Appendix I – Proposed Draft Provision for Landscape Concept Plans

The following are proposed amendments to Hamilton's Operative District Plan, as outlined in Section 8 of the S42A report.

Covered Chapters include:

- Chapter 3.9 - Te Rapa North Industrial Zone
- Chapter 12 - Te Rapa North Industrial Zone
- Chapter 25.2 - Earthworks and Vegetation Removal
- Appendix 1 - 1.2 Information Requirements

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.

Commented [HCC1]: Removed (Submission Point 14.3).

b. Refer to Chapter 12 and other relevant district plan chapters for the objectives and policies to guide development in accordance with the Structure Plan.

3.9.2 Components of the Structure Plan

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

3.9.2.1 Overall

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

b. It is bounded by the Waikato River, the Waikato Expressway (SH1), the NIMTL and private property boundaries and is made up of three distinct areas; the West Block, North Block and South-East Block.

c. It will provide for approximately 58ha of employment land, that is to be developed as a high-quality industrial precinct and future rail siding for the NIMTL.

d. The land surrounding the Structure Plan area that is zoned Te Rapa North Industrial, will remain subject to the Deferred Industrial Zone overlay, with the expectation that future plan change processes will live-zone these areas, and update the Structure Plan accordingly.

3.9.2.2 Industrial Precinct

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

a. The industrial uses sought are to be complementary and not sensitive to the Te Rapa Dairy Manufacturing site.

b. Activities associated with industry that are not sought to be enabled within the zone include: Car or boat sale yards/display suites and wet industry.

c. Only offices and retail spaces that are ancillary to industrial activities are sought within the zone.

d. A limited floor area for office and retail activities is permitted in the zone to enable the spaces that are ancillary to and 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.

Commented [HCC2]: Amended (Submission Point 14.4).

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. Within the structure plan area, any development and changes to access and circulation shall not impact the long-term function of the Te Rapa Dairy Manufacturing Site or other surrounding activities.

Commented [HCC3]: Amended (Submission Point 14.8).

Commented [HCC4]: Amended (Submission Point 14.8).

3.9.2.5 Movement Network

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

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

Timing of Upgrades

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

Inter-Regional Connectivity

b. The transportation network is based on a hierarchy where State Highways and Rail Corridors are at the top and prioritise high volume inter-regional traffic and freight movements. This includes SH1 and the NIMTL. These two regionally significant corridors are not within the Structure Plan area, however the future development guided by the Structure Plan will influence the traffic volumes they experience.

c. The connection to SH1 via the extension of Koura Drive is indicated by the Structure Plan to demonstrate the intent for the East-West Road to eventually form part of the Northern River Crossing, identified in the 2024-54 Future Proof Strategy. The connection to Koura Drive is not required ~~in the immediate term~~ for the Structure Plan area to function in a way that supports the safe and efficient movement of people and goods.

Rail Siding

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

Arterial

e. The arterial transport corridor networks are designed to cater for high-volume traffic and provide the key connections with the wider City and regional network:.

1. Te Rapa Road intersects the Te Rapa North Industrial Structure Plan area and is anticipated to be upgraded to a four lane, rapid transit route. New and upgraded intersections along Te Rapa Road include:

i. Access 1: Upgrade the Pukete Road intersection, to a four-arm crossroads signalised intersection to give access to the West Block via the East-West Road.

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

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

2. The East-West Road is to be upgraded by Hamilton City Council to function as a Major Arterial, the Northern River Crossing, in future. To service development associated with the Te Rapa North Industrial Structure Plan area, this connection will be constructed in accordance with the cross-section depicted in Figure 3.9.2.5a. Rule 12.4.1 applies setbacks to this interim design to futureproof the construction of an Arterial Road, like that depicted in Figure 3.9.2.5b.

3. It is anticipated that Hamilton City Council will use the notice of requirement process to designate the corridors once the precise alignment and design of the new and upgraded Arterial Roads have been determined, including Te Rapa Road and the Northern River Crossing.

Collector

f. A central spine Collector Road runs north-south through the West Block of the Te Rapa North Industrial Structure Plan area. It will be designed to accommodate stormwater swales, and watercourse crossings where required. An illustration of the possible cross-section for this road is provided in Figure 3.9.2.5c.

g. Some flexibility is afforded in the alignment of the central spine Collector Road, but it will have a key role in providing for bus services and active transport routes. As such, grade separation and connectivity will be important design elements to ensure the safety of users and their convenience to access bus services.

Local Roads

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

Vehicle Access Restriction

i. An access restriction, applying to heavy motorized vehicles is to apply to Meadow View Lane until the Deferred Industrial Overlay is lifted from the properties along this road. This is to prevent noise and traffic impacts along this residential lane.

j. The restriction will require heavy vehicles associated with industrial activities to access Te Rapa Road via the Te Rapa Dairy Manufacturing Site.

Public Transport

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

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.

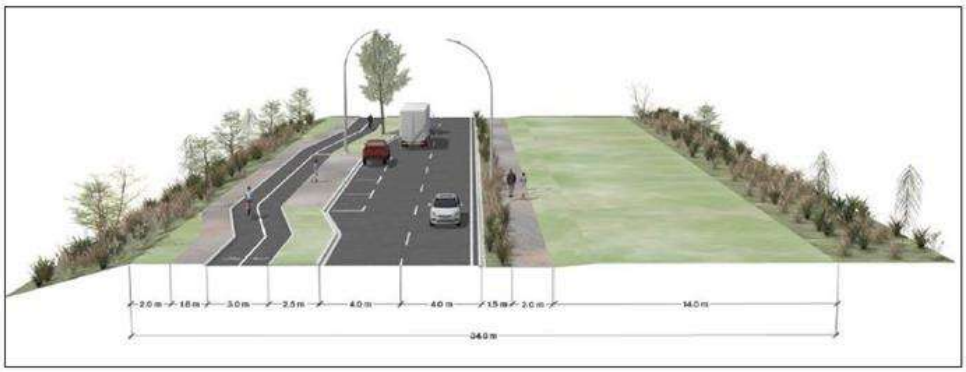


Figure 3.9.2.5.a: Indicative Typical Cross-Section for the East-West Road (Local Road~~, to be upgraded to Arterial~~)

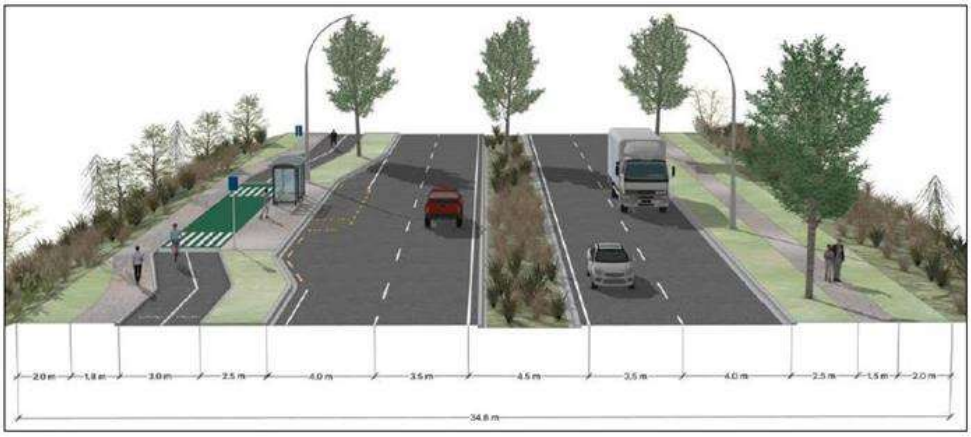


Figure 3.9.2.5.b: Indicative Typical Cross Section of the ultimate Northern River Crossing (Arterial), following upgrade of East-West Road

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

3.9.2.6 Wastewater and Water Networks

a. Development of the Te Rapa North Industrial Structure Plan area will be progressively enabled based on the capacity of the public network.

b. The first land use or subdivision consent application for the Structure Plan area will be accompanied by an Infrastructure Plan that details the methods of water supply and conveyance as well as wastewater treatment and management, including any upgrades or new infrastructure that may be required to the public network.

c. All subsequent development will refer to this plan and contribute to the completion of its proposed network, in a manner that is coordinated and does not compromise the capacity of existing service users.

d. Early interaction with Council by developers is encouraged to coordinate the construction of these assets with the sequencing of urban development and to enable any assets that are private initially, to be vested in future.

3.9.2.7 Blue-Green Corridor (Ecology and Stormwater Management)

a. Te Ture Whaimana o Te Awa o Waikato (Te Ture Whaimana) sets the vision for the Waikato Region, in relation to the Waikato River, seeking a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces, for generations to come.

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

c. A blue-green network is a system of waterways (blue) and open spaces or reserves (green) that gives stormwater space to flow while contributing to the ecology, amenity and sometimes, recreation values of an area. Section B5 of the 2024 Future Proof Strategy directs:
   The blue-green network includes regional and local scale landscape features, open space, rivers, gullies and their margins and areas of ecological and conservation value…The networks extend beyond the [Waikato] river itself to include all water bodies within the catchment.

d. The Te Rapa North Industrial Structure Plan blue-green network comprises:
   i. The Waikato River, its tributaries, all vegetation within the Waikato River riparian setback as well as the Open Space zone and the Significant Natural Areas along this corridor.

   ii. Te Rapa Stream, its tributaries and associated riparian margins; and

   iii. Riparian and Stormwater Reserve areas along the Te Rapa Stream corridor.

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

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

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

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

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

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

3.9.2.8 Cultural

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

b. The Waikato River defines the eastern edge of the Structure Plan Area which is considered by Waikato-Tainui "as a tuupuna (ancestor) which has mana (spiritual authority and power) and in turn represents the mana and mauri (life force) of Waikato-Tainui.

c. Development sought within the Structure Plan area shall be informed by engagement with tangata whenua, and where appropriate and supported by rangatira, should incorporate cultural narratives and symbolism.

d. The ecological and freshwater values associated with the Waikato River as well as the Te Rapa Stream and its tributaries should be protected through the planting riparian areas with indigenous vegetation to enhance biodiversity and filter water. The mauri, mana and quality of these waterways should be enhanced to give effect to Te Ture Whaimana o te Awa o Waikato.

e. The Paa site identified as A32 (S14/17) which is associated with nearby Mangaharakeke Pa site A33 (S14/18), are to be undisturbed by any development occurring within the Structure Plan area and their values protected.

f. The interface between the TRNIZ area and the Waikato River will be screened and softened through the planting of indigenous vegetation.

3.9.2.9 Landscape Values

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

3.9.3 Rules

3.9.3.1 Te Rapa North Industrial Structure Plan Area

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

3.9.3.2 Transport ~~Infrastructure Improvements~~ Upgrade Framework

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

~~Upgrade~~	~~Implementation Requirement~~

1. Signalised T-intersection on Te Rapa Road for access to the Te Rapa North Industrial Structure Plan Area (Access 1), including provision for bus stops north of the intersection.	To be completed prior to: 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.	
3. Capacity increase at Te Rapa Road / Ruffell Road signalised intersection to add a northbound through movement lane on Te Rapa Road.	
4. Upgrading Te Rapa Road / Kapuni Street intersection to a signalised T-intersection.	
5. 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.	
6. Construction of new walking and cycling shared paths on both sides of Te Rapa Road connecting the Northern River Crossing to new bus stops.	
7. Construction of signalised Crossroads intersection on Te Rapa Road for access to the Te Rapa North Industrial Structure Plan Area (Access 2), including relocation of the vehicle crossings to 1426 Te Rapa Road to the eastern arm of the signalised intersection, and four laning of Te Rapa Road between the Hutchinson Road roundabout and the signalised intersection.	To be completed prior to: i. Any 224c being issued for any subdivision in PC17 that takes the cumulative developed area with sole access to Te Rapa Road / 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)
8. Realignment of Old Ruffell Road to connect to the new central spine Collector Road (Access 3).	

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

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

3.9.3.2.1 Stage 1

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

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

   i. The Collector Road (Structure Plan Spine Road) is designed and constructed in general accordance with the Structure Plan and typical cross-section shown in Figure 3.9.2.5.c that connects to Old Ruffell Road; and

   ii. The East-West Road is designed and constructed in general accordance with the Structure Plan and typical cross section shown in Figure 3.9.2.5.a, including the intersection (if required) with the Structure Plan Spine Road; or

   iii. The Extension of Structure Plan Spine Road to the north including future proofing for the intersection with East-West Road; and

   iv. The average weekday peak hour traffic volume on Structure Plan Spine Road with sole access to Old Ruffell Road is not to exceed 410 vehicles per hour, two-way, during the evening peak period.

or

b. Option B - Subdivision and development of up to 33ha of (net developable) land within the Te Rapa North Industrial zone is a Permitted Activity provided that;

   i. A Collector Road (Structure Plan Spine Road) is designed and constructed in general accordance with the Structure Plan and typical cross-section shown in Figure 3.9.2.5.c that connects to Old Ruffell Road and future proofs the intersection with the East-West Road; and

   ii. Construction of a new intersection on Te Rapa Road in general accordance with Access 2 on the Structure Plan; and

   iii. A Collector Road (Structure Plan Spine Road) is designed and constructed in general accordance with the Structure Plan and typical cross-section shown in Figure 3.9.2.5.c that connects to the Access 2 intersection; and

   iv. New northbound and southbound bus stops located on the Te Rapa Road south leg of the Access 2 intersection.

   v. Shared walking and cycling paths on both sides of Te Rapa Road connecting Access 2 intersection to the new bus stops.

   vi. Provision of four continuous traffic lanes on Te Rapa Road between the Hutchinson Road roundabout and the new Access 2 intersection.

   vii. Provision of a shared walking and cycling path on the eastern side of Te Rapa Road connecting to the existing shared path from Hutchinson Rd.

   viii. Closure of two existing vehicle crossings to #1426 Te Rapa Road and provision of one new commercial vehicle crossing to the same property from the new eastern leg of the Access 2 intersection; and

ix. The average weekday peak hour traffic volume resulting from activities within the Te Rapa North Industrial zone on the Structure Plan Spine Road with sole access to Old Ruffell Road is not to exceed 230 vehicles per hour, two-way, during the evening peak period; and

x. The average weekday peak hour traffic volume resulting from activities within the Te Rapa North Industrial zone on the Structure Plan Spine Road with sole connection to Access 2 intersection is not to exceed 260 vehicles per hour, two-way, during the evening peak period.

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

3.9.3.2.2 Stage 2

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

i. A Collector Road (Structure Plan Spine Road) is designed and constructed in general accordance with the Structure Plan and typical cross-section shown in Figure 3.9.2.5.c that connects to Old Ruffell Road and future proofs the intersection with the East-West Road;

ii. Construction of a new intersection on Te Rapa Road in general accordance with Access 2 on the Structure Plan; and

iii. A Collector Road (Structure Plan Spine Road) is designed and constructed in general accordance with the Structure Plan and typical cross-section shown in Figure 3.9.2.5.c that connects to the Access 2 intersection; and

iv. New northbound and southbound bus stops located on the Te Rapa Road south leg of the Access 2 intersection.

v. Shared walking and cycling paths on both sides of Te Rapa Road connecting Access 2 intersection to the new bus stops.

vi. Provision of four continuous traffic lanes on Te Rapa Road between the Hutchinson Road roundabout and the new Access 2 intersection.

vii. Provision of a shared walking and cycling path on the eastern side of Te Rapa Road connecting to the existing shared path from Hutchinson Rd.

viii. Closure of two existing vehicle crossings to #1426 Te Rapa Road and provision of one new commercial vehicle crossing to the same property from the new eastern leg of the Access 2 intersection; and

ix. A connection being provided through the existing Dairy Manufacturing Site to the existing access interchange on Te Rapa Road; and

x. Meadow View Lane being closed to motorised traffic south of Fonterra South Block.

xi. Is supported by a Level Crossing Safety Impact Assessment (LCSIA) for the Ruffle Road level crossing the demonstrates what further upgrades (if any) are required to reopen the temporary closure of the level crossing.

xii. Is supported by a Simple Integrated Transport Assessment (ITA) that assesses the capacity and efficiency of the adjoining road network being undertaken, including the

a. Te Rapa Road / McKee Street signalised intersection

b. Te Rapa Road / Ruffell Road signalised intersection
c. Te Rapa Road / Kapuni Street intersection
d. Te Rapa Road / Te Kowhai East Road / Church Road roundabout

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

3.9.3.3 Strategic Three Waters Infrastructure

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

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

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

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

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

	Interchange Block** Or Onion North Block** Onion South Block** Ruffell Block**			
Fonterra North	Te Rapa North* Interchange Block*	Pumping Station PS1 Rising Main (12)	-	North River Outlet

