

BEFORE THE WAIPĀ DISTRICT COUNCIL

UNDER the Resource Management Act 1991 ("**RMA**")

AND

IN THE MATTER of Proposed Plan Change 14 to the Waipā District
Plan ("**PC14**")

**STATEMENT OF EVIDENCE OF MARK BULPITT CHRISP
ON BEHALF OF FONTERRA LIMITED**

PLANNING

17 FEBRUARY 2025

1. INTRODUCTION

- 1.1 My full name is Mark Bulpitt Chrisp.
- 1.2 I am a Partner and a Principal Environmental Planner in the Hamilton Office of Mitchell Daysh Ltd, a company which commenced operations on 1 October 2016 following a merger of Mitchell Partnerships Ltd and Environmental Management Services Ltd (of which I was a founding Director when the company was established in 1994 and remained so until the merger in 2016).
- 1.3 In addition to my professional practice, I am an Honorary Lecturer in the Department of Geography, Tourism and Environmental Planning at the University of Waikato. I am also the Chairman of the Environmental Planning Advisory Board at the University of Waikato, which assists the Environmental Planning Programme in the Faculty of Arts and Social Sciences in understanding the educational, professional and research needs of planners.
- 1.4 I have a Master of Social Sciences degree in Resources and Environmental Planning from the University of Waikato (conferred in 1990) and have more than 35 years' experience as a Resource Management Planning Consultant.
- 1.5 I am a member of the New Zealand Planning Institute, the New Zealand Geothermal Association, and the Resource Management Law Association.
- 1.6 I am a Certified Commissioner under the Ministry for the Environment's 'Making Good Decisions' course.
- 1.7 I have appeared as an Expert Planning Witness in numerous Council and Environment Court hearings, as well as several Boards of Inquiry (most recently as the Expert Planning Witness for the Hawke's Bay Regional Investment Company Ltd's proposed Ruataniwha Water Storage Scheme).
- 1.8 I have undertaken a substantial amount of work within the dairy sector working for New Zealand Dairy Group and then Fonterra Ltd ("**Fonterra**") over the last 30 years. Over that time, I have undertaken planning work in respect of all of Fonterra's dairy manufacturing sites in the Northland, Auckland, Waikato and Bay of Plenty regions. This has included re-consenting existing dairy manufacturing operations and/or associated spray irrigation of wastewater (e.g. the Hautapu and Edgumbe sites) and major capacity expansion projects (e.g. Te Rapa Dairy Factory Capacity Expansion and Co-generation Power Plant).

- 1.9 I have had extensive experience preparing district plans and private plans changes. I was the principal author of the first South Waikato District Plan prepared under the Resource Management Act 1991 (“**RMA**”). Since then, I have prepared numerous private plan changes. I was the Lead Consultant and Project Planner in relation to Private Plan Change 11 to the Waipā District Plan (“**PC11**”) advanced by Bardowie Investments Ltd (“**BIL**”). PC11 rezoned 56.5 ha of land within the C10 Industrial Growth Cell to Industrial Zone adjacent to the land which is now the subject of PC14. In addition to PC14, I am currently working on five other private plan changes in relation to the Waipā District Plan (“**WDP**”).
- 1.10 I am familiar with the area that is the subject of PC14 and the surrounding locality.
- 1.11 At the time of writing this evidence, I am currently a member of a seven person Expert Advisory Panel reporting to the Hon Chris Bishop (Minister for RMA Replacement) preparing a Blueprint for the replacement of the RMA.

Scope of evidence

- 1.12 I have been engaged by Fonterra to present planning evidence in relation to PC14. My evidence will:
- (a) describe my role and involvement in PC14;
 - (b) provide an overview of PC14;
 - (c) outline key aspects of the regulatory requirements applicable to PC14;
 - (d) provide an overview of the appropriateness of the objectives and provisions of PC14;
 - (e) provide an overview of Fonterra's submission and further submission on PC14 and the rationale for the outcomes sought; and
 - (f) respond to matters raised in the Council Officer's s42A Report (including issues raised in submissions).
- 1.13 In preparing this statement of evidence, I confirm that I have read the following documents:
- (a) Submissions and further submissions;

- (b) *Proposed Plan Change 14: Mangaone Precinct & C10 Industrial Growth Cell – Hautapu, Incorporating Section 42A Report*, prepared by Hayley Thomas and Peter Skilton, WDC and dated February 2025 (“**s42A Report**”);
- (c) *PC14 Property Economics EIA Report: Peer Review*, prepared by Greg Akehurst, Market Economics and dated 5 November 2024 (“**Economic Peer Review**”);
- (d) *PC14 Landscape Interface Review*, prepared by Ben Frost, Beca and dated 14 November 2024 (“**Landscape Review**”); and
- (e) Drafts of the Statements of Evidence on behalf of Fonterra.

Code of Conduct

- 1.14 I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and I agree to comply with it. My qualifications as an expert are set out above. I confirm that the issues addressed in this brief of evidence are within my area of expertise, except where I state that I have relied on the evidence of other persons. I have not omitted to consider material facts known to me that might alter or detract from the opinions I have expressed.

2. EXECUTIVE SUMMARY

- 2.1 As will become apparent, I support the vast majority of recommendations in the s42A Report, including:
- (a) The overall recommendation to accept PC14 and make changes to the WDP;
 - (b) Amending the name of the Mangaone Stream Reserve Management Plan, to the Mangaone Stream Reserve Development and Operational Maintenance Plan;¹
 - (c) Improved guidance for the management of bats through the insertion of a description,² a Resource Management Issue statement,³ an

¹ s42A Report Appendix 2, at Provision 15.4.2.91A(f) p. 18.

² s42A Report Appendix 2, at Provisions S27.2.26 and S27.2.27, p. 32.

³ s42A Report Appendix 2, at Provision 7.2.21, p. 3.

objective,⁴ two policies regarding high value bat habitat and long-tailed bats;⁵

- (d) Inclusion of an additional information requirement regarding measures that enhance ecological values within the extent of the Mangaone Stream Reserve;⁶
- (e) Inclusion of an Advice Note regarding low flammable plant species;⁷
- (f) The intent of the recommended rule⁸ and assessment criteria⁹ for PC14 transport upgrade triggers and expectations; and
- (g) Inclusion of new Assessment Criteria in relation to transport.¹⁰

2.2 In this regard, I agree with the s42A Report recommendations to largely accept submissions from the Director-General of Conservation (Submitter 12), and to an extent the submissions from the Waikato Regional Council (Submitter 10), regarding bats and high value bat habitat.

2.3 There are, however, a small number of recommendations in the s42A Report that I do not agree with or otherwise would benefit from some further amendment. These relate to:

- (a) The increased setback of 15m (rather than 10m) from the boundary of Swayne Road and Zig Zag Road;
- (b) The provision of vehicle access to National Grid Support Structures on “all lots” within the Mangaone Precinct;
- (c) Minor amendments proposed to provisions for the landscape buffer strip elements and maintenance;
- (d) Minor wording amendments regarding the provision for vehicle access;
- (e) Proposed wording regarding transport upgrade triggers and expectations; and

⁴ s42A Report Appendix 2, at Objective 7.3.9, p. 6.

⁵ s42A Report Appendix 2, at Policies 7.3.9.1 and 7.3.9.2, p. 6.

⁶ s42A Report, Appendix 2, at Provision 21.2.7.1(j), p. 22.

⁷ s42A Report, Appendix 2 following Rule 7.4.2.15A, p. 11.

⁸ s42A Report Appendix 2, at Rule 7.4.2.46, p. 16.

⁹ s42A Report Appendix 2, at Assessment Criteria 21.1.7.17B, p. 19.

¹⁰ s42A Report Appendix 2, at Assessment Criteria 21.1.7.17B, p. 19.

- (f) Minor amendments to the proposed Mangaone Precinct Structure Plan and Bardowie Industrial Precinct Structure Plan.

2.4 **Appendix A** to this evidence sets out all of the new changes to PC14 recommended in my evidence beyond those that I have agreed with as set out in the s42A Report.

3. **ROLE AND INVOLVEMENT IN PC14**

3.1 In early 2023, I was engaged by Fonterra to be the Lead Consultant in relation to the preparation and advancement of a private plan change in relation to Fonterra's Bardowie Farm at Hautapu (which has become PC14 and since adopted by WDC). This has involved:

- (a) Liaison with WDC planning and engineering personnel through the plan change preparation process;
- (b) Briefing a range of technical consultants and reviewing their reports;
- (c) Assistance with consultation with potentially affected parties;
- (d) Drafting the main PC14 application document;¹¹ and
- (e) Peer review of the Section 32 Evaluation Report.

