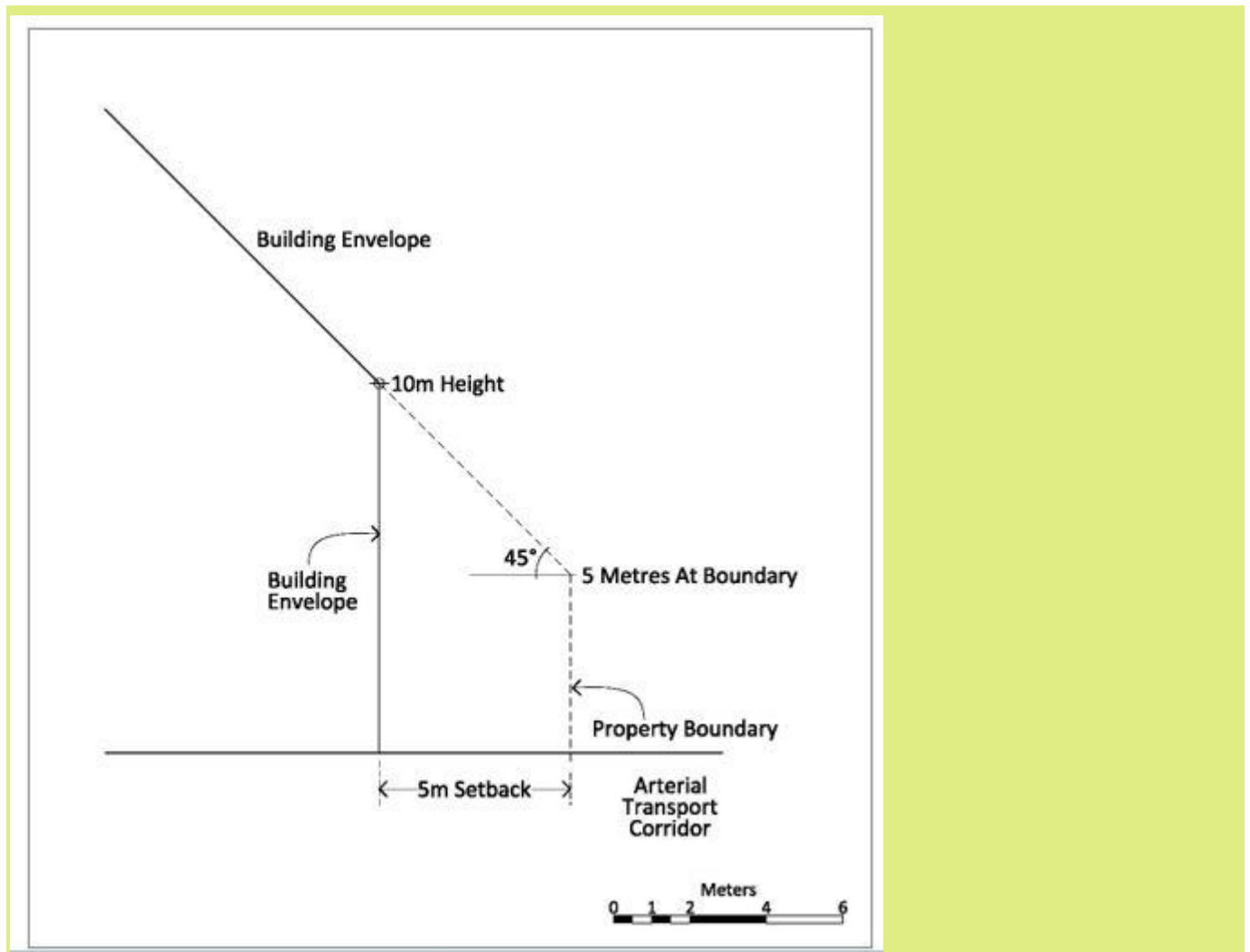


Figure 12.4.3b: Building envelope for buildings located on an Arterial Transport Corridor



12.4.4 Site Coverage

- a. No maximum.

Note

1. 100% building coverage will not be possible given the requirements for permeable area, vehicle manoeuvring, and landscaping.

12.4.5 Permeable Surfaces

Permeability across the entire <u>site</u>	Minimum 20%
	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.