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

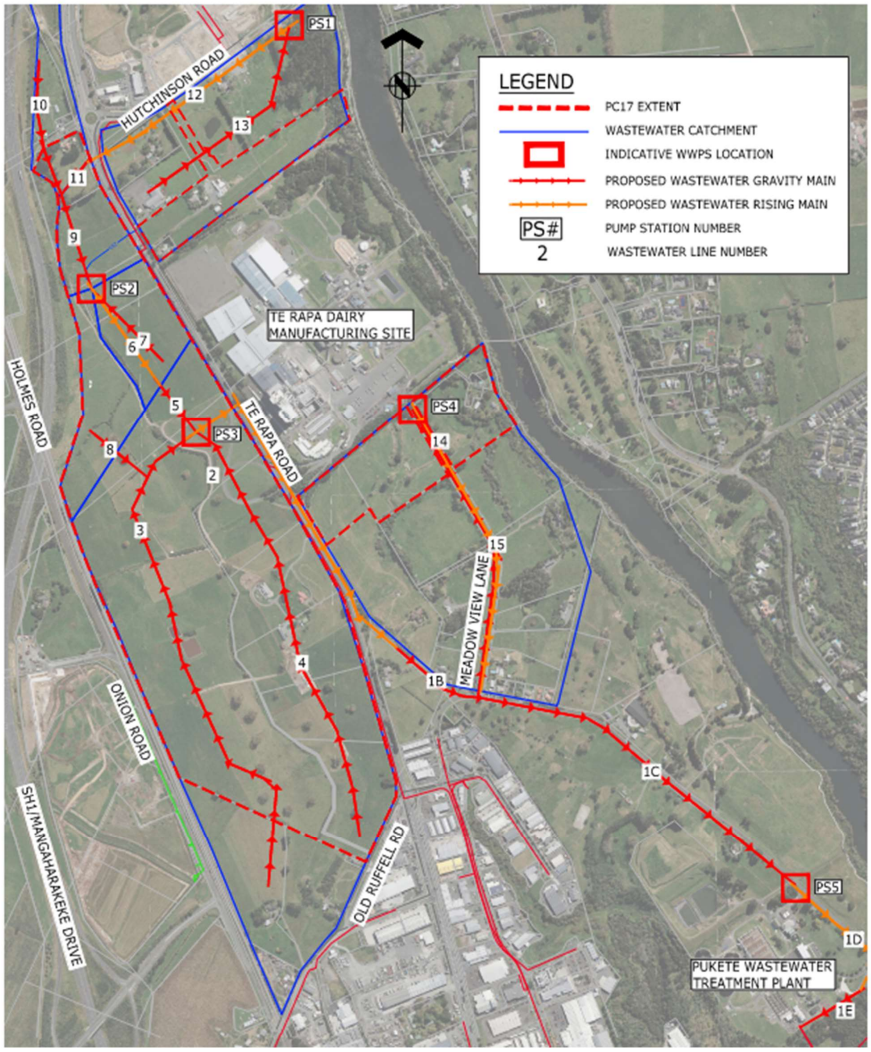


Figure 3.9.3.3(a): Indicative Wastewater Network

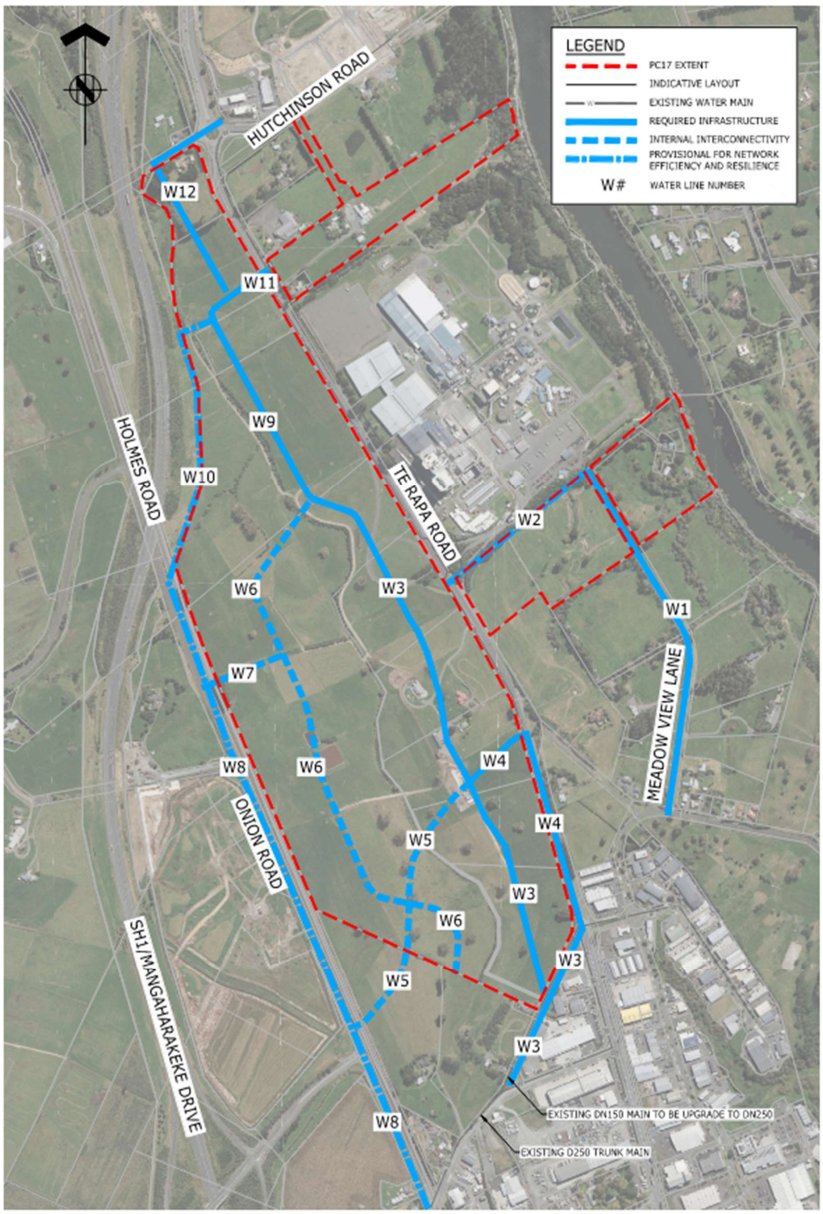


Figure 3.9.3.3(b): Indicative Water Network

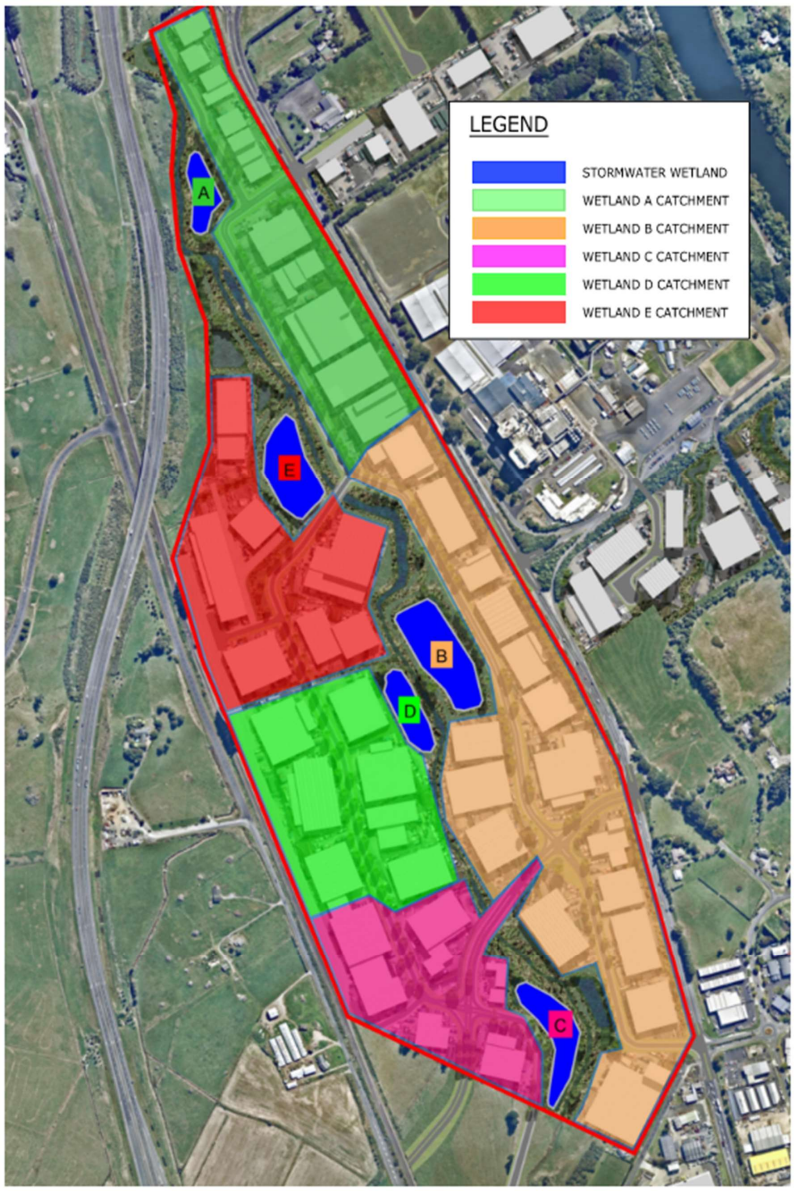


Figure 3.9.3.3(c): Indicative Stormwater Network

3.9.3.~~3~~4 Information Requirements

a. Ecological Management Plan

i. The first land use or subdivision consent lodged within the Te Rapa North Industrial Structure Plan area must be accompanied by an Ecological Management Plan that provides the information set out in ~~1.2.2.29~~ Appendix 1 District Plan Administration 1.2 Information Requirements.

ii. The Ecological Management Plan provided as part of the initial consent, shall be assessed in accordance with Appendix 1 District Plan Administration 1.3 Assessment Criteria Q.

iii. All subsequent land use and/or subdivision consent applications within the zone shall demonstrate their consistency with the Ecological Management Plan that was approved as part of the first land use or subdivision resource consent, or any variation to it that has been formalised in an approved resource consent.

~~b. Infrastructure Plan~~

~~i. The first land use or subdivision consent within the Te Rapa North Industrial Structure Plan Area must be accompanied by an Infrastructure Plan that provides the information set out in 1.2.2.30.~~

~~ii. The Infrastructure Plan provided as part of the initial consent, shall be assessed in accordance with Appendix 1 District Plan Administration 1.3 Assessment Criteria Q.~~

iii. ~~All subsequent land use and/or subdivision consent applications within the zone shall demonstrate their consistency with the Infrastructure Plan that was approved as part of the first land use or subdivision resource consent, or any variation thereof approved by way of a subsequent resource consent.~~

~~3.9.3.4 Development Trigger Activity Status~~

iv. Any land use or subdivision consent application that does not provide the information specified in Rules 3.9.3.3 or is sought without this information having been provided by a previous consent, is a Non Complying ~~Prohibited~~ activity.

a. ~~Any land use or subdivision consent application in the Te Rapa North Industrial zone not in accordance with Rule 3.9.3.2 is a Discretionary activity.~~

3.9.3.5 Matters of Control

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

Commented [HCC5]: Amended. Subject to future numbering changes (current provisions are 1.2.2.30 and 1.2.2.31)

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 sift and demand management
   vi. Access arrangements
   vii. Funding and delivery
   viii. Safety considerations

3.9.3.~~5~~7 Assessment Criteria

a. In respect to Rule 3.9.3.3 ~~4.b.~~ the Council's discretion shall include, but not be limited to, the following assessment criteria:
   i. ~~Mitigation works to ensure development does not result in long-term adverse effects on the efficiency, safety and functioning of the transport network or three waters infrastructure.~~
   i. Mitigation works to ensure development does not result in long-term adverse effects on the ecological values of the site, particularly in relation to pekapeka (New Zealand Long-Tail Bat) habitat and freshwater values.
   ~~iii. The timing of any other planned local infrastructure network upgrades that would contribute to offsetting the effects of the development.~~
   ~~iv. The ITA matters of discretion set out in Appendix 1.3.3.G.~~
   ~~v. The matters set out in Appendix 1.3.3, Q Te Rapa North Industrial Structure Plan.~~

b. When assessing a resource consent under Rule 3.9.3.2 the Council shall consider the following assessment criteria:
   i. Traffic Generation & Network Capacity
      a. The predicted trip generation from the proposal compared to thresholds set out within the Te Rapa North Industrial Structure Plan.
      b. The ability of the existing transport network to safely and efficiently accommodate the additional traffic.
   ii. Committed and Programmed Upgrades
      a. The extent to which any necessary transport upgrades are committed, funded, and programmed for delivery within a timeframe that aligns with the development.
      b. The relationship between required upgrades for the industrial area and upgrades committed for any adjoining urban growth node.

iii. Effects on Surrounding Network

a. Potential effects on nearby intersections, corridors, and the wider roading network, including travel time reliability and safety.
b. Potential impacts on public transport, walking, and cycling networks.

iv. Integration with Surrounding Growth Nodes

a. The progress of surrounding residential and industrial growth areas, and implications for network demand.
b. The staging and sequencing of development to ensure infrastructure delivery is coordinated.

v. Mode Shift and Demand Management

a. Provision for safe and direct walking, cycling, and public transport connections.
b. Measures to encourage modal shift and reduce single-occupancy vehicle trips.

vi. Access Arrangements

a. Compliance with the requirement for Stage 1 access to be limited to Access 1 and Access 3 only.
b. Any potential safety or efficiency issues associated with these access points.

vii. Funding and Delivery

a. The applicant's commitment to contribute to, or fully fund, required transport infrastructure to mitigate the effects of development.
b. Conditions or staging triggers to ensure infrastructure is operational before occupation.

viii. Safety Considerations

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

3.9.48 Provisions in Other Chapters

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

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

12 Te Rapa North Industrial Zone

12.1 Purpose

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

Note

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

12.2 Objectives and Policies: Te Rapa North Industrial Zone

Objective	Policies
12.2.1 Industrial land uses are able to establish and operate within the zone in an efficient and effective manner.	**12.2.1a** Require the Te Rapa North Industrial ~~land is~~Zone to be used for industrial uses.
	12.2.1b Non-industrial uses establish and operate only where they are ancillary to ~~industrial activities, supporting~~or support ~~supportive of~~ industrial activities~~, or are consistent with industrial land uses~~.
	12.2.1c Non-industrial uses do not adversely affect the industrial use of the Te Rapa North Industrial Zone, ~~or~~nor impact adversely on the strategic role of the Central City as the primary office, retail, and entertainment centre, and the other commercial centres in the City.
	12.2.1d Development is undertaken in general accordance with the Te Rapa North Industrial Structure Plan.
	12.2.1e Prevent new direct access to or from Te Rapa Road.
Explanation	

Commented [HCC1]: Removed "supportive of" and amended with "support" (Submission Point 13.5)

Commented [HCC2]: Amended (Submission Point 13.6).

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

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

Objective	Policies
12.2.2 A high-quality Industrial area is achieved within the Te Rapa North Industrial Zone.	**12.2.2a** ~~Amenity levels within the Te Rapa North Industrial Zone are improved through the use of~~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.
12.2.3 The amenity levels of the existing Te Rapa Dairy Manufacturing Site are to be maintained.	**12.2.3b** Amenity levels within the Dairy Manufacturing Site will continue to reflect the existing activity on site.

Explanation

Although lower standards of amenity are often characteristic of industrial locations, Plan provisions aim to enable a general improvement in the amenity of the City's industrial locations. The Te Rapa North Industrial Zone incorporates ~~both greenfield~~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~~.
~~This is to be achieved through resource consent being required for the development of a Concept Development Consent for the specific Stage 1A and 1B areas.~~

~~Objective~~	~~Policies~~
~~12.2.3~~ ~~Industrial 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.~~	~~12.2.3a~~ ~~The development of land in the Te Rapa North Industrial Zone is undertaken to ensure it aligns with the Regional Policy Statement.~~
	~~12.2.3b~~ ~~Industrial development in the Te Rapa North Industrial Zone occurs in an integrated and coordinated manner that aligns with capacity improvements to the existing reticulated infrastructure (water and wastewater) and roading, or which is in accordance with exemptions from the requirement to connect new development to that infrastructure.~~

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

~~*The Te Rapa North Industrial Zone has a number of strategic strengths that support its development for industrial purposes. These include its proximity to the Te Rapa and Ngaruawahia sections of the Waikato Expressway, Te Rapa Road (the existing State Highway 1), the North Island Main Trunk Railway (NIMTR), and its relative separation from sensitive residential activities. The Te Rapa section of the Waikato Expressway provides an appropriate boundary to the north of the area. The area is well suited to a mix of industrial activities, provided environmental mitigation measures are included to protect the amenity of the Waikato River.*~~

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

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

~~*ability to service and provide the necessary infrastructure.*~~	
~~**Objective**~~	~~**Policies**~~
~~**12.2.4**~~ ~~Strategically important infrastructure and investment are~~ supported ~~and not compromised by inappropriate land use activities.~~	~~**12.2.4a**~~ ~~A limited area of land in Stage 1A should be developed as a dairy business cluster in conjunction with and complementary to the existing Te Rapa Dairy Manufacturing Site.~~
	~~**12.2.4b**~~ ~~Activities allowed within the Te Rapa North Industrial Zone should not give rise to reverse sensitivity effects in relation to existing or future industrial activities.~~
~~***Explanation***~~	
~~*The implementation of a land release regime (refer Planning Maps for Stage 1A) for the industrial development in the Te Rapa North Industrial Zone is based upon development being undertaken in conjunction with the provisions of appropriate infrastructure occurring in the specific locations identified. This is a response to the main anchoring element — Stage 1A, the Te Rapa Dairy Manufacturing Site. Notwithstanding the managed release of industrial land it is considered appropriate, in the immediate planning period (up to 2021), to also limit the type of industrial activities to reflect the locational specific nature of the identified area.*~~ ~~*In addition to the objectives and policies, the planning provisions requiring Concept Development Consents for each stage, along with controls over the nature of activities and staging in advance of any subdivision or development, allows for growth sequencing, the effects of development and the provision of efficient reticulated infrastructure to be strategically managed.*~~ ~~*The Te Rapa North Zone forms part of a long term industrial land supply for Hamilton's western area. It is important that the supply is used in a sustainable and efficient manner. Accordingly, the staging of development will be subject to the availability of infrastructure to enable the development of activities which are linked with existing industries or infrastructure to develop in a sustainably managed way, to avoid unnecessary financial burden being placed on the community as a whole.*~~	
Objective	**Policies**
12.2.~~5~~.4 Investment in the Te Rapa Dairy Manufacturing Site as a national and regionally important strategic facility is supported.	**12.2.~~5a~~.4a** The Dairy Manufacturing Site should be recognised for the important benefits it contributes to the community and dairy industrial base for the Waikato.
	12.2.~~5b~~.4b Subdivision, use and development shall not compromise the ongoing and efficient operation of the Dairy Manufacturing Site.
	12.2.~~5c~~.4c The Dairy Manufacturing Site, as an integral facility to the agricultural sector of Waikato, shall retain its opportunities for continued use, intensification and expansion.
	12.2.~~5d~~.4d The ongoing development and use of the Dairy Manufacturing Site shall be supported through the application of specific provisions to enable buildings and structures, noise emissions and

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

Explanation

The Dairy Manufacturing Site confers large benefits in terms of economic and community wellbeing at both the local, regional and national level. Therefore, due to its size and importance to the national economy the Dairy Manufacturing Site warrants special consideration in the District Plan through sustainable management practices while ~~enabling~~ opportunities for its continued use, intensification and expansion.
The establishment of incompatible uses nearby is a significant risk to its ongoing viability. Accordingly, it is important to consider the zoning around the Dairy Manufacturing Site. It is considered an ~~industrial~~ zone with specific noise and air quality controls to assist with maintaining the viability of the Dairy Manufacturing Site.

The relevant activity statuses in 12.3~~.3~~.1 and general standards in 12.4 apply to the Dairy Manufacturing Site.
Nevertheless, it is important to note that whilst the ongoing operation and development of the Dairy Manufacturing Site is key, these will not occur as of right and in such cases resource consent will be required.

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

Explanation

The development of the Te Rapa North Industrial Zone has the potential to impact freshwater and

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

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

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

12.3 Rules

~~12.3.1 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~~ .1

~~Development Consents~~

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

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

Commented [HCC3]: Amended (Submission Point 13.9).

Commented [HCC4]: Amended (Submission Point 14.23).

Commented [HCC5]: Amended (Submission Point 13.9).

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~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~
~~Te Rapa Dairy Manufacturing Site~~								
k. ~~Collection, storage and processing of raw milk; Manufacture of dairy products from the processed raw milk; and associated dairy activities~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~P~~
l. ~~Any activity that is listed as a permitted activity in 9.3~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~P~~
m. ~~Any activity not complying with 12.3.3.l~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~NC~~

Note

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

12.4 Rules – General Standards

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

12.4.1 Building Setbacks

a. Any building is set back at least 30m from the bank of the Waikato River.

b. Any building is set back at least 6m from the banks of Te Rapa Stream.

c. Despite the above, a public amenity of up to 25m² on an esplanade reserve, a public walkway, a water take or discharge structure, or a pump shed are not subject to this rule.

Building setback (minimum distance)	
i. Any building is set back from all site boundaries other than transport corridor boundaries	10m
ii. Any building is set back at from the western side of Te Rapa Road south of the Hutchinson Road intersection	30m
i. Transport corridor boundary — local and collector transport corridors	5m3m
ii. Transport corridor boundary — arterial transport corridors	15m5m Exception being where: 30m from the western side of Te Rapa Road south of the Hutchinson Road intersection. 30m from the eastern side of Te Rapa Road within the Te Rapa Dairy Manufacturing Site
iii. Te Rapa Road	10m from the western side of Te Rapa Road 5m from the eastern side of Te Rapa Road
vii. Waikato Expressway (Designation E99 and E99a)	i. 40m from the edge of the expressway carriageway for protected premises and facilities ii. 15m5m 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: 1. The purpose of the setback 2. The location of the designation boundary in relation to the road carriage 3. The impact of the setback on the use and

	~~enjoyment of the adjoining land~~ 4. ~~The extent of existing or proposed landscaping within the designation~~ 5. ~~Effects on the Waikato Expressway~~ 6. ~~The record of consultation with Waka Kotahi New Zealand Transport Agency outlining any agreed outcomes~~
v. East — West Road (as shown on the Te Rapa North Industrial Structure Plan)	i. 6.5m; and ii. A 13m setback from the legal road corridor from the southern side of the East-West Road, which shall apply in addition to the above until such time as the Northern River Crossing is constructed.
vi. Any boundary adjoining any ~~Residential, Special Character or~~ Open Space Zones	8m
viii. From the bank of the Waikato River	30m Despite the above, a public amenity of up to 25m^2 on an esplanade reserve, a public walkway, a water take or discharge structure, or a pump shed are not subject to this rule
viii. From the banks of the Te Rapa Stream (Riparian Setback)	~~6m~~10m
ix. From the banks of any other watercourses (Riparian Setback)	5m
x. Adjoining any Significant Natural Area	5m
xi. Other boundaries	0m
xii. Waikato Riverbank and Gully Hazard Area	6m (applies to buildings and swimming pools)

Note

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

12.4.2 Building Height

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

equipment	

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

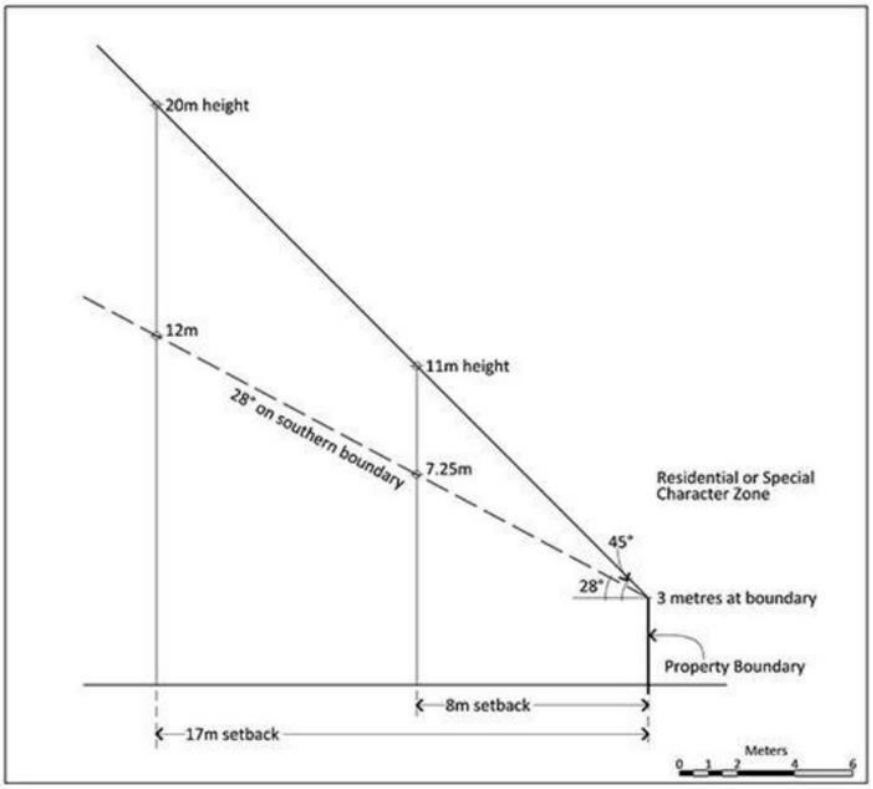
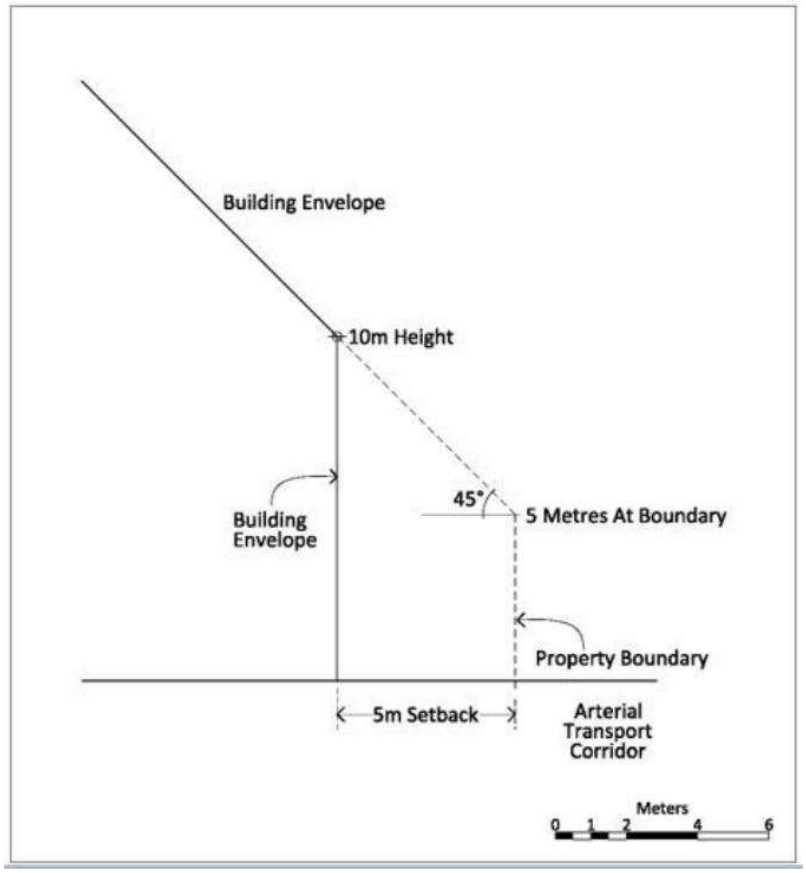
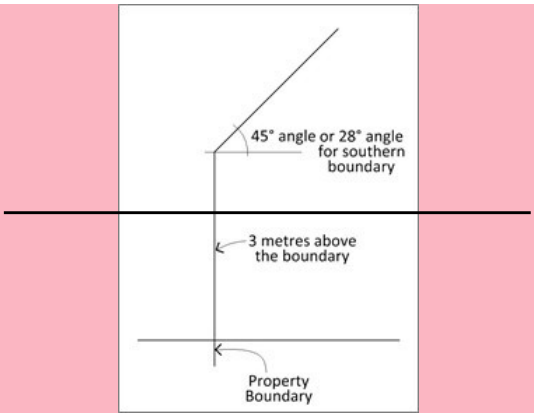

20m height
12m
11m height
28° on southern boundary
7.25m
Residential or Special Character Zone
45°
28°
3 metres at boundary
Property Boundary
8m setback
17m setback
Meters
0 1 2 4 6

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





12.4.4 Site Coverage

a. No maximum.

