

**BEFORE THE WAIPĀ DISTRICT COUNCIL**

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

**AND**

**IN THE MATTER** of Proposed Plan Change 20 – Airport Northern  
Precinct Extension to the Operative Waipā  
District Plan

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**STATEMENT OF EVIDENCE OF NICHOLAS COLYN GRALA**

**PLANNING (EXCLUDING ECOLOGY)**

**28 FEBRUARY 2023**

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**Counsel acting:**  
JR Welsh  
ChanceryGreen  
223 Ponsonby Road  
Ponsonby, Auckland 1011



## **INTRODUCTION**

### **Qualifications and experience**

1. My name is Nicholas Colyn Grala. I am employed at Harrison Grierson as the National Planning and Environment Manager. I hold a Bachelor of Planning from the University of Auckland and I am a full member of the New Zealand Planning Institute and a member of the Resource Management Law Association.
2. I have 18 years' planning experience in district and regional planning. Details of my relevant and recent experience are contained in **Annexure 1**.
3. I am familiar with the application site and the surrounding locality. I have read: the application (which I assisted to prepare) and related documents; submissions; further submissions and the Section 42A Report.

### **Involvement in Proposed Plan Change 20**

4. I have been engaged by Titanium Park Limited ("TPL") and Rukuhia Properties Limited ("RPL") to prepare evidence for Proposed Plan Change 20 ("PC20"). I was one of the authors of the Plan Change Request and I prepared the Section 32 Evaluation along with the proposed PC20 provisions.
5. My involvement in PC20 started in 2019 where I led the development of the Masterplan for the Northern Precinct (which PC20 is based on). The masterplanning phase ran for 18 months before the private plan change phase of the project was initiated in mid-2020.
6. I have visited the site and the locality on multiple occasions since 2019.
7. My statement covers all planning aspects except for matters relating to ecology, which are addressed by Mr Inger. My statement of evidence should therefore be read together with Mr Inger's statement of evidence. For planning matters relating to ecology, I rely on the evidence of Mr Inger.

### **Code of Conduct**

8. 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. In that regard, I confirm that this evidence is written within my expertise, except where I state that I am relying on the evidence of another person. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

## **SCOPE OF EVIDENCE**

9. In my evidence, I provide:
  - (a) an executive summary of my key conclusions;
  - (b) a summary of the site and locality;
  - (c) an outline of engagement undertaken by TPL and RPL;
  - (d) an overview of PC20;
  - (e) a summary regarding where agreement was reached in the Joint Witness Statements;
  - (f) a summary of the remaining matters of contention following expert conferencing and commentary on each of them;
  - (g) a response to submissions;
  - (h) a response to the s42A Report;
  - (i) a concluding assessment of PC20 in relation to the higher order statutory documents; and
  - (j) a summary of key conclusions.

## **EXECUTIVE SUMMARY**

10. PC20 seeks to enable the co-ordinated expansion of the Northern Precinct within the Airport Business zone (the 'ABZ'). It is seeking to rezone approximately 89ha of land from Rural to ABZ and will result in the Northern Precinct increasing from the existing 41ha to approximately 130ha of ABZ land. It is also seeking to amend the Airport Structure Plan based on the comprehensive and integrated masterplanning that has taken place and amend the supporting planning provisions found within Section 10, 15 and 21 of the District Plan.
11. Several amendments to PC20 have been made since submissions closed late last year. These include the introduction of a Bat Habitat Area (BHA) and strengthening the ecology-based planning provisions.
12. The Plan Change request has been made in accordance with the provisions of Schedule 1 and Section 32 of the Act, which along with supporting expert evidence, has demonstrated that:
  - (a) PC20 will have positive environmental, social and economic effects;

- (b) Potential adverse effects arising from PC20 can be managed through the application of amended district plan rules; and
- (c) PC20 will achieve the purpose of the Act and will give effect to the relevant National Policy Statements and the WRPS.

## THE SITE AND LOCALITY

- 13. The PC20 site relates to an approximately 130ha area of land immediately west of Hamilton Airport (refer **Image 1**). The site includes and proposes an extension to what is known as the Titanium Park Northern Precinct. It is bound by Raynes Road and Narrows Road to the north, Middle Road, Ohaupo Road, and several rural allotments to the west, and Hamilton Airport to the south and east. The Waikato River flows approximately 1.2km to the east.



**Image 1:** The extent of the PC20 site.

- 14. The site is generally flat, however there are two small hills in the eastern portion (9m and 11.5m) in height. There are no streams running through the site or wetlands present.
- 15. The site is currently utilised for agricultural, horticultural and rural living uses and is made up of several parcels as outlined in the Plan Change Request. The portion of the site owned by RPL is west of Middle Road and accommodates the initial stages of the consented Genetics Technology R&D facility (resource consent reference LU/0112/13). The overall extent of the facility is illustrated within **Image 2** below. I note that Waipa

District Council have confirmed that the overall consent has been given effect to<sup>1</sup> and so in my opinion the total extent of the R&D facility forms part of the existing environment.