- 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.~~

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

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

2. The landscaping requirements set out in 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 Transportation

Notwithstanding the provisions in Chapter 25.14: City wide — Transportation, all vehicle access, parking and manoeuvring within the Te Rapa North Industrial Zone shall also comply with:

~~a. Access, vehicle entrance, parking, loading and manoeuvring space.~~

~~i. Stage 1A:~~

- ~~▪ All vehicular access is provided via the existing grade-separated interchange to Te Rapa Road, and~~
- ~~▪ Access, vehicle entrance crossing, parking, loading, queuing, and manoeuvring space are provided in accordance with Rule 25.14.4.~~

Note

~~1. Access, vehicle entrance, parking, loading and manoeuvring space within Stage 1A that does not comply with a condition for a permitted activity in Rule 12.4.7.a. is to be assessed as a restricted discretionary activity.~~

~~b. Vehicle movements within Stage 1A:~~

- ~~i. Trip generation shall not exceed 15.4 trips/ha gross land area/peak hour, and~~
- ~~ii. Access(es) from internal roads, entrances, parking, loading and manoeuvring are in accordance with Rule 25.14.4, and~~
- ~~iii. Access to the arterial and State Highway networks are generally in accordance with the indicative roading pattern shown in the approved Concept Development Consent for the stage.~~

~~c. Vehicle movements in the Deferred Industrial area, excluding Stage 1A refer to Chapter 25.14: City-wide Transportation.~~

~~d. Vehicle movements onto the Te Rapa Dairy Manufacturing Site Interchange if the peak hour traffic flows do not exceed the following limits:~~

~~i. AM Peak (7.30 – 9.30 am)~~

- ~~▪ All Ramps – 300 vehicles per hour (vph)~~

~~ii. PM Peak (4.00 – 6.00pm)~~

- ~~▪ North Bound On Ramp – 150 vph~~
- ~~▪ South Bound Off Ramp, South Bound On Ramp, North Bound Off Ramp – 300 vph~~

Note

~~1. Vehicle movements within Stage 1A or onto the Te Rapa Dairy Manufacturing Site Interchange that do not comply with Rule 12.4.7 are to be assessed as a discretionary activity.~~

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 9: Industrial Zone 9.3 Activity Status Table only)~~
- 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 <u>and Reference Number</u> (Refer to Volume 2, Appendix 1.3.2)
i. Concept Development Consent for Stage 1A	D – Te Rapa North Industrial Zone
i. <u>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</u>	<u>Q – Te Rapa North Industrial</u>

12.6 Rules – Specific Standards

12.6.1

Te Rapa North Land Release Staging

~~A staged release of land for industrial development shall occur in accordance with the provision of appropriate infrastructure (including roading) and developed in accordance with an approved Concept Development Consent according to the following land releases occurring:~~

- ~~a. The release of land for industrial purposes shall be restricted to that which is provided for in Stage 1A and the Te Rapa Dairy Manufacturing Site. The subdivision and development of land shall be restricted until further planning tools, such as structure planning, are implemented in the Deferred Industrial Area.~~

~~b. Pre 2021 Land Release:~~

- ~~i. A maximum of 7ha of Stage 1A~~
- ~~ii. A maximum total of 30ha inclusive of the 7ha provided for in 12.6.1.b.i above.~~

~~c. Post 2021 Land Release:~~

- ~~i. A maximum of 23ha in Stage 1A in addition to the 7ha provided for in 12.6.1.b.i above.~~

- d. The Te Rapa Dairy Manufacturing Site land area, as identified on the Planning Map is not affected by the land release provisions set out above.

12.6.21 Ancillary Offices

- a. The total Ancillary office activity shall not occupy more than 150% of the gross floor space of the principal industrial activity 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.