~~*Note*~~

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

12.4.5 Permeable Surfaces

Permeability across the entire site	Minimum ~~20~~10%

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:

Area to be planted	**Extent**	**Height at maturity**	**Density**

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

b. The landscaping requirements set out in above are to be planted in any combination of lawn and indigenous groundcover, shrubs and trees, so long as they achieve the dimensions and density requirements.
   i. Landscape buffers required under a. v. can be a mixture of exotic and indigenous species but must be evergreen and exclude pest species.
   ii. Landscape required under a. vi. take precedent over any other landscape standards that may apply and are to be planted in only indigenous vegetation

c. The landscaping requirement for riparian setbacks do not apply to areas used for pedestrian accessways and amenities associated with public access.

12.4.7 Site Layout

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

12.4.7 ~~Transportation~~

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

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

i. ~~Stage 1A:~~

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

~~*Note*~~

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

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

i. ~~Trip generation shall not exceed 15.4 trips/ha gross land area/peak hour, and~~

ii. ~~Access(es) from internal roads, entrances, parking, loading and manoeuvring are in accordance with Rule 25.14.4, and~~

iii. ~~Access to the arterial and State Highway networks are generally in accordance with the indicative 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

~~Te Rapa North Land Release Staging~~

12.~~6~~.5.1 Vehicle Access Restriction

~~A staged release of land for industrial development~~

a. Lot 1 DPS 85687 and Lot 5 DPS 18043 shall ~~occur in accordance with~~ achieve vehicle access via the ~~provision of appropriate infrastructure (including roading)~~Te Rapa Dairy Manufacturing Site onto Te Rapa Road and ~~developed in accordance with an approved Concept Development Consent according to~~ shall be restricted from achieving vehicle access onto Meadow View Lane. This rule shall not apply once the ~~following land releases occurring:~~Deferred Industrial Zone overlay is removed from all properties along Meadow View Lane.

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

~~b. Pre-2021 Land Release:~~

~~i. A maximum of 7ha of Stage 1A.~~

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

~~c. Post-2021 Land Release:~~

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

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

12.~~6~~.5.2 Ancillary Offices

a. ~~Ancillary~~The total ancillary office activity shall not occupy more than ~~10~~50% of the gross floor space of the principal industrial activity ~~all buildings~~ on the site.

Commented [HCC6]: Amended (Submission Point 13.10).

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 the principal industrial activity ~~all buildings~~ on the site or 250m², whichever is the lesser.

Commented [HCC7]: Amended (Submission Point 13.10).

12.5.4 Food and Beverage within the Focal Area

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

12.7 Restricted Discretionary Activities: Matters of Discretion and Assessment Criteria

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

Activity Specific	Matter of Discretion and Assessment Criteria Reference Number
a. Any activity that infringes Rules 12.4.1 Building Setbacks, 12.4.2 Height, 12.4.3 Height In Relation to Boundary, 12.4.4 Site Coverage, 12.4.5 Permeable Surfaces, 12.4.6 Landscaping, 12.4.7 Site Layout	• A - General Criteria • B - Design and Layout • C - Character and Amenity
b. Any activity requiring an air discharge permit under the Waikato Regional Plan within 100m of any Residential Zone	• C - Character and Amenity • F - Hazards and Safety
c. Yard-based retail (excluding car and boat sales) fronting Te Rapa Road	• C - Character and Amenity • F - Hazards and Safety
d. Emergency service facilities	• C - Character and Amenity • F - Hazards and Safety
e. Drive-through services within the Te Rapa North Industrial Focal Area	• M — Drive-through services • C — Character and Amenity • F — Hazards and Safety • Q — Te Rapa North Industrial

12.~~7~~8 Other Resource Consent Information

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

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

- Activity Status Defaults
- Notification / Non-notification Rules
- Rules Having Early or Delayed Effect

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

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

25.2 Earthworks and Vegetation Removal

25.2.1 Purpose

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

b. Hamilton City is predominantly an urban environment. Trees make an important contribution to the health and wellbeing of the residents of the City and to the quality of the City's landscape. Vegetation removal can impact on biodiversity and ecosystems within the City, and the urban amenity of the City.

c. The Waikato Regional Council and Waikato Regional Plan have primary responsibility under the Act for controlling land use for soil conservation and water quality. The District Plan has a supporting role, as the District Plan controls subdivision and development of land.

d. This chapter outlines earthworks and vegetation removal rules relating to the zones, and cross-references to chapters where additional rules relating to earthworks and vegetation removal are outlined. Rules in other chapters (see Rule 25.2.3) address specific matters such as natural hazards, significant natural areas and archaeological or cultural sites and may be more onerous than those contained in this chapter which deals with earthworks and vegetation removal generally and in relation to the Electricity National Grid Corridor.

25.2.2 Objectives and Policies: Earthworks and Vegetation Removal

Objective	Policies
25.2.2.1 Minimise the adverse effects of earthworks and vegetation removal on people, property, and the environment.	**25.2.2.1a** Earthworks and vegetation removal shall occur in a way that: i. Minimises adverse effects on existing landforms, natural features and significant vegetation. ii. Maintains natural processes and features including natural drainage patterns and streams. iii. Does not create new, or exacerbate existing natural hazards. iv. Minimises adverse effects on land and water, especially effects such as erosion and sedimentation. v. Creates practicable building sites, efficient use of land and infrastructure, ensures effective stormwater flow paths, and a safe living and working environment. vi. Minimises dust, noise, and runoff. vii. Adopts a precautionary approach towards decisions that may result in significant adverse effects on the Waikato River and, in particular, those effects that threaten serious or

	irreversible damage to the Waikato River. viii. Maintains or enhances riparian vegetation on the margins of natural watercourses and wetlands.
25.2.2.2 Enable earthworks in the Peacocke Structure Plan area that facilitate the creation of a high amenity, medium density environment where they: 1. Are undertaken as part of subdivision to establish a cohesive and consistent approach to earthworks throughout a development. 2. Minimise modification of Significant Natural Areas and locations with significant ecological, cultural and historic value. 3. Are within Significant Bat Habitat Areas that are not Significant Natural Areas 4. Establish a transport network that works with and reflects the topography of the site.	**25.2.2.2a** Earthworks maintain the hydrology of the Peacocke Structure Plan Area.
	25.2.2.2b Where required, locate batters and retaining walls between lots to minimise the use of retaining walls able to be seen from public spaces.
	25.2.2.2c Minimise the use of retaining walls. Where required, adopt a consistent style throughout a development and ensure these are designed to minimise their visual impact.
	25.2.2.2d Require earthworks to be designed in a comprehensive manner, minimising the need for secondary earthworks.
	25.2.2.2e Manage the heights and location of retaining walls to ensure that they are not visually dominant.
	25.2.2.2f Require earthworks over large areas to be undertaken in association with subdivision consent to ensure a cohesive outcome that ensures a well-designed urban area that provides for high levels of amenity.

Explanation

The policy ensures that amenity values and the quality of the natural environment in the City are maintained or enhanced. The policy intends natural landforms (such as ridges and gullies) to be protected as much as possible to retain the natural character and amenity values. Earthworks should also limit the adverse effects of erosion and sedimentation, and minimise soil compaction. The policies aim to ensure that the positive effects of earthworks are realised in terms of practicable building sites, maintaining stormwater flow paths, efficient use of land and infrastructure, and a resulting safe living and working environment.
The Peacocke Structure Plan area has been identified as a medium density growth area for Hamilton. The area contains rolling topography which can be challenging to develop. The policy framework recognises the challenges to developing these areas and seeks to enable landform modification in such a way that enables development, while remaining sympathetic to the general character of the land form in the area. This means earthworks should replicate the general orientation of topography to enable the integration of residential development within the site. The road network and block structure should be designed to work with the contour of the land and minimise the extent of retaining required. Where steeper slopes are to be developed, alternative approaches to construction should be used including mid lot development or multi-storey houses.

Bulk earthworks undertaken at subdivision stage should be designed to minimise the need for secondary earthworks.

25.2.3 Rules — Activity Status Table

Activity	Class
a. Earthworks (excluding earthworks covered by Rule 25.2.3.b and i.)	P

b. Earthworks and vegetation removal involving trenching, pole installation and replacement, slab foundation (not exceeding 2m in depth) and pile foundations for telecommunication masts, for infrastructure and network utilities	P
c. Trimming, maintenance or removal of vegetation or trees not otherwise mentioned in this Plan	P
d. Trimming and pruning of vegetation necessary to protect all overhead electric lines or telecommunication lines	Activity status and rules contained in Chapter 25.7: Network Utilities and the Electricity National Grid Corridor
e. Removal of vegetation or trees in the Open Space Zones	Activity status and rules contained in Chapter 15: Open Space Zones
f. Earthworks and vegetation trimming, maintenance or removal within a: i. High Flood Hazard Area ii. Medium Flood Hazard Area iii. Low Flood Hazard Area iv. Temple View Flood Hazard Area v. Culvert Block Flood Hazard Area vi. Waikato Riverbank and Gully Hazard Area	Also refer to activity status and rules contained in Chapter 22: Natural Hazards
g. Earthworks and vegetation maintenance, trimming or removal affecting: i. An archaeological and cultural site in Schedule 8B of Volume 2, Appendix 8 ii. A significant tree in Schedule 9D of Volume 2, Appendix 9 iii. A significant natural area in Schedule 9C of Volume 2, Appendix 9	Activity status and rules contained in Chapter 19: Historic Heritage and Chapter 20: Natural Environments
h. Works within the root protection zone of a: i. Significant tree in Schedule 9D of Volume 2, Appendix 9 ii. Tree within a significant natural area in Schedule 9C of Volume 2, Appendix 9	Activity status and rules contained in Chapter 20: Natural Environments
i. Earthworks associated with the replacement and/or removal of a fuel storage system as defined and controlled in the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.	P
j. Earthworks that do not meet the requirements of 25.2.5.1	D
k. Vegetation clearance in the Peacocke Structure Plan Area that does not meet the requirements of 25.2.5.2	RD
l. Earthworks that do not meet the requirements of Rule 25.2.5.3	D

Note

1. *Earthworks and Vegetation Removal must comply with any relevant requirements of the Waikato Regional Plan and the Waikato Regional Pest Management Plan.*
2. *No person may destroy, damage, or modify an archaeological site without an authority from Heritage New Zealand. If items of archaeological significance are found when undertaking earthworks, authority must be obtained from Heritage New Zealand before proceeding with any further works which could potentially destroy, damage, or modify such items.*
3. *Activity status for earthworks relating to existing high voltage transmission lines as of 14 January 2010, identified on the District Plan Maps and forming part of the National Grid, is set out and determined within the Resource Management (National Environmental Standard for Electricity Transmission*

Activities) Regulations 2009.

4. *The Resource Management (National Environmental Standard on Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 may alter the activity status of activities and additional standards, matters for assessment and criteria may apply. Refer to Chapter 25.1: City-wide — Development Suitability for relevant objectives (25.1.2.3) and policies (25.1.2.3a to 25.1.2.3c).*
5. *For any activity not identified above, see Section 1.1.8.1.*

25.2.4 Rules — General Standards

25.2.4.1 Earthworks in All Zones

a. Where fill material is used it is required to be clean fill.

b. All earthworks or areas of bare earth not being worked for three months or more shall be stabilised and sown with ground cover.

c. All earthworks shall retain sediment on site through implementation and maintenance of sediment controls. This standard does not apply to the transportation of material off site.

d. All earthworks activities shall be managed to avoid material deposits on public roads from any vehicles operating on site.

e. Earthworks shall not obstruct or divert any stormwater overland flow path or result in changed stormwater drainage patterns on adjacent land in different ownership.

    i. Rule 25.2.4.1.e does not apply within the Transport Corridor Zone

f. Earthworks must not result in any instability of land or structures at or beyond the boundary of the site where the land disturbance occurs.

g. Earthworks must not:

    i. cause malfunction or result in damage to network utilities;

    ii. create an unstable batter that will affect a support structure for any network or utility; or

    iii. change the cover over network utilities or raise the level of the ground under or near overhead network utilities so as to create the potential for damage or malfunction.

h. Earthworks volumes must not exceed the following maximums in any single activity or cumulative activities in any calendar year following commencement of earthworks activities:

Activity	Rototuna North East Character Zone and Special Natural Zone	All Other Residential and Special Character Zones	All Other Zones
Earthworks associated with any activity requiring building consent (including associated site works)	500m^3	500m^3	Unlimited
Earthworks associated with	500m^3	500m^3	1000m^3

subdivision			
All other earthworks	40m^3	100m^3	1000m^3

Note

1. *The above volume standards do not apply to:*
    a. *Transport Corridor Zone*
    b. *Activities authorised by a consent for a concept plan for a Major Facility prepared under Chapter 17*
    c. *A Concept Plan Consent for a Precinct prepared under Chapter 8*
2. *Refer to Chapter 22 regarding earthworks in Natural Hazard Areas.*
3. *Refer to Erosion & Sediment Control: Guidelines for Soil Disturbing Activities, which is available on the Waikato Regional Council website: www.waikatoregion.govt.nz*
4. *Consultation with the relevant network utility operator is advised when undertaking any earthworks that may affect network utilities. Such network utility operators are likely to be affected parties for any earthworks not meeting the standards in Rule 25.2.4.1.g. Persons undertaking earthworks near a network utility should also refer to, and comply with, any applicable regulation or code (such as NZECP 34:2001) to ensure earthworks do not compromise health and safety, do not damage network utilities or encroach safe separation distances of network utilities.*

25.2.4.2 Earthworks Within any National Grid Yard

a. Earthworks within a National Grid Yard shall:

i. Be no deeper than 300mm within 2.2m of a transmission pole support structure or stay wire.

ii. Be no deeper than 750mm between 2.2m and 5m from a transmission pole support structure or stay wire.

iii. Be no deeper than 300mm within 6m of the outer visible edge of a transmission tower support structure.

iv. Be no deeper than 3m between 6m and 12m from the outer visible edge of a transmission tower support structure.

v. Not create an unstable batter that will affect a transmission support structure.

vi. Not result in a reduction in the ground to conductor clearance distances as required by NZECP 34:2001.

Provided that:

vii. Earthworks undertaken by a Network Utility Operator are exempt from i to iv above.

viii. Earthworks undertaken as part of agricultural or domestic cultivation, or repair, sealing or resealing of a transport corridor, footpath or driveway are exempt from i to iv above.

ix. Vertical holes less than 500mm in diameter and more than 1.5m from the outer edge of a pole support structure or stay wire are exempt from i and ii above.

Note

1. *Consultation with Transpower New Zealand Limited (or its successor) is advised when undertaking any earthworks under or adjacent to high voltage transmission lines. Transpower New Zealand will be an*

affected party for any earthworks not meeting the standards in Rule 25.2.4.2 where the earthworks occur within the Ruakura Structure Plan area. In other areas this will be determined in accordance with S95E of the RMA.

25.2.5 Rules — Specific Activities

25.2.5.1 Earthworks in the Peacocke Medium Density Zone: Peacocke Precinct

a. Earthworks within the Peacocke Structure Plan shall be no more than 600m^3 in area, unless:

i. It is in conjunction with an associated subdivision consent; or

ii. It is associated with works authorised by an existing resource consent or requiring building consent.

Provided that:

iii. Earthworks undertaken by a Network Utility Operator are exempt from i to ii above.

25.2.5.2 Vegetation Clearance in the Peacocke Structure Plan Area

a. The removal of any tree or vegetation within the Peacocke Structure Plan Area outside Significant Natural Areas is a permitted activity where:

i. It has a diameter less than 150mm measured at 1.4m in height above ground level; or

ii. Where it has a diameter of 150mm or more measured at 1.4m in height above ground level and:

A. A report is provided by a suitably qualified ecologist demonstrating that, following an assessment of the tree, the tree is not a confirmed or potential bat roost tree; and

B. The above report is provided to Hamilton City Council prior to the removal of the tree(s); or

iii. The vegetation removal is authorised by an existing subdivision or land use resource consent.

25.2.5.3 Earthworks in the Te Rapa North Industrial Structure Plan Area

a. Earthworks within the Te Rapa North Industrial Structure Plan Area that is in accordance with 3.9.3 shall be no more than 600m^3 in area, unless:

i. It is undertaken in conjunction with an associated subdivision consent; or

ii. It is associated with works authorised by an existing resource consent

b. Earthworks undertaken by a Network Utility Operator are exempt from Rule 25.2.5.3.

25.2.5.4 Vegetation Clearance in the Te Rapa North Industrial Structure Plan Area

a. The removal of any tree or vegetation within the Te Rapa North Industrial Structure Plan outside the 50m setback from the bank of the Waikato River is a permitted activity where:

i. It has a trunk diameter less than 150mm measured at 1.4m in height above ground level; or

ii. It has a trunk diameter of 150mm or more measured at 1.4m in height above ground level and

either:

A. A report is provided by a suitably experienced bat ecologist demonstrating that:

1. Following an assessment of the tree, the tree is not a confirmed or potential bat roost tree. Identification of potential bat roost trees shall be in accordance with the latest version of the Department of Conservation 'Protocols for Minimising the Risk of Felling Bat Roosts' ~~(Version 2: October 2021)~~; and

2. The above report is provided to Hamilton City Council at least 5 working days prior to the removal of the tree(s) for approval; or

iii. The vegetation removal is authorised by a granted subdivision or land use resource consent.

b. The trimming, pruning or removal of any tree or vegetation within the Te Rapa North Industrial Structure Plan inside a 50m setback from the bank of the Waikato River is a permitted activity where:

i. It has a trunk diameter less than 150mm measured at 1.4m in height above ground level; or

ii. The vegetation removal is authorised by a granted subdivision or land use resource consent.

25.2.5 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

Commented [HCC1]: Amended (Submission Points 13.24 & 13.25).

Commented [HCC2]: Removed (Submission Points 13.24 & 13.25).

1.2 Information Requirements

Where noted and relevant the following information may be required to be supplied with applications for resource consents and certificates of compliance.

Any information and plans provided must be in writing and in sufficient detail and accuracy to enable a full assessment of compliance with the District Plan and to evaluate any environmental effects of the proposal.

Note

1. *Wherever possible application material should also be provided in an electronic format. Checklists, forms, templates and guides are available from Council. Further general guidance on the Act and its processes is available from the Ministry for the Environment website: www.mfe.govt.nz/rma/index.html*

1.2.1 All Applications

The following information must be supplied with all applications for resource consent and certificates of compliance, as relevant, at the time of lodgement.

a. Description of the proposal

An introductory background providing a clear description of:

i. The proposed activity and how it is intended to operate (including information such as hours of use, numbers of users, etc).

ii. The proposed use of all existing and proposed buildings on the site.

iii. The current use of the site.

iv. Resource consents applied for, identifying what aspects of the proposal do not comply with relevant standards and assessment criteria within the District Plan (including any plan changes or variations).

b. Legal description of the subject site

i. Street address, legal description and allotment area(s) of the subject site.

ii. A copy of the current Certificate of Title(s) for the subject site and documents detailing any associated:

- Consent notices
- Easement documents
- Hamilton City Council covenants
- Building line restrictions

Note

1. *Certificates of Title may be obtained from Land Information New Zealand. Please ensure that the Certificate of Title consists of both the cover page and attached pages showing the survey plan.*

c. Locality plan

A locality plan or aerial photograph showing the physical location of the subject site in relation

to adjoining roads and sites.

