

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**")

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

PLANNING

6 MARCH 2025

1. INTRODUCTION

- 1.1 My full name is Mark Bulpitt Chrisp. I am a Partner and a Principal Environmental Planner in the Hamilton Office of Mitchell Daysh Ltd.
- 1.2 I have prepared a statement of evidence in chief for this hearing on PC14 (dated 17 February 2025) which includes my qualifications and experience.
- 1.3 In this statement, I provide a summary of my evidence in chief, and respond to matters raised in submitter evidence, WDC rebuttal evidence, and lay evidence that was lodged with the Panel after I prepared my evidence in chief. **Appendix A** to this summary sets out the changes to PC14 recommended in my evidence in chief, as amended by the additional changes recommended in this statement.
- 1.4 I confirm my obligations in terms of the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023. 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. SUMMARY OF EVIDENCE IN CHIEF

- 2.1 I have been engaged by Fonterra to present planning evidence in relation to PC14. My evidence in chief:
- (a) describes my role and involvement in PC14;
 - (b) provides an overview of PC14;
 - (c) outlines key aspects of the regulatory requirements applicable to PC14;
 - (d) provides an overview of the appropriateness of the objectives and provisions of PC14;
 - (e) provides an overview of Fonterra's submission and further submission on PC14 and the rationale for the outcomes sought; and
 - (f) responds to matters raised in the Council Officer's s42A Report (including issues raised in submissions).

2.2 As set out in my evidence, I support the vast majority of recommendations in the s42A Report for the reasons set out in that report, including:

- (a) the overall recommendation to accept PC14 and make changes to the WDP;
- (b) amending the name of the proposed 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 objective,⁴ and 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

2.3 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;¹¹

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.

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.

¹¹ s42A Report at Rule 7.4.2.1, p. 8 and S27.3.4 Issue 2 – The Rural Interface, p. 33.

- (b) the provision of vehicle access to National Grid Support Structures on "all lots" within the Mangaone Precinct;¹²
- (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
- (f) minor amendments to the proposed Mangaone Precinct Structure Plan and Bardowie Industrial Precinct Structure Plan.

3. EVIDENCE, REBUTTAL EVIDENCE AND LAY EVIDENCE RECEIVED

3.1 In addition to the six briefs of evidence provided by Fonterra on 17 February 2025, three briefs of evidence and / or correspondence were received by Council as follows:

- (a) Transport evidence of Michael Hall on behalf of Kama Trust (Submitter 5);
- (b) Planning evidence of Katrina Andrews on behalf of Waikato Regional Council (Submitter 10); and
- (c) Letter tabled for the Panel's consideration by Rebecca Eng on behalf of Transpower (Submitter 3).

3.2 The Council has provided one brief of rebuttal evidence, being transport rebuttal evidence prepared by Bryan Hudson.

3.3 The Council has received three briefs of non-expert evidence, as follows:

- (a) Lesley Dredge (Submitter 8), regarding the validity of Fonterra's economic evidence;
- (b) Malcolm and Ashley Boyd, on behalf of Kama Trust (Submitter 6), regarding the staging of upgrades to Victoria Road and the electricity network; and

¹² s42A Report Appendix 2 at Provision 15.4.2.91A(j), p. 18.

- (c) The Director-General of Conservation (Submitter 12), regarding High Value Bat Habitat.

3.4 In my view, and based on the pre-circulated evidence, the remaining matters of contention relate to:

- (a) staging of transport upgrades;
- (b) provisions for EV charging facilities;
- (c) provision of access to National Grid Support Structures;
- (d) staging of upgrades to the electricity network;
- (e) provision of a 20m buffer around High Value Bat Habitat; and
- (f) the validity of economic assessment underpinning PC14.

4. TRANSPORT MATTERS

4.1 Mr Apledoorn's transport evidence relates to minor differences in the wording of discrete PC14 provisions.

4.2 The transport evidence of Mr Hall relates primarily to the timing of infrastructure upgrades along Victoria Road.¹³ In particular, Mr Hall recommends that proposed Rule 7.4.2.46 be amended to ensure that four-laning of Victoria Road is required prior to any development within PC14.¹⁴

4.3 In his rebuttal evidence, Mr Hudson:

- (a) Supports Mr Apledoorn's recommended amendments to Rule 16.4.2.12A to include 'vehicular';¹⁵
- (b) Does not support Mr Apledoorn's recommended amendments to the diagram heading under Section S27.2.20.4 and within Rule 7.4.2.46(e) regarding the minor accessway cross section. Mr Hudson recommends that the diagram and title are retained as notified;¹⁶
- (c) Supports Mr Apledoorn's recommended alternative wording for Rule 7.4.2.46 regarding the timing of transport upgrades in part, however,

¹³ EIC of Michael Hall, para 4.

