

Appendix 21 – Statutory Assessment

1.0 National Policy Statement on Urban Development (NPS-UD) Statutory Assessment

A comprehensive assessment of PC17 against the NPS-UD is provided below.

Table 1: Assessment of Proposal Against Relevant Objectives and Policies in the NPS-UD	
Relevant Objectives And Policies	Assessment
Objective 1: <i>New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.</i>	<p>PC17 supports and enables a well-functioning environment and people's economic well-being, now and into the future, by providing long planned and well-connected land to be developed for industrial use.</p> <p>The Te Rapa North Industrial Structure Plan has been designed to ensure that the Te Rapa North Industrial Zone ('TRNIZ') is able to be developed into a well-functioning urban environment. The road network has formed an efficient spatial framework suitable for industrial development of varied scale. The roading pattern provides a flexible development pattern that will ensure the rezoning of the approx. 91 ha of land ('Plan Change Area') to the north, west and south of the Te Rapa Dairy Manufacturing Site supports good built form outcomes and accommodates various development options that will respond to market demands and industry changes. PC17 will support the long-term protection and operation of the Te Rapa Dairy Manufacturing Site, which under the Waikato Regional Policy Statement ('WRPS') definition, is a regionally significant employment node. The site is key to the dairy industry within Waikato and provides significant economic and social benefits to the region.</p> <p>The enablement of industrial activities provides local employment for those based in Hamilton and other towns and smaller settlements within the adjoining Waikato District. The economic benefit of PC17 is estimated to consist of a one-time boost in regional GDP of \$330 million, create new employment for 2,550 people-years and boost household incomes by \$185 million.</p>
Objective 2: <i>Planning decisions improve housing affordability by supporting competitive land and development markets.</i>	<p>The proposal does not relate directly to the provision of housing.</p> <p>The Housing Business Capacity Assessment ('HBA') completed for the Futureproof Partners⁸ anticipates 189ha of demand for industrial land within the Horotiu/Te Rapa North/Rotokauri Strategic Node in the years of 2020-2030. This proposal releases 91ha of land within the Strategic Node for development within this time period. As such, the proposal will increase supply to the local market, in a manner that keeps pace with demand.</p> <p>In addition, the proposal will help to make the market more responsive to growth, thus helping to reduce pressure on industrial land prices over time.</p>
Objective 3: <i>Regional policy statements and district plans enable more people to live in, and more businesses and</i>	<p>The Plan Change will provide for industrial activity in Te Rapa North, which is an urban growth area immediately adjacent to the employment hub that is the Te Rapa Dairy Manufacturing Site, and the existing Te Rapa industrial and commercial areas.</p>

community services to be located in, areas of an urban environment in which one or more of the following apply:

- a) the area is in or near a centre zone or other area with many employment opportunities*
- b) the area is well-served by existing or planned public transport*
- c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.*

The HBA identifies Te Rapa as a primary employment centre for Hamilton City, which encompasses the area east of the North Island Main Trunk Line ('NIMTL') and west of Vickery, Pukete Farm and St Andrews Park, north of the junction of Te Rapa and Forest Lake Road (see Figure 1 below). The northern portion of the Te Rapa spatial area considered by the HBA is identified as already supporting 500-750 jobs despite the limited development of the zone.¹ As such, the proposal will expand upon an existing employment area.



Figure 1: Hamilton City Spatial Framework, Future Proof HBA 2023.

¹ Figure 3-3, M.E Consulting, Business Development Capacity Assessment 2023 Future Proof Partners: Hamilton City, Waikato District, Waipā District and Waikato Regional Council (3 April 2024).



Figure 2: Distribution of Employment, Hamilton City, 2022

PC17 will provide more employment opportunities for the recently realised, planned and anticipated developments in the surrounding area. Te Awa Lakes to the north is a consented development that will deliver approximately 900 dwellings. Rototuna and Horotiu are two recently developed areas whose residents may benefit from the development of the Plan Change Area. Rototuna is a 490ha Hamilton City Operative District Plan ('HCODP') identified growth cell² to the west that has delivered approximately 11,300 homes over the last 15 years, and has capacity to develop 2000 more homes for up to 5000 people in the next 30 years.³ The suburb is approximately a 15minute drive from the Plan Change Area, which will be significantly lessened once the Northern River Crossing ('NRC') is delivered. Horotiu is identified by Futureproof as a major growth centre and strategic industrial node⁴

Public transport services are provided along Te Rapa Road to its junction with Church Road, connecting to the Rotokauri Transport Centre, Hamilton Transport Centre and beyond. Rotokauri Transport Centre is a stop for Te Huia, the passenger rail linking Auckland and Hamilton. Further, Te Rapa Road is anticipated to be upgraded to support more public transport, including an additional northbound lane, once vehicle movements exceed an identified threshold⁵. In particular, HCC proposes to deliver a rapid transit route along this corridor.

Demand is expected to be high for industrial land within the Plan Change Area, as demonstrated by the Development Suitability assessment contained within the 2024 Futureproof HBA.⁶ This assessed the development suitability of each of the strategic industrial nodes, applying a multi-criteria analysis approach to each growth area. Te Rapa North was identified as the top scoring of the industrial growth areas (i.e. the most desirable and likely to have the most demand) – scoring a total of 104 out of 115.

Objective 4: *New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing*

PC17 will result in a change in the environment from rural to industrial. However, as recognised by Objective 4, this change is in response to the diverse and changing needs of people, communities and future generations. The Objective does not imply this change is negative, it instead recognises and acknowledges that urban environments will change over time.

<p><i>needs of people, communities, and future generations.</i></p>	<p>The Plan Change Area is zoned for Industrial uses but is deferred until either the Deferred Industrial Zone area is removed, and for part of the Plan Change Area; once a CDP application is lodged and approved. The zoning, although deferred, recognises the appropriateness of the land for industrial uses, the need for sufficient, plan-enabled land to meet demand and to create competitiveness in the market.</p> <p>PC17 will include planning provisions to manage the zone interface between the Plan Change Area and the adjoining properties that will remain within the Deferred Industrial Zone area and are likely to continue to be used for rural and rural residential uses in the short term. These include landscaping, noise, setback and vehicle restriction rules and requirements.</p> <p>As such, the change in the environment of the Plan Change Area resulting from future development is not negative and responds to the changing needs of Hamilton and the broader Waikato and Auckland Region as well as the relationship between industrial and rural activities.</p>
<p>Objective 5: <i>Planning decisions relating to urban environments, and FDSs, take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).</i></p>	<p>PC17 has taken Treaty of Waitangi /Te Tiriti o Waitangi into account through Fonterra's commitment to early and continuous engagement with tangata whenua of the Plan Change Area, to understand and respond to their aspirations and interests.</p> <p>Continuous engagement has resulted in changes to PC17 as well as commitments to consenting stages and development following its approval, that respond to concerns and desired outcomes expressed by the Taangata Whenua Working Group. Changes to the proposal and long-term commitments to engagement acknowledge Tangata Whenua rights to exercise rangatiratanga (chieftainship) and kaitiakitanga (guardianship), recognize the importance of tikanga (customary practices) and maatauranga Maaori (Maaori knowledge), and ensure that Tangata Whenua are involved at all levels of development and implementation. As such, the development of PC17 and how future development is to be progressed is aligned with principles of participation, partnership and protection. This relationship is further discussed in Section 4.1 of the CIA (Appendix 14).</p>
<p>Objective 6: <i>Local authority decisions on urban development that affect urban environments are:</i></p> <ul style="list-style-type: none"> a) <i>integrated with infrastructure planning and funding decisions; and</i> b) <i>strategic over the medium term and long term; and</i> 	<p>The rezoning of the Plan Change Area will achieve Objective 6 as outlined below:</p> <ul style="list-style-type: none"> – Clause (a) requires integration with infrastructure planning and funding. As set out in the proposed plan provisions and outlined in the Infrastructure Assessment and ITA, an integrated approach will be taken towards providing necessary infrastructure to service the future development of the Plan Change Area. The planning provisions proposed by PC17 adopts this approach by proposing a new objective and supported policies implemented by specific staged infrastructure upgrade requirements. – Clause (b) is given effect to by recognising that the sufficient supply of industrial land in the medium to long term to Hamilton District and the Futureproof Partner Territorial Authorities rely on the live zoning of Te Rapa North.

² Chapter 3.5, HCODP

³ Development Timeline, Rototuna, Hamilton City Council <https://hamilton.govt.nz/strategies-plans-and-projects/projects/rototuna/>

⁴ Table 4: Strategic Industrial Nodes, Future Proof 2024

⁵ HCODP Section 3.8.5.3

⁶ Figure 6-2, M.E Consulting, Business Development Capacity Assessment 2023 Future Proof Partners: Hamilton City, Waikato District, Waipā District and Waikato Regional Council (3 April 2024).

<p><i>c) responsive, particularly in relation to proposals that would supply significant development capacity.</i></p>	<p>– Clause (c) will be given effect to because although PC17 will bring forward industrial land supply that is anticipated for the long term (2020-2050) to the medium term (2020-2030), this shift partially responds to the significant shortfall in medium-term land supply that the HBA 2024¹² identifies.</p>
<p>Objective 7: <i>Local authorities have robust and frequently updated information about their urban environments and use it to inform planning decisions.</i></p>	<p>Not applicable</p>
<p>Objective 8: <i>New Zealand's urban environments:</i></p> <ul style="list-style-type: none"> <i>a) support reductions in greenhouse gas ; and</i> <i>b) are resilient to the current and future effects of climate change.</i> 	<p>PC17 gives effect to Objective 8(a) due to its location being adjacent to the existing Te Rapa commercial and industrial precinct and the Te Rapa Dairy Manufacturing Site. Clustering industrial development together can contribute towards reductions in greenhouse gas emissions by reducing travel distances within the sector. A further reduction is also achieved by enabling growth within existing industrial locations that are located appropriately close to residential areas.</p> <p>The request also gives effect to Objective 8(b) as the Plan Change Area is not subject to hazards that would be exacerbated by climate change such that industrial development would be precluded. Stormwater management that accounts for climate change effects will be incorporated into future development.</p>
<p>Policy 1: <i>Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:</i></p> <ul style="list-style-type: none"> <i>a) have or enable a variety of homes that:</i> <i>b) meet the needs, in terms of type, price, and location, of different households; and</i> <i>c) enable Māori to express their cultural traditions and norms; and</i> <i>d) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and</i> <i>e) have good accessibility for all people between housing, jobs, community services, natural</i> 	<p>PC17 will give effect to Policy 1 because:</p> <ul style="list-style-type: none"> – It will contribute to the variety of land available for the development of business activities within Hamilton City in a manner that recognises the unique needs businesses in the industrial sector have for large, flat and well-connected sites that are separated from sensitive uses such as residential or high-amenity commercial areas. The Plan Change Area is large, and the proposed provisions enable a variety of sites to be delivered based on market demand. These will be suitable for a range of businesses within the industrial sector. – It will enable industrial businesses to locate in an urban environment that has access to regional transport infrastructure, complementary businesses, natural spaces and employee base, while still being appropriately separated from sensitive uses. – The proposed roading pattern within the Te Rapa North industrial Structure Plan ensures that connections to Te Rapa Road and State Highway 1C / Waikato Expressway will form an efficient spatial framework suitable for industrial development of a varied scale and will result in the area being a well-connected and accessible employment location. – It supports the competitive operation of land and development markets as sought by Policy 1(d) by unlocking industrial land supply in line with demand. Retail will be limited to being ancillary to the primary industrial use and will therefore avoid competing with nearby centres.