3.2 Following lodgement of the private plan change in May 2024, WDC decided to adopt PC14. From that point onwards, Fonterra was no longer the proponent but rather has since become a submitter on PC14. I provided input into Fonterra's submission and further submission on PC14 prior to them being filed with WDC.

4. **OVERVIEW OF PC14**

4.1 The purpose of PC14 is to rezone approximately 79.2 ha of land at Hautapu from Rural Zone to Industrial Zone (referred to as the "**PC14 area**"). The PC14 area is within the post-2035 C10 Industrial Growth Cell, earmarking it for future industrial development.

4.2 The majority (comprising 71.4ha) of the PC14 area, which is known as "Bardowie Farm", is owned by Fonterra and is located on the corner of Swayne

¹¹ *Plan Change 14 to the Waipā District Plan Mangaone Precinct: C10 Industrial Growth Cell – Hautapu* (prepared by Mitchell Daysh, 10 May 2024) ("**PC14 Application**").

and Zig Zag Roads. PC14 proposes to introduce a Structure Plan into the WDP to guide the future development of the Mangaone Precinct Structure Plan Area (i.e. the “Bardowie Farm”, now referred to as the “**Mangaone Precinct**”) (**Figure 1**).

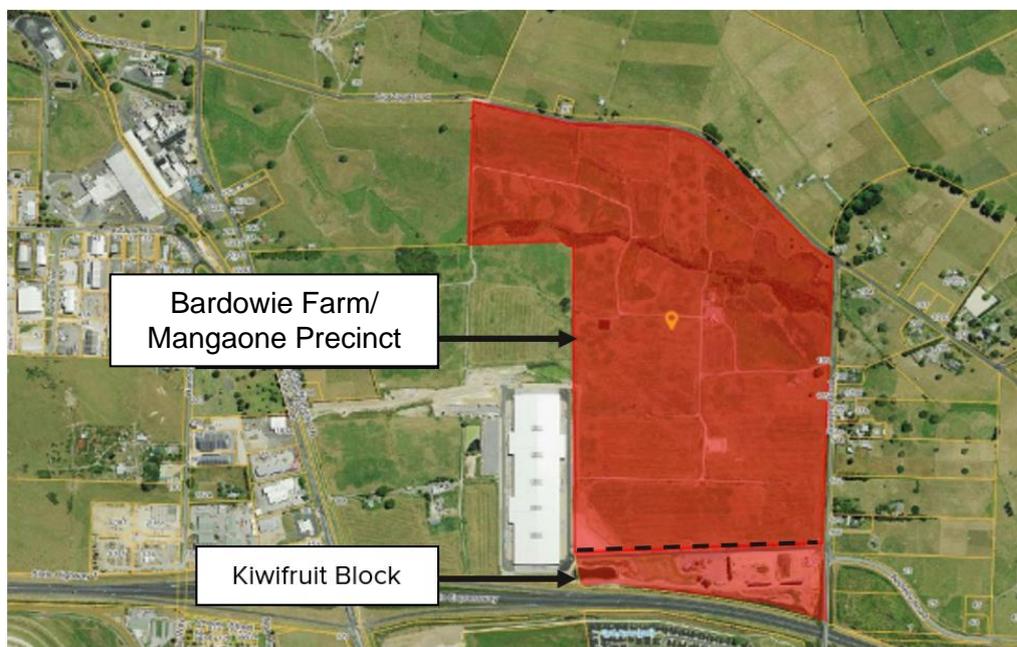


Figure 1: PC14 area (red) and the Bardowie Farm and Kiwifruit Block

- 4.3 The southern portion of the PC14 area adjoining the Waikato Expressway, known as the “**Kiwifruit Block**” (comprising 7.8 ha), is owned by BIL and has been largely developed and/or consented for industrial purposes. PC14 proposes to incorporate the Kiwifruit Block into the Bardowie Industrial Precinct Structure Plan Area on the basis that the activities already developed and/or consented on the Kiwifruit Block are related to activities in the Bardowie Industrial Precinct (and also held in common ownership by BIL).
- 4.4 Section 2.4 of the s42A Report summarises the proposed amendments to the WDP as follows:
- “Rezone the following land parcels (as outlined in black in Figure 1 below) from Rural Zone to Industrial Zone;
 - Lot 2 DP 529042; and
 - Sections 1, 4 and 7 SO 499872.
 - Insert new Appendix S27 – Mangaone Precinct Structure Plan;
 - Amend Appendix S20 – Bardowie Industrial Precinct Structure Plan;

- *Add new definitions and amend objectives, policies, performance standards and assessment criteria to the following sections of the Waipā District Plan:*
 - *Part B – Definitions;*
 - *Section 7 – Industrial Zone;*
 - *Section 15 – Infrastructure, Hazards, Development and Subdivision;*
 - *Section 16 – Transportation; and*
 - *Section 21 – Assessment Criteria and Information Requirements.”*

4.5 The key elements of the Mangaone Precinct Structure Plan, as outlined in the PC14 documentation are:¹²

- *“Protection and enhancement of the Mangaone Stream and associated wetlands and ecology (including bat habitat) with the potential for a network of pedestrian and cycle paths to be provided;*
- *The identification of a Collector Road and Local Roads, as well as points of connectivity to the wider roading network;*
- *Stormwater detention and management devices (precise locations to be confirmed at the subdivision consenting phase);*
- *A Central Focal Area that will provide for small-scale retail and service activities to establish that will service the day-to-day needs of the industrial businesses in the area; and*
- *Proposed landscaping treatments at the site edges (particularly along the Mangaone Stream, Swayne Road and Zig Zag Road).”*

5. REGULATORY REQUIREMENTS APPLICABLE TO PC14

5.1 The regulatory requirements applicable to PC14 are accurately summarised in Section 3 of the s42A Report. I support the identification and assessment of regulatory requirements contained in the s42A Report and do not consider there are any additional regulatory requirements applicable to PC14. I therefore do not repeat that analysis in my evidence.

¹² PC14 Application, at Executive Summary, p 4.

- 5.2 In this regard, I agree that PC14 is consistent with the relevant policy frameworks, including the WDP, which all signal that the future land use of the PC14 area be industrial activities.
- 5.3 I note that Appendix 5 of the s42A Report also provides a detailed assessment of PC14 against the relevant provisions of the Waikato Regional Policy Statement. I do not repeat the assessment of those provisions on the basis that I agree with and support the assessment of relevant provisions contained in Appendix 5 of the s42A Report.

6. APPROPRIATENESS OF THE OBJECTIVES

- 6.1 Section 2 of the Section 32 Evaluation Report¹³ assesses the appropriateness of the overall objective of PC14 and the proposed changes to WDP objectives.
- 6.2 The overall objective of PC14 is to enable the industrial development of part of the C10 Industrial Growth Cell to be brought forward and add to the availability of industrial land ready for development in the Cambridge area in the medium term, while ensuring that the effects of industrial development can be appropriately managed.
- 6.3 The National Policy Statement on Urban Development 2020 (“**NPS-UD**”) requires Waipā District Council (“**WDC**”) to provide sufficient supply of business land in the short, medium and long term. The Economic Assessment supporting the PC14 Application¹⁴ identifies a shortage of industrial land that is both available to market and plan-enabled to meet demand in the Cambridge area and the Economic Peer Review confirms the benefits of accelerating development of the C10 Growth Cell.¹⁵ PC14 will therefore enable WDC to meet their requirements under the NPS-UD.
- 6.4 In this regard, I note that there is a significant difference between land being ‘plan-enabled’ (as required by the NPS-UD) and actually available to the market. The Hautapu Structure Plan Area includes a significant amount of land (38.2 ha) that has been plan-enabled for over a decade but never available to the market as an actual part of the supply side of the equation (i.e. the Hannon property) shown on **Figure 2** below.

¹³ Appendix O of the PC14 Application.

¹⁴ Appendix I of the PC14 Application.

¹⁵ Economic Peer Review, pp. 8 and 11-12.



