



**HARRISON
GRIERSON**

Private Plan Change 17

Supplementary
Information

Prepared for Fonterra Limited
August 2025

Document control record

Client	Fonterra Limited
Project	Private Plan Change 17
HG Project No.	A2212331.01
HG Document No.	R002-Addendum

Issue and revision record

Date of Issue	August 2025
Status	Final
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1.0 Introduction

This Supplementary Information Report has been prepared to provide the context and explanation for the changes that have been made to the Te Rapa North Industrial Private Plan Change (PC17) since it was notified in April 2025. The changes reflect and enable an agreed servicing position for the plan change area that has been reached with Hamilton City Council (HCC); further technical analysis and assessments undertaken; and following reviewing submissions and meeting with several submitters since the notification period closed.

The central change is the adoption of a revised Te Rapa North Industrial Structure Plan (the ‘Structure Plan’), which introduces a staged approach to development. Other changes are consequential and relate to three waters servicing, transport planning, as well as several minor amendments and refinements to the PC17 provisions in response to submissions and further review.

The revised Structure Plan applies a staging framework to the Te Rapa North Industrial zone (TRNIZ). The purpose of this staged framework is to align the release of land for development with the timing and availability of infrastructure. Each stage is linked to specific infrastructure requirements, providing a clearer understanding of the sequencing of works and the interdependencies between different stages and infrastructure upgrades. This approach has been developed in collaboration with HCC and is consistent with the approach that has been taken in other recent urban growth nodes in the city.

The report is comprised of five sections:

- Section 2 explains the revisions to the Structure Plan and sets out the basis for the staged approach.
- Section 3 addresses the revised position on water, wastewater and stormwater servicing.
- Section 4 outlines the transport related changes.
- Section 5 describes the remaining amendments, including technical changes and refinements made in response to submissions.
- Section 6 then provides an evaluation of these changes in accordance with section 32AA of the Resource Management Act 1991.

2.0

Structure Plan Amendments

We have revised the Te Rapa North Industrial Structure Plan (the 'Structure Plan') to introduce a staged approach to development that ensures infrastructure delivery is aligned with the pace and location of industrial and urban growth land within the zone. The revised Structure Plan is shown as **Figure 1** below and is included as **Appendix 1**.

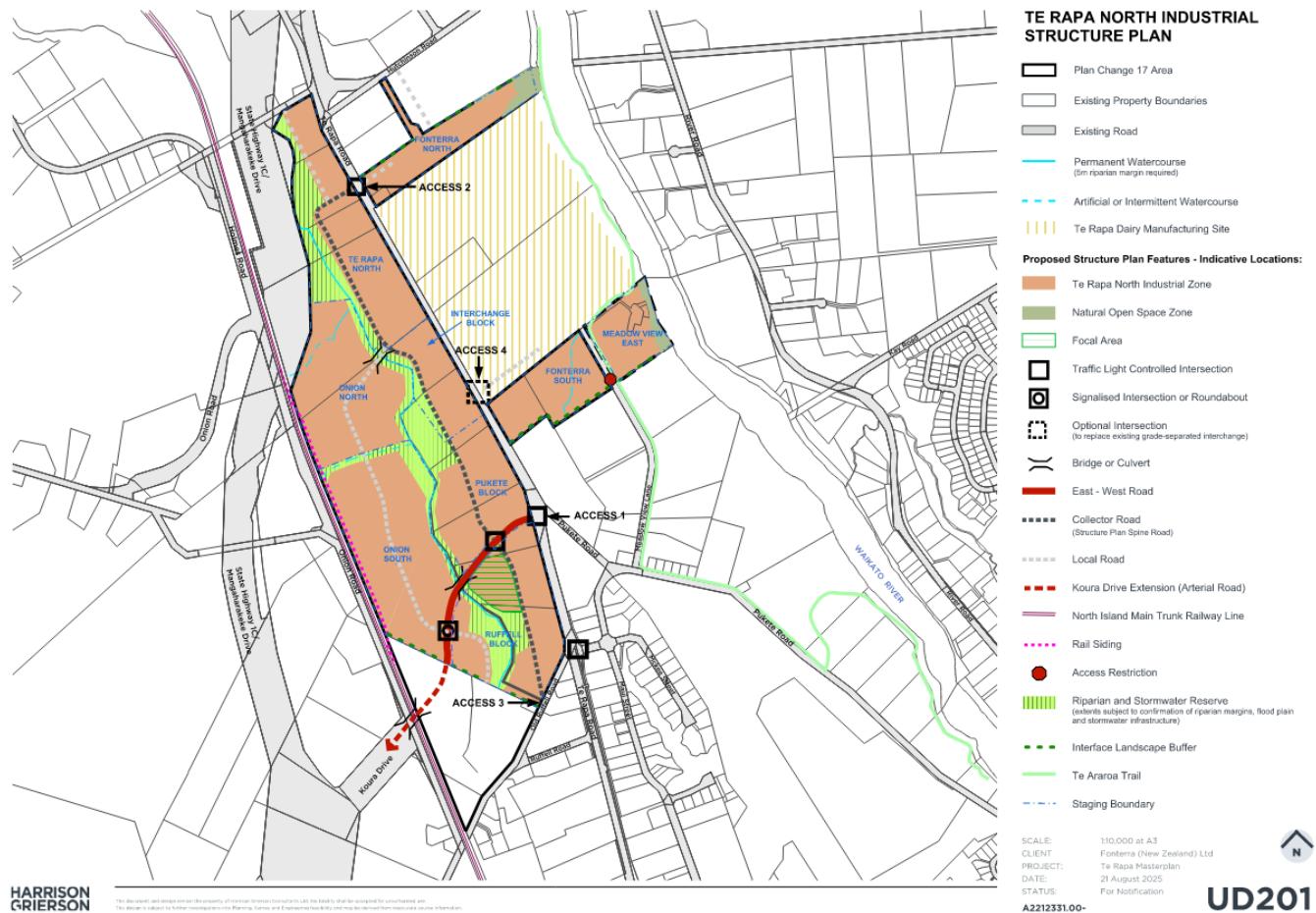


Figure 1 – the Revised Te Rapa North Industrial Structure Plan

This approach has been developed in agreement with HCC and reflects the approach that was applied in the Peacocke residential growth cell at the southern edge of the city. By sequencing development into defined stages, we can identify exactly which pieces of strategic infrastructure are needed at each step and understand how different infrastructure and upgrades depend on one another. This enables a more effective and efficient delivery and integration of infrastructure between stages and with the adjoining properties. It avoids premature or duplicated work and ensures that infrastructure is available when and where it's required.

The staging framework utilises the structure plan layout, with each block of development linked to specific infrastructure upgrades and connections. Key early stages focus on establishing core access routes, primary water and wastewater connections, and stormwater management areas to enable industrial land to be developed efficiently while still meeting servicing requirements. Later stages extend infrastructure capacity further into the zone, integrating with the broader transport, water, and wastewater networks, and allowing the industrial area to expand in a coordinated way.

This approach is reinforced by HCC's servicing position for the PC17 area. The Council supports strategic water and wastewater connections to the Pukete treatment facilities, with staged timing tied to major upgrade programmes and consent renewals. Interim measures, such as on lot water storage, rainwater harvesting, and temporary allocation arrangements, are expected to be adopted where needed to enable industrial development to progress while longer term solutions are implemented.

The staging also enables the ability to provide servicing for the wider TRNIZ and other northern growth nodes through a Private Development Agreement.

3.0

Three Waters

3.1 Stormwater

3.1.1 Context

Following notification of PC17, further engagement has occurred with HCC through a specific Subject Matter Expert (SME) session as well as the separate but parallel Integrated Catchment Management Plan (ICMP) process that HCC are following for the Te Rapa Stream.

An SME session was held in May 2025 to discuss stormwater matters in detail. The purpose of these discussions has been to clarify aspects of the stormwater management approach in PC17, ensure alignment with the ICMP, and address points of feedback from Council officers.

No material changes have been made to the overall stormwater management concept originally included in PC17. The proposed approach continues to rely on offline wetlands within the West Block to manage quality and quantity, supported by outlets to the Waikato River for the North and South-East Blocks.

The refinements since notification primarily relate to how this approach interacts with staging of development, recognition of catchment boundaries, and how additional volume within the Te Rapa stream arising from urbanisation (which is identified in the ICMP as an existing issue that requires remedying) can be managed. Each sub-catchment has been treated as a standalone system, meaning the development of one stage can proceed independently of others. This provides flexibility and certainty that servicing can be delivered in step with development across the plan change area.

3.1.2 Consistency with the Draft Te Rapa Stream ICMP

The ICMP provides the broader framework for managing stormwater across the Te Rapa Stream catchment (the plan change area comprises only part of this catchment). The measures proposed for PC17 have been designed on a whole of catchment basis and make allowance for existing upstream flows that enter the plan change area.

In most cases, this is achieved by retaining natural watercourses, such as the Te Rapa Stream and its tributaries. The wetlands in the southern part of the West Block have been sized to also serve immediately adjoining land, which supports integration with the wider catchment. The approach is consistent with ICMP expectations for alignment between localised and catchment wide stormwater management.

The refinements promote erosion protection measures along the lower Te Rapa Stream as the means of addressing increased stormwater volumes within the Te Rapa Stream. This approach responds to an existing issue, can be delivered in a staged manner to match the pace of development, and is technically achievable. In contrast, the Flood Relief Pipeline option identified in the ICMP is uncertain as there is no confirmed funding or timing for the project. Further, it is dependent on the Northern River Crossing proceeding, which is also yet to be investigated, designated or confirmed.

3.1.3 Allowance for neighbouring land

The wetlands in the southern part of the West Block, particularly Wetlands B and C, have been designed with additional capacity to accommodate flows from land immediately to the south of the plan change area. This includes the triangular block of land formed by Ruffell and Onion Roads. Providing for this adjoining area ensures that stormwater management is coordinated at a catchment scale and avoids the need for separate, duplicative infrastructure on neighbouring land.

3.1.4 Summary

The refinements to stormwater management since notification do not alter the overall concept for PC17 but provide greater clarity on how the measures relate to staging, catchment boundaries, and integration with the ICMP.

The updated approach remains consistent with best practice principles, including adopting a whole of catchment perspective, managing flows at source, and enabling scalable solutions that can be delivered alongside development. This ensures that stormwater can be managed in a way that is robust, coordinated with wider catchment planning, and responsive to the timing of development within the TRNIZ.

The full memo explaining the stormwater approach is included as **Appendix 2**.

3.2 Wastewater

3.2.1 Context

Following notification of PC17, further engagement has occurred with HCC on wastewater servicing for the TRNIZ. This has included clarification of HCC's servicing position for the Te Rapa North area and discussions on how the plan change can be integrated with Hamilton's wider wastewater network.

HCC has confirmed that the plan change area will ultimately be serviced through connection to the Pukete Wastewater Treatment Plant (PWWTP), supported by a package of upgrades to the downstream network and treatment capacity. These upgrades will be staged in line with Council's broader investment programme, which includes timing linked to major consent renewals and treatment plant expansions.

The introduction of a staged development framework into the Structure Plan ensures that wastewater servicing can be provided in a coordinated way, matching the release of land with the availability of infrastructure. This approach also provides flexibility for the consenting process to confirm detailed solutions as development progresses.

3.2.2 Amendments to align with staging

The long-term solution for wastewater servicing involves construction of a new rising main, upgrades to the gravity mains along Pukete Road, and installation of a new pump station adjacent to PWWTP. These works are required to convey flows from the plan change area into the PWWTP. Within the plan change area itself, the reticulation network and pump station requirements will be determined through detailed design, recognising that staging of development may alter the number and locations of pump stations.

Initial assessments have shown that the West Block could be serviced by a single pump station located in the northern portion of the block. However, this is dependent on how development sequencing unfolds and whether it is more practical to establish additional smaller pump stations in the short term. Allowing the flexibility (to adapt the configuration of pump stations) means that development can proceed without being tied to a single fixed arrangement.

Consideration also extends to the wider TRNIZ, which is larger than the PC17 plan change area. Design for wastewater at the consenting stage will ensure that infrastructure is appropriately sized to accommodate flows from both PC17 and the wider zone. This includes planning for a terminal pump station in the north that can combine flows from other areas, providing efficiencies in construction and operation. At the same time, flexibility is needed so that individual development areas can proceed without being reliant on infrastructure located on land not yet developed. It's anticipated that this approach will be incorporated as a key principle of a private development agreement between Fonterra and HCC.

3.2.3 Summary

The wastewater solution for the plan change area is available and capable of being delivered in step with development. The external upgrades required to connect to the PWWTP are important and the staging approach ensures that these upgrades are aligned with growth. Each stage of development

will also go through the resource consent process, which provides an opportunity to confirm capacity constraints and agree on servicing solutions.

Interim measures can be considered where necessary, including temporary pump stations or adjustments to pump station locations. These may either serve as short-term solutions or be retained as permanent elements of the network, depending on how the overall servicing strategy evolves. This ensures that wastewater servicing will not constrain the release of land, while still providing for efficient long-term integration into the citywide network.

The full memo explaining the wastewater approach is included as **Appendix 3**.

3.3 Water

3.3.1 Context

In parallel with wastewater, HCC has also confirmed its preferred approach for bulk water servicing of the TRNIZ. The plan change area will be supplied through the existing citywide reticulation system, supported by upgrades to maintain capacity as development proceeds. No additional on-site reservoirs or bulk pump stations are anticipated to be required.

This confirmation provides certainty that bulk supply is available and can be delivered through the HCC infrastructure programme. The staging introduced into the Structure Plan also enables water servicing to be aligned with the sequence of development and the timing of network upgrades.

3.3.2 Amendments to align with staging

The preferred option for servicing involves connecting the plan change area into the existing water reticulation, supported by targeted upgrades to address capacity constraints. Preliminary modelling has been undertaken to assess internal network sizing and staging implications. Further modelling will be undertaken at the resource consent stage as each stage progresses.

At the lot level, water sensitive design measures can complement the bulk supply solution. These include rainwater harvesting, water reuse, and efficiency measures that can reduce pressure on the city's supply network.

The staging of development will influence when external upgrades are required. It is anticipated that, at the resource consent stage, HCC will test each stage through their Hamilton-wide water model to determine whether additional supply points or reinforcement of the network are needed. This staged confirmation process ensures that growth will not exceed available capacity and that upgrades are timed to match demand.

3.3.3 Summary

The water servicing approach for Te Rapa North confirms that supply can be provided through the existing citywide system, supported by upgrades where required. The staging of development enables these upgrades to be planned and delivered alongside growth, while the resource consent process provides a mechanism to confirm demand and identify any short-term measures that may be needed.

By combining bulk supply from the citywide system with lot-level water sensitive design measures, the plan change area can be serviced efficiently and sustainably. Interim or supplementary measures can be agreed if development proceeds ahead of upgrades, ensuring that land release is not delayed by infrastructure constraints. This provides confidence that water supply for the TRNIZ can be delivered in a coordinated and resilient way.

The full memo explaining the water approach is included as **Appendix 3**.

4.0

Transport

4.1.1 Context

Further transport assessment work has been carried out since notification of PC17 to support the revised Structure Plan and ensure that development staging is integrated with infrastructure delivery. While the original Integrated Transport Assessment (ITA) remains the primary reference document, additional testing has been undertaken by BBO in response to HCC feedback and peer review. This has focused on the staging of access into the plan change area, the implications of development sequencing, and the role of the Ruffell Road rail level crossing in the long term transport network.

The assessment has been updated to adopt the consented traffic generation from the adjoining Te Awa Lakes (TAL) development instead of the TAL plan change traffic volumes that were significantly greater. This ensures that the potential effects of PC17 are tested against a robust baseline.

4.1.2 Ruffle Road Level Crossing

The Ruffell Road rail level crossing is an important consideration for the transport network in the TRNIZ. The crossing is currently closed temporarily and can only be reopened subject to KiwiRail agreement following the completion of a Level Crossing Safety Impact Assessment (LCSIA) and the construction of any necessary safety improvements. The LCSIA is being advanced by Fonterra in consultation with KiwiRail and will inform a package of safety improvements that may be required for it to be reopened.

Reopening of the crossing is considered essential in the long term, not just for PC17 but for the functioning of the wider transport network. Without this crossing, demand at the Te Kowhai Road crossing is likely to increase significantly, exceeding its safe operating capacity even with planned four laning of the road and crossing. For this reason, the Ruffell Road crossing is expected to be reinstated and upgraded as part of the long term transport solution for both the TRNIZ and the Rotokauri growth cell. Both HCC and KiwiRail have indicated support for the LCSIA process as the pathway for informing the resolution of this matter.

4.1.3 Amendments to align with staging

The staged infrastructure approach described in the original ITA has been refined to align more with the revised Structure Plan. Development is anticipated to begin at the southern end of the plan change area, accessed initially from Old Ruffell Road and supported by a collector spine road extending into the Ruffell Block. Two options are identified for how Stage 1 may proceed:

- **Stage 1 Option A** allows for development of up to 25 hectares of industrial land with a single access point from Old Ruffell Road. This scenario requires no additional network upgrades beyond the internal collector road, reflecting the ability of the existing network to accommodate initial traffic volumes.
- **Stage 1 Option B** provides for development of up to 33 hectares, enabled by establishing a new Access 2 intersection on Te Rapa Road. Under this option, Te Rapa Road would be upgraded to four lanes between Access 2 and the Hutchinson Road roundabout. This represents a more infrastructure-intensive approach but offers slightly more development capacity in the first stage.

Stage 2 development assumes that the Ruffell Road crossing has reopened with the safety improvements identified in the RSIA. In this scenario, the full 51 hectares of developable land in the plan change area can be released without requiring further upgrades to the external road network. The Old Ruffell Road/Ruffell Road intersection would also be upgraded to a roundabout at this stage to safely manage increased movements.

4.1.4 Wider network implications

The assessment has also considered the wider TRNIZ beyond PC17. While not modelled in detail, the conservative assumptions used in the modelling for the ITA provide confidence that the wider zone can be supported provided that one of the following two network scenarios is delivered:

- The construction of the east–west arterial section of the Northern River Crossing, or
- A package of upgrades to Te Rapa Road intersections and capacity.

Potential upgrades under the second scenario include provision of an additional through lane at Ruffell Road, changes to access at Kapuni Street, and extended queue storage lengths at McKee Street. These improvements would provide sufficient capacity to accommodate development across the wider TRNIZ until such time as the Northern River Crossing is constructed.

4.1.5 Summary

The updated transport assessment confirms that PC17 can be supported by the transport network in a staged manner that aligns with the release of land in the TRNIZ. Early stages of development can proceed either with a single access via Old Ruffell Road or with a second access from Te Rapa Road accompanied by four laning works. Full development of the plan change area is dependent on either the reopening of the Ruffell Road rail level crossing with associated safety improvements (with further assessment to confirm this already in progress), or further assessment of the key infrastructure listed above on Te Rapa Road.