<p><i>spaces, and open spaces, including by way of public or active transport; and</i></p> <p><i>f) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and</i></p> <p><i>g) support reductions in greenhouse gas emissions; and</i></p> <p><i>h) are resilient to the likely current and future effects of climate change</i></p>	<p>– With regards to Policy 1(e) and 1(f), the proposal supports transitions away from transport-related greenhouse gas emissions and will be resilient to the likely current and future effects of climate change (refer to assessment against Objective 8 above).</p>
<p><i>Policy 2: Tier 1, 2, and 3 local authorities, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term.</i></p>	<p>The HBA 2024 identifies a shortage of industrial supply across the medium- and long-term horizons. PC17 will bring the supply of industrial land forward from long term to medium term, which will help by meeting some (but not all) of the shortage in supply within this horizon.</p>
<p><i>Policy 3: In relation to tier 1 urban environments, regional policy statements and district plans enable:</i></p> <p><i>a) in city centre zones, building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification; and</i></p> <p><i>b) in metropolitan centre zones, building heights and density of urban form to reflect demand for housing and business use in those locations, and in all cases building heights of at least 6 storeys; and</i></p> <p><i>c) building heights of least 6 storeys within at least a</i></p>	<p>Policy 3(a) – (c) are not relevant to this request, noting the area is not within a city centre zone or metropolitan centre zone.</p> <p>With regards to Policy 3(d), the Plan Change Area will be subject to the TRNIZ provisions, as amended by this request. The request seeks to amend the provisions to align with the Industrial Zone, enabling buildings up to 20m in height, with a maximum container stacking height of 25m and a maximum height of utility towers and stacking equipment of 35m. These heights are an appropriate restriction to enable the Plan Change Areas to be developed efficiently for industrial purposes.</p> <p>There are no density provisions proposed as part of PC17, acknowledging that density is a matter more suited and commonly applied to residential development rather than business / industrial activities.</p> <p>The proposed Structure Plan and road designs support walking/cycling options to future development areas, with all proposed arterial and collector roads to provide separate walking and cycling paths, whilst local roads traffic volume and speeds will be appropriate for cyclists to share these road spaces. The proposed provisions also hold space for the future upgrade of Te Rapa Road to four-lane rapid transit corridor, that would link Te Awa Lakes development and Horotiu in the north to Te Rapa Park and Hamilton City Centre to the south. Currently, no Structure Plan or other provisions are in place that enable these improvements to be realised. As such, the request will drive outcomes that align with Policy 3(d)(i).</p>

<p><i>walkable catchment of the following:</i></p> <ul style="list-style-type: none"> <i>i. existing and planned rapid transit stops</i> <i>ii. the edge of city centre zones</i> <i>iii. the edge of metropolitan centre zones; and</i> <p><i>d) in all other locations in the tier 1 urban environment, building heights and density of urban form commensurate with the greater of:</i></p> <ul style="list-style-type: none"> <i>i. the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or</i> <i>ii. relative demand for housing and business use in that location.</i> 	<p>The HBA 2024 identifies a shortage of industrial supply across the medium and long term. PC17 will bring the supply of industrial land forward from long term to medium term, which will help by meeting some (but not all) of the shortage in industrial land supply.</p>
<p><i>Policy 4: Regional policy statements and district plans applying to tier 1 urban environments modify the relevant building height or density requirements under Policy 3 only to the extent necessary (as specified in subpart 6) to accommodate a qualifying matter in that area.</i></p>	<p>Not applicable.</p>
<p><i>Policy 5: Regional policy statements and district plans applying to tier 2 and 3 urban environments enable heights and density of urban form commensurate with the greater of: the level of accessibility by existing or planned</i></p>	<p>Not applicable.</p>

<p><i>active or public transport to a range of commercial activities and community services; or relative demand for housing and business use in that location.</i></p>	
<p>Policy 6: <i>When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:</i></p> <ul style="list-style-type: none"> a) <i>the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement</i> b) <i>that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:</i> c) <i>may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and</i> d) <i>are not, of themselves, an adverse effect</i> e) <i>the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)</i> f) <i>any relevant contribution that will be made to meeting the requirements of this National</i> 	<p>PC17 has been proposed and assessed with consideration of WRPS PC1 and HCC PC12, both being plan changes sought to give effect to the NPS-UD. PC17 is considered consistent with these documents and the NPS-UD more broadly.</p> <p>With regard to Clause (b), the live-zoning of land that is currently used for rural-residential and rural activities to enable it to be developed for industrial uses, will change the amenity values of the area from rural to urban. However, as recognised by Objective 4, this change over time is in direct response to the diverse and changing needs of people, communities and future generations and this change is anticipated under the HCODP. The policy clearly states that change is not in of itself an adverse effect, it merely recognises that urban environments will change over time. The development of Te Rapa North as an industrial area is essential for supply in the district to meet demand and the land has been identified for this change across multiple RMA documents as a location to meet future business growth in the region.</p> <p>The proposed rezoning will alter the land uses and activity of the area which may detract from the existing rural amenity values but will enable a new, well-located industrial area to be achieved. This will benefit current and future generations by increasing employment opportunities and choice within the district and region.</p> <p>The proposed Te Rapa North Structure Plan will ensure the logical and integrated development of the area, to ensure a functional, high-amenity location for future businesses (including visitors and workers) with the benefits including:</p> <ul style="list-style-type: none"> • A future proofed street layout that can provide for a wide range of land uses at different sizes and scale of business. • A hierarchy of indicative street types which will promote walking/cycling networks, stormwater treatment and low impact urban design, while guiding traffic better through a well-functioning road network. • An integrated blue-green corridor that brings ecological and amenity values into the development as well as potential for recreational spaces. • The boundaries of the NIMTL to the West, the Waikato Expressway to the North / West, Waikato River to the East and Te Rapa Park to the South, form logical edges to the Te Rapa North Industrial area. The PC17 extent is within this bounded area and as such, there are clearly defined boundaries between the future industrial area and the surrounding rural and residential activities. <p>With regard to Policy 6(d), the proposal is responsive to the demand for industrial land in the region.</p> <p>With regard to Policy 6(e), future development of the Plan Change Area will include stormwater management devices to appropriately manage stormwater on site (and not exacerbate flooding or stormwater quality effects in the catchment).</p>

<p><i>Policy Statement to provide or realise development capacity</i></p> <p><i>g) the likely current and future effects of climate change.</i></p>	
<p><i>Policy 7: Tier 1 and 2 local authorities set housing bottom lines for the short-medium term and the long term in their regional policy statements and district plans.</i></p>	<p>Not applicable.</p>
<p><i>Policy 8: Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well-functioning urban environments, even if the development capacity is:</i></p> <p><i>a) unanticipated by RMA planning documents; or</i></p> <p><i>b) out-of-sequence with planned land release</i></p>	<p>The request will unlock significant industrial development capacity and contribute to well-functioning urban environments.</p> <p>The development capacity proposed by PC17 is <u>anticipated</u> within both Future Proof and the Regional Policy Statement (RPS).</p> <p>Te Rapa North is identified as a Strategic Industrial node within both the Future Proof Strategy and the RPS. It is anticipated to provide long term supply of industrial land.</p> <p>The Business Development Capacity Assessment 2023 ('BCA') for the Future Proof Partners has identified significant industrial land shortfalls across most parts of Hamilton City (except Ruakura) in the medium- and long-term horizons.</p> <p>In Te Rapa, shortfalls of more than 80 hectares are forecast over both the medium term (10 years) and long term (30 years) despite the currently deferred TRNIZ being included in long term supply.</p> <p>PC17 will bring forward 91ha (gross land area) that is planned within the long-term supply in the Future Proof Strategy and RPS into the medium-term horizon. This will help to address part of the medium-term short fall that is identified in the BCA.</p>
<p><i>Policy 9: Local authorities, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, must:</i></p> <p><i>a) involve hapū and iwi in the preparation of RMA planning documents and any FDSs by undertaking effective consultation that is early, meaningful and, as far as practicable, in accordance with tikanga Māori; and</i></p>	<p>This policy is focused on local authority process rather than a private plan change process. But we note that Fonterra have and will continue to advance engagement with mana whenua.</p>

<ul style="list-style-type: none"> b) <i>when preparing RMA planning documents and FDSs, take into account the values and aspirations of hapū and iwi for urban development; and</i> c) <i>provide opportunities in appropriate circumstances for Māori involvement in decision-making on resource consents, designations, heritage orders, and water conservation orders, including in relation to sites of significance to Māori and issues of cultural significance; and</i> d) <i>operate in a way that is consistent with iwi participation legislation.</i> 	
<p>Policy 10: <i>Tier 1, 2, and 3 local authorities:</i></p> <ul style="list-style-type: none"> a) <i>that share jurisdiction over urban environments work together when implementing this National Policy Statement; and</i> b) <i>engage with providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning; and</i> c) <i>engage with the development sector to identify significant opportunities for urban development.</i> 	<p>With regard to Policy 10, it is anticipated that there will be opportunities for an infrastructure agreement / development agreement between Fonterra and Hamilton City Council to ensure the co-ordinated and efficient delivery of the infrastructure necessary to support PC17.</p>

2.0 WRPS (PC1) Statutory Assessment

Table 2: WRPS (PC1) Objectives and Policies Assessment

OBJECTIVE & POLICIES	ASSESSMENT
INTEGRATED MANAGEMENT	
<p><i>IM-O1 – Natural and physical resources are managed in a way that recognises:</i></p> <ol style="list-style-type: none"> <i>1. the inter-relationships within and values of water body catchments, riparian areas and wetlands, the coastal environment, the Hauraki Gulf and the Waikato River;</i> <i>2. natural processes that inherently occur without human management or interference;</i> <i>3. the complex interactions between air, water, land and all living things;</i> <i>4. the needs of current and future generations;</i> <i>5. the relationships between environmental, social, economic and cultural wellbeing;</i> <i>6. the need to work with agencies, landowners, resource users and communities; and</i> <i>7. the interrelationship of natural resources with the built environment.</i> 	<p>The applicants undertook an integrated design process to develop and refine the Masterplan, which then informed the proposed Structure Plan. This has enabled the development of integrated design solutions, whereby urban design, landscape, ecology, cultural, transport and civil engineering inputs were considered holistically and integrated design solutions developed to respond to all site constraints and opportunities. This has ensured that Te Rapa North will be well functioning industrial precinct as well as achieving environmental protection.</p> <p>The Structure Plan and provisions provide guidance and certainty without being inflexible, allowing development and related-infrastructure delivery to respond to changing market demands over time.</p> <p>An integrated approach has been taken towards servicing the future development of the precinct. It is anticipated that electrical and three waters infrastructure will be developed to service the development and will be flexible and tailored towards whatever specific activities that operate within the site (for example, the potential to incorporate high-energy user zones, as well as expanding the planned three waters network as required and dictated by the uptake of land). The Structure Plan will also ensure integrated infrastructure provision irrespective of land ownership boundaries.</p> <p>The request gives effect to the relevant policies which support integrated management because:</p> <ul style="list-style-type: none"> – A thorough and extensive masterplanning and structure planning process has been undertaken informed by a range of specialist fields to recognise the inter-connected nature of physical resources, while considering all potential effects that may arise from the request (IM-P1). – Maintaining the relationships between the waterbodies within the Plan Change Area and the key water body that is the Waikato River was a key driver of the masterplanning and structure planning process. – The Te Rapa North Structure Plan proposes a transport network that enables future development while minimising changes to the alignment of Te Rapa Stream and the proposed provisions seeks to enhance the stream and its tributaries ecological values – recognising their potential as ecological corridors for stormwater treatment, nutrient disbursement and movements of fish, birds and bats.