Figure 2: Hannon Property within the Hautapu Structure Plan Area (boundaries approximate)

- 6.5 Plan Change 14 proposes to make minor amendments to Objective 7.3.4 of the WDP to include reference to the Mangaone Precinct Structure Plan Area. Objectives 7.3.1, 7.3.2, 7.3.3, 7.3.7, and 7.3.8, which relate to development and the management of effects within the Industrial Zone are retained without change. No new objectives are proposed to be inserted into the WDP.
- 6.6 These objectives are considered the most appropriate way to give effect to the purpose of the RMA in that they provide for the reasonably foreseeable needs of future generations while managing adverse effects and safeguarding the life-supporting capacity of the environment.

7. APPROPRIATENESS OF THE PROVISIONS

- 7.1 The appropriateness of the provisions is assessed in Section 3 of the Section 32 Evaluation.¹⁶
- 7.2 I remain of the view, as expressed in the Section 32 Evaluation, that rezoning the Mangaone Precinct and Kiwifruit Block is the most appropriate way to

¹⁶ Within Appendix O of the PC14 Application.

achieve the objectives because it would provide market-ready industrial land in the medium term to meet anticipated demand in the Cambridge area in a timely manner while appropriately addressing potential adverse effects on the environment including the boundary with rural-residential land uses.¹⁷

- 7.3 I also agree with the Section 32 Evaluation that the proposed provisions are effective and efficient in that PC14, including the proposed Mangaone Precinct Structure Plan (and amendments to the Bardowie Industrial Precinct Structure Plan), provide an integrated approach that appropriately manages potential adverse effects arising from the implementation of the plan change.¹⁸ There is sufficient and certain information supporting PC14 and the anticipated environmental, economic, social and cultural benefits outweigh the potential costs of the plan change.

8. FONTERRA'S SUBMISSION AND FURTHER SUBMISSION

- 8.1 Fonterra lodged a submission and a further submission on PC14 on 19 July 2024 and 29 August 2024 respectively.

- 8.2 Fonterra's original submission supports PC14 for the following key reasons:

- (a) PC14 will bring forward the planned rezoning of the area for industrial purposes so that sufficient supply of industrial land is available to the market;
- (b) The creation of the Mangaone Stream Reserve will protect natural inland wetlands and high value bat habitat, and the proposed active transport connections through the reserve will enable public enjoyment of this area;
- (c) The inclusion of specific design, bulk and location controls on the rural-residential interface with Swayne Road and Zig Zag Road will result in a high standard of industrial development; and
- (d) The proposed Mangaone Precinct Structure Plan articulates how development will occur within this part of the C10 Industrial Growth Cell to ensure that its effects, particularly on the rural-residential interface and on Mangaone Stream are appropriately managed.

- 8.3 Fonterra's original submission sought that PC14 be approved as notified.

¹⁷ Appendix O at Section 3.2.3 Efficiency and Effectiveness, p. 28.

¹⁸ Appendix O, at Section 3.2.3 Efficiency and Effectiveness, p. 28.

- 8.4 In its further submission, Fonterra sought the following relief:
- (a) That the Council accepts the specified amendments outlined in Transpower's (Submitter 3) submission to ensure PC14 includes an appropriate framework for managing activities in the vicinity of Transpower's high voltage transmission lines;
 - (b) That the Council rezone Lot 2 DP 529042 (i.e. the Bardowie Farm) from Rural Zone to Industrial Zone and that the Council does not adopt additional requirements proposed by Henmar Trust (Submitter 9);
 - (c) That the Council accepts the relief sought by Waikato Regional Council (Submitter 10) and Director-General of Conservation (Submitter 12) regarding a description of the High Value Bat Habitat Area purpose and function;
 - (d) That the Council accepts the relief sought by Director-General of Conservation (Submitter 12) regarding clarifying that activities within the Mangaone Stream Reserve occur in accordance with the Mangaone Reserve Management Plan, and strengthen wording that Bat Protocols must be employed;
 - (e) That the Council accepts relief sought by Fire and Emergency New Zealand (Submitter 14) being: "*Council accepts the extension of the 'urban limit' within the planning maps to include the PPC14 area*", and considers the selection of low flammability planting; and
 - (f) That the Council does not adopt any of the relief sought by other submissions and otherwise approves PC14 as notified.

8.5 Fonterra's submissions considered that PC14 had been competently prepared and supported by a wide range of technical assessments which sufficiently assessed potential adverse effects arising from the proposal. That position is supported by the fact that WDC adopted and notified PC14 without the need to request any further information.

9. RESPONSE TO OFFICER'S S42A REPORT

9.1 The s42A Report is very comprehensive and well written. It thoughtfully and thoroughly addresses the issues raised in submissions.

- 9.2 Subject to some minor amendments discussed later in my evidence, I support the overall recommendations of the s42A Report, particularly that the WDP be amended to rezone land within the PC14 area to Industrial Zone, extend the 'urban limit' to include the rezoned land, and make amendments to the provisions of the WDP as set out in the PC14 application as amended by the s42A Report.¹⁹
- 9.3 I note that the Economic Peer Review confirms that the approval of PC14, and bringing forward the development timeline for the C10 Industrial Growth Cell, would create a stronger economic platform for Cambridge and the wider Waipā District, benefiting businesses, residents and the regional economy as a whole.²⁰ Bringing this development forward by (at most) 10 years will generate practically no adverse economic effects for the district and the minimal risk of providing an oversupply of industrial land is far outweighed by the potential economic benefits.²¹
- 9.4 I support the vast majority of recommendations in the s42A Report for the reasons set out in that report, including:
- (a) Amending the name of the proposed Mangaone Stream Reserve Management Plan to the "Mangaone Stream Reserve Development and Operational Maintenance Plan";²²
 - (b) Improved guidance for the management of bats through the insertion of a description,²³ an issue statement,²⁴ an objective,²⁵ two policies regarding high value bat habitat and long-tailed bats;²⁶
 - (c) Inclusion of an additional information requirement regarding measures that enhance ecological values within the extent of the Mangaone Stream Reserve;²⁷
 - (d) Inclusion of an Advice Note regarding low flammable plant species;²⁸

¹⁹ s42A Report, para 5.2.1. p. 66.

²⁰ Economic Peer Review, p. 10.

²¹ Economic Peer Review, p. 8.

²² s42A Report Appendix 2, at Provision 15.4.2.91A(f) p. 18.

²³ s42A Report Appendix 2, at Provisions S27.2.26 and S27.2.27, p32.

²⁴ s42A Report Appendix 2, at Provision 7.2.21, p. 3.

²⁵ s42A Report Appendix 2, at Objective 7.3.9, p. 6.

²⁶ s42A Report Appendix 2, at Policies 7.3.9.1 and 7.3.9.2, p. 6.

²⁷ s42A Report Appendix 2, at Provision 21.2.7.1(j), p. 22.

²⁸ s42A Report Appendix 2, following Rule 7.4.2.15A, p. 11.

- (e) The intent of the recommended rule,²⁹ performance criteria, and assessment criteria³⁰ for PC14 transport upgrade triggers and expectations; and
- (f) Inclusion of new Assessment Criteria in relation to transport.³¹

9.5 There are, however, a small number of recommendations that I do not agree with or otherwise would benefit from some further amendment. These relate to:

- (a) The increased setback of 15m (rather than 10m) from the boundary of Swayne Road and Zig Zag Road³²;
- (b) The provision of vehicle access to National Grid Support Structures on “all lots” within the Mangaone Precinct;³³
- (c) Minor wording amendments regarding the provision for vehicle access;
- (d) Proposed wording regarding transport upgrade triggers and expectations; and
- (e) Minor amendments to the proposed Mangaone Precinct Structure Plan and Bardowie Industrial Precinct Structure Plan.

9.6 After the following section which focuses on key reasons why I support most of the recommendations on the s42A Report, I consider each of the matters above in turn in the following sections.

10. GENERAL SUPPORT FOR S42A REPORT RECOMMENDATIONS

10.1 In this section, I do not seek to repeat a detailed analysis of recommendations I agree with except to emphasise important points raised in the s42A Report.

10.2 At a high-level, I consider the s42A Report recommendations will reinforce the key elements of PC14, particularly the:

- (a) Protection and enhancement of the Mangaone Stream and associated high-value bat habitat, wetlands and ecology;

²⁹ s42A Report Appendix 2, at Rule 7.4.2.46, p. 16.

³⁰ s42A Report Appendix 2, at Assessment Criteria 21.1.7.17B, p. 19.