Note

1. *One copy at a scale of 1:500 is required with all applications.*

d. Site plan/s

Showing the following.

i. North point.

ii. Allotment boundaries and dimensions.

iii. Date the plans were drawn.

iv. Any historic or natural feature identified in Appendix 8 or Appendix 9 as follows:

- Schedule 8A: Built Heritage (structures, buildings and associated sites)
- Schedule 8B: Group 1 Archaeological and Cultural Sites
- Schedule 8C: Group 2 Archaeological and Cultural Sites
- Schedule 9C: Significant Natural Areas
- Schedule 9D: Significant Trees

v. Other natural features (e.g. wetlands, springs, streams, location of banks).

vi. Frontages to public road (noting the road's hierarchy in the Transport Corridor Hierarchy Plans in Appendix 15, Figures 15-4b to 15-4f).

vii. Locations and layout of existing and proposed buildings (including key dimensions from buildings to boundaries).

viii. Floor plans showing the internal room layout and identifying the floor area and any habitable rooms (the outline of any upper storey should be indicated on the site plan).

ix. Access and vehicle crossings from road boundaries to any parking, loading and manoeuvring areas.

x. Location of buildings on adjoining sites.

xi. Location, layout and dimensions of existing and proposed:

- Any parking spaces (cars, motorbikes, bicycle, micro-mobility, accessible car park spaces)
- Loading spaces
- Service areas
- Living court areas
- Storage areas

xii. Location, layout, dimensions and description of existing (noting any that are to be retained or removed) and any proposed:

- Landscaping and vegetation

- Walls or fences
- Signs (including sign design)
- Utility services (e.g. water lines, street lights), which may also require details about connections to Three Waters infrastructure (including size, depth at boundary, grade and distance to boundary pegs)
- Deep soil area(s)

Note

1. *This may need to include features beyond the property boundary (e.g. utility services along the road frontage which may affect the desirable location of proposed vehicle accesses).*

xiii. Original and proposed future contours of the site with contours marked at 0.5m intervals.

xiv. Nature and extent of any:

- Proposed earthworks (e.g. cut or fill, quantities)
- Designations affecting the site (refer Volume 1, Chapter 26: Designations)
- Natural hazards (including hazard layers identified by the District Plan — refer Volume 1, Chapter 22: Natural Hazards and the Planning Maps)

Note

1. *Two copies at a scale of 1:100, and one reduced A4 copy is required with any application.*

e. Elevation drawings

Elevation drawings of all buildings to be constructed or altered, showing the relationship, design and appearance of proposed buildings, including:

i. The natural ground level, and the nature and extent of any proposed earthworks (e.g. cut or fill, quantities).

ii. Existing and finished ground levels.

iii. Maximum building height and relevant height control plane angles.

iv. Ground floor levels in relation to the top of the kerb at entry locations from any adjoining transport corridor.

v. Height above floor level of any upper-storey windows.

vi. Floor levels in relation to the depth of a 1% annual exceedance probability flood event.

Note

1. *Two copies at a scale of 1:50, 1:100 or 1:200, and one reduced A4 copy is required with any application.*

f. Other specialist information specifically required by the District Plan

This may include Integrated Transport Assessments, Acoustic Design Certificates, and

Landscape and Planting Plans. Specific information required is referred to in the following Sections 1.2.2.

g. Other resource consents/permits

A description of whether any additional resource consents are required for the proposal and whether these have been applied for (e.g. Regional Council Discharge Permits, Regional Council Water Take Permit if the proposal is likely to involve a commercial or industrial-type activity that is likely to consume more than $15m^3$ of water per day).

h. Assessment of environmental effects

i. An assessment of the environmental effects (AEE) of a proposal shall be provided with applications for resource consents. Any AEE shall be prepared in accordance with the Fourth Schedule of the Act and shall discuss all the actual and potential effects of the proposal on the environment.

ii. The amount of detail provided must reflect the scale and nature of the effects. For example, if there are major effects arising from the proposal, a detailed analysis and discussion of these effects should be included. It may require the provision of information from a suitably qualified and experienced practitioner (e.g. a traffic engineer, planner, geotech engineer or acoustic consultant). If the effects of the proposal are small, then a less detailed AEE may be appropriate.

iii. The AEE should identify how any adverse environmental effects are to be avoided, remedied, or mitigated, and shall also ensure that the following matters are addressed.
- Consultation undertaken with affected parties
- Effects of the proposal on the natural environment (including existing vegetation and natural land form), neighbourhood amenity, and infrastructure
- Heritage issues (such as waahi tapu)
- Site constraints (such as flooding)
- External impacts (such as discharges)
- Construction impacts (such as noise)
- For four or more residential units require an urban design assessment commensurate to the scale of the proposal that:
    i. Demonstrates how the application achieves the relevant Objectives and Policies of the Plan (including Chapter 25.15);
    ii. Addresses the relevant matters of discretion and assessment criteria and;
    iii. Includes an assessment of and appropriate responses to Crime Prevention Through Environmental Design (CPTED) principles.
- Other matters associated with the proposal

iv. In the case of controlled and restricted discretionary activities the AEE need address only those matters which Council has retained control over or restricted its discretion to in the District Plan.

1.2.2 Additional Information Requirements

In addition to the information specified in 1.2.1 above the information in the following section may also be required for applications for resource consent, to enable the full assessment and determination of the proposal.

If in the following sections the words “must” or “shall” are used, the relevant information must be

supplied with the application at the time of lodgement.

1.2.2.1 General

a. Plans, reports or information may also be required to be provided in relation to:

   i. Details and outcomes of any consultation undertaken (e.g. Waikato iwi and local hapu, Kiwi Rail, Transpower, Waka Kotahi New Zealand Transport Agency, Heritage New Zealand Pouhere Taonga, Waikato Regional Council).

   ii. Potential future subdivision of site.

   iii. How the proposal will promote any design guidance referenced in the District Plan.

   iv. Details about previous uses of the site and an assessment on whether the National Environmental Standard on Assessing and Managing Contaminants in Soil to Protect Human Health applies.

   v. Any other relevant rules or provisions in the District Plan, such as any overlay provisions and bonus provisions.

b. Reports and management plans demonstrating how adverse environmental effects associated with the proposed activity are to be avoided, remedied or mitigated with respect to:

   i. Nuisances such as noise, dust, odour, glare, and vibration.

   ii. Stormwater disposal and sediment control measures.

   iii. Hazardous facilities and substances.

   iv. Discharges of contaminants.

c. Concept Engineering design plans should be included for any proposed infrastructure.

Note

1. *Historical and cultural sites and natural features are of significance to iwi and local hapu. In respect of any developments or activities requiring a resource consent, or for plan changes it is advisable that iwi representatives are notified at the earliest stages of planning. This will assist with the identification and mitigation of any potential adverse effects that may impact on cultural values. It is also advisable that before any archaeological surveys or investigations are undertaken iwi representatives are consulted.*
2. *It is recognised that traditional iwi/hapu customary processes are a complementary method of control outside the District Plan for activities that can adversely affect cultural values associated with natural features (such as the pollution of waterways that are used as important food-gathering sites). Customary processes may vary in different situations and could include:*
   - *Mauri — the notion of respect towards the health and wellbeing of significant sites*
   - *Rahui — an embargo or restriction on access to a site until it is lifted (usually in relation to a polluted or hazardous site)*
3. *Consultation with iwi can assist in identifying any appropriate customary processes to be followed where special tangata whenua values are identified.*
4. *Guidance on engineering plan information requirements is contained within the Regional Infrastructure Technical Specification.*

1.2.2.2 Subdivision

a. General

Any subdivision application shall include plans, reports, and other information to show how the proposed allotments and access can adequately accommodate the development potential of the site.

b. Scheme Plan

A Scheme Plan covering the following matters should be provided.

i. Unit site area of each proposed allotment.

ii. Net site area of each proposed allotment.

iii. Dimensions of all:

- Existing boundaries
- Proposed boundaries

iv. Shape factor shown on all proposed allotments, including those with existing buildings.

v. Schedule of existing easements.

vi. Memorandum and dimensions of proposed easements.

vii. Existing and proposed land contours at 0.5m intervals and/or sufficient spot heights to allow accurate representation of the land surface.

viii. Existing trees and other vegetation proposed for retention or removal.

ix. All existing buildings (plan views of roof and wall outlines).

Note

1. *Documents should also be provided to show that existing buildings have been legally established.*

x. All proposed buildings and building platforms (including buildings being re-positioned on site).

xi. Service areas, living areas, storage areas, any vehicle parking areas and loading areas for all existing buildings.

xii. Any parking spaces (cars, motorbikes, bicycle, micro-mobility, accessible car park spaces) and loading spaces.

xiii. Vehicle manoeuvring tracking curves.

xiv. Vehicle queuing areas.

xv. Distance of building eaves from abutting accessway or right-of-way boundaries.

xvi. Vertical cross-section of building eaves/stairs/doors and windows that encroach accessway/right of way boundaries/unit title common areas.

xvii. Existing and proposed Three Waters reticulation.

xviii. All existing and proposed vehicle crossings.

xix. Sight distances of all existing and proposed vehicle crossings.

xx. Distance of all existing and proposed vehicle crossings from intersections or railway crossings.

xxi. Distance between all existing and proposed vehicle crossings (including adjoining sites).

xxii. Location of proposed roads, reserves, easements, and essential services.

xxiii. Land to be vested in the Crown, Council, or network utility operator.

xxiv. Nature and standard of existing and proposed roads and network utility services such as sewage disposal, stormwater management, water supply, telecommunications and electricity supply.

xxv. Proposed final legal status (e.g. freehold, cross-lease, unit title).

Note

1. *A checklist is provided by Council outlining all the information required with a subdivision application. Staged subdivisions should have each stage shown on a separate scheme plan, as well as a scheme plan showing the complete subdivision.*

c. Subdivision Concept Plan

A Subdivision Concept Plan shall accompany subdivision applications for the following.

- Any single or staged subdivision creating more than 10 additional lots

The information provided as part of a Subdivision Concept Plan must demonstrate how the proposal meets, is consistent with, or otherwise satisfies:

a. Objectives and Policies of:

   i. The relevant zone.

   ii. Chapter 3: Structure Plans (as relevant to specific Structure Plan Areas).

   iii. Chapter 23: Subdivision.

b. Relevant standards

c. Relevant design guides in Appendix 1.4

d. A subdivision concept plan shall specifically include the following information:

   i. The location and width of proposed roads and carriageways and the integration

of the roads with the existing transport network

ii. The location and dimension of public reserves.

iii. The location and dimension of shared-use pedestrian/cycle accessways

e. Concept plans within the Peacocke Structure Plan Area shall be prepared in accordance with the neighbourhoods identified in Appendix 2.3

1.2.2.2.1 Additional Requirements for Concept Plans for the Peacocke Structure Plan

Subdivision within the Peacocke Structure Plan shall be prepared to comply with the requirements of 1.2.2.2 C. and include the following additional information.

a. Demonstrate how the proposal is in accordance with the Peacocke Structure Plan and how the objectives and policies of the Structure Plan are able to be met.

b. Provide an analysis over all adjoining sites to the subject site to ensure issues impacting on the development are understood.

A Master Plan will also be required to include a Subdivision Concept Plan (refer to Appendix 1.2.2.2d)), an analysis over all adjoining neighbourhoods to the subject site to ensure issues impacting on the development are understood and address the following matters.

i. Transport Network

The Concept Plan will need to:

- Outline the street pattern as well as set out the street typologies that will be used in the development, the pedestrian and cycle network and how this links with the City's/area's transport network and open space network.
- Demonstrate how the proposed subdivision is able to be connected to, and integrated with, existing and future adjacent development.
- Demonstrate how vehicle access is to be provided while maintaining on street parking and safety of the transport network.
- Demonstrate the need for any culs-de-sac proposed.
- Demonstrate that lots accessed from the rear lane are sized to accommodate a dwelling and any car parking provided.
- Demonstrate how emergency vehicle access can be achieved.

As part of the subdivision a broad Integrated Transport Assessment may be required (refer to Rule 25.14.4.3).

Note: For a development where a fire appliance is not able to reach either a dwelling or the

source of the firefighting water supply from a public road in accordance with the NZ Fire Service Firefighting Water Supplies Code of Practice NZS PAS 4509: 2008, this code of practice should be consulted for compliance with the accessway dimensions required for the fire appliances. This applies to the legal road, the Right of Way or the Access Lot or access leg where this provides the primary access to the lot/site.

ii. Infrastructure and Servicing

Concept plan will need to identify the approach to the provision of infrastructure and services which is aligned with the structure plan and the wider city infrastructure development program. It shall incorporate a low impact urban design and development approach and be prepared in accordance with the Peacocke Integrated Catchment Management Plan.

iii. Natural Environment Network

The Concept Plan will need to identify the natural and ecological systems within the area and demonstrate how these areas have been either integrated into the urban design or how they are to be protected. The integration of the natural environment into the urban form has strong links to how the open space system is developed and the establishment of the land use patterns.

iv. Open Space Network

The Concept Plan will need to demonstrate how the open space links with the natural environment, the Waikato River esplanade, the transport network, and land uses; how the pedestrian and cycle networks have been integrated into the open space network and river esplanade.

v. Land Use

The Concept Plan will need to identify the location of commercial and community facilities (if relevant) as well as residential densities. It will need to also develop the street pattern taking into account the open space, natural environment and transport network. The street pattern will also need to take into consideration the development principles set out in the structure plan and the transport corridor hierarchies, including demonstrating the need for rear sites, where these are proposed.

vi. Detailed Development Response

The approach proposed for the urban form of the neighbourhood will need to be developed. This will demonstrate the urban design and architectural responses to the opportunities and constraints within the neighbourhood and will need to consider the design guides set out in Appendix 1.4.1.

vii. Staging

The plan will need to identify the staging of development to demonstrate how any urban development is integrated into the overall development of Peacocke.

1.2.2.4 Landscaping Plan

Any development that is required to provide landscaping and screening under Chapter 25.5 shall provide a plan which identifies the location of the required or proposed landscaping or screening.

1.2.2.5 Water Impact Assessments

a. As part of an assessment of environmental effects the information required for a Water Impact Assessment is:

Table 1.2.2.5a: Information required for each type of Water Impact Assessment

	Type of Water Impact Assessment and what information is to be provided (✓ = required)	
Information to be provided	**Type 1 (Residential activities)**	**Type 2 (Other activities)**
i. How the proposal is consistent with, or otherwise complies with, the recommendations, measures and targets of any relevant Integrated Catchment Management Plan.	✓	✓
ii. An assessment of any potential effects (including cumulative effects) of the development in relation to its catchment.	✓	✓
iii. Details of what water-sensitive techniques are proposed and how these are in accordance with the drainage hierarchy in Rule 25.13.4.2b, including demonstrating whether soakage is viable. iv. Details of the expected water efficiency benefits arising from the proposed water-sensitive techniques compared to the same development without using those water-sensitive techniques. v. Details of how the water-sensitive techniques will be operated and maintained to ensure ongoing water efficiency benefits. vi. Where no water-sensitive techniques are proposed, an assessment containing reasons and justification for not incorporating water-sensitive techniques, having particular regard to the objectives and policies of the Volume 1, Chapter 25.13: City-wide — Three Waters.	✓	✓
vii. Confirmation of available Three Waters infrastructure and capacity to appropriately service the proposal.	✓	✓
viii. Details of the water demand (flow and pressure) and water sources.	✓	✓
ix. Where the water demand of the proposal is greater than $15m^3$ of water per day, details of a programme explaining how the proposal intends to reduce its water consumption to achieve that level. ***Note*** *Consent from the Regional Council for an increased water take may be required where a proposal is to take in excess of $15m^3$ of water per day.*		✓

x. Information on how wastewater (including trade waste) will be managed to minimise any impacts on the reticulated network.		✓
xi. A list of measureable targets and performance indicators to allow the efficient and effective monitoring of the proposal's compliance with any conditions arising from the Water Impact Assessment.		✓

b. The information required in a Water Impact Assessment shall be in such detail as appropriate to the scale and significance of the potential effects that the activity may have on the environment, and only if relevant to the proposal.

Note

1. *The extent and degree of assessment needed for a Water Impact Assessment may be greater when without an existing Integrated Catchment Management Plan.*
2. *As an outcome of the Water Impact Assessment, conditions may be applied to the development. These may include financial contributions, monitoring and the requirement for the installation of specific water sensitive techniques.*

1.2.2.5a Three Waters Infrastructure Capacity Assessments

As part of an assessment of environmental effects the information required for a Three Waters Infrastructure Capacity Assessment is:

Table 1.2.2.5b: Information required for each type of Three Waters Infrastructure Capacity Assessment

Information to be provided	Local network (sites not subject to the Three Waters Infrastructure Capacity Overlay)	Local and strategic networks infrastructure capacity (sites subject to the Three Waters Infrastructure Capacity Overlay)
i. The anticipated water and wastewater demands generated by the proposed activity covering: a. Water for potable and firefighting purposes b. Wastewater (including trade waste). For wastewater, average daily, peak daily and peak wet-weather flow calculations should be provided. For water, peak daily demand should be calculated. New Zealand Fire Service fire risk classification should be stated.	✓	✓
ii. Details of what on-site, stormwater management techniques are proposed and resulting demands on downstream infrastructure.	✓	✓
iii. Council confirmation of available Three Waters infrastructure capacity to appropriately service the proposal, taking into account: a. Net increase in water and wastewater demands		✓

b. Available water flow and pressure c. Known water and wastewater capacity constraints d. The cumulative effect of permitted and consented development elsewhere in the catchment e. Programmed and funded Council works. As part of the process of Council confirming available capacity, detailed modelling of developments on water and wastewater network capacity may be required to be provided by applicants.		
iv. Where there is insufficient capacity to appropriately service the proposal, details of: a. Outcomes of consultation with Council as asset owner b. Possible works to increase capacity and or other mitigation measures both within a development area or site, as well as within the relevant network surrounding the development site or area c. Reduction in the scale of the development and/ or staging of the development to match available capacity d. Private Development Agreements towards infrastructure upgrades e. Incorporation of measures to reduce water consumption and limit wastewater outflows f. Any measures necessary to remedy any identified deficiencies in water supply for firefighting purposes.	✓	✓

Note:

1. *For the purposes of this rule local network means:*
    a. *Wastewater local service lines typically having an internal diameter equal to or less than 300mm and typically pump stations whose largest inlet pipelines have an internal diameter equal to or less than 300mm, but this can vary (smaller or larger) depending on the size and location of the sub catchment.*
    b. *Potable water local service lines typically have an internal diameter less than 250mm.*
2. *For the purposes of this rule strategic network infrastructure means all other network infrastructure not defined as local network infrastructure above.*
3. *The information required in a Three Waters Infrastructure Capacity Assessment shall be in such detail as appropriate to the scale and significance of the potential effects that the activity may have on the environment, and only if relevant to the proposal.*
4. *The extent and degree of assessment needed for a Three Waters Infrastructure Capacity Assessment may be greater when without an existing Integrated Catchment Management Plan.*
5. *As an outcome of the Three Waters Infrastructure Capacity Assessment, conditions may be applied to the development. These may include financial contributions, monitoring and the requirement for the installation of specific water sensitive techniques.*
6. *Calculations to determine anticipated water and wastewater demand should be undertaken in accordance with technical design standards accepted by Hamilton City Council.*
7. *Service connections to the Council network will require approval from Council as infrastructure operators in accordance with the Three Waters Connection Policy, as well as regulation made*

under legislation.

1.2.2.5b Site-Specific Stormwater Management Plan

a. As part of an assessment of environmental effects the information required for a Site-Specific Stormwater Management Plan is:

Table 1.2.2.5c: Information required for a Site-Specific Stormwater Management Plan

Information to be provided
i. How the proposal is consistent, or otherwise complies, with the recommendations, measures and targets of any relevant Integrated Catchment Management Plan that has been approved by the Council.
ii. An assessment of any potential effects (including cumulative effects) of the development on the receiving environment.
iii. Confirmation of available stormwater infrastructure and capacity to appropriately service the proposal. This should include assessments of both primary and secondary network capacity.
iv. Details of what stormwater management infrastructure is proposed and how this will be operated and maintained.
v. Details of how the proposal will contribute to the restoration and protection of the Waikato River.
vi. An assessment of the proposal against the Waikato Regional Council stormwater management guideline (TR2020/07), the WLASS Regional Infrastructure Technical Specifications, and the stormwater management requirements of Rule 25.13.4.2A, demonstrating how the proposal equals or betters the outcomes that would be achieved by complying with those requirements.
vii. Details of any off-site stormwater management device relied upon in the assessment of effects.

1.2.2.6 Integrated Catchment Management Plans (ICMP)

All ICMPs shall be developed in consultation with Council and Waikato Regional Council and completed in accordance with the requirements set out below. Each ICMP shall be lodged with Council, and Council shall review the content of the ICMP and certify whether it complies with the requirements of this Rule set out below.

There are three different types of ICMPs, which each have different information requirements — see Table 1.2.2.6a.