	<ul style="list-style-type: none"> – The proposed provisions will ensure the integrated and progressive delivery of infrastructure to ensure that development is only undertaken where appropriate infrastructure solutions exist. – The proposal releases an appropriate amount of land for development to achieve the objectives of the plan change and the Structure Plan will ensure that the remaining deferred parts of the TRNIZ will have the infrastructure connections or the ability to connect to the necessary infrastructure once they are rezoned in the future. – A broad range of stakeholders have been engaged to inform this proposal including WRC, HCC, mana whenua, infrastructure providers, landowners and the community, to understand and the Plan Change respond to these group's feedback and aspirations where appropriate and achievable (IM-P2).
<p><i>IM-O2 – Resource Use And Development</i></p> <p><i>Recognise and provide for the role of sustainable resource use and development and its benefits in enabling people and communities to provide for their economic, social and cultural wellbeing, including by maintaining and where appropriate enhancing:</i></p> <ol style="list-style-type: none"> <i>1. access to natural and physical resources to provide for regionally significant industry and primary production activities that support such industry;</i> <i>2. the life supporting capacity of soils, water and ecosystems to support primary production activities;</i> <i>3. the availability of energy resources for electricity generation and for electricity</i> <i>4. generation activities to locate where the energy resource exists;</i> <i>5. access to the significant mineral resources of the region; and</i> <i>6. the availability of water municipal and domestic supply to people and communities.</i> 	<p>The request is a logical and contemplated extension of an existing regionally significant employment node.</p> <p>The request gives effect to the relevant policies which support integrated management as follows:</p> <ul style="list-style-type: none"> – The proposal seeks to manage natural and physical resources, through its proposed zoning extent and provisions, in a manner that provides for the continued operation and development of the regionally significant industry and primary production activity that is the Te Rapa Dairy Manufacturing Site by enabling complimentary uses, coordinating the delivery of infrastructure and reducing the risk of reverse sensitivity (IM-P4). – The land the proposal relates to is currently zoned 'Te Rapa North Industrial Zone,' and as such, the use of this limited soil resource to support the development of industrial uses has already been determined as appropriate.
<p><i>IM-O5 – Climate change (modified by PC1)</i></p> <p><i>Land use is managed to:</i></p> <ol style="list-style-type: none"> <i>1. avoid the potential adverse effects of climate change induced weather variability and sea level rise on:</i> <ol style="list-style-type: none"> <i>a. amenity;</i> 	<p>The request will avoid the potential adverse effects of climate change, as the proposal seeks to enable the future development of land that is not subject to hazards that climate change will exacerbate to unmanageable levels.</p> <p>The flood hazards that HCC's flood viewer identify onsite relate to Te Rapa Stream and its tributaries and these networks are sought to be retained, their hydrological function expanded upon, and development is to be setback from. The Waikato River Gully Hazard</p>

<ul style="list-style-type: none"> b. <i>the built environment, including infrastructure;</i> c. <i>indigenous biodiversity;</i> d. <i>natural character;</i> e. <i>public health and safety; and</i> f. <i>public access.</i> <p>2. <i>support reductions in greenhouse gas emissions within urban environments and ensure urban environments are resilient to the current and future effects of climate change.</i></p>	<p>area applies to land that are identified as significant natural areas ('SNAs'), Open Space and form part of the setback from the river – as such development is not sought to be enabled in these locations. The proposal seeks to keep provisions that the HCODP apply to minimise the risk of hazards without change.</p> <p>The future development that the proposal seeks to enable will expand upon Hamilton's existing urban area and support activities that are typically low-density and associated with the movement of freight and heavy vehicles. However, the envisioned road network will support pedestrians and cyclists and facilitate public transport services so there is a range of low-carbon options available to future employees and residents of the surrounding area. Small-scale food outlets will also be enabled so workers do not need to travel out of the area to meet their daily needs.</p>
<p><i>IM-O6 – Ecosystem services</i></p> <p>1. <i>The range of ecosystem services associated with natural resources are recognised and maintained or enhanced to enable their ongoing contribution to regional wellbeing.</i></p>	<p>The proposal seeks to protect the ecological values associated with the water bodies within the Plan Change Area as well as the Waikato River and use these water bodies as a means to expand indigenous vegetation within the Plan Change Area, while enhancing their function. Future development will be serviced by three waters networks that will manage and treat flows to ensure the health of natural water bodies, particularly that of the Waikato River, which is a natural water body of regional significance.</p>
<p><i>IM-O7 – Relationship of tāngata whenua with the environment</i></p> <p><i>The relationship of tāngata whenua with the environment is recognised and provided for, including:</i></p> <ul style="list-style-type: none"> 1. <i>the use and enjoyment of natural and physical resources in accordance with tikanga Māori, including maatauranga Māori; and</i> 2. <i>the role of tāngata whenua as kaitiaki.</i> 	<p>Fonterra have a longstanding relationship with tangata whenua in relation to the Te Rapa Dairy Manufacturing Site. Specific to PC17, Fonterra have held fortnightly hui with tangata whenua representatives (referred to as the Tangata Whenua Working Group ('TWWG')), firstly early in the master planning process and then when preparing the Plan Change request.</p> <p>The commitment to an ongoing and reciprocal relationship between Fonterra and the TWWG is affirmed through a Letter of Intent, and is guided by principles including kaitiakitanga. This commitment reflects Fonterra's commitment to continue to seek and understand how to provide for tangata whenua's connection to the environment of PC17 and support their aspirations.</p> <p>The TWWG have commissioned a CIA which articulates matters of significance for the TWWG's, their position in relation to the various aspects of the proposal and recommendations and aspirations for the Plan Change Area, that extend beyond the plan change phase to future development.</p> <p>The recommendations included in the CIA that are actionable at this stage have been adopted into the Plan Change and include the requirement for native vegetation in riparian planting, the retention of provisions that the TWWG has identified as being in support of (building setbacks, application of open space zoning to SNA areas, replacing the CDC process with a Structure Plan) and proposed Chapter 3.9 recognises the relationship</p>

	between mana whenua, Plan Change Area and the Waikato Awa and acknowledges cultural matters of significance, including paa sites in and near the Plan Change Area.
<p><i>IM-O9 – Amenity (modified by PC1)</i></p> <ol style="list-style-type: none"> <i>1. The qualities and characteristics of areas and features, valued for their contribution to amenity, are maintained or enhanced.; and</i> <i>2. Where intensification occurs in urban environments, built development results in attractive, healthy, safe and high-quality urban form which responds positively to local context whilst recognising that amenity values change over time in response to the changing needs of people, communities and future generations, and such changes are not, of themselves, an adverse effect.</i> 	<p>The LVA (Appendix 3) identifies the Waikato River Corridor as an Outstanding Natural Feature with significant visual amenity values that are to be protected. The Plan Change Area itself was not identified as an area holding particularly notable areas or features that contribute to amenity. As the proposed provisions seek to protect and enhance the amenity values associated with the Waikato River, it is considered that PC17 is consistent with this objective.</p> <p>Although not an existing urban environment, urban development is anticipated in this location and as stated in the objective, the change from rural to industrial is not in and of itself negative. As discussed above, future development will seek to incorporate existing hydrological features as blue-green corridors that add recreational, aesthetic and ecological value whilst the proposed provisions seek to achieve a high-quality industrial precinct that is responsive to its surrounding area through the application of bulk and location controls and landscaping requirements.</p>
LAND AND FRESHWATER	
<p><i>LF-O1 – Mauri and values of freshwater bodies</i></p> <p><i>Maintain or enhance the mauri and identified values of fresh water bodies including by:</i></p> <ol style="list-style-type: none"> <i>1. maintaining or enhancing the overall quality of freshwater within the region;</i> <i>2. safeguarding ecosystem processes and indigenous species habitats;</i> <i>3. safeguarding the outstanding values of identified outstanding freshwater bodies and the significant values of wetlands;</i> <i>4. safeguarding and improving the life supporting capacity of freshwater bodies where they have been degraded as a result of human activities, with demonstrable progress made by 2030;</i> <i>5. establishing objectives, limits and targets, for freshwater bodies that will determine how they will be managed;</i> <i>6. enabling people to provide for their social, economic and cultural wellbeing and for their health and safety;</i> 	<p>The freshwater bodies within the Plan Change Area have been identified and assessed by the Terrestrial and Freshwater Ecological Assessment (Appendix 7a).</p> <p>The Ecological Assessment found that all waterbodies within the Plan Change Area, including National Policy Statement for Freshwater Management ('NPS-FM') qualifying wetlands and watercourses meeting the definition of 'river' under the RMA, have low ecological values, being dominated by exotic plant species, lacking vegetated cover/margins and native species representation.</p> <p>The proposed objectives and policies seek the maintenance and enhancement of the ecological values of the zone. The proposed Structure Plan applies a roading and block pattern that enables the retention of NPS-FM wetlands and perennial and ephemeral streams, and the proposed provisions require development to be setback from watercourses – including the Waikato River and for these setbacks to be planted with indigenous vegetation. As such, the proposal is consistent with objectives to maintain and enhance the values of watercourses.</p> <p>The stormwater management approach recommended by the Infrastructure Assessment (Appendix 6) that would likely be utilised in future development, uses artificial wetlands and roadside swales to retain and treat stormwater prior to its dispersal to the Waikato River. This recommended approach has been integrated into the Structure Plan. This integrated approach will both protect the water quality of the Waikato River and contribute to a blue-green corridors throughout the Plan Change Area.</p> <p>The Infrastructure Assessment does not identify any barriers to the treatment of future developments' runoff, greywater and wastewater and as future development will be subject</p>

<p>7. <i>recognising that there will be variable management responses required for different catchments of the region; and</i></p> <p>8. <i>recognising the interrelationship between land use, water quality and water quantity.</i></p>	<p>to a resource consent process that will require the detailed design of these systems. The Infrastructure Assessment recommends the limitation of high wastewater generating activities until upgrades to the Pukete Wastewater Treatment Plant have occurred, and this will be applied through a moratorium that will be held outside of the district plan.</p> <p>Considering the above, it is considered that PC17 will provide for the long-term mauri and values of freshwater bodies within and connected to the Plan Change Area.</p>
<p><i>LF-O3 – Riparian areas and wetlands</i></p> <p><i>Riparian areas (including coastal dunes) and wetlands are managed to:</i></p> <ol style="list-style-type: none"> 1. <i>maintain and enhance:</i> <ol style="list-style-type: none"> a. <i>public access; and</i> b. <i>amenity values.</i> 2. <i>maintain or enhance:</i> <ol style="list-style-type: none"> a. <i>water quality;</i> b. <i>indigenous biodiversity;</i> c. <i>natural hazard risk reduction;</i> d. <i>cultural values;</i> e. <i>riparian habitat quality and extent; and</i> f. <i>wetland quality and extent.</i> 	<p>The proposed Structure Plan provides guidance to development that minimises loss of riparian areas by aligning roads to protect Te Rapa Stream and its tributaries. The proposed provisions seek to retain and enhance all riparian areas within the Plan Change Area. Landscaping provisions seek the comprehensive planting of riparian margins with indigenous vegetation to protect and enhance ecosystem services and habitat. The proposed provisions enable pedestrian facilities along Te Rapa Stream, whilst the existing access along the Waikato River is retained and will be enhanced with further vegetation as delivered through future development.</p>
<p>NATURAL HAZARDS</p>	
<p><i>HAZ-O1 – Natural hazards</i></p> <p><i>The effects of natural hazards on people, property and the environment are managed by:</i></p> <ol style="list-style-type: none"> 1. <i>increasing community resilience to hazard risks;</i> 2. <i>reducing the risks from hazards to acceptable or tolerable levels; and</i> 3. <i>enabling the effective and efficient response and recovery from natural hazard events.</i> 	<p>As detailed in Section 2 of the Infrastructure Assessment (Appendix 6), flood hazards indicated onsite can be managed through future developments stormwater networks, which will increase the resilience of the area comparative to the existing situation. No other hazards impact the developable area of the Plan Change Area. The Waikato Riverbank and Gully Hazard Area, Waikato Bank Stability and Waikato River Flood Hazard Areas are all located in the riparian margins, which proposed provisions require future development to be setback from.</p>
<p>HISTORICAL AND CULTURAL VALUES</p>	

HCV-O1 – Historic and cultural heritage

Sites, structures, landscapes, areas or places of historic and cultural heritage are protected, maintained or enhanced in order to retain the identity and integrity of the Waikato region's and New Zealand's history and culture.

PC17 will have no impact on the WRPS and HCODP scheduled historically and culturally significant sites adjacent to the Plan Change Area. These sites include archaeological sites (A33, A32 & A144, HCODP Schedule 8C) including Mangaharakeke Pa which is located within the Te Rapa Dairy Manufacturing Site, the Waikato River (SNA C76, HCODP Schedule 9C) and the Sikh Temple (PC9 H290, HCODP Schedule 8A). Provisions specifically protecting these features will continue to apply without change, whilst proposed provisions apply buffers and setbacks along the boundaries of the Plan Change Area and to riparian margins. As such, these features will continue to represent the Waikato Region and Aotearoa's identity without disruption by PC17.

The scheduled Archaeological Sites (A32) identified within the eastern edge of the Plan Change Area will be protected through the proposed zoning extent and provisions, which will limit any activities in these locations to only those associated with SNAs and Open Space. As such, the site will be maintained without disturbance by PC17.

The potential sites identified in the Archaeological Report (Appendix 18) currently do not contribute to broader knowledge or understanding of the Waikato region's and New Zealand's history and culture due to the lack of investigation or access. An Archaeological Authority will be sought for all future works to ensure that any sites that are encountered are investigated so cultural, scientific and historical values can be responded to, captured and recorded.