³¹ s42A Report Appendix 2, at Assessment Criteria 21.1.7.17B, p. 19.

³² s42A Report at Rule 7.4.2.1, p. 8 and S27.3.4 Issue 2 – The Rural Interface, p. 33.

³³ s42A Report Appendix 2 at Provision 15.4.2.91A(j), p. 18.

- (b) Provision of appropriate transport connections within the PC14 area as well as connectivity to the wider roading network, including the potential for a network of pedestrian and cycle paths;
 - (c) Avoidance or mitigation of actual or potential adverse effects on surrounding rural properties along Swayne Road and Zig Zag Road through landscaping that reflects Cambridge's character;
 - (d) Promulgation of high quality industrial urban design that respects the cultural, ecological, and freshwater values of the Mangaone Stream and its margins, as well as the rural amenities of the surrounding area;
 - (e) Development of the PC14 area in a manner which is coordinated with the provision of infrastructure; and
 - (f) Development of a Central Focal Area that meets the needs of workers.
- 10.3 The corporate evidence of Ms O'Rourke sets out the context and history of the PC14, highlighting the intent of PC14 to bring forward the availability of industrial land for development in the Cambridge area in the medium term, while ensuring the effects of industrial development can be appropriately managed.
- 10.4 Further to the comments at paragraph 4.1 of Ms O'Rourke's evidence, I consider the rezoning of the Kiwifruit Block from Rural Zone to Industrial Zone is appropriate because the activities already developed and/or consented on the Kiwifruit Block are industrial in nature and are related to activities in the Bardowie Industrial Precinct. In my opinion, PC14 provides an opportunity for the District Plan to reflect the reality of the current situation. From a planning perspective, if the Kiwifruit Block was not rezoned to Industrial Zone, it would essentially be an island of Rural zoned land, predominantly bound by industrial uses. It is appropriate to manage the Kiwifruit Block as an Industrial Zone, consistent with adjoining land uses and in accordance with its intended use as part of the C10 Industrial Growth Cell.
- 10.5 PC14 has also benefited from a considerable depth and breadth of technical assessment. In particular, significant investigation has been undertaken to inform development of the proposed Mangaone Stream Reserve and

associated provisions which seek to maintain and enhance freshwater ecology and the high value bat habitat. The evidence of Mr Ussher affirms that:³⁴

- (a) The ecological investigations informing part of PC14 are robust and ecological principles have been applied rigorously to the values assessed and to the effects management approach;
- (b) He supports the amendments proposed by the reporting Officer and by submitters for a new issue, objective, policy and description relating to the High Value Bat Habitat Area;
- (c) He supports the remediation of current barriers to fish passage on the site, and for the inclusion of fish passage as a consideration during the detailed design of stormwater management devices on the site, and agree that this should be addressed at the resource consent stage; and
- (d) The Structure Plan, provisions, Design Guidelines, and the requirement for a Development and Operational Maintenance Plan provides assurance that values will be protected and enhanced such that an overall net-benefit for ecology is certain.

10.6 From a planning perspective, I concur with the Reporting Officer and Mr Ussher that the recommendations regarding high value bat habitat are appropriate. It is also my opinion that effects on fish passage are a matter better assessed through a resource consent process in accordance with the National Environmental Standards and the Waikato Regional Plan. In any event, it is not within the jurisdiction of Waipā District Council to insert provisions controlling fish passage into the Waipā District Plan.

10.7 In my experience, working in the Waipā District and elsewhere, the proposed Mangaone Stream Reserve and associated ecological protection and enhancement is a unique and commendable planning outcome.

10.8 Similarly, the development of PC14 has included detailed consideration of access and potential transport effects. Stantec undertook a comprehensive Integrated Transport Assessment ("**ITA**"), which was shared in draft form with WDC and Waka Kotahi.³⁵ As demonstrated by email correspondence

³⁴ Ecology Evidence of G Ussher, paras 2.4-2.6 and 3.2.

³⁵ *Plan Change 14 to the Waipā District Plan: Mangaone Precinct – Integrated Transportation Assessment* (prepared by Stantec New Zealand & Boffa Miskell Ltd for Fonterra, April 2024) ("**ITA**").

regarding the ITA attached to the evidence of Mr Apeldoorn, this consultation resulted in positive outcomes and Waka Kotahi have confirmed they have no outstanding concerns.

- 10.9 With regard to concerns raised by Henmar Trust (Submitter 9) regarding connectivity to Henmar Trust land in the C10 Industrial Growth Cell (which I have referred to as the “C10 Northern Block”), I note that the ITA was prepared in the context of the potential for future development of the C10 Northern Block. This matter is also assessed in detail in Section 4.11 of the main application document. I remain of the opinion that roading upgrades proposed by PC14 will be of benefit to the C10 Northern Block and will not limit or foreclose the potential for the C10 Northern Block to be developed in future.
- 10.10 With regard to the Waikato Regional Council’s requests for additional economic assessment, and evaluation of PC14’s consistency with the NPS-HPL, Waikato Regional Policy Statement (“**RPS**”) and Future Proof, I agree with the assessment contained in Section 4.4 of the s42A Report. The Economic Peer review confirms several reasons for approving the plan change and additional detailed assessment is not warranted. The Reporting Officer has undertaken a comprehensive assessment of the relevant RPS and Future Proof provisions in Appendix 5 of the s42A Report which confirms the proposal, subject to the inclusion of suitable provisions regarding development and reservation of the Mangaone Stream Reserve, is consistent with these policy directives.
- 10.11 In addition, the evidence of Mr Heath confirms that PC14 will result in an appropriate outcome in the context of the RMA, NPS-UD, Waikato RPS and NPS-HPL. Mr Heath concludes that the rezoning would bring material economic benefits to Cambridge, stimulate employment and growth, create a more competitive industrial market and assist in creating a well-functioning urban environment.³⁶
- 10.12 In my opinion, PC14 is supported by robust and detailed economic analysis and regulatory assessment. From a planning perspective, I concur with the position reached by the Reporting Officers and Mr Heath.

11. SETBACK DISTANCE FROM SWAYNE ROAD AND ZIG ZAG ROAD

- 11.1 As notified, PC14 enables structures up to 20m high, set back by a minimum of 10m from boundaries with Swayne Road and Zig Zag Road. A further height

³⁶ Economic Evidence of Mr Heath, at para 10.1.

control is created through a recession plane rising at a 30 degree angle taken from a point 3m above ground level at the boundary with Swayne Road and Zig Zag Road, which ensures that buildings that are 20m tall must be set back further from the road boundary.

- 11.2 A number of submitters have requested an increased building setback of 15m.³⁷ Reasons for this relief generally relate to consistency with other industrial precincts, greater protection of amenity on the rural-residential and industrial interface, and that a 10m setback is considered inadequate.
- 11.3 In considering these submissions, WDC sought advice from Mr Ben Frost at Beca. He considered that a 10m building setback would be appropriate if the landscape buffer width was extended to accommodate all the proposed landscaping requirements, and that: *“A 15m setback or more maybe more appropriate where planting cannot be adequately accommodated to mitigate effects.”*³⁸
- 11.4 The s42A Report notes that a 5m landscape buffer strip and a 15m setback is consistent with other Industrial Zone rules, including Hautapu and Bardowie Structure Plan Areas.³⁹ Ultimately, the s42A Report recommends an increased building setback of 15m for consistency.
- 11.5 Fonterra has sought advice on this matter from Ms Lisa Jack, Principal Landscape Architect at Harrison Grierson. In summary, Ms Jack’s evidence concludes:
- (a) The building setback is part of a package of measures, including a recession plane and landscape buffer strip, which work together to achieve effective mitigation of landscape visual effects that acknowledges the unique PC14 Site context;⁴⁰
 - (b) A plan-wide consistency approach would be visually inappropriate in the unique PC14 Site context;⁴¹

³⁷ Henmar Trust (9/30), Ken Dredge (11/1), Reon Taylor (15/3).

³⁸ Landscape Review, p. 11.

³⁹ s42A Report, at p. 8.

⁴⁰ Landscape Evidence of L Jack, paras 4.5-4.6.

⁴¹ Landscape Evidence of L Jack, para 4.11.