¹⁴ EIC of Michael Hall, paras 14-15.

¹⁵ Rebuttal evidence of Bryan Hudson, para 3.2.

¹⁶ Rebuttal evidence of Bryan Hudson, para 3.5.

considers that a link to the establishment of land use activities is required. Mr Hudson recommends alternative wording;¹⁷

- (d) Supports recommended changes to the proposed Mangaone Precinct Structure Plan;¹⁸ and
- (e) Does not support Mr Hall's recommendation to amend Rule 7.4.2.46 to require upgrades to Victoria Road. Mr Hudson instead recommends amendments to the table in Rule 7.4.2.46 to clarify that consideration of the upgrading of the Zig Zag Road / Victoria Road intersection is required at the time access onto Zig Zag Road is first proposed, and recommends 'shoulder' is removed from Rule 7.4.2.46(d) and (f) to reflect the need to strengthen the full width of the resultant road.¹⁹

4.4 Mr Boyd also raises concerns regarding constraints of the transport network. Kama Trust considers the upgrade of Victoria Road is essential before any development can take place within the Mangaone Precinct because there are already congestion issues.²⁰ Mr Boyd seeks an appropriate staging rule to ensure that the appropriate assessment of transport impacts occurs, and necessary four-laning is introduced, before the growth cell is fully developed.²¹

4.5 Mr Apeldoorn discusses the addition of provisions relating to electric vehicle charging equipment as recommended by Ms Andrews. I agree with Mr Apeldoorn that it would be useful to include these provisions.

4.6 I concur with the evidence of Mr Apeldoorn that:

- (a) The amended wording for Rule 7.4.2.46 and provision S27.2.20.4 as recommended by Mr Hudson be adopted;
- (b) No further amendments are required with regard to the evidence of Mr Hall and Mr Boyd; and
- (c) The addition of provisions relating to electric vehicle charging equipment be adopted as recommended by Ms Andrews.

¹⁷ Rebuttal evidence of Bryan Hudson, paras 3.11-3.13.

¹⁸ Rebuttal evidence of Bryan Hudson, para 4.1.

¹⁹ Rebuttal evidence of Bryan Hudson, paras 5.4, 5.11-5.12.

²⁰ Non-expert Evidence of M Boyd, para 12.

²¹ Non-expert Evidence of M Boyd, para 15.

5. ACCESS TO NATIONAL GRID SUPPORT STRUCTURES

- 5.1 In my evidence in chief, I recommended alternative wording for proposed Rule 15.4.2.91A(j) to ensure that the requirement to provide vehicle access to National Grid Support Structures only applies to lots north of Mangaone Stream that contain National Grid Support Structures.²²
- 5.2 Ms Eng has filed a rebuttal statement, acknowledging the concerns raised in my evidence but recommends slightly different wording, as follows (amendments by Transpower shown in red underline):

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

...

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

- 5.3 In my view, Transpower's proposed wording achieves the same outcome sought in my evidence in chief and is more effective. I therefore recommend that the Panel adopt the wording recommended by Ms Eng.
- 5.4 For completeness, I also note that in her letter dated 17 February 2025, Ms Eng identifies a few minor areas where the relief sought by Transpower has either not been considered in full or has not been incorporated into the Section 42A Report recommendations. She sets out further amendments to Rule 7.4.2.43 and Resource Management Issue 7.2.22.²³
- 5.5 In my view, the further amendments recommended by Ms Eng improve clarity of the provisions. I therefore recommend that these changes be adopted and have reflected these changes in **Appendix A**.

6. OTHER INFRASTRUCTURE CONCERNS

- 6.1 Ms Andrews recommends that PC14 be amended to include requirements regarding to the provision of EV charging facilities to give effect to relevant national and regional statutory direction relating to climate change and transport emissions reductions.²⁴

²² EiC of Mark Chrisp, paras 12.9-12.10.

²³ Planning Evidence of R Eng, pp. 2-3.

²⁴ Planning Evidence of K Andrews, paras 49-54.

- 6.2 I concur with the opinion of Mr Apeldoorn that the addition of these provisions is useful and I have included them in my updated **Appendix A**.
- 6.3 Mr Boyd raises concerns with the capacity of the electricity network. He considers a new rule requiring an upgrade to the electricity network should be required to be completed prior to any development taking place in the C10 area.²⁵
- 6.4 As highlighted by the s42A Report, Waipa Networks have confirmed that a programme is in place to upgrade the existing power supply for the C10 Growth Cell.²⁶ I therefore do not consider that any additional amendments are required in this regard.