URBAN FORM AND DEVELOPMENT

UFD-O1 – Built environment (as modified by PC1)

Development of the built environment (including transport and other infrastructure) and associated land use occurs in an integrated, sustainable and planned manner which enables positive environmental, social, cultural and economic outcomes, including by:

- 1. promoting positive indigenous biodiversity outcomes;*
- 2. preserving and protecting natural character, and protecting outstanding natural features and landscapes from inappropriate subdivision, use, and development;*
- 3. integrating land use and infrastructure planning, including by ensuring that development of the built environment does not compromise the safe, efficient and effective operation of infrastructure corridors;*

The future development enabled by PC17 is consistent with UFC-O1, as modified by PC1, as it:

- Seeks the protection and enhancement of water bodies within and connected to the Plan Change Area so their role as indigenous habitat is enhanced and their natural alignments are retained. The habitat needs of pekapeka is specifically responded to with provisions that limit potential habitat removal and require ecological management actions, including off-setting.
- Infrastructure will be integrated with development through provisions that limit development extents and intensity until identified three-waters and transport upgrades have been completed. The value and importance of regionally significant infrastructure, including State Highway 1C / Waikato Expressway, the NIMTL and the Pukete WWTP, is recognised through the Structure Plan and proposed provisions, which seek to provide for anticipated future connections to and expansions of these assets so the broader community and future generations can enjoy the benefits they provide.
- PC17 seeks changes that will enable complimentary industrial development around the Te Rapa Dairy Manufacturing Site to protect it against reverse sensitivity. The industrial

4. *integrating land use and water planning, including to ensure that sufficient water is available to support future planned growth;*
5. *recognising and protecting the value and long-term benefits of regionally significant infrastructure;*
6. *protecting access to identified significant mineral resources;*
7. *minimising land use conflicts, including minimising potential for reverse sensitivity;*
8. *anticipating and responding to changing land use pressures outside the Waikato region which may impact on the built environment within the region;*
9. *providing for the development, operation, maintenance and upgrading of new and existing electricity transmission and renewable electricity generation activities including small and community scale generation;*
10. *promoting a viable and vibrant central business district in Hamilton city, with a supporting network of sub-regional and town centres;*
11. *providing for a range of commercial development to support the social and economic wellbeing of the region; and*
12. *strategically planning for growth and development to create responsive and well-functioning urban environments, that:*
 - a. *support reductions in greenhouse gas emissions and are resilient to the current and future effects of climate change;*
 - b. *improve housing choice, quality, and affordability;*
 - c. *enable a variety of homes that enable Māori to express their cultural traditions and norms;*
 - d. *ensure sufficient development capacity, supported by integrated infrastructure provision, for identified housing and business needs in the short, medium and long term;*
 - e. *improves connectivity within urban areas, particularly by active transport and public transport;*

activities that are sought to be enabled are not suited for central, commercial areas with large footprints and potentially obnoxious or hazardous effects. The industrial development that will be enabled will support the social and economic wellbeing of the region's urban and rural activities by providing key processing, manufacturing and distributing functions.

- PC17 will result in a well-functioning urban environment as the Plan Change Area is not subject to unmanageable natural hazards or will be impacted by climate change. The proposed Structure Plan and provisions will achieve cross-boundary integration of water bodies and transport networks. The transport networks will integrate with existing networks and anticipated future connections for efficiency and functionality, whilst walking, cycling and public transport will be provided for, providing mode-choice that can lessen carbon emissions. Mana whenua have inputted into PC17 and their recommendations have been responded to, as detailed in Sections 8 and 10 of the AEE and the TWWG's CIA (Appendix 14).

f. take into account the values and aspirations of hapū and iwi for urban development.

UFD-P11 – Adopting Future Proof land use pattern (as modified by PC1)

Within the Future Proof area:

1. *new urban development shall occur within the Urban and Village Enablement Areas indicated on Map 43 (5.2.10 Future Proof map (indicative only));*
2. *..*
3. *new industrial development should predominantly be located in the strategic industrial nodes in Table 35 (APP12) and in accordance with the indicative timings in that table except as set out in clause (7) below;*
4. *..*
5. *where alternative industrial and residential urban land release patterns are promoted, either out-of-sequence or unanticipated on Map 43 or in Table 35, including proposals outside of the urban or village enablement areas indicated on Map 43, through district plan and structure plan processes, justification shall be provided to demonstrate consistency with the principles of the Future Proof land use pattern and particular regard shall be had to the proposed development capacity only where the local authority determines that the urban development proposal is significant, by assessing the proposal for consistency with the responsive planning criteria in APP13;*
6. *...*

PC17 is in accordance with UFD-P11 as it enables urban development within the Urban and Village Enablement Areas as indicated by Map 43 of the WRPS(PC1) (**Figure 14** below).

It also enables 91ha of land for new industrial development within the Horotiu / Te Rapa North / Rotokauri strategic industrial nodes in Table 35 (APP12 of the WRPS), which will likely be realised in the next 10 years. As such, it is in accordance with the timings of the table, which identifies that 189ha of land will be required before 2031 to meet demand, with a further 50ha required between 2031-2050. The Table 35 is included as below.

However, whilst PC17 is located within Urban and Village Enablement Areas and releases industrial land in accordance with the strategic industrial node's timings, Map 43 marks Te Rapa North as an area for Long-Term Development. As such, the Map identifies Te Rapa North for development between 2031-2050 and therefore, the proposal is considered out-of-sequence.

An assessment of PC17 against the responsive planning criteria in APP13 is provided in the following table.

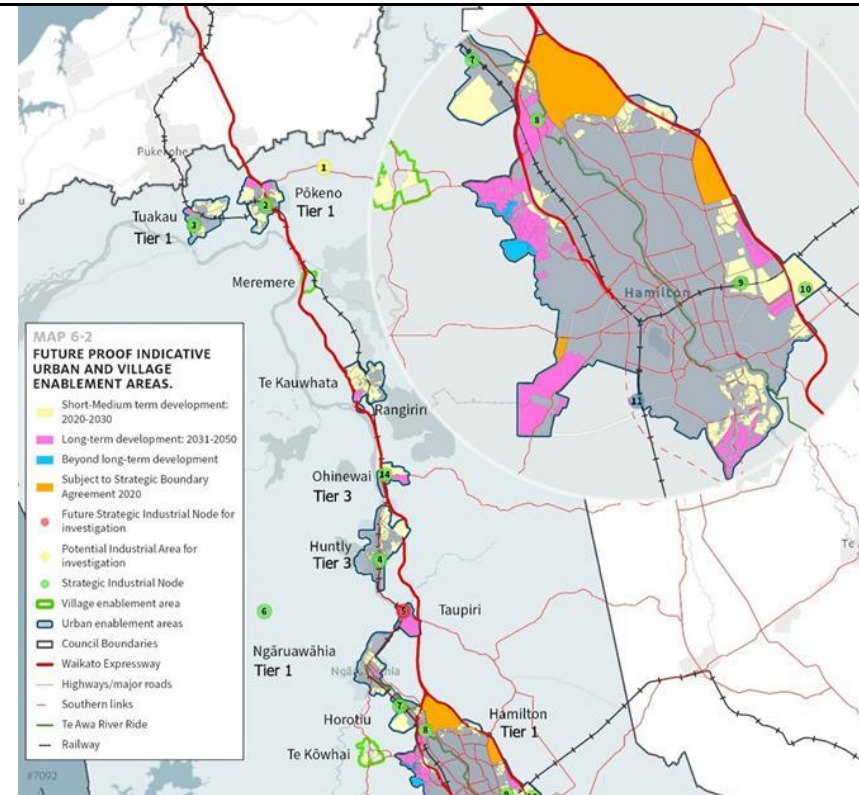


Figure 3: 5.2.10 MAPS - MAP 43: INSET OF FUTURE PROOF INDICATIVE URBAN AND VILLAGE ENABLEMENT AREAS

<u>Strategic Industrial Nodes (based on gross developable area)¹</u>	<u>Industrial Land allocation and staging (ha)</u>		<u>Total Allocation to 2050 (ha)</u>
	<u>2020 to 2030</u>	<u>2031 to 2050</u>	
<u>Pōkeno</u>	<u>5</u>	<u>23</u>	<u>53</u>
<u>Tuakau</u>	<u>26</u>	<u>77</u>	<u>103</u>
<u>Huntly/Rotowaro/Ohinewai</u>	<u>77</u>	<u>-</u>	<u>77</u>
<u>Horotiu/Te Rapa North/Rotokauri</u>	<u>189</u>	<u>50</u>	<u>239</u>
<u>Ruakura/Ruakura East</u>	<u>172</u>	<u>245</u>	<u>417</u>
<u>Hamilton Airport/Southern Links</u>	<u>94</u>	<u>46</u>	<u>140</u>
<u>Hautapu</u>	<u>67</u>	<u>160</u>	<u>227</u>
<u>TOTALS</u>	<u>630</u>	<u>626</u>	<u>1,256</u>

Figure 4: APP12 - TABLE 35 – FUTURE PROOF INDUSTRIAL LAND ALLOCATION OF WRPS PC1

2.2 Assessment against Appendix 13 – Criteria A of the WRPS(PC1)

Table 3: WRPS(PC1) Appendix 13 – Criteria A Assessment

Criteria	Assessment
A. That the development would add significantly to meeting a demonstrated need or shortfall for housing or business floor space, as identified in a Housing and Business Development Capacity Assessment or in council monitoring.	<p>As assessed in the Economics Report (see Sections 5.4 and 6.3 of Appendix 15), PC17 will contribute significantly to addressing the forecasted industrial land supply shortfalls of more than 80 hectares over both the medium term (10 years) and long term (30 years) identified by the 2023 Future Proof HBA. These shortfalls occur despite the currently deferred TRNIZ being included in long term supply.</p> <p>PC17 will bring forward 91ha (gross land area) and a forecast 58ha of net developable area that is planned within the long-term supply in the Future Proof Strategy (Future Development Strategy Update 2024-2054) into the medium-term horizon. This will help to address part of the medium-term short fall that is identified in the BCA.</p>
B. That the development contributes to a well-functioning urban environment. Proposals are considered to contribute to a well-functioning urban environment if they:	<p>PC17 will meet criterion B.i as it will enable the development of sites supportive of industrial activities, being the development of a large, predominantly flat, greenfield area that has excellent access to main transport networks.</p>
<p>i. have or enable a variety of homes that: meet the needs, in terms of type, price, and location, of different households; and/or enable Māori to express their cultural traditions and norms; and/or have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and</p>	<p>As detailed in Section 6.4 the Economics report, Ruakura accounts for more than 50% of the city's short-term industrial land supply, and more than 70% of its medium-term supply. Notwithstanding inevitable concerns about the impacts of this supply concentration on the degree of market choice and competition, this also means that the city's current land supply is largely leasehold, being the approach implemented at Ruakura. As such, by enabling land supply in an alternative location and freehold supply, PC17 supports the competitive operation of land and development markets.</p>
<p>ii. support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets.</p>	
C. That the development is consistent with the Future Proof Strategy guiding principles, and growth management directives (as set out in Sections B2, B3, B6, B7, B8, B9 and B11 of the strategy).	<p>Refer to Table 4 of the AEE which assesses PC17 against all of the listed Growth management Directives with the exception of B3 Waahi Toituu and Waahi Toiora and B9 Rural Areas, as the Plan Change Area is not within these areas (as identified in the 2024 Future Proof document).</p>

