

**IN THE MATTER** of the Resource Management Act 1991

**AND**

**IN THE MATTER** of Plan Change 17: Te Rapa North  
Industrial Private Plan Change to the  
Hamilton City Operative District Plan

**STATEMENT OF EVIDENCE OF BRIAR ALAYNE BELGRAVE  
ON BEHALF OF EMPIRE CORPORATION LIMITED AND PORTER GROUP**

**1. INTRODUCTION**

**Background and experience**

- 1.1 My name is Briar Alayne Belgrave. I am a partner at Barker & Associates Limited (B&A), an independent planning consultancy. My qualifications and relevant experience are set out below.
- 1.2 I am a Full Member of the New Zealand Planning Institute. I have a Masters in Resource and Environmental Planning (Hons) from Massey University, and a Bachelor of Arts from Canterbury University. I have 13 years' experience working as a planning in New Zealand and Australia for private and public clients.
- 1.3 As part of the wide and varied range of plan changes that I have been involved with, my key relevant experience includes: RMA policy development and implementation, drafting and implementation central government national direction instruments, district and regional plan reviews; preparation of private plan changes, strategic spatial planning and the preparation of resource consents.
- 1.4 I confirm that the issues addressed in this statement of evidence are within my area of expertise.

**Code of conduct**

- 1.5 I have read the Environment Court Code of Conduct for expert witnesses contained in the Environment Court Practice Note 2023 and agree to comply with it. I confirm that the opinions expressed in this statement are within my

area of expertise except where I state that I have relied on the evidence of other persons. I have not omitted to consider any material fact known to me that might alter or detract from the opinions I have expressed.

## **2. SCOPE OF EVIDENCE**

2.1 This evidence is provided on behalf of Empire Corporation Limited and Porter Group (referred to herein as '**Porters**') and relates to the spatial extent of structure planning and live zoning that is proposed under Plan Change 17 – Te Rapa North Industrial Private Plan Change ('**PPC17**')

2.2 My evidence will address the following:

- (a) The scope of proposed PPC17;
- (b) In response to the section 42A Report, the merits of live zoning of land owned by Porters;
- (c) The most appropriate approach to structure planning and live zoning land within the TRNIZ.

## **3. EXECUTIVE SUMMARY**

3.1 Porters made a submission to PPC17 seeking that PPC17 address the Te Rapa North Industrial Zone ('**TRNIZ**') comprehensively. In my view, the submission directly relates to the changes proposed by PPC17 to the planning framework. The submission satisfies the established two-limb legal test for determining whether a submission is "on" a plan change.

3.2 In response to the section 42A Report's invitation for evidence to support an expanded plan change area, my evidence, which relies on the evidence prepared by Mr Hills (transportation) and Mr Morris (three waters servicing), demonstrates that Porters' land can be adequately serviced by infrastructure and that any potential adverse effects arising from its inclusion within the plan change area can be avoided or appropriately mitigated. The inclusion of the Porters' land would also achieve a more logical and cohesive zoning pattern and enable integrated planning of key infrastructure networks to occur.

3.3 Notwithstanding my opinion (and supporting evidence) demonstrating that there is merit in including at a minimum Porters' land within PPC17, and that such an addition could of itself be supported, I consider that a comprehensive structure plan covering the entire TRNIZ would improve environmental,

economic, and social benefits and be an efficient and effective means of achieving the relevant objectives. In my opinion PPC17 in its current form represents a piecemeal approach to structure planning that is inconsistent with best practice and with the objectives of both the Operative District Plan and the Waikato Regional Policy Statement ('RPS').

#### 4. SCOPE OF PROPOSED PLAN CHANGE 17

- 4.1 Porters made a submission on PPC17<sup>1</sup> ('the Submission') broadly seeking the relief that PPC17 should address the TRNIZ comprehensively. This included requesting deletion of the proposed Deferred Industrial Zone Overlay from the TRNIZ and preparation of a structure plan for the entire TRNIZ area, which includes the Porters' landholdings as well as land owned by other parties including other submitters. The Submission therefore relates to land which is located outside of the notified PPC17 area but within the TRINZ.
- 4.2 The Joint Memorandum of Counsel on behalf of Hamilton City Council and Fonterra Limited, and Direction #1 issued by the Independent Hearing Panel, raises a question as to whether the Submission is 'on' PPC17 and therefore whether there is jurisdiction for the Hearings Panel to consider and potentially grant the relief sought in the Submission.
- 4.3 The principles and tests for whether a submission or relief sought are 'on' a place change have been well established. They will be addressed in legal submissions by counsel for Porters. My evidence addresses the planning principles and factual matters which underpin the legal tests in the specific circumstances of this case.
- 4.4 The established two-limb test is whether:
  - (a) the submissions address the change to the status quo advanced by the proposed plan change. In other words, the submission must relate to the plan change itself; and
  - (b) there is a real risk that persons potentially affected by such a change would be denied an effective opportunity to participate in the plan change process.<sup>2</sup>
- 4.5 With respect to the first limb of the test in (a) above, concerning whether the Submission relates to the matters addressed in PPC17:

<sup>1</sup> Submitter 7 Empire Corporation and Porter Group.

<sup>2</sup> Established in *Clearwater Resort Limited v Christchurch City Council* AP34/02, 14 March 2003.

- (a) PPC17 proposes amendments to the Hamilton City Operative District Plan ('**ODP**') to live zone one part of the TRNIZ and proposes to introduce the Te Rapa North Industrial Structure Plan ('**the Structure Plan**') to guide development of the plan change area.
- (b) The Submission relates to land that sits within the TRNIZ and immediately adjoins the PPC17 area. The effects of a zoning proposal are not generally limited to the land and activities located within the area covered by the plan change. They typically extend beyond the plan change area to adjacent landholdings and activities. The Structure Plan that has been prepared for the PPC17 area has the potential to create effects at the interface with surrounding landholdings, including Porters'. Such effects are anticipated to arise from the location of structuring elements identified in the Structure Plan and the way in which they extend into adjoining land, for example riparian and stormwater reserves or key transport connections. Of particular relevance, the Structure Plan identifies the Koura Drive Extension (Arterial Road) over the Porters' land at 80 Ruffell Road (Part Allotment 89 Parish of Pukete 4186/53800 Part Allotment 8 Parish of Pukete). This extension will connect Koura Drive to the identified 'East-West Road' in the Structure Plan, which forms part of the Northern River Crossing route, a major arterial transport corridor identified under the ODP.
- (c) The Submission seeks that PPC17 address the TRNIZ in a comprehensive and cohesive manner to ensure the potential effects of enabling urban industrial development can be managed in an integrated way. In this respect, the relief directly relates to the proposed Plan Change itself and the changes to the status quo advanced by PPC17, which propose the live zoning of parts of the TRINZ.
- (d) With respect to the objectives proposed under PPC17, the Submission generally supports the objectives and the urbanisation of land within the TRNIZ. However, it raises concerns that a sufficiently detailed section 32 evaluation has not been undertaken with respect to the option of live zoning the entire TRNIZ<sup>3</sup> to achieve the relevant objectives. The Submission therefore does not seek to significantly alter or add to the key objectives of PPC17. Rather, it

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<sup>3</sup> Identified as Option 4 within the PPC17 section 32 evaluation.

identifies that an alternative method would be more efficient and effective in achieving those objectives. In my view, given the option of live zoning the entire TRNIZ was identified as a reasonably practicable option in the PPC17 section 32 evaluation, the relief sought is within scope and a matter that the PPC17 section 32 analysis could be reasonably expected to address in accordance with the requirements of section 32. Notably, the s32 report did address that option, but in my opinion (for the reasons explained further below) did not assess it sufficiently to meet the requirements of section 32.

- (e) For the above reasons, I consider that the relief sought by Porters directly relate to the notified Plan Change and the changes to the status quo advanced by PPC17. Accordingly, I consider that the issues raised can be considered to be within the scope of PPC17, based on my understanding of the relevant legal tests (to be addressed more fully by legal counsel).

4.6 With respect to the second limb of the test in (b) above, relating to whether potentially affected parties may have missed an opportunity to participate, I consider the following to be relevant:

- (a) PPC17 seeks amendments to the TRINZ area, which is a spatially defined and discrete area that affects a limited number of land owners.
- (b) The Submission seeks that the entire TRNIZ area be live zoned for industrial purposes. In my view, the relief sought is not unusual and can reasonably be anticipated to be advanced by a landowner within the current statutory planning framework, particularly when a private plan change seeks to “spot zone” part of a wider deferred zoning such as proposed under PPC17.
- (c) This is reflected in the fact that numerous other submitters sought similar relief to live zone all deferred land within the TRNIZ, including submissions 4, 5, 8, 9, 12, 15, 16, and 17.
- (d) The summary of primary submissions made on PPC17 was notified on 24 June 2025. The Porters’ submission in full was also made publicly available via the Hamilton City Council website. The further submissions process provides for people to support or oppose the view expressed in the primary submission. Two of the four further

submissions were made in relation to the Submissions, supporting the proposed relief to remove the deferred status of the entire TRINZ and seeking a more coordinated and integrated approach to development of the TRINZ. A third further submission raised the same concerns relating to lack of integrated development, but by opposing submissions seeking that the current zone boundaries remain.

- (e) Given that people who would be affected by the plan change if modified as requested by Porters are already participating in the PPC17 process, and in some cases only because of the relief sought by Porters (through further submissions supporting that relief), I therefore consider that there is no real risk that persons potentially affected by the Submission (if the relief sought is granted) would have been denied an effective opportunity to participate in the plan change process.

- 4.7 For the reasons identified above, I consider that the Submission can properly be considered to be 'on' PPC17 and therefore the relief sought is within scope and able to be assessed on its merits by the Hearings Panel.

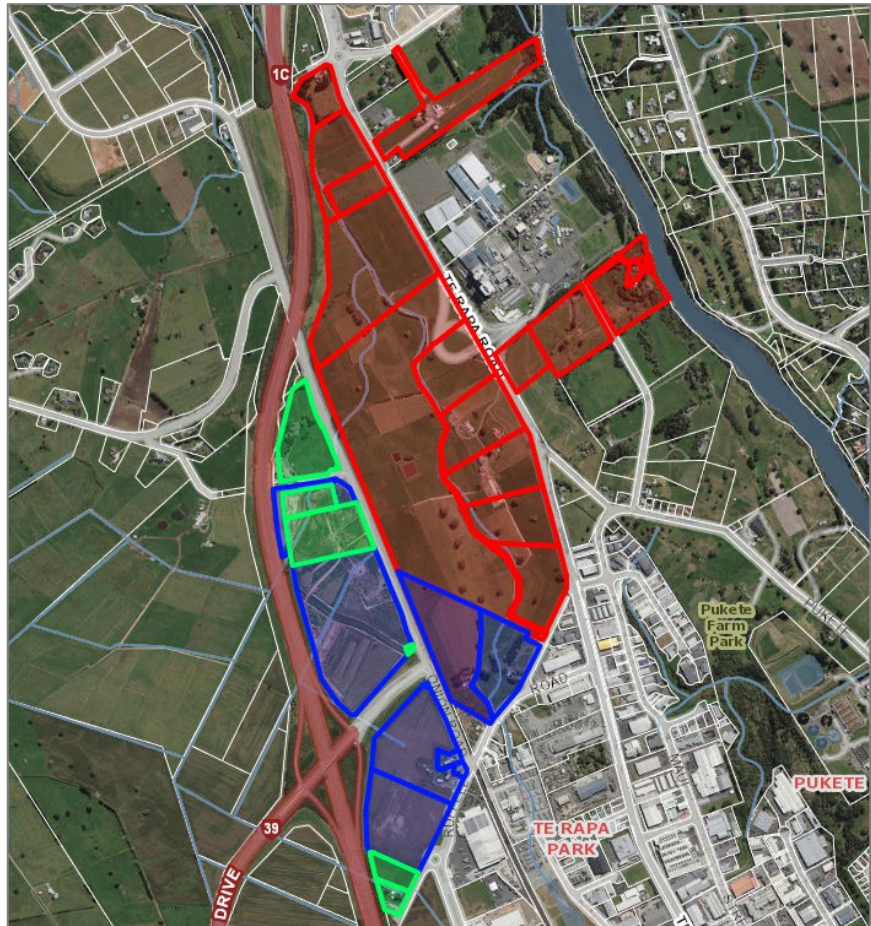
## **5. THE LIVE ZONING OF LAND OWNED BY EMPIRE CORPORATION LIMITED AND PORTER GROUP**

- 5.1 This section of my evidence will address the merits of expanding the PPC17 area to include land owned by Porters in the TRINZ, and is provided in direct response to the section 42A Report and the evidence of Mr Grala.
- 5.2 The table at paragraph 5.8 of the section 42A Report invites submitters to provide evidence to support the expansion of live zoning requested by submitters. The Report also identifies that the block of land bound by Old Ruffell Road, Ruffell Road, Onion Road and the North Island Main Trunk (referred to as 'the triangle in the section 42A Report') "is worthy of further consideration for inclusion within PPC17".
- 5.3 Similarly, the planning evidence of Mr Grala on behalf of Fonterra invites submitters to provide necessary technical information and assessments to support the expansion of the PPC17 area sought by submitters, subject to the matters of scope. General agreement with this approach was also confirmed at a meeting held between Porters and the applicant on 9 October 2025.

- 5.4 Therefore, in response to the section 42A Report and the evidence of Mr Grala, this section demonstrates how the Porters' land (and adjoining parcels) can and should be included as a minimum within PPC17.
- 5.5 The expanded PPC17 area addressed in this section does include six parcels owned by three other private landowners<sup>4</sup> which are immediately adjoining and/or bounded by the Porters land. Two of the six parcels are owned by HCC. These parcels have been illustrated in the revised Structure Plan included at **Attachment 1** in order to demonstrate a logical structure plan spatial extent and to avoid spot zoning. Of relevance, there are no infrastructure dependencies between live zoning Porters' land and these other parcels, and no structuring elements are required to be identified over land outside of Porters' ownership.
- 5.6 Furthermore, the scope of this assessment is limited to Porters' land, the technical analysis undertaken by Mr Hills and Mr Morris is only in relation to Porters' land, which I note forms the majority of the proposed expanded area.
- 5.7 The proposed expanded area is illustrated in Figure 1 below. Porters' land is shown in blue outline and the PPC17 area is shown in red outline. Parcels under the ownership of other third-party landowners are shown in green outline.

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<sup>4</sup> 311 Onion Road (Proudlock Enterprise Limited); Lot 1 DP 602298 (HCC); 410A Onion Road (Delegat Limited); Lot 10 DP 602298; Part Lot 1 DP South Auckland 6991 and Section 1 Survey Office Plan 455601 and 146 Ruffell Road (Judith Baker & Kelvin Baker);



*Figure 1: The Porters' landholdings within the TRNIZ are shown in blue outline and the PPC17 area is shown in red outline.*

### **Zoning Pattern and Structure Plan**

- 5.8 The Porters' landholdings are located to the south west of the PPC17 area and are contained in three blocks of land at the western edge of the TRNIZ. I consider that live zoning this area alongside the PPC17 area would achieve a cohesive and logical spatial zoning pattern within this part of the TRNIZ.
- 5.9 If the Porters' land remains within the Deferred Industrial Zone Overlay, the PPC17 area will effectively form a discrete landholding within the TRNIZ, surrounded by deferred land that has not been structure planned. In my view, that outcome has the potential to create adverse effects by undermining cohesive and integrated development and the effectiveness of managing interface and edge effects with adjoining landholdings.
- 5.10 Incorporating the Porters' land into PPC17 would enable key structuring elements to be planned across this part of the TRNIZ, rather than terminating at the southern boundary of 1255 Great South Road. In particular, it would



ensure the Koura Drive Extension (Arterial Road) can be appropriately located and shown on land that is included in the Structure Plan.