<u>Activity Specific</u>	<u>Matter of Discretion and Assessment Reference Number</u> <u>(Refer to Volume 2, Appendix 1.3.2)</u>
a. <u>Any land use or subdivision consent application in the Te Rapa North Industrial zone not in accordance with Rule 3.9.4.3</u>	<ul style="list-style-type: none"> • Refer to Rule 3.9.4.5.c. • Q – Te Rapa North Industrial
b. <u>Any activity that infringes Rules [Height, HIRB, Building Setbacks, Landscaping, Site Layout, ...]</u>	<ul style="list-style-type: none"> • A – General Criteria • B – Design and Layout • C – Character and Amenity
c. <u>Any activity requiring an air discharge permit under the Waikato Regional Plan within 100m of any Residential Zone or Special Character Zone</u>	<ul style="list-style-type: none"> • C – Character and Amenity • F – Hazards and Safety
d. <u>Any noxious or offensive activity greater than 250m from the boundary of any Residential Zone or Special Character Zone</u>	<ul style="list-style-type: none"> • C – Character and Amenity • F – Hazards and Safety
e. <u>Yard-based retail (excluding car and boat sales) fronting Te Rapa Road</u>	<ul style="list-style-type: none"> • C – Character and Amenity • F – Hazards and Safety
f. <u>Emergency service facilities</u>	<ul style="list-style-type: none"> • C – Character and Amenity • F – Hazards and Safety
g. <u>Drive-through services within the Te Rapa North Industrial Focal Area</u>	<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.

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

4.0 Chapter 23: Subdivision

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			
	Without an approved CDP	As part of or after a CDP has been approved	With an approved LDC or an LDC with subdivision activity	Deferred Industrial outside of Stage 1A	Within Stage 1A without a GDP	Within Stage 1A after a GDP – Te Rapa North Industrial Zone*	Te Rapa Dairy Manufacturing Site?

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 Zone 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.

i. Boundary adjustments Inclusive where no LDC exists for Ruakura and Te Awa Lakes Medium-Density Residential Zone	P	P	P	P	P	P	P
---	---	---	---	---	---	---	---

ii. Amendments to cross- lease, unit- titles and company lease plans for the purpose of showing alterations to existing buildings or additional lawfully established buildings	P	P	P	P	P	P	P
iii. Conversion of cross-lease titles into fee simple titles	P	P	P	P	P	P	P
iv. 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	RD	RD	RD	RD	RD	RD	RD
v. Fee simple subdivision	NC	D	RD*	NC	D	RD*	RD*

vi. Cross-lease subdivision*	NC	NC	NC	NG	NG	NC	NC
vii. Company- lease subdivision	NC	RD	RD	NG	Ø	RD	RD
viii. Unit-title Subdivision*	NC	RD*	RD*	NG	Ø	RD*	RD*
ix. Leasehold Subdivision	NC	RD	RD	NG	Ø	RD	RD

x. Subdivision involving any allotment within the Electricity National Grid Corridor	NC	RD	RD	RD	D	RD	RD
xi. Any subdivision of an allotment containing a Scheduled Historic Heritage Site identified in Volume 2, Appendix 8, Schedules 8A and 8B	NC	D	D	NG	D	D	D
xii. Any subdivision of an allotment containing a Significant Natural Area identified in Volume 2, Appendix 9, Schedule 9C	NC	D	D	NG	D	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		Special Residential Zone, Special Heritage Zone and Special Natural Zone
		Without an Approved CDP	As part of an application for a CDP or after a CDP has been approved	

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
...

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

~~a. Subdivision occurring in Stage 1A shall only occur over the following land areas:~~

~~i. Post the Te Rapa section of the Waikato Expressway being open for public use, and prior to 1 January 2021 no more than 7ha of land shall be able to be subdivided; 7ha only in Stage 1A.~~

~~ii. After 1 January 2021 a maximum of 23ha of land shall be able to be subdivided, 23ha in Stage 1A, being additional to the 7ha provided for Stage 1A prior to 2021.~~

- 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 <u>Note: FUZ provisions apply to the Deferred Industrial Area</u>	500m ²	-	Rule 23.7.1.x. applies
...			
t. Future Urban Zone	10ha	-	-

...

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	40m or less in length: 6m wide 41m – 60m in length: 9m wide 61m – 80m in length: 12m wide
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, within Stage 1A after a CDP in the Te Rapa North Industrial Zone	D – Natural Character and Open Space <u>Q – Te Rapa North Industrial Structure Plan</u>

5.0 Chapter 25 City-wide

No changes to City-Wide landing page or any chapters that are not referred to below.

6.0 25.2 Earthworks and Vegetation Removal

25.2 Earthworks and Vegetation Removal

25.2.1 Purpose

- a. Earthworks refer to the disturbance of land by moving, removing, placing or replacing soil or earth by any means. Earthworks are a necessary part of land subdivision and development, but can result in adverse effects including accelerated erosion and sedimentation, contamination of fresh water, and increased risks from natural hazards. Earthworks can also impact on amenity values, including an unnatural look of the modified land.