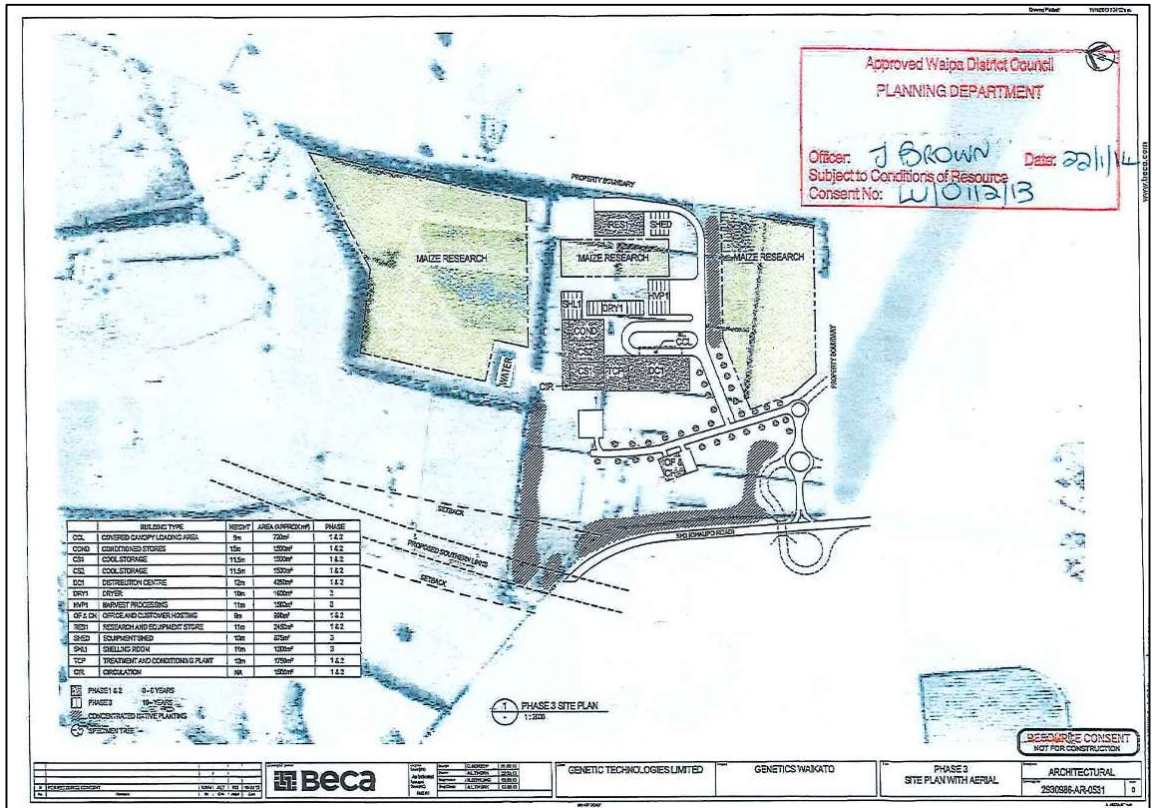


Image 2: The consented Genetics Technology R&D facility.

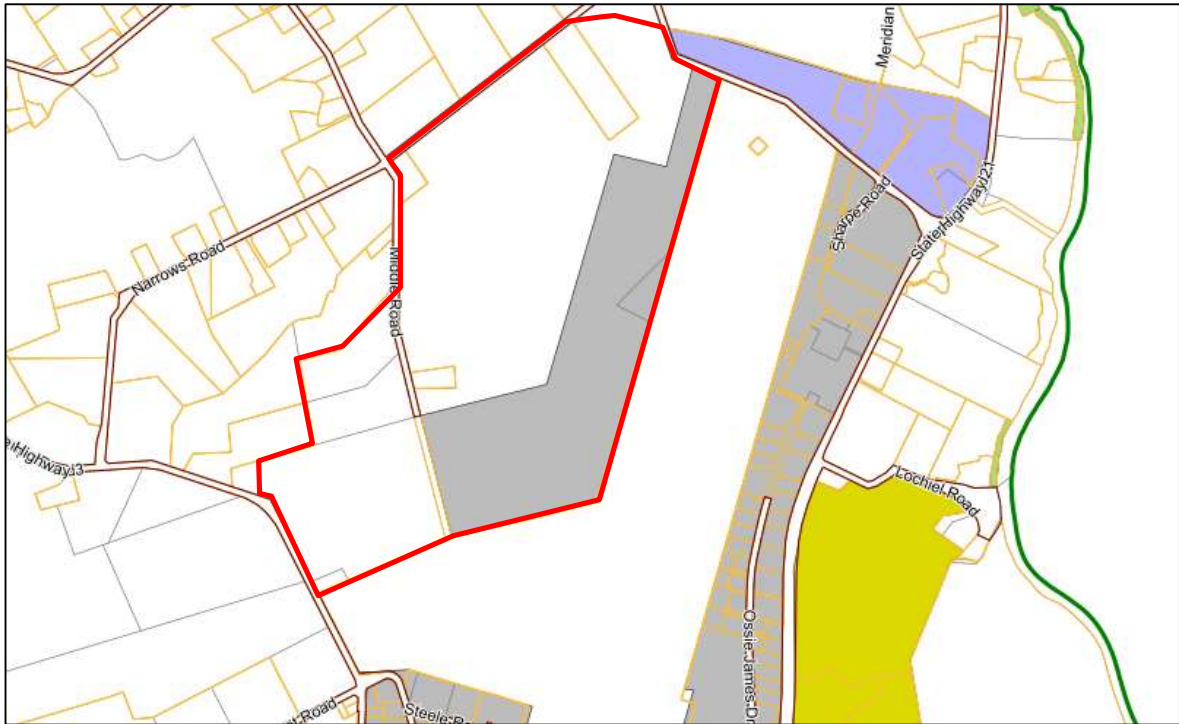
- The surrounding environment includes Hamilton Airport immediately adjacent to the south and east of the site. To the east and south of the airport are the other precincts of Titanium Park which are all zoned Airport Business and either have been or are being developed for industrial activities. An industrial zoned area is located north of the Airport (Meridian 37). Land to the west of the site is primarily used for agricultural, horticultural and large lot residential activities. Land further to the north-west is also becoming urbanised as part of residential development underway in the Peacocke Growth Cell within neighbouring Hamilton City.<sup>2</sup>