- 5.11 A revised Structure Plan, Zoning Plan, and Indicative Infrastructure Plan which incorporate the three blocks described above is provided in **Attachment 1**. Proposed amendments to 3.9.3.2 Transport Upgrade Framework and 3.9.3.3 Strategic Three Waters Infrastructure are included at **Attachment 2** to address the proposed changes.
- 5.12 The revised Structure Plan makes provision for:
- (a) Inclusion of Porters' land and adjoining parcels within the TRNIZ, and in particular:
    - (i) Inclusion of the land subject to the 'Koura Drive Extension (Arterial Road);
    - (ii) Inclusion of the land subject to Designation A113 under the ODP, which enables the realignment of Onion Road to Arthur Porter Road, required to facilitate the wider PPC17 transport infrastructure upgrade strategy;
  - (b) Extension of the Riparian and Stormwater Reserve from Ruffell Block to Porters' land;
  - (c) Deletion of the Interface Landscape Buffer between the PPC17 area and Porters' land, as both land areas will accommodate industrial activities in accordance with the TRNIZ; and
  - (d) Identification of the existing wetland on land owned by Hamilton City Council ('HCC') and located to the South of Redoaks Close, and the associated and the associated artificial watercourse.
- 5.13 Overall, I am of the view that the revised Structure Plan at **Attachment 1** identifies and illustrates a number of infrastructure interdependencies within the south western part of the TRNIZ between the PPC17 area and Porters' land. I discuss transportation and three waters infrastructure below.

#### **Transportation Infrastructure**

- 5.14 The evidence of Mr Hills sets out the transportation considerations with respect to Porters' land and the revised Structure Plan.

- 5.15 Mr Hills considers that the likely trip generation arising from these land holdings can be accommodated at the three existing intersections proximate to the Porters' land. In addition, based on the modelling undertaken by Mr Hills, the live zoning of this land is unlikely to create adverse transport safety or capacity effects at the new intersection upgrades identified within the PPC17 area, subject to further investigations that can be undertaken as part of a future resource consent process through the preparation of a Broad Integrated Transport Assessment ('ITA') to confirm detailed design elements such as the provision of additional capacity or through lanes.
- 5.16 Overall, Mr Hills' assessment confirms that the Porters' landholdings and surrounding adjacent landholdings can be live zoned, subject to additional transport infrastructure triggers for the upgrading and realignment of Onion Road, to be completed prior to the issue of any section 224c certification for this land.
- 5.17 Relying on the evidence of Mr Hills, I consider that Porters' land can be incorporated within PPC17 and that, subject to the proposed amendments to provisions included at **Attachment 2**, any potential adverse effects on the transport network can be avoided and appropriately mitigated. I agree with Mr Hills that some additional upgrade requirements can be investigated at the time of development through the requirement to prepare a Broad ITA. In my view, this is an efficient and effective method of achieving Objectives 3.3.4 of the ODP and 12.2.6 as proposed under PPC17 given that development within the PPC17 area and TRNIZ will occur in stages over time.
- 5.18 The evidence of Mr Hills also identifies two necessary transport upgrades that are located solely over Porters' land that form part of the overall PPC17 transport infrastructure strategy. These upgrades are:
- (a) The extension of the East West Corridor to Koura Road.
  - (b) Designation A113 under the ODP for the realignment of Onion Road. Importantly, Mr Hills identifies that these physical works are required to enable the reopening of the currently closed Ruffell Road Level Crossing proposed under Rule 3.9.3.2.xvii of Mr Grala's evidence.
- 5.19 I agree with Mr Hills that including Porters' land would support better land use transport integration. In my view, this will enable the required outcomes at the rail crossing to be appropriately addressed through a future resource consent process. It is also my opinion that, because the indicative Koura Drive Extension is not designated, the protection of the high-level alignment of this

route through Porters' land, and therefore Objectives 3.34 and 12.2.6, are more efficiently and effectively achieved by incorporating the subject land parcel within PPC17.

### **Three Waters Infrastructure**

- 5.20 The evidence of Mr Morris sets out three waters infrastructure servicing considerations with respect to Porters' land. In summary, Mr Morris' assessment confirms that, at a high level, the Porters land can be adequately serviced by three waters infrastructure through localised upgrades.
- 5.21 Based on his analysis, Mr Morris has identified the strategic infrastructure requirements to service Porters' land. Relying on this, I consider that Porters' land can be incorporated within PPC17 and that, subject to the proposed amendments to provisions included at **Attachment 2**, potential and effects arising from three waters infrastructure servicing and the coordination of land use and infrastructure provision can be appropriately managed.
- 5.22 Notwithstanding the ability to adequately service Porters' land, Mr Morris has identified areas where the PPC17 infrastructure servicing strategy can be further refined to improve design efficiencies and provide greater certainty for other TRNIZ landowners. In my opinion, this represents an opportunity to refine the PPC17 three waters infrastructure servicing strategy by incorporating other landholdings to ensure the provisions under 3.9.3.3 Strategic Three Waters Infrastructure are the most efficient and effective in achieving Objectives 3.3.2 and 3.3.3 of the ODP and 12.2.6 as proposed under PPC17.

### **Summary**

- 5.23 Overall, and based on the evidence of Mr Hills and Mr Morris, I consider that the Porters' land can be adequately serviced and included within PPC17 and any potential adverse effects can be appropriately managed. In response to the section 42A Report inviting submitters to produce evidence to support an expanded PPC17 area, I consider the revised Structure Plan included at **Attachment 1** and the amendments proposed to 3.9.3.2 Transport Upgrade Framework and 3.9.3.3 Strategic Three Waters Infrastructure included at **Attachment 2** appropriately demonstrate how the Porters' land can be live zoned and incorporated into the Plan Change proposal. For the reasons set out above and in recognition of the benefits that can be achieved under this approach outlined in the section 32AA evaluation, I consider that it is a more

efficient and effective method to achieve the relevant objectives in comparison to PPC17.

- 5.24 A section 32AA evaluation is included at Attachment 3 which addresses option of including the Porters' land (and adjoining parcels) into the Plan Change. The section 32AA evaluation is explained at Section 6 of my evidence.
- 5.25 As outlined above, the inclusion of evidence with respect to Porters' land within PPC17 is a direct response to the recommendations set out within the section 42A Report, which considered the Porters' land to be worthy of further consideration for inclusion in the plan change area. However, it does not detract from the wider relief sought in the Submission, which supports the comprehensive and cohesive live zoning of the entire TRNIZ. While this section of my evidence has demonstrated that, at a minimum, the Porters' land can appropriately be included, Section 6 of my evidence below addresses the entire TRNIZ.

## **6. STRUCTURE PLANNING AND LIVE ZONING LAND WITHIN THE TRNIZ**

- 6.1 This section of my evidence addresses the planning matters raised in the Submission and responds to the relevant assessments contained within the section 42A Report.
- 6.2 The Submission seeks the deletion of the Deferred Industrial Zone Overlay from the entirety of the TRNIZ, as well as consequential amendments to the Structure Plan and chapters of the District Plan.
- 6.3 The analysis contained at paragraph 5.8 of the Section 42A Report does not recommend any changes to PPC17 in response to submissions which sought to expand the TRNIZ live zoning.
- 6.4 Notwithstanding the assessment provided at Section 5 above, I consider that amendments are required to live zone and structure plan the entire TRNIZ in order to appropriately manage potential effects of urbanisation and to ensure an efficient and effective planning framework.
- 6.5 In considering the relief sought by the Porters' Submission, I agree with the section 42A Report that a key consideration is whether the staged uplift of the TRINZ under PPC17 gives rise to adverse effects that are either not appropriate and/or not able to be managed. I consider that PPC17 in its current form does not include a sufficient level of detail and that the current proposal is likely to create adverse environmental effects as well as adverse effects on

Porters, particularly in relation to the integration of transport infrastructure upgrades.

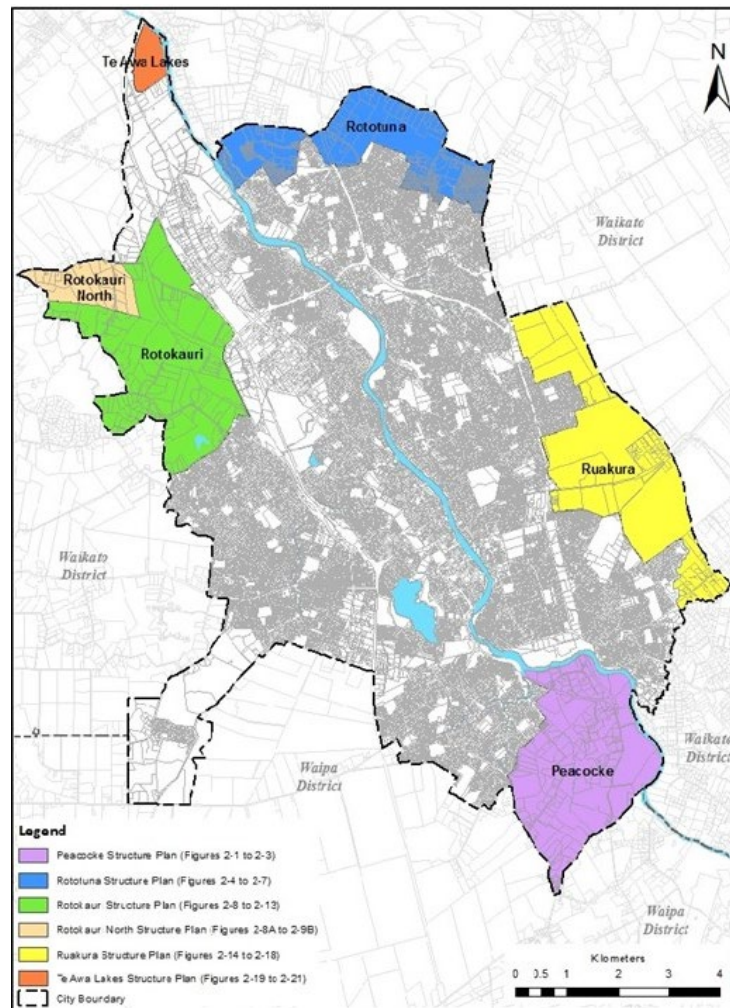
6.6 In addition, I consider the obligations under section 32 of the RMA, as they apply to making changes to the District Plan, to be of particular relevance.

6.7 I address these matters below.

### **Effects of Private Plan Change 17**

6.8 Structure planning is a well-established tool for managing urban growth in greenfield areas and guiding urbanisation and rezoning. It provides a framework to establish the spatial pattern of land use, open space and transport networks, and infrastructure within a future development area. Through the structure planning process, wider strategic outcomes can be identified and achieved while ensuring environmental effects can be appropriately managed. Within greenfield areas, structure plans can also set out the methods in which urban edges or zoning interfaces and transitions are managed.

6.9 In my view, best practice structure planning requires a comprehensive and integrated evidence-based approach, undertaken across the whole of a development area, or at least sub-area that can be logically separated. An integrated approach is necessary to identify and manage development outcomes across the deferred area and ensure that cumulative effects of urbanising the TRNIZ can be appropriately identified and managed. That approach has been undertaken for the six structure plans currently incorporated under Appendix 2 of the ODP, which cover significant spatial areas as illustrated in **Figure 2** below.



*Figure 2: Structure Plans Locality Guide under Appendix 2 of the ODP, showing the spatial extent of existing structure plan areas.*

- 6.10 This approach to structure planning is also reinforced under Objectives UFD-O1 of the Waikato Regional Policy Statement ('RPS') and the Chapter 3 objectives of the ODP, including in particular Objectives 3.3.2, 3.3.3, and 3.3.4,
- 6.11 As outlined above, PPC17 proposes to live zone a discrete industrial landholding within the centre of the TRNIZ that is surrounded by deferred land. The PPC17 area is defined by ownership boundaries rather than by a logical or defensible spatial boundary. In my experience, best practice structure planning would define these boundaries with reference to zoning patterns, transport corridors, natural features, or infrastructure servicing catchments. Except for its north-western edge adjoining the State Highway network, the PPC17 site is bound in all directions by land that remains under the Deferred Industrial Zone Overlay. In my view, this creates the risk of an ad-hoc and fragmented development pattern that can undermine the delivery of strategic integrated development outcomes for the TRNIZ, leaving uncertainty with

respect to how land use, open space provision, and transport and infrastructure networks will be planned and will function across the TRNIZ.

- 6.12 In terms of managing zoning interfaces between the TRNIZ and surrounding area, the PPC17 Structure Plan identifies temporary interface landscape buffers at the periphery of the PPC17 area. In my view, this is not an efficient or effective method of achieving Objectives 3.3.1, 3.3.4, 12.2.1, and 12.2.3. I anticipate that the temporary interfaces will create uncertainty for adjoining land users and their placement has not been informed by the ultimate urban form of the TRNIZ and its relationship with adjoining sensitive uses. I consider that a more robust approach would be to use the structure planning process to identify necessary interface controls at the adjoining zoning interfaces with the Business 6 Zone and the Sports and Recreation Open Space Zone. These controls should be informed by the form of development that would be enabled within the TRNIZ, including but not limited to the PPC17 area. This can only be determined by structure planning the entire TRNIZ. A cohesive approach would ensure that the need to manage development effects at zoning interfaces, whether this is through landscape buffers or other mitigation measures, can be accurately identified within necessary locations and directly linked to the developments that would generate potential effects. This would also provide greater certainty to all landowners within the TRNIZ.
- 6.13 For these reasons, I consider that PPC17 and the Structure Plan approach in their current form has the potential to create adverse effects with respect to the integrated planning and delivery of the development within the TRNIZ. In my view, the current proposal is not an efficient or effective method to achieve the relevant objectives ODP identified above or Objective UFD-O1 under the RPS.
- 6.14 In particular, PPC17 is likely to create implications for Porters and other landowners within the TRNIZ who may wish to advance their own development or plan change applications. The incomplete information supporting PPC17 in relation to the interface with and strategic transport connections affecting surrounding TRINZ land leaves uncertainties regarding infrastructure provision. It would transfer critical servicing considerations onto neighbouring landowners and constrain the ability of these landowners to progress with development in an integrated and coordinated way. For these reasons, I am of the view that the more limited Structure Plan approach currently proposed under PPC17 has the potential to hinder wider development outside of the plan change area.