...

25.2.2 Objectives and Policies: Earthworks and Vegetation Removal

Objective	Policies
25.2.2.1 Minimise the adverse effects of <u>earthworks</u> and <u>vegetation removal</u> on people, property, and the <u>environment</u>	25.2.2.1a <u>Earthworks</u> and <u>vegetation removal</u> shall occur in a way that: i. Minimises adverse effects on existing landforms, natural features and significant vegetation. ...

....

25.2.3 Rules – Activity Status Table

Activity	Class
a. Earthworks (excluding earthworks covered by Rule 25.2.3.b and i.) ...	P
<u>I. Earthworks that do not meet the requirements of Rule 25.2.5.3</u>	<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.

25.2.4 Rules – General Standards

....

25.2.5 Rules – Specific Activities

25.2.5.1 Earthworks in the Peacocke Medium Density Zone: Peacocke Precinct

....

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.

....

25.8 Noise and Vibration

25.8 Noise and Vibration

Only proposed amendments is to 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 ~~Stage 1A of the~~ Te Rapa North Industrial ~~Zone~~ 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.

25.13 Three Waters

25.13 Three Waters

Only proposed amendments is Rule 25.13.4.3 Wastewater:

Rule 25.13.4.3.c shall not apply to any wastewater system ~~servicing the 7ha development within Te Rapa North Industrial Zone Stage 1A, provided for under Rule 12.6.1.c.i, and~~ connected to the wastewater infrastructure on Te Rapa Dairy Manufacturing Site.

25.14 Transportation

25.14 Transportation

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. <u>New or activities increasing the use of vehicle crossings to Te Rapa Road, within the Te Rapa North Industrial Zone</u>	<u>NC</u>

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 in the Te Rapa North Industrial Zone when in accordance with an approved Concept Development Consent (Volume 2, Appendix 1.3.2D).~~ 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

7.0 Appendix 1 District Plan Administration

Appendix 1 District Plan Administration

No changes to Purpose or any sections under Appendix 1, that are not referred to below.

8.0 1.1 Definitions and Terms

1.1 Definitions and Terms

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

Interface area within ~~in Stage 1A or 1B or~~ 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'.

No other amendments

9.0 1.2 Information Requirements

1.2 Information Requirements

No changes to proceeding parts of Chapter

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.

No other amendments


10.0 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:

1.3.2 Controlled Activities – Matters of Control

...	...
D.	Te Rapa North Industrial Zone
a.	<u>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</u>
i.	<p>The extent to which it identifies the total area not exceeding 30ha available for industrial development within Stage 1A.</p> <p><u>the consistency with the Te Rapa North Industrial Structure Plan;</u></p> <p>i) <u>refer Policy 12.2.1)d.</u></p> <p>ii) <u>refer Policy 12.2.2)a</u></p>
ii	<p>The extent to which it defines the location and extent of the development area not exceeding 7ha pursuant to Rule 12.6.1.</p> <p><u>Consistency with any approved infrastructure or ecological management plan;</u></p> <p>i) <u>refer to Policies 12.2.4)a-e</u></p> <p>ii) <u>refer to Policies 12.2.5)a-c</u></p>
iii. —	The extent to which it defines the general location and extent of the development area not exceeding 23ha pursuant to Rule 12.6.1.
iv. —	The extent to which it demonstrates connectivity and sequential development between the 7ha and 23ha land release areas and adjacent sites.
v. —	The extent to which it provides an indicative internal road layout and it provides for alternative modes of transport including public transport, pedestrian and cycle linkages within and between the 30ha and adjacent land.

vi. —	The extent to which it considers and responds to the recommendations and proposed conditions of an Integrated Transport Assessment prepared in accordance with Rule 25.14.4.3.
vii. —	The extent to which it specifies methods by which vehicle movements will be managed to achieve compliance with Rule 12.4.7.b.
viii. —	The extent to which it identifies any existing indigenous vegetation and areas of ecological value including recognition of existing gully systems and proposals for their management.
ix. —	The extent to which it provides for any landscaping and screen planting including landscaping buffers where land adjoins the Waikato Expressway designation boundary.
x. —	The extent to which it provides a report which demonstrates the extent to which the provision of reticulated infrastructure for the entire 30ha within the Stage 1A development area will occur, provided that existing infrastructure available from the Te Rapa Dairy Manufacturing Site and/or Council infrastructure and headworks (water and wastewater only) may be relied on for the 7ha development under Rule 12.3.3.f.
xi. 	<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>