Table 3: WRPS(PC1) Appendix 13 – Criteria A Assessment

<p>D. That the development has good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport.</p>	<p>The Plan Change Area is located on the northern fringe of Hamilton City's urban area, bounded by the Waikato River, State Highway 1C / Waikato Expressway and the NIMTL and intersected by Te Rapa Road, which is to be upgraded to support active modes and a rapid public transport route in future. The future NRC a regionally significant transport route, will intersect and connect the Plan Change Area to the residential suburb's areas East of the Waikato River.</p> <p>As such, PC17 is well-positioned to be an employment hub with excellent accessibility to residential areas using active and public transport modes, while being appropriately setback from these areas to avoid the adverse effects of industrial activities on residential uses and vice versa. This is supported through the proposed Structure Plan, which holds space for upgraded and future transport connections.</p> <p>The Structure Plan also retains and integrates natural spaces through Te Rapa Stream and its tributaries, and the proposed provisions enables active transport connections along Te Rapa Blue-Green corridor. This corridor connects with the wider network of Blue-Green spaces adjacent to and near the Plan Change Area, including the Waikato River and Pukete Farm Park.</p>
<p>E. In cases where development is being brought forward, whether it can be demonstrated that there is commitment to and capacity available for delivering the development within the advanced timeframe.</p>	<p>PC17 brings forward land that is identified for Long-Term Development (beyond 2031) to the Medium-Term (2021-2031). As stated in the Economic Assessment (Appendix 14), PC17 will provide approximately 58 hectares of developable land, which will provide a significant and much-needed boost to address the significant shortfalls projected for Te Rapa over the medium and longer terms.</p> <p>The applicant is the primary landowner of the Plan Change Area and development triggers and management plan requirements will stage development until capacity upgrades have occurred to the three-waters and roading network.</p>
<p>F. In cases where the development is proposing to replace a planned land use with an unanticipated land use, whether it can be demonstrated that the proposal will not result in a shortfall in residential, commercial or industrial land, with robust data and evidence underpinning this analysis.</p>	<p><i>Not applicable – PC17 seeks to enable an anticipated landuse.</i></p>
<p>G. That the development protects and provides for human health.</p>	<p>PC17 protects and provides for human health as the development it will enable will be in a location where the natural hazards that present are not</p>

Table 3: WRPS(PC1) Appendix 13 – Criteria A Assessment

	<p>significant and can be readily managed as part of urban development. Future industrial activities within the Plan Change Area will be subject to the resource consent process which will apply the controls to ensure no noxious or other hazardous effects arise.</p>
H. That the development would contribute to the affordable housing stock within the sub-region, with robust data and evidence underpinning this analysis.	<p><i>Not applicable – PC17 does not seek to enable housing.</i></p>
I. That the development does not compromise the efficiency, affordability or benefits of existing and/or proposed infrastructure in the sub-region.	<p>PC17 has been informed by an Infrastructure Assessment and ITA which have both identified how future development can come to be serviced by existing and proposed infrastructure.</p> <p>In recognition of constraints and planned future connections/upgrades, the proposed Structure Plan and provisions apply limits to development until these upgrades have occurred to ensure the efficiency, affordability and/or benefits of existing networks are not compromised. Planned future connections, specifically the NRC, have been carefully considered throughout the master planning process and integrated into the TRNIZ Structure Plan to ensure these can be delivered in the future.</p>
J. That the development can be serviced without undermining committed infrastructure investments made by local authorities or central government (including NZ Transport Agency). Development must be shown to be adequately serviced without undermining committed infrastructure investments made by local authorities or central government to support other growth areas.	<p>As assessed in Section 8.5 of the Economics Assessment, PC17 is consistent with this objective as it is in a location already identified for growth over the longer term and so extending infrastructure to this location is not unexpected and there are numerous tools that Council has available to recover any costs incurred and manage debt, including development contributions and targeted rates.</p>
K. That the development demonstrates efficient use of local authority and central government financial resources, including prudent local authority debt management. This includes demonstration of the extent to which cost neutrality for public finances can be achieved.	<p>As stated above, the proposed provisions limit development until the appropriate infrastructure is in place. This provides a framework where capacity and connections are delivered according to Council's resources or whereby potential developers can contribute to or lead infrastructure delivery to enable the development.</p>
L. The compatibility of any proposed land use with adjacent land uses including planned land uses.	<p>PC17 seeks to enable industrial activities and uses ancillary to industrial activities in a location where industrial land uses are anticipated in future. The current land use activity for the majority of the Plan Change Area is rural, with some rural-residential properties and the Plan Change Area surrounds the regionally significant Te Rapa Dairy Manufacturing Site.</p> <p>Parts of the TRNIZ outside of the Plan Change Area will remain subject to the 'Deferred Industrial Zone,' district plan area and as such, will essentially remain rural zoned. To protect the amenity values of those</p>

Table 3: WRPS(PC1) Appendix 13 – Criteria A Assessment

	<p>properties that will remain deferred, the proposed provisions require landscape buffers along the interface of the Plan Change Area and the deferred areas.</p> <p>As such, PC17 seeks to enable a land use that is planned for the area, compatible with a regionally significant land use and sympathetic to the existing land uses surrounding the Plan Change Area.</p>
M. That the development would contribute to mode-shift that supports the medium and long-term transport vision for the sub-region being the creation of a rapid and frequent multi-modal transport network and active mode network.	As assessed in Table 3 and Table 4 of the AEE, future development resulting from PC17 will deliver a road network that supports the creation of a rapid and frequent multi-modal transport network and active mode network.
N. That the development would support reductions in greenhouse gas emissions and would be resilient to the likely current and future effects of climate change, with robust evidence underpinning this assessment.	As assessed in Table 3 and Table 4, the future development resulting from PC17 will be supportive of transport modes that enable employees and visitors to access the Plan Change Area using low-emissions modes and will be supported by stormwater networks that are resilient to increasing extreme weather events. The roading and stormwater designs provided at resource consent stage will provide robust evidence of this.
O. That a precautionary approach be taken when considering development on areas identified as wāhi toiora, such that if the land is not needed in the short-medium term it should not be considered for urban development.	<i>Not applicable – the Plan Change Area is not identified as wāhi toiora nor wāhi toitū within the Future Proof maps.</i>
P. During a review of the Future Proof strategy (including the development of a Future Development Strategy under the National Policy Statement on Urban Development 2020 and its subsequent 3-yearly review), or a comprehensive district plan review, consideration may be given to urban development on areas identified as wāhi toitū. A strong precautionary approach will be taken such that if the land is not needed to fill an identified shortfall of development capacity in the short-medium term, it should not be considered for urban development. Preference will be given to urban development proposals which are not located on areas identified as wāhi toitū.	
Q. That a precautionary approach be taken when considering development on areas identified as wāhi toiora, such that if the land is not needed in the short-medium term it should not be considered for urban development.	

3.0 Assessment of Future Proof Strategy 2024

Table 4: Future Proof 2024 Strategy Assessment

Relevant Sections	Assessment
B2: Taangata whenua	
<ul style="list-style-type: none"> – <i>Directive 2.1 Develop and maintain enduring, collaborative and mutually respectful relationships with all Future Proof partners to assist in achieving taangata whenua environmental, economic, social and cultural aspirations and in implementing Treaty settlements.</i> – <i>Directive 2.2: Restore and uphold maatauranga (Maaori knowledge) pertaining to the environment, including the inherent value of water as a taonga, and retention of historical roles of kaitiakitanga, mana whenua, and mana wai within their rohe.</i> – <i>Directive 2.3: Maintain meaningful participation in planning and environmental management processes, taking into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).</i> – <i>Directive 2.4: Recognise taangata whenua spatial priorities, including areas for the restoration and enhancement of the environment.</i> – <i>Directive 2.5: Collaborate to give effect to Te Ture Whaimana – the Vision and Strategy.</i> – <i>Directive 2.6: Promote the importance of tikanga, reo, and other cultural taonga in urban growth and development, including through upholding cultural heritage and identity of areas that are traditional tribal lands.</i> – <i>Directive 2.7: Promote restoration of ecosystems that respond to historic landscapes and cultural narratives.</i> – <i>Directive 2.8: Protect waahi tapu including urupaa, cultural heritage sites, places and landscapes associated with traditional knowledge of taangata whenua.</i> 	<p>PC17 has been prepared acknowledging Ngaati Mahanga, Ngaati Wairere, Tamainupo, Turangawaewae Trust Board & Waikato-Tainui (the 'Tangata Whenua Working Group' or "TWWG") as tangata whenua, who each hold kaitiaki over land and water within and nearby the Plan Change Area, and the Matauranga that has been shared during engagements and within the TWWG's CIA (Appendix 14).</p> <p>These inputs have included review and feedback on the specialist reports informing PC17, on the possible waste and stormwater management approaches, the proposed Structure Plan and the proposed provisions. The TWWG walked over the Plan Change Area with the application team and has shared with the application team cultural values and context of the Plan Change Area through regular meetings, workshops and the CIA.</p> <p>TWWG has identified that the health and wellbeing of the Waikato River as an absolute priority and support provisions requiring setbacks and the planting of native vegetation along riparian margins as well as a resilient wastewater system that minimises risk of overflows. The protection of Paa site (S14/17) from development, continued protection of the cultural values of Mangaharakeke Pa as well as the telling of tangata whenua stories through future development is also desired.</p> <p>In addition, the TWWG has expressed that tangata whenua seek that development acts as a "koha (gift) that goes beyond simply avoiding, remedying, or mitigating adverse effects." TWWG has expressed that tangata whenua "aspire to leave a legacy of "betterment" and "gifting" to the taonga (treasures) affected by proposed developments and activities."</p> <p>Engagements between the application group and the TWWG were guided by Te Ture Whaimana – the Vision and Strategy. TWWG have communicated the PC17 process thus far has been consistent with Te Ture Whaimana and their continuing input in the future resource consent stages will support the realisation of the Strategy.</p> <p>The tangata whenua represented by the TWWG will continue to be recognised by Fonterra and applicable legislation. Resource consenting phase will be where the aspirations articulated in the CIA relating to the design and structures used in water management systems, the inclusion of story-telling features, application of discovery protocols and the use of local and tribal-owned nurseries, will be realised.</p>

Table 4: Future Proof 2024 Strategy Assessment

<ul style="list-style-type: none">– <i>Directive 2.12: In decision-making, be cognisant that local authority boundaries do not reflect tribal rohe.</i>– ...	
B4: Responding To Climate Change	
<ul style="list-style-type: none">– ..– <i>Directive 4.2: Support compact urban growth across the sub-region in areas with high accessibility via public transport, walking, cycling and micromobility in order to reduce emissions.</i>– <i>Directive 4.3: Require developments to contribute to emissions reduction targets including by ensuring growth areas are connected to and supported by public transport networks and active mode connections.</i>– <i>Directive 4.4: Take opportunities to develop blue-green networks that connect, protect, enhance and integrate the natural environment with urban development</i>– <i>Directive 4.5: Apply environmentally sustainable and water sensitive urban design principles to planning at all scales.</i>– <i>Directive 4.6: Ensure urban growth and infrastructure is resilient and adaptive to the anticipated effects of climate change, as well as seeking to reduce these anticipated effects.</i>	<p>PC17 enables future development that is supportive of industrial activities, which typically require a built form that have larger footprints that need to be separated from sensitive uses such as homes and town centres. Despite this, the development will deliver a roading network that is supportive of walking, cycling and public transport so that employees, residents and users of the Plan Change Area and its surrounds, can access the area or pass through, using alternative modes.</p> <p>PC17 is consistent with the sought outcome of developing blue-green networks, being the maintenance and expansion of ecological, conservation and recreational values along natural waterbodies.</p> <p>Te Rapa Stream and its tributaries will be maintained and enhanced by PC17, with the proposed Structure Plan and provisions (in addition to the National Environmental Standards for Freshwater) seeking the retention of these water bodies in their natural alignment and requiring the restoration of their riparian margins. Green infrastructure approaches such as wetlands and swales, are to be used to manage stormwater, with these water sensitive designs being resilient to increased extreme weather events while also being a means of carbon sequestration and biodiversity enhancement.</p>
B5: The Rivers and Blue-Green Network	
<ul style="list-style-type: none">– <i>Directive 5.1: Restore and enhance the Waikato River and remnant tributaries and gullies to improve water quality, mimic natural hydrology, restore riparian ecosystems and re-establish the Waikato River as the heart of the region through integrated catchment management.</i>– <i>Directive 5.2: Restore and protect the health and wellbeing of the Waikato and Waipā, Piako, Waitoa and Waihou Rivers and other water bodies.</i>	<p>As discussed above, the existing natural waterbodies in the Plan Change Area are to be retained and enhanced by PC17 and will act as a Blue-Green network with hydraulic, amenity and ecological values.</p> <p>The future stormwater network will use green infrastructure approaches that protect natural hydraulic functions and enhance the ecological values of the Plan Change Area. This network will function so that the current drainage system of farm drains, uncontrolled runoff and limited riparian planting, slowing and filtering stormwater before discharging to the Waikato River, protecting the awa from pollution and scouring.</p>