Table 1.2.2.6a: Types of ICMPs and where to find their Information requirements

Type of ICMP	Where to find the information requirements
Full ICMP	Table 1.2.2.6b
Sub-catchment ICMP for Greenfield Areas [See Note 1]	Table 1.2.2.6b
Sub-catchment ICMP for areas other than Greenfield Areas	Table 1.2.2.6c

Note

1. *Greenfield Areas include the Future Urban Zone, Temple View Zone, Te Rapa North Industrial Zone, Large Lot Residential Zone and all Structure Plan Areas identified in Appendix 2.*

Table 1.2.2.6b: Information requirements for Full ICMPs and Sub-catchment ICMPs for Greenfield

Areas

a. Maps/drawings identifying for the relevant hydrological catchment (or sub-catchment):

i. the catchment boundary;

*(**Note**: In the case of a full ICMP, this will be used in relation to determining future compliance with Rule 25.13.4.1.b);*

ii. Natural features, surface water bodies, existing drainage systems and infrastructure;

iii. Existing development and land uses (see f.vi. below);

iv. Proposed future development and land uses (see d. below); and

v. The extent of the infrastructure networks that have been assessed and the location of any network constraints (see f.vii below).

b. Classification of the surface water bodies within the catchment (or sub-catchment) as detailed in the Waikato Regional Plan.

c. The social, economic, ecological, amenity and cultural objectives being sought for the catchment (likely to stem from a structure planning process). See Note 1

d. A description of proposed urban growth, development and land use intensification within the catchment (or sub-catchment).

e. A list of the key stakeholders associated with the catchment (or sub-catchment), details of the consultation undertaken, and details of their respective views on providing for new stormwater diversion and discharge activities with the catchment (or sub-catchment).

f. An assessment of the current state of the catchment (or sub-catchment) and stormwater receiving environment/s, and the provision of catchment baseline information (including maps/drawings) on:

i. Topography;

ii. Soils and geology;

iii. Receiving environment —

a. Erosion;

b. Ecology, including ecological sensitivity;

c. Water quality (including contaminant load);

d. Sediment quality; and

e. Hydrology;

iv. Hydrogeology;

v. Flooding (including overland flow paths);

vi. Existing development and land uses;

vii. Existing three waters infrastructure and water source(s), including their capacity to appropriately

service the proposed urban growth, development and landuse intensification within the catchment (or sub-catchment); and

viii. All relevant existing resource use authorisations (including, for example, consents issued by the Waikato Regional Council for water take, wastewater and stormwater diversion and discharge activities).

g. The effects of climate change.

h. An assessment of the environmental effects, including cumulative effects over time, of all proposed water take, wastewater management and stormwater diversion and discharge activities on the catchment (or sub-catchment) and stormwater receiving environment/s. The assessment shall include maps/drawings and be in such detail as corresponds with the scale and significance of the effects on the catchment (or sub-catchment) including, but not limited to, effects on the following, taking into account the effects of climate change:

i. Natural features, surface water bodies and aquifers, including water sources;

ii. Sites of cultural and/or historical significance;

iii. Public health;

iv. Flooding hazards, including overland flow;

v. Receiving water hydrology, including base flows and peak flows in rivers and streams and long-term aquifer levels;

vi. Receiving water sediment and water quality;

vii. Receiving water habitat, ecology and ecosystem health, including an explanation of how they will be maintained and enhanced;

viii. Receiving water riparian vegetation;

ix. The extent and quality of open stream channels, including erosion and sedimentation;

x. Fish passage for indigenous and trout fisheries (refer to the Waikato Regional Plan Water Management Classes for applicability);

xi. The natural and amenity values of stormwater receiving waters, including the management of litter than becomes entrained in stormwater;

xii. Existing infrastructure; and

xiii. Existing authorised resource use activities.

i. In response to the environmental effects assessment, a description and assessment of the available options for managing the effects of all proposed water take, wastewater management and stormwater diversion and discharge activities within the catchment (or subcatchment).

j. Identification of a recommended integrated catchment management approach that is based on the Best Practicable Option to avoid as far as practicable and otherwise minimise or offset actual and potential adverse effects of all proposed water take, wastewater management and stormwater diversion and discharge activities on the catchment (or sub-catchment) and its infrastructure, while ensuring the proposed urban growth, development and landuse intensification has an appropriate and sustainable water source and receives appropriate three-water services.

k. Education initiatives to support the integrated catchment management approach recommended in the ICMP. See Note 1
l. Maps/drawings, a description, and a prioritised schedule of the infrastructure works to be carried out to implement the integrated catchment management approach recommended in the ICMP.
m. A list of performance measures by which the implementation of the integrated catchment management approach recommended in the ICMP will be gauged. See Note 1
n. The need for any changes (including designations) or variations to the relevant District Plan, as a result of the findings and approach of the ICMP. See Note 1
o. Identification of the water sensitive techniques that are appropriate, and those that are unsuitable, within the catchment or any sub-catchment.
p. All ICMPs shall be of sufficient scope and detail to inform development of Water Impact Assessments.

Note

1. *Information requirements c, k, m, and n in the table above do not apply to sub-catchment ICMPs for greenfield areas, but do apply to full ICMPs.*
2. *Council will hold some information and modelling data that may assist in preparing any type of ICMP.*
3. *Anyone preparing an ICMP will need to collaborate closely with Council. Council's guidance should be sought prior to commissioning any ICMP work. Council will define appropriate methodologies and deliverables for the technical components of an ICMP and how the information and assessments are to be presented. See also the Three Waters Management Practice Notes on Council's website.*
4. *Catchment boundaries will not always follow the boundary of a site. Some sites may fall within more than one hydrological catchment. Water supply, wastewater and stormwater networks often cross hydrological catchment boundaries.*

Table 1.2.2.6c: Information requirements for Sub-catchment ICMPs for areas other than Greenfield Areas

A Water Impact Assessment in accordance with Appendix 1.2.2.5 that also includes details of how adverse effects arising from the following will be avoided, remedied or mitigated: a. Flood hazards; b. Stormwater disposal; c. Discharges of contaminants; and d. Identified network constraints.

Table 1.2.2.6d: Completion of Full ICMP Preparation

Preparation of a full ICMP shall be considered complete when the ICMP has received technical certification by: a. Council that the ICMP complies with the relevant information requirements; and b. Waikato Regional Council that the guidance within the ICMP for stormwater diversion and discharge activities is to an acceptable standard.

1.2.2.7 Historic Heritage — Schedule 8A and 8B Sites (Historic Heritage)

Any activity requiring a resource consent relating to Schedule 8A or 8B sites (refer Volume 2, Appendix 8) shall include as part of the resource consent application:

a. Written advice from an appropriately qualified person or body concerning the effects of the proposed activity on the cultural and heritage values identified for the site and outlining possible mitigation measures.

b. In the case of the site having identified tangata whenua values, advice from relevant iwi.

c. Where the site history indicates that there may be historical artefacts or other physical remains, advice from a suitably qualified and experienced archaeologist.

d. Advice that the necessary authority to modify or damage an archaeological site has been obtained from Heritage New Zealand Pouhere Taonga under the Heritage New Zealand Pouhere Taonga Act 2014.

Note

1. *An archaeological assessment, advice from Heritage New Zealand Pouhere Taonga, or consultation with iwi will not be required where there is documentary evidence held by Council that this has previously been carried out for the site, and that the proposed new work is covered by that documentary evidence.*

1.2.2.8 Development Areas in the Rototuna Town Centre

a. All resource consent applications for Development Areas shall show the total expected development for the identified Development Area (even if the development is to proceed in stages) through plans and explanatory text.

b. Where a Development Area is to be developed in stages, the information required for each stage of the development process must be sufficient to enable assessment of the application in terms of the Concept Plan (Rototuna), Structure Plan and the Urban Design Guide.

c. Any staged application for the development of a Development Area shall include an overall development framework setting out the following for the entire Development Area:

   i. Staging,

   ii. Main block pattern,

   iii. Roads and access ways,

   iv. Stormwater solutions,

   v. Reserves, and

   vi. Bulk and scale of the buildings.

The application for the development of a specific stage within a Development Area shall provide detailed information, including the design of urban spaces, buildings and their service infrastructure as set out in the table below.

d. Development Area resource consent applications shall include where relevant, but not be limited to, the following:

Note

1. *Depending on the nature of the development and the stage it is at, not all information maybe required as part of the relevant consent.*

Information Requirements	Rototuna Town Centre Zone	
a. Demonstrating how the land-use pattern and features proposed in the relevant Structure Plan will be achieved.	✓	
b. Demonstrating via an urban design assessment how the proposed development is in general accordance with the relevant assessment criteria and design guide.	✓	
c. Demonstrating how the standards of the zone will be met and the extent to which the relevant assessment criteria is achieved.	✓	
d. Defining the exact boundaries between the precinct and adjoining precincts.	✓	
e. The method by which the development of each precinct is to be managed, and how precincts will relate to each other, surrounding land and the wider Rototuna Town Centre area.	✓	
f. How transportation and other infrastructure is to be provided to enable the efficient, safe, effective, functional and sustainable delivery of infrastructure. This must take into account the subject Development Area, integration with the surrounding development areas, the wider Rototuna Town Centre and the wider Structure Plan area.	✓	
g. Showing the exact location and design of proposed areas of open space, ecological links and natural features which are to be retained or enhanced, and the areas to be developed for stormwater purposes.	✓	
h. Site development. Illustrate:		
i. Activity types	✓	
ii. Building footprints	✓	
iii. Individual shop and business tenancy sizes	✓	
iv. The number of residential units proposed	✓	
v. External layout and floor areas of residential units	✓	
vi. How the identified yield is to be met	✓	
vii. Pedestrian walkways and cycleways	✓	
viii. Any carparking areas and vehicular circulation	✓	
ix. Vehicular access points between the site and public roads	✓	

x. Landscaping areas	✓	
xi. Service areas with appropriate screening	✓	
xii. Position of any existing buildings on adjacent land	✓	
xiii. How the proposal integrates with adjacent properties in terms of contributing to an overall urban design and streetscape character including treatment of building frontages (e.g. glazing and orientation)	✓	
i. Development staging: Explain if the Development Area is to be staged, the manner and proposed timeframes for the staging and the means of managing any vacant land during the staging process.	✓	
j. Elevations. Illustrate: i. Building height and orientation, building exterior design features, any balconies, any artificial lighting to exterior walls and features, and how the proposed development will integrate with adjacent properties in terms of overall urban design, streetscape character and amenity.	✓	
ii. Verandas	✓	
k. Signs. Give details on number, dimensions, location, content, means of support and attachment. This includes signs of the names of the residential development if applicable.	✓	
l. Transportation. Carry out an Integrated Transport Assessment (ITA) which addresses: i. Provision for pedestrians, cyclists and passenger transport ii. Consistency with Access Hamilton and associated action plans iii. On-site provision of any car parking, servicing and manoeuvring space iv. How any car parking is to be provided, taking into account surrounding land uses and the opportunities for shared car parking v. Safe and efficient provision of entry and exit, including safety for all road users vi. Safe sight visibility distance for access points vii. Safe separation of access points from intersections and other access points viii. Impact of access on safe and efficient traffic flow on the transport network ix. Impact on the capacity and performance of the transport network.	✓	

m. Possible transport and accessibility modelling to assist in the preparation of the ITA. Applicants must also demonstrate whether a Travel Plan is required to mitigate any transport impacts from the development.	✓	
n. Servicing. Explain the provision, staging, location and capacity of network utilities and integration with existing and planned network utilities, quantity and quality of stormwater and proposed stormwater treatment, management and disposal facilities. Prepare an assessment of the impact on the infrastructure including network capacity and tolerance to support the development including future maintenance requirements.	✓	
o. Pedestrian and Cycle Links. Provide details of the position of walkways and cycle ways, links to adjacent sites, consideration of passive surveillance and other CPTED principles, and any artificial lighting to be used within these areas.	✓	
p. Planting and Screening. Provide details of: i. The type of landscaping to be established in yards, carparking areas, and other landscape areas ii. Identification of the plant and tree species to be used iii. Size of the vegetation iv. Number of plants to be used v. Artificial lighting or screening to be used vi. Consideration of passive surveillance and other CPTED principles vii. Maintenance provisions.	✓	
q. Public Square: Show the type of landscaping and materials to be used, taking into consideration CPTED and lighting for safety, amenity and ambience. Consideration must be given to the multifunctional use of the square and its relationship with surrounding buildings and features.	✓	
r. Gateways: Show how the areas defined as gateways in the Rototuna Town Centre Design Guide will be treated in terms of opportunities for landmark buildings, structures, and public art to announce the sense of arrival and departure.	✓	

1.2.2.8a Temple View Precincts

a. All applications for resource consent for activities within a Temple View Precinct shall show the total anticipated development for the Precinct area through plans and explanatory text, regardless of whether the application relates to all or part of the Precinct.

   Where an application for resource consent for activities within a Temple View Precinct relates to part of the Precinct, the level of information regarding anticipated development for the balance of the precinct area may be indicative but shall provide sufficient detail to demonstrate that the proposed development integrates with the existing development within

the Precinct (where relevant) and the anticipated development for the entire Precinct area.

b. Where a Temple View Precinct is to be developed in stages through the progressive lodgement of multiple resource consent applications, the information required for each stage of the Precinct process must be sufficient to enable assessment of the application against the purpose of the specific Precinct (in the context of the Character Area and/or the Heritage Area), and the Urban Design Guide.

c. Notwithstanding a. and b. above, all applications for resource consent for the development of a Temple View Precinct shall include an overall development framework which sets out the following for the entire Precinct:

   i. Staging,

   ii. Main block pattern,

   iii. Roads and access ways,

   iv. Stormwater solutions,

   v. Reserves, and

   vi. Bulk and scale of the buildings.

   All applications for resource consent for activities within a Temple View Precinct shall provide, as a minimum, detailed information relating to the design of urban spaces, proposed buildings and service infrastructure for the proposed activities.

d. In addition to the mandatory information requirements stated above any application for resource consent for activities within an identified Temple View Precinct shall include the information listed in the table below, where the information is identified for the specific Precinct.

Note

1. *This information requirement applies to all resource consent applications for activities within a Precinct, whether the application relates to the entire Precinct or whether the application is for a particular stage of development within that Precinct.*
2. *Applicants may provide additional information where considered appropriate.*
3. *All applications for resource consent must also comply with the requirements of the Resource Management Act 1991, including Schedule 4.*

Information Requirements	Temple View Zone				
	Precinct 1	Precinct 2	Precinct 3	Precinct 4	Precinct 5
a. Demonstrate via an urban design assessment how the proposed development addresses the relevant assessment criteria and design guide.	✓	✓	✓	✓	✓
b. Demonstrate how the standards of the zone will be met and the extent to which the relevant assessment criteria are achieved.	✓	✓	✓	✓	✓
c. Demonstrate how the proposed activities will integrate with the anticipated development for	-	✓	✓	✓	✓

the entire Precinct and the surrounding Precincts					
d. Demonstrate how infrastructure, including transportation links, will be provided which is safe, functional and sustainable; and which will integrate with development within the Precinct as well as surrounding Precincts.	✓	✓	✓	✓	✓
e. Identify the location and design of proposed areas of open space, ecological links and natural features which are to be retained or enhanced, and the areas to be developed for stormwater purposes.	✓	✓	✓	✓	✓
f. Details of the proposed development, including:	-	-	-	-	-
i. Activity types	✓	✓	✓	✓	✓
ii. Building footprints	✓	✓	✓	✓	✓
iii. Individual shop and business tenancy sizes	✓	-	-	-	-
iv. The number of residential units	✓	✓	✓	✓	✓
v. External layout and floor areas of residential units	✓	✓	✓	✓	✓
vi. Pedestrian walkways and cycleways	✓	✓	✓	✓	✓
vii. Any carparking areas and vehicular circulation	✓	✓	✓	✓	✓
viii. Vehicular access points between the site and public roads	✓	✓	✓	✓	✓
ix. Landscaping areas	✓	✓	✓	✓	✓
x. Service areas with appropriate screening	✓	✓	✓	✓	✓
xi. Outdoor living courts	✓	✓	✓	✓	✓
xii. Position of any existing buildings on adjacent land	✓	✓	✓	✓	✓
xiii. How the proposal integrates with adjacent properties in terms of contributing to an overall urban design and streetscape character including building frontages, and relationship between precinct boundaries (e.g. glazing and orientation)	✓	✓	✓	✓	✓
g. Development staging: Explain if the development of the Precinct is to be staged, the manner and proposed timeframes for the staging and how any vacant land will be managed over time until all stages of the	✓	✓	✓	✓	✓

development are complete [where this is known and/or the Precinct land is owned by a single land owner or where a single enterprise has control over development across the entire Precinct].					
h. Building height and orientation, building exterior design features, any balconies, any artificial lighting to exterior walls and features, and how the proposed development will integrate with adjacent Precinct properties in terms of overall urban design, streetscape character and amenity.	✓	✓	✓	✓	✓
i. Signs: Give details on number, dimensions, location, content, means of support and attachment. This includes signs of the names of the residential development if applicable.	✓	✓	✓	✓	✓
j. Transportation: Require the preparation of an ITA as set out in Chapter 25, Rule 25.14.4.3	✓	✓	✓	✓	✓
k. Servicing: Explain the provision, staging, location and capacity of network utilities and their integration with existing and planned network utilities. Provide details (to an appropriate level, commensurate with the nature and scale of the development), of the quantity and quality of stormwater; and any proposed stormwater treatment, management and disposal facilities. Provide an assessment of the impact on the infrastructure including network capacity and tolerance to support the development including future maintenance requirements.	✓	✓	✓	✓	✓
l. Road Design: Provide details of: i. Form, function and design of internal roads including the integration with the existing transport network ii. Pavement and surfacing materials iii. Location of parking areas iv. Planting and street furniture v. Provision for pedestrians and cyclists vi. Location of public transport facilities, including corridors or priority treatments vii. Provision for road lighting viii. Proposed speed limit and design speed	✓	✓	✓	✓	✓

ix. The location and concept design of the roads (including typologies).					
m. Pedestrian and Cycle Links: Provide details of the position of walkways and cycle ways, links to adjacent sites, consideration of passive surveillance and other CPTED principles, and any artificial lighting to be used within these areas.	✓	✓	✓	✓	✓
n. Planting and Screening: Provide details of: i. The type of landscaping to be established in yards, carparking areas, and other landscape areas ii. Identification of the plant and tree species to be used iii. Size of the vegetation iv. Number of plants to be used v. Artificial lighting or screening to be used vi. Consideration of passive surveillance and other CPTED principles vii. Maintenance provisions.	✓	✓	✓	✓	✓
o. Demonstrate how the development of the Precincts will integrate with the heritage items and Archaeological site within the Temple View Zone that are listed in Appendix 8A and Appendix 8B to ensure the retention of the heritage values associated with these items.	✓	✓	✓	✓	✓
p. Demonstrate how reverse sensitivity will be managed; and how the proposed development will address the interface between the urban activities within Hamilton City and the rural activities within Waipa District.	-	-	✓	-	-

1.2.2.9 Flood Risk Assessment Report

Any application for subdivision consent creating additional lots within a Flood Hazard Area is to undertake a flood risk assessment report as outlined below.

This report is a site specific flood assessment supporting proposed subdivision, use or development of land which may be affected by flooding. Its purpose is to provide information about the subject site, the proposed activity, the likelihood, nature and extent of the relevant flood hazard and an explanation as to whether the resulting level of flood risk is acceptable. It can be used to provide a more site specific assessment of flood hazards than the broad flood hazard categorisation identified on the Planning Maps and implemented by rules in Volume 1, Chapter 22: Natural Hazards.

The flood hazard modelling information used by Council to identify Flood Hazard Areas should be used to inform this report.

a. The report must be prepared by an appropriately experienced and qualified practitioner and consider up to at least a 1% annual exceedance probability event.

b. The report must include, but may not be limited to, the following matters, where applicable.

   i. The existing use and development of the site.

   ii. An outline of the likelihood and effects of flooding on the site.

   iii. A site layout plan showing:

      - Land potentially affected by flooding in a flood event, including areas of overland flow paths on the subject site and all adjoining sites.

      - The location of the proposed activity, including any proposed building platforms, in relation to the land potentially affected by flooding.

   iv. Whether there is a reasonable or practicable alternative to locating the proposed use or development on land within a Flood Hazard Area.

   v. The sensitivity of the proposed activity to the adverse effects of flooding.

   vi. The potential risk to life, health and safety, and property during a flood event including consideration of:

      - Frequency, duration, extent, depth and velocity of flooding on the site and any access to the proposed activity,

      - Cumulative risks from interactions with any other natural hazard affecting that site (e.g. geotechnical conditions),

      - Any available flood warning time, and

      - The ability to access or evacuate the site and the danger to residents and emergency service personnel if the site or access to the proposed activity is affected by flooding.

   vii. The positive or adverse effect of the proposed activity on:

      - Overland flow paths (e.g. obstructing or diverting),

      - Hydrological capacity (e.g. reduced flood water storage capacity),

      - Flood water depths, and

      - Flood water velocities.

   viii. Whether the proposed activity creates a new or exacerbates an existing natural hazard both on or off site.

ix. Options to avoid or mitigate the adverse effects of flood hazards and reduce risk to the proposed activity to an acceptable level, including consideration of the appropriateness of any mitigation measures proposed. This may require:

- An elevation plan showing freeboard heights in relation to the top water flood level of a 1% annual exceedance probability event.
- Information confirming that the proposed design of sub-floor structures, walls or fences allows for the free passage of flood waters.
- Information confirming that the design of proposed structures or buildings is sufficient to withstand inundation by flood waters.

c. If the report relies on flood hazard modelling information other than that used by Council to identify the Flood Hazard Areas in the Planning Maps then the report must include detail about the model methodology, assumptions and limitations, validation and any peer review.

d. The report may recommend the refinement of the extent of the Flood Hazard Areas depicted in the Planning Maps to reflect a greater level of topographical detail than that used in Council's flood hazard modelling. An explanation of the methodology used and the nature, extent and effect of the refinement is required.

Note

1. *Recommended refinements cannot alter the activity status of the proposal.*

1.2.2.10 Site Management Plan (Waikato Riverbank and Gully Hazard Area)

Any application for resource consent for subdivision, use or development within the Waikato Riverbank and Gully Hazard Area or any activity not complying with standards in Rule 20.4.1, must be accompanied by a Site Management Plan prepared by an appropriately experienced and qualified practitioner. This will include, but may not be limited to:

a. Location, extent and form of all existing and proposed:

i. Buildings and structures.

ii. Landscaping (including retaining walls and fences).

iii. Sealed and impermeable ground surfaces.

b. Existing and proposed site contours at 0.5m intervals.

c. Location, extent and species of:

i. Existing vegetation being removed.

ii. Existing vegetation being retained.

iii. Any proposed new vegetation.

d. The location of vehicle access, manoeuvring and any parking areas.

e. The nature of the ground conditions and the suitability of the proposal having regard to these ground conditions.

f. Any risk mitigation measures proposed.

g. Land stability, erosion, earthquake (amplification and liquefaction) or any other natural hazard, including any modification to landforms and removal of vegetation.

h. Methods proposed for site management of earthworks and stormwater.

In relation to Peat Lakes, Wetlands and Peat Lake Catchments:

A description of the measures to be undertaken to help prevent or reduce effects on:

- Ecosystems, plants and animals any any disturbance of habitats
- Any natural watercourse including any discharge of sediment to the waterway and any effect on water quality, water clarity and in-stream habitats.