- (c) In response to Mr Frost's Landscape Interface Review,⁴² it is appropriate to amend Rule 21.2.7.2 to include a requirement for a Maintenance Plan which support early establishment and ongoing maintenance of the landscape buffer for a specified period of time;⁴³
 - (d) In response to Mr Frost's Landscape Interface Review,⁴⁴ it is appropriate to apply additional context to 21.2.7.2 to ensure that mowable lawns are not proposed in Landscaping Plans;⁴⁵
 - (e) Provided the landscape buffer strip is established and maintained in accordance with the amended 21.2.7.2, a 15m minimum building setback will not provide any additional relief compared to a 10m setback.⁴⁶
 - (f) With the adoption of amendments to 21.2.7.2 and the retention of a 10m building setback, the proposed Structure Plan and PC14 provisions are sufficient to ensure a future environment that visually integrates with existing and future uses.⁴⁷
- 11.6 From a planning perspective, I agree that, coupled with recommended amendments to Rule 21.2.7.2 to require a Maintenance Plan and clarify the expectations of Landscaping Plans, the retention of a 10m setback from Swayne and Zig Zag Roads is appropriate.
- 11.7 In addition to matters raised by Ms Jack, I note that a larger setback may enable sub-optimal land uses, such as outside storage yards and vehicle movements, which may result in greater levels of visual clutter (while landscape plantings are establishing), and higher noise and activity levels in these areas. Such activities occurring along the zone boundary have potential to detract from the rural amenity submitters seek to protect.
- 11.8 A key reason advanced for adopting a 15m building setback is to support plan-wide consistency. PC14 is a precinct planning approach and development of PC14 provisions has been informed by a significant amount of detailed

⁴² s42A Report Appendix 4, *PC14 Landscape Interface Review* (memorandum prepared by Ben Frost (Senior Associate Landscape Architecture at Beca) to Hayley Thomas and Peter Skilton, 14 November 2024).

⁴³ Landscape Evidence of L Jack, para 4.4.

⁴⁴ s42A Report Appendix 4, *PC14 Landscape Interface Review* (memorandum prepared by Ben Frost (Senior Associate Landscape Architecture at Beca) to Hayley Thomas and Peter Skilton, 14 November 2024).

⁴⁵ Landscape Evidence of L Jack, para 4.15.

⁴⁶ Landscape Evidence of L Jack, para 4.5.

⁴⁷ Landscape Evidence of L Jack, para 6.1.

assessment which reflects the unique nature of the Mangaone Precinct location. Provisions proposed by PC14 are specific to the unique context of this area, and careful consideration has been given to urban design, transportation, and landscaping to ensure a high level of rural amenity is maintained along the rural-residential interface. In my opinion, if plan wide consistency was the objective of PC14, then a precinct overlay and site-specific structure plan would not be required. I concur with Ms Jack that a plan wide consistency is not the best outcome for this area.

11.9 For these reasons, and as per the evidence of Ms Jack, I recommend that a 10m setback is retained as proposed in the notified version of PC14.

11.10 I also recommend the following amendments to 21.2.7.2 to ensure the landscaping outcomes envisaged by PC14 are achieved (additional wording in **green text**):

a. A Landscaping Plan identifying the location, extent, type and density of landscaping (including, but not limited to, the size of plants, height at time of planting and anticipated growth rate) and design of fencing in relation to:

i. Establishing a 5.0m deep Landscape Buffer Strip planting:

- along Zig Zag Road frontage in the Development Area north of Mangaone Stream; and
- along Swayne Road frontage in the Development Area south of Mangaone Stream

ii. Establishing a 3.0m deep Landscape Buffer Strip planting along parts of the Development Area north of Mangaone Stream that adjoin a Rural Zone.

iii. Ensuring gaps between hedges and trees within Landscape Buffer Strip are planted with shrubs and groundcovers rather than mowable lawn.

b. Implementation programme for the staging, establishment and completion of buffer strip planting, noting that the timing of implementation for the southern and northern areas would be dependent on when resource consent for Structure Plan enabling works or structure plan subdivision for these areas are lodged.

c. Assessment of relevant design guidance for fencing contained in the Mangaone Precinct Structure Plan (Appendix S27).

d. A 5-year Maintenance Plan outlining how plants will be managed to ensure their continued success to maturity, and any replacements of deaths that may be required.

- 11.11 As detailed in paragraph 11.5(d), these amendments are appropriate and provide the additional context needed to ensure that mowable lawns are not proposed in Landscaping Plans.

12. VEHICLE ACCESS TO NATIONAL GRID SUPPORT STRUCTURES

- 12.1 As noted in the main PC14 application document, the northern part of the PC14 area is traversed by 110 kV transmission lines owned and operated by Transpower NZ Limited.⁴⁸ These lines are not subject to a designation in the WDP, however, the Rural Zone includes a set of rules managing activities within the vicinity of the National Grid Yard. There are no rules managing activities within the National Grid Yard in the Industrial Zone because there are currently no high voltage lines in any area of land zoned Industrial Zone in the WDP.
- 12.2 As notified, PC14 essentially carries over the existing Rural Zone rules into the Industrial Zone through the introduction of new Rule 7.4.2.43. As the Mangaone Precinct would be the only Industrial Zoned land traversed by high-voltage transmission lines, the practical implication is that the new rule would only apply to the Mangaone Precinct.
- 12.3 I held discussions with Ms Rebecca Eng from Transpower with a view to seeking her feedback on the proposed approach. These discussions (which mostly occurred after PC14 was lodged with WDC) resulted in an agreed set of provisions that were tailored to the circumstances of the Industrial Zone.
- 12.4 Transpower (Submitter 3) has provided a detailed submission that requested a number of amendments to the introduction, issues, objectives, policies and performance standards within Section 7 (Industrial Zone), and to the performance standards within Section 15 (Infrastructure, Hazards, Development and Subdivision) of the District Plan regarding the National Grid Yard. These provisions were supported by Fonterra in its further submission.⁴⁹
- 12.5 The s42A Report recommends that Transpower's relief is granted in full on the basis that the amendments are requested to provide necessary context and

⁴⁸ PC14 Application, at section 3.5, p. 9.

⁴⁹ Further submission of Fonterra Limited, at p. 5.

provisions to ensure the National Grid Yard, and works within or near it, are appropriately controlled and managed within the Industrial Zone.⁵⁰

12.6 I support all of the recommendations on Topic 8 – National Grid Yard for the reasons identified in the s42A Report, except with regard to recommended addition of Rule 15.4.2.91A(j).

12.7 Rule 15.4.2.91A(j) as recommended is as follows (black underline depicts proposed wording of PC14 as notified, blue underline shows amendments recommended by the s42A Report):

15.4.2.91A Any subdivision or development (as relevant) in the Mangaone Precinct Structure Plan Area shall ensure that:

...

(j) On all lots, the provision of vehicle access to any National Grid Support Structures is available.

12.8 The only 110 kV transmission lines present within the PC14 area are located in the northern portion of the Mangaone Precinct, being that land north of Mangaone Stream (as shown in **Figure 3** below). It is therefore not possible for vehicle access to be provided “on all lots”. Indeed, it is physically impossible for lots south of Mangaone Stream to provide vehicle access to the northern part of the PC14 area.



Figure 3: 110 kV transmission lines (black dotted line) traversing the north-eastern corner of the PC14 area (shown in blue).

⁵⁰ s42A Report, para 4.9.2.

12.9 In my opinion, the requirement to provide vehicle access to National Grid Support Structures should only apply to lots north of Mangaone Stream that contain National Grid Support Structures.

12.10 On that basis, I recommend that 15.4.2.91A(j) be amended as follows (additions shown in green underline and deletions shown in ~~green strikethrough~~):

15.4.2.91A Any subdivision or development (as relevant) in the Mangaone Precinct Structure Plan Area shall ensure that:

...

(j) ~~On all lots, †~~The provision of vehicle access to any National Grid Support Structures within lots that contain National Grid Support Structures is available.

12.11 By way of s32AA evaluation, I consider that the above wording is more effective and efficient because it ensures that permitted standard (j) only applies to those lots that contain National Grid Support Structures and does not adversely affect the ability for other lots to develop as permitted activities under Rule 15.4.2.91A.

13. PROVISION FOR VEHICLE ACCESS

13.1 Fire and Emergency New Zealand (Submitter 14) sought amendments to PC14 to ensure adequate access is provided to the built environment to enable fire appliances to respond to emergencies.