Beyond the plan change area, the identified upgrades provide confidence that the wider TRNIZ can be serviced either by the Northern River Crossing or through incremental upgrades to Te Rapa Road between Church Road and Hutchinson Road. This approach ensures that transport infrastructure can be provided in step with growth, avoids premature or cost prohibitive infrastructure investment, and supports the coordinated development of the TRNIZ.

The full memo explaining the transport approach is included as **Appendix 4**.

5.0

Remaining changes

5.1 General

We have made the following changes to Chapter 12: Te Rapa North Industrial zone in response to submissions, engagement with HCC and further technical inputs and review:

2. Amended Rule 12.3.1(d) to provide clarity that it is only activities that seek direct access to Te Rapa Road that are a Non Complying activity. This enables new public or private roads to connect into Te Rapa Road.
3. Included a Permitted activity status for rail infrastructure (including sidings) as Rule 12.3.1(m).
4. Amended Rule 12.3.1(c) from Prohibited to Non Complying to provide an activity status that better reflects the potential magnitude of effects and to provide limited flexibility in the ecological management plan for the zone.
5. Provide clarification on the activity status for activities that are either not provided for (Non Complying) or do not comply with a standard within Rule 12.4 (Discretionary).

5.2 Food and Beverage Retail

Te Awa Lakes (TAL) submission raised concerns that the extent of the Focal Area on the Structure Plan, along with the food and beverage (retail) provisions contained within Chapter 12 could enable a scale and form of retail activity that was inconsistent with its intended industrial role.

The Focal Area is an overlay that enables limited food and beverage retail to be established within a confined 2ha area. It is located toward the southern end of the TRNIZ to provide for the day to day needs of visitors, workers and businesses at this end of the zone. This enables the northern extent of the TRNIZ to be served by the commercial centre that is already established within Te Awa Lakes.

The overlay would enable food and beverage retail to be established in this area and would also retain the underlying TRNIZ on the basis that there is only a limited amount that the market would support within the zone. It is anticipated that the Focal Area would allow for a mix of industrial activities with a pocket or pockets of food and beverage tenancies established. It is not expected that the full 2ha of the Focal Area would be developed for food and beverage retail.

The TAL submission noted that in the absence of a cumulative retail cap it could potentially allow an over-supply of food and beverage and other non-ancillary retail activities to establish within the Focal Area. We acknowledge that while this is not expected to occur, the notified provisions of PC17 could facilitate this unintended outcome.

The notified provisions of PC17 contained several provisions to ensure that the wider activity of non-ancillary retail was limited to what is necessary to meet the needs of workers and visitors, rather than creating a destination retail node. The notified provisions:

- a) Restricted food and beverage outlets and gymnasiums to only being able to establish within the Focal Area as a Permitted activity, and
- b) Provided for drive through services within the Focal Area only as a Restricted Discretionary activity, and a Non Complying activity outside the Focal Area.
- c) Limited the gross floor area of food and beverage outlets to no more than 250m².
- d) Made yard based retail on sites fronting Te Rapa Road a Restricted Discretionary activity.

- e) Made yard-based retail for car or boat sales a Non Complying activity.
- f) Made supermarkets a Non Complying activity.

To strengthen these provisions and to address the potential concerns raised in the TAL submission we have now introduced a new gross floor area cap of 800m² for food and beverage retail within the Focal Area. This control did not exist in the notified version and ensures food and beverage retail remains proportionate to the needs generated by the TRNZI workforce, businesses and visitors.

These changes ensure the Focal Area remains clearly subordinate to the zones industrial purpose, meets the needs of the TRNZI workforce, businesses and visitors, achieves a balanced urban form and avoids the potential of a destination retail node forming.

The updated Chapters 3 and 12 are included as **Appendix 5**, with the post notification amendments shown in yellow highlight.

6.0

S32AA Evaluation

Section 32AA requires a further evaluation of any changes that have been made to, or are proposed for, a proposal since the evaluation report for the proposal was completed. The further evaluation must be undertaken in accordance with section 32(1) to (4) and at a level of detail that corresponds to the scale and significance of the changes.

6.1 Section 32(1)(a) Further Evaluation

Section 32(1)(a)

Examine the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of this Act

Further Changes

No further changes are proposed to the objectives of the Te Rapa North Industrial zone.

Assessment

No further assessment required.

6.2 Section 32(1)(b) Further Evaluation

Section 32(1)(b)

Examine whether the provisions in the proposal are the most appropriate way to achieve the objectives by:

- (i) Identifying other reasonably practicable options for achieving the objectives;
- (ii) Assessing the efficiency and effectiveness of the provisions in achieving the objectives; and
- (iii) Summarising the reasons for deciding on the provisions.

Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risk of not acting)	Reasons for deciding on the provisions
Introduce stages into the Structure Plan that is supported by a strategic infrastructure table for three waters and staged transport upgrade framework.	<ul style="list-style-type: none"> • Retain notified Structure Plan without staging • Use a simple land-area trigger only (no infrastructure-linked staging) • Provide no detail on infrastructure requirements 	<p>Benefits: Aligns land release with confirmed servicing capacity and upgrade timing; provides clear sequencing and transparency for HCC and developers; reduces duplicated or premature works; integrates three waters and transport with development staging.</p> <p>Costs: Additional upfront and ongoing planning, modelling and reporting to maintain the staging framework and table.</p> <p>Risks of not acting: Fragmented or out-of-sequence development; uncertainty for consent processing; higher likelihood of interim works becoming stranded or inefficient.</p>	Provides a practicable framework to coordinate development with delivery of bulk infrastructure; improves certainty and reduces servicing risk while retaining flexibility at consenting to confirm detailed solutions.
Introduce a gfa cap for food and beverage within the Focal Area.	<ul style="list-style-type: none"> • Rely only on the 2 ha Focal Area extent (no cumulative cap) • Reduce the size/location of the Focal Area. • Manage through consent thresholds rather than a gfa cap 	<p>Benefits: Ensures scale remains commensurate with the industrial function of the TRINZ; avoids creation of a destination retail node; provides certainty for plan users; responds to submitter concerns while maintaining flexibility on precise locations where food and beverage can establish within the Focal Area.</p> <p>Costs: Caps may limit food and beverage to an extent that doesn't meet the day to day needs of workers and visitors within the TRINZ; minor plan administration to implement.</p> <p>Risks of not acting: Potential oversupply of food and beverage</p>	Provides a clear, measurable rule that balances flexibility of location with a proportionate overall scale that matches the intent of the TRINZ and meeting the day to day needs of workers and visitors. Avoids creating a scale where food and beverage becomes destination retail.

Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risk of not acting)	Reasons for deciding on the provisions
		undermining industrial focus of the TRNIZ; increased trip-generation and network effects; reduced land availability for industrial activities.	
Include a permitted activity status for the rail siding	<ul style="list-style-type: none"> Provide for it as either a Controlled, Restricted Discretionary, or Discretionary activity that would require resource consent 	<p>Benefits: Provides certainty for delivery of the siding shown on the Structure Plan; enables efficient freight and logistics operations; supports mode shift and reduces truck movements on the state highway network; implements an identified objective of PC17.</p> <p>Costs: Need to rely on standards and other district provisions to manage noise and vibration effects.</p> <p>Risks of not acting: Delays to rail enablement; unnecessary consenting costs for infrastructure anticipated by the Structure Plan; relies on road based freight to support the TRNIZ.</p>	Enables one of the objectives of PC17. Implements the rail siding shown on the Structure Plan. Enables freight and logistic activities to effectively and efficiently operate within the TRNIZ
Amend the activity status for activities that fail to meet the ecology management requirements from Prohibited to Non Complying	<ul style="list-style-type: none"> Retain Prohibited activity status Create a Restricted Discretionary activity pathway with specific matters of discretion 	<p>Benefits: Maintains a high threshold via s104D gateway while allowing limited flexibility where alternative outcomes can be demonstrated to be appropriate; enables case-by-case consideration of technical alternatives or site constraints; avoids blunt prohibitions that isn't consistent with the types of activities that are a Prohibited activity in a District Plan.</p>	Provides an appropriate balance between protecting ecological outcomes and enabling responsive solutions, retaining strong safeguards while avoiding undue rigidity.

Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risk of not acting)	Reasons for deciding on the provisions
		<p>Costs: Non-complying applications still require robust assessment and may increase processing costs.</p> <p>Risks of not acting: Inability to consider valid alternatives where overall ecological outcomes are met; risk of sterilising land or delaying development due to minor non-compliances.</p>	

7.0

Limitations

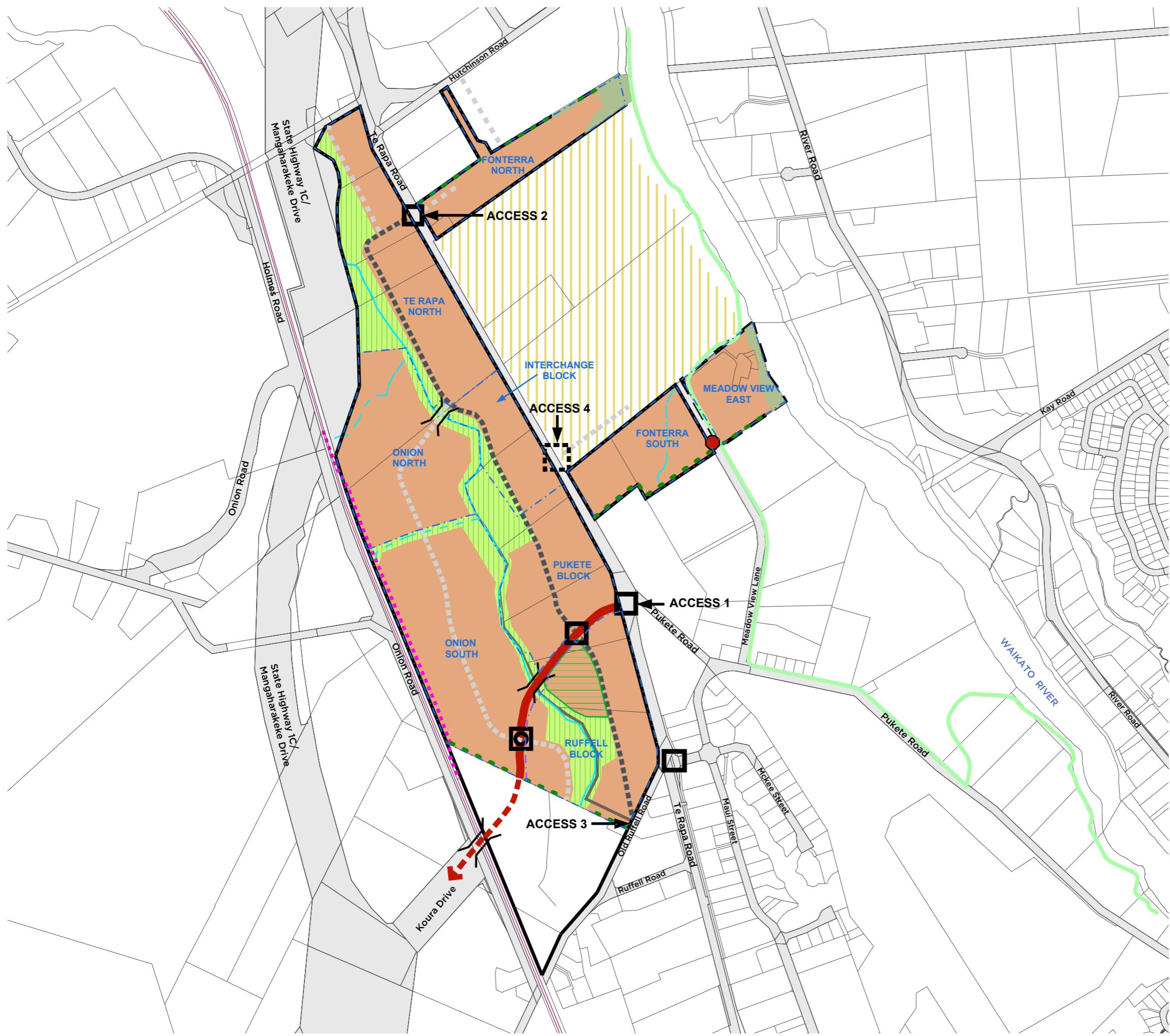
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Appendices

Appendix 1

Te Rapa North Industrial Structure Plan



TE RAPA NORTH INDUSTRIAL STRUCTURE PLAN

- Plan Change 17 Area
- Existing Property Boundaries
- Existing Road
- Permanent Watercourse (5m riparian margin required)
- Artificial or Intermittent Watercourse
- Te Rapa Dairy Manufacturing Site
- Proposed Structure Plan Features - Indicative Locations:**
- Te Rapa North Industrial Zone
- Natural Open Space Zone
- Focal Area
- Traffic Light Controlled Intersection
- Signalised Intersection or Roundabout
- Optional Intersection (to replace existing grade-separated interchange)
- Bridge or Culvert
- East - West Road
- Collector Road (Structure Plan Spine Road)
- Local Road
- Koura Drive Extension (Arterial Road)
- North Island Main Trunk Railway Line
- Rail Siding
- Access Restriction
- Riparian and Stormwater Reserve (extents subject to confirmation of riparian margins, flood plain and stormwater infrastructure)
- Interface Landscape Buffer
- Te Araroa Trail
- Staging Boundary

SCALE: 1:10,000 at A3
 CLIENT: Fonterra (New Zealand) Ltd
 PROJECT: Te Rapa Masterplan
 DATE: 21 August 2025
 STATUS: For Notification
 A2212331.00-

Appendix 2

Stormwater memo

Technical Memo

HARRISON
GRIERSON

Private Plan Change 17

Stormwater Management Update

Fonterra Limited

To:	Fonterra Limited	HG Project No.:	A2212331.01
From:	Scott King	Reviewer:	Nick Grala
Date:	21 August 2025	Approver:	Nick Grala

1.0 Overview

Following lodgement of Private Plan Change 17 (**PC17**), and as part of the separate Integrated Catchment Management Plan (**ICMP**) process for the Te Rapa Catchment, ongoing discussions have been held with Hamilton City Council (**HCC**) regarding stormwater management measures, including a stormwater Subject Matter Expert (**SME**) Meeting held on 27 May 2025.

To date, no material changes are proposed to the concept stormwater management methodology presented in the PC17 request documentation.

2.0 SME Meeting Discussion

A meeting to discuss and review the stormwater aspects of PC17 with the HCC SME was held on 27 May 2025.

At the meeting, HCC raised a number of points of feedback on the stormwater section of the Infrastructure Assessment prepared by Harrison Grierson (HG) and lodged as part of PC17. All of the points were discussed in brief at the meeting, with a number being minor clarifications, and some being related to future detailed work.

The meeting then focussed on three key issues:

1. Integration with upstream land/whole of catchment approach

HCC queried whether the wetlands proposed for the main body of the Plan Change Area were also intended to serve adjacent land immediately to the south of the Plan Change Area. We noted that all land within the existing stormwater catchment east of the rail line and north of Ruffell Rd had been accounted for in the wetlands that have currently conceptually been sized for PC17.

HCC were content with this clarification.

Note: This issue is discussed further in Section 4 of this memo.

2. Flood attenuation

HCC queried whether the central wetlands proposed for PC17 were designed for 100yr flood attenuation, as opposed to utilising the central Te Rapa Stream channel for 100yr flood storage as the ICMP suggests. We clarified that the wetlands were not intended to provide 100yr flood attenuation,

and the proposal was to use the central Te Rapa Stream channel for 100yr flood attenuation as per the suggestion in the ICMP (albeit via three smaller/shallower ponding areas as opposed to the ICMPs one/deeper larger one).

HCC were content with this clarification.

3. Volume increase mitigation/stream erosion

The point of difference on this item was why we preferred adopting the stream erosion protection solution for volume increase mitigation instead of the ICMPs alternative solution of providing a diversion pipe for increased flow volumes.

We explained that we had investigated both options and preferred the erosion protection option for three primary reasons :

- The downstream erosion along the lower reaches of the Te Rapa Stream is an existing issue that needs remediation. As such, if progression of PC17 went some way to helping remediate the existing issue and/or help the remediation works occur sooner, then that would be of benefit.
- The downstream erosion works can be staged (starting at the downstream end of the Te Rapa Stream and working upstream) to link with development stages of PC17, with only one or two landowners involved in each stage. Whereas the pipe diversion option would need full funding to proceed with construction – and cannot be staged.
- The erosion works are relatively straightforward technically and so could start in the short-term. The pipe diversion is a long-term project requiring significant construction works. It is likely to also be dependent on resolution of the Northern River Crossing corridor, which would delay any future works.

HCC confirmed in a memo titled 'Private Plan Change 17 – Fonterra Te Rapa North: Strategic Stormwater Servicing' dated 3 July 2025, that they were supportive of the erosion protection option provided that an acceptable implementation strategy and funding plan can be agreed.

3.0 Development Staging

A central change to PC17 since notification is the adoption of a revised Te Rapa North Industrial Structure Plan (the 'Structure Plan') that introduces a staged approach to development. The revised Structure Plan applies a staging framework to the Te Rapa North Industrial zone (TRNIZ). The purpose of this staged framework is to align the release of land for development with the timing and availability of infrastructure.

Each stage is linked to specific infrastructure requirements, providing a clearer understanding of the sequencing of works and the interdependencies between different stages and infrastructure upgrades. This approach has been developed in collaboration with HCC and is consistent with the approach that has been taken in other recent urban growth nodes in the city.

The implications of staging on the proposed stormwater measures are minor and are limited to providing all the required infrastructure needed to service each individual stormwater sub-catchment within the plan change area.

With offline wetlands proposed for the central Plan Change Area (**West Block**) that drains to the Te Rapa Stream, staging development would only require construction of the wetland that services each individual stage, along with any associated infrastructure required to connect the staged sub-catchment area to its wetland.

Areas within the Plan Change Area to the east of Te Rapa Road (**North Block and South-East Block**), that drain directly to the Waikato River, would require the provision of an outlet to the river for each sub-catchment (along with any required upstream water quality treatment measures).

As currently proposed, the stages of development being considered align with each wetland sub-catchment (or Waikato River sub-catchment). As such, development of a stage would just necessitate construction of the associated wetland (or river outlet for the Waikato River sub-catchments) and any upstream infrastructure within that sub-catchment (i.e. roadside treatment swales, etc).

With the stormwater sub-catchments being stand-alone, there are no interdependencies with regards to the order of their development.

4.0 Whole of Catchment Approach

Another consideration since lodgement of PC17 has been around the ability for the proposed stormwater measures to serve additional neighbouring land beyond the PC17 boundary.

As required by design standards, and as specifically required by the ICMP, the stormwater measures proposed for PC17 are already based upon providing a whole of catchment approach.

For the Plan Change Area this means needing to make allowance for managing stormwater flows from any land upstream of the Plan Change Area that currently drains into or through the Plan Change Area.