1.2.2.11 Stormwater Disposal Report

Any application for resource consent for subdivision, use or development within the Waikato Riverbank and Gully Hazard Area or any activity not complying with standards in Rule 20.4.1, must be accompanied by a Stormwater Disposal Report prepared by an appropriately experienced and qualified practitioner. This will include, but may not be limited to:

a. A description of the site, including:

   i. Natural drainage patterns and any other drainage features (including any spring or groundwater seepage).

   ii. Its relationship to broader stormwater catchments.

   iii. Ground conditions and any particular geotechnical vulnerabilities.

b. Existing stormwater consent constraints (if any) and whether these impact on the proposal.

c. An assessment of the wet season (winter) water table that establishes the minimum capacity of the ground to absorb water.

d. An assessment of post-development stormwater flows and the means to be employed to match these to predevelopment flows.

1.2.2.12 Hazardous Facilities

Any application for resource consent for Hazardous Facilities shall include as part of the resource consent application the following information.

Any application for resource consent for Hazardous Facilities shall include as part of the resource consent application the following information.

a. The proposed site and layout, with a description of the nature and scale of the proposed hazardous facility and associated operations.

b. Quantities of hazardous substances proposed to be used, stored, transported or disposed of on the site.

c. Site drainage and off-site infrastructure, including the biophysical characteristics of the site and surrounding areas (e.g. stormwater systems, transport corridors).

d. Design and location of site access to provide safe access to and from the transport network.

e. The sensitivity of the surrounding human, natural and physical environment and proposed measures to protect them.

f. Separation distances from neighbouring activities and people potentially at risk from the hazardous substance facility, including consideration of the proximity to people oriented activities (e.g. childcare facilities, hospitals, schools, rest homes).

g. Identification of on-site hazards and exposure pathways from the proposed facility, including a description of the environment actually or potentially affected by the proposal.

h. Potential cumulative effects with neighbouring facilities.

i. Preliminary hazard and risk assessment that systematically addresses the site hazards, likely accident scenarios, exposure pathways, receiving environments and potential environmental effects.

j. Management of wastes containing hazardous substances, including a waste management plan.

k. Fire safety and fire water management.

l. Proposed contingency measures and emergency plans.

m. Proposed monitoring and maintenance schedules.

n. **Risk assessment.** For any activity that requires discretionary activity consent under Chapter 25.4 City-wide — Hazardous Facilities, the Assessment of Environmental Effects must contain a risk assessment that systematically addresses site hazards, likely accident scenarios, exposure pathways, receiving environments and potential environmental effects. The detailed hazard analysis and risk assessment of installations, operations and processes involving hazardous substances is to be appropriate to the type and scale of the proposed facility. For significant facilities a quantitative risk assessment may be required. This assessment should place emphasis on:

    i. Identification of potential hazards, failure modes and exposure pathways; assessment of the probability and potential consequences of an accident leading to a release of a hazardous substance or loss of control, including, as applicable, cumulative or synergistic effects.

ii. Acceptability of the assessed risks, including cumulative risks.

iii. Residual risks after applying proposed risk control and mitigation measures.

o. **Alternatives.** For any activity that requires discretionary activity consent under Chapter 25.4 City-wide — Hazardous Facilities, the Assessment of Environmental Effects must also contain an evaluation of alternatives (sites or locations, substances, quantities, processes or equipment, site management, etc) to determine whether there are any alternatives to the proposal, particularly where it is possible that the activity is likely to result in significant environmental effects.

p. **Risk mitigation and control.** For any activity that requires discretionary activity consent under Chapter 25.4 City-wide — Hazardous Facilities, the Assessment of Environmental Effects must clearly identify proposed risk control and mitigation measures, with emphasis on sensitive land-use activities and environments, including, as applicable:

i. Equipment, systems and engineered safety measures such as containment devices, fire safety apparatus and spill contingency or clean-up equipment.

ii. Emergency management plans, monitoring and maintenance schedules, and training programmes.

1.2.2.13 Events

Any event requiring resource consent shall, as part of the resource consent application, provide a waste management plan, transport management plan and noise management plan prepared by suitably experienced and qualified practitioners, as outlined below:

a. Waste Management Plan

The Waste Management Plan shall outline:

i. An estimate of the types and volumes of waste to be generated by the event.

ii. Any opportunities for waste minimisation.

iii. Steps to be taken to maximise the use and collection of recyclables or re-usable materials.

iv. Waste and recyclables collection, storage and transportation equipment to be provided.

v. The method of and person responsible for the collection and disposal of waste generated by the event.

vi. The arrangements made for the provision of post-event waste analysis and reporting of that information to the Council.

vii. The arrangements made for the provision of litter minimisation, collection, and removal from within the event site and its immediate surrounds.

b. Transport Management Plan

The Transport Management Plan shall outline:

i. On and off street parking provisions.

ii. Travel plan including (but is not limited to):

    i. Provision for access on and off the site for walking, cycling, passenger transport and the mobility impaired.

    ii. Promotion of options for travel.

    iii. Incentives for using public transport, walking or cycling.

    iv. Cycle-parking facilities.

    v. Map for ease of route planning.

iii. A Temporary Traffic Management Plan prepared in accordance with the Waka Kotahi NZTA Code of Practice for Temporary Traffic Management.

iv. The outcome of consultation with Waka Kotahi NZTA, NZ Police, emergency services, directly affected residents/businesses and Waikato Regional Council (passenger transport), wherever relevant.

v. A contingency plan which specifies a clear set of roles and procedures in the case of a traffic accident or emergency.

c. Noise Management Plan

The Noise Management Plan shall outline:

i. Days and times of pre-event sound testing and practice, and of the main event.

ii. Identification of likely noise sources and the nature of noise emissions (including frequency of occurrence and duration and any special audible characteristics).

iii. The applicable noise performance standards.

iv. Identification of likely affected persons and any special needs of those persons.

v. Community consultation and notification of affected persons.

vi. Mitigation measures, including for any pre-event sound testing and practice.

vii. Monitoring of sound levels during the event to ensure compliance with the noise performance standards.

viii. Complaints management procedure.

ix. Contact details of key personnel.

x. Reporting of monitoring results to Council.

1.2.2.14 Concept Development Consents and Consents for Te Awa Lakes Adventure Park for Major Facilities and Provision of Concept Plans

Any application for a Concept Development Consent and consents for Te Awa Lakes Adventure Park for major facilities shall show the total expected development of the facility (even if the development in that area is to proceed in stages) through plans and explanatory text which may include the following information (as relevant).

a. How the proposal is in general accordance with the urban design approach objectives and policies in Volume 1, Chapter 25.15: City-wide — Urban Design.

b. Demonstrate how the objectives, policies and rules in Volume 1, Chapter 17: Major Facilities Zone have been met.

c. Demonstrate how the relevant assessment criteria have been met.

d. Details of any consultation undertaken.

e. A Concept Development Consent application and resource consent applications for Te Awa Lakes Adventure Park shall include a concept plan which shows diagrammatically, in the form of precincts:

    i. The general distribution of activities, buildings, open space and any parking facilities.

    ii. Provision for access to and movement within the site for vehicles.

    iii. Pedestrian and cycle links. Show the position of existing and proposed walkway and cycleway links within the site and to adjacent sites.

    iv. The interrelationships with the surrounding locality, including buffer areas, links to local centres and access to passenger transport.

    v. Future development areas, major landscaping areas and protected natural heritage and cultural features.

    vi. The parameters to which development in different areas will be subject, in terms of the general configuration and bulk of existing and proposed buildings.

    vii. Development Staging. Explain if development of the major facility is to be staged, the manner and proposed timeframes for the staging (if known) and the means of managing any vacant land during the staging process.

    viii. How Interface Areas on site are being appropriately planned for in the development of Concept Development Consents.

    ix. In the case of Waikato Stadium a shading diagram showing the extent and duration of shading resulting from new development proposals over any neighbouring properties.

f. Any other information that may be needed to assess the application.

g. New Concept Development Consents and resource consents for Te Awa Lakes Adventure

Park shall include a Broad ITA in accordance with Appendix 15-2. In Te Awa Lakes Adventure Park the ITA shall assess the levels of traffic generation to determine the implementation of transport infrastructure improvements and their staging and timing in accordance with clause 3.8.3 and Rule 3.8.5.3 in Section 3.8, Te Awa Lakes Structure Plan. The ITA shall include information describing the proposed walking and cycling network and its connections to existing shared paths in the locality. The ITA shall include evidence of consultation with Waka Kotahi NZTA and how the outcomes of that consultation have been addressed.

h. In Te Awa Lakes Adventure Park, a Travel Demand Management (TDM) Plan that outlines the measures to be implemented to achieve:

- Leadership of travel demand management by the consent holder;
- Collaborative participation with Hamilton City Council, Waikato Regional Council and the local Te Awa Lakes community;
- Strong mode shift outcomes to alternative, non-motorised and public transport utilisation:
- Integration with existing and future public transport outcomes;
- Multi-modal ride share alternatives and associated infrastructure;
- Cycle network integration and enhancement;
- Pedestrian network integration and enhancement; and
- Minimisation of external private trip making.

i. In Te Awa Lakes Adventure Park a management plan for the cable ski lake, and any other water bodies in the Adventure Park designed for immersion in water, including swimming, that has a purpose of achieving a swimmable water quality. The management plan is to include:

- A plan for monitoring water inflows and water quality to provide sufficient data to adaptively manage the water bodies to meet a swimmable water quality;
- A series of triggers and actions including the use of chlorophyll-*a* as a metric, to maintain the water quality;
- Details of who will be responsible for undertaking the monitoring and any actions to maintain the water quality of the water bodies; and
- An Operations and Maintenance Manual for the ongoing maintenance of the water bodies.

j. An alligator weed management plan prepared by a suitably qualified person incorporating methods to manage and control alligator weed during construction and on an ongoing basis after subdivision and development. The management plan is to include:

    i. Objectives that focus on eradication of the weed from the site but provide for an adaptive approach of stopping its spread and reducing its density if that proves impracticable;

ii. Identification of measures for the safe disposal or removal off site of soil or other material infested with alligator weed;

iii. Identification of the need for any of the management and control measures to be implemented on an ongoing basis following subdivision and development, and to be incorporated into conditions of consent and through consent notices; and

iv. Evidence of consultation with Waikato Regional Council and Hamilton City Council (as asset manager), including how the outcomes of that consultation have been addressed, and a copy of any Weed Hygiene Plan that is in place in accordance with the provisions of the Waikato Regional Pest Management Plan.

***Note**: The Te Awa Lakes site contains alligator weed which is defined as a 'progressive containment' pest plant in the Waikato Regional Pest Management Plan. That Plan includes rules that apply to land that is to be subdivided or developed and includes pest plants. The Waikato Regional Pest Management Planis administered by Waikato Regional Council.*

k. In Te Awa Lakes Adventure Park, the design and layout of activities, structures and the provision of landscaping or other screening adjacent to the Waikato Expressway and Te Rapa Road frontages of the site so as to avoid, as far as practicable, distraction to road users.

1.2.2.15 Centre Assessment Report

a. Any applicant for a resource consent for office or retail activities that are not listed permitted activities on any sites outside the Central City or Business Zones shall provide a detailed Centre Assessment Report as part of the application excluding for a Dairy in the General Residential Zone.

b. Any applicant for a resource consent for office or retail activities within the Central City or Business Zones may be required to provide a detailed Centre Assessment Report as part of the application, excluding:

i. Ancillary retail and offices in any Central City or Business zone

ii. Any retail activity in the Central City Zone

iii. Any office activity in the Central City Zone (Downtown Precinct)

iv. Yard based retail

v. Building Improvement Centres

vi. Wholesale and trade retail supplies

vii. Any office or retail activity that is provided for in the Zone Activity Status Table as Permitted but requires resource consent due to failure to comply with one or more General Standard(s).

c. **Purpose**

To address the potential effects associated with a proposal for retail or office activity in terms of the specified restricted discretionary activity criteria set out in Appendix 1 — clause 1.3.3H

The content and detail of the Centre Assessment Report shall correspond with the scale, nature and potential adverse effects of the proposal. A detailed assessment may not be required if the applicant can clearly demonstrate that the proposed development is unlikely to have any significant adverse effects in relation to the matters referred to in the assessment criteria 1.3.3H.

d. **Information requirements**

The information shall include:

i. A summary of the methodology and data sources used to prepare the assessment.

ii. The following comparative indicators on the current vitality, functions and amenity of the Central City and sub-regional centres for the activity and a summary analysis of discernible trends:

- Retail expenditure patterns
- Floorspace and activity mix
- Employment by type
- Pedestrian environment and flows
- Parking and public transport services and connections
- Retail and office demand and supply, including vacancy levels.

iii. The existing and consented development located outside of the Central City and/or sub-regional centres, which has been taken into account when assessing the potential adverse effects of the development.

iv. Any external non-development factors such as macroeconomic trends or site specific factors that could influence the above indicators

v. Information should be included to demonstrate the appropriateness of the timeframes used to demonstrate trends and future predictions.

1.2.2.16 Ruakura Logistics Zone

a. Applications for Freight-handling activities and Logistics and Freight-handling infrastructure within the Inland Port (Sub Area A (Inland Port)), see Figure 2-14, shall be accompanied by a Noise and Vibration Management Plan for the relevant stage of the Inland Port which shall include the following:

i. The result of any noise monitoring undertaken to demonstrate that earlier stages of Inland Port development and logistics activities, if any, meet noise performance standards, with an analysis of compliance as necessary.

ii. A recalibrated model based on the results of the above monitoring.

iii. The identification of construction and operational noise and vibration sources and the noise emissions associated with each stage of the development of the Inland Port (Sub Area A (Inland Port)), including refrigerated containers.

iv. The applicable noise performance standards to be achieved at different times of the day.

v. The applicable vibration performance standards.

vi. Operational strategies and configurations adopted for each stage based on modelling which achieve compliance with the noise and vibration performance standards set out in Chapter 25.8.

vii. Plans and diagrams sufficient to illustrate the location, scale and dimensions of the noise barrier designed to achieve compliance with the noise performance standards set out in Chapter 25.8.

viii. Strategies and configurations to be adopted during construction which achieve compliance with the noise and vibration performance standards set out in Chapter 25.8.

ix. A signed statement by its author stating that the measures identified will enable the activity to comply with the noise and vibration performance standards set out in Chapter 25.8.

x. A subsequent signed statement by the designer of the noise barrier that it has been constructed in a way that makes it fit for purpose.

xi. Identification of persons potentially affected by noise and vibration from the operation and construction of the Inland Port (Sub Area A (Inland Port)) (including but not limited to members of the Inland Port Community Liaison Committee required under Rule 10.5.1), a record of meetings held and consultation undertaken with such potentially affected persons, and responses to matters raised in consultation.

xii. Procedures for monitoring noise levels to ensure compliance with the noise performance standards in Chapter 25.8.

xiii. Management of noise emissions at night, with particular emphasis on the methods to effectively manage the noise effects on noise sensitive activities and which avoid or minimise sudden and/or loud noises at night.

xiv. Procedures for receiving and addressing noise complaints.

xv. Methods for updating the Noise and Vibration Management Plan as appropriate to respond to changing requirements.

xvi. Contact details of key personnel, including the name of the person with overall responsibility for ensuring noise limits are met.

xvii. An independent peer review report prepared by a suitably qualified and experienced expert acceptable to the Council that considers all aspects of the Noise and Vibration Management Plan, in particular the accuracy of modelling, the matters of

discretion listed in Appendix 1.3.3 N2 Ruakura and compliance with noise and vibration performance standards.

1.2.2.17 Knowledge Zone Precinct C - Centre Assessment Report

a. Purpose

To address the potential effects associated with a proposal for retail, office and other activities in terms of the specified restricted discretionary activity criteria set out in Appendix 1.3.3H- Functionality, Vitality and Amenity of Centres and 1.3.3 N Ruakura.

The content and detail of the Centre Assessment Report shall correspond with the scale, nature and potential adverse effects of the proposal. A detailed assessment may not be required if the applicant can clearly demonstrate that the proposed development is unlikely to have any significant adverse effects in relation to the matters referred to in the assessment criteria 1.3.3H.

b. Information requirements

The assessment shall include the following information:

i. A summary of the methodology and data sources used to prepare the assessment.

ii. The following comparative indicators on the current vitality, functions and amenity of the Central City and sub-regional centres for the activity and a summary analysis of discernible trends:

- Retail expenditure patterns
- Floorspace and activity mix
- Employment by type
- Pedestrian environment and flows
- Parking and public transport services and connections
- Retail and office demand and supply, including vacancy levels.

iii. The existing and consented development located outside of the Central City and/or subregional centres, which has been taken into account when assessing the potential adverse effects of the development.

iv. Any external non-development factors such as macroeconomic trends or site specific factors that could influence the above indicators.

v. Information should be included to demonstrate the appropriateness of the timeframes used to demonstrate trends and future predictions.

1.2.2.18 Development Area - Ruakura

Development Consent

Any land use or subdivision application under Rule 3.7.4.2 shall be accompanied by comprehensive masterplan including the following information:

General

a. The exact boundaries between the Development Area and adjoining Development Areas.

b. The exact boundaries of any Open Space Zone included in the Development Area.

c. Where an application is made for part of a Development Area (as shown on Figure 2-16), pursuant to Rule 3.7.4.2.b the following indicative information for the balance area of each Development Areas shall be provided as part of that application:

   i. The location and width of proposed roads and carriageways and their integration with the existing and future transport networks;

   ii. The location of proposed Ruakura Strategic Infrastructure to ensure connectivity across the entire structure plan and adjacent Development Areas;

   iii. The National Grid electricity transmission network;

   iv. Where the Development Area contains any part of the Inland Port (Sub Area A (Inland Port)) an indicative layout plan showing internal roads, hardstand and impermeable areas, crossing points under transmission lines, indicative building locations, future rail sidings and connections to the East Coast Main Trunk railway and clearances between finished surface levels of the Inland Port and the National Grid electricity transmission network;

   v. The location and size of storm water treatment and control measures; and

   vi. The location, size and purpose of open spaces.

Concept Layout Plan

d. The location, width and design of proposed roads and carriageways (including lighting, street furniture and signs) and the integration of roads with the existing and future transport network and the National Grid electricity transmission network.

e. The location of proposed Ruakura Strategic Infrastructure to ensure connectivity across the entire structure plan and adjacent development areas.

f. Within the Inland Port (Sub Area A (Inland Port)) — an indicative layout plan showing internal roads, hardstand and impermeable areas, crossing points under transmission lines, indicative building locations, future rail sidings and connections to the East Coast Main Trunk Railway and clearances between finished surface levels of the Inland Port and the National Grid electricity transmission network.

g. The location and design of storm water treatment and control measures.

h. The location and dimension of open spaces, and the total area provided for each open space purpose consistent with the purpose of the Ruakura Open Space Zone and Ruakura

Structure Plan area.

i. The location and dimension of pedestrian and cycle ways.

j. Existing and proposed Three Waters infrastructure necessary to service the Development Area.

k. Existing and proposed ground levels and associated earthworks (Note: consent for earthworks within a National Grid Yard may also be required under Rule 25.2.3 or 25.7.4).

l. Methods to provide public access to and use of the Open Space, except as may need to be limited for safety reasons.

m. Consistency with the overall strategic infrastructure network for the structure plan as shown on Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2).

Landscape Concept and Ecological Enhancement Plan

n. A Landscape Concept and Ecological Enhancement Plan that includes the following:

i. A landscape concept for the area of open space included in the Development Area, consistent with the purpose of the Ruakura Open Space Zone and Ruakura Structure Plan area.

ii. Details of landscape treatment of streets, footpaths and cycleways.

iii. Details of landscape treatment of storage basins, swales and linear wetlands, which show at a minimum the following:

A. 100% cover of indigenous wetland vegetation in linear wetlands associated with arterial, collector roads and local roads in Industrial Park Zone; and

B. 80% cover of indigenous wetland vegetation in linear wetlands associated with the main greenway corridor, including the Silverdale Road to Mangaonua greenway and the corridor adjoining the expressway in the Logistics and Industrial Park Zones.

iv. Details of the Landscape Buffer Areas in the Inland Port (Sub Area A (Inland Port)) required in Rule 10.5 and as shown on Figure 2-17 Inland Port Building Setbacks and Landscape Controls (Appendix 2). These details shall include:

A. Measures to ensure that filled ground provides optimum growing conditions such as avoiding the placement of compacted fill and installing topsoil that has been stripped and stockpiled according to sound practice.

B. Plant types and species, sizes at time of planting and spacing sufficient to achieve the screening purpose of the buffer areas.

C. The selection of quick growing trees that are capable of achieving the planting heights (other than understorey and edge planting) specified on Figure 2-17 Inland Port Building Setbacks and Landscape Controls (Appendix 2) according to the following growth rates:

- Year 1 = 2m

- Year 5 = 6m-8m
- Year 8 = 8m-10m
- Year 10 = 10m-12m

D. Details of ongoing maintenance to ensure the planting achieves the best possible growth rates.

v. Details of the Landscape Buffer Areas for Percival Road required under Rules 10.5.4.3 and 11.5.3 and as shown on Figures 10.5.4.3a and 11.5.3a. These details shall include those as outlined in iv., a., b. and d. above.

vi. Measures to ensure the implementation and ongoing maintenance of the Landscape and Ecological Concept Plan. In particular, the Landscape and Ecological Concept Plan shall detail the proposed timeframes for the implementation of the planting in the Landscape Buffer Areas in the Inland Port (Sub Area A (Inland Port)) relative to the proposed development and operation of logistics and freight-handling activities and infrastructure.

vii. A design statement, and details of plant species[1] and materials including indigenous trees and shrubs bordering the linear wetland to improve the ecological function without hindering their treatment functions.