## **Section 32 Evaluation**

- 6.15 Section 32 of the Act sets out the evaluation requirements that apply when a Council is proposing to change the District Plan (whether through a Council led or private plan change proposal). Of particular relevance to the consideration of PPC17 are the requirements to evaluate:
- (a) The efficiency and effectiveness of reasonably practicable options in accordance with section 32(1)(b)(ii); and
  - (b) The costs and benefits of the environmental, economic, social, and cultural effects that are anticipated from the implementation of provisions under reasonably practicable options in accordance with section 32(2)(a).
- 6.16 The section 32 evaluation contained within PPC17 is generally limited to the proposed plan change area, and does not comprehensively assess the efficiency and effectiveness or costs and benefits associated with the identified options. In my view, this level of assessment is required under section 32 of the Act to correspond to the scale and significance of changes anticipated from the implementation of PPC17, particularly with respect to Option 4 identified in the section 32 evaluation to live zone the entirety of the TRNIZ.
- 6.17 Overall, I generally agree with the objectives proposed to be amended under PPC17 and included at Attachment 1 of Mr Grala's evidence, with the exception of Objective 12.2.3 which is proposed to be deleted under PPC17. I consider that notwithstanding the deletion of the Concept Development Consent approach, Objective 12.2.3 remains relevant and an appropriate way to achieve the sustainable management purpose of the Act.
- 6.18 Objective 12.2.3 seeks to ensure development in the TRNIZ achieves the long-term land use pattern and occurs in an integrated, efficient, and co-ordinated manner. The objective is relevant to ensuring development gives effect to any structure plan for the TRNIZ and to ensure transport and infrastructure networks in particular can be integrated and co-ordinated across the area. This is of particular relevance due to the staged approach of development and given landholdings are held under different ownership. This will ensure that the effects of development on the built environment can be avoided or mitigated.
- 6.19 I therefore consider the following objectives are of particular relevance under section 32(6) when considering the appropriate spatial extent of the PPC17



area. All objectives, with the exception of Objective 12.2.3, are set out as they are proposed to be amended under PPC17:

- (a) Objective 3.3.1 (objective under the ODP) Optimised, long-term, positive environmental, economic, social and cultural effects of greenfield development;
- (b) Objective 3.3.2 (objective under the ODP) New urban development is appropriately serviced and properly integrated to minimise City network impacts;
- (c) Objective 3.3.3 (objective under the ODP) Effective and integrated management of Three Waters so as to sustainably manage the impact of development on the City's natural and physical resources;
- (d) Objective 3.3.4 (objective under the ODP) An integrated and efficient pattern of land use and transportation so as to sustainably manage the impact of development on existing and planned transport infrastructure;
- (e) Objective 12.2.1 (objective under the ODP) Industrial land uses are able to establish and operate within the zone in an efficient and effective manner;
- (f) Objective 12.2.3 (objective under the ODP proposed to be deleted but I consider should remain) 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; and
- (g) Objective 12.2.6 (new objective proposed under PPC17) Industrial development is integrated with the efficient provision of infrastructure.

6.20 An assessment in terms of section 32AA of the RMA is included at **Attachment 3** and evaluates spatial options for live zoned land within the TRNIZ, including Options 3 and 4 identified within the PPC17 section 32 evaluation. For completeness, and in response to the section 42A Report, the option to include the Porters' land has also been identified and evaluated.

6.21 Overall, I consider that the most efficient and effective option to achieve the objectives is to prepare a structure plan and live zone the entirety of the TRNIZ. It will ensure that land use, transportation, and three waters infrastructure can

be strategically planned across the TRNIZ while also achieving improved environmental, economic, and social benefits in comparison to PPC17 in its current form.

- 6.22 A Structure Plan for the entire TRNIZ has not been prepared at this stage given the scale of technical work that would be required and an understanding that further technical work from Fonterra Limited will become available during the PPC17 hearing. I recommend that this this work is undertaken in a comprehensive manner to ensure PPC17 or any other future Plan Change to advance the live zoning of this land achieves the most efficient and effective outcomes for future development of the TRNIZ.

## **7. CONCLUSION**

- 7.1 The Porters' Submission to PPC17 is within the scope of the plan change to rezone Fonterra-owned land and neighbouring parcels within the Deferred Industrial Area in Te Rapa North.
- 7.2 Further amendments to PPC17 are necessary to ensure that PPC17 accords with the relevant planning and statutory framework, including in relation to the efficient and effective management of cumulative development and transportation and three waters infrastructure servicing effects, and achieves the evaluation requirements under section 32 of the RMA.
- 7.3 I consider that structure planning and live zoning the entire TRNIZ are the most efficient and effective provisions to achieve the relevant objectives of the plan change proposal advanced by Fonterra, which are proposed to be retained under the amended proposal being advanced by Porters.

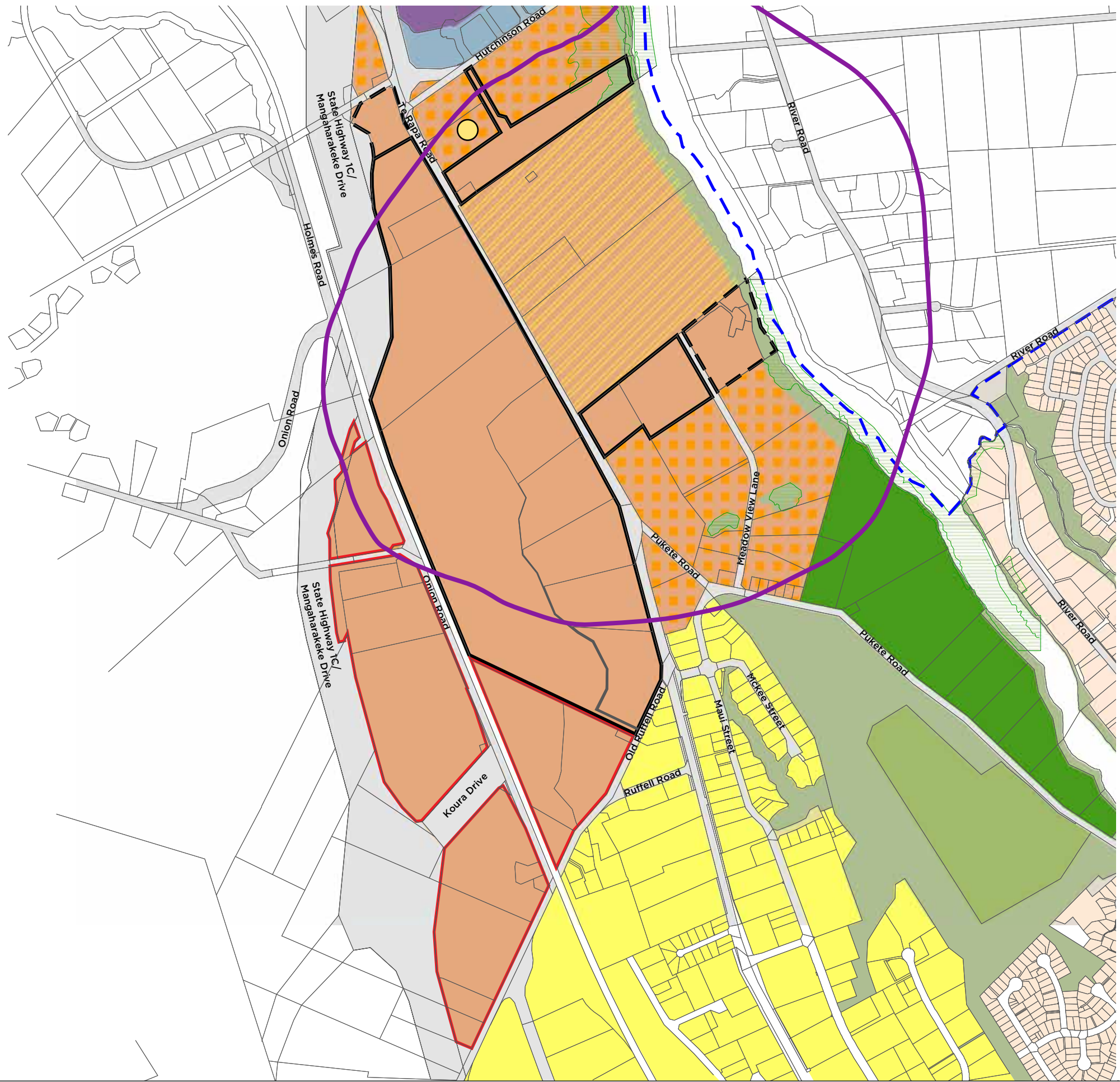
**Briar Alayne Belgrave**

**30 October 2025**

## Attachment 1

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### Amendments to Planning Maps and Indicative Infrastructure Plan



# PROPOSED ZONING PLAN

- KEY**
  - Proposed Plan Change Area (Fonterra Land)
  - Proposed Plan Change Area (Other Land)
  - Local Authority Boundary
  - Proposed Areas To Be Included In PC 17 (Empire Corporation / Porters)
- Hamilton City Council District Plan:**
  - Te Rapa North Industrial Zone
  - Industrial Zone
  - Residential Zone - General Residential Zone
  - Open Space Zone - Sports and Recreation Open Space Zone
  - Open Space Zone - Natural Open Space Zone
  - Open Space Zone - Neighbourhood Open Space Zone
  - Business 6 Zone - Neighbourhood Centre
  - Major Facilities Zone
  - Medium Density Residential Zone
  - Deferred Industrial Zone Area
  - Te Rapa Dairy Manufacturing Site
  - Te Rapa Dairy Manufacturing Site Noise Emissions Boundary
  - Built Heritage - Rank B (Sikh Temple) (PC9)
  - Significant Natural Areas (Schedule 9C) outside of Te Rapa Dairy Manufacturing Site

Note: All features shown are for illustration purposes and subject to refinement.





PROPOSED TE RAPA NORTH INDUSTRIAL  
STRUCTURE PLAN

- Proposed Plan Change Area
  - Existing Property Boundaries
  - Existing Road
  - Permanent Watercourse (5m riparian margin required)
  - Artificial or Intermittent Watercourse
  - Te Rapa Dairy Manufacturing Site
  - Proposed Areas To Be Included In PC 17 (Empire Corporation / Porters)
- Proposed Structure Plan Features - Indicative Locations:**
- Te Rapa North Industrial Zone
  - Natural Open Space Zone
  - Existing Wetland
  - 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 (extends subject to confirmation of riparian margins, flood plain and stormwater infrastructure)
  - Interface Landscape Buffer
  - Te Araroa Trail

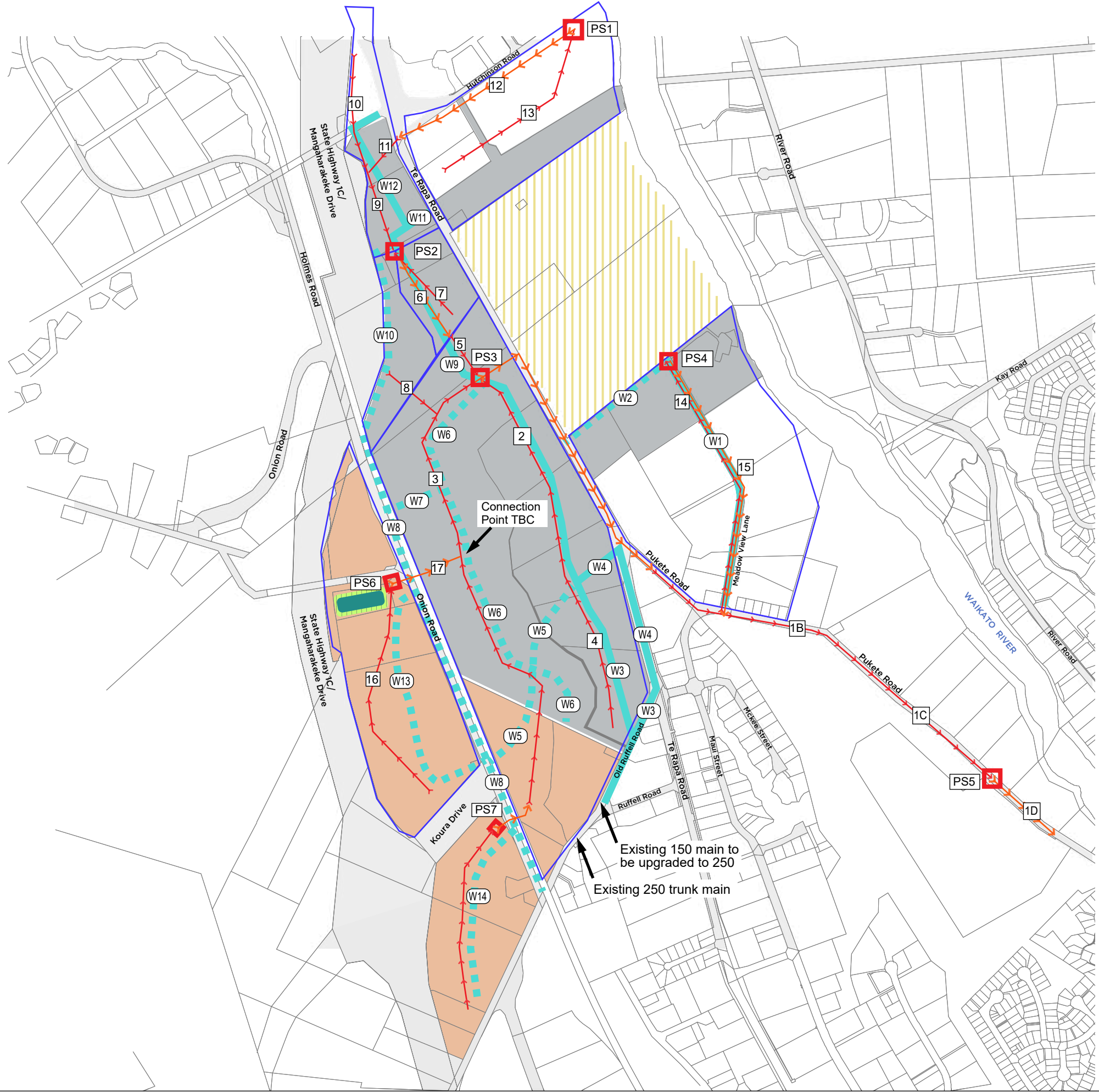
Empire Corporation Limited and Porter Group  
Submission on Plan Change 17

For Evidence - Proposed Te Rapa North Industrial Structure Plan

Scale: N/A

Date: 30/10/2025





**PROPOSED TE RAPA NORTH INDUSTRIAL  
INTEGRATED INFRASTRUCTURE PLAN**

- Proposed Plan Change Area
- Existing Property Boundaries
- Existing Road
- Te Rapa Dairy Manufacturing Site
- Proposed Areas To Be Included In PC 17 (Empire Corporation / Porters)
- Existing Wetland
- Riparian and Stormwater Reserve (extends subject to confirmation of riparian margins, flood plain and stormwater infrastructure)

**Proposed Wastewater Features - Indicative Locations:**

- Wastewater Catchment
- Indicative Wastewater Pump Station (WWPS) Location
- Proposed Wastewater Gravity Main
- Proposed Wastewater Rising Main
- Pump Station Number
- Wastewater Line Number

**Proposed Water Features - Indicative Locations:**

- Required Infrastructure
- Internal Interconnectivity
- Water Line Number

## Attachment 2

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### Amendments to PPC17 Provisions

## Attachment 2A – Markups to Provisions Chapter 3.9

Amendments proposed are shown with text to be deleted in red and ~~struck-out~~ and text to be added as underlined in red text.

### 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 NIMT~~e~~ 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 ~~58~~ 53ha of (net developable) employment land, that is to be developed as



a high-quality industrial precinct and future rail siding for the NIMT.

- 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 gfa 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 gymnasiums, 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 passes through the Te Rapa North Industrial Structure Plan area. It is anticipated to be upgraded in the long term to include a rapid transit route from the CBD to Te Awa Lakes development. Upgraded infrastructure on Te Rapa Road to support the Te Rapa North Industrial zone includes:

- i. Access 2: A new four-way signalised intersection south of Hutchinson Road, providing access to the West Block and North Block.
- ii. Four-laning of Te Rapa Road between the Hutchinson Road roundabout and Access 2 intersection
- iii. New Bus Stops on Te Rapa Road south of the Access 2 intersection
- iv. A shared walking and cycling path on the eastern side of Te Rapa Road between Hutchinson Road and the Access 2 intersection.

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.

A potential new intersection (by Hamilton City Council) is anticipated to connect Te Rapa Road with the Koura Drive Extension section of the proposed Northern River Crossing arterial, near the existing Pukete Road intersection.