Comparing the catchments from the ICMP (Figure 1) to the Te Rapa North Industrial Zone (Figure 2), in most areas, the extent of the Te Rapa North Industrial Zone aligns closely with the stormwater catchment boundaries.

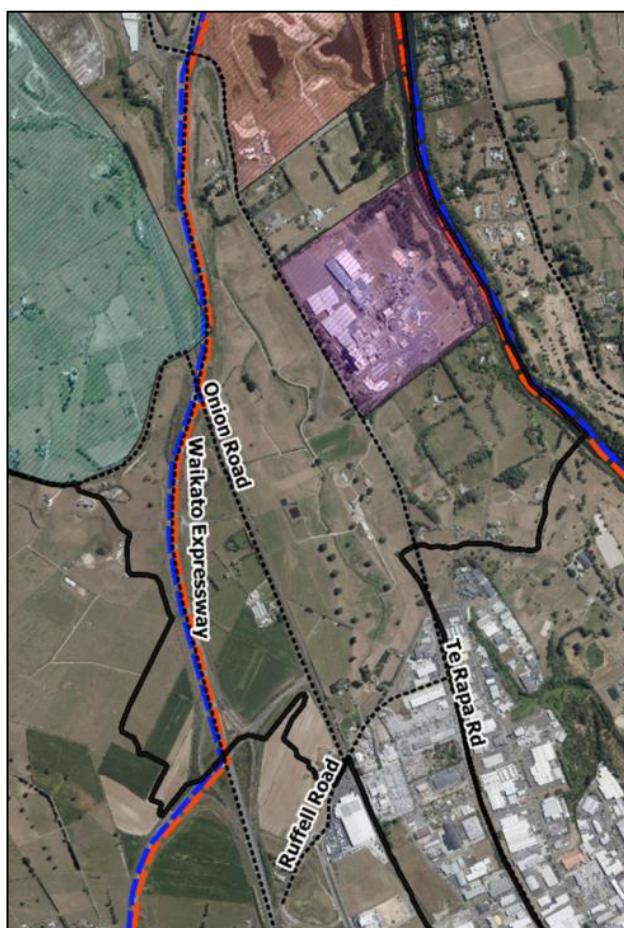


Figure 1: ICMP Catchments (black outline)



Figure 2: Te Rapa North Industrial Zone
(orange outline)

As noted previously, any existing stormwater flow, or flowpaths, into the plan change area from existing upstream catchments would need to be allowed for by PC17. In most cases this would involve by protecting/maintaining existing watercourses through the Plan Change Area (i.e. the Te Rapa Stream for flows from the south, and the tributaries connecting land west of Onion Road to the Te Rapa Stream). One caveat is that, whilst flows from these sub-catchments would be allowed for, it would be on the understanding that when being developed (as per design requirements), then stormwater management required within those upstream sub-catchments (such as at-source water quality treatment, flow attenuation etc) is undertaken within those areas, prior to stormwater discharging into the plan change area.

An exception to the above would be for immediately adjacent land (i.e. land not separated by road corridors or similar). Due to proximity, the wetlands proposed to serve the southern extent of the West Block that discharges to the Te Rapa Stream (Wetlands B and C in the Infrastructure Assessment) have been sized to be capable of serving the immediately adjacent additional block of land to the south, within the southern triangle formed by Ruffell Rd and Onion Rd.

For the North Block and South-East Block, which drain directly to the Waikato River (north and south of the dairy manufacturing site), it is noted that any systems designed for these blocks in the future would need to take allowance for any flows from existing catchment extents beyond the boundaries that drain into these blocks.

As noted previously, flows and overland flow paths for the North Block and South-East Block would need to be directed to the Waikato River. Where possible (and capacities allowed), flow would be directed to existing outlets. Where this isn't feasible, new outlets would be required.

The above commentary identifies that suitable options exist to manage stormwater flows on a whole of catchment basis. Specific details would be refined as design was developed, with each specific situation considered in detail and design allowance made accordingly, making sure upstream land was not adversely affected.

5.0 Te Rapa Stream ICMP

As part of a separate process to PC17, HCC have been advancing work on the ICMP for the Te Rapa Catchment.

Acting as the technical representative of a key landowner (Fonterra) in the Te Rapa Catchment, we have been involved in ongoing discussions with HCC regarding aspects of the ICMP.

The main purpose of these discussions has been to achieve alignment between the separate PC17 and ICMP processes for any land areas that are covered by both. As such, the aspects that have been discussed as part of stakeholder engagement on the ICMP, are the same as those outlined above that relate to the PC17 work.

Whilst the ICMP works overlap with the PC17 works, we note that development and finalisation of the ICMP is following a separate process, being run by HCC, and covers a catchment larger than the Plan Change Area.

The ICMP is now progressing through the consultation stage, with the opportunity for the general public to provide feedback having closed on 17 July 2025. Feedback was provided by Fonterra as part of this process.

6.0 Limitations

This memorandum is for the use by Fonterra only and should not be used or relied upon by any other person or entity or for any other project.

This memorandum has been prepared for the particular project described to us and its extent is limited to the scope of work agreed between the client and Harrison Grierson Consultants Limited. No responsibility is accepted by Harrison Grierson Consultants Limited or its directors, servants, agents, staff or employees for the accuracy of information provided by third parties and/or the use of any part of this memorandum in any other context or for any other purposes.

Appendix 3

Water and wastewater memo

Technical Memo

HARRISON
GRIERSON

Private Plan Change 17

Wastewater and Water Updates 2025

Harrison Grierson Consultants Limited

To:	Fonterra Limited	HG Project No.:	A2212331.01
From:	Matthew Farrell	Reviewer:	Nick Grala
Date:	21 August 2025	Approver:	Nick Grala

1.0 Introduction

Private Plan Change 17: Te Rapa North (PC17) was lodged in December 2024 and notified in April 2025. PC17 was supported by Infrastructure Assessment that covered the proposed stormwater management, water and wastewater approach for servicing the plan change area. In the subsequent months, we continued to meet with Hamilton City on these technical matters as well as understanding Hamilton City Council's ('HCC') servicing position for the PC17 area. HCC supports strategic water and wastewater connections to the Pukete treatment facilities, with staged timing tied to major upgrade programmes and consent renewals. The details are outlined in a memo from HCC General Manager, Infrastructure and Assets to the HCC General Manager, Strategy, Growth and Planning dated 19 May 2025. The memo identifies HCC's preferred servicing solutions and also acknowledges the additional solutions provided in HG's infrastructure report are suitable and may be utilised should capacity upgrade programmes not align with development of the Plan Change Area ('PCA').

To enable this support, the Te Rapa North Industrial Structure Plan (the Structure Plan) has been amended to introduce a staged approach to development that ensures infrastructure delivery is aligned with the pace and location of industrial and urban growth within the zone. The staging also ensures that growth in the PC17 area enables servicing for the wider Te Rapa North Industrial zone and other northern growth nodes through a Private Development Agreement.

This Technical Memo provides a summary of the amendments we have made to the water and wastewater servicing aspects of PC17, which includes responses to technical feedback from Councils subject matter expert as well as the strategic infrastructure table that supports the staged Structure Plan.

2.0 Wastewater Updates

2.1 Amendments

In May 2025, HCC confirmed that the PCA can be serviced with public wastewater.

HCC also provided details of the upgrades required to convey wastewater from the PCA to the Pukete Wastewater Treatment Plant. The upgrades are similar to the Long-Term Solution detailed under Section 3.3.1 of our Infrastructure Assessment. The concept details prepared by WSP on behalf of HCC have informed the design that is shown in Figure 1. The key difference is that there is an additional wastewater pump station (PS5) located adjacent to the Pukete Wastewater Treatment Plant that will convey wastewater to the treatment plant.

The rising main 1A, gravity mains 1B and 1C along Pukete Road, the wastewater pumpstation PS5 and rising main 1D will need to be constructed prior to development of the PCA.

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Our concept plans are based on gravity reticulation and wastewater pumpstations within the PCA. The final internal reticulation and pumpstation locations will be determined as part of the detailed design process. We have identified that the West Block can be serviced by a single wastewater pumpstation located in the northern-third of the block, however as mentioned the staging is more likely going to determine the number and location of pumpstations.

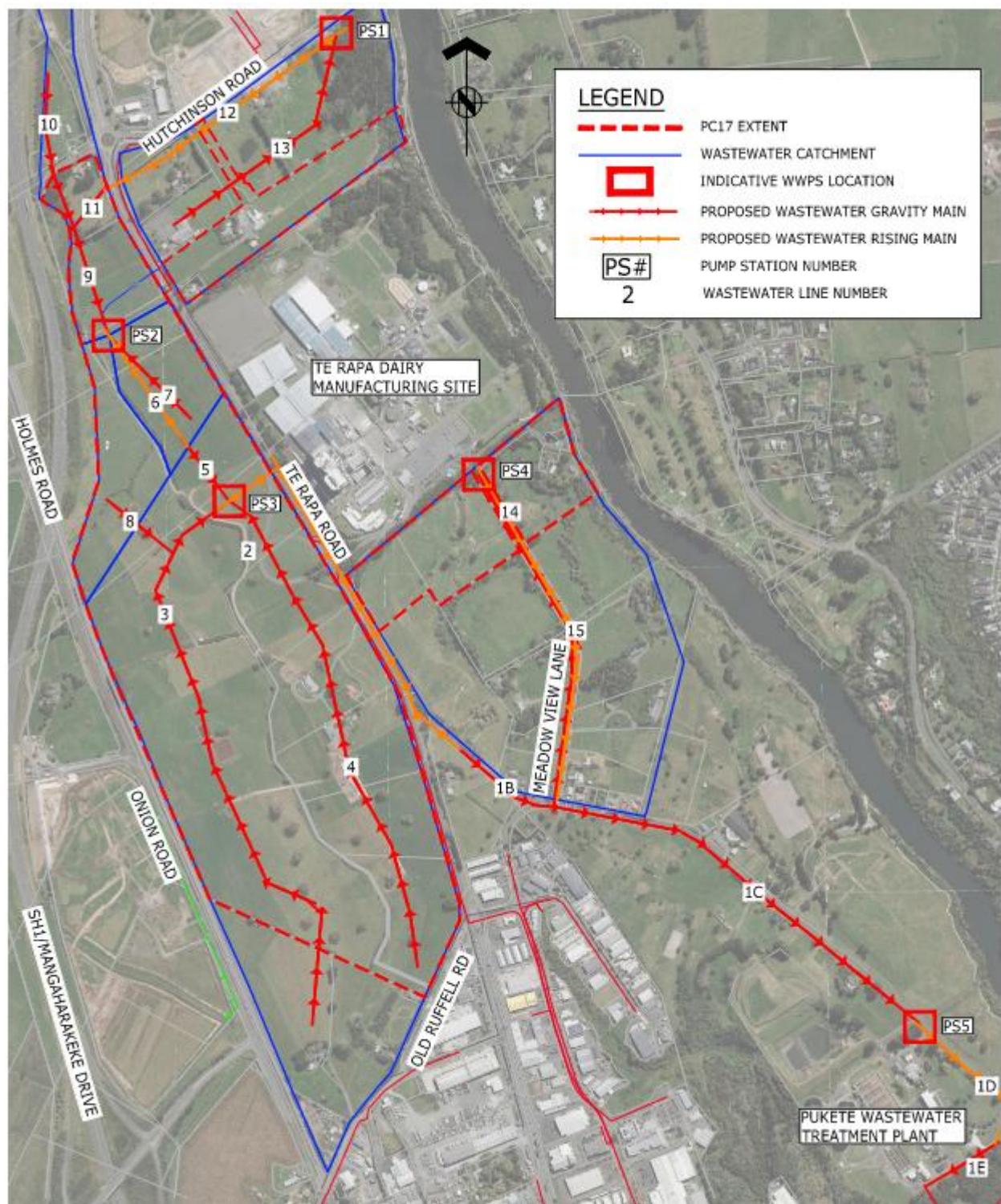


Figure 1 Te Rapa North Servicing Concept Layout Scheme Plan (Wastewater)

2.2 Consideration of the wider Te Rapa North Industrial Zone

The detailed design process will take into account the greater Te Rapa North Industrial zone area (being wider than the PCA). Prior to commencing any developments in this zone, the wastewater system will need to be master planned. This is to ensure that wastewater infrastructure is sized appropriately.

For example, it would make sense that one of the wastewater pumpstations located in the north of Te Rapa North is identified as being the terminal pumpstation that will combine flows from the other, smaller, pumpstations in the area. This will result in efficiencies in construction and long-term operation costs. At the same time the masterplan needs to allow for flexibility to allow it to be (to a certain extent) developer driven. This will avoid a situation where some zones are prevented from being developed because their pumpstation needs to discharge to a terminal pumpstation that is located on land that is still to be developed.

2.3 Wastewater Summary

Ideally the development will align with the external infrastructure upgrades required to service each stage of the PCA, however that may not always be possible. Each stage of the development will go through a resource consent application that will provide an opportunity for HCC to identify any capacity issues and the developer to put forward servicing solutions. The proposed solutions may serve as interim measures while capacity upgrades are underway, or they may become permanent solutions (e.g., relocation of a wastewater pump station). In all cases, wastewater solutions will be addressed holistically to ensure that the overall development of the PCA remains unaffected in the long term.

3.0 Water

3.1 Amendments

In May 2025, HCC also confirmed that they could service the PCA with water treatment and bulk supply. The design prepared by WSP on their behalf has informed our concept that is illustrated in Figure 2 below.

Using the existing reticulation to supply the PCA is the preferred solution, and we do not envisage the inclusion of on-site reservoirs and pumpstations. We will promote water sensitive design like rainwater harvesting and reuse for the individual lot developers, and a moratorium on high water use industries within the PCA.

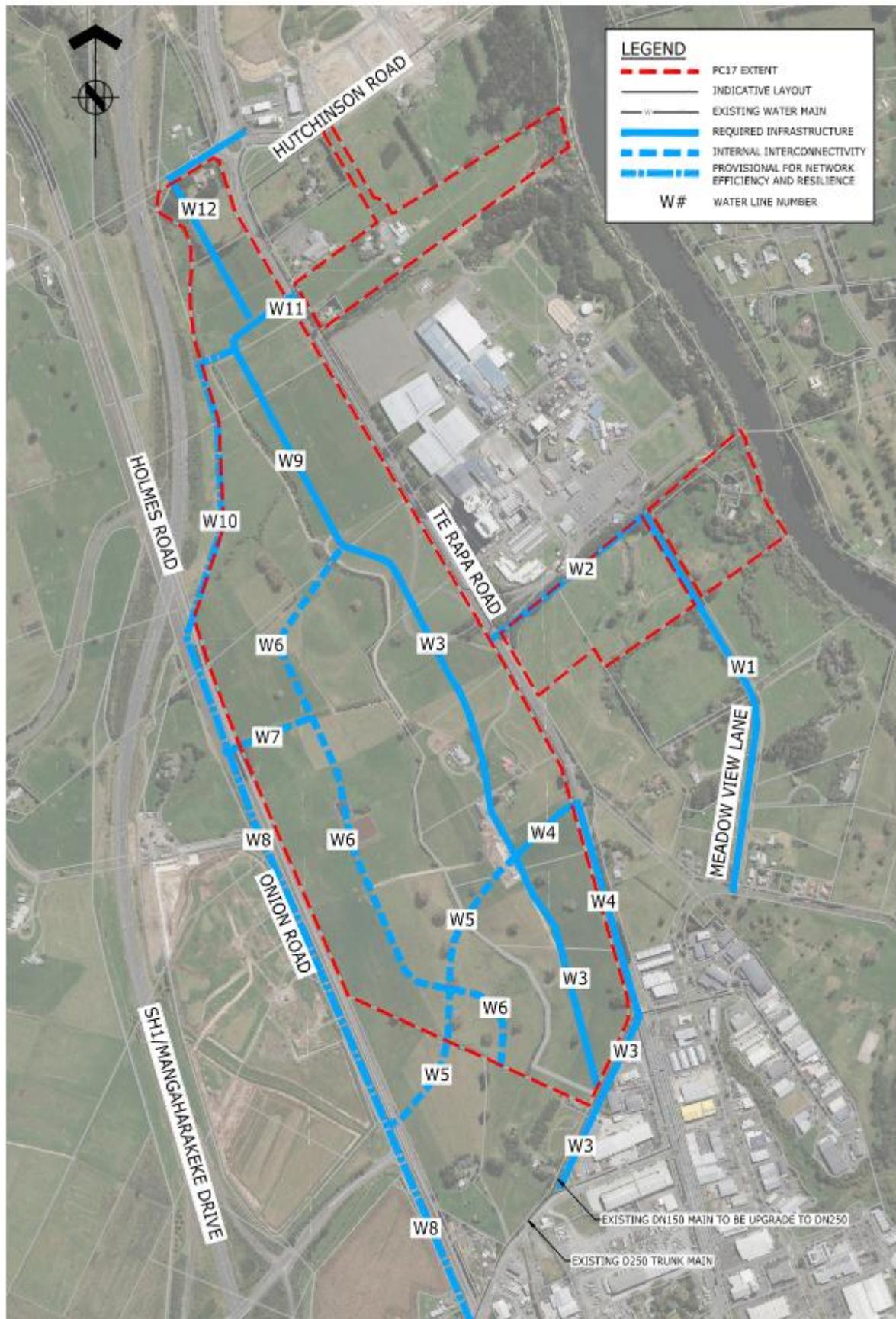


Figure 2 Te Rapa North Servicing Concept Layout Scheme Plan (Water)

In addition, we have prepared a preliminary EPANET model to assess the internal network sizing and impacts of staging. Our preliminary findings align with WSP's concept.

3.2 Consideration of the wider Te Rapa North Industrial zone

The staging of the project will determine what external upgrades are required to develop each stage. We will run our EPANET model (with external catchments included on the external reticulation network) for each stage prior to implementation. As our model is limited to the PCA and makes some assumptions on the existing supply reticulation, it is recommended that HCC run each stage of the development in their greater Hamilton water model to ensure that upgrades and network development does not put existing water networks at risk of not meeting their service requirements.

3.3 Water Summary

The proposed infrastructure for water supply to the PCA aligns with the preferred options outlined in the HCC memo, however, communication with HCC will need to be ongoing to ensure that development and water supply capacity remain aligned. Should the development outpace the capacity (and any required upgrades) we will provide alternative interim solutions to be agreed with HCC at resource consent stage for each stage of the development.

The resource consent process will allow both HCC and the developer to engage on the specifics of on-lot water requirements, ensuring these are appropriately managed and integrated into the broader development strategy. Furthermore, as development stages are submitted, water demand assumptions can be revisited and updated in line with HCC's capacity, evolving legislation, updated by-laws, and innovations in water efficiency technology, maintaining compliance and best practice throughout the project lifecycle.