Table 4: Future Proof 2024 Strategy Assessment

<ul style="list-style-type: none">– <i>Directive 5.3: Connect, protect, enhance and integrate the natural environment in new urban development, promoting positive biodiversity outcomes.</i>– <i>Directive 5.3: Connect, protect, enhance and integrate the natural environment in new urban development, promoting positive biodiversity outcomes.</i>– <i>Directive 5.5: Recognise and respect mana whenua values in master planning and urban design, upholding and fostering kaitiakitanga and custodianship of urban ecosystems.</i>– <i>Directive 5.6: Apply regenerative, sustainable design techniques and principles in urban and residential developments.</i>– ...–	<p>The provisions will enable public access facilities to be within the riparian setbacks for Te Rapa Stream. As such, future development will provide recreational amenity along this network. The existing public access along the Waikato River will not be impacted by PC17 and the ecological, cultural and visual amenity values of this corridor will be protected and enhanced.</p>
B6: Transport	
<ul style="list-style-type: none">– <i>Directive 6.1: Require developments to contribute to local and national emission reduction targets, including by reducing reliance on cars and supporting people to walk, cycle and use public transport.</i>– <i>Directive 6.2: Optimise the use of existing transport infrastructure via efficient and shared use of available road space by aligning land use and intensification.</i>– <i>Directive 6.3: Continued development of rapid and frequent public transport networks assists in offering a viable and attractive alternative mode choice. Strategic transport corridors in the future network will need to be managed and protected to ensure that their long term transport function is not undermined.</i>– <i>Directive 6.4: Plan and protect freight network operations and inter-regional corridors. This includes maintaining high levels of service for national corridors and ensuring that these routes are not undermined.</i>	<p>PC17 will contribute to the achievement of emissions reductions targets by delivering a transport network that supports low-carbon travel options.</p> <p>The proposed network will deliver pedestrian and cycling facilities along collector and arterial roads, which will also be supportive of public transport services. The Structure Plan recognises and protects the ability for HCC to deliver the future key strategic connection that is the NRC. It does this by applying a specific building setback along the East West Road that enables the efficient upgrading of this stretch of road to the NRC specification by HCC in the future. Additional setbacks along Te Rapa Road also enable HCC to establish rapid and frequent public transport along this stretch of the network in the future.</p> <p>PC17 will optimise the use of existing transport infrastructure by limiting development of the Plan Change Area until specific transport upgrades have been completed. This has the impact of concentrating development around serviced areas and ensuring that development does not exceed the capacity of roads and intersections.</p> <p>The functionality of the key freight networks SH1C and NIMTL are provided for through PC17, both through the proposed roading network and development triggers, which sets out a programme of upgrades to ensure development does not compromise the functionality of these networks. The proposed Plan Change Area</p>

Table 4: Future Proof 2024 Strategy Assessment

<ul style="list-style-type: none">– <i>Direction 6.5: Connect places effectively and with low carbon options, linking major growth centres by public transport and active modes.</i>– ...	<p>access points appropriately manage traffic flows, and the Structure Plan provides a section of road that can be upgraded by HCC to deliver the NRC.</p> <p>The Structure Plan and TRNIZ provisions also enable a rail siding to be established alongside the NIMTL.</p>
B7: Current and Future Growth Areas	
<ul style="list-style-type: none">– <i>Directive 7.1: Support compact urban development across the sub-region, focused within the key urban enablement areas set out in table 6 and the Future Proof Current and future urban areas map 6, providing for well-functioning urban environments and enhancing competitive land markets through a range of development opportunities.</i>– <i>Directive 7.2: Support existing urban and village areas in preference to creating new ones.</i>– <i>Directive 7.3: Focus on compact urban form and increased densities enabled in a way that accommodates long-term growth and provides high quality social, cultural, economic and environmental outcomes.</i>– <i>Directive 7.4: Use defined urban enablement areas to encourage a more compact urban form, to integrate land-use with infrastructure and to send clear signals to the community about the preferred settlement pattern and the scale and extent of urban development.</i>– ..– <i>Directive 7.7: All growth areas at scale are connected to and supported by rapid and frequent public transport networks, as well as effective road and active mode connections.</i>– ...– <i>Directive 7.9: Build upon and strengthen local characteristics to create a sense of place.</i>– ..	<p>PC17 enables development within an identified key urban enablement area and as discussed under B4 (above), the activity type that the future development will deliver is typically low-density and large footprint in nature but serviced by multi-modal transport networks.</p> <p>It is anticipated that future development will deliver a high-quality industrial precinct that compliments the existing regionally significant employment node that is the Te Rapa Dairy Manufacturing Site. As such, PC17 will provide for the long-term operation and evolution of this activity while providing new employment opportunities for north Hamilton and its surrounds. The uses to be enabled within the Plan Change Area are those that will not create reverse sensitivity effects or risk for the Te Rapa Dairy Manufacturing Site.</p> <p>A Structure Plan is proposed that coordinates infrastructure delivery across boundaries. Development will be limited in accordance with the infrastructure upgrades required by the proposed provisions and any resource consent applications will include detailed design for servicing which will be subject to Council assessment.</p> <p>No cross-boundary pressures for Waikato District Council are anticipated as the TRNIZ will not connect to any of their reticulated networks nor will it adversely impact the transport networks of surrounding townships, being they have sufficient capacity and/or the Plan Change Area is located far enough away.</p>

Table 4: Future Proof 2024 Strategy Assessment

<ul style="list-style-type: none">– <i>Directive 7.11: Integrate land use, funding and infrastructure through tools such as structure planning.</i>– <i>Directive 7.12: Development is planned in a way that minimises land use conflicts, including minimising potential for reverse sensitivity issues.</i>– <i>Directive 7.13: Ensure that development in urban areas is reticulated for water and wastewater, where appropriate.</i>– <i>Directive 7.14: Minimise the impact of development on or near the boundary with another territorial authority where this development places additional pressure on infrastructure and services provided by the neighbouring territorial authority</i>	
B8: Growing a prosperous economy growth management directives	
<ul style="list-style-type: none">– <i>Directive 8.1: Concentrate jobs and services in urban areas accessible by rapid and frequent public transport networks to provide greater choice and accessibility to opportunities, amenities and facilities.</i>– <i>Directive 8.2: Promote an urban form that can be more easily accessed by a variety of modes of transport, including walking, cycling and frequent and rapid public transport options.</i>– <i>Directive 8.3: Implement the hierarchy of major commercial centres as identified in table 1 above</i>–– <i>Directive 8.9: Manage development within areas outside the Hamilton central city to avoid adverse effects on the function, vitality or amenity of the Hamilton central city.</i>–– <i>Directive 8.13: Ensure an adequate supply of future business land occurs in agreed locations to meet long-term needs in a responsive and timely manner, only in areas agreed in the Future Proof Strategy.</i>	<p>PC17 enables development that will agglomerate employment generating activities around an existing regionally significant employment node. As stated prior, the transport network delivered through PC17 will support walking, cycling and public transport modes and will protect upgrades for rapid transit corridors.</p> <p>The land release and activities enabled by PC17 achieves objectives relating to positive economic outcomes. These assessments are provided in detail within the AEE, in Tables 3 & 4 and B4 and B7 of this table.</p>

Table 4: Future Proof 2024 Strategy Assessment

<ul style="list-style-type: none"> – <i>Directive 8.14: Ensure business land release is co-ordinated with infrastructure provision in the partner councils' long term plans and 30-year infrastructure plans.</i> – <i>Directive 8.15: Locate future industrial land in suitable areas to avoid sensitivity issues and maximise efficient use of existing and planned infrastructure.</i> – <i>Directive 8.16: Maintain industrially zoned land for industrial activities.</i> – <i>Directive 8.17: Develop partnerships to ensure joined-up cross-boundary planning with Auckland and the Bay of Plenty.</i> – <i>Directive 8.18: Development is planned in a way that minimises land use conflicts, including minimizing potential for reverse sensitivity issues.</i> 	
B10: People, places and communities	
<ul style="list-style-type: none"> – <i>Directive 10.1: Identifying and planning future growth areas to ensure that they avoid waahi toituu, waahi tapu and waahi tuupuna areas and safeguarding culturally important sites and enhancing their values.</i> – <i>Directive 10.2: Support the integration of land use, community and network infrastructure planning at all levels.</i> – ... – <i>Directive 10.6: Supporting thriving towns and villages to work towards embodying the multi-functional concept of "live, work, play, invest and visit".</i> – ... 	<p>The Plan Change Area is not identified as a waahi toituu, waahi tapu and waahi tuupuna area and culturally significant sites, such as Mangaharakeke Pa, are outside the Plan Change Area.</p> <p>PC17 will deliver a high-quality industrial precinct that supports and compliments the Te Rapa Dairy Manufacturing Site. The future development PC17 enables will provide employment opportunities, supporting people's ability to meet their social and economic needs. Future developments delivery of infrastructure, including multi-modal transport networks, also increase the surrounding communities to connect and potentially recreate.</p>
B11: Three Waters and Other infrastructure	
<ul style="list-style-type: none"> – <i>Directive 11.1: Collaborate to give effect to Te Ture Whaimana o Te Awa o Waikato – Vision and Strategy for the Waikato River.</i> – <i>Directive 11.2: Promote the concept of physical, ecological and spiritual betterment of the Waikato</i> 	<p>An assessment of <i>Te Ture Whaimana o Te Awa o Waikato – Vision and Strategy for the Waikato River</i> is provided under B2 and Section 9 of the Planning Report. Those assessments also demonstrate PC17's alignment with achieving the physical, ecological and spiritual betterment for the Waikato River.</p>

Table 4: Future Proof 2024 Strategy Assessment

<p><i>River where three waters activities and/or infrastructure is proposed.</i></p> <ul style="list-style-type: none"> – <i>Directive 11.3: Application of water sensitive urban design principles that support and enable population growth and deliver positive environmental and cultural outcomes by taking account of three waters infrastructure investment and operational requirements in assessing and planning development.</i> – <i>Directive 11.4: Ensure environmentally integrated and water sensitive planning and design principles to support resilience, ecological and social outcomes are considered at all scales</i> – <i>Directive 11.5: Seek responsive solutions that lead to positive environmental outcomes within the catchment.</i> – <i>Directive 11.6: Fully integrate land use, three waters and network infrastructure and utilities planning at all levels.</i> – ... – <i>Directive 11.9: Ensure new infrastructure development takes of account potential future climate change effects.</i> – ... 	<p>PC17 meets objectives relating to water sensitive design principles as detailed under Table 2- LF-O1 and B5 of this table above.</p> <p>PC17 achieves objectives seeking the integrated management of land use, three waters and network infrastructure and utilities planning.</p> <p>The Infrastructure Assessment (Appendix 6) as considered the implications of climate change and concluded that the Plan Change Area can be adequately and safely serviced. Specific designs to manage stormwater, including as exacerbated by climate change, will be developed at the resource consent and engineering plan approval stage.</p>
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3.1 Hamilton to Auckland Corridor Plan 2020

The government's Urban Growth Agenda ('UGA'), introduced in 2018, is a shift in the approach to urban development and infrastructure in New Zealand. The UGA identified the Hamilton-Auckland corridor ('H2A Corridor') as a priority area, acknowledging its role as New Zealand's most significant transport corridor. The H2A Corridor Plan outlines the agreed spatial intent for the corridor and a work programme of six focus areas and 13 key initiatives.

The Plan was updated in November 2020 and is integrated with Future Proof.

The purpose of the Plan is to develop an integrated spatial plan and establish an ongoing growth management partnership for the corridor which:

1. *Accelerates identified transformational opportunities*
2. *Outlines key housing, employment, social, environmental and network infrastructure priorities for the corridor over the next 30 years to successfully accommodate growth and also address levels of service, remedial or renewal needs.*

3. Identifies planning, development, infrastructure, mitigation and restoration works required, and funding and legislative projects partners may take in the short term for implementation of a long-term vision.

H2A includes a spatial planning framework comprised of six layers considered in four parts, with associated objectives. PC17's consistency with the relevant objectives are set out in Table 5 below.