- 2. The East-West Road in the Te Rapa North Industrial Structure Plan area is designed to be upgraded in future by Hamilton City Council to a Major Arterial, if/when the Koura Drive Extension section of the Northern River Crossing is constructed. To service development associated with the Te Rapa North Industrial Structure Plan area, the initial East-West Road shall be constructed in accordance with the future-proofed cross-section depicted in Figure 3.9.2.5a. Rule 12.4.1 applies setbacks to this interim design to futureproof the corridor for 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, as it will have a key role in accommodating public transport and active and micro-mobility transport routes. As such, the Structure Plan connectivity is an important design element to facilitate the safety of users and provide convenient mode choice options whilst ensuring long-term efficient access for freight to the strategic road network.

#### **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. Local Roads depicted on the Structure Plan are indicative only.

#### **Vehicle Access Restriction**

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

#### **Public Transport**

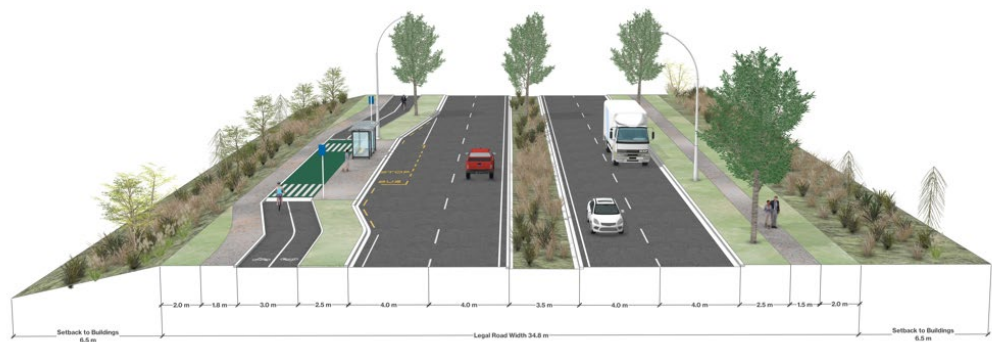
- k. The Structure Plan area is to facilitate the provision of public transport services so employees, visitors and those travelling through the area have a variety of transport options.
- l. The road network set out in Figure 2-22 either holds space for the upgrade of existing transport corridors (Te Rapa Road) or will deliver 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**

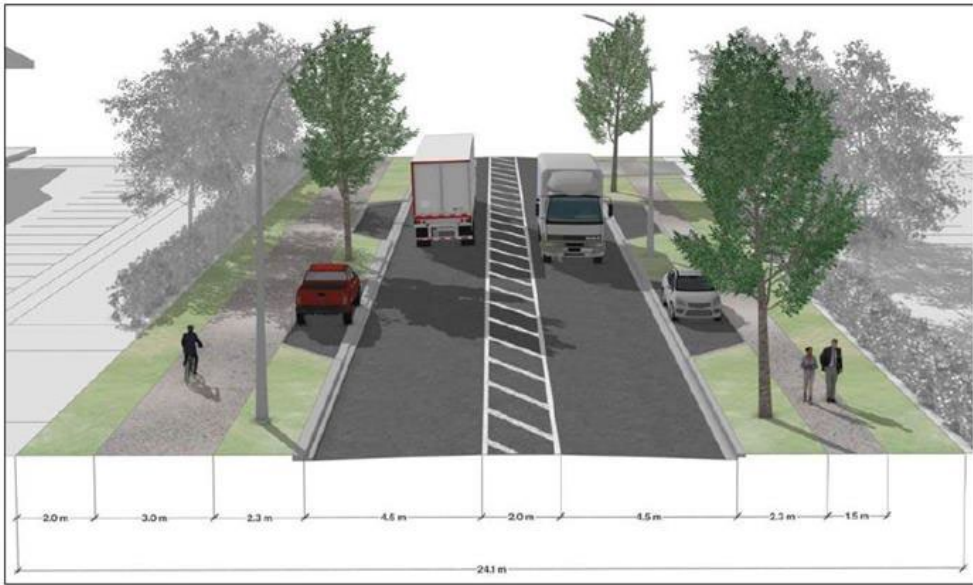
- n. Walking and cycling infrastructure will be provided along new roads to meet the needs of future employees as well as those visiting or passing through the area, with the intention of reducing reliance on motor vehicles through improved access to active travel modes and public transport.
- o. The 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)



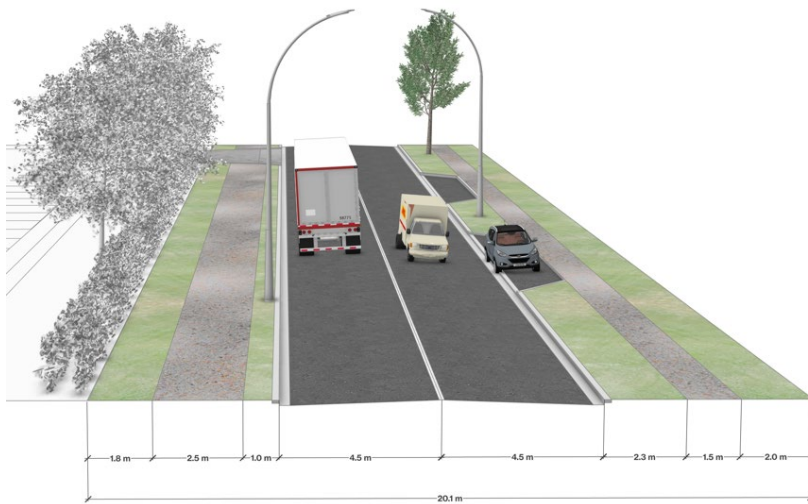
**Figure 3.9.2.5.b:** Indicative Typical Cross Section of the ultimate Northern River Crossing (Arterial), following upgrade of East-West Road



**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**



**Figure 3.9.2.5.e: Indicative Old Ruffell Road upgrade cross section**

#### 3.9.2.6 Wastewater and Water Networks

- Development of the Te Rapa North Industrial Structure Plan area will be progressively enabled based on the capacity of the public network.
- The first land use or subdivision consent application for the Structure Plan area will be accompanied by an Infrastructure Plan that details the methods of 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.
- 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.
- 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)

- 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.
- 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:
- The Waikato River, its tributaries, all vegetation within the Waikato River riparian setback as well as the Open Space zone and the Significant Natural Areas along this corridor.
  - Te Rapa Stream, its tributaries and associated riparian margins; and
  - 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 consenting pathways for informal recreation facilities 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 – Interface with Deferred Industrial Zone overlay

- 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 (until such time as the adjacent properties are also rezoned industrial) and use any mixture of non-pest species.

3.9.3 Rules3.9.3.1 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 (including transport upgrades, strategic three waters infrastructure and information requirements);
  - 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 zone or district plan provisions that apply.

3.9.3.2 Transport Infrastructure Improvements Upgrade Framework

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

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: i. Any section 224c certificate for subdivision under the Resource Management Act 1991 ('RMA') being issued for the completion of any subdivision within the Structure Plan area; or ii. The establishment of any industrial activity being able to generate traffic that gains access off Te Rapa Road.
2. The East West Road is constructed between Te Rapa Road and central spine 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.	
4. Capacity increase at Te Rapa Road / Ruffell Road signalised intersection to add a northbound through movement lane on Te Rapa Road.	
5. Upgrading Te Rapa Road / Kapuni Street intersection to a signalised T intersection.	
6. Modifying the lane configuration on Te Kowhai Road at Te Rapa Road / Te Kowhai Road / Church Road roundabout from shared through and left turning lane to left turn only lane.	To be completed prior to: i. Any 224c being issued for any subdivision in PC17 that takes the cumulative developed area with sole access to Te Rapa Road / Northern River Crossing intersection over 33 ha (net developable); or 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)
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.	
8. Construction of signalised Crossroads intersection on Te Rapa Road for access to the Te Rapa North Industrial Structure Plan Area (Access 2), including relocation of the vehicle crossings to 1426 Te Rapa Road to the eastern arm of the signalised intersection, and four laning of Te Rapa Road between the Hutchinson Road roundabout and the signalised intersection.	
9. Realignment of Old Ruffell Road to connect to the new central spine Collector Road (Access 3).	

Minimum Infrastructure Requirement	Implementation Trigger
i. A Collector Road (Structure Plan Spine Road) is designed and constructed in general accordance with the Structure Plan and typical cross-section	To be completed prior to: i. Any section 224c certificate for subdivision under the Resource Management Act 1991

<p>shown in Figure 3.9.2.5.c. as a continuous connection to Old Ruffell Road including a Tee-intersection with the Spine Road for the remaining Old Ruffell Road stub, and future proofing for a four-leg intersection between the Spine Road and the planned Northern River Crossing arterial.</p>	<p>(‘RMA’) being issued that takes the cumulative net developable area in the West Block of the Structure Plan area to no more than 20 ha: or,</p>
<p>ii. Upgrade of Old Ruffell Road to Old Ruffell Road Collector cross-section standard between the Structure Plan Spine Road and Ruffell Road, including provision for a walking and cycling connection between Te Rapa Road and Old Ruffell Road stub opposite the Te Rapa Road / McKee Street intersection.</p>	<p>ii. Any industrial / commercial activity within the West Block of the Structure Plan area generating a cumulative average weekday pm peak traffic volume up to 325 vehicles per hour (two-way), accessing via Old Ruffell Road.</p>
<p>iii. Completion of items i – ii, above.</p>	<p>To be completed prior to:</p>
<p>iv. Design and construction of a new four-leg signalised intersection on Te Rapa Road in general accordance with Access 2 on the Structure Plan.</p>	<p>i. Any section 224c certificate for subdivision under the Resource Management Act 1991(‘RMA’) being issued that takes the cumulative net developable area in the West and North Blocks of the Structure Plan area to between 20.1 ha and 35 ha: or,</p>
<p>v. 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, connecting the additional development triggering this upgrade to the Access 2 intersection.</p>	<p>ii. Any industrial / commercial activity in the West and/or North Blocks of the Structure Plan area that generates a cumulative average weekday pm peak traffic volume exceeding 325 vehicles per hour (two-way), accessing via Old Ruffell Road.</p>
<p>vi. New northbound and southbound bus stops located on the Te Rapa Road south leg of the Access 2 intersection</p>	
<p>vii. Shared walking and cycling paths on both sides of Te Rapa Road connecting Access 2 intersection to the new bus stops</p>	
<p>viii. Provision of four continuous traffic lanes on Te Rapa Road between the Hutchinson Road roundabout and the new Access 2 intersection</p>	
<p>ix. 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</p>	
<p>x. Permanent 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</p>	
<p>xi. Completion of items i – x, above.</p>	<p>To be completed prior to:</p>
<p>xii. The Collector (Spine) Road is connected through the Structure Plan West Block between the</p>	<p>i. Any section 224c certificate for subdivision under the Resource Management Act 1991(‘RMA’) being issued that takes the</p>

Access 2 Intersection and Old Ruffell Road.	<p>cumulative net developable area in the West and North Blocks of the Structure Plan area over 35 ha: or</p> <p>ii. Any industrial / commercial activity in the West and North Blocks of the Structure Plan area that generates a cumulative average weekday pm peak traffic volume exceeding 570 vehicles per hour (two-way)</p>
<p>xiii. Completion of items i – xii, above.</p> <p>xiv. Design and construction of a capacity upgrade to Te Rapa Road / Ruffell Road intersection (additional northbound and southbound through movement lanes).</p>	<p>To be completed prior to:</p> <p>i. Any section 224c certificate for subdivision under the Resource Management Act 1991('RMA') being issued that takes the cumulative net developable area in Te Rapa North Structure Plan area up to 42 ha: or</p> <p>ii. Any industrial / commercial activity in the Te Rapa North Structure Plan area that generates a cumulative average weekday pm peak traffic volume up to 685 vehicles per hour (two-way)</p>
<p>xv. Completion of items i – xiv, above.</p> <p>xvi. A Level Crossing Safety Impact Assessment (LCSIA) for the Ruffell Road level crossing that demonstrates the further upgrades (if any) required to safely reopen the temporary closure of the level crossing.</p> <p>xvii. Completion of the identified safety upgrades to the satisfaction of KiwiRail and Hamilton City Council, and the reopening of level crossing to traffic in both directions.</p>	<p>To be completed prior to:</p> <p>i. Any section 224c certificate for subdivision under the Resource Management Act 1991('RMA') being issued that takes the cumulative net developable area in Te Rapa North Structure Plan above 42 ha; or</p> <p>ii. Any industrial / commercial activity in the Te Rapa North Structure Plan area that generates a cumulative average weekday pm peak traffic volume exceeding 685 vehicles per hour (two-way), and</p> <p>iii. The average weekday am peak hour traffic volume on Te Kowhai Road eastbound approach entering the Te Rapa Road / Te Kowhai Road roundabout exceeds 790 vehicles per hour.</p>
<p>xviii. A road connection being provided through the existing Dairy Manufacturing Site from the Fonterra Block and Meadow View Block to access through the interchange on Te Rapa Road.</p> <p>xix. No vehicle access is provided from any Industrial activity in the South Block to Meadow View Lane south of RP 58.</p>	<p>To be completed prior to:</p> <p>i. Any section 224c certificate for subdivision under the Resource Management Act 1991 ('RMA') being issued for development within the South Block.</p>
xx. Where development has access to and from Onion Road, Onion Road is upgraded to a Collector standard consistent with the typical cross	<p>To be completed prior to</p> <p>Any section 224c certification for subdivision under the Resource Management Act 1991 (RMA) being</p>

<p><u>section shown in the Figure 3.9.2.5c</u></p> <p><u>The realignment of Onion Road and provision of Onion Road to standard consistent with the Collector standard as shown in Figure 3.9.2.5c</u></p>	<p><u>issued that develops land within Porters Onion Road West and Porters Onion Road South</u></p>
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- a. All applications that fail to meet Rule 3.9.3.2(i)-(xiv) shall be supported by a Simple ITA that meets the requirements of section 15-2 of the District Plan.
- b. All applications in the Te Rapa North Industrial Structure Plan subject to Rule 3.9.3.2(xvi)-(xivii) shall be supported by a Broad ITA that meets the requirements of section 15-2 of the District Plan, that:
- identifies and evaluates the effects of all cumulative development in the Structure Plan area on the infrastructure identified for improvements in the Table included in Section 3.9.3.2 (above).
  - assesses the capacity and safety of the adjoining road network being undertaken, including the SH1C Horotiu Interchange roundabouts; Te Rapa Road / McKee Street signalised intersection; Te Rapa Road / Ruffell Road signalised intersection; Te Rapa Road / Kapuni Street intersection; Te Rapa Road / Te Kowhai Road / Church Road intersection; and Old Ruffell Road / Ruffell Road intersection.
  - evaluates the feasibility of completing any LCSIA identified safety upgrades.
  - includes evidence of consultation with Waka Kotahi NZ Transport Agency, KiwiRail (where relevant), Fonterra Limited and the Waikato Regional Council and how any feedback from these organisations has been addressed.
  - Provides recommendations for any further infrastructure upgrades to be undertaken to adequately mitigate the assessed cumulative effects of the proposed development in the Structure Plan area.
- c. The recommended infrastructure upgrades in the Simple ITA and Broad ITA, or such alternatives accepted by Hamilton City Council, Kiwi Rail and NZTA (the latter two where approval is legally required), are completed prior to the section 224c certificate for subdivision under the Resource Management Act 1991('RMA') is issued.