7. HIGH VALUE BAT HABITAT

- 7.1 In her planning evidence, Ms Andrews supports the majority of the assessments and recommendations presented in the s42A Report. However, she recommends further amendments relating to the High Value Bat Habitat Area, including provisions to ensure a 20m buffer is provided around High Value Bat Habitat.
- 7.2 Ms Andrews accepts that the final extent of the Mangaone Stream Reserve will be determined by detailed stormwater design but considers there is a risk that the final width of the reserve would not provide a 20m buffer around High Value Bat Habitat as recommended by Bluewattle Ecology.²⁷ She recommends the following amendments to address that risk (additions shown in black underline):²⁸

S27.2.26 The planted margins of the Mangaone Stream, provide over 2 hectares of suitable bat foraging and roosting habitat. These areas are identified on the structure plan as "High Value Bat Habitat". The Mangaone Stream Reserve includes a 20m buffer around the High Value Bat Habitat Area where industrial activities cannot occur.

²⁵ Non-expert Evidence of M Boyd, paras 17 and 19.

²⁶ Section 42A Report, para 4.2.14.

²⁷ Planning Evidence of K Andrews, paras 41-45.

²⁸ Planning Evidence of K Andrews, paras 46-47.

21.2.7.1 [New criterion] The extent to which a 20m buffer has been provided around the High Value Bat Habitat Area as part of the Mangaone Stream Reserve, to protect the High Value Bat Habitat Area and the bat population within that area from adverse effects of adjacent industrial activities.

- 7.3 In a letter dated 26 February 2025, the Director-General of Conservation supports the amendments recommended by Ms Andrews.
- 7.4 Mr Ussher has also reviewed the evidence of Ms Andrews and is comfortable with these changes.
- 7.5 From a planning perspective, the amendments recommended by Ms Andrews align with the intent of PC14 and will ensure that the provision of a 20m buffer would not be unintentionally diminished. I therefore recommend these amendments are accepted.

8. ECONOMIC CONCERNS

- 8.1 In her evidence, Ms Andrews notes that:²⁹

... the Market Economics peer review of the PC14 Economic Assessment agrees with a number of the points raised in the WRC submission, including that the PC14 Economic Assessment requires further work in terms of establishing the justification for the industrial land. However, in this case, as the PC14 site does not meet the transitional definition of highly productive land, I agree that PC14 is exempt from the exacting tests under Clause 3.6 of the NPS-HPL, which require detailed assessment of development capacity and sufficiency.

- 8.2 While I rely on the economic evidence of Mr Heath which provides economic justification for PC14, I agree with Ms Andrews that PC14 is not subject to the tests set out under Clause 3.6 of the National Policy Statement for Highly Productive Land 2023.
- 8.3 In this regard, I consider that no further drafting amendments are required to the WDP.

²⁹ Planning Evidence of K Andrews, para 20.

9. CONCLUSION

- 9.1 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
6 March 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 by s42A report | Blue strike-through |
| New text recommended to be added to district plan as recommended in the planning evidence in chief of Mark Chrisp | <u>Green underline</u> |
| Text proposed by PC14 or the s42A report that is recommended to be deleted in the planning evidence in chief of Mark Chrisp | Green strikethrough |
| New text recommended to be added to district plan as recommended in the summary statement of evidence of Mark Chrisp | <u>Red underline</u> |
| Text proposed by PC14, the s42A report, or the planning evidence of Mark Chrisp that is recommended to be deleted in the summary statement of evidence of Mark Chrisp | Red strikethrough |

Section 7 – Industrial Zone

National Grid Transmission Lines

7.2.22 National Grid Transmission Lines for the conveyance of electricity ~~National Grid transmission lines for the conveyance of electricity~~ are considered to be a resource of national and regional significance that requires protection. The location of activities within National Grid Corridors have the potential to result in adverse effects, including reverse sensitivity effects, on the operation, maintenance, upgrading and future

development of the National Grid network and result in sensitive, and other activities locating where they are most vulnerable to the effects, including risks, associated with the line.

Add a new Permitted Activity Rule 7.4.1.1z.:

Within the Mangaone Precinct Structure Plan Area, electric vehicle supply equipment (including any device or object that supplies energy for the recharging of electric vehicles, e-bikes, e-scooters or electrified micromobility).