Table 5: Assessment against H2A Corridor Plan Objectives		
Layers & Meaning	Objective	Assessment
Critical Areas to protect		
Wāhi toitū Places with enduring presence that should be protected from development in perpetuity	<i>Growth in H2A corridor should be managed in a manner that:</i> <ul style="list-style-type: none"><i>Protects and enhances the quality of the natural environments and cultural heritage</i><i>Anticipates the transition to a low carbon future and builds climate resilience</i><i>Avoids increasing the impacts and residual risks of natural hazards</i>	PC17 retains, protects and enhances key natural features within the Plan Change Area including waterbodies and Significant Ecological Areas. We note that the Mangaharakeke Pa is outside of the Plan Change Area. The proposed transport network is supportive of low-carbon transport modes and whilst the three-waters network will use water-sensitive design approaches that expand ecological corridors supporting both biodiversity and carbon sequestration and will have capacity to manage intensified weather events. The Plan Change Area is not subject to unmanageable natural hazards and future development will ensure that climate change impacts are managed to minimise any risks.
7. Wāhi toiora Places where change or development should only occur with greatest care		
Transport Corridors		
8. Awarua The movement corridors that bind places together	<i>Corridor connections should be strengthened that:</i> <ul style="list-style-type: none"><i>a) Shape and guide future urban growth towards sustainable, resilient and affordable settlement patterns based around public transport nodes, and</i><i>b) Improvement to housing, employment, public services and amenities through, along and within the corridor</i>	Development resulting from PC17 will deliver a transport network that meets the needs of large vehicles and freight associated with industrial land uses, which also provides for walking, cycling and future proofs the ability to establish rapid public transport networks. The future land use is in an optimal location within the H2A Corridor, being on the interface of urban and rural uses, avoiding risk of reverse sensitivity effects while having access to State Highway 1C / the Waikato Expressway and the NIMTL.
Future Growth Areas		

Table 5: Assessment against H2A Corridor Plan Objectives

9. Wāhi mahi The places where we work and transact (and often live too)	<i>Grow urban settlement and places that:</i> c) <i>Make efficient use of existing infrastructure and resources</i> d) <i>Are transit-oriented and connected</i> e) <i>Provide affordable housing choices that respond to demand, including quality intensification, and</i> f) <i>Provide high quality live-work-play settlements</i>	As discussed under B7 and B8 of Table 4, PC17 will enable the future development of industrial activities, which need to be separated from sensitive uses such as homes and town centres. At a more macro scale, PC17 will provide employment opportunities within local proximity of established and planned residential areas to achieve a balanced and sustainable land use pattern in the northern part of Hamilton City.
10. Wāhi noho The places where we live (and often work too).		
Enablers		
11. Whakamana The elements that enable and support development	<i>Urban growth is supported and underpinned through investments and initiatives that are:</i> g) <i>Responsive and timely, so that growth and development does not result in a reduction of services</i> h) <i>Delivered at the required pace and scale to fully realise development opportunities.</i>	PC17 does not enable residential growth which is reliant on whakamana. The request will however enable significant employment opportunities in the industrial sector, in an area that is well connected to the northern parts of Hamilton's urban areas, without being close enough to adversely affect residential amenity or create the risk of reverse sensitivity. Water and wastewater connections to Council assets will occur according to capacity upgrades, and future development will deliver the network to service the area. As such, the request is consistent with this growth management objective.

3.2 Hamilton-Waikato Metropolitan Spatial plan

The Hamilton-Waikato Metropolitan Spatial Plan (the 'MSP') was published in September 2020 and is a framework plan for Hamilton City and neighbouring districts to grow and develop over the next 100 + years. The objectives of the MSP reflect the Government's UGA that aims to remove barriers to the supply of land and infrastructure – making room for cities to grow up and out.

The MSP identifies different growth areas across the region and categorises these areas into corridors. The MSP identifies Te Rapa as being within the Northern Corridor, which envisions Ngaaruawaahia/Hopuhopu/Taupiri as a cluster and a Te Rapa/Rotokauri Metro Centre.

An assessment of the proposal against the Spatial Plan directives outlined in the MSP is provided in **Table 6** below:

Table 6: Assessment Of Proposal Against The Hamilton – Waikato Metropolitan Spatial Plan

Spatial Plan Directives	Assessment
<p><u>Waahi toituu</u></p> <ul style="list-style-type: none"> – Identifying and planning future growth areas to ensure that they avoid waahi toituu areas. – Protect existing waahi toituu areas from urban development. – Avoid areas which are, in the foreseeable future, either infeasible or undesirable for urban development. – Culturally important sites will be safeguarded, and their values enhanced. 	<p>The northern part of the Plan Change Area is shown including Waahi Toituu, reflecting the parts of the Plan Change Area that are identified by the Spatial Plan as being subject to flood hazards, reserve land and elite soils.</p> <p>The flood hazards and reserve land will be protected from development, with the proposed zoning and provisions limiting and setting development back from these areas.</p> <p>The reference to elite soils reflects early iterations of the National Policy Statement for Highly Productive Land ('NPS-HPL'). The NPS-HPL directs that restrictions on development do not apply to urban zoned land. The Plan Change Area is identified through the policy framework as an industrial growth node within the region and zoned for industrial activities. As such, the framework signals that it is appropriate to develop the Plan Change Area for urban purposes.</p>
<p><u>Waikato River blue-green network</u></p> <ul style="list-style-type: none"> – Connect, protect, enhance and integrate the natural environment in new urban development, promoting positive biodiversity outcomes. – Utilise methods such as Water Sensitive Urban Design, Low Impact Design and integrated catchment planning to promote clean and sustainable water outcomes in master planning and urban design. – Recognise and respect mana whenua values in master planning and urban design, upholding and fostering kaitiakitanga and custodianship of urban ecosystems. – Apply regenerative, sustainable design techniques and principles in urban and residential developments. – Promote healthy communities in corridor and network planning and 	<p>As detailed Under B5 of Table 1, PC17 is consistent with objectives seeking to achieve healthy, integrated Blue-Green Networks.</p>

Table 6: Assessment Of Proposal Against The Hamilton – Waikato Metropolitan Spatial Plan

management, supporting active travel in blue-green corridors and maintaining and enhancing public access to regional and local open space assets.	
<p><u>Transport</u></p> <ul style="list-style-type: none">– Rapid and frequent public transport networks offer a viable and attractive alternative to private vehicles, expanding the reach of high-quality public transport.– Plan and protect efficient freight network operations and inter-regional corridors.– Connect transport and resident hubs, linking major growth centres by public transport and active modes.– Plan and design neighbourhoods to make public transport use, walking and cycling easy and attractive.	<p>As detailed under B6 of Table 4, PC17 is consistent with objectives seeking to achieve a road network for Hamilton and its surrounds that support walking, cycling and future proofs the ability for HCC to establish rapid and frequent public transport modes.</p>
<p><u>Centres</u></p> <ul style="list-style-type: none">– Promote an urban form that can be more easily accessed by a variety of modes of transport including walking, cycling and frequent and rapid public transport options.– Existing and new centres have a high-quality public realm to attract investment and capture agglomeration benefits– Meet the needs of residential and employment growth through higher density development and land use in centres.	<p>As described in the planning report and assessed in the Economics Report PC17 is consistent with objectives seeking to achieve a hierarchy of centres and the balance of land supply against demand.</p> <p>PC17 will enable the development of land at the edge of Hamilton City's existing industrial area, Te Rapa, at its frontage with key freight corridors and the rural surrounds. It will provide for further industrial activity while protecting the potential to upgrade Te Rapa Road as a rapid transit corridor and delivering a section of road that can be upgraded by HCC to eventually form part of the NRC. As such, PC17 will strengthen connections between industries and Hamilton's metropolitan areas.</p>

Table 6: Assessment Of Proposal Against The Hamilton – Waikato Metropolitan Spatial Plan

<ul style="list-style-type: none">– Growing jobs and an economic corridor– Strengthen connections between business services and industries within the economic corridor to support the efficient movement of people, goods and services to and through the metro area.– Ensure an adequate supply of land to service business and industry needs.	
<p><u>Current and future urban areas</u></p> <ul style="list-style-type: none">– Support urban development across the metro area, focused on priority development areas, enhancing competitive land markets through a range of development opportunities.– Build upon and strengthen local characteristics to create a sense of place.– Compact urban form and increased densities will be enabled in a way that accommodates long-term growth and provides high quality social, cultural, economic and environmental outcomes.– Provide local employment and educational opportunities, access to green space and community facilities alongside housing, and enable high-density development around access to these opportunities.	<p>As detailed under B10 and assessed in the Economics Report (Appendix 15), PC17 is consistent with objectives seeking the development of priority areas, competitive land markets and high-quality urban forms that deliver social, cultural, economic and environmental outcomes.</p> <p>PC17 will provide business / industrial land and create employment opportunities within proximity of established and planned residential areas.</p>

3.3 Waikato-Tainui Environmental Plan

The Waikato-Tainui Environmental Plan was published in 2013 and has been developed out of Whakatupuranga 2050, which is a long-term development approach to building the capacity of Waikato-Tainui marae, hapu, and iwi. The key strategic objectives include tribal identity and integrity, including “to grow our tribal estate and manage our natural resources”.⁷

The plan provides issues, objectives, policies and methods across various environmental matters, while also outlining requirements for consultation and engagement with Waikato-Tainui. The objectives and policies relevant to PC17, along with the consultation process are assessed below:

Table 7: ASSESSMENT OF PROPOSAL AGAINST THE WAIKATO-TAINUI ENVIRONMENTAL PLAN

Relevant Objectives	Assessment
<p><u>Consultation and Engagement with Waikato-Tainui⁸</u></p> <p>6.1.1 <i>While Waikato-Tainui acknowledges issues of commercial sensitivity, resource users, activity owners, local authorities, and central Government are encouraged to involve all stakeholders, particularly Waikato-Tainui, in an on-going and participatory design process for applications and other matters related to resource use and activities affecting the environment as early as practicable.</i></p> <p>6.1.3 <i>It is important that a relationship is formed between Waikato-Tainui, as kaitiaki, and the applicant, developer, and local authorities during the planning and initial stages of development, construction, operation, and through to completion. The key to this relationship is tikanga, transparency, good faith, patience and understanding. How the concerns, interests and intentions put forward by Waikato-Tainui are considered should be reflected in any outcomes, plans, conditions and policies produced.</i></p> <p>6.1.4 <i>Early involvement of Waikato-Tainui in major projects is encouraged – ideally consultation and engagement with Waikato-Tainui should be completed prior to formally filing a consent application or plan.</i></p> <p>6.1.6 <i>The type and complexity of the consultation and engagement process is dependent upon the context and magnitude of the proposed resource use or activity.</i></p> <p>–</p>	<p>Waikato-Tainui has been involved in the development of PC17 through TWWG, with representatives of the iwi participating in workshops and providing inputs into the CIA. Waikato Tainui also has a long ongoing relationship with Fonterra through the operation of the Te Rapa Dairy Manufacturing Site.</p> <p>Fonterra is committed to seek that the relationship formed during the Plan Change Process, endures beyond this plan change application, as reflected in the Letter of Intent.</p>

⁷ Pg 12, Waikato-Tainui Environmental Plan, 2013.

⁸ Page 49-50, Waikato Tainui, *Waikato-Tainui-Environmental-Plan-2013*, <https://waikatotainui.com/wp-content/uploads/2022/08/Waikato-Tainui-Environmental-Plan-2013.pdf>.

Table 7: ASSESSMENT OF PROPOSAL AGAINST THE WAIKATO-TAINUI ENVIRONMENTAL PLAN

Customary Activities

14.3.1 Waikato-Tainui access to and ability to undertake customary activities and resource use, including along the margins of waterways, is protected and enhanced.

14.3.1.1 To ensure that Waikato-Tainui is provided access to regionally, spiritually, and culturally significant sites to undertake customary activities and resource use

14.3.2.1 To ensure that activities do not adversely affect Waikato-Tainui customary activities and use of resources, particularly on, in and around waterway and their margins, including wetlands and reserves.

PC17 does not impact any existing access to the Waikato River, its margins or significant cultural sites along these margins, including Mangaharakeke Pa. Waikato-Tainui will continue to have full access to the awa and its margins along the eastern edge of the Plan Change Area and undertake customary activities as desired.