[1] ***Note***:
On the basis of the soil type within the storage basin to be planted, shrubland and forest species shall be selected from Clarkson B D, Clarkson B R and Downs T M, 2005: Indigenous Vegetation Types of Hamilton Ecological District, CBER Contract Report 58. The percentage vegetation cover of the storage basins shall be consistent with Hamilton City Council Infrastructure Technical Specifications October 2013 or its replacement.

viii. Methods in the design and layout of Open Space to provide for the amenity of adjoining and adjacent activities.

ix. The design of the linear wetlands to support black mudfish, shortfin eels and longfin eels, including a range of vegetation suitable to support these fish species without hindering the treatment functions of the linear wetland. The design shall take account of risk factors for black mudfish including competition from pest fish, lack of suitable peat soils, drying out, lack of cavities for mudfish to aestivate (sleep over summer) and inappropriate pH of water due to lack of peat. This may necessitate retention or incorporation of peat soils in the construction of the linear wetlands.

x. Methods to ensure implementation of a Native Fish Management Plan for the Development Area consistent with the requirements of the Structure Plan Area-wide Native Fish Management Plan.

xi. Methods to ensure implementation of a Native Lizard Management Plan for the Development Area consistent with the requirements of the Structure Plan Area-wide Native Lizard Management Plan.

xii. The Native Fish Management Plan and Native Lizard Management Plan prepared by suitably qualified and experienced ecologist and shall include:

A. Containment and translocation methods for at risk species;

B. Methods to ensure adequate separation between black mudfish and longfin eels;

C. Adaptive management, monitoring and response process to determine the success or otherwise and to implement a contingency plan if necessary; and

D. An analysis of risk relating to timing of collection, containment and translocation.

Water Impact Assessment

o. A Water Impact Assessment based on anticipated development in the Development Area that includes the following:

i. How the proposal is consistent with, or otherwise complies with, the recommendations, measures and targets of any relevant Integrated Catchment Management Plan.

ii. Where there is no relevant Integrated Catchment Management Plan, how the proposal is consistent with the development of and gives effect to Ruakura Strategic Infrastructure including as shown on Figures 2-15A and B in Appendix 2 for the entire structure plan area.

iii. How the development of the Development Area provides for the eventual diversion of any temporary connections to strategic infrastructure, including timing or triggers for such diversions.

iv. An assessment of any potential effects (including cumulative effects) of the development in relation to its catchment. In particular, the assessment should include consideration of potential construction effects and the potential effects of new stormwater devices on adjacent private property.

v. Details of what water-sensitive techniques are proposed and methods of implementation.

vi. Details of the expected water efficiency benefits arising from the proposed water-sensitive techniques compared to the same development without using those water-sensitive techniques.

vii. Details of how the water-sensitive techniques will be operated and maintained to ensure ongoing water efficiency benefits.

viii. Confirmation of available Three Waters infrastructure and capacity, existing and proposed, to appropriately service anticipated development in the Development Area and the wider structure plan area.

ix. Details of the water demand (flow and pressure) and water sources.

x. An assessment of the effect that any staged or interim development and infrastructure has on the strategic network described in Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2) including an assessment of when any

diversion to that strategic network is required to restore the city wide network capacity that was being used on an interim basis.

***Note**:*
Consent from the Regional Council for an increased water take may be required where a development proposal is to take in excess of 15m^3 of water per day.

Integrated Transport Assessment

p. An Integrated Transport Assessment (ITA) for anticipated development within the Development Area, prepared in accordance with the requirements of Rule 25.14.4.3 and confirming that the anticipated levels of development will comply with Rule 3.7.4.3 Staging and Traffic Requirements. Prior to approving an ITA or development consent for the first stage of the Inland Port (Sub Area A (Inland Port)), the upgrading requirements of Ruakura Road from, and including, the Silverdale Road intersection to Wairere Drive shall be reviewed. Any upgrading required shall be agreed with the Hamilton City Council, and be completed in accordance with the agreement before operation of the Inland Port (Sub Area A (Inland Port)) or other development commences.

q. Details of how the development of any Development Area has been designed to align with the Cyclist and Pedestrian Network Plan in Figure 2-18 Ruakura Cyclist and Pedestrian Network Plan in (Appendix 2), including the grade separation of facilities on arterial routes.

r. Details of any proposed crossing of the East Coast Main Trunk Railway by the Spine Road, which show how it will be grade-separated.

Mitigation of Adverse Land Development Effects on Habitats

s. Details of how land development avoids, remedies or mitigates adverse effects on, or where possible enhances, any significant habitats of indigenous fauna.

Medium Density Residential Zone

t. The layout of roads, public spaces and lots, showing how compliance with a minimum net density of 16 dwellings per hectare will be achieved.

u. The specific location and extent of the Integrated Retail Development consistent with that shown on Figure 2-14 Ruakura Structure Plan — Land use (Appendix 2).

Open Space Provisions

The following components of the open space network are to be considered when developing a Development Area to ensure the various functions are not compromised. The development consent for a Development Area shall demonstrate the maintenance and development of:

v. Greenway - In addition to the stormwater management function, the greenway shall create opportunities for improved habitat and ecological benefits in the Ruakura Structure Plan area and in downstream receiving environments.

w. Gullies - Layout of the residential area is to been designed to provide opportunities for the restoration and enhancement of the Kirikiriroa Stream headwaters.

x. Visual amenity and buffer between incompatible activities — in particular the following open space areas identified on the Ruakura Structure Plan are intended to provide a buffer function: (See Figure 2.14 Ruakura Structure Plan — Land use –(Appendix 2))

- The greenway;
- The area to the north of the proposed Ruakura Industrial Park Zone that adjoins the General Residential Zone;
- The transmission corridor between Ruakura Road and the Knowledge Zone
- The area between the realigned Ruakura Road and Silverdale Road, and between the Ruakura Industrial Park Zone and the existing General Residential Zone to the south;
- The area between the logistics and industrial activities, and the residential neighbourhoods in Silverdale and the University of Waikato.
- The area between Fairview Downs residential area and the Spine Road.

y. Neighbourhood reserves — these will be required as part of the subdivision process and the establishment of residential neighbourhoods. As such the location of the neighbourhood reserves on Figure 2-14 Ruakura Structure Plan — Land use (Appendix 2) is indicative only. Each neighbourhood reserve shall be an area of approximately 0.5ha and serve a catchment area of approximately 500m radius. Neighbourhood reserves complement the range of facilities provided by the Ruakura Open Space Zone and provide a focal point for, and contribute to the visual amenity of the local community.

z. Connectivity — a concept layout plan will show the location and dimension of pedestrian and cycle ways in accordance with Figure 2-18 Cyclist and Pedestrian Network Plan (Appendix 2) as well as the landscape treatment of streets, footpaths and cycleways.

Ruakura Strategic Infrastructure (as shown on Figures 2-15A and B)

aa. Consistency with Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2) 3.7.2.6 Connections to Ruakura Strategic Infrastructure and 3.7.4.4 Ruakura Strategic Infrastructure Rules, where relevant.

1.2.2.19 Staging and Traffic Requirements

a. The application shall be accompanied by an Integrated Transport Assessment (ITA) prepared in accordance with Rule 25.14.4.3.

b. All ITAs required shall be prepared by suitably qualified professionals and should generally follow the approach and guidelines of Waka Kotahi New Zealand Transport Agency's "Research Report 422: Integrated Transport Assessment Guidelines, November 2010", or its replacement.

1.2.2.20 Concept Plan Consent for Knowledge Zone (excluding Precinct C)

Any application for a Concept Plan Consent for Precinct A, B or D in the Knowledge Zone shall show the total expected development of the facility (even if the development in that area is to proceed in stages) through plans and explanatory text which may include the following information (as relevant).

a. How the proposal is in general accordance with the urban design approach objectives and policies in Volume 1, Chapter 25.15: City-wide — Urban Design.

b. Demonstrate how the objectives, policies and rules in Volume 1, Chapter 8: Knowledge

Zone have been met.

c. Demonstrate how the relevant assessment criteria have been met.

d. Details of any consultation undertaken.

e. A Concept Plan shall be provided as part of a Concept Plan Consent that shows diagrammatically, in the form of sub areas:

    i. The general distribution of activities, buildings, open space and any parking facilities.

    ii. Provision for access to and movement within the site for vehicles.

    iii. Pedestrian and cycle links. Show the position of existing and proposed walkway and cycleway links within the site and to adjacent sites.

    iv. The interrelationships with the surrounding locality, including buffer areas, links to local centres and access to passenger transport.

    v. Future development areas, major landscaping areas and protected natural heritage and cultural features.

    vi. The parameters to which development in different areas will be subject, in terms of the general configuration and bulk of existing and proposed buildings.

    vii. Development Staging. Explain if development of the precinct is to be staged, the manner and proposed timeframes for the staging (if known) and the means of managing any vacant land during the staging process.

    viii. How Interface Areas on site are being appropriately planned for in the development of Concept Plans as part of a Concept Plan Consent.

f. Any other information that may be needed to assess the application.

g. New Concept Plan Consents shall include a Broad ITA in accordance with Rule 25.14.4.3.

Note
A Concept Plan Consent may include a condition which requires the consent holder to submit a detailed building design, prior to construction commencing. This is to ensure quality outcomes for the Knowledge Zone in circumstances where a CPC identifies building envelopes. The matters which may be required to be addressed will be based on Assessment Criteria B — Design and Layout in Appendix 1.3.3.

1.2.2.21 Development Consent - Te Awa Lakes Residential Precinct - Medium-Density Residential Zone

An application under Rule 4.5.6.c shall be accompanied by a comprehensive masterplan for each Development which includes the following information. All information shall demonstrate consistency with the Te Awa Lakes Structure Plan.

a. The boundaries between the Development Area and adjoining Development Areas.

b. The boundaries of any Open Space Zone included in the Development Area.

c. Where an application for a development consent is made for part of a Development Area (as shown on Figure 2-21) pursuant to Rule 4.5.6.b.), the following indicative information for the balance area of each Development Area shall be provided as part of that application:

    i. The location of proposed roads and their integration with the existing and future transport networks;

    ii. The location and size of stormwater treatment and control measures; and

    iii. The location, size and purpose of open spaces.

d. The location, width and design of proposed roads and carriageways (including lighting, street furniture and signs), and including measures that achieve safe speed environments, and the integration of roads with the existing and future transport network.

e. The location and design of stormwater treatment and control measures.

f. The locations and dimensions of the main linear lake and any relevant components of open space described in 3.8.2.8, in accordance with Figure 2-19 and Rule 3.8.5.4 in Section 3.8 Te Awa Lakes Structure Plan. In addition, for the main linear lake, the details of engineering measures to be implemented at the northern and southern outlets of the lake to ensure a maximum hydraulic gradient of 2% between the linear lake and the Waikato River is maintained at all times. For the avoidance of doubt, any engineering measures required to ensure compliance with this rule shall take precedence over any other engineering provisions in the District Plan and the requirements of the Regional Infrastructure Technical Standards (RITS).

g. The location and dimensions of pedestrian and cycleways including details of how the Development Area has been designed to align with the Walking and Cycling Network in Figure 2-19 Framework Plan in Section 3.8 Te Awa Lakes Structure Plan and to connect to the walking and cycling paths referred to in clause 3.8.3 in Section 3.8 Te Awa Lakes Structure Plan, including their integration with existing and future pedestrian and cycleways.

h. Existing and proposed Three Waters infrastructure necessary to service the Development Area and in accordance with any relevant Full ICMP. If there is no relevant Full ICMP, prepare and include a sub-catchment ICMP in accordance with Appendix 1.2.2.6.

i. Existing and proposed ground levels and associated earthworks.

j. A landscape concept plan, incorporating an indigenous landscape plan, that includes:

    i. A landscape concept for any areas of open space, including neighbourhood reserves and esplanade reserves.

    ii. Details of landscape treatment of streets, footpaths and cycleways.

    iii. Details of landscape treatment of stormwater swales, wetlands, detention basins and lake riparian margins.

    iv. Details of landscape treatment to provide a buffer adjacent to the Waikato Expressway.

v. Details of plant types and species and sizes at time of planting, including eco-sourcing of plants from within the Waikato Basin and choice of species that reflect the history of the area.

vi. Details of ongoing maintenance to ensure the planting achieves the best possible growth rates.

vii. Use of indigenous plant species and landscape design that reflect cultural perspectives including valued food gathering species and those that support habitat for mahinga kai, native birds and lizards.

viii. Details of any interpretation materials communicating the history and significance of places and resources and any tangata whenua inspired artwork or structures.

ix. Evidence of consistency with the Ecological Rehabilitation and Management Plan required by Rule 1.2.2.21.k.

x. Evidence of engagement with tangata whenua in preparation of the landscape concept plan, including how the outcomes of that engagement have been addressed.

k. An Ecological Rehabilitation Management Plan (ERMP). The objective of the ERMP is to enhance ecological values where practicable and if not, to avoid, remedy or mitigate potential adverse effects on freshwater and terrestrial ecological values. It is to include the following, and the methods to implement them:

i. An indigenous fish management plan, including a summary of fish habitat and species present, a summary of planned works, permitting requirements, procedures for dealing with pest fish, biosecurity protocols, timing of works, procedures for recovering indigenous fish prior to and during works, roles and responsibilities of parties, reporting requirements and any specific mitigation measures.

ii. Planting of trees for bat habitat, including tall tree species such as Kahikatea and Totara, in areas where bat habitat utilisation is likely to be high, except for Development Areas Q and R, and area X in the Business 6 zone, where smaller species will have less geotechnical risk.

iii. Lighting design that is sensitive to bat habitat including minimal lighting in areas close to the Waikato River, avoidance of upward-facing lighting and UV lighting, and avoidance of lighting in wetland and riparian margin areas.

iv. Restoration planting to include wetland restoration, habitat enhancement and riparian buffer zones.

v. Provision of passage into the main linear recreational lake for indigenous fish if practicable, while excluding exotic pest fish species.

vi. Main linear recreational lake bathymetry that is sufficient to help reduce wind-driven sediment resuspension and excessive growth of nuisance weeds.

vii. Incorporating diversity into the main linear recreational lake shore habitat including built areas, wetland plants and beach areas.

viii. Ensuring sufficient water flow through the main linear lake or other methods to maintain high water quality, having particular regard to avoidance of nuisance phytoplankton blooms.

ix. Ensuring new stream habitat mimics natural systems.

x. A specific ecological rehabilitation plan to restore and enhance the unnamed tributary to the Waikato River that is the southern stormwater outlet of the site. The stream runs through the adjacent Lot 1 DPS 57602 and Part Lot 1 DPS 11080, and the plan is to apply to its full length and incorporate as a minimum:

- Creation of a diverse and variable habitat and channel complexity over time to allow for differences in flow velocities.
- Provision of vegetative cover, woody debris or other in-stream structures.
- Fish passage by way of lined ramp or similar to enable native climbing species.
- A meandering channel.
- Creation of pool-riffle-run sequences.
- Proposals for ongoing maintenance and management.
- Avoidance of instream works during peak fish migration periods (August-December)

xi. Evidence of engagement with tangata whenua during preparation of the ERMP including how the outcomes of that engagement have been addressed.

l. Within 200m of the Waikato Expressway carriageway, the layout of roads and lots to generally achieve orientation of habitable rooms in buildings away from the Expressway.

m. Within 100m of Hutchinson Road the design of residential dwellings to demonstrate that their main living area outlook and their outdoor living spaces are not orientated to the south.

n. A Water Impact Assessment that demonstrates how the proposal is consistent with the recommendations, measures and targets of the relevant Integrated Catchment Management Plan or Subcatchment Integrated Catchment Management Plan.

o. A management plan for the main linear lake that has the purpose of achieving a high level of water quality for recreational use with a target of swimmable quality to be achieved to the extent practicable. It is to include:

- A plan for monitoring stormwater inflows and lake water quality to provide sufficient data to adaptively manage the lake to meet a high level of water quality with a target of swimmable quality.
- A series of triggers and actions, including the use of chlorophyll-*a* as a metric, to maintain high lake water quality.
- Details of who will be responsible for undertaking the monitoring and any actions to maintain the lake and its water quality.

- An Operations and Maintenance Manual for the ongoing maintenance of the lake.

p. The layout of roads, public spaces and lots, showing how the dwelling unit yields in Rule 4.6.2.b will be achieved.

q. Building envelopes to demonstrate the suitability of any lots intended for duplex or apartment development.

r. A Broad Integrated Transport Assessment for anticipated development within the Development Area, prepared in accordance with the requirements of Rule 3.8.5.3 and Appendix 15-2 and assessing the levels of traffic generation to determine the implementation of transport infrastructure improvements and their staging and timing in accordance with clause 3.8.3 and Rule 3.8.5.3 in Section 3.8, Te Awa Lakes Structure Plan. The Integrated Transport Assessment shall include information describing the proposed walking and cycling network, its connections to existing shared paths in the locality and proposals to provide a shared use connection to the Te Rapa area as described in clause 3.8.3 in Section 3.8, Te Awa Lakes Structure Plan. The ITA shall include evidence of consultation with Waka Kotahi NZTA, AFFCO New Zealand Limited, Fonterra Limited and Ports of Auckland Limited and how the outcomes of that consultation have been addressed.

s. A Travel Demand Management (TDM) Plan that outlines the measures to be implemented to achieve:

- Leadership of travel demand management by the consent holder;
- Collaborative participation with Hamilton City Council, Waikato Regional Council, Fonterra Limited, AFFCO New Zealand Limited and the local Te Awa Lakes community;
- Strong mode shift outcomes to alternative, non-motorised and public transport utilisation;
- Integration with existing and future public transport outcomes;
- Multi-modal rideshare alternatives and associated infrastructure;
- Cycle network integration and enhancement;
- Pedestrian network integration and enhancement; and
- Minimisation of external private trip making.

t. In Development Areas Q and R, and area X in the Business 6 zone, the following additional information to address geotechnical risk on an ongoing basis, following subdivision and development, is required:

i. Methods to avoid the establishment or removal of large trees.

ii. Methods to avoid on-site stormwater disposal.

iii. Methods to avoid directional drilling or trenching below maximum ground water level.

iv. Methods to avoid groundwater recharge or extraction.

v. Methods to control bedding and backfilling requirements for buried infrastructure.

vi. Methods to avoid bulk cut or fill earthworks.

vii. Methods to ensure all buildings are subject to specific foundation design, including geotechnical review.

u. An alligator weed management plan prepared by a suitably qualified person incorporating methods to manage and control alligator weed during construction and on an ongoing basis after subdivision and development. The management plan is to include:

i. Objectives that focus on eradication of the weed from the site but provide for an adaptive approach of stopping its spread and reducing its density if that proves impracticable.

ii. Identification of measures for the safe disposal or removal off site of soil or other material infested with alligator weed.

iii. Identification of the need for any of the management and control measures to be implemented on an ongoing basis following subdivision and development, and to be incorporated into conditions of consent and through consent notices.

iv. Evidence of consultation with Waikato Regional Council and Hamilton City Council (as asset manager), including how the outcomes of that consultation have been addressed, and a copy of any Weed Hygiene Plan that is in place in accordance with the provisions of the Waikato Regional Pest Management Plan.

Note: *The Te Awa Lakes site contains alligator weed which is defined as a 'progressive containment' pest plant in the Waikato Regional Pest Management Plan. That Plan includes rules that apply to land that is to be subdivided or developed and includes pest plants. The Waikato Regional Pest Management Plan is administered by Waikato Regional Council.*

v. In Development Areas Q and R, and area X in the Business 6 Zone, the following additional information to address residual natural hazard risks resulting from future activities, is required:

i. Location, extent and form of all existing and proposed:

- Buildings and structures.
- Landscaping (including retaining walls and fences) in accordance with the Landscape Concept Plan required by Rule 1.2.2.21.j.
- Sealed and other impermeable ground surfaces.

ii. Existing and proposed site contours at 0.5m intervals.

iii. Location, extent and species of:

- Existing vegetation being removed.
- Existing vegetation being retained.

- Any proposed new vegetation.

iv. The location of vehicle access, manoeuvring and parking areas where relevant.

v. The nature of ground conditions and a description of proposed remediation and ground improvement measures.

vi. Details of proposed ground surface levels to ensure underground services can be installed sufficiently above ground water levels.

vii. Evidence of consultation with underground service providers on required service installation depths and how that information has informed the final ground surface design.

viii. Landform design to direct surface water towards the lake rather than the river.

ix. Details of the use of any low permeability lining to be placed over the base of services trenches.

x. Details of combined services trenches.

xi. Specific geotechnical designs of structures.

xii. Details of any rainwater reuse tanks and their overflow paths and discharge locations.

xiii. Methods to mitigate any land stability, erosion, earthquake (amplification and liquefaction) or any other natural hazards.

xiv. An assessment and design to demonstrate how the proposed landform width in Development Areas Q and R minimises the risk of piping erosion or other ground failure.

xv. Any mitigation measures proposed.

xvi. Methods for site management of earthworks and stormwater.

w. In Development Areas I and J (the main linear lake), Q and R, and area X in the Business 6 zone, the outcomes of an independent engineering peer review commissioned by the applicant in consultation with Hamilton City Council.

1.2.2.22 Resource Consents - Te Awa Lakes Business 6 Zone

An alligator weed management plan prepared by a suitably-qualified person incorporating methods to manage and control alligator weed during construction and on an ongoing basis after subdivision and development. The management plan is to include:

i. Objectives that focus on eradication of the weed from the site but provide for an adaptive approach of stopping its spread and reducing its density if that proves impracticable.

ii. Identification of measures for the safe disposal or removal off site of soil or other material infested with alligator weed.

iii. Identification of the need for any of the management and control measures to be implemented on an ongoing basis following subdivision and development, and to be incorporated into conditions of consent and through consent notices.

iv. Evidence of consultation with Waikato Regional Council and Hamilton City Council (as asset manager), including how the outcomes of that consultation have been addressed, and a copy of any Weed Hygiene Plan that is in place in accordance with the provisions of the Waikato Regional Pest Management Plan.