#### 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.

- d. Option A – Subdivision and development of up to 25ha of (not developable) land within the Te Rapa North Industrial zone with sole access onto Old Ruffell Road is a Permitted Activity provided that:
- 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
  - 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
  - The Extension of Structure Plan Spine Road to the north including future proofing for the intersection with East West Road; and
  - 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

- e. Option B Subdivision and development of up to 33ha of (not developable) land within the Te Rapa North Industrial zone is a Permitted Activity provided that:
- 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
  - Construction of a new intersection on Te Rapa Road in general accordance with Access 2 on the Structure Plan; and
  - 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
  - New northbound and southbound bus stops located on the Te Rapa Road south leg of the Access 2 intersection;
  - Shared walking and cycling paths on both sides of Te Rapa Road connecting Access 2 intersection to the new bus stops;
  - Provision of four continuous traffic lanes on Te Rapa Road between the Hutchinson Road roundabout and the new Access 2 intersection;
  - 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;
  - 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
  - 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
  - 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;
- f. Any Stage 1 development that does not meet the above requirements is a Restricted Discretionary Activity.

#### 3.9.3.2.2 Stage 2

- g. Subdivision and development of up to 51ha of (not developable) land within the Te Rapa North Industrial zone is a Controlled Activity provided that:
- 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;
  - 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 that 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
- h. Te Rapa Road / McKee Street signalised intersection
- i. Te Rapa Road / Ruffell Road signalised intersection
- j. Te Rapa Road / Kapuni Street intersection
- k. Te Rapa Road / Te Kowhai East Road / Church Road roundabout
- l. 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 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, *** Both Wastewater and Water)	Strategic Infrastructure Required		
		Wastewater	Water	
<b>Enabling Work (to precede stages below).</b>	-	Pukete Road Gravity Network (1B, 1C) Pumping Station PS5 and Rising Main (1D, 1E)	-	
<b>Ruffell Block</b>	Pukete Block* Interchange Block*	Gravity Main 4	Pipe upgrade on Old Ruffell Rd (W3)	Wetland B
<b>Onion South</b>	Onion North* Interchange Block* Ruffell Block**	Gravity Main 3	Southern Te Rapa upgrade (W4)	Wetlands C & D
<b>Onion North</b>	Interchange Block* Ruffell Block** Onion South** or Pukete Block** Interchange Block**	Gravity Main 3	-	Wetland E
<b>Pukete Block</b>	Interchange Block*	Gravity Main 2	Connection to Southern Te Rapa upgrade (W4)	Wetland B
<b>Fonterra South</b>	Meadowview East*	-	Upgrade of Meadowview Water network (W1)	New South River Outlet
<b>Meadowview East</b>	-	Pumping Station PS4 Meadowview Rising Main (14, 15)	Upgrade of Meadowview Water network (W1)	New South River Outlet
<b>Interchange Block</b>	Pukete Block** Or Onion North Block** Onion South Block** Ruffell Block**	Pumping Station PS3 Rising Main 1A		Wetland B
<b>Te Rapa North</b>	Interchange Block* Pukete Block** Interchange Block** Or Onion North Block** Onion South Block** Ruffell Block**	Pumping Station PS2 Rising Main 6	-	Wetland A
<b>Fonterra North</b>	Te Rapa North* Interchange Block*	Pumping Station PS1 Rising Main (12)	-	North River Outlet
<b>Porters Onion Road West</b>	Onion North*** Onion South***	PS3 PS6 Gravity Main 3	W3, W4, W6 and W7	=
<b>Porters Onion Road South</b>	Onion North*** Onion South***	PS3 PS7 Gravity Main 3	W3, W4, and W5	Wetland C

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

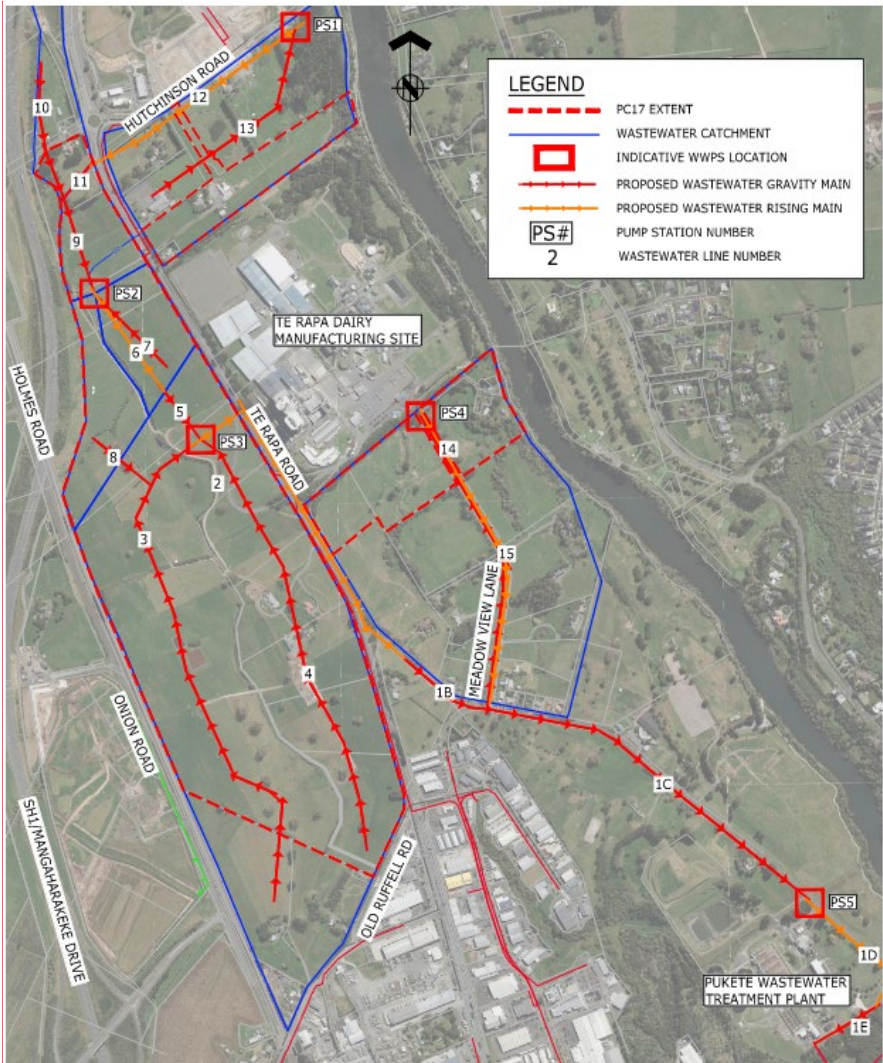


Figure 3.9.3.3(a): Indicative Wastewater Network

Commented [B&A1]: Refer Integrated Infrastructure Plan included at Attachment 1 with the inclusion of Porters' land which would replace Figure 3.9.3.3(a).

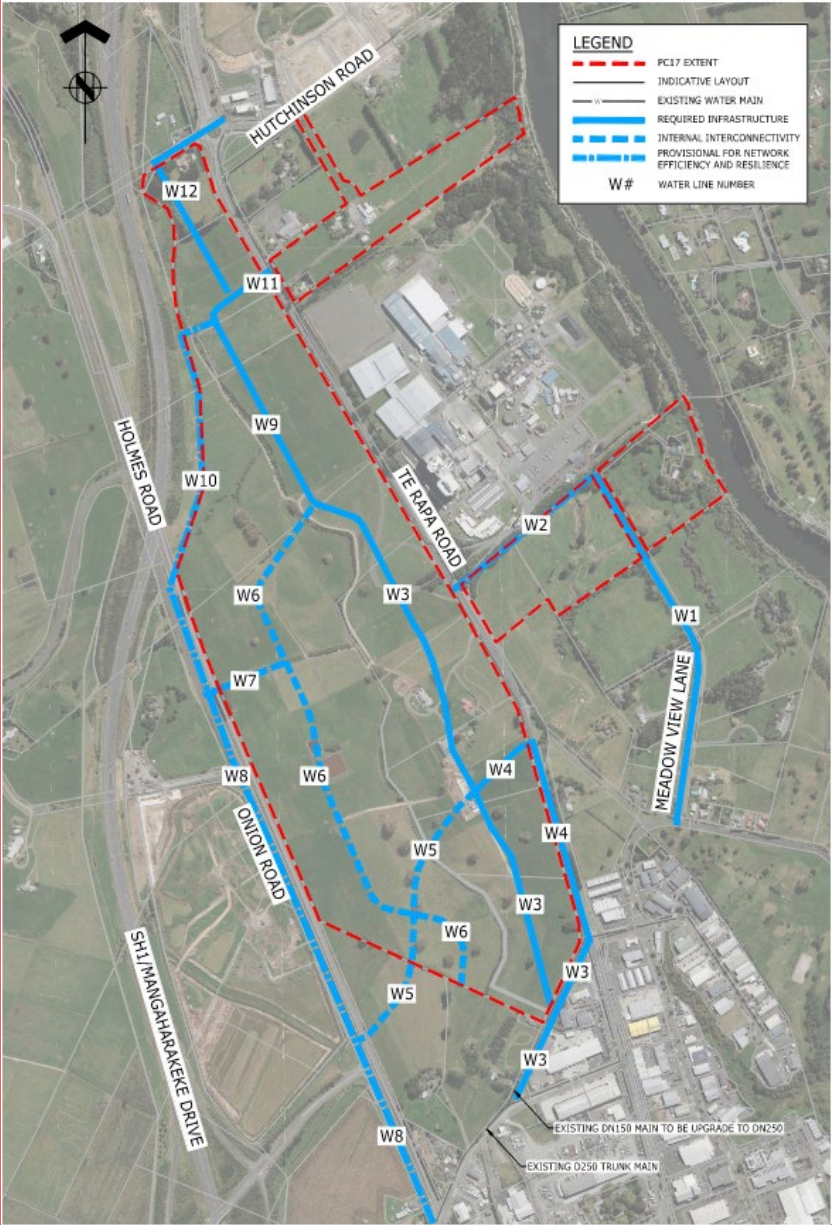
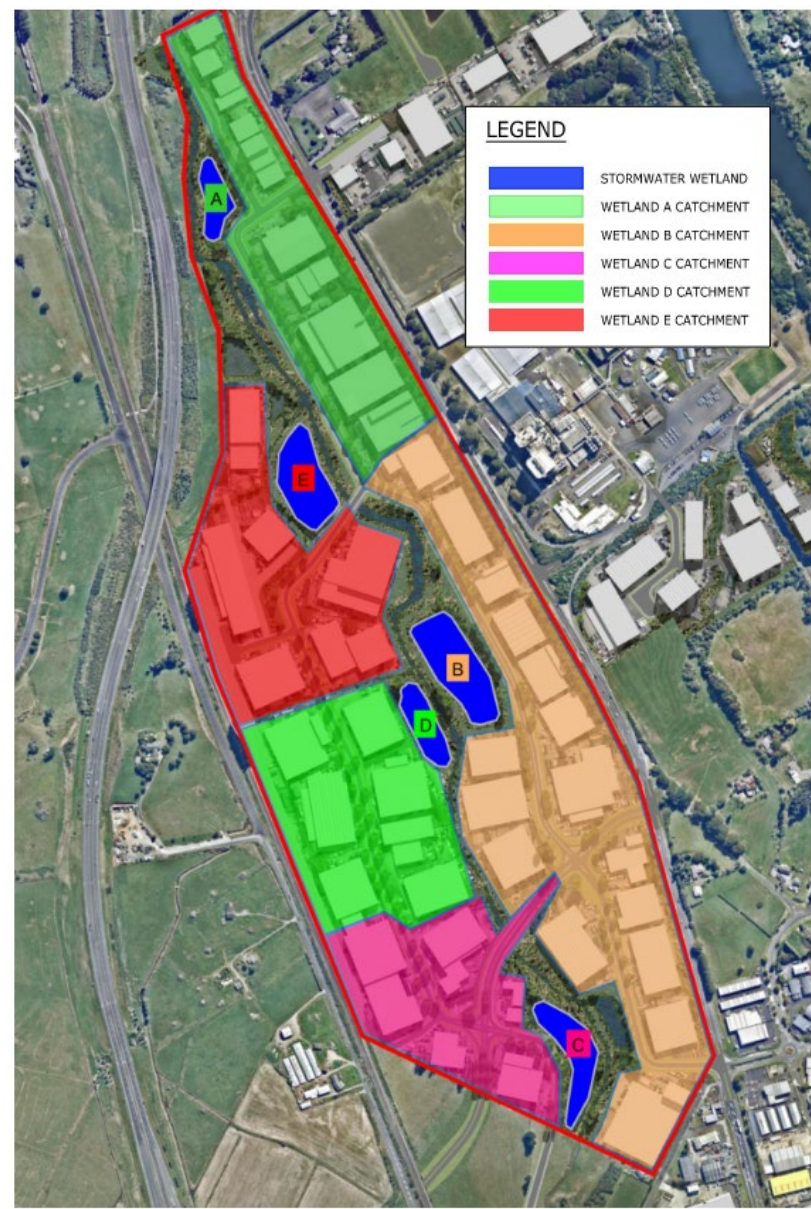


Figure 3.9.3.3(b): Indicative Water Network

Commented [B&A2]: Refer Integrated Infrastructure Plan included at Attachment 1 with the inclusion of Porters' land which would replace Figure 3.9.3.3(b).





**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 each stage of 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 stage 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 subdivision or land use consent within each stage identified in Table 3.9.3.3 must include an Infrastructure Plan for three waters.
- 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 within the relevant stage, or any variation thereof approved by way of a subsequent resource consent (including current applications).
- iv. The Infrastructure Plan must demonstrate that the subdivision or development can be serviced in accordance with the Strategic Three Waters Infrastructure table and the long-term public solution.
- v. The Infrastructure Plan must demonstrate how its consistent with the Te Rapa Integrated Catchment Management Plan, including how development within the Te Rapa North Industrial zone contributes to any identified stormwater management solutions for the relevant sub catchment.
- vi. Where an interim arrangement is proposed, the Infrastructure Plan shall demonstrate that the:
  - a. performance outcomes are at least as environmentally protective as those expected under the strategic solution
  - b. risks are identified and managed through monitoring and defined response actions.
  - c. arrangement can be connected to and replaced by the long-term public network without foreclosing the most efficient long-term solution
- vii. The Infrastructure Plan includes evidence of consultation with Waikato Regional Council, Waikato District Council, IAWAI, Mana Whenua and FirstGas along with how any feedback from these organisations has been addressed.
- 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.

#### c. Landscape Concept Plans

i. The first application for land use or subdivision resource consent lodged for land within each of the 'North Block', the 'South-East Block' or the 'West Block' (as defined in [insert reference to plan showing the three Blocks]) of the Te Rapa North Industrial Area must be accompanied by a Landscape Concept Plan covering the spatial extent of the block within which the site is located.

ii. The objectives of any required Landscape Concept Plan are to:

- a. Protect or enhance the natural character and cultural, heritage and amenity values of Te Rapa North Industrial Area;
- b. Recognizes and provide for tangata whenua values and relationships with Te Rapa North Industrial Area, and their aspirations for the area; and
- c. Reflect the area's character and heritage.

iii. The required Landscape Concept Plan must include:

- a. A conceptual design for any areas of open space proposed within Te Rapa North Industrial Area, including details of landscape treatment for any neighbourhood reserves, esplanade reserves, special purpose reserves, streets, footpaths, cycleways, stormwater swales, wetlands, detention basins, streams, and riparian margins;
- b. A list of plant types, species and sizes at the time of planting, to be used for planting within Te Rapa North Industrial Area, including species that reflect the history of the area, and which can be sourced as naturally occurring within the Waikato Region;
- c. Use of indigenous species and landscape design that reflect mana whenua cultural perspectives, including species that are valued as customary food or for traditional uses, and those that support indigenous biodiversity and provide habitat for mahinga kai, native birds and lizards;
- d. Details of ongoing maintenance to ensure the planting achieves the best possible growth rates;
- e. Details of any proposed sites for water-related activities and proposed public access to them and to and alongside waterways and wetlands;
- f. Details of any sites of significance for mana whenua and how they will be protected, enhanced, or commemorated;
- g. Details of any interpretation materials communicating the history and significance of places and resources and any mana whenua inspired artwork or structures, including where they are to be installed or applied within Te Rapa North Industrial Area;
- h. A list of traditional names suggested by mana whenua for sites, developments, streets, neighbourhoods or sub-catchments in Te Rapa;
- i. Evidence of consistency with the Illustrative Te Rapa North Industrial Area Master Plan [reference, including provide for any updated version that might be prepared];
- j. Evidence of consistency with the Ecological Management Plan [will need to specify exactly what

this document is and any potential updates]; and

- k. Evidence of engagement with mana whenua in preparation of the Landscape Concept Plan, including how the plan responds to the matters discussed in that engagement.