The future development of the Plan Change Area will be managed to ensure that no adverse effects arise that could potentially impact Waikato-Tainui's ability to undertake customary activities such as food gathering. All stormwater discharges to the river will be designed in the resource consenting phase to comply with environmental standards and ensure that no pollution or scouring effects occur. Similarly, wastewater systems will be designed to ensure treatment and minimise any risk of overflows.

Waikato-Tainui iwi will continue to be engaged throughout the progression of PC17 and provide input into proposed development that potentially impacts customary activities.

Natural Heritage and Biosecurity

15.3.1.1 To ensure that the full range of Waikato ecosystem types found throughout the Waikato-Tainui rohe are robust and support representative native flora and fauna.

15.3.2 Cultural, spiritual and ecological features of the Waikato landscape that are significant to Waikato-Tainui are protected and enhanced to improve the mauri of the land.

PC17 seeks to expand and enhance the ecological values of the natural features within and bordering the Plan Change Area, being Te Rapa Stream, its tributaries and the Waikato River, requiring the retention of these features and planting of their riparian margins with native vegetation. The TWWG has expressed their support of these provisions.

The Waikato River Corridor is recognised by PC17 as a highly significant cultural, spiritual and ecological landscape feature. This includes the River's margins value as habitat for native fauna, particularly pekapeka, and the presence of paa sites that reflect past occupation of the area.

Mana whenua have expressed support of provisions that limit development along the Waikato River Corridor, and that enhance ecological and cultural values (such as setbacks and landscaping requirements). As such, it is considered that PC17 is consistent with this objective.

Table 7: ASSESSMENT OF PROPOSAL AGAINST THE WAIKATO-TAINUI ENVIRONMENTAL PLAN

Valuable historical items, highly prized sites, sites of significance

16.3.5 The adverse effects of resource use and activity operation are managed so as to appropriately protect areas and sites of significance.

16.3.5.1 To ensure that the adverse effects of resource use and activity operation are managed so as to appropriately protect areas and sites of significance

The Paa site (A32 & S14/17) on the eastern edge of the North Block is associated with the Mangaharakeke Pa, which is outside the Plan Change Area to the east of the Te Rapa Dairy Manufacturing Site. Both of these sites have been confirmed by the TWWG as highly significant and that their preservation is of paramount importance. The proposed zoning pattern and provisions limit any industrial development and require buildings to be well setback from these locations. Proposed Chapter 3.9 specifically identifies these sites as significant and a priority for protection.

A cluster of borrow pits on the southeastern edge of the West Block (s14/505) have been identified by the TWWG as desirable to keep and have strongly recommended that an archaeological authority is obtained. Fonterra is committed to ongoing conversations with the TWWG throughout the detailed design, development stages and beyond to determine the best outcome and will obtain Archaeological Authorities prior to any earthworks commencing.

As PC17 is consistent with the recommendations of the TWWG in relation to archaeological sites and proposes provisions that will support their protection, it is considered that PC17 is consistent with this objective.

Natural Hazards

17.3.1 Land use and the construction of structures occurs in a way that does not increase the risk or magnitude of a natural hazard event, and that does not increase the risk or effects on human life or activity in the event that a natural hazard event occurs.

17.3.2.1 To ensure that human, cultural, spiritual, or environmental wellbeing is appropriately considered when assessing natural hazard risks and/or the need for hazard protection structures

17.3.3 The cause and effects of climate change are understood and prepared for within the Waikato-Tainui rohe.

The Plan Change Area is identified as being subject to flood hazards and contains areas of potentially unstable land, but both the Infrastructure Assessment and Geotechnical Report have found these hazards can be managed and responded to through development design, such that they will not pose an intolerable risk to human life or development.

Future development will be structurally sound and will be constructed in accordance with the recommendations outlined in the Geotechnical Report.

Future development will incorporate best-practice stormwater management to ensure stormwater and flooding effects are avoided. Provisions will require consideration to the Waikato River, its margins and archaeological sites, to ensure runoff generated by future development does not negatively impact these significant sites.

Table 7: ASSESSMENT OF PROPOSAL AGAINST THE WAIKATO-TAINUI ENVIRONMENTAL PLAN

<p><u>Freshwater</u></p> <p><i>19.4.1 Waikato-Tainui engage and participate in the highest level of decision-making on matters that affect waters in the Waikato-Tainui rohe</i></p> <p><i>19.4.1.1 To ensure that Waikato-Tainui engage and participate in the highest level of decision-making on matters that affect waters in the Waikato-Tainui rohe.</i></p> <p><i>19.4.3 An integrated and holistic approach to management of water is achieved.</i></p>	<p>The request has regard to freshwater, noting future development will incorporate best practice stormwater management principles to avoid adverse stormwater effects on Te Rapa Stream, its tributaries and the Waikato River. An integrated and holistic approach to water has informed the master plan process, with the water bodies within the Plan Change Area incorporated into the Structure Plan, with the proposed provisions seeking their protection and enhancement.</p> <p>Waikato-Tainui through the TWWG has expressed their support of provisions that enhance waterways, riparian margins, wetlands and wildlife habitats, agreeing that wider setbacks and incorporation of native vegetation will be beneficial.</p> <p>As Waikato-Tainui has been engaged in this plan change request through the TWWG, and will continue to be, having expressed their support of the provisions, it is considered that PC17 is consistent with this objective.</p>
<p><u>Land Use Planning</u></p> <p><i>25.3.1 Development principles are applied to land use and development (urban and rural) and, in particular, development in new growth cells, that enhance the environment.</i></p> <p><i>25.3.1.1 Urban and rural development is well planned and the environmental, cultural, spiritual, and social outcomes are positive</i></p> <p><i>25.3.3 Land use and development has positive environmental and cultural effects.</i></p>	<p>The request has regard to land use planning outcomes, noting the Structure Plan has been developed through a master planning exercise to achieve a high-quality industrial precinct that seeks to enhance the ecological values of the water bodies within its extent. PC17 enables the development of an area in regional and district-wide strategic documents, on pace with demand for the area. The Structure Plan has been informed by all relevant specialists as well as being presented to Waikato-Tainui iwi through a consultation process to understand and have regard to cultural values.</p>

3.4 Hamilton City District Plan Strategic Framework

Chapter 2 of the HCODP outlines the Strategic Policy Framework which includes overarching objectives and policies to be implemented into the HCODP provisions, including the anticipated settlement patterns, as shown in **Figure 5** below.

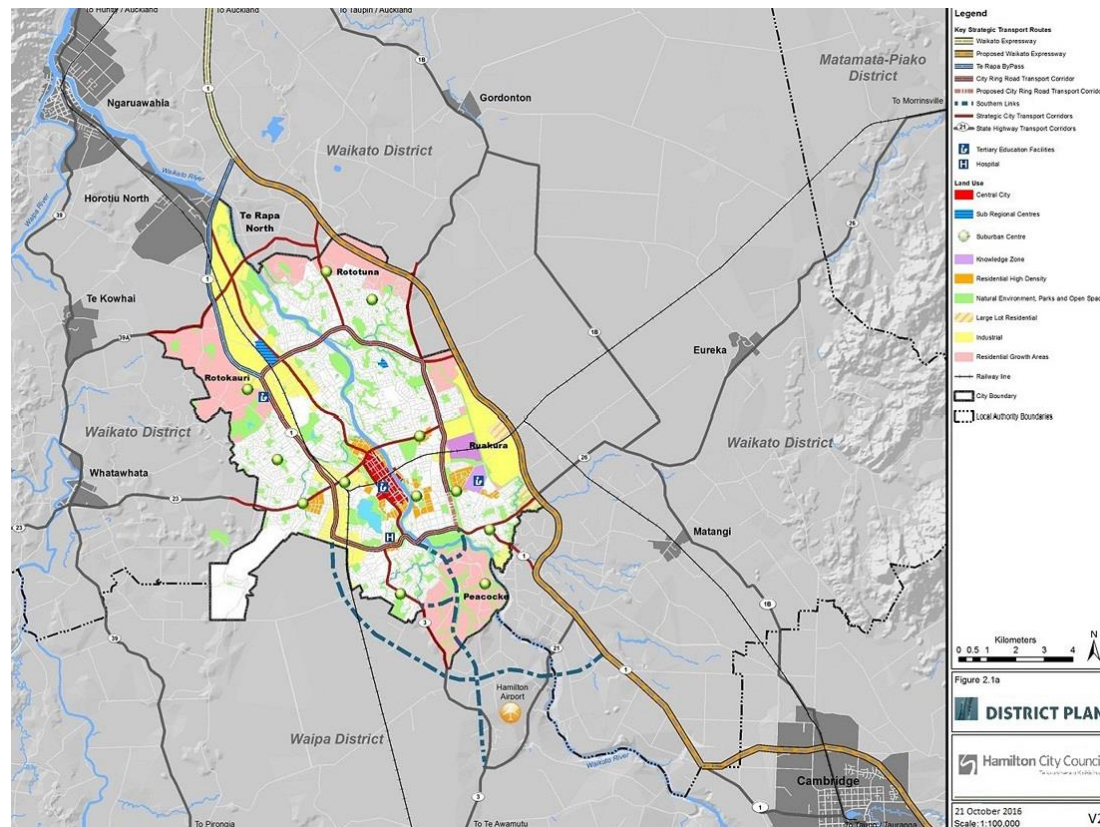


Figure 5: Settlement pattern as set out in Chapter 2 of the HCODP. Yellow shading shows anticipated industrial areas.

Of particular relevance is Objective 2.2.5 which states “*Industrial and business activities contribute to the economic, cultural, social and environmental wellbeing and prosperity of the community,*” with the following associated policies:

- a) *The positive effects of business and industry on economic, cultural, social and environmental wellbeing are encouraged and promoted.*
- b) *Business activities and industrial activities and development uses land allocated and serviced for business and industrial purposes.*
- c) *Industrial zoned land shall be safeguarded for industrial purposes.*

PC17 is consistent with this objective as it enables future development that will deliver the economic and social benefits of industrial activity, and this development is to be guided by a Structure Plan and provisions that ensure the factors and resources that contribute to cultural and environmental wellbeing are not diminished.

PC17 provisions specifically seek to limit non-industrial uses to protect the vibrancy and activity of existing urban centres and to reduce the risk of land use incompatibility and reverse sensitivity on regionally significant industrial activity, being the Te Rapa Dairy Manufacturing Site.

The other Strategic Framework Objectives and policies are supported by PC17 for the following reasons:

- PC17 will achieve a Sustainable Urban Form by providing for complimentary activities to establish together and providing access through an integrated roading pattern that is supportive of active and public transport modes.
- The Urban Design Approach guiding the development of the Plan Change Area is in accordance with best practice urban design and sustainable development principles, with the proposed provisions having been developed through a Masterplanning process that considered and sought good urban design outcomes including connectivity, context and choice.
- The industrial precinct that will result from PC17 will not compromise the vibrancy of the Central City and other business and industry, as it does not seek to enable the activities that makes these centres vibrant and unique i.e. retail, entertainment and dining.
- The natural character and amenity values of the Waikato River will not be adversely impacted by PC17, which proposes provisions requiring the enhancement of the Plan Change Area's interface with the river. Existing public access will not be impacted.
- Tangata Whenua: Waikato Tainui through the TWWG have provided input into PC17 having been engaged since mid-2024. The CIA prepared by the TWWG articulates the potential effects PC17 has on Waikato Tainui along with other tangata whenua and these effects along with the recommendations of the report, will be considered and incorporated into future development applications.
- The Natural Environment of the Plan Change Area is protected and enhanced through the Structure Plan which responds to the Te Rapa Stream course, and the proposed provisions which require setbacks from watercourses, the planting of riparian margins and the creation of an Ecological Management Plan for the Plan Change Area, to align development responses to ensure pekapeka and their habitats are not adversely impacted.
- Resource efficiency is achieved through PC17 by seeking to enable development of land that is planned for industrial uses in an area that is identified as having shortfalls in industrial land supply in the medium to long-term. The Plan Change Area can support a range of land uses but particularly suits industry and logistics activities and it is not subject to intolerable natural hazards, including with the future of climate change.
- The proposed provisions integrate land use, transport and infrastructure, by limiting development until identified infrastructure upgrades and/or capacity has been delivered.