4.0 Limitations

4.1 General

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Appendix 4

Transport memo

Memo

To Fonterra Limited
From Cameron Inder
Date 19 August 2025
Job No. 148020
Job name Private Plan Change 17 ('PC17')
Subject Summary Memo of Updates to Transport Assessment since PC17 Lodgement

1. Introduction

This memorandum provides:

- A summary of updates to the Integrated Transport Assessment ('ITA') since PC17 was lodged
- An explanation of the approach BBO have taken for the stages and infrastructure table
- Overview of our present position on the Hamilton City Council ('HCC') transportation review and feedback including what is and is not agreed between the parties.
- An explanation of the transport infrastructure that is likely to be required to cater for future development of the remaining areas of the Te Rapa North Zone (not proposed for rezoning in PC17).

2. Transportation Assessment Updates since PC17 lodgement

There have been no updates to the PC17 ITA since lodgement.

However, new information is anticipated to be presented in evidence on two transport matters at the hearing, as follows:

1. In relation to the currently closed Ruffell Road rail level crossing and whether there is reasonable likelihood it can be reopened in future subject to safety improvements. Consultation on this remains ongoing with KiwiRail at present.
2. Revised transport infrastructure staging.

2.1 Ruffell Road Railway Level Crossing

Transport modelling that informed the ITA required several assumptions about the medium and long-term future strategic road network that supports the Te Rapa North area. The assumptions were discussed with HCC's Transport Planning, Strategy and Programming team over several meetings to ultimately agree on a reasonable estimate of the future *receiving environment* to model PC17 transport effects using the Waikato Regional Transportation Model ('WRTM') future year scenarios of 2035 and 2045. Our intention was to reach agreement with HCC on the modelling methodology and assumptions that would inform the ITA.



One of the adopted assumptions was that the presently closed Ruffell Road level crossing could be reopened in the period before HCC designates and builds the section of the future Northern River Crossing (NRC) arterial between Koura Drive and Te Rapa Road. We understand from discussions with HCC that the level crossing is not permanently closed but that reopening it is subject to some fundamental safety improvements being undertaken that a Level Crossing Rail Safety Impact Assessment (LCSIA) would identify the extent of these. Fonterra has now commissioned the LCSIA which is likely to take some months to complete and be available before the planned hearing for PC17 in early December.

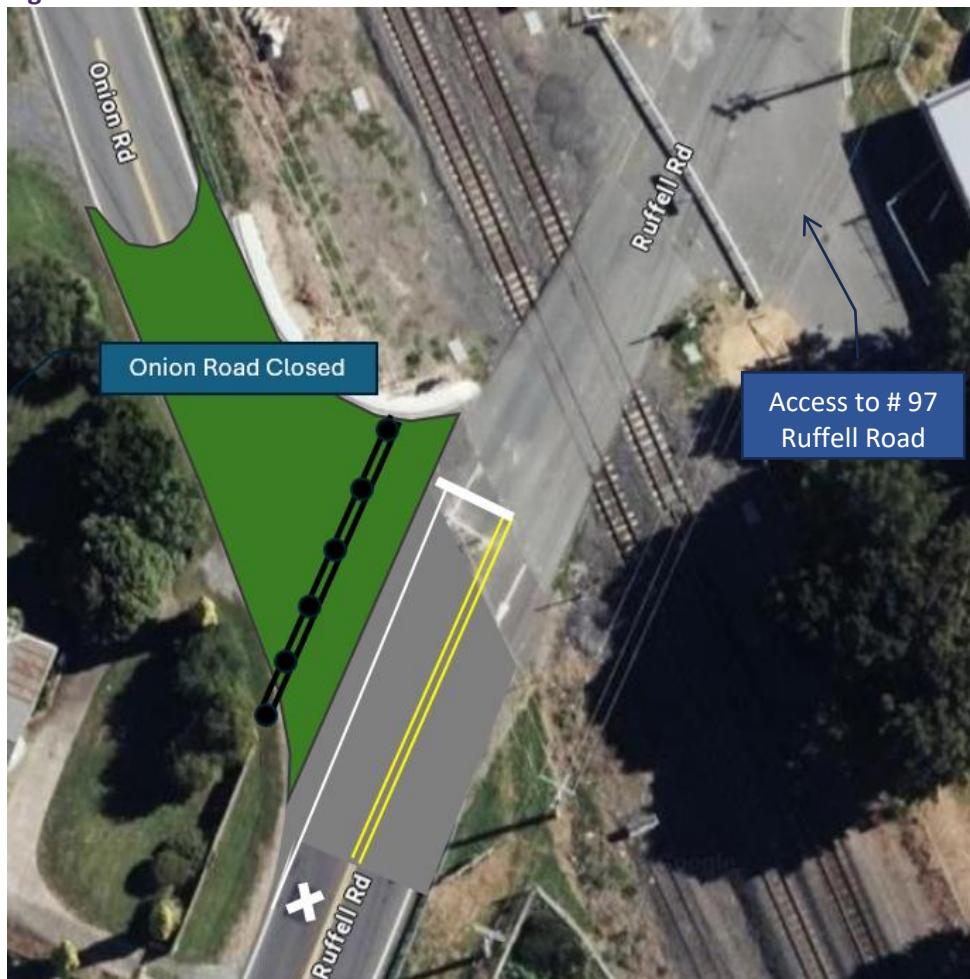
In the meantime, BBO understand from discussions with KiwiRail that a fundamental safety improvement required is the planned and designated realignment of Onion Road between Koura Drive and Arthur Porter Drive. This will enable HCC to permanently close Onion Road at the south end where it intersects with Ruffell Road immediately adjacent to the level crossing.

Deleting the intersection significantly simplifies traffic movements and decision making for drivers approaching the level crossing, thereby improving safety. It also removes two safety issues involving large trucks:

- a. Turning left from Onion Road sideswiping the level crossing barrier arms and bells,
- b. Straddling the railway lines while waiting to turn right into Onion Road.

Figure 1 provides an indicative illustration of the future Onion Road closure at the level crossing.

Figure 1: Indicative closure of Onion Road at Ruffell Road

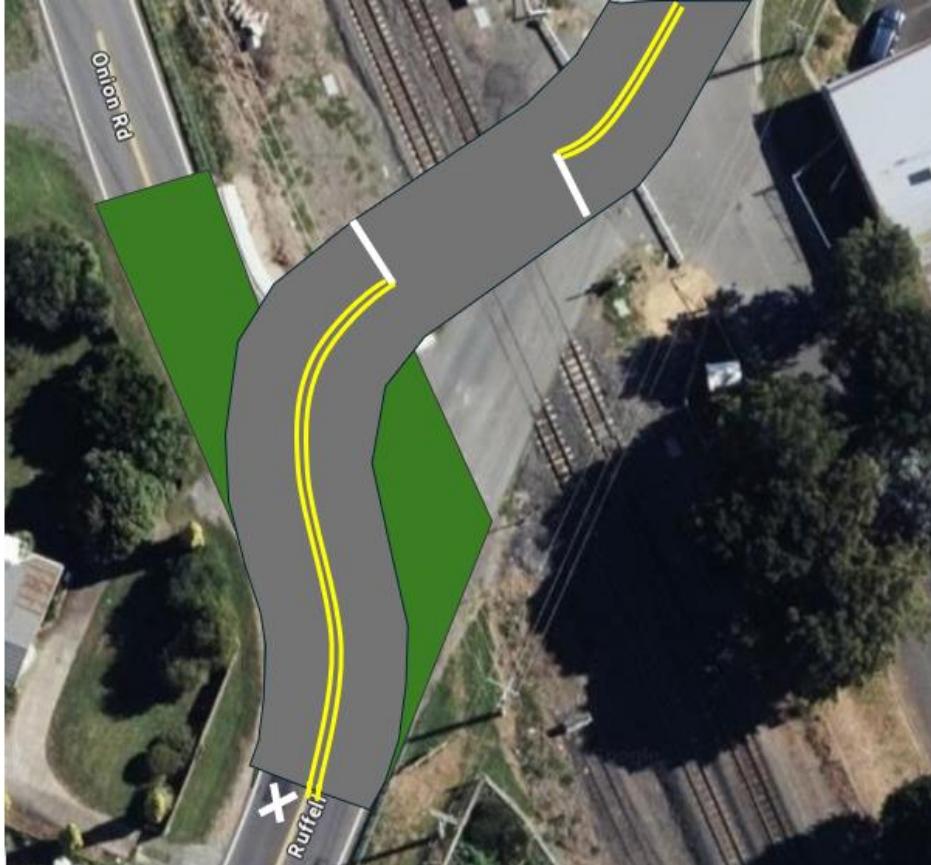


KiwiRail also advised Fonterra and BBO of two further fundamental safety concerns at the existing level crossing. These are listed below together with what I consider to be potentially achievable solutions to remedy the safety risk.

- c. The existing high-angle skewed alignment of Ruffell Road relative to the railway lines.

Closing Onion Road at Ruffell Road creates space that may enable a localised realignment of Ruffell Road that reduces the skew angle to no more than 20 degrees from perpendicular. Figure 2 indicatively illustrates the potential solution (noting this is a sketch and not a design). The LCSIA will consider whether a localised realignment to meet KiwiRail's acceptance criteria is achievable.

Figure 2: Indicative realignment of Ruffell Road level crossing



- d. The adjacent property access on the east side of the level crossing (seen in Figure 1).

The property access at 97 Ruffell Road is frequently used by heavy and long truck and trailer vehicles due to an existing operation. The proximity of the access to the level crossing and the high angle skew of the crossing increases the safety risk of these vehicles turning left out slowly from the access (which involves crossing the centre line) or right into the access from Ruffell Road, requiring being stopped on the railway lines while giving way to westbound vehicles on Ruffell Road. The left turn movement involves the added risk that trucks sideswipe and damage the level crossing barrier arms and bells, causing a significant safety hazard for other road users.

A potential solution to address this issue is for a roundabout to be provided at the intersection of Old Ruffell Road and Ruffell Road so that large vehicles entering and exiting the property can U-turn at the roundabout and avoid undertaking right turns into the access and left turns out.

We understand from our consultation with KiwiRail that while there may be other safety concerns, these are the primary reasons why the Ruffell Road level crossing was closed. Therefore, it is expected an LCSIA

will confirm these and any other safety issues that need to be addressed to KiwiRail's satisfaction for the level crossing to be reopened.

2.2 Approach to Transport Infrastructure Staging

The staged infrastructure approach outlined in Section 7.7 of the ITA has recently been revised to ensure development and associated transport infrastructure is more aligned with the provision of major services.

Development is now anticipated to commence at the southern end of PC17 (the Ruffell block) starting with the collector spine road connecting to Old Ruffell Road.

Development then progresses north via extension of the collector road into Pukete Block and then either:

- a) westward into the Koura and Onion South blocks following construction of a section of the east/west road on the future NRC corridor, or
- b) construction of Access 2 intersection with Te Rapa Road at the northern end of PC17 and development of the Te Rapa North, Fonterra North and Onion North blocks

The above is referred to as Stage 1 Option A and Stage 1 Option B respectively.

On this basis, further trip calculation, network assignment and modelling work has been undertaken by BBO to evaluate both Stage 1 option infrastructure requirements.

The following assumptions for the future receiving environment were adopted in both Stage 1 options to support the revised assessment:

- I. Stage 1 of PC17 is complete within 10 years. ie 2035
- II. The Ruffell Road rail level crossing remains temporarily closed
- III. Te Awa Lakes (TAL) generates 500 vph in the peak periods in accordance with their consented limit for the Medium Density residential and Business 6 zones.
- IV. The Te Rapa Road/McKee Street intersection is upgraded to signals as per TAL consent requirements.

Note: Assumption III results in a significant traffic generation reduction for TAL compared to that used in the modelling for the PC17 ITA. The ITA modelling assumed TAL zone development was complete by 2035 and adopted the trip generation volume from the TAL Plan Change WRTM. That peak hour volume was approximately 1,750 vph.

Stage 1 Option A

Our reassessment work identifies that traffic for up to 25ha of developable PC17 land can be accommodated via the single access point at Old Ruffell Road and through the existing Te Rapa Road / Ruffell Road signal intersection. No additional network infrastructure upgrades are necessary.

Stage 1 Option B

This reassessment work finds that up to 33ha of developable land in PC17 can be accommodated under the twin access arrangement of Stage 1 Option B. However, in addition to providing the Access 2 signal intersection on Te Rapa Road is the need to upgrade Te Rapa Road to a four-lane road between Access 2 and the Hutchinson Road roundabout.

Stage 2

Stage 2 enables completion of the full 51 ha of developable land in PC17.

Our reassessment work included the following assumptions about the receiving environment at that time:

- V. Stage 2 is complete within 20 years. i.e. 2045
- VI. The Ruffell Road rail level crossing is reopened (suitable safety improvements completed)



- VII. The intersection of Old Ruffell Road and Ruffell Road is upgraded to a 3-leg roundabout.
- VIII. Te Awa Lakes (TAL) generates the full 725 vph in the peak periods as assessed in their 2023 ITA for the completed Medium Density Residential and Business 6 zones consent application.
- IX. The Te Rapa Road/McKee Street intersection is upgraded to signals as per TAL consent requirements.

On this basis, no further wider network infrastructure upgrades are necessary to accommodate Stage 2 PC17.

3. Responses to HCC peer reviewer feedback, and areas of disagreement

To date, BBO has received summary feedback from HCC and their peer review of the ITA. Further consultation has been on hold while Fonterra and BBO seek to address the peer reviewers primary concern that the ITA did not assess potential effects of PC17 with the Ruffell Road level crossing remaining closed. Our position is:

1. Further modelling of that scenario is unnecessary as the 'reasonable' network receiving environment had been agreed with HCC before commencing WRTM modelling to avoid such uncertainty.
2. Our discussions with KiwiRail to date indicate that reopening the level crossing is possible subject to an LCSIA identifying all relevant safety issues with the existing configuration, followed by suitable safety improvement solutions being undertaken to remedy those issues. The fundamental issues are described in Section 2 of this memo. On that basis, Fonterra has commissioned the LCSIA.
3. Reopening an upgraded Ruffell Road level crossing is likely to be necessary and beneficial for both HCC and KiwiRail in future (regardless of PC17) to safely accommodate the projected travel demand between Rotokauri growth cell and Te Rapa North/Pukete industrial areas. Without the Ruffell Road level crossing the future traffic volume is expected to exceed the capacity of the only remaining level crossing at Te Kowhai Road, even with the four-lane upgrade proposed in HCC's current Notice of Requirement for the Rotokauri Strategic Infrastructure Designation¹.

Discussions with HCC will continue so as to try and reach an agreed position on the transport matters for PC17.

4. PC17 Infrastructure suitability for all of Te Rapa North Deferred Industrial Zone.

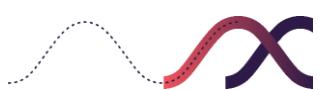
Although not modelled and assessed, I am of the opinion based on our conservative modelling assessment work for the ITA that the remaining Te Rapa North Deferred Industrial Zone land on the eastern side of the railway line that is not included in PC17, is able to be developed as industrial land-use in future subject to either:

1. HCC constructing the East/West arterial section of the NRC between Koura Drive and Te Rapa Road including an intersection with Te Rapa Road.

OR

2. In the absence of the above East/West arterial section, some or all the following transport infrastructure upgrades occurring:
 - a. An additional northbound through movement lane at Te Rapa Road /Ruffell Road intersection
 - b. An additional southbound through movement lane at Te Rapa Road /Ruffell Road intersection

¹ [Notice of Requirement – Rotokauri Strategic Infrastructure Designation | Hamilton City Council](#)



- c. Te Rapa Road / Kapuni Street intersection changed to enable Left In /Left Out only movements.
- d. Reopening the Ruffell Road rail level crossing.
- e. Capacity / queue storage increases at the signalised Te Rapa Road / McKee Street intersection.

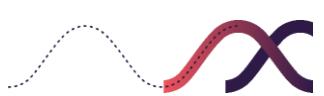
Yours sincerely

Bloxam Burnett & Oliver



Cameron Inder
Principal Transportation Engineer

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Appendix 5

Amended provisions

3.9

Te Rapa North Industrial Zone

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

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

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

Vision

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

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

3.9.1 Objectives and Policies

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

3.9.2 Components of the Structure Plan

This section provides an explanation of the main land use elements to achieve the vision described in 3.9 a. These elements are incorporated in land use zones and overlays as shown on the Planning Maps and Appendix 2 - Figure 2-22.

3.9.2.1 Overall

- a. A 91 ha area centering around the Te Rapa Dairy Manufacturing Site on either side of Te Rapa Road to the north of the Te Rapa suburb of Hamilton City.
- b. It is bounded by the Waikato River, the Waikato Expressway (SH1), the NIMTL and private property boundaries and is made up of three distinct areas; the West Block, North Block and South-East Block.
- c. It will provide for approximately 58ha of employment land, that is to be developed as a high-quality industrial precinct and future rail siding for the NIMTL.
- d. The land surrounding the Structure Plan area that is zoned Te Rapa North Industrial, will remain subject to the Deferred Industrial Zone overlay, with the expectation that future plan change processes

will live-zone these areas, and update the Structure Plan accordingly.

3.9.2.2 Industrial Precinct

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

- a. The industrial uses sought are to be complementary and not sensitive to the Te Rapa Dairy Manufacturing site.
- b. Activities associated with industry that are not sought to be enabled within the zone include: Car or boat sale yards/display suites and wet industry.
- c. Only offices and retail spaces that are ancillary to industrial activities are sought within the zone.
- d. A limited floor area for office and retail activities is permitted in the zone to enable the spaces that are essential to the function of industrial and logistics activities. Floor area limitations apply to avoid the risk of reverse sensitivity and detracting from existing commercial centres.
- e. Food and beverage outlets are limited to the Focal Area and within a qfa cap, to meet workers' daily needs in the Southern part of the Structure Plan area.
- f. The Structure Plan area is an industrial precinct and as such, the road reserve and boundary treatments have the greatest opportunity for visual amenity outcomes. However, provisions apply which support positive development design outcomes including setbacks and landscaping and glazing.

3.9.2.3 Focal Area

- a. An approximately 2ha Focal Area is identified in the Structure Plan (Figure 2-22), which is dedicated to meeting the daily needs of people working within the industrial precinct.
- b. Food and beverage outlets and gyms, medical centres and other like activities that are not sensitive to the industrial nature of the area are sought to be enabled.
- c. Connection with the Riparian and Stormwater Reserve Area to provide access to and/or an outlook over green space.
- d. It is located within the southern part of the Structure Plan area to provide for the needs of employees in Southern Part of the Structure Plan area and the parts of the TRNIZ that are subject to Deferred Industrial Zone overlay, once developed in future. The Te Awa Lakes Commercial precinct to the north of the Structure Plan Area will meet the needs of workers in this location.