13.2 The s42A Report recommends rejecting this submission on the basis that the reduced carriage way width of 2.7m only relates to the 'Minor Road (light vehicles only)' which connects to Swayne Road, and a fire truck would be able to traverse the 3.5m wide local road alignment elsewhere in the PC14 area.⁵¹

13.3 In his evidence, Mr Apeldoorn considers there is merit to this proposal and also to future proof the transport network for public transport opportunities.⁵²

13.4 From a planning perspective, I concur with the recommendation of Mr Apeldoorn to amend Rule S27.2.20.4 and replace the relevant figure to include the following wording:

⁵¹ s42A Report, at para 4.13.17, p. 65.

⁵² Transport Evidence of M Apeldoorn, paras 6.4 and 7.17.

Minor Accessway, amend the sub-title to the diagram in brackets to read “(FOR LIGHT VEHICLE TRAFFIC, FIRE, EMERGENCY AND PUBLIC TRANSPORT ONLY)”.

- 13.5 With regard to Kama Trust’s (Submitter 6) submission which raised concern about the wider transportation network effects as a result of the plan change, the s42A Report recommends acceptance in part and a new Rule 16.4.2.12A which restricts access to individual lots on Swayne Road and Zig Zag Road.⁵³
- 13.6 Mr Apeldoorn accepts the proposed new rule, however, recommends a minor amendment to clarify that the restriction relates only to vehicles, and pedestrian, cycle or other micro-mobility access can be enabled where that is desired.⁵⁴ Mr Apeldoorn’s recommended wording is as follows:
- 16.4.2.12A Apart from one point of roading access onto each of Swayne Road and Zig Zag Road in accordance with the Mangaone Precinct Structure Plan, there shall be no direct vehicular access to industrial lots within the Mangaone Precinct Structure Plan Area directly from Swayne Road or Zig Zag Road.
- 13.7 From a planning perspective and in relation to a s32AA evaluation, I consider this aligns with the ultimate transport network envisaged for the PC14 area. I recommend the wording put forward by Mr Apeldoorn is adopted.

14. TIMING AND EXPECTATIONS OF TRANSPORT UPGRADES

- 14.1 The s42A Report proposes the insertion of a new rule to describe the transport infrastructure upgrades and their timing.⁵⁵ Mr Apeldoorn has reviewed the proposed new rule and recommends minor amendments to provide clarification and to better align the infrastructure requirement with any future subdivision proposal.⁵⁶
- 14.2 I have worked with Mr Apeldoorn on the recommended wording to ensure it provides clarity to plan users and supports consistent application of the rule to achieve the intended transport and access outcomes envisaged by the ITA.
- 14.3 The recommended wording for new Rule 7.4.2.46 is as follows:

Rule – Mangaone Precinct – Transport

⁵³ s42A Report, para 4.13.7, p. 62.

⁵⁴ Transport Evidence of M Apeldoorn, para 6.2.

⁵⁵ s42A Report, at para 4.2.13, pp. 24 – 25.

⁵⁶ Transport Evidence of M Apeldoorn, paras 6.5-6.7.

7.4.2.46 The following transport upgrades are required prior to any development within the Mangaone Precinct being reliant on them. These upgrades, along with when they will be required, are set out below:

	Transport Upgrade	Implementation Requirements
a)	<u>Victoria Road / East-West Collector Road Intersection</u>	<p>To be completed prior to:</p> <ul style="list-style-type: none"> Any Section 224(c) certificate for subdivision under the RMA being issued for the completion of any subdivision south of the Mangaone Stream; or Any activity located south of the Mangaone Stream being able to generate traffic.
b)	<u>A 2-lane plus painted median Industrial Collector Road - Structure Plan East-West Collector Road</u>	
c)	<u>Internal public road formation within the plan change area to be vested as 'local road'</u>	
d)	<u>Zig Zag Road carriageway shoulder widening and pavement strengthening</u>	<p>To be completed prior to:</p> <ul style="list-style-type: none"> Any Section 224(c) certificate for subdivision under the RMA being issued for the completion of any subdivision north of the Mangaone Stream, with the potential to generate traffic movements directly to or from Zig Zag Road. or Any activity located north of the Mangaone Stream being able to generate traffic.
e)	<u>Swayne Road / Site Access Minor Accessway 2-lane T- intersection (designed for light vehicle traffic, fire, emergency and public transport access only)</u>	<p>To be completed prior to:</p> <ul style="list-style-type: none"> Any Section 224(c) certificate for subdivision under the RMA being issued for the completion of any subdivision south of the Mangaone Stream with the potential to generate traffic movements directly to or from Swayne Road. or Any activity located south of the Mangaone Stream being able to generate traffic.
f)	<u>Swayne Road Rural Industrial Road formation – carriageway should widening, potential localised pavement strengthening together with light/medium vehicle access restriction within the site and including a shared path connection to the south to adjoin existing facilities on Swayne Road.</u>	

14.4 As these amendments are for clarity and therefore administrative in nature, I consider that a s32AA evaluation is not required in this instance.

15. CONSISTENCY OF THE STRUCTURE PLAN

15.1 In reviewing aspects of the transport network proposed by PC14, it has come to my attention that symbology used to indicate the collector road alignment on the proposed Mangaone Precinct Structure Plan does not align with the Bardowie Industrial Precinct Structure Plan. In particular, the Bardowie Industrial Precinct Structure Plan shows the collector road as a solid line, with the indicative collector road and service corridor to C10 Northern Block shown as a dotted line. The Mangaone Precinct Structure Plan shows the collector road through the Bardowie Precinct as a solid line until a roundabout, then dotted line through to the Mangaone Precinct. The indicative collector road and service corridor to C10 Northern Block is shown as a thin solid line. Excerpts of the relevant plan maps are shown in **Figures 4 and 5** below.



Figure 4: Excerpt of the proposed amendments to the Bardowie Industrial Precinct Structure Plan.

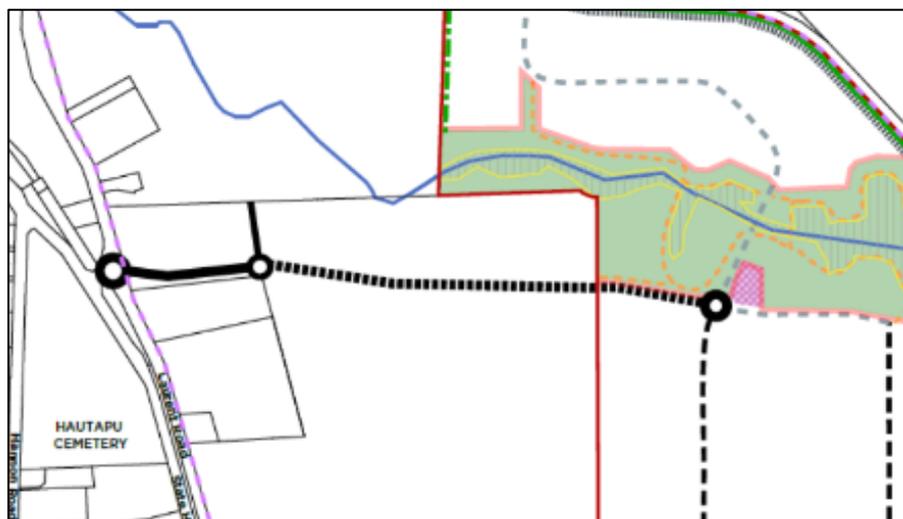


Figure 5: Excerpt of the proposed Mangaone Precinct Structure Plan.

- 15.2 PC14 does not seek to make proactive amendments to the Bardowie Precinct Structure Plan, and the only amendments proposed to that Structure Plan are consequential in nature.
- 15.3 I consider it would ensure clear and consistent interpretation of the two structure plans to use the same line weighting in each plan and ensure the legends capture the meaning of that line. On that basis, no further change is proposed in relation to the Bardowie Industrial Precinct Structure Plan. An updated version of the Mangaone Precinct Structure is presented as **Figure 6** and replicated in full at a larger scale in **Appendix A** to this evidence (which includes all of the new changes to PC14 recommended in my evidence beyond those that I have agreed with as set out in the s42A Report).