***Note**: The Te Awa Lakes site contains alligator weed which is defined as a 'progressive containment' pest plant in the Waikato Regional Pest Management Plan. That Plan includes rules that apply to land that is to be subdivided or developed and includes pest plants. The Waikato Regional Pest Management Plan is administered by Waikato Regional Council.*

1.2.2.23 Rotokauri North

a. Any subdivision in Rotokauri North

i. Identify whether approval of the subdivision consent would exceed a development trigger or upgrade threshold specified in 3.6A.4.2.

ii. The ability for any proposed lot in a subdivision to comply with the vehicle crossing separation distance requirements in Rule 25.14.4.1a. and 25.14.4.1c. shall be demonstrated.

b. Rotokauri North Ecological Rehabilitation Management Plan (ERMP)

For any subdivision where the footprint of the subdivision area includes land within the 'Green Spine' identified in Appendix 2 Figure 2-8A, and/or land for stormwater management devices to vest not identified on Figure 2-8A an ERMP shall be provided with the application and shall meet the following requirements (to apply to the application footprint of the proposed subdivision only):

i. The objective of the ERMP is to restore, protect and enhance aquatic and terrestrial ecological values within the site of the existing stream corridor and proposed stormwater treatment wetlands within the Green Spine.

ii. The plan shall incorporate:

A. Habitat that mimics natural systems including:
- Fish passage
- Diverse and variable habitat and channel complexity over time to allow for differences in flow velocities
- A meandering channel
- Pool-riffle-run sequences
- Woody debris or other in-stream structures

B. Measures to protect native fish during stream restoration work including but not limited to recovery and holding of fish during works, procedures for dealing with pest fish, permitting requirements, reporting requirements and any specific mitigation measures.

C. Indigenous wetland and riparian planting, to include the stormwater wetlands,

habitat enhancement and riparian buffer zones.

D. Ongoing maintenance and management.

E. Evidence of engagement with mana whenua during preparation of the ERMP including how the matters mana whenua raised in that engagement have been addressed.

c. Protected long-tailed bats, indigenous bird and lizard species:

Long-tailed bats, indigenous bird and lizard species regardless of threat status are protected under the Wildlife Act 1953 from killing or injuring. Long-tailed bats are vulnerable to killing and injury while roosting, birds while nesting and lizards during any site clearance that includes habitat where they are present. It is advisable for any subdivision applicant to be aware of their obligations under the Wildlife Act 1953 when clearing land of vegetation and structures.

For any subdivision application in Rotokauri North provide supporting explanation that these requirements have been considered.

d. Kereru Reserve Management Plan (KRMP)

For any subdivision application in Rotokauri North that includes land within the Kereru Reserve Significant Natural Area (SNA) within the subdivision footprint (identified in Appendix 2, Figure 2-8A, as 'Natural Open Space'), a KRMP shall be provided with the application and shall meet the following requirements (to apply to the application footprint of the proposed subdivision only):

i. The objective of the KRMP is to provide for the protection and enhancement of the vegetation and fauna within Kereru Reserve SNA

ii. As a minimum, the KRMP is to include the following:

A. Proposed management measures including the removal of weed species, pest management and enrichment planting.

B. Evidence of engagement with mana whenua during preparation of the KRMP, including how the matters mana whenua raised in that engagement have been addressed.

e. Rotokauri North Landscape Plan — Reserves to Vest

For any subdivision application in Rotokauri North involving a proposal to vest any land for reserve or local purpose access or involving the creation of a landscape buffer against SH39, a Landscape Plan shall be provided with the application and shall meet the following requirements (applying to the application footprint of the proposed subdivision only):

i. The objectives of the Landscape Plan are to identify opportunities to enhance amenity values and provide for the recreation needs of the community through the provision of public parks and reserves.

ii. The Landscape Plan shall include:

A. 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.

B. Details of plant species and sizes at time of planting proposed within the subdivision site, including eco-sourcing of plants from within the Hamilton Ecological District and choice of species that reflect the history of the area.

C. Details of ongoing maintenance to ensure the planting achieves the best possible growth rates.

D. Details of how the landscape plan will support cultural harvest.

E. Details of any interpretation materials communicating the history and significance of places and resources and any mana whenua inspired artwork or structures.

F. Evidence of engagement with mana whenua in preparation of the Landscape Plan, including how the matters mana whenua raised in that engagement have been addressed.

G. Consistency with the Ecological Rehabilitation and Management Plan and the Keruru Reserve Management Plan.

H. Evidence of consistency with any existing landscape development plan that has been prepared for any other subdivisions within Rotokauri North.

I. Pedestrian and cycle connections within reserves and to the roading network.

f. In addition to the ITA content specified in 25.14.4.3 m., any ITA prepared in relation to development within Rotokauri North shall include:

i. Specific consideration of demand, safety, levels of service and options for mitigation at the following intersections and transport corridors:

A. Exelby Road / State Highway 39 (SH39) intersection;

B. Collector 1 / State Highway 39 intersection;

C. Te Kowhai Road / State Highway 39 / Burbush Road intersection;

D. Burbush Road;

E. Exelby Road between Rotokauri North and the Rotokauri Road / Exelby Road intersection inclusive; and

F. Exelby Road / Lee Road intersection.

ii. Evidence of the following consultation and responses to the issues raised in that consultation:

A. Consultation with Waikato District Council on the parts of Exelby Road and Te Kowhai Road that are in that Council's jurisdiction.

B. Consultation with Waka Kotahi (the New Zealand Transport Agency) regarding the interface with SH39 including any intersections.

C. Consultation with the owner(s) of 336, 338 and 360 Te Kowhai Road in relation to the intersection design planned in proximity with particular regard to achieving safe access to these properties and ensuring the intersection design does not exacerbate existing water runoff/flooding that occurs at the southern frontage of these properties.

iii. An ITA addressing the intersections listed in clause i shall be provided where the cumulative total of consented lots/units reach 700.

1.2.2.24 Waste Container Management Plan

A Waste Container Management Plan must include the information listed in Table 1.2.2.24a

Table 1.2.2.24a: Information required in a Waste Container Management Plan

Item description	Details to be included
a. Introduction	A description of the proposed activity/development.
b. Purpose	The purpose, expected outcomes, and intended use of the Waste Containers Management Plan.
c. Quantity of Waste	An estimate of the volumes of rubbish, recycling, and food scraps generated and the number of containers that will be required.
d. Waste Storage	A site plan showing the location on the site where rubbish, recycling, and food scraps containers will be stored. This must include but not be limited to: • An outline of the number and size of containers expected within the storage area. • How the containers and storage area will be readily accessible for the residents. • How the containers and storage area will be readily accessible for the waste collection contractors.
e. Waste Collection and Access	Where collection is undertaken on the road berm: A site plan showing the location of rubbish, recycling, and food scraps collection area, including: • Dimensions of available berm space where these materials are to be collected. • An outline of the number and size of containers expected within the collection area.

	• The location of on-street parking, footpath, shared path, cycle lane, cycle path, parking spaces, loading spaces, and street trees (if any) relative to the collection area. ***Note*** *1. Contact Council for advice on options for waste container management in the transport corridor.* Where collection is undertaken on site: • Description of the time, frequency, and location of the collection services. • Plans demonstrating on-site manoeuvring and turning path of waste collection vehicles. The analysis must be continuous from the Transport Corridor to the waste collection point. The plans showing the turning path analysis must provide: • Two clear swept path lines including vehicle body path and 0.5m clearance path outside the vehicle body. • Dimensions of the design vehicle. • Turning radius and operating speed of the design vehicle. • Lock to lock time used for the design vehicle.
f. Management	Detail who will be responsible for implementing and monitoring the Waste Container Management Plan.

Note
1.Contact Council for advice on options for waste container management in the transport corridor.

1.2.2.24 Landscape Concept Plans Peacocke Structure Plan

For any subdivision and land use application in the Peacocke Precinct involving the development of more than two hectares of land and where including proposed new public roads or reserve areas, a Landscape Concept Plan shall be provided with the application that meets the following requirements (and shall apply to the application footprint of the proposed subdivision).

The objectives of the Landscape Concept Plan is to identify opportunities to protect or enhance the natural character and cultural, heritage and amenity values, within the subdivision site, to recognise and provide for tangata whenua values and relationships with Peacocke, and their aspirations for the area, and to reflect the area's character and heritage. The landscape concept plan shall include:

i. A landscape concept identifying any areas of open space proposed within the subdivision site, including details of landscape treatment for any neighbourhood reserves, special purpose reserves, streets, footpaths, cycleways, stormwater swales, wetlands, detention basins, streams, riparian margins, as relevant to the subdivision site.

ii. Details of plant types and species and sizes at time of planting, proposed within the subdivision site, including eco-sourcing of plants from within the Hamilton Ecological District and choice of species that reflect the history of the area.
iii. Use of indigenous species and landscape design proposed within the subdivision site that reflect tangata 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.

iv. Details of ongoing maintenance to ensure the planting achieves the best possible growth rates.

v. Details of any sites of significance for tangata whenua and how they will be protected, enhanced or commemorated.

vi. Details of any proposed sites for water-related activities and proposed public access to them and to and alongside waterways and wetlands.
vii. A list of traditional names suggested by tangata whenua for sites, developments, streets, neighbourhoods or sub-catchments in Peacocke.

viii. Details of any interpretation materials communicating the history and significance of places and resources and any tangata whenua inspired artwork or structures.

ix. Evidence of consistency with the Ecological Rehabilitation and Management Plan required by Rule 1.2.2.27.

x. Evidence of engagement with tangata whenua in preparation of the Landscape Concept Plan, including how the outcomes of that engagement have been addressed.

1.2.2.25 Ecological Rehabilitation and Management Plan Peacocke Structure Plan

All subdivision or land development applications within the Peacocke Precinct adjoining or including any Natural Open Space Zone or involving more than 5,000m² of land shall include an assessment of freshwater and terrestrial ecological values prepared by a suitably qualified ecologist. Where that assessment confirms the presence of a watercourse, wetland, significant indigenous vegetation or other significant habitat of indigenous fauna then, an Ecological Rehabilitation Management Plan (ERMP) shall be included as part of the resource consent application. The objective of the ERMP is to manage construction related effects and to assess and identify opportunities to enhance freshwater and terrestrial ecological values within proposed public roads or reserves within the site. Commensurate with ecological values found on the site, each application shall include the following, and the methods to implement them:

i. Design and implement for monitoring and assessment of ecological significance of any freshwater and terrestrial ecological values, including aquatic biota, wetlands in accordance with NES-FW natural wetland protocols,
indigenous birds, indigenous lizards and long-tailed bats.

ii. An indigenous fish management plan for any stream or wetland habitat within the site, including a summary of fish habitat and species abundances present, a summary of planned works, permitting requirements, procedures for dealing with pest fish, biosecurity protocols, timing of works, procedures for recovering indigenous fish prior to and during works, roles and responsibilities of parties, reporting requirements, monitoring plans and

responsibilities and any specific mitigation measures.

iii. Maintenance or enhancement of fish passage in accordance with the New Zealand Fish Passage Guidelines.

iv. Measures to avoid, remedy, mitigate, offset or compensate for any significant effects on habitats of indigenous fauna including birds, lizards and long-tailed bats and their habitats.

v. Consideration of herpetofauna and avifauna and related habitat where values are likely to be affected.

vi. Measures to minimize harm on indigenous fauna species during any habitat removal or modification.

vii. The vesting and enhancement of identified Significant Bat Habitat Areas as identified within the Peacocke Structure Plan.

viii. Evidence of engagement with tangata whenua during preparation of the ERMP including how the outcomes of that engagement have been addressed.

1.2.2.26 Peacocke Local Centre Master Plan

All applications for development within the Peacocke Local Centre Zone that relate to the establishment or alteration of buildings (except Minor Works), associated parking, transport corridors, or areas of public space shall include a Master plan that includes the information in A-D below. While detailed information is required regarding the specific development which is proposed, the Master Plan information regarding future development and staging may be conceptual and indicative.

A. Transport network

i. Outline the proposed street network within the Local Centre including walking and cycling routes and how they tie into the wider Peacocke Structure Plan network.
ii. Include detail regarding the proposed street typologies that will be used in the development including how accessibility is to be managed.
iii. Provide a parking plan that shows how parking is to be provided and managed in the Local Centre, including provision for bicycle parking.

B. Built form and land use

i. Provide detail drawings of the proposed buildings including proposed plans, elevations and perspectives, including: Building height and orientation, building exterior design features, any balconies, any artificial lighting to exterior walls and features, and how the proposed development will integrate with adjacent properties in terms of overall urban design, streetscape character and amenity.
ii. Show how buildings will relate to, and interact with, the street, public square and reserve area.
iii. Outline the future development outcome of the Local Centre and show how the proposed development ties into existing or future development to create a high-amenity urban centre.
iv. Show how the proposal is consistent with the Peacocke Structure Plan, the Peacocke Local Centre Concept Plan and Peacocke Local Centre Design Guide.

C. Landscaping and Public Space

i. Provide a landscaping plan that shows how landscaping and planting will be provided for in relation to the application, including how it ties into the rest of the local centre and provides for the outcomes sought, including:
- Plant and tree species proposed.
- Size of vegetation
- Number of plants to be used
- Provision of lighting and screening
- Provision of hard surfacing, seating
- Provision of open space that can be use
- Consideration of passive surveillance and CPTED principles
- Maintenance provisions.

ii. Where development adjoins the public square provide a design for the square that is consistent with the Peacocke Structure Plan, the Peacocke Local Centre Concept Plan and Peacocke Local Centre Design Guide. Include details of:
- Plant and tree species, location, size and number
- Detail of hard surfacing and seating
- Provision of multi-purpose public space
- Lighting and screening

D. Staging and Development

i. Explain how the development of the Local Centre is to be staged, the anticipated timeframes associated with the staging and how vacant land is to be managed during the staging process.

1.2.2.27 Bat Management Plan

All applications within the Peacocke Structure Plan Area that require resource consent under Rule 25.2.3(k) (Vegetation clearance in the Peacocke Structure Plan Area that does not meet the requirements of 25.2.5.2); or any subdivision in circumstances where any tree exceeding 15cm diameter at a height 1.4m above ground level is proposed to be removed shall include a bat management plan. The Bat Management Plan shall be prepared and undertaken by a suitably qualified bat ecologist and include:

A. Identification of what type of habitat is to be removed, including any trees proposed to be removed. In particular the identification of all trees to be removed, that are ≥ 15cm diameter at breast height and that provide or potentially provide roost habitat and buffering of light for long-tailed bats.

B. A methodology for pre- and post- development monitoring for bats using, as a minimum automated bioacoustics bat detectors.

C. A pre-felling monitoring regime that includes, at a minimum:
   a. An assessment of the trees/vegetation proposed to be felled with a DBH > 15cm and whether they contain any of the following features:
      i. Cracks, crevices, cavities and/or fractured limbs large enough to support roosting bat(s).
      ii. Sections of loose flaking bark large enough to support roosting bat(s).
      iii. A hollow trunk, stem or branches.
      iv. Deadwood in canopy or stem of sufficient size to support roost cavities or hollows.
      v. Bat droppings, grease marks and/or urine staining around cavities.

Note: If no features are identified, then no further information is required.

b. Where potential roost features are identified:
    i. Identified methodology of how acoustic or visual monitoring is to be undertaken in accordance with best practice to establish the presence of roosting bats.

D. How trees which are identified as roosting sites are to be managed to ensure effects on bats are to be avoided or mitigated. While the Bat Management Plan focuses on mitigation it should also outline measures to avoid and remedy bat values and offset or compensate where this is not possible. Roost tree protection should also be included in the Bat Management Plan for identified or potential roost trees.

E. The Bat Management Plan initiatives should link to other areas within the Peacocke Structure Plan Area wherever possible to create a consistent approach.

F. A summary of planned works including proposals for replacement planting of indigenous tree species to provide indigenous vegetation and habitat for indigenous fauna, permitting requirements, biosecurity protocols, timing of works, roles and responsibilities of parties, reporting requirements and any specific mitigation measures. The planned works should employ the Department of Conservation 'Protocols for Minimising the Risk of Felling Bat Roosts' where potential roosting trees for long-tailed bats are being removed and/or for trees with a diameter at breast height (DBH) of 15cm or greater for trees being removed as part of an application.

G. Ongoing monitoring obligations that the consent holder is required to conduct including the purpose of monitoring, the form of monitoring required, the baseline identified for monitoring, the timeframe the monitoring obligations continue for, and reporting to the Bat and Habitat Enhancement Review Panel (or other identified entity) as the centralised entity to coordinate monitoring activity, to ensure consistent methodology and management of cumulative effects.

H. Include pest control measures (including for domestic/feral cats and mustelids) to be implemented either within the application site and/or other locations as may be directed by the Bat and Habitat Enhancement Review Panel (or other identified entity) to enhance the Significant Bat Habitat Area or nearby bat corridor, including as a compensation measure beyond the application site.

I. Include any proposals for the consent holder to install and maintain artificial bat roost boxes with predator control bands within the site and/or within Hamilton City Council reserves (where prior approval has been granted from Council), where known high activity of bats occurs.

J. Proposals for any off-site compensation or biodiversity off-setting to address residual adverse effects on bats and to achieve a net biodiversity gain such as habitat enhancement and targeted predator control that achieves residual pest indices relevant to bat conservation.

K. The extent to which the application proposes the vesting of land to Council as Local Purpose (Ecological) Reserve or Local Purpose (Esplanade) Reserve (for a subdivision application) or the setting aside of communal open space (for a land use application) to enable retention or enhancement of long-tailed bat habitat values within the application site.

L. The extent to which the application provides for the protection of trees identified to be bat roosting trees to be protected in perpetuity. For a subdivision application this would be via

the use of a consent notice on the record of title for the relevant lot or a similar mechanism. For a land use application this would be via registering a land covenant on the record of title or a similar mechanism.

M. Proposals for the provision of a financial contribution as a means to provide offsite compensation for the adverse bat habitat effects generated by the application that are not being compensated for within the site. The purpose of any financial contribution is to offset such effects through a financial contribution for the purpose of habitat restoration and/or enhancement offsite, and monitoring to address any short-term adverse effects (or risk of such effects) of the proposed subdivision or development on the long-tailed bat population. This is intended in addition to any long-tailed bat habitat restoration and enhancement activities within the application site, including the vesting of land for the purposes of re-vegetation and other protection/enhancement measures.

Advisory Note: The financial contribution proposals should include calculations of the monetary in accordance with a model developed by the applicant, generally in accordance with the methodology stated within the report prepared by Tonkin and Taylor Limited titled 'Preliminary Assessment of Ecological Effects — Peacocke Structure Plan Area' dated July 2021.

Advisory Note: Hamilton City Council's intention to establish a City-wide Bat and Habitat Enhancement Panel is recorded in Appendix 1.5.4(r)

1.2.2.28 Centre Assessment Report — Healthcare services within the Neighbourhood Centre Zone-Peacocke

a. Any applicant for a resource consent for healthcare services in excess of 1,000m2 GFA in a neighbourhood centre within the Peacocke Precinct shall provide a detailed Centre Assessment Report as part of the application.

b. **Purpose**
To identify the potential effects associated with a proposal for healthcare services in a neighbourhood centre in excess of 1,000m2 GFA on the Peacocke Local Centre. This report will enable those effects to be assessed in relation to the relevant objectives and policies within the Peacocke Structure Plan.

The content and detail of the Centre Assessment Report shall correspond with the scale, nature and potential adverse effects of the proposal.

c. **Information requirements**
The information shall include:

i. A summary of the methodology and data sources used to prepare the assessment.

The following comparative indicators on the role and function of the current or enabled Local Centre within the Peacocke Precinct for the activity and a summary analysis of discernible trends:

• Scale and role of healthcare services in the Local Centre
• Total floorspace and activity mix in the Local Centre, including employment by type
• Local Centre household catchment scale and extent

• Household draw and patronage
• Total Peacocke healthcare services demand, supply and distribution.
• Vacancy levels.

ii. The existing and consented development located outside of the Local Centre within Peacocke Precinct, which has been taken into account when assessing the potential adverse effects of the development.

iii. Any external non-development factors such as macroeconomic trends or site specific factors that could influence the above indicators.

iv. Range, scale and timing of adverse effects anticipated on the Local Centre within the Peacocke Precinct.

v. Information should be included to demonstrate the appropriateness of the timeframes used to demonstrate trends and future predictions.

1.2.2.30 Te Rapa North Industrial Ecological Management Plan

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

a. A Bat Management Plan prepared by a suitably experienced bat ecologist that includes:

i. Details of all the confirmed or potential bat roost trees within the TRNIZ based on the presence of roosting features and any other relevant information which is available;

ii. An assessment of whether the retention of any tree or trees which are identified as being confirmed or potential bat roost trees is practicable and appropriate, having regard to:

1. The assessed values, including whether the tree is a confirmed bat roost tree, and whether it is known to be a solitary or communal roost; and

2. Whether the tree is within 50m of the Waikato River and/or any Significant Natural Areas and could continue to be used as a bat roost within an otherwise urban context; and

3. Any earthworks that are required to enable industrial use and development;

iii. A proposed tree removal methodology and timing, with regard to the latest version of the Department of Conservation 'Protocols for Minimising the Risk of Felling Bat Roosts' ~~(Version 2: October 2021)~~; and

iv. Procedures for reviewing and amending (if necessary) the Bat Management Plan.

b. All measures necessary to avoid, remedy, mitigate, offset or compensate for any more than minor adverse effects on habitats of indigenous fauna including birds and lizards.

c. An assessment that demonstrates that riparian planting along Te Rapa Stream and any other watercourses within the Te Rapa North Industrial Structure Plan Area shall comprise of locally sourced

Commented [HCC1]: Added (Submission Point 13.24/13.25).

Commented [HCC2]: Removed (Submission Point 13.24/13.25).

indigenous vegetation.

1.2.2.31 Te Rapa North Industrial Infrastructure Plan

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

a. The method of wastewater treatment, including any upgrades or new infrastructure that may be required to the public network;

b. The method of water supply, including any upgrades or new infrastructure that may be required to the public network; and

c. Stormwater management approach, including consistency with any approved Integrated Catchment Management Plan for the area.

Commented [HCC3]: Amended (Submission Point 13.11).