3.9.2.4 Te Rapa Dairy Manufacturing Site

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

3.9.2.5 Movement Network

The Te Rapa Industrial Structure Plan has been master planned to deliver a functional and efficient multi-modal movement network. The network and road designs support the larger vehicles associated with industrial activities by providing for their safe, efficient and convenient access to Te Rapa Road and the Waikato Expressway, whilst development triggers and setbacks protect the functionality and future upgrades of these corridors. The proposed network supports walking and cycling, with dedicated cycle lanes provided for in Arterial and Collector Road designs (see Figure 3.9.2.5a-c) and footpaths provided across all road designs. Development controls protect the ability of corridors to be upgraded as dedicated rapid transit routes to promote an interconnected network that enables the Structure Plan area to be readily serviced by public transport.

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

Timing of Upgrades

- a. The timing of subdivision and development is coordinated with transport network upgrades, as set out in Rule 3.9.3.2.

Inter-Regional Connectivity

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

Rail Siding

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

Arterial

- e. The arterial transport corridor networks are designed to cater for high-volume traffic and provide the key connections with the wider City and regional network:
 1. Te Rapa Road intersects the Te Rapa North Industrial Structure Plan area and is anticipated to be upgraded to a four lane, rapid transit route. New and upgraded intersections along Te Rapa Road include:
 - i. Access 1: Upgrade the Pukete Road intersection, to a four-arm crossroads signalised intersection to give access to the West Block via the East-West Road.

- ii. Access 2: New four-way traffic-light controlled intersection south of Hutchinson Road, providing access to the West Block and North Block.

Note - The Te Rapa and McKee Street intersection will be upgraded to a signalised intersection as part of the Te Awa Lakes development in accordance with 3.8 Te Awa Lakes.

- 2. The East-West Road is to be upgraded by Hamilton City Council to function as a Major Arterial, the Northern River Crossing, in future. To service development associated with the Te Rapa North Industrial Structure Plan area, this connection will be constructed in accordance with the cross-section depicted in Figure 3.9.2.5a. Rule 12.4.1 applies setbacks to this interim design to futureproof the construction of an Arterial Road, like that depicted in Figure 3.9.2.5b.
- 3. It is anticipated that Hamilton City Council will use the notice of requirement process to designate the corridors once the precise alignment and design of the new and upgraded Arterial Roads have been determined, including Te Rapa Road and the Northern River Crossing.

Collector

- f. A central spine Collector Road runs north-south through the West Block of the Te Rapa North Industrial Structure Plan area. It will be designed to accommodate stormwater swales, and watercourse crossings where required. An illustration of the possible cross-section for this road is provided in Figure 3.9.2.5c.
- g. Some flexibility is afforded in the alignment of the central spine Collector Road, but it will have a key role in providing for bus services and active transport routes. As such, grade separation and connectivity will be important design elements to ensure the safety of users and their convenience to access bus services.

Local Roads

- h. Local Roads will provide access to future land use activities within the Te Rapa North Industrial Structure Plan area. These roads will support the movement of freight vehicles at a low speed (40km/h) and will also accommodate stormwater swales, and watercourse crossings where required. An illustration of a typical cross-section for the Structure Plan area's local roads is shown in Figure 3.9.2.5d.

Vehicle Access Restriction

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

Public Transport

- k. The Structure Plan area is to facilitate the provision of public transport services so employees, visitors and those travelling through the area have a variety of transport options.

- I. The road network set out in Figure 2-22 either holds space for the upgrade of existing transport corridors (Te Rapa Road) or will deliver roads that are supportive of public transport services (East-West Road and its upgrade as the Northern River Crossing and central spine Collector Road).
- m. Bus stop facilities will be provided along Te Rapa Road, near the centre of the Structure Plan area.

Walking and Cycling

- n. Walking and cycling infrastructure will be provided along new roads to meet the needs of future employees as well as those visiting or passing through the area, with the intention of reducing reliance on motor vehicles through improved access to active travel modes and public transport.
- o. The central spine Collector Road, East-West Road and the Northern River Crossing include separated footpaths and cycle paths, as depicted in Figures 3.9.2.5 a-c. Local Roads are to have dedicated footpaths but will have a speed and traffic volumes that enable cyclists to safely share the road carriageway.
- p. The setbacks required from Te Rapa Road will maintain space for the future upgrade of this corridor, to deliver walking and cycling facilities.

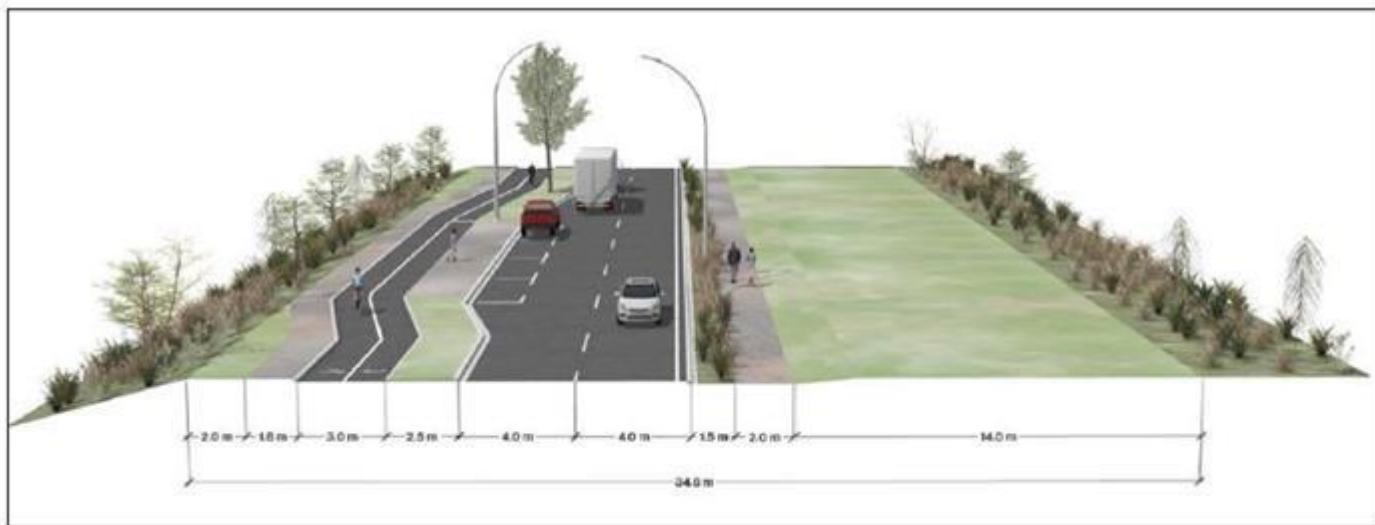


Figure 3.9.2.5.a: Indicative Typical Cross-Section for the East-West Road (Local Road, to be upgraded to Arterial)

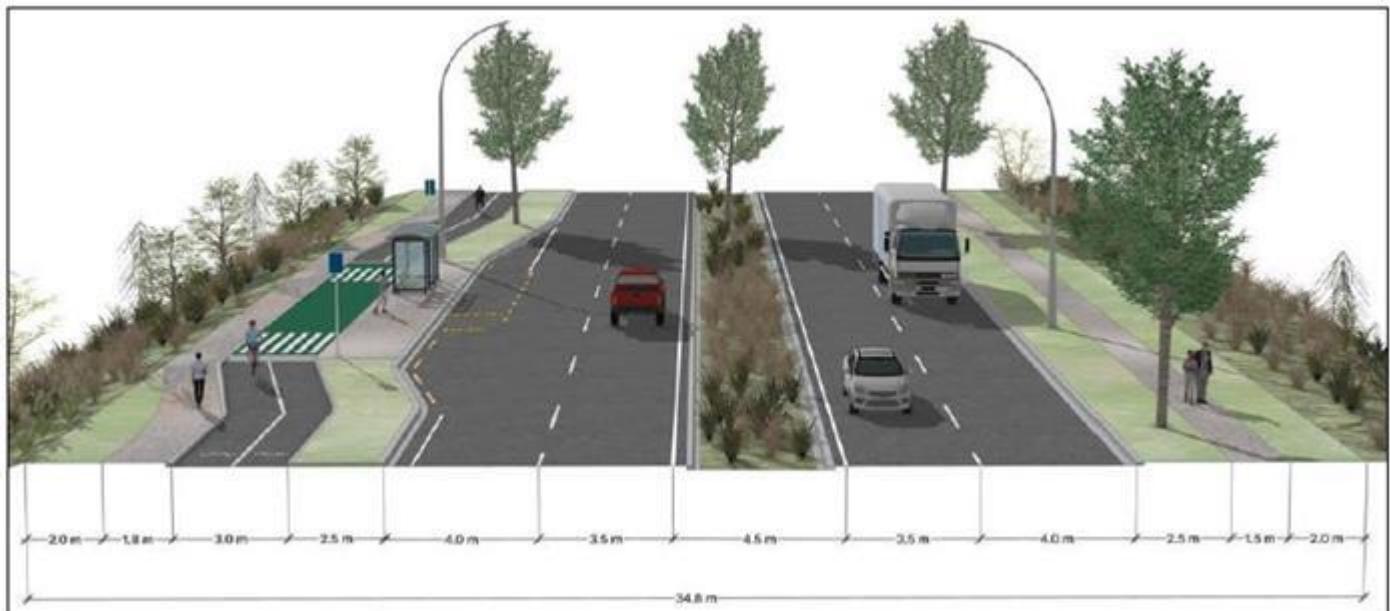


Figure 3.9.2.5.b: Indicative Typical Cross Section of the ultimate Northern River Crossing (Arterial), following upgrade of East-West Road

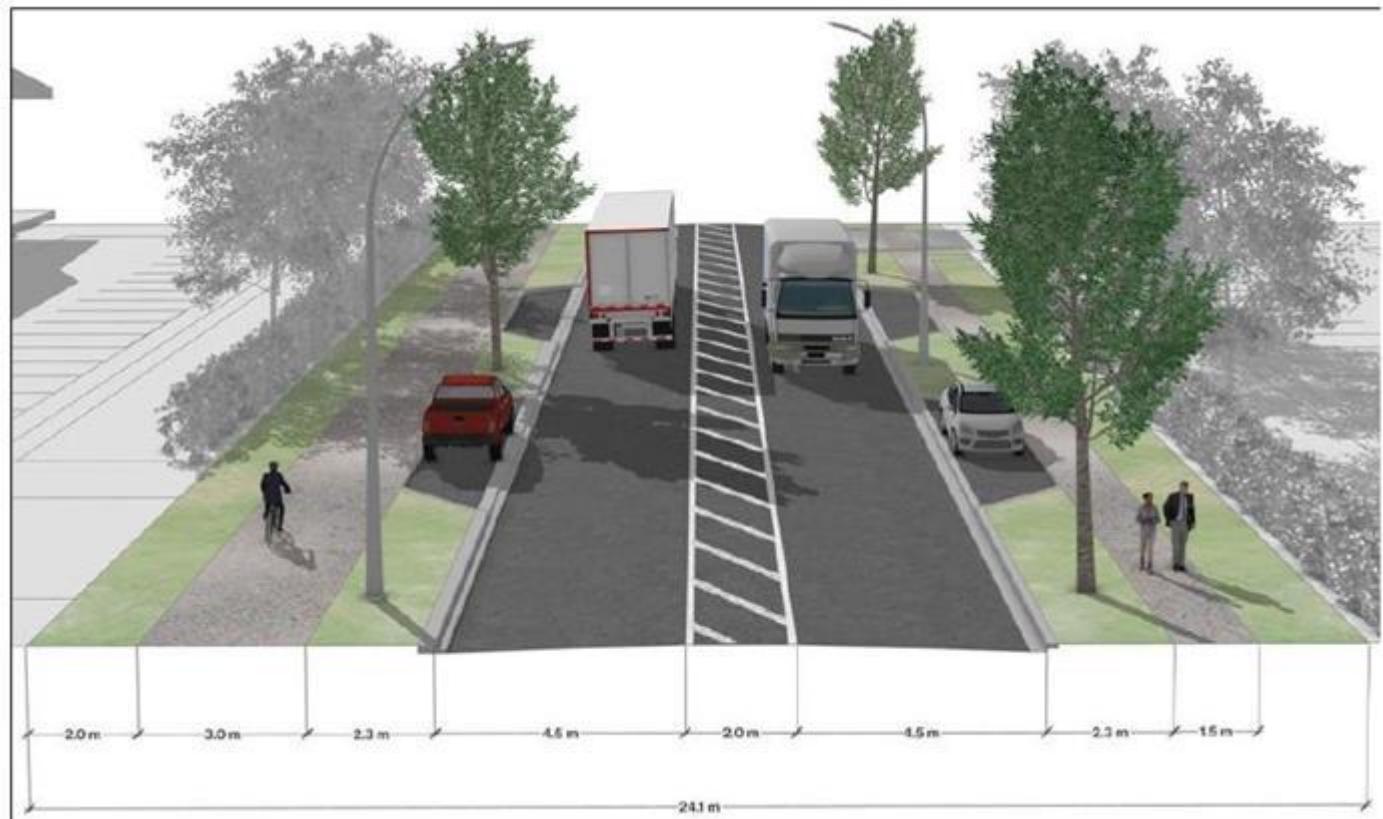


Figure 3.9.2.5.c: Indicative Typical Cross-Section of the Te Rapa Structure Plan Spine Road (Collector)



Figure 3.9.2.5.d: Indicative Typical Cross-Section for Local Roads

3.9.2.6 Wastewater and Water Networks

- a. Development of the Te Rapa North Industrial Structure Plan area will be progressively enabled based on the capacity of the public network.
- b. The first land use or subdivision consent application for the Structure Plan area will be accompanied by an Infrastructure Plan that details the methods of water supply and conveyance as well as wastewater treatment and management, including any upgrades or new infrastructure that may be required to the public network.
- c. All subsequent development will refer to this plan and contribute to the completion of its proposed network, in a manner that is coordinated and does not compromise the capacity of existing service users.
- d. Early interaction with Council by developers is encouraged to coordinate the construction of these assets with the sequencing of urban development and to enable any assets that are private initially, to be vested in future.

3.9.2.7 Blue-Green Corridor (Ecology and Stormwater Management)

- a. Te Ture Whaimana o Te Awa o Waikato (Te Ture Whaimana) sets the vision for the Waikato Region, in

relation to the Waikato River, seeking a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces, for generations to come.

b. The Waikato Regional Policy Statement, through its endorsement of the Future Proof Strategy, along with Te Ture Whaimana seeks the creation of a regional Blue-Green network, with the Waikato River at its heart.

c. A blue-green network is a system of waterways (blue) and open spaces or reserves (green) that gives stormwater space to flow while contributing to the ecology, amenity and sometimes, recreation values of an area. Section B5 of the 2024 Future Proof Strategy directs:

The blue-green network includes regional and local scale landscape features, open space, rivers, gullies and their margins and areas of ecological and conservation value...The networks extend beyond the [Waikato] river itself to include all water bodies within the catchment.

d. The Te Rapa North Industrial Structure Plan blue-green network comprises:

- i. The Waikato River, its tributaries, all vegetation within the Waikato River riparian setback as well as the Open Space zone and the Significant Natural Areas along this corridor.
- ii. Te Rapa Stream, its tributaries and associated riparian margins; and
- iii. Riparian and Stormwater Reserve areas along the Te Rapa Stream corridor.

These features are identified in the Structure Plan (Appendix 2, Figure 2-22)

e. The blue-green network's ecological and amenity values will be maintained and/or enhanced through setback and landscaping provisions. All landscaping required within the identified riparian setbacks are to be indigenous species.

f. No development is to occur within the setbacks from identified watercourses, other than within the setback from Te Rapa Stream for activities supporting informal recreation activities, as set out under Rule 12.4.6. Informal recreation areas for local employees to rest are desirable along the riparian setback from the Te Rapa Stream. The Open Space Zone and Significant Natural Area overlays that apply along the Waikato River corridor include the consenting pathways in recognition of the benefits these facilities will provide in these locations.

g. The Focal Area is intentionally located adjacent to the riparian and stormwater reserve identified in the Structure Plan (Figure 2-22), to increase the amenity provided by this location.

h. The protection and enhancement of the ecological values of the Waikato River Corridor recognizes its value as habitat for a range of indigenous flora and fauna, notably the critically endangered pekapeka (New Zealand long-tailed bat). This corridor is known as a roosting, foraging and commuting habitat for pekapeka in other parts of Hamilton. This potential is sought to be protected and enhanced in this part of the Structure Plan area, opposed to areas of industrial development.

i. Water sensitive design has been applied across the Structure Plan area to manage stormwater, that further expand upon the ecological and hydrological values to increase biodiversity and protect water quality.

3.9.2.8

Cultural

a. The Te Rapa North area is significant to mana whenua, with a history of occupation by a number of iwi as well as confiscation by the Crown in the years preceding and following the Land Wars, resulting in loss of access to significant sites, traditional food sources and the ability to practice rangatiratanga

(chieftainship) and kaitiakitanga (guardianship) over the whenua.

- b. The Waikato River defines the eastern edge of the Structure Plan Area which is considered by Waikato-Tainui "as a tuupuna (ancestor) which has mana (spiritual authority and power) and in turn represents the mana and mauri (life force) of Waikato-Tainui."
- c. Development sought within the Structure Plan area shall be informed by engagement with tangata whenua, and where appropriate and supported by rangatira, should incorporate cultural narratives and symbolism.
- d. The ecological and freshwater values associated with the Waikato River as well as the Te Rapa Stream and its tributaries should be protected through the planting riparian areas with indigenous vegetation to enhance biodiversity and filter water. The mauri, mana and quality of these waterways should be enhanced to give effect to Te Ture Whaimana o te Awa o Waikato.
- e. The Paa site identified as A32 (S14/17) which is associated with nearby Mangaharakeke Pa site A33 (S14/18), are to be undisturbed by any development occurring within the Structure Plan area and their values protected.
- f. The interface between the TRNIZ area and the Waikato River will be screened and softened through the planting of indigenous vegetation.

3.9.2.9 Landscape Values

- a. Landscaping required along the interface between the Structure Plan area and the parts of the TRNIZ that remain subject to the Deferred Industrial Zone overlay is to be dense, 5m in width and at least 10m in height within 5 years of planting. The landscaping can be treated as temporary in nature and use any mixture of non-pest species.

3.9.3 Rules

3.9.3.1 Te Rapa North Industrial Structure Plan Area

- a. All land use and development within the Te Rapa North Industrial Structure Plan area shall be in accordance with:
 - i. The Te Rapa North Industrial Structure Plan as set out by this chapter;
 - ii. Te Rapa North Industrial Structure Plan in Volume 2, Appendix 2, Figure 2-22, and
 - iii. Chapter 12 - Te Rapa North Industrial Zone and any other zones or district plan provisions that apply.