7.4.2 Performance Standards

Rules - Buildings and structures within the National Grid Yard

7.4.2.43 Buildings and structures on all sites under the National Grid Conductors (wires), within any part of the National Grid Yard, are permitted if they meet the following:

- a. Are internal alterations to a building used for a National Grid Sensitive Activity that do not extend the building footprint, or increase the height of the building; and/or
- b. Are a fence; and/or
- c. Are network utilities within a transport corridor or any part of electricity infrastructure that connects to the National Grid; and/or
- d. Are an uninhabitable building for farming activities, excluding commercial greenhouses, buildings for intensive farming activities, or milking/dairy sheds (excluding ancillary structures); and/or
- e. Are uninhabited horticultural buildings or structures; and/or
- d. Any public sign required by law or provided by any statutory body in accordance with its powers under any Act.

Provided that all buildings and structures must comply with **at least one of** the following:

- i. Have a minimum vertical clearance of 10m below the lowest point of the conductor associated with National Grid lines (refer diagram below); or
- ii. Demonstrate that safe electrical clearance distances are maintained under all National Grid line operating conditions; **and**
- iii. **Ensure vehicular access to any National Grid Support Structure is available.**

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:

| a) | Victoria Road / East-West Collector Road Intersection | <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) | A 2-lane plus painted median Industrial Collector Road - Structure Plan East- West Collector Road | |
| c) | Internal public road formation within the plan change area to be vested as 'local road' | |
| d) | Zig Zag Road carriageway shoulder widening and pavement strengthening Zig Zag Road / Victoria Road Intersection | <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 2-lane T-Intersection (designed for light vehicle 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 shoud 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. | |

Add a new rule to Section 7 – Industrial Zones as follows:

Rule xx - Electric vehicle supply equipment

Within the Mangaone Precinct Structure Plan Area, any electric vehicle supply equipment shall:

- a) Be installed in an existing, permitted or consented vehicle parking space, vehicle depot or garage structure; and
- b) Not exceed a height of 2.1m and an area of 3m².

Activities that fail to comply with this rule will require a resource consent for a restricted discretionary activity, with the discretion being restricted over:

- Adverse effects on the safe, efficient, and effective operation of the transport system.
- Adverse effects of non-compliance on the streetscape, pedestrian safety, and the amenity of the area.

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.

(j) On all lots, ~~if~~ Within the National Grid Corridor, the provision of vehicle access is available 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

21.1.7 Industrial Zone

| | | |
|------------|-------------------------------------|--|
| | Industrial Zone Assessment Criteria | |
| | Restricted Discretionary Activities | |
| 21.1.7.17C | Electric vehicle supply equipment | <p>a. Adverse effects on the safe, efficient, and effective operation of the transport system.</p> <p>b. Adverse effects of non-compliance on the streetscape, pedestrian safety, and the amenity of the area.</p> |

21.2.7 Industrial Zone

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

| | | |
|----------|---|--|
| | Industrial Zone Information Requirements | |
| 21.2.7.1 | Mangaone Stream Reserve Management Development and Operational Maintenance Plan | <p>...</p> <p>In addition to the above, the Mangaone Stream Reserve Management Development and Operational Maintenance Plan will be assessed in relation to the following assessment criteria in relation to the High Value Bat Habitat Area within the Mangaone Stream Reserve:</p> <p>...</p> <p>f. The extent to which a 20m buffer has been provided around the High Value Bat Habitat Area as part of the Mangaone Stream Reserve, to protect the High Value Bat Habitat Area and the bat population within that area from adverse effects of adjacent industrial activities.</p> |
| 21.2.7.2 | Landscape Buffer Strip Planting and Implementation Plan | <p>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:</p> <p>a. Establishing a 5.0m deep Landscape Buffer Strip planting:</p> <ul style="list-style-type: none"> • along Zig Zag Road frontage in the Development Area north of Mangaone Stream; and |

| | | |
|--|--|---|
| | | <ul style="list-style-type: none"> • <u>along Swayne Road frontage in the Development Area south of Mangaone Stream</u> b. <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> c. <u>Ensuring gaps between hedges and trees within Landscape Buffer Strip are planted with shrubs and groundcovers rather than mowable lawn.</u> 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> |
|--|--|---|

Appendix S27 – Mangaone Precinct Structure Plan
















S27.2.26 The planted margins of the Mangaone Stream, provide over 2 hectares of suitable bat foraging and roosting habitat. These areas are identified on the structure plan as “High Value Bat Habitat”. The Mangaone Stream Reserve includes a 20m buffer around the High Value Bat Habitat Area where industrial activities cannot occur.