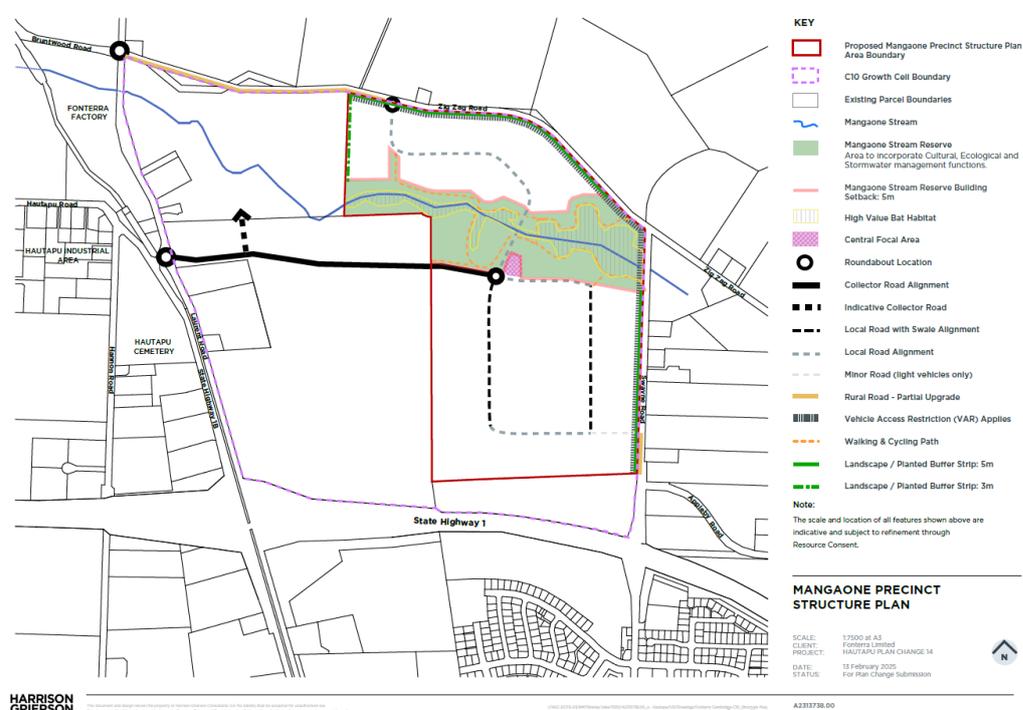


Figure 6: Updated Mangaone Precinct Structure Plan

- 15.4 As these amendments are for clarity and therefore administrative in nature, I consider that a s32AA evaluation is not required in this instance.
- 16. OTHER MINOR AMENDMENTS**
- 16.1 **Appendix A** captures all the recommended amendments contained in the discussion above. It also identifies a small number of minor amendments to correct formatting or spelling errors.

16.2 As these minor amendments are administrative in nature, a s32AA evaluation is not required.

17. CONCLUSION

17.1 Subject to the minor amendments to the provisions of PC14 proposed above, and for the reasons stated in my evidence, it is my opinion that PC14 should be approved by WDC.

Mark Chrisp
17 February 2025

Appendix A – Track Change Amendments to Plan Change 14 Provisions

Changes to the Waipā District Plan arising from PC14, recommendations of the s42A report and the planning evidence of Mark Chrisp are set out below under the following headings:

- Section 7 – Industrial Zone
- Section 15 - Infrastructure, Hazards, Development and Subdivision
- Section 16 – Transportation
- Appendix 20 – Bardowie Industrial Precinct Structure Plan and Urban Design and Landscape Guidelines
- Appendix S27 – Mangaone Precinct Structure Plan

The changes are presented in the following ways:

Changes Recommended	Shown
Text to be added as proposed by PC14 and recommended to be included in district plan without alteration	<u>Black underline</u>
Text to be deleted as proposed by PC14 and recommended to be accepted	Black strikethrough
New text recommended to be added to district plan as recommended by s42A report	<u>Blue underline</u>
Text proposed by PC14 that is recommended to be deleted	Blue strike through
New text recommended to be added to district plan as recommended by planning evidence of Mark Chrisp	<u>Green underline</u>
Text proposed by PC14 or the s42A report that is recommended to be deleted by planning evidence of Mark Chrisp	Green strikethrough

Section 7 – Industrial Zone

7.4.2 Performance Standards

Rule – Mangaone Precinct – Transport

7.4.2.46 The following transport upgrades are required prior to any development within the Mangaone Precinct being reliant on them. These upgrades, along with when they will be required, are set out below:

	Transport Upgrade	Implementation Requirement
a)	<u>Victoria Road / East-West Collector Road Intersection</u>	<u>To be completed prior to:</u>

b)	A 2-lane plus painted median Industrial Collector Road - Structure Plan East- West Collector Road	<ul style="list-style-type: none"> ▪ Any Section 224(c) certificate for subdivision under the RMA being issued for the completion of any subdivision south of the Mangaone Stream; or
c)	Internal public road formation within the plan change area to be vested as 'local road'	<ul style="list-style-type: none"> ▪ Any activity located south of the Mangaone Stream being able to generate traffic.
d)	Zig Zag Road carriageway shoulder widening and pavement strengthening	<p>To be completed prior to:</p> <ul style="list-style-type: none"> ▪ Any Section 224(c) certificate for subdivision under the RMA being issued for the completion of any subdivision north of the Mangaone Stream, with the potential to generate traffic movements directly to or from Zig Zag Road.; or ▪ Any activity located north of the Mangaone Stream being able to generate traffic.
e)	Swayne Road / Site Access Minor Accessway 2-lane T- intersection (designed for light vehicle traffic, fire, emergency and public transport access only)	<p>To be completed prior to:</p> <ul style="list-style-type: none"> ▪ Any Section 224(c) certificate for subdivision under the RMA being issued for the completion of any subdivision south of the Mangaone Stream with the potential to generate traffic movements directly to or from Swayne Road.; or ▪ Any activity located south of the Mangaone Stream being able to generate traffic.
f)	Swayne Road Rural Industrial Road formation – carriageway should widening, potential localised pavement strengthening together with light/medium vehicle access restriction within the site and including a shared path connection to the south to adjoin existing facilities on Swayne Road.	<ul style="list-style-type: none"> ▪ Any activity located south of the Mangaone Stream being able to generate traffic.

**Section 15 – Infrastructure, Hazards, Development and Subdivision
Mangaone Precinct Structure Plan Area**

15.4.2.91A Any subdivision or development (as relevant) in the Mangaone Precinct Structure Plan Area shall ensure that:

(a) There is no new direct access from Lots or Activities to:

(i) Swayne Road; or

(ii) Zig Zag Road.

Advice Note: Rule 15.4.2.8 shall apply to these roads.

- (b) Only light vehicles are able to use the proposed road connection to Swayne Road.
- (c) Roads shall be constructed in accordance with the roading cross-sections in the Mangaone Precinct Structure Plan;
- (d) The first subdivision or land use consent application of the Mangaone Precinct for industrial purposes, shall include:
- (i) A Mangaone Stream Reserve [Management Development and Operational Maintenance Plan](#); and
- (ii) A Landscape Buffer Strip Planting and Implementation Plan to give effect to Rule [7.4.2.15A](#).

These plans shall include the information requirements set out in Rule 21.2.7.

- (e) Any subdivision or development within 50m of Swayne House shall include an assessment of any effects on the heritage values of Swayne House along with any proposed mitigation measures.
- (f) The Mangaone Stream Reserve is vested in Waipā District Council as part of the first subdivision consent application [and the management occurs in accordance with the Mangaone Stream Reserve Development and Operational Maintenance Plan](#).

Advice Note: As part of a reserves agreement (forming part of a Development Agreement under Rule 7.4.2.36) it is anticipated that Council will not become immediately responsible on vesting of land for the ongoing management and maintenance of the reserve and that there will be a transitioning period post vesting where the developer will remain responsible for the maintenance of the reserve and its associated features / infrastructure.

- (g) The Mangaone Stream Reserve is planted and fenced, and pedestrian / cycle paths are constructed as part of the first subdivision consent, [in accordance with the Mangaone Stream Reserve Development and Operational Maintenance Plan](#).
- (h) A list of matters that will be the subject of private covenants.

Advice Note: Subdivision may occur in stages. Where this is proposed only those rules and requirements which

specifically relate to the land within the stage will be considered relevant.

(i) On all lots, building platforms for the principal buildings can be accommodated outside of the National Grid Yard.

(i) ~~On all lots, t~~The provision of vehicle access to ~~any~~ National Grid Support Structures within lots that contain National Grid Support Structures ~~is available.~~

Activities which fail to comply with this rule will require resource consent for a non-complying activity.