3.9.3.5 Activity Status

- i. Any land use or subdivision consent application in the Te Rapa North Industrial zone not in accordance with Rule 3.9.3.1(i), 3.9.3.2 or 3.9.3.3 is a Non Complying activity
- ii. Any land use or subdivision consent application that does not provide the information specified in Rules 3.9.3.34 or is sought without this information having been provided by a previous consent, is a Non Complying Prohibited activity.

3.9.3.6 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

3.9.3.6 Assessment Criteria

- a. In respect to Rule 3.9.3.4(a) 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

## Attachment 2B – Markups to Provisions Chapter 12

Amendments proposed are shown with text to be reinstated in red text.

# 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
<b>12.2.1</b> Industrial land uses are able to establish and operate within the zone in an efficient and effective manner.	<b>12.2.1a</b> <u>Require the Te Rapa North Industrial land is Zone to be</u> used for industrial uses.
	<b>12.2.1b</b> Non-industrial uses establish and operate only where they are ancillary to <del>industrial activities,</del> <u>supporting or supportive of industrial activities,</u> <del>or are consistent with industrial land uses.</del>
	<b>12.2.1c</b> Non-industrial uses do not adversely affect the industrial use of the Te Rapa North Industrial Zone, <del>or nor</del> <u>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.</u>
	<b>12.2.1d</b> <u>Development is undertaken in general accordance with the Te Rapa North Industrial Structure Plan.</u>
	<b>12.2.1e</b>

		Prevent new direct access to or from Te Rapa Road.
<b>Explanation</b>		
<p>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.</p> <p>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.</p>		
<b>Objective</b>		<b>Policies</b>
<b>12.2.2</b> A high-quality Industrial area is achieved within the Te Rapa North Industrial Zone.		<b>12.2.2a</b> Amenity levels within the Te Rapa North Industrial Zone are improved through the use of 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.
<b>12.2.3</b> The amenity levels of the existing Te Rapa Dairy Manufacturing Site are to be maintained.		<b>12.2.3b</b> Amenity levels within the Dairy Manufacturing Site will continue to reflect the existing activity on site.
<b>Explanation</b>		
<p>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 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 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.</p> <p>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.</p>		
<b>Objective</b>		<b>Policies</b>
<b>12.2.3</b> 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.		<b>12.2.3a</b> The development of land in the Te Rapa North Industrial Zone is undertaken to ensure it aligns with the Regional Policy Statement.
		<b>12.2.3b</b> 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

	<p>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><b>12.2.3c</b> 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><b>12.2.3d</b> 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><b>12.2.3e</b> 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><b>12.2.3f</b> 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><b>12.2.3g</b> 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>
<p><i>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</i></p>	

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
<b>12.2.4</b> Strategically important infrastructure and investment are supported and not compromised by inappropriate land use activities.	<b>12.2.4a</b> 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.
	<b>12.2.4b</b> Activities allowed within the Te Rapa North Industrial Zone should not give rise to reverse sensitivity effects in relation to existing or future industrial activities.

### Explanation

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

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

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

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

	<p>The ongoing development and use of the Dairy Manufacturing Site shall be supported through the application of specific provisions to enable buildings and structures, noise emissions and heavy vehicle movements occur in a manner to ensure the efficient operation of the Dairy Manufacturing Site.</p>
<b>Explanation</b>	
<p><i>The Dairy Manufacturing Site confers large benefits in terms of economic and community wellbeing at both the local, regional and national level. Therefore, due to its size and importance to the national economy the Dairy Manufacturing Site warrants special consideration in the District Plan through sustainable management practices while enabling opportunities for its continued use, intensification and expansion.</i></p> <p><i>The establishment of incompatible uses nearby is a significant risk to its ongoing viability. Accordingly, it is important to consider the zoning around the Dairy Manufacturing Site. It is considered an industrial zone with specific noise and air quality controls to assist with maintaining the viability of the Dairy Manufacturing Site.</i></p> <p><i>The relevant activity statuses in 12.3.3.1 and general standards in 12.4 apply to the Dairy Manufacturing Site.</i></p> <p><i>Nevertheless, it is important to note that whilst the ongoing operation and development of the Dairy Manufacturing Site is key, these will not occur as of right and in such cases resource consent will be required.</i></p>	
<b>Objective</b>	<b>Policies</b>
<p><b>12.2.5</b>  <u>Ecological values are maintained, and where possible, enhanced, as part of industrial use and development.</u></p>	<p><b>4.2.1a</b>  <u>Contribute to ecosystem connectivity by requiring setbacks and landscape requirements along the boundaries with:</u></p> <ul style="list-style-type: none"> <li>i. <u>The Te Rapa Stream</u></li> <li>ii. <u>The Waikato River; and</u></li> <li>iii. <u>Significant Natural Areas.</u></li> </ul>
	<p><b>12.2.5b</b>  <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></p>
	<p><b>12.2.5c</b>  <u>Require buildings to be setback from Significant Natural Areas and the Waikato River.</u></p>
	<p><b>12.2.5d</b>  <u>Minimise the risk of harm to long-tailed bats during any removal of confirmed or potential bat roost trees.</u></p>
	<p><b>12.2.5e</b>  <u>Require any removal of confirmed or potential bat roost trees to be undertaken in accordance with an approved Ecological Management Plan.</u></p>

	<p><b>12.2.5f</b> Avoid, remedy, or mitigate adverse effects on indigenous fauna and habitats, including those of long-tailed bats. Where residual effects remain, offset or compensate in line with best-practice ecological principles and the effects management hierarchy.</p> <p><b>12.2.5g</b> Subdivision, use, and development shall require an assessment of potential effects on long-tailed bats and their habitats, applying the mitigation hierarchy in general accordance with Appendix 3 and Appendix 4 of the National Policy Statement for Indigenous Biodiversity (NPSIB), which outline principles for biodiversity offsetting and compensation.</p>
<b>Explanation</b>	
<p><i>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.</i></p> <p><i>The chapter provisions and Te Rapa North Structure Plan seek to create ecological corridors along the Te Rapa Stream and Waikato River corridors to enhance water quality and biodiversity values, including through the protection of potential pekapeka (New Zealand long-tailed bat) habitat. These corridors have the additional benefits of stormwater management and amenity value.</i></p> <p><i>The first land use and subdivision consent application will provide a bespoke detailed Ecological Management for the Te North Industrial Structure Plan area.</i></p>	
<b>Objective</b>	<b>Policies</b>
<p><b>12.2.6</b> Industrial development is integrated with the efficient provision of infrastructure.</p>	<p><b>12.2.6a</b> Require development to be co-ordinated with the provision of suitable transport and three waters infrastructure.</p>
	<p><b>12.2.6b</b> Ensure that development does not compromise the ability for Hamilton City Council to construct the Northern River Crossing</p>
	<p><b>12.2.6c</b> Enable a Rail Siding to be established alongside the North Island Main Trunk Line.</p>
<b>Explanation</b>	
<p><i>The Te Rapa North Zone forms part of the medium to long term industrial land supply for Hamilton and the Future Proof area. It is important that the supply is used in a sustainable and efficient manner. Accordingly, the enablement of development will be subject to the availability of infrastructure. This is to ensure the efficient development of the zone, functionality of existing infrastructure services and the avoidance of unnecessary financial burdens being placed on the community as a whole.</i></p>	

## 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
<b>Deferred Industrial Zone</b>	
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
<b>Development activities</b>	
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.	NC
c. Any activity in the Te Rapa North Industrial zone not in accordance with Rule 3.9.3.3	Prohibited NC
d. Any land use or subdivision in the Te Rapa North Industrial Zone not in accordance with Rule 3.9.3.4.	NC
e. Direct vehicle access Vehicle Crossings to Te Rapa Road that is not via either a public or private road.	NC
f. Development within the Te Rapa	In accordance with the activity status provided



<u>Dairy Manufacturing Site</u>		<u>below.</u>
<b>Buildings</b>		
f.	<u>Any activity lawfully existing prior to 13 November 2012</u>	<u>P</u>
g.	<u>New buildings and alterations and additions to existing buildings</u>	<u>P</u>
h.	<u>Demolition or removal of existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)</u>	<u>P</u>
i.	<u>Maintenance or repair of existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)</u>	<u>P</u>
j.	<u>Minor works</u>	<u>P</u>
<b>Activities</b>		
k.	<u>Collection, storage and processing of raw milk; Manufacture of dairy products from the processed raw milk; and associated dairy activities contained within the extent of the Te Rapa Dairy Manufacturing Site</u>	<u>P</u>
l.	<u>Industrial activity</u>	<u>P</u>
m.	<u>Logistics and freight-handling activities including rail infrastructure and sidings</u>	<u>P</u>
n.	<u>Light industrial activity that generates &lt;250 vehicle movements per day</u>	<u>P</u>
o.	<u>Service industrial activity that generates &lt;250 vehicle movements per day</u>	<u>P</u>
p.	<u>Ancillary Offices</u>	<u>P</u>
q.	<u>Ancillary Offices that do not comply with Rule 12.5.2</u>	<u>D</u>
r.	<u>Ancillary Retail</u>	<u>P</u>
s.	<u>Ancillary Retail that do not comply with Rule 12.5.3</u>	<u>NC</u>
t.	<u>Trade and industry training facilities</u>	<u>P</u>
u.	<u>Food and beverage outlets no greater than 250m<sup>2</sup> gross floor area per site within the Te Rapa North Industrial Focal Area</u>	<u>P</u>
v.	<u>Food and beverage outlets no greater than 250m<sup>2</sup> gross floor area per site outside the Te Rapa North Industrial Focal Area</u>	<u>RD</u>
w.	<u>Food and beverage outlets greater than 250m<sup>2</sup> gross floor area per site outside the Te Rapa North Industrial Focal Area</u>	<u>NC</u>
x.	<u>Food and beverage outlets greater than 250m<sup>2</sup> gross floor area per site</u>	<u>NC</u>
y.	<u>Wholesale retail and trade supplies</u>	<u>P</u>
z.	<u>Yard-based retail (excluding car and boat sales)</u>	<u>P</u>
aa.	<u>Yard-based retail on sites (excluding car and boat sales) fronting Te Rapa Road</u>	<u>RD</u>
bb.	<u>Yard-based retail for car or boat sales</u>	<u>NC</u>
cc.	<u>Passenger transport facilities</u>	<u>P</u>
dd.	<u>Transport depot</u>	<u>P</u>

ee. <u>Accessory buildings</u>	<u>P</u>
ff. <u>Gymnasiums within the Te Rapa North Industrial Focal Area</u>	<u>P</u>
gg. <u>Emergency service facilities</u>	<u>RD</u>
hh. <u>Drive-through services within the Te Rapa North Industrial Focal Area</u>	<u>RD</u>
ii. <u>Supermarkets</u>	<u>NC</u>
jj. <u>Ancillary residential unit</u>	<u>NC</u>
kk. <u>Places of worship</u>	<u>NC</u>
ll. <u>Managed care facilities; retirement villages and rest homes</u>	<u>NC</u>
mm. <u>Visitor accommodation</u>	<u>NC</u>
nn. <u>Noxious or offensive activities</u>	<u>NC</u>
oo. <u>Activities not provided for in this table</u>	<u>NC</u>
pp. <u>Activities that fail to meet one or more of the General Standards in Rule 12.4</u>	<u>D</u>

### 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: 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	NC	P	P	D	NC	-	-	-
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	-	-	-	-	-
<b>Te Rapa Dairy Manufacturing Site</b>								
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 25m<sup>2</sup> on an esplanade reserve, a public walkway, a water take or discharge structure, or a pump shed are not subject to this rule.

Building setback (minimum distance)	
i. Any building is set back from all site boundaries other than transport corridor boundaries	10m
ii. Any building is set back at from the western side of Te Rapa Road south of the Hutchinson Road intersection	30m
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)	<ol style="list-style-type: none"> <li>i. 40m from the edge of the expressway carriageway for protected premises and facilities</li> <li>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 roading controlling authority which shall have regard to: <ol style="list-style-type: none"> <li>1. The purpose of the setback</li> <li>2. The location of the designation boundary in relation to the road carriage</li> <li>3. The impact of the setback on the use and</li> </ol> </li> </ol>

	<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 18.5m 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 <del>Residential, Special Character or Open Space Zones</del>	8m
vii. From the bank of the Waikato River	30m Despite the above, a public amenity of up to 25m <sup>2</sup> on an esplanade reserve, a public walkway, a water take or discharge structure, or a pump shed are not subject to this rule
viii. From the banks of the Te Rapa Stream ( <u>Riparian Setback</u> )	<del>6m</del> <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	20m
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>

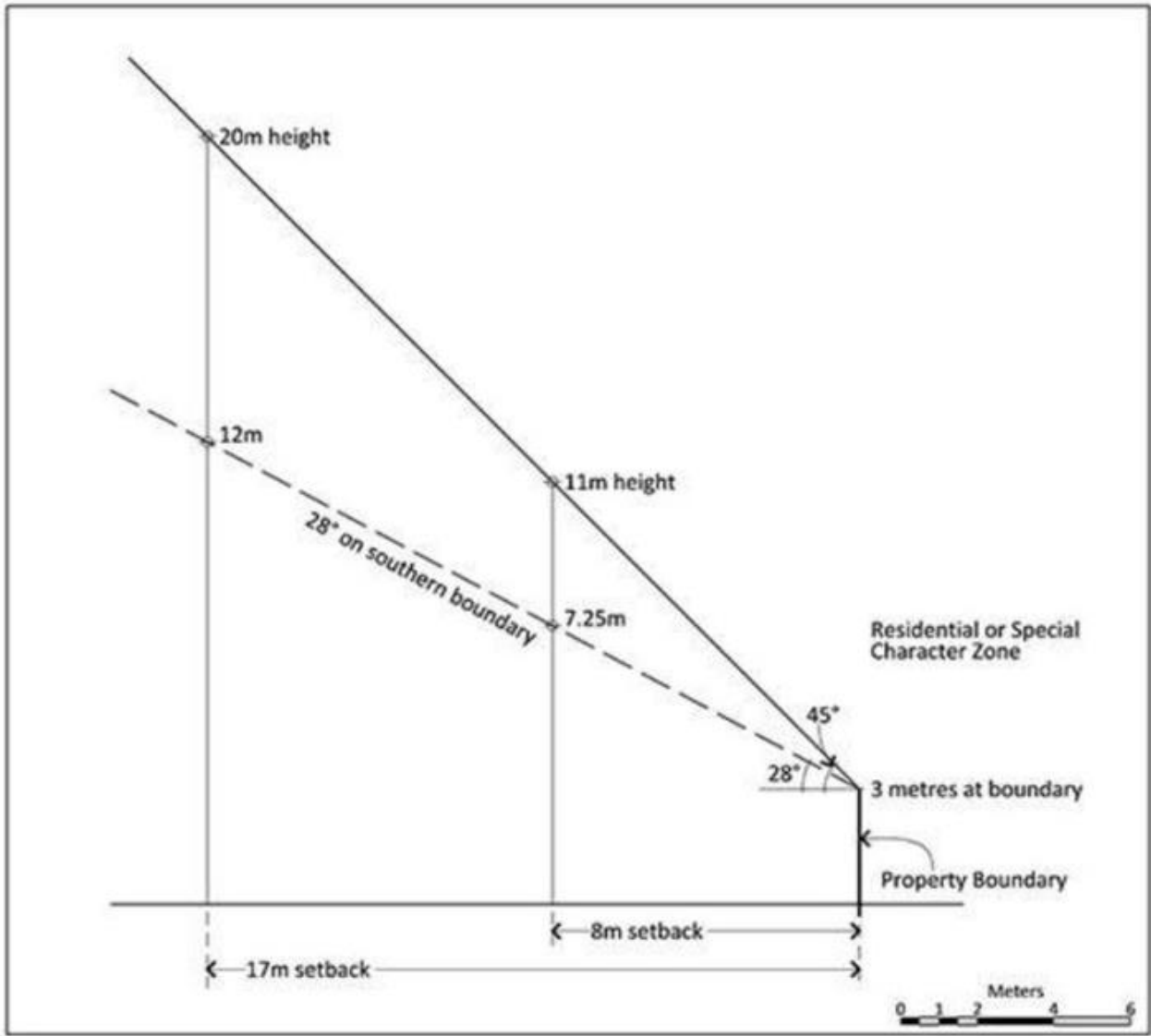
<u>equipment</u>	
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12.4.3                    Height in Relation to Boundary