3.9.3.2 Transport Infrastructure Improvements Upgrade Framework

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

Upgrade	Implementation Requirement
1. Signalised T intersection on Te Rapa Road for access to the Te Rapa North Industrial Structure Plan Area (Access 1), including provision for bus stops north of the intersection.	To be completed prior to: <ul style="list-style-type: none"> i. Any section 224c certificate for subdivision under the Resource Management Act 1991 ('RMA') being issued for the completion of any

<p>2. The East West Road is constructed between Te Rapa Road and central spine Collector Road with provision for separated cycle paths and can be upgraded by HCC to deliver the Northern River Crossing if, and when, that project occurs.</p>	<p>subdivision within the Structure Plan area; or</p> <p>ii. The establishment of any industrial activity being able to generate traffic that gains access off Te Rapa Road.</p>
<p>4. Capacity increase at Te Rapa Road / Ruffell Road signalised intersection to add a northbound through movement lane on Te Rapa Road.</p>	
<p>5. Upgrading Te Rapa Road / Kapuni Street intersection to a signalised T-intersection.</p>	
<p>6. Modifying the lane configuration on Te Kowhai Read at Te Rapa Road / Te Kowhai Road / Church Read roundabout from shared through and left turning lane to left turn only lane.</p>	
<p>7. Construction of new walking and cycling shared paths on both sides of Te Rapa Road connecting the Northern River Crossing to new bus stops.</p>	
<p>8. Construction of signalised Crossroads intersection on Te Rapa Road for access to the Te Rapa North Industrial Structure Plan Area (Access 2), including relocation of the vehicle crossings to 1426 Te Rapa Road to the eastern arm of the signalised intersection, and four laning of Te Rapa Road between the Hutchinson Road roundabout and the signalised intersection.</p>	<p>To be completed prior to:</p> <p>i. Any 224c being issued for any subdivision in PC17 that takes the cumulative developed area with sole access to Te Rapa Road / Northern River Crossing intersection over 33 ha (net developable); or</p> <p>ii. When the cumulative total consented land area in PC17 with sole access to Te Rapa Rd / Northern River Crossing intersection, exceeds 33 ha (net developable)</p>
<p>9. Realignment of Old Ruffell Road to connect to the new central spine Collector Road (Access 3).</p>	

a. All resource consent applications in the Te Rapa North Industrial Structure Plan area, shall include a Broad ITA. All ITAs shall identify and evaluate the effects of all cumulative development in the Structure Plan area on the infrastructure identified for improvements in the Table included in Section 3.9.2.2 (above).

i. In addition to the matters identified in Tables 15-2a and 15-2b of Appendix 15: Transportation, the ITA is to include evidence of consultation with Waka Kotahi NZ Transport Agency, KiwiRail (where relevant), Mainfreight, Fonterra Limited and the Waikato Regional Council and how any feedback from these organisations has been addressed.

3.9.3.2.1 Stage 1

There are two options for Stage 1 that have different infrastructure requirements based on their location and size.

a. Option A - Subdivision and development of up to 25ha of (net developable) land within the Te Rapa North Industrial zone with sole access onto Old Ruffell Road is a Permitted Activity provided that:

- i. The Collector Road (Structure Plan Spine Road) is designed and constructed in general accordance with the Structure Plan and typical cross-section shown in Figure 3.9.2.5.c that connects to Old Ruffell Road; and
- ii. The East-West Road is designed and constructed in general accordance with the Structure Plan and typical cross section shown in Figure 3.9.2.5.a, including the intersection (if required) with the Structure Plan Spine Road; or
- iii. The Extension of Structure Plan Spine Road to the north including future proofing for the intersection with East-West Road; and
- iv. The average weekday peak hour traffic volume on Structure Plan Spine Road with sole access to Old Ruffell Road is not to exceed 410 vehicles per hour, two-way, during the evening peak period.

or

- b. Option B - Subdivision and development of up to 33ha of (net developable) land within the Te Rapa North Industrial zone is a Permitted Activity provided that:
 - i. A Collector Road (Structure Plan Spine Road) is designed and constructed in general accordance with the Structure Plan and typical cross-section shown in Figure 3.9.2.5.c that connects to Old Ruffell Road and future proofs the intersection with the East-West Road; and
 - ii. Construction of a new intersection on Te Rapa Road in general accordance with Access 2 on the Structure Plan; and
 - iii. A Collector Road (Structure Plan Spine Road) is designed and constructed in general accordance with the Structure Plan and typical cross-section shown in Figure 3.9.2.5.c that connects to the Access 2 intersection; and
 - iv. New northbound and southbound bus stops located on the Te Rapa Road south leg of the Access 2 intersection.
 - v. Shared walking and cycling paths on both sides of Te Rapa Road connecting Access 2 intersection to the new bus stops.
 - vi. Provision of four continuous traffic lanes on Te Rapa Road between the Hutchinson Road roundabout and the new Access 2 intersection.
 - vii. Provision of a shared walking and cycling path on the eastern side of Te Rapa Road connecting to the existing shared path from Hutchinson Rd.
 - viii. Closure of two existing vehicle crossings to #1426 Te Rapa Road and provision of one new commercial vehicle crossing to the same property from the new eastern leg of the Access 2 intersection; and
 - ix. The average weekday peak hour traffic volume resulting from activities within the Te Rapa North Industrial zone on the Structure Plan Spine Road with sole access to Old Ruffell Road is not to exceed 230 vehicles per hour, two-way, during the evening peak period; and
 - x. The average weekday peak hour traffic volume resulting from activities within the Te Rapa North Industrial zone on the Structure Plan Spine Road with sole connection to Access 2 intersection is not to exceed 260 vehicles per hour, two-way, during the evening peak period.

c. Any Stage 1 development that does not meet the above requirements is a Restricted Discretionary Activity.

3.9.3.2.2 Stage 2

a. Subdivision and development of up to 51ha of (net developable) land within the Te Rapa North Industrial zone is a Controlled Activity provided that:

- i. A Collector Road (Structure Plan Spine Road) is designed and constructed in general accordance with the Structure Plan and typical cross-section shown in Figure 3.9.2.5.c that connects to Old Ruffell Road and future proofs the intersection with the East-West Road;
- ii. Construction of a new intersection on Te Rapa Road in general accordance with Access 2 on the Structure Plan; and
- iii. A Collector Road (Structure Plan Spine Road) is designed and constructed in general accordance with the Structure Plan and typical cross-section shown in Figure 3.9.2.5.c that connects to the Access 2 intersection; and
- iv. New northbound and southbound bus stops located on the Te Rapa Road south leg of the Access 2 intersection.
- v. Shared walking and cycling paths on both sides of Te Rapa Road connecting Access 2 intersection to the new bus stops.
- vi. Provision of four continuous traffic lanes on Te Rapa Road between the Hutchinson Road roundabout and the new Access 2 intersection.
- vii. Provision of a shared walking and cycling path on the eastern side of Te Rapa Road connecting to the existing shared path from Hutchinson Rd.
- viii. Closure of two existing vehicle crossings to #1426 Te Rapa Road and provision of one new commercial vehicle crossing to the same property from the new eastern leg of the Access 2 intersection; and
- ix. A connection being provided through the existing Dairy Manufacturing Site to the existing access interchange on Te Rapa Road; and
- x. Meadow View Lane being closed to motorised traffic south of Fonterra South Block.
- xi. Is supported by a Level Crossing Safety Impact Assessment (LCSIA) for the Ruffle Road level crossing the demonstrates what further upgrades (if any) are required to reopen the temporary closure of the level crossing.
- xii. Is supported by a Simple Integrated Transport Assessment (ITA) that assesses the capacity and efficiency of the adjoining road network being undertaken, including the
 - a. Te Rapa Road / McKee Street signalised intersection
 - b. Te Rapa Road / Ruffell Road signalised intersection
 - c. Te Rapa Road / Kapuni Street intersection
 - d. Te Rapa Road / Te Kowhai East Road / Church Road roundabout

b. Any Stage 2 development that does not meet the above requirements is a Restricted Discretionary Activity.

3.9.3.3 Strategic Three Waters Infrastructure

A staging programme has been developed for the Te Rapa North Industrial Zone to ensure that urbanisation does not occur ahead of the delivery of key strategic infrastructure. The programme provides a framework to sequence development with the availability of water, wastewater and stormwater networks.

Where proposals deviate from the sequencing set out in the table, they will need to demonstrate that appropriate infrastructure is provided for and that servicing of the land can occur without compromising the efficiency or effectiveness of existing and planned networks. This requirement ensures that development remains coordinated and that individual stages do not place undue pressure on citywide infrastructure systems.

Please note that once the enabling work (Stage 1) has been completed, the remaining stages can occur in any order provided the preceding stages have been completed.

Refer to Figures 3.9.3.3(a), 3.9.3.3(b) and 3.9.3.3(c) for the locations of strategic infrastructure.

Stage	Preceding stage(s) required (*Wastewater, **Water)	Strategic Infrastructure Required		
		Wastewater	Water	Stormwater
Enabling Work	-	Pukete Road Gravity Network (1B, 1C) Pumping Station PS5 and Rising Main (1D, 1E)	-	-
Ruffell Block	Pukete Block* Interchange Block*	Gravity Main 4	Pipe upgrade on Old Ruffell Rd (W3)	Wetland B
Onion South	Onion North* Interchange Block* Ruffell Block**	Gravity Main 3	Southern Te Rapa upgrade (W4)	Wetlands C & D
Onion North	Interchange Block* Ruffell Block** Onion South** or Pukete Block** Interchange Block**	Gravity Main 3	-	Wetland E
Pukete Block	Interchange Block*	Gravity Main 2	Connection to Southern Te Rapa upgrade (W4)	Wetland B
Fonterra South	Meadowview East*	-	Upgrade of Meadowview Water network (W1)	New South River Outlet
Meadowview East	-	Pumping Station PS4 Meadowview Rising Main (14, 15)	Upgrade of Meadowview Water network (W1)	New South River Outlet
Interchange Block	Pukete Block** Or Onion North Block** Onion South Block** Ruffell Block**	Pumping Station PS3 Rising Main 1A		Wetland B
Te Rapa North	Interchange Block* Pukete Block** Interchange Block** Or Onion North Block** Onion South Block** Ruffell Block**	Pumping Station PS2 Rising Main 6	-	Wetland A
Fonterra North	Te Rapa North* Interchange Block*	Pumping Station PS1 Rising Main (12)	-	North River Outlet

Note: Water upgrades for network efficiency and resilience (W8, W10, W2) will be determined based on overall development and current HCC network performance.

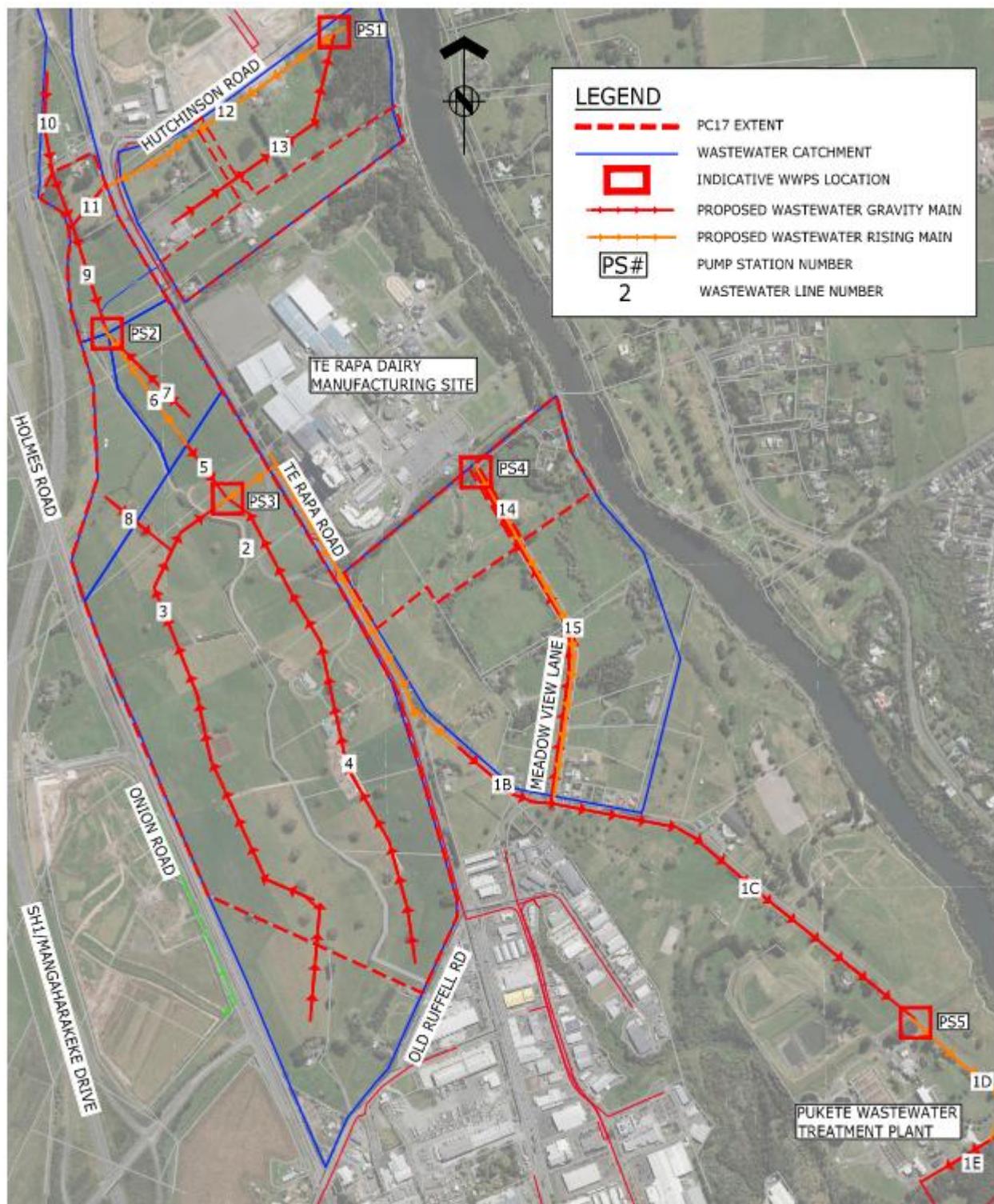


Figure 3.9.3.3(a): Indicative Wastewater Network

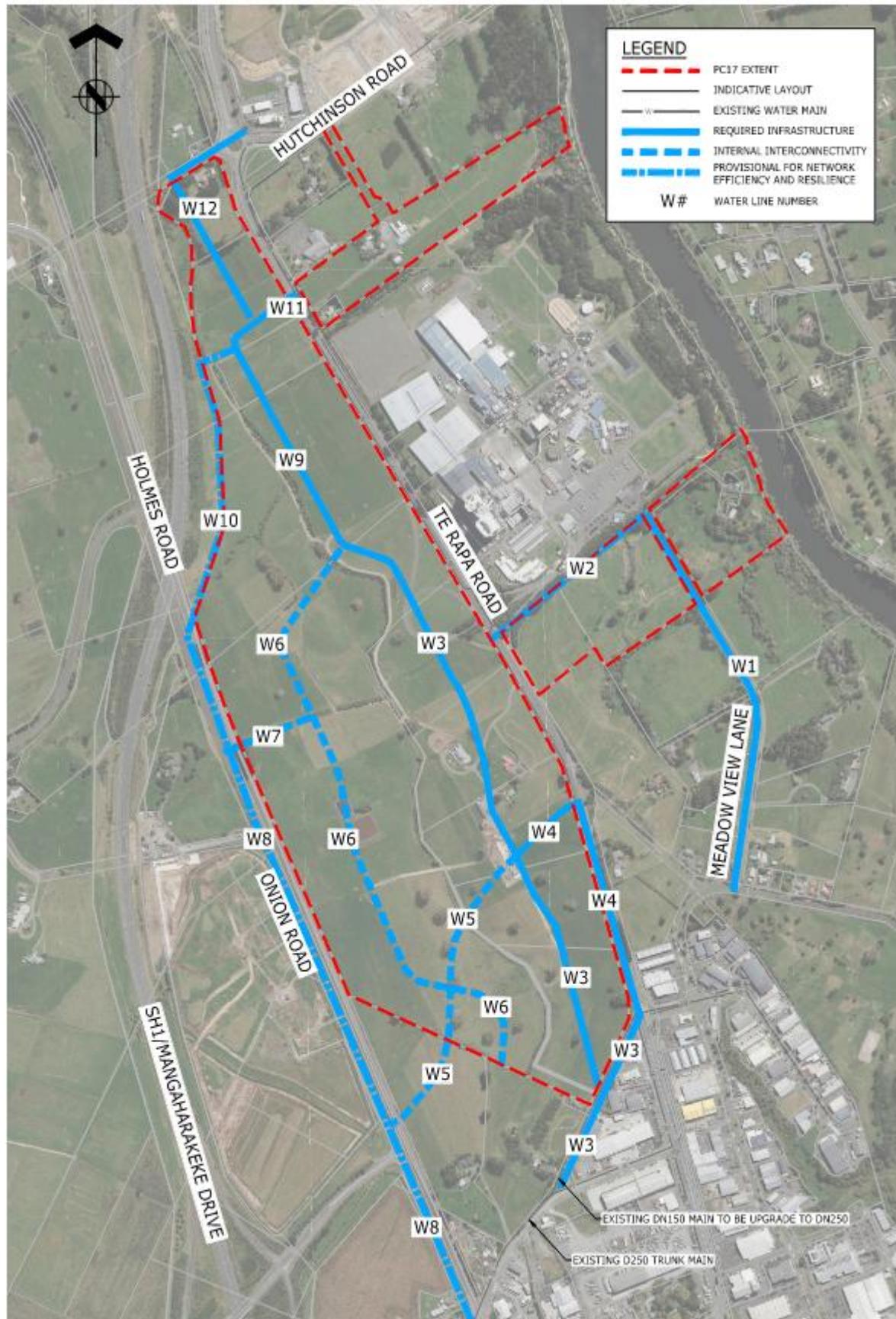


Figure 3.9.3.3(b): Indicative Water Network



Figure 3.9.3.3(c): Indicative Stormwater Network

3.9.3.34

Information Requirements

a. Ecological Management Plan

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

b. Infrastructure Plan

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

3.9.3.4

Development Trigger Activity Status

- iv. Any land use or subdivision consent application that does not provide the information specified in Rules 3.9.3.3 or is sought without this information having been provided by a previous consent, is a Non Complying Prohibited activity.
- a. Any land use or subdivision consent application in the Te Rapa North Industrial zone not in accordance with Rule 3.9.3.2 is a Discretionary activity.