Section 16 – Transportation

Rule - Vehicle access to sites in the Mangaone Precinct Structure Plan Area

16.4.2.12A Apart from one point of roading access onto each of Swayne Road and Zig Zag Road in accordance with the Mangaone Precinct Structure Plan, there shall be no direct vehicular access to industrial lots within the Mangaone Precinct Structure Plan Area directly from Swayne Road or Zig Zag Road.

Activities that fail to comply with this rule will require a resource consent for a non-comply activity.

Section 21 – Assessment Criteria and Information Requirements

21.2.7 Industrial Zone

The plans and documentation required by Rule 15.4.2.91A must at a minimum include:

<u>Industrial Zone Information Requirements</u>	
<u>21.2.7.2</u>	<p><u>Landscape Buffer Strip Planting and Implementation Plan</u></p> <p>a. <u>A Landscaping Plan identifying the location, extent, type and density of landscaping (including, but not limited to, the size of plants, height at time of planting and anticipated growth rate) and design of fencing in relation to:</u></p> <p>i. <u>Establishing a 5.0m deep Landscape Buffer Strip planting:</u></p> <ul style="list-style-type: none"> • <u>along Zig Zag Road frontage in the Development Area north of Mangaone Stream; and</u> • <u>along Swayne Road frontage in the Development Area</u>

		<p style="text-align: center;"><u>south of Mangaone Stream</u></p> <ul style="list-style-type: none"> ii. <u>Establishing a 3.0m deep Landscape Buffer Strip planting along parts of the Development Area north of Mangaone Stream that adjoin a Rural Zone.</u> iii. <u>Ensuring gaps between hedges and trees within Landscape Buffer Strip are planted with shrubs and groundcovers rather than mowable lawn.</u> <ul style="list-style-type: none"> b. <u>Implementation programme for the staging, establishment and completion of buffer strip planting, noting that the timing of implementation for the southern and northern areas would be dependent on when resource consent for Structure Plan enabling works or structure plan subdivision for these areas are lodged.</u> c. <u>Assessment of relevant design guidance for fencing contained in the Mangaone Precinct Structure Plan (Appendix S27).</u> d. <u>A 5-year Maintenance Plan outlining how plants will be managed to ensure their continued success to maturity, and any replacements of deaths that may be required.</u>
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Appendix S27 – Mangaone Precinct Structure Plan

S27.2.20.4 Minor Accessway

Amend the figure at S27.2.20.4 Minor Accessway to include the following wording:

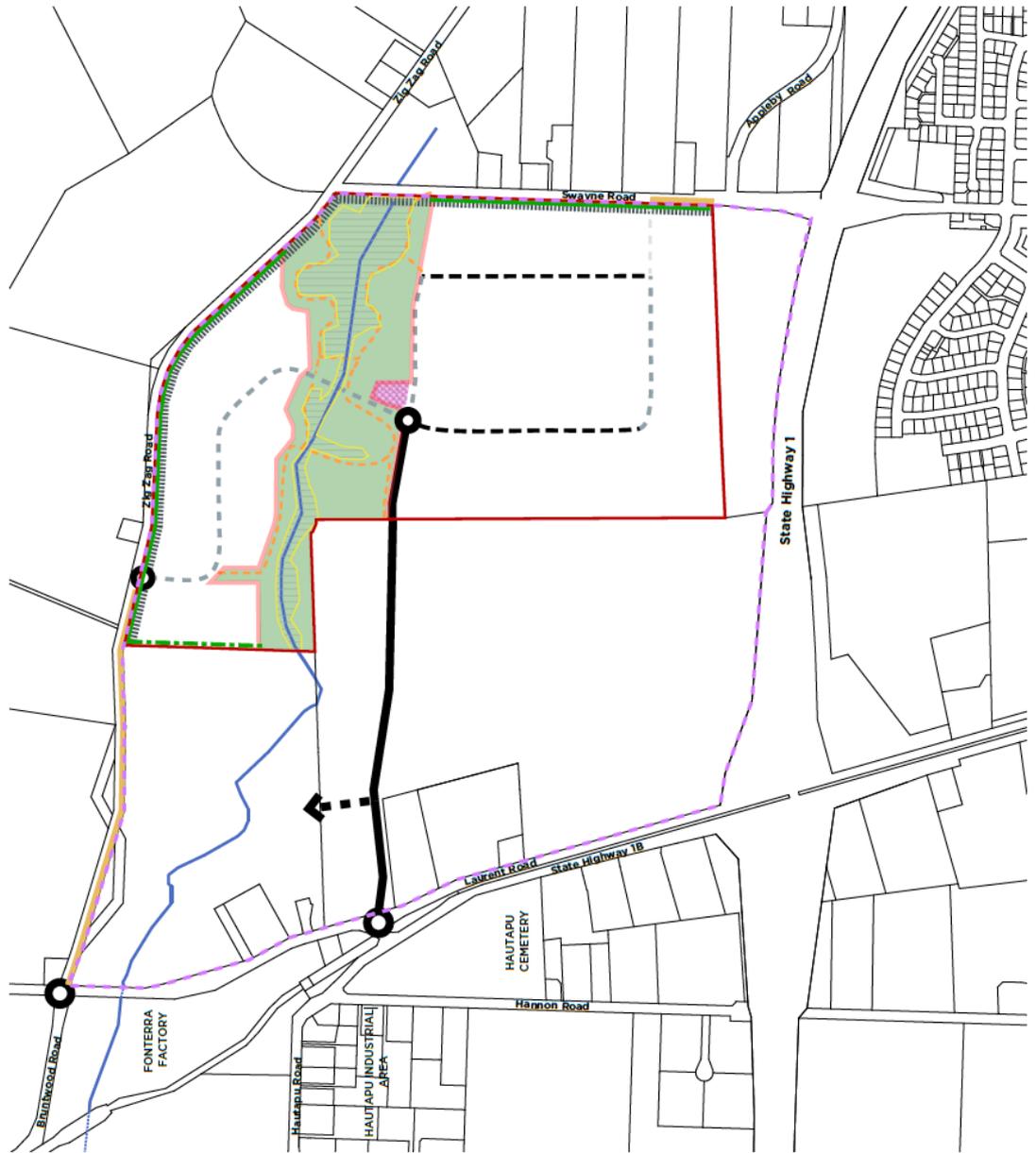
MINOR ACCESSWAY
(FOR LIGHT VEHICLE TRAFFIC, FIRE, EMERGENCY AND PUBLIC TRANSPORT ONLY).

Insert updated structure plan as follows:

KEY

-  Proposed Mangaone Precinct Structure Plan Area Boundary
-  C10 Growth Cell Boundary
-  Existing Parcel Boundaries
-  Mangaone Stream
-  Mangaone Stream Reserve Area to incorporate Cultural, Ecological and Stormwater management functions.
-  Mangaone Stream Reserve Building Setback: 5m
-  High Value Bat Habitat
-  Central Focal Area
-  Roundabout Location
-  Collector Road Alignment
-  Indicative Collector Road
-  Local Road with Swale Alignment
-  Local Road Alignment
-  Minor Road (light vehicles only)
-  Rural Road - Partial Upgrade
-  Vehicle Access Restriction (VAR) Applies
-  Walking & Cycling Path
-  Landscape / Planted Buffer Strip: 5m
-  Landscape / Planted Buffer Strip: 3m

Note:
The scale and location of all features shown above are indicative and subject to refinement through Resource Consent.



**MANGAONE PRECINCT
STRUCTURE PLAN**

SCALE: 1:7500 at A3
 PROJECT: Houtapu Precinct
 PRODUCT: HOUTAPU PLAN CHANGE 14
 DATE: 13 February 2025
 STATUS: For Plan Change Submission



A2313738.00

Development Agreement

S27.2.21 Development within the Mangaone Precinct Structure Plan area will only be approved once a Development Agreement is signed between Council and the developer. ~~Heritage and Cultural Values.~~

Heritage and Cultural Values

S27.2.22 The Mangaone Stream, and adjacent natural wetlands, is of spiritual, social and cultural significance to mana whenua. Opportunities to work with Council, mana whenua and the local community to preserve and enhance the cultural heritage, ecological and amenity values should be fully considered at the time of subdivision and development of the Mangaone Precinct Structure Plan area.