- 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

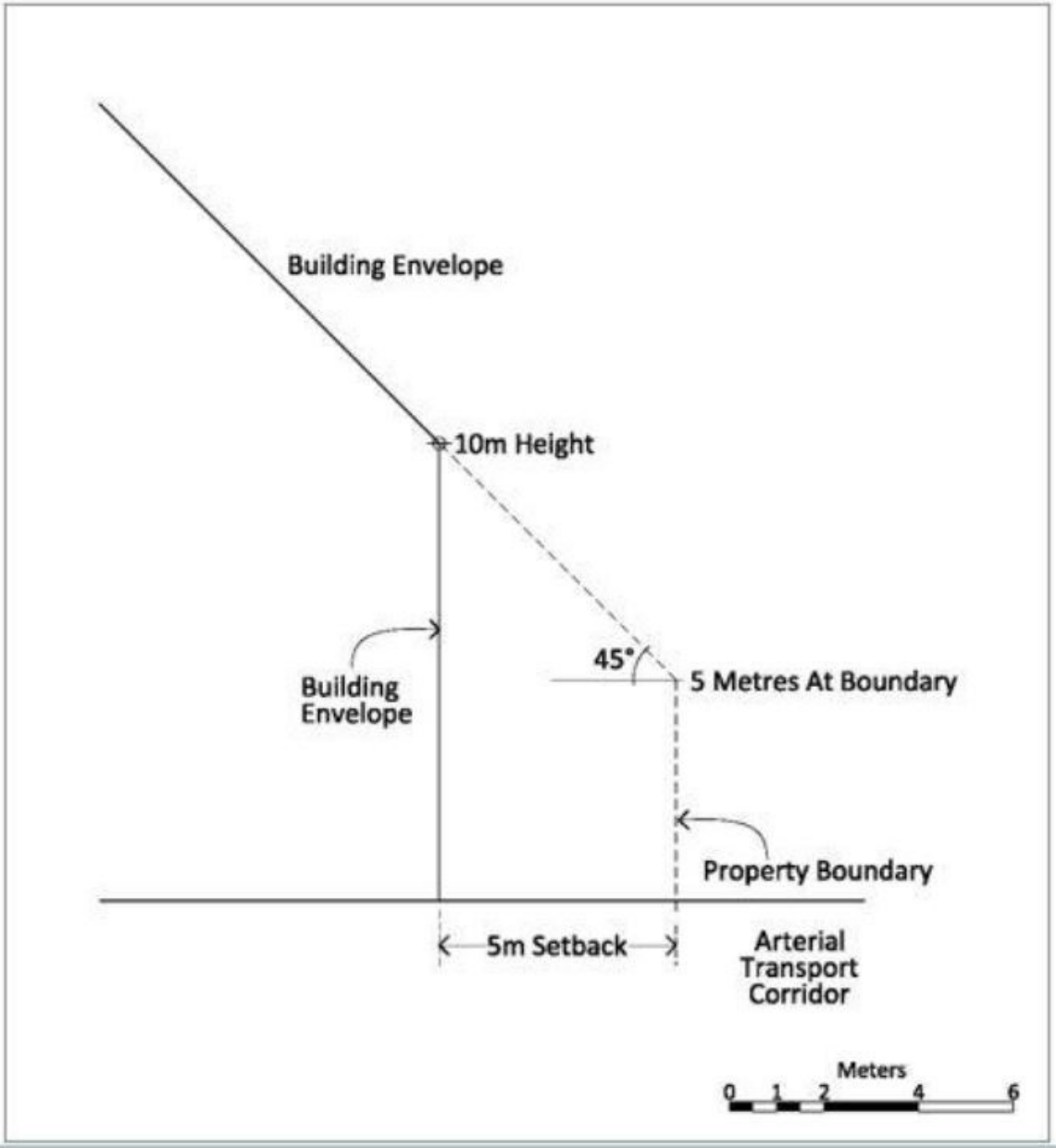
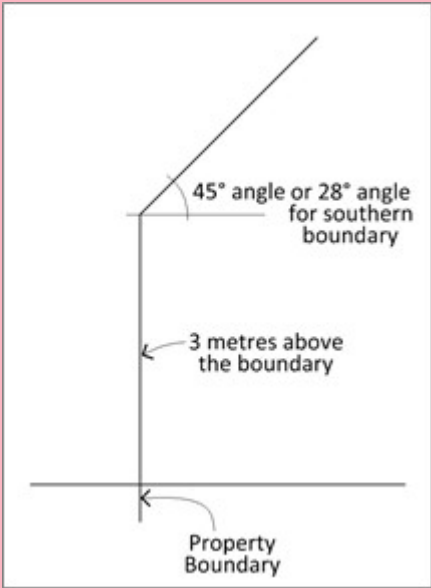


Figure 12.4.3c: Building envelope for buildings xxx



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 2010%
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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:

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

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 roading pattern shown in the approved Concept Development Consent for the stage.
  - c. Vehicle movements in the Deferred Industrial area, excluding Stage 1A refer to Chapter 25.14: City-wide — Transportation.
  - d. Vehicle movements onto the Te Rapa Dairy Manufacturing Site Interchange if the peak hour traffic flows do not exceed the following limits:
    - i. AM Peak (7.30 — 9.30 am)
      - All Ramps — 300 vehicles per hour (vph)
    - ii. PM Peak (4.00 — 6.00pm)
      - North Bound On-Ramp — 150 vph
      - South Bound Off-Ramp, South Bound On-Ramp, North Bound Off-Ramp — 300 vph

**Note**

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

## 12.4.8 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~~

- ~~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.~~
- ~~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.~~
- ~~Pre 2021 Land Release:~~
  - ~~A maximum of 7ha of Stage 1A.~~
  - ~~A maximum total of 30ha inclusive of the 7ha provided for in 12.6.1.b.i above.~~
- ~~Post 2021 Land Release:~~
  - ~~A maximum of 23ha in Stage 1A in addition to the 7ha provided for in 12.6.1.b.i above.~~
- ~~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 ~~10~~50% 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 250m<sup>2</sup>, 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 800m<sup>2</sup>.

12.56

Controlled Activities: Matters of Control

- a. In determining any application for resource consent for a controlled activity in addition to the relevant standards within Rules 12.4 and 12.56, the Council shall have control over the following matters referenced below:

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. <u>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</u>	<ul style="list-style-type: none"><li>• <u>A - General Criteria</u></li><li>• <u>B - Design and Layout</u></li><li>• <u>C - Character and Amenity</u></li></ul>
b. <u>Any activity requiring an air discharge permit under the Waikato Regional Plan within 100m of any Residential Zone</u>	<ul style="list-style-type: none"><li>• <u>C - Character and Amenity</u></li><li>• <u>F - Hazards and Safety</u></li></ul>
c. <u>Yard-based retail (excluding car and boat sales) fronting Te Rapa Road</u>	<ul style="list-style-type: none"><li>• <u>C - Character and Amenity</u></li><li>• <u>F - Hazards and Safety</u></li></ul>
d. <u>Emergency service facilities</u>	<ul style="list-style-type: none"><li>• <u>C - Character and Amenity</u></li><li>• <u>F - Hazards and Safety</u></li></ul>

e. <u>Drive-through services within the Te Rapa North Industrial Focal Area</u>	<ul style="list-style-type: none"><li>• <u>M — Drive-through services</u></li><li>• <u>C — Character and Amenity</u></li><li>• <u>F — Hazards and Safety</u></li><li>• <u>Q — Te Rapa North Industrial</u></li></ul>
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12.78 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



## Attachment 3

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### Section 32AA Evaluation

## Attachment 3 – Section 32AA Evaluation

This assessment is provided in accordance with sections 32AA and 32 of the Resource Management Act 1991 ('RMA') with respect to the appropriate spatial extent of Plan Change 17 – Te Rapa North Industrial Private Plan Change ('PPC17') and within the Te Rapa North Industrial Zone ('TRNIZ'). The objectives of particular relevance are:

The objectives which have particular relevance to PPC17 are:

### Strategic Planning and Integrated Development

- Objective 3.3.1 (objective under the ODP) Optimised, long-term, positive environmental, economic, social and cultural effects of greenfield development;
- Objective 12.2.1 (objective under the ODP) Industrial land uses are able to establish and operate within the zone in an efficient and effective manner; and
- Objective 12.2.3 (objective under the ODP proposed to be deleted but I consider should remain) 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.

### Infrastructure Servicing

- Objective 3.3.2 (objective under the ODP) New urban development is appropriately serviced and properly integrated to minimise City network impacts;
- Objective 3.3.3 (objective under the ODP) Effective and integrated management of Three Waters so as to sustainably manage the impact of development on the City's natural and physical resources; and
- Objective 3.3.4 (objective under the ODP) An integrated and efficient pattern of land use and transportation so as to sustainably manage the impact of development on existing and planned transport infrastructure;
- Objective 12.2.6 (new objective proposed under PPC17) Industrial development is integrated with the efficient provision of infrastructure.

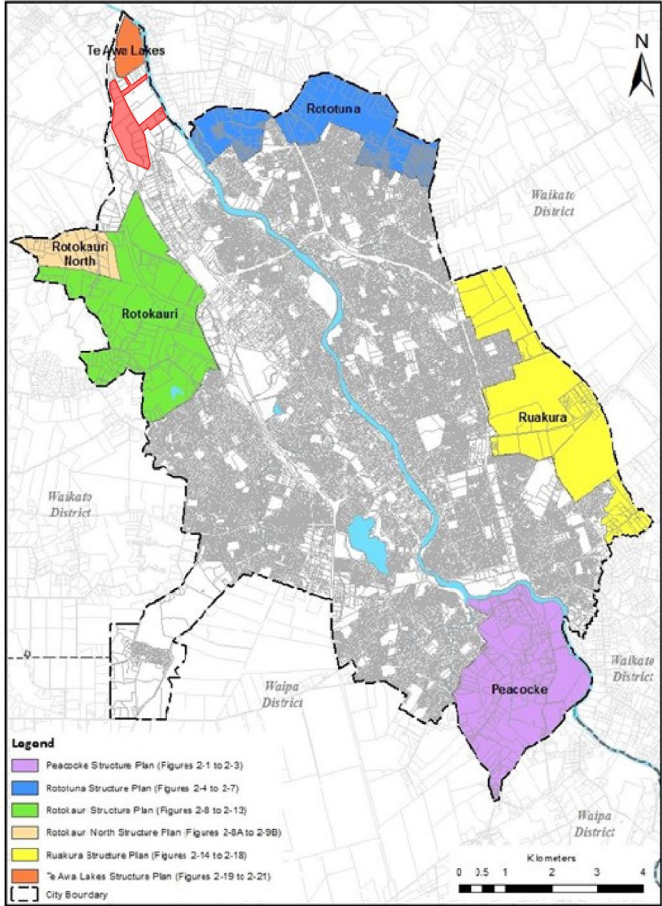
In determining the most appropriate provisions for achieving the objectives of the proposal, consideration has been given to the following other reasonably practicable options:

- Option 1: Proposed PC 17, which includes the preparation of a structure plan and live zoning the PPC17 area.
- Option 2: The preparation of a structure plan and live zoning PPC17 area and Porters' land and adjoining parcels.
- Option 3: The preparation of a structure plan and live zoning the entire TRNIZ area.

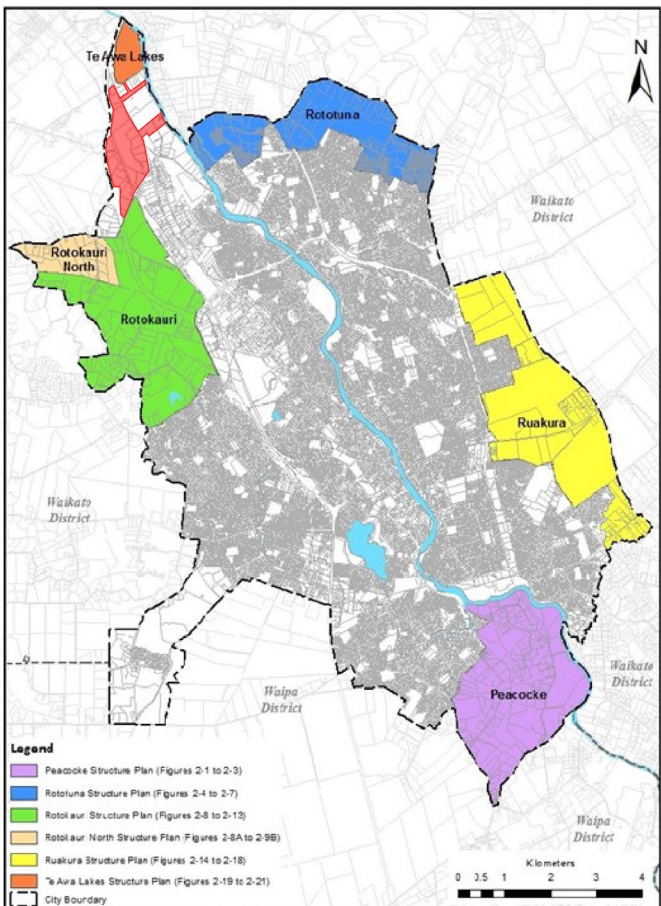
The table below evaluates these options against the requirements of section 32(1)(b).