3.9.3.5 Matters of Control

- a. Where resource consent is required under Rule 3.9.3.2.2(a), Council will reserve its control to the following matters:
 - i. Traffic generation and network capacity.
 - ii. Access arrangements
 - iii. Safety considerations
 - iv. Committed and programmed upgrades.
 - v. Effects on the surrounding network
 - vi. Integration with surrounding growth nodes
 - vii. Mode shift and demand management

3.9.3.6 Matters of Restricted Discretion

- a. Where resource consent is required under Rule 3.9.3.2.1(c) or Rule 3.9.3.2.2(b), Council will restrict its discretion to the following matters:
 - i. Traffic generation and network capacity
 - ii. Committed and programmed upgrades
 - iii. Effects on the surrounding transport network
 - iv. Integration with surrounding growth nodes
 - v. Mode shift and demand management
 - vi. Access arrangements
 - vii. Funding and delivery
 - viii. Safety considerations

3.9.3.57 Assessment Criteria

- a. In respect to Rule 3.9.3.3 4.b, the Council's discretion shall include, but not be limited to, the following assessment criteria:
 - i. Mitigation works to ensure development does not result in long-term adverse effects on the efficiency, safety and functioning of the transport network or three waters infrastructure.
 - ii. Mitigation works to ensure development does not result in long-term adverse effects on the ecological values of the site, particularly in relation to pekapeka (New Zealand Long-Tail Bat) habitat and freshwater values.
 - iii. The timing of any other planned local infrastructure network upgrades that would contribute to offsetting the effects of the development.
 - iv. The ITA matters of discretion set out in Appendix 1.3.3.G.
 - v. The matters set out in Appendix 1.3.3, Q Te Rapa North Industrial Structure Plan.
- b. When assessing a resource consent under Rule 3.9.3.2 the Council shall consider the following assessment criteria:
 - i. Traffic Generation & Network Capacity
 - a. The predicted trip generation from the proposal compared to thresholds set out within the Te Rapa North Industrial Structure Plan.
 - b. The ability of the existing transport network to safely and efficiently accommodate the additional traffic.
 - ii. Committed and Programmed Upgrades
 - a. The extent to which any necessary transport upgrades are committed, funded, and programmed for delivery within a timeframe that aligns with the development.
 - b. The relationship between required upgrades for the industrial area and upgrades committed for

any adjoining urban growth node.

iii. Effects on Surrounding Network

a. Potential effects on nearby intersections, corridors, and the wider roading network, including travel time reliability and safety.

b. Potential impacts on public transport, walking, and cycling networks.

iv. Integration with Surrounding Growth Nodes

a. The progress of surrounding residential and industrial growth areas, and implications for network demand.

b. The staging and sequencing of development to ensure infrastructure delivery is coordinated.

v. Mode Shift and Demand Management

a. Provision for safe and direct walking, cycling, and public transport connections.

b. Measures to encourage modal shift and reduce single-occupancy vehicle trips.

vi. Access Arrangements

a. Compliance with the requirement for Stage 1 access to be limited to Access 1 and Access 3 only.

b. Any potential safety or efficiency issues associated with these access points.

vii. Funding and Delivery

a. The applicant's commitment to contribute to, or fully fund, required transport infrastructure to mitigate the effects of development.

b. Conditions or staging triggers to ensure infrastructure is operational before occupation.

viii. Safety Considerations

a. Maintaining or improving the safety of the transport network for all users.

3.9.48

Provisions in Other Chapters

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

- Chapter 2: Strategic Framework
- Chapter 12: Te Rapa North Industrial Zone
- Chapter 14: Future Urban Zone
- Chapter 15: Open Space Zones
- Chapter 19: Historic Heritage
- Chapter 21: Waikato River Corridor and Gully Systems
- Chapter 22: Natural Hazards
- Chapter 23: Subdivision
- Chapter 24: Financial Contributions
- Chapter 25: City-wide
- Chapter 26: Designations
- Volume 2, Appendix 1: District Plan Administration

12 Te Rapa North Industrial Zone

12.1 Purpose

a. Industrial development in Te Rapa North has the potential to support regionally important infrastructure and industries. The existing Te Rapa Dairy Manufacturing Site, and the proposed interchange at the junction of the Te Rapa and Ngaruawahia sections of access to regionally significant transport infrastructure including the Waikato Expressway and North Island Main Truck Line as well as its location at the interface of commercial industrial activities in the north of Hamilton and the rural surrounding area, provides opportunity for limited industrial activity to develop in an integrated, efficient and co-ordinated manner. An area identified as Stage 1A on A Structure Plan contained within Chapter 3.9 guides the Planning Maps has been identified for this purpose. Permitting unanticipated industrial development, either within or outside Stage 1A, other than on development of the Dairy Manufacturing Site, would mean first 91 hectares of the inefficient provision zone to support the delivery of a well-functioning urban environment coordinated with the delivery of efficient infrastructure.

Note

1. The area, with an exception for areas of the Dairy Manufacturing Site and zone where the 30ha within Stage 1A as provided for, is covered by Deferred Industrial Zone area applies are subject to the provisions identified in Chapter 14 Future Urban Zone. This is because of the deferred industrial status of the land and a future urban zoning being applicable for deferred industrial.

12.2 Objectives and Policies: Te Rapa North Industrial Zone

Objective	Policies
12.2.1 Industrial land uses are able to establish and operate within the zone in an efficient and effective manner.	<p>12.2.1a Require the Te Rapa North Industrial land is Zone to be used for industrial uses.</p> <p>12.2.1b Non-industrial uses establish and operate only where they are ancillary to industrial activities, supporting or supportive of industrial activities, or are consistent with industrial land uses.</p> <p>12.2.1c Non-industrial uses do not adversely affect the industrial use of the Te Rapa North Industrial Zone, or impact adversely on the strategic role of the Central City as the primary office, retail, and entertainment centre, and the other commercial centres in the City.</p> <p>12.2.1d Development is undertaken in general accordance with the Te Rapa North Industrial Structure Plan.</p> <p>12.2.1e Prevent new direct access to or from Te Rapa Road.</p>
Explanation	

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

This means those businesses that attract a great deal of traffic are directed towards the Central City and commercial centres, where they will be more accessible, and where significant public investment has been made in providing amenities and facilities capable of supporting such activities.

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

Explanation

Although lower standards of amenity are often characteristic of industrial locations, Plan provisions aim to enable a general improvement in the amenity of the City's industrial locations. The Te Rapa North Industrial Zone incorporates both greenfield industrial activities and the existing Dairy Manufacturing Site, and managing the amenities amenity values of both are the parts of the zone that remain deferred is important to consider. The purpose of this is to create functional and attractive employment areas and to contribute to raising amenity levels within the City generally. Greater emphasis is also placed on industrial precinct that reflects positively on ensuring entrances into Hamilton are attractive and contribute to the overall amenity of Hamilton. This will ensure alignment with Hamilton City's Gateway Policy. This is to be achieved through resource consent being required for the development of a Concept Development Consent for the specific Stage 1A and 1B areas.

Objective	Policies
<p>12.2.3 Industrial development is consistent with the long-term land use pattern for the Te Rapa North Industrial Zone and occurs in an integrated, efficient and co-ordinated manner.</p>	<p>12.2.3a The development of land in the Te Rapa North Industrial Zone is undertaken to ensure it aligns with the Regional Policy Statement.</p>
	<p>12.2.3b Industrial development in the Te Rapa North Industrial Zone occurs in an integrated and coordinated manner that aligns with capacity improvements to the existing reticulated infrastructure (water and wastewater) and roading, or which is in accordance with exemptions from the requirement to connect new development to that infrastructure.</p>

	<p>12.2.3c Industrial development in the Te Rapa North Industrial Zone, beyond the first 7 ha for Stage 1A, is timed to coincide with the availability of all necessary reticulated infrastructure unless an express exception is provided for in this Plan.</p>
	<p>12.2.3d Traffic and transportation effects are managed through land use planning, peak traffic generation controls and integrated, multi-modal transport approaches, to ensure industrial development in the Te Rapa North Industrial Zone does not adversely affect the safety and efficiency of the wider roading network.</p>
	<p>12.2.3e Concept Development Consents shall be used to manage the nature, scale and intensity of proposed industrial developments, to ensure the efficient provision and use of reticulated infrastructure and associated funding mechanisms aligns with Council's LTP and planned growth strategies, subject to exceptions provided for in this Plan.</p>
	<p>12.2.3f The development of land within Stage 1A is undertaken in a manner which ensures the integrated and efficient development of the Te Rapa North Industrial Zone.</p>
	<p>12.2.3g The development of land beyond the areas identified for development in this District Plan shall be avoided until specific district plan provision is made for that development.</p>

The Te Rapa North Industrial Zone has a number of strategic strengths that support its development for industrial purposes. These include its proximity to the Te Rapa and Ngaruawahia sections of the Waikato Expressway, Te Rapa Road (the existing State Highway 1), the North Island Main Trunk Railway (NIMTR), and its relative separation from sensitive residential activities. The Te Rapa section of the Waikato Expressway provides an appropriate boundary to the north of the area. The area is well suited to a mix of industrial activities, provided environmental mitigation measures are included to protect the amenity of the Waikato River. It is appropriate to provide for further dairy industry development in the vicinity of the Te Rapa Dairy Manufacturing Site and motorist support near the future Te Rapa and Ngaruawahia sections of the Waikato Expressway interchange. The staging acknowledges the importance of facilitating the growth of the dairy industry in a sustainable manner and the benefits of a service centre at a strategic location in the Waikato Expressway network. To sustainably manage growth in a strategic manner, a total of 30 hectares (7ha prior to 1 January 2021 and another 23 hectares after 1 January 2021) shall be released for industrial development over the next 30-year period. The development of the remaining land area will be provided for in future planning instruments. Knowledge of the future growth rates, land demand and any changes in land use and development will guide future planning. The release of the identified 30 hectares for development will be dependent on the establishment of the strategic transport network and the

ability to service and provide the necessary infrastructure.

Objective	Policies
<p>12.2.4 Strategically important infrastructure and investment are supported and not compromised by inappropriate land use activities.</p>	<p>12.2.4a A limited area of land in Stage 1A should be developed as a dairy business cluster in conjunction with and complementary to the existing Te Rapa Dairy Manufacturing Site.</p> <p>12.2.4b Activities allowed within the Te Rapa North Industrial Zone should not give rise to reverse sensitivity effects in relation to existing or future industrial activities.</p>

Explanation

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

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

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

Objective	Policies
<p>12.2.5.4 Investment in the Te Rapa Dairy Manufacturing Site as a national and regionally important strategic facility is supported.</p>	<p>12.2.5a.4a The Dairy Manufacturing Site should be recognised for the important benefits it contributes to the community and dairy industrial base for the Waikato.</p>
	<p>12.2.5b.4b Subdivision, use and development shall not compromise the ongoing and efficient operation of the Dairy Manufacturing Site.</p>
	<p>12.2.5c.4c The Dairy Manufacturing Site, as an integral facility to the agricultural sector of Waikato, shall retain its opportunities for continued use, intensification and expansion.</p>
	<p>12.2.5d.4d The ongoing development and use of the Dairy Manufacturing Site shall be supported through the application of specific provisions to enable buildings and structures, noise emissions and</p>

	heavy vehicle movements occur in a manner to ensure the efficient operation of the Dairy Manufacturing Site.
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Explanation

The Dairy Manufacturing Site confers large benefits in terms of economic and community wellbeing at both the local, regional and national level. Therefore, due to its size and importance to the national economy the Dairy Manufacturing Site warrants special consideration in the District Plan through sustainable management practices while enabling opportunities for its continued use, intensification and expansion.

The establishment of incompatible uses nearby is a significant risk to its ongoing viability. Accordingly, it is important to consider the zoning around the Dairy Manufacturing Site. It is considered an industrial zone with specific noise and air quality controls to assist with maintaining the viability of the Dairy Manufacturing Site.

The relevant activity statuses in 12.3.3.1 and general standards in 12.4 apply to the Dairy Manufacturing Site.

Nevertheless, it is important to note that whilst the ongoing operation and development of the Dairy Manufacturing Site is key, these will not occur as of right and in such cases resource consent will be required.

Objective.	Policies
12.2.5 <u>Ecological values are maintained, and where possible, enhanced, as part of industrial use and development.</u>	4.2.1a <u>Contribute to ecosystem connectivity by requiring setbacks and landscape requirements along the boundaries with:</u> i. <u>The Te Rapa Stream</u> ii. <u>The Waikato River; and</u> iii. <u>Significant Natural Areas.</u>
	12.2.5b <u>Prevent development, other than that which provides for walking and cycling access, within setbacks from watercourses to avoid and mitigate adverse effects on freshwater values.</u>
	12.2.5c <u>Require buildings to be setback from Significant Natural Areas and the Waikato River.</u>
	12.2.5d <u>Minimise the risk of harm to long-tailed bats during any removal of confirmed or potential bat roost trees.</u>
	12.2.5e <u>Require any removal of confirmed or potential bat roost trees to be undertaken in accordance with an approved Ecological Management Plan.</u>

Explanation

The development of the Te Rapa North Industrial Zone has the potential to impact freshwater and terrestrial ecological values, particularly those associated with Te Rapa Stream and the Waikato River.

The chapter provisions and Te Rapa North Structure Plan seek to create ecological corridors along the Te Rapa Stream and Waikato River corridors to enhance water quality and biodiversity values, including through the protection of potential peka (New Zealand long-tailed bat) habitat. These corridors have the additional benefits of stormwater management and amenity value. The first land use and subdivision consent application will provide a bespoke detailed Ecological Management for the Te North Industrial Structure Plan area.

Objective	Policies
12.2.6 Industrial development is integrated with the efficient provision of infrastructure.	12.2.6a Require development to be co-ordinated with the provision of suitable transport and three waters infrastructure. 12.2.6b Ensure that development does not compromise the ability for Hamilton City Council to construct the Northern River Crossing 12.2.6c Enable a Rail Siding to be established alongside the North Island Main Trunk Line.
Explanation	
<i>The Te Rapa North Zone forms part of the medium to long term industrial land supply for Hamilton and the Future Proof area. It is important that the supply is used in a sustainable and efficient manner. Accordingly, the enablement of development will be subject to the availability of infrastructure. This is to ensure the efficient development of the zone, functionality of existing infrastructure services and the avoidance of unnecessary financial burdens being placed on the community as a whole.</i>	

12.3

12.3.1

Rules

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

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

12.3.2

Activity Status Table — Te Rapa North Industrial Zone Concept Development Consents

Concept Development Consents Activity	Stage 1A Status
Deferred Industrial Zone	
a. Concept Development Consent for Stage 1A compliant with Chapter 25.13 City wide Three Waters and 25.8: City wide Noise and Vibration and matters of control in Volume 2 Appendix 1.3.2.D.a) Any activity proposed within the Deferred Industrial Zone	Subject to the activity status within Chapter 14 - Future Urban Zone
Development activities	
b. Concept Development Consent for Stage 1A Any activity in the Te Rapa North Industrial zone not complying in accordance with matters of control in Rule 3.9.3.2.D.a.i or x.	NCD
c. Any activity in the Te Rapa North Industrial zone not in accordance with Rule 3.9.3.3	Prohibited NC
d. Direct vehicle access Vehicle Crossings to Te Rapa Road that is not via either a public or private road.	NC
e. Development within the Te Rapa Dairy Manufacturing Site	In accordance with the activity status provided below.
Buildings	
f. Any activity lawfully existing prior to 13 November 2012	P
g. New buildings and alterations and additions to existing buildings	P
h. Demolition or removal of existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	P
i. Maintenance or repair of existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	P
j. Minor works	P
Activities	
k. Collection, storage and processing of raw milk; Manufacture of dairy products from the processed raw milk; and associated dairy activities contained within the extent of the Te Rapa Dairy Manufacturing Site	P
l. Industrial activity	P
m. Logistics and freight-handling activities including rail infrastructure and sidings	P
n. Light industrial activity that generates <250 vehicle movements per day	P
o. Service industrial activity that generates <250 vehicle movements per day	P

p. <u>Ancillary Offices</u>	P
q. <u>Ancillary Offices that do not comply with Rule 12.5.2</u>	D
r. <u>Ancillary Retail</u>	P
s. <u>Ancillary Retail that do not comply with Rule 12.5.3</u>	NC
t. <u>Trade and industry training facilities</u>	P
u. <u>Food and beverage outlets no greater than 250m² gross floor area per site within the Te Rapa North Industrial Focal Area</u>	P
v. <u>Food and beverage outlets no greater than 250m² gross floor area per site outside the Te Rapa North Industrial Focal Area</u>	RD
w. <u>Food and beverage outlets greater than 250m² gross floor area per site outside the Te Rapa North Industrial Focal Area</u>	NC
x. <u>Food and beverage outlets greater than 250m² gross floor area per site</u>	NC
y. <u>Wholesale retail and trade supplies</u>	P
z. <u>Yard-based retail (excluding car and boat sales)</u>	P
aa. <u>Yard-based retail on sites (excluding car and boat sales) fronting Te Rapa Road</u>	RD
bb. <u>Yard-based retail for car or boat sales</u>	NC
cc. <u>Passenger transport facilities</u>	P
dd. <u>Transport depot</u>	P
ee. <u>Accessory buildings</u>	P
ff. <u>Gymnasiums within the Te Rapa North Industrial Focal Area</u>	P
gg. <u>Emergency service facilities</u>	RD
hh. <u>Drive-through services within the Te Rapa North Industrial Focal Area</u>	RD
ii. <u>Supermarkets</u>	NC
jj. <u>Ancillary residential unit</u>	NC
kk. <u>Places of worship</u>	NC
ll. <u>Managed care facilities; retirement villages and rest homes</u>	NC
mm. <u>Visitor accommodation</u>	NC
nn. <u>Noxious or offensive activities</u>	NC
oo. <u>Activities not provided for in this table</u>	NC
pp. <u>Activities that fail to meet one or more of the General Standards in Rule 12.4</u>	D

12.3.3 Activity Status Table — Te Rapa North Industrial Zone

Activity		Pre 2021	Post 1 January 2021	Staging Release 12.6.1		Stage 1A land release not complying with CDC	Deferred Te Rapa North Industrial Zone Area outside Stage 1A	Te Rapa Dairy Manufacturing Site
		Stage 1A	Stage 1A					
	In the absence of a CDC	CDC has been granted	CDC has been granted	Any activity failing to comply with 12.6.1.b.i. or 12.6.1.c.i.	Any activity failing to comply with 12.6.1.b.ii.			
Land Release								
a. Te Rapa North Deferred Industrial Area, except for Stage 1A							NC	
b. Stage 1A not exceeding 7ha in either stage pre 2021	NC	P		D	NC	D		
c. Stage 1A not exceeding 23ha in either stage post 2021	NC		P	D	NC	D		
Activities in Te Rapa North Deferred Industrial Area								
d. Any activity lawfully existing prior to 13 November 2012 and all other activities provided in Future Urban Zone							P	
e. Any activity that does not							NC	

comply with 12.3.3.d.									
f. Any activity in Stage 1A that is listed as a permitted activity in 9.3 and within the 7ha identified on a CDC are restricted to:	NC	P	P	D	NC				
i. Manufacturing and processing of dairy products and by products									
ii. Storage, transfer and distribution facilities primarily but not exclusively for dairy products and by products									
iii. Transport depots primarily but not exclusively for the transport of dairy products and by products									
iv. Network utilities for the purposes of servicing the Stage or adjacent Te Rapa Dairy Manufacturing Site									
g. Any activity within Stage 1A not complying with General Standards 12.4	NC	D	D					NC	
h. Ancillary office	NC	P	P						

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

Note

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

12.4

Rules – General Standards

All activities listed as a permitted, controlled or restricted discretionary activities in Table 12.3.1 must comply with the following standards.