11.0 1.3.3 Restricted Discretionary, Discretionary and Non-Complying Assessment Criteria

Propose new Assessment Criteria for the Structure Plan area:

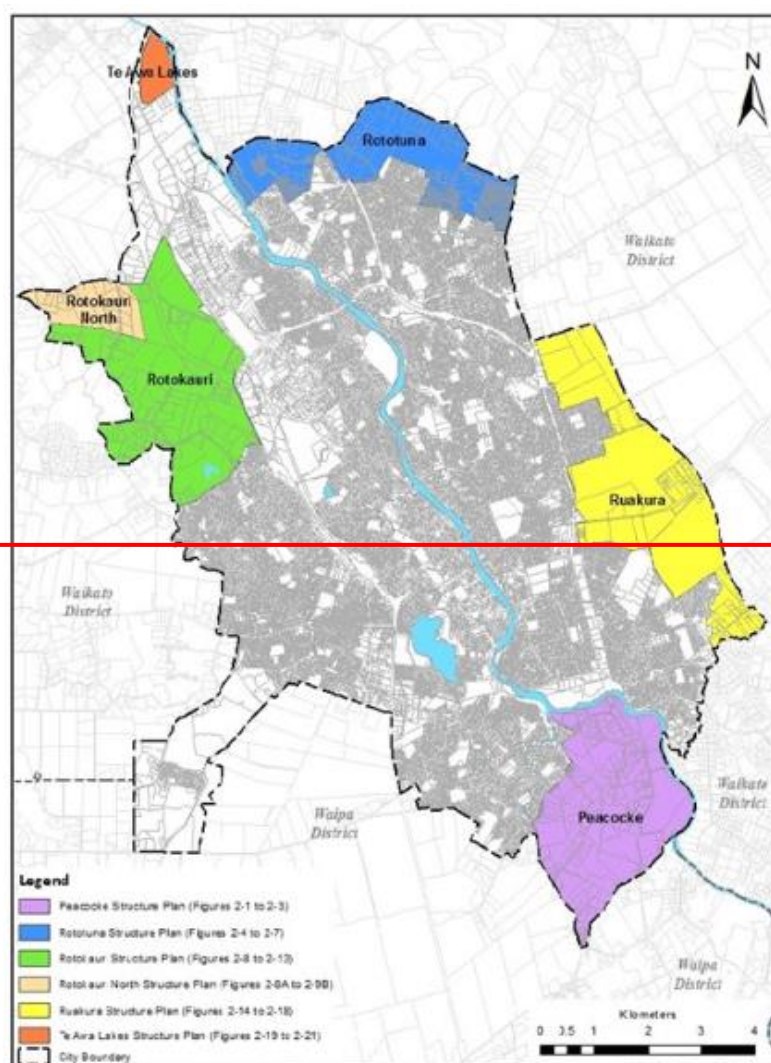
Q	<u>Te Rapa North Industrial Structure Plan</u>
	<u>In determining the application for resource consent for a restricted discretionary or discretionary activity, Council shall consider the following matters, where relevant.</u>
Q1	<u>Development in the Te Rapa North Industrial Structure Plan area</u>
a.	<u>The extent to which the proposal is consistent with the TRNIZ objectives and policies and any relevant design guide.</u>
b.	<u>The extent to which the proposed development is consistent with the Te Rapa North Industrial Structure Plan;</u>