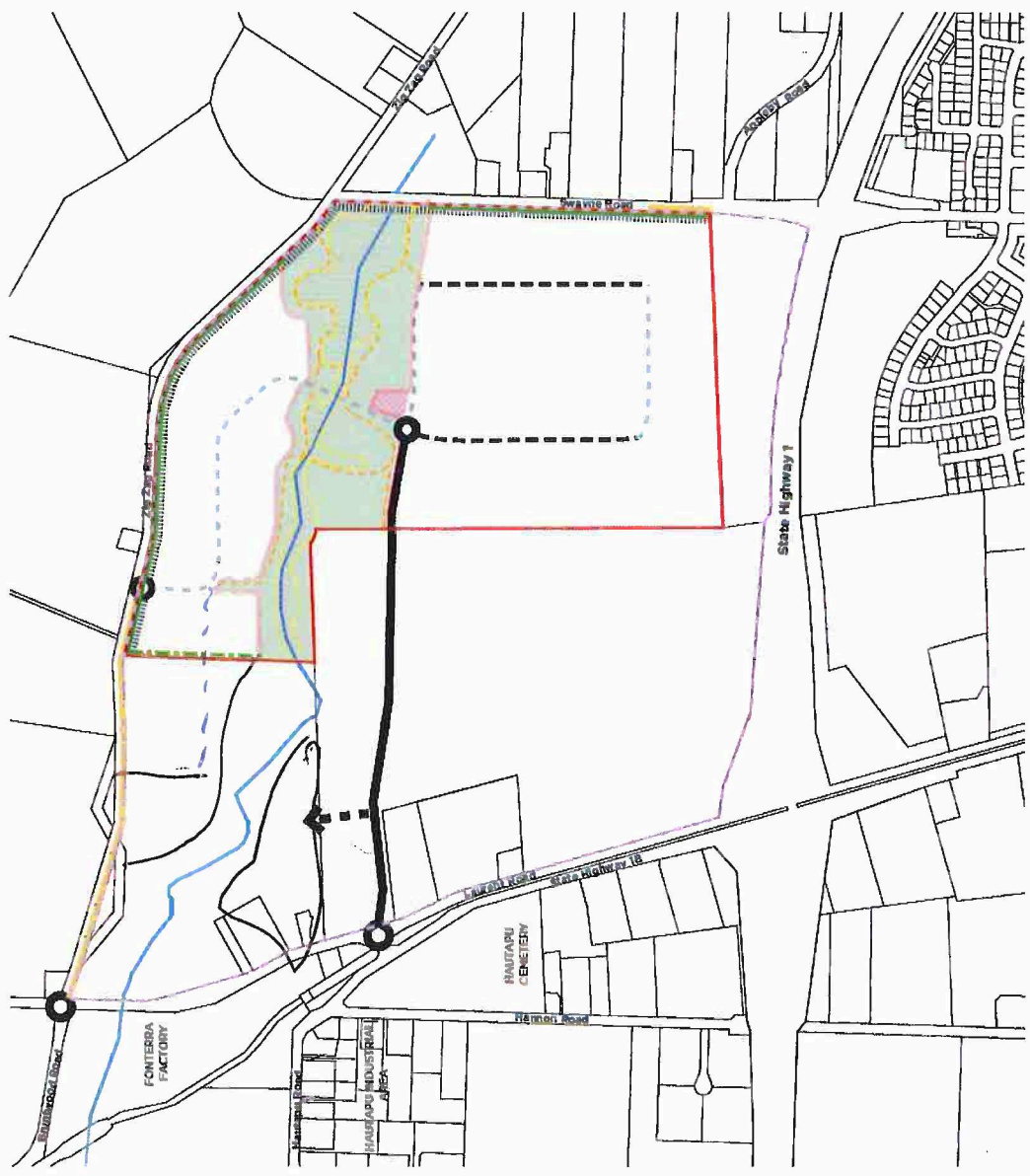
S27.2.20.4 Minor Accessway

Retain 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 Bar Habitat
 -  Central Focal Area
 -  Roundabout Location
 -  Collector Road Alignment
 -  Indicative Collector Road
 -  Local Road with Strala 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: 1:500
 CLIENT: Environment NZ
 PROJECT: MANGAONE PRECINCT
 DATE: 15/08/2023
 DRAWING: S-21-02
 FOR: Resource Consent



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.

S27.2.26 The planted margins of the Mangaone Stream, provide over 2 hectares of suitable bat foraging and roosting habitat. These areas are identified on the structure plan as "High Value Bat Habitat". The Mangaone Stream Reserve includes a 20m buffer around the High Value Bat Habitat Area where industrial activities cannot occur.