12.4.1

Building Setbacks

- a. Any building is set back at least 30m from the bank of the Waikato River.
- b. Any building is set back at least 6m from the banks of Te Rapa Stream.
- c. Despite the above, a public amenity of up to 25m² on an esplanade reserve, a public walkway, a water take or discharge structure, or a pump shed are not subject to this rule.

Building setback (minimum distance)	
i. Any building is set back from all site boundaries other than transport corridor boundaries	10m
ii. Any building is set back at from the western side of Te Rapa Road south of the Hutchinson Road intersection	30m
i. Transport corridor boundary — local and collector transport corridors	5m ^{3m}
ii. Transport corridor boundary — arterial transport corridors	15m ^{5m} Exception being where: 30m from the western side of Te Rapa Road south of the Hutchinson Road intersection. 30m from the eastern side of Te Rapa Road within the Te Rapa Dairy Manufacturing Site
iii. Te Rapa Road	10m from the western side of Te Rapa Road 5m from the eastern side of Te Rapa Road
vii. Waikato Expressway (Designation E99 and E99a)	i. 40m from the edge of the expressway carriageway for protected premises and facilities ii. 15m ^{5m} from designation boundary for other buildings except that this setback may be reduced to 10m with the written approval of the relevant road authority which shall have regard to: 1. The purpose of the setback 2. The location of the designation boundary in relation to the road carriage 3. The impact of the setback on the use and

	<p>enjoyment of the adjoining land</p> <p>4. The extent of existing or proposed landscaping within the designation</p> <p>5. Effects on the Waikato Expressway</p> <p>6. The record of consultation with Waka Kotahi New Zealand Transport Agency outlining any agreed outcomes</p>
v. <u>East — West Road (as shown on the Te Rapa North Industrial Structure Plan)</u>	<p>i. <u>6.5m; and</u></p> <p>ii. <u>A 13m setback from the legal road corridor from the southern side of the East-West Road, which shall apply in addition to the above until such time as the Northern River Crossing is constructed.</u></p>
vi. Any boundary adjoining any Residential, Special Character or Open Space Zones	8m
viii. From the bank of the Waikato River	<p>30m</p> <p>Despite the above, a public amenity of up to 25m² on an esplanade reserve, a public walkway, a water take or discharge structure, or a pump shed are not subject to this rule</p>
viii. From the banks of the Te Rapa Stream (<u>Riparian Setback</u>)	6m <u>10m</u>
ix. <u>From the banks of any other watercourses (Riparian Setback)</u>	<u>5m</u>
x. <u>Adjoining any Significant Natural Area</u>	<u>5m</u>
xi. Other boundaries	0m
xii. Waikato Riverbank and Gully Hazard Area	6m (applies to buildings and swimming pools)

Note

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

12.4.2

Building Height

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

<u>equipment</u>	
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12.4.3 Height in Relation to Boundary

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

Figure 12.4.3b.3a: Height Control Plane for Boundaries adjoining Open Space Zones

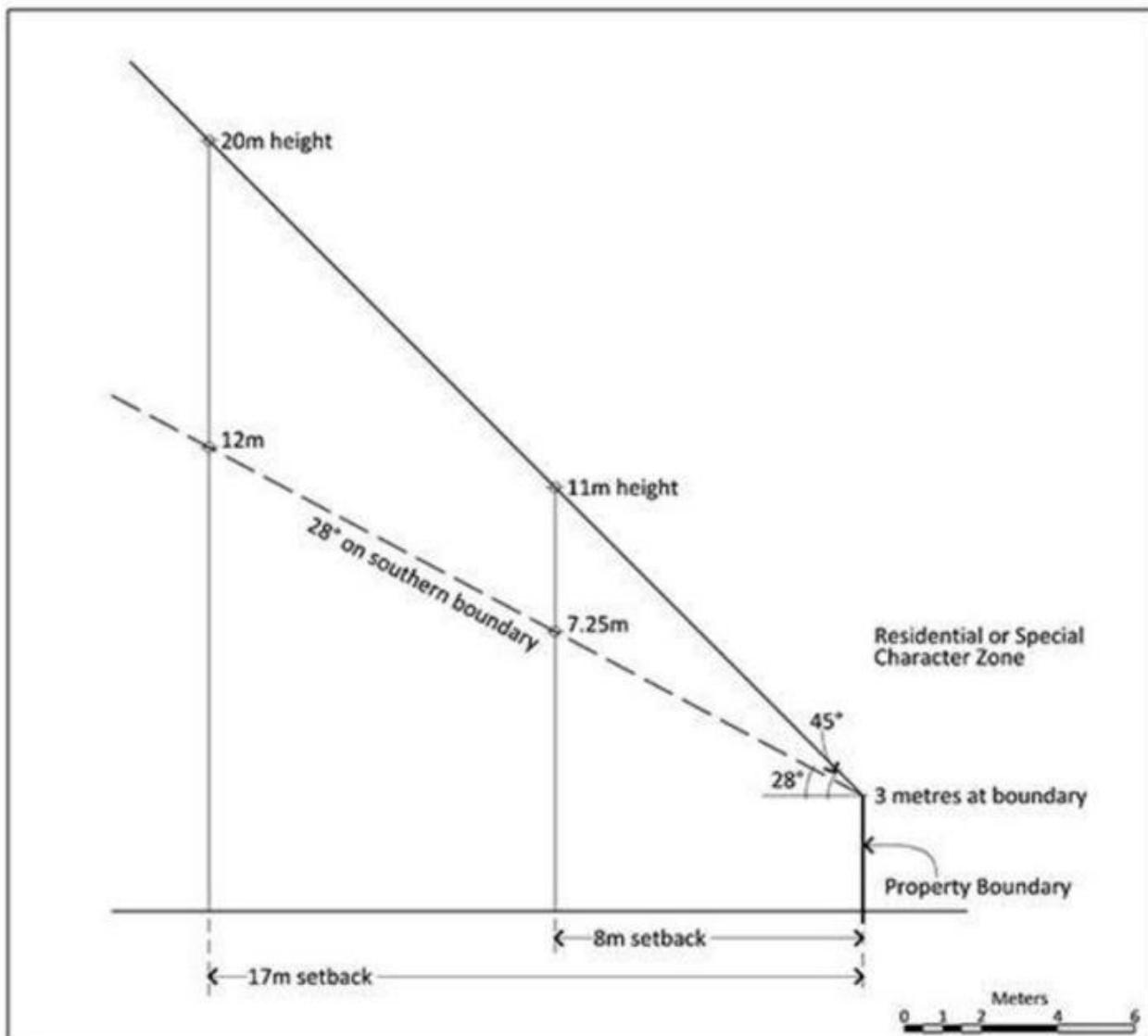
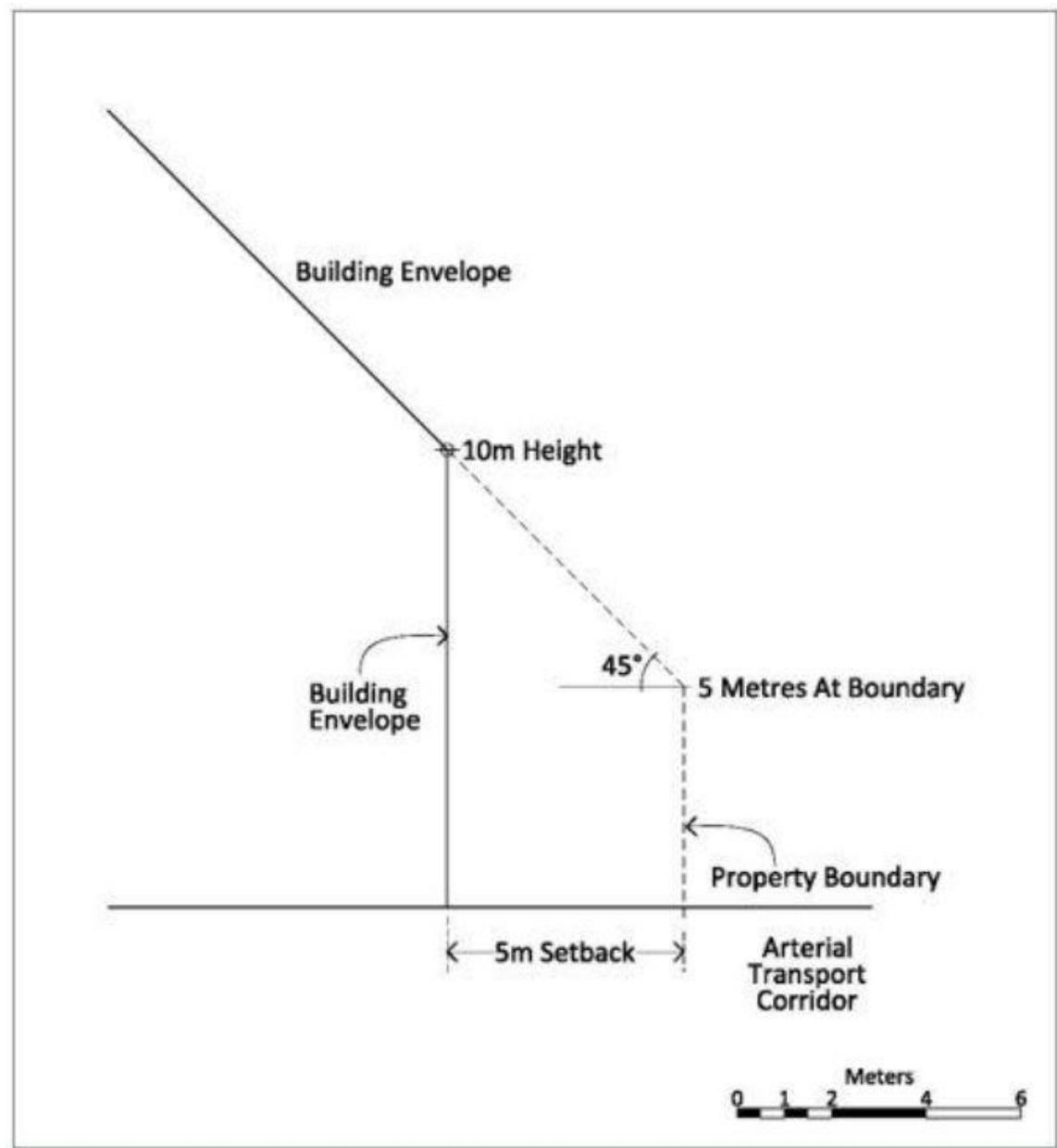
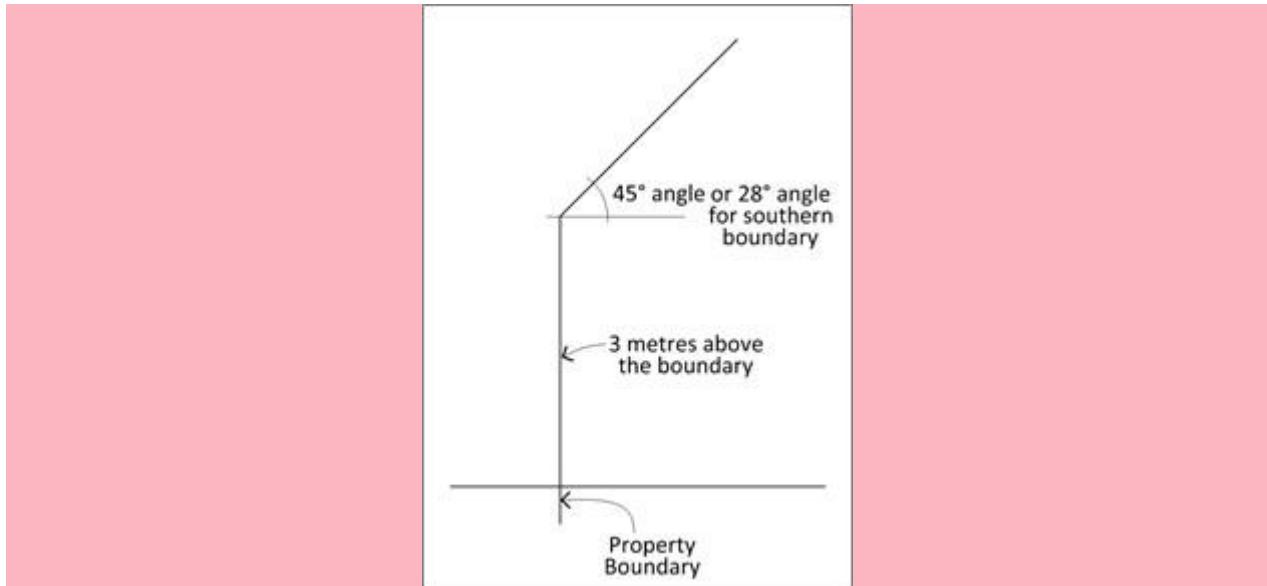


Figure 12.4.3b: Building envelope for buildings located on an Arterial Transport Corridor





12.4.4 Site Coverage

- a. No maximum.

Note

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

12.4.5 Permeable Surfaces

Permeability across the entire site	Minimum 20 ¹⁰ %
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12.4.6 Landscaping

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

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

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

<u>Area to be planted</u>	<u>Extent</u>	<u>Height at maturity</u>	<u>Density</u>

		(minimum)	
i. Between Parking areas and storage areas and road frontage	2m depth along whole road frontage	=	Buffer Strip
ii. Within 15m of the bank of the Waikato River where the land is not subject to an esplanade reserve	Full extent	=	Sufficient to visually screen the activity from the river (except for areas used for water take and discharge structures and associated infrastructure, and access to these.)
iii. Adjacent to Te Rapa Road	2m	At least 2 metres	1. Boundaries where no vehicle access is obtained: Buffer Strip 2. Within 5m of a vehicle access: Planting Strip
iv. Land adjacent to the Te Rapa section of the Waikato Expressway	5m depth along whole road frontage	=	=
v. Boundary of Te Rapa North Industrial Zone and any land subject to the Deferred Industrial Zone	5m depth along whole boundary	10m (within 5 years of planting)	Buffer Strip
vi. Within a riparian setback	Entire extent	=	=

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

12.4.7

Site Layout

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

12.4.7

Transportation

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

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

i. ~~Stage 1A:~~

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

Note

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

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

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

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

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

i. ~~AM Peak (7.30 — 9.30 am)~~

- ~~All Ramps — 300 vehicles per hour (vph)~~

ii. ~~PM Peak (4.00 — 6.00pm)~~

- ~~North Bound On Ramp — 150 vph~~

- ~~South Bound Off Ramp, South Bound On Ramp, North Bound Off Ramp — 300 vph~~

Note

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

12.4.8

Provisions in Other Chapters

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

- (Chapter 9: Industrial Zone 9.3 Activity Status Table only)
- Chapter 14: Future Urban Zone
- Chapter 19: Historic Heritage
- Chapter 20: Natural Environments
- Chapter 21: Waikato River Corridor and Gullies
- Chapter 22: Natural Hazards
- Chapter 23: Subdivision
- Chapter 24: Financial Contributions
- Chapter 25: City-wide

12.6.5 Rules Specific Standards

12.6.5.1 Te Rapa North Land Release Staging

Vehicle Access Restriction

A staged release of land for industrial development

- a. Lot 1 DPS 85687 and Lot 5 DPS 18043 shall occur in accordance with achieve vehicle access via the provision of appropriate infrastructure (including roading) Te Rapa Dairy Manufacturing Site onto Te Rapa Road and developed in accordance with an approved Concept Development Consent according to shall be restricted from achieving vehicle access onto Meadow View Lane. This rule shall not apply once the following land releases occurring: Deferred Industrial Zone overlay is removed from all properties along Meadow View Lane.
- a. The release of land for industrial purposes shall be restricted to that which is provided for in Stage 1A and the Te Rapa Dairy Manufacturing Site. The subdivision and development of land shall be restricted until further planning tools, such as structure planning, are implemented in the Deferred Industrial Area.
- b. Pre 2021 Land Release:
 - i. A maximum of 7ha of Stage 1A.
 - ii. A maximum total of 30ha inclusive of the 7ha provided for in 12.6.1.b.i above.
- c. Post 2021 Land Release:
 - i. A maximum of 23ha in Stage 1A in addition to the 7ha provided for in 12.6.1.b.i above.
- d. The Te Rapa Dairy Manufacturing Site land area, as identified on the Planning Map is not affected by the land release provisions set out above.

12.6.5.2 Ancillary Offices

- a. Ancillary The total ancillary office activity shall not occupy more than 1050% of the gross floor space of the principal industrial activity all buildings on the site.

b. Offices ancillary to industrial buildings shall be located at the front of building and facing the road. On corner sites, offices are only required to face one road.

12.5.3

Ancillary Retail

a. The total ancillary retail shall not occupy more than the equivalent of 10% of the gross floor area of all buildings on the site or 250m², whichever is the lesser.

12.5.4

Food and Beverage within the Focal Area

a. The total gross floor area for all food and beverage activities within the focal area of the Te Rapa North Industrial zone shall (cumulatively) not exceed 800m².

12.7

Restricted Discretionary Activities: Matters of Discretion and Assessment Criteria

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

Activity Specific	Matter of Discretion and Assessment Criteria Reference Number
a. Any activity that infringes Rules 12.4.1 Building Setbacks, 12.4.2 Height, 12.4.3 Height In Relation to Boundary, 12.4.4 Site Coverage, 12.4.5 Permeable Surfaces, 12.4.6 Landscaping, 12.4.7 Site Layout	<ul style="list-style-type: none"> A - General Criteria B - Design and Layout C - Character and Amenity
b. Any activity requiring an air discharge permit under the Waikato Regional Plan within 100m of any Residential Zone	<ul style="list-style-type: none"> C - Character and Amenity F - Hazards and Safety
c. Yard-based retail (excluding car and boat sales) fronting Te Rapa Road	<ul style="list-style-type: none"> C - Character and Amenity F - Hazards and Safety
d. Emergency service facilities	<ul style="list-style-type: none"> C - Character and Amenity F - Hazards and Safety
e. Drive-through services within the Te Rapa North Industrial Focal Area	<ul style="list-style-type: none"> M — Drive-through services C — Character and Amenity F — Hazards and Safety Q — Te Rapa North Industrial

12.7.8

Other Resource Consent Information

Refer to Chapter 1: Plan Overview for guidance on the following.

- How to Use this District Plan
- Explanation of Activity Status
- Activity Status Defaults

- Notification / Non-notification Rules
- Rules Having Early or Delayed Effect

Refer to Volume 2, Appendix 1: District Plan Administration for the following.

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

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