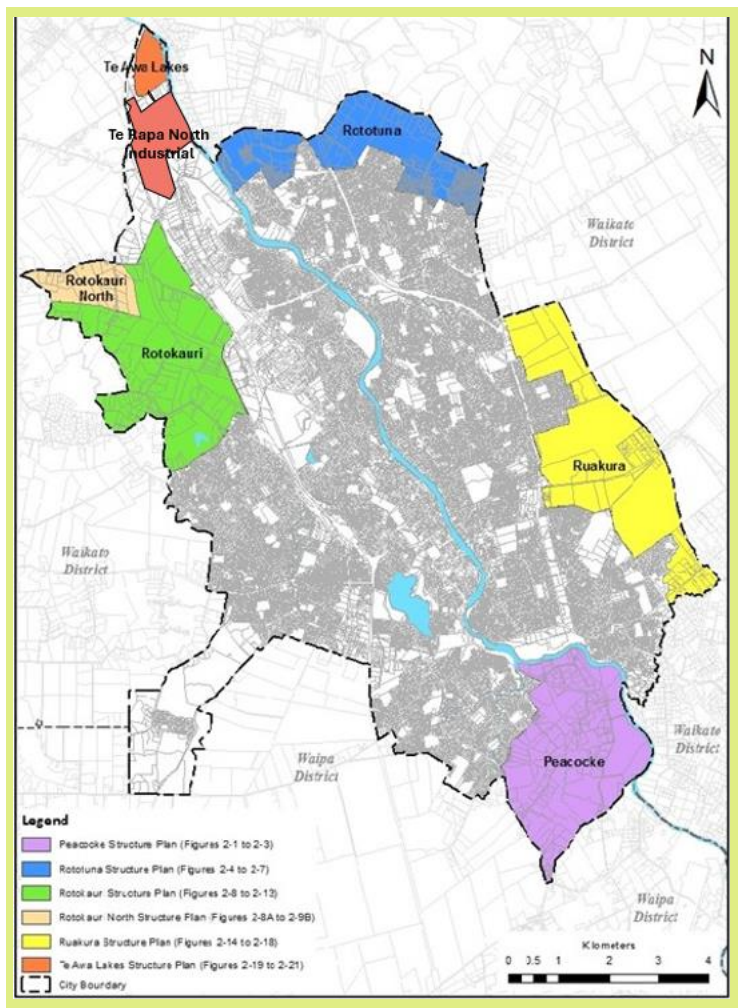
	c.	<u>The extent to which the proposed development is consistent with any approved infrastructure or ecological management plan;</u>
	d.	<u>The development's ability to compliment or have neutral impact on the Te Rapa Dairy Manufacturing Site.</u> <ul style="list-style-type: none"> • <u>Refer to Policy 12.2.1)c).</u> • <u>Refer to Policy 12.2.3)a.-d.</u>
	e.	<u>The methods for protecting and enhancing the ecological values of Te Rapa Stream and the Waikato River Corridor.</u> <ul style="list-style-type: none"> • <u>Refer to Policies 12.2.4)a-e.</u>
	f.	<u>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.</u> <ul style="list-style-type: none"> - <u>Refer to Policy 25.5.2.1a</u>
<u>Development in the Focal Area</u>		
	a.	<u>The extent to which the proposed development is consistent with the Te Rapa North Industrial Structure Plan.</u> <ul style="list-style-type: none"> • <u>Refer to Structure Plan Component 3.9.3.2.</u>
	b.	<u>Refer to Policy 12.2.1)c).</u> <u>Refer to Policy 12.2.3)a.-d.</u>
	c.	<u>Support of walking and cycling modes.</u>
Q2 <u>A land use or subdivision consent application not in accordance with Rule 3.9.4.3 Infrastructure Upgrade triggers</u>		
	a.	<u>Consistency with the Te Rapa North Industrial Structure Plan.</u>
	b.	<u>Integration with and effects on transport and Three Waters infrastructure.</u>
	c.	<u>The ITA matters for assessment set out in Appendix 1.3.3 G.</u>
	d.	<u>Whether there is appropriate Three Waters infrastructure and capacity, existing and proposed, to appropriately service the proposed development.</u>
	e.	<u>Achievement of matters under Q1.</u>
Q3 <u>Earthworks in the Te Rapa North Industrial Structure Plan:</u>		
	a.	<u>The extent to which earthworks facilitate outcomes that are consistent with the Te Rapa North Industrial Structure Plan.</u>

b.	<u>The extent to which the proposed development is consistent with any approved infrastructure or ecological management plan;</u>
c.	<u>Whether bulk earthworks are carried out in a comprehensive and integrated manner that minimises the need for secondary earthworks and retaining walls.</u>
d.	<u>The extent to which the roading network has been designed to work with the topography and features of the site.</u>

12.0 Volume 2 Appendix 2 Structure Plans

13.0 Appendix 2: Structure Plans Structure Plans Locality Guide





+ addition to Legend

= Te Rapa North Industrial (Figure 2-22)

Add the following images:

Figure 2-22: Te Rapa North Industrial Structure Plan



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-A3



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