**Description of option for the Spatial Extent of PPC17**

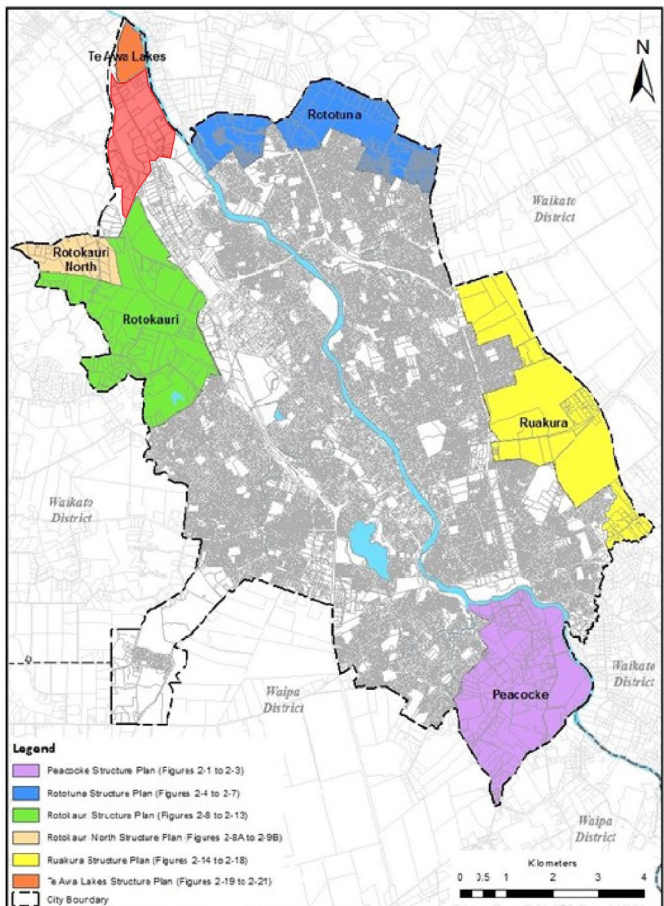
Option 1: Proposed PC17, including structure planning and live zoning the PC17 area, as shown in red below:



Option 2: Live zoning and structure planning for the PC17 area and the Southern Block as shown in red below:



Option 3: Live zoning and structure planning for the entire TRNIZ area as shown in red below:



<p><b>Benefits</b></p>	<p><b>Environmental</b></p> <ul style="list-style-type: none"><li>• The provisions proposed under PPC17 includes infrastructure triggers that will ensure development within the PPC17 area is integrated with infrastructure.</li><li>• Other development outcomes, including activities and the form of new buildings will occur in accordance with the provisions of the TRNIZ proposed under PPC17 and provisions under the ODP.</li></ul> <p><b>Cultural</b></p> <ul style="list-style-type: none"><li>• A Cultural Impact Assessment ('CIA') has been prepared to inform PPC17 and it is understood from the PC17 Private Plan Change Request Report prepared by Harrison Grierson that PPC17 is acceptable to mana whenua.</li></ul> <p><b>Economic</b></p> <ul style="list-style-type: none"><li>• Will not require significant additional costs to finalise the structure planning process.</li><li>• Will enable the development of land for industrial activities within the TRNIZ, though not to the same extent as Options 2 and 3.</li><li>• Will enable the live zoning of land at a lesser cost than Options 2 and 3.</li></ul> <p><b>Social</b></p>	<p><b>Environmental</b></p> <ul style="list-style-type: none"><li>• The recommended provisions to support the live zoning of the Southern Block will ensure development within the PPC17 area and the Southern Block is integrated with infrastructure.</li><li>• Will identify and protect key transport routes located within the Southern Block and is integral to the identified transport infrastructure upgrade strategy identified under PPC17 and provisions under the ODP.</li><li>• Other development outcomes, including activities and the form of new buildings will occur in accordance with the provisions of the TRNIZ proposed under PPC17.</li></ul> <p><b>Cultural</b></p> <ul style="list-style-type: none"><li>• It is acknowledged that further engagement with mana whenua is required to identify cultural benefits under Option 2. However, it is anticipated that the benefits that can be achieved through the proposed PPC17 provisions will be carried over to the additional land.</li></ul> <p><b>Economic</b></p> <ul style="list-style-type: none"><li>• Will enable the development of land for industrial activities within the TRNIZ, though not to the same extent as Option 3.</li></ul>	<p><b>Environmental</b></p> <ul style="list-style-type: none"><li>• Will enable the TRNIZ to be structure planned in an integrated and cohesive way, enabling the co-ordination of land use and infrastructure deliver, maximising infrastructure design efficiencies, and providing guidance on land use outcomes, including to manage potential effects at the edge of the TRNIZ. This will ensure potential adverse effects of new industrial development can be appropriately addressed.</li><li>• Other development outcomes, including activities and the form of new buildings will occur in accordance with the provisions of the TRNIZ proposed under PPC17 and provisions under the ODP.</li></ul> <p><b>Cultural</b></p> <ul style="list-style-type: none"><li>• It is acknowledged that further engagement with mana whenua is required to identify cultural benefits under Option 3. However, it is anticipated that the benefits that can be achieved through the proposed PPC17 provisions will be carried over to the additional land.</li></ul> <p><b>Economic</b></p> <ul style="list-style-type: none"><li>• Will enable the greatest extent of development potential for industrial activities.</li></ul>
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	<ul style="list-style-type: none"> <li>Will provide development capacity for industrial activities within Hamilton City.</li> </ul>	<ul style="list-style-type: none"> <li>Will enable infrastructure to be considered cohesively within the south western portion of the TRNIZ, enabling transport and three waters interdependencies across these land parcels to be identified.</li> </ul> <p><b>Social</b></p> <ul style="list-style-type: none"> <li>Will provide development capacity for industrial activities within Hamilton City.</li> <li>Will provide certainty to landowners and developers within the expanded area on development outcomes.</li> </ul>	<ul style="list-style-type: none"> <li>Will enable infrastructure to be considered cohesively across the TRNIZ, creating efficiencies and avoiding duplication of physical works.</li> </ul> <p><b>Social</b></p> <ul style="list-style-type: none"> <li>Will provide development capacity for industrial activities within Hamilton City.</li> <li>Will provide certainty to landowners and developers within the TRNIZ on development outcomes and key structuring elements that can be anticipated to be delivered as urbanisation occurs.</li> <li>Will ensure a fair and equitable allocation of infrastructure upgrade costs among landowners.</li> </ul>
<b>Costs</b>	<p><b>Environmental</b></p> <ul style="list-style-type: none"> <li>As identified in the evidence of Mr Hills, there are two necessary transport upgrades that are located outside of the PPC17 area. Their exclusion from the Structure Plan creates potential adverse effects with respect to achieving an integrated, safe, and efficient transport network.</li> <li>Will not provide route protection for those future transport upgrades that are located outside of the PPC17 area.</li> <li>Without structure planning the entire TRNIZ or identifying all of the key structuring elements that have interdependencies within the TRNIZ, is uncertainty whether the potential cumulative adverse effects of development for new industrial activities have been adequately addressed.</li> </ul> <p><b>Cultural</b></p> <ul style="list-style-type: none"> <li>A Cultural Impact Assessment (‘CIA’) has been prepared to inform PPC17 and it is understood from the PC17 Private Plan Change Request Report prepared by Harrison Grierson that PPC17 is acceptable to mana whenua.</li> </ul> <p><b>Economic</b></p> <ul style="list-style-type: none"> <li>As identified in the evidence of Mr Morris, progressing the PPC17 area in isolation is likely to create a number of opportunity costs in terms of achieving an efficient three waters infrastructure network.</li> <li>Creates temporary planning provisions such as landscaping requirements at the existing external boundaries of the PPC17 area which can be treated as ‘temporary’ under 3.9.2.9, resulting in potential inefficiencies in terms of implementation, compliance, and monitoring.</li> </ul> <p><b>Social</b></p> <ul style="list-style-type: none"> <li>By not identifying or implementing the most efficient infrastructure strategy, PPC17 has the potential to hinder wider development outside of the plan change area, including Porters’ land, and adversely affect those landowners.</li> </ul>	<p><b>Environmental</b></p> <ul style="list-style-type: none"> <li>Without structure planning the entire TRNIZ or identifying all of the key structuring elements that have interdependencies within the TRNIZ, may be more difficult to manage potential cumulative adverse effects of development for new industrial activities than under option 3</li> </ul> <p><b>Cultural</b></p> <ul style="list-style-type: none"> <li>It is acknowledged that further engagement with mana whenua is required to identify cultural costs under Option 2. However, it is anticipated that with respect to potential effects on cultural values, the land to be included will be managed consistently with the PPC17 area.</li> </ul> <p><b>Economic</b></p> <ul style="list-style-type: none"> <li>Will require greater upfront costs in comparison to Option 1 to complete structure planning for the expanded area.</li> <li>May create opportunity costs in terms of integrated and cohesive infrastructure upgrade outcomes across the TRNIZ that could otherwise be achieved through structure planning the entire TRNIZ.</li> </ul> <p><b>Social</b></p> <ul style="list-style-type: none"> <li>Landowners who are not the plan change applicant may feel less engaged with structure planning outcomes involving their land.</li> </ul>	<p><b>Environmental</b></p> <ul style="list-style-type: none"> <li>Development of new industrial activities and buildings within the TRNIZ has the potential to create adverse environmental effects, however be managed in accordance with provisions under the ODP and other bespoke provisions identified through a comprehensive Structure Planning process.</li> </ul> <p><b>Cultural</b></p> <ul style="list-style-type: none"> <li>It is acknowledged that further engagement with mana whenua is required to identify cultural costs under Option 3. However, it is anticipated that with respect to potential effects on cultural values, the land to be included will be managed consistently with the PPC17 area.</li> </ul> <p><b>Economic</b></p> <ul style="list-style-type: none"> <li>Will require the greatest upfront costs to complete structure planning for the entire TRNIZ. However, an integrated approach to structure planning will enable costs to be shared amongst those landowners wishing to participate.</li> </ul> <p><b>Social</b></p> <ul style="list-style-type: none"> <li>Landowners who are not the plan change applicant may feel less engaged with structure planning outcomes involving their land.</li> </ul>
<b>Efficiency and effectiveness in achieving the objectives</b>	<p><b>Strategic Planning and Integrated Development</b></p> <ul style="list-style-type: none"> <li>This option is less efficient and effective in achieving Objective 3.3.1. While PPC17 will enable long-term positive effects by providing for live zoning of the land for industrial activities, positive effects can be greater optimised under Options 2 and 3 through an integrated and</li> </ul>	<p><b>Strategic Planning and Integrated Development</b></p> <ul style="list-style-type: none"> <li>This option is efficient and effective in achieving Objectives 3.3.1 and 12.2.1. The inclusion of the Submitters’ land that adjoins the PPC17 area will enable a cohesive structure planning approach to be undertaken in the western side of the TRNIZ. In particular, this includes in relation managing PPC17’s effects on the surrounding</li> </ul>	<p><b>Strategic Planning and Integrated Development</b></p> <ul style="list-style-type: none"> <li>This option is the most efficient and effective in achieving Objectives 3.3.1 and 12.2.1. By undertaking a structure planning exercise for the TRNIZ area, this option will enable industrial land uses and deliver the greatest extent of positive environmental, economic, social and cultural effects. The Structure Plan will provide certainty with respect</li> </ul>

	<p>coordinated approach to structure planning and the live zoning of a greater extent of land to meet demand for industrial land supply.</p> <ul style="list-style-type: none"> <li>• This option is less efficient in achieving Objective 12.2.1. While industrial land uses will be enabled, the establishment of land use activities and overall land use pattern is less efficient when compared with the outcomes enabled by Options 2 and 3 as this option does not provide for the TRNIZ to be developed cohesively based on defensible spatial boundaries.</li> <li>• This option is not efficient or effective in achieving Objective 12.2.3. The limited spatial extent of the structure plan area does not establish a framework to guide future development to ensure that land uses within the TRNIZ can occur in an integrated, efficient, and co-ordinated manner.</li> </ul> <p><b>Infrastructure Servicing</b></p> <ul style="list-style-type: none"> <li>• This option is less efficient and effective in achieving Objectives 3.3.2 and 12.2.6. While development within the Structure Plan spatial extent can be serviced by infrastructure as development occurs, it is uncertain whether the infrastructure strategy is the most appropriate and whether it will enable an integrated approach across the TRNIZ as structure planning for the TRNIZ has not been undertaken.</li> <li>• This option is less efficient and effective in achieving Objective 3.3.3, as while it will ensure development is suitably serviced by infrastructure, it leaves opportunities to further refine the three waters infrastructure strategy to achieve design and operational efficiencies.</li> <li>• This option is not efficient or effective in achieving Objective 3.3.4. The PPC17 Structure Plan includes the extension of the East-West Road over land that is not proposed to be included in the Structure Plan or lived zoned. As outlined in the evidence of Mr Hills, this creates uncertainties as to the nature of transport infrastructure upgrades required in relation to the Ruffell Road level crossing. This does not contribute to achieving an integrated transport network or enable the impacts of development on existing and planned infrastructure to be sustainably managed.</li> </ul>	<p>transport network. This option will enable future industrial land uses to establish and operate in this part of the TRNIZ in a more efficient and effective manner and optimise the long-term positive environmental, economic, and social effects. It will also enable long-term positive effects by providing for live zoning land for industrial activities.</p> <ul style="list-style-type: none"> <li>• This option is not as efficient in achieving Objective 12.2.3. It is more effective than Option 1, but less effective than Option 3. While it would establish a structure plan for the western side of the TRNIZ to enable an integrated, efficient, and co-ordinated long-term land use pattern, this option does not provide for cohesive development outcomes within the eastern side of the TRNIZ.</li> </ul> <p><b>Infrastructure Servicing</b></p> <ul style="list-style-type: none"> <li>• This option is less efficient and effective in achieving Objectives 3.3.2, 3.3.3 and 12.2.6. While development within the identified spatial extent can be serviced by infrastructure as development occurs, it is unclear whether the infrastructure strategy is the most appropriate and will enable an integrated approach across the TRNIZ and structure planning for the TRNIZ has not been undertaken.</li> <li>• This option is less efficient and effective in achieving Objective 3.3.4 as while it will identify the transport infrastructure upgrades required to service the spatial extent under Option 2, it does not provide for the integrated and efficient provision of transport infrastructure to the same extent as Option 3.</li> </ul>	<p>to the land use pattern, key structuring elements, and infrastructure servicing to ensure the TRNIZ are can be developed cohesively. This will support industrial activities operating efficiently and effectively in the long term.</p> <ul style="list-style-type: none"> <li>• This option is efficient and effective in achieving Objective 12.2.3. Preparing a Structure Plan for the entire TRNIZ area will provide strategic direction for land use patterns and infrastructure servicing and staging. This will enable future development and land use to occur in an integrated, efficient and co-ordinated manner.</li> </ul> <p><b>Infrastructure Servicing</b></p> <ul style="list-style-type: none"> <li>• This option is efficient and effective in achieving Objectives 3.3.2 and 12.2.6. Preparing a Structure Plan and identifying infrastructure triggers for the entire TRNIZ area will ensure that future urban development can be appropriately serviced and integrated with the provision of infrastructure as development occurs in stages.</li> <li>• This option is the most efficient and effective in achieving Objectives 3.3.3 and 3.3.4. Structure planning for the entire TRNIZ area will enable the integrated management of three waters and transport infrastructure at a scale necessary enable infrastructure requirements, interdependencies and staging to be appropriately identified and subsequently implemented.</li> </ul>
<b>Summary</b>	<p>Option 3 is preferred. The long-term benefits of integrated structure planning and infrastructure delivery and provision for the coordinated land use and development sequencing are considered to outweigh the upfront costs and added complexities with structure planning the entire TRINZ area. Although Option 3 may give rise to less formal engagement with landowners than a process which had involved their land being included at the outset, this does not preclude ongoing involvement and engagement in the implementation phase including through resource consent processes. There is likely to be a good awareness within the wider deferred TRNIZ regarding the potential for livezoning of the entire TRNIZ given that many submissions and further submissions sought or supported the relief sought set out in Porters’ submission. A number of affected landowners are therefore already participating in the PPC17 process. In addition, the TRNIZ is subject to the Deferred Industrial Zone Overlay, and the outcome sought under Option 3 is not considered to be unusual or unanticipated under the current ODP Framework. Overall, Option 3 delivers a cohesive planning framework that gives effect to the integrated management outcomes which are broadly sought by the objectives.</p>		