<sup>1</sup> As confirmed by Waipa District Council in their letter dated 25 March 2019 written by Hayley Thomas (Council Reference LU/0112/13).

<sup>2</sup> I note that the land adjoining the PC20 site includes vegetation that has been noted as being within the area by some of the assessments that supported the Plan Change request. This includes the majority of the cluster of chestnut trees to the west of the RPL site as well as the Alder tree hedge that was located on the adjoining property to the north of the RPL site and has since been removed.

## The existing planning context for the site

17. The site comprises of 41ha of land zoned as ABZ and approximately 89ha of Rural zoned land under the Waipa District Plan (the 'WDP') (refer **Image 3**).

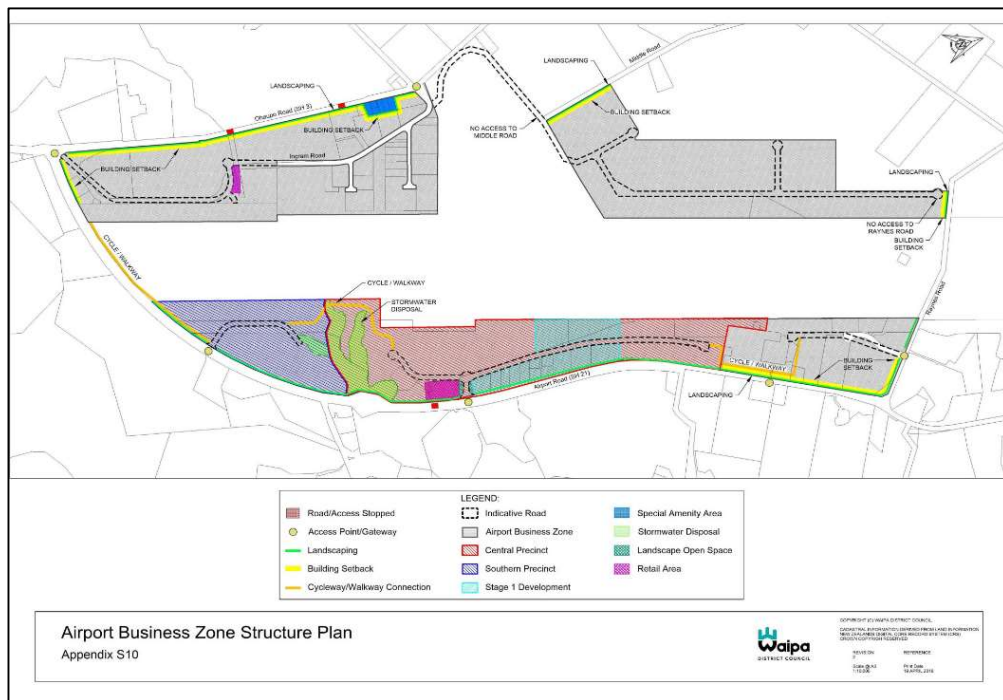


**Image 3:** The existing zoning for the site area (red outline). The extent of the Rural zone is shown in white and the Airport Business zone is in grey. The area in purple is the Industrial Zone north of the Airport (Meridian 37).

18. The development of the ABZ is guided by the Airport Business Zone Structure Plan (the 'Structure Plan') that is found within Appendix S10 of the WDP (refer **Image 4**). The Structure Plan separates the ABZ into several precincts (the site is within or adjacent to the Northern Precinct of the ABZ<sup>3</sup>), and provides an indicative roading network, building setbacks, landscaping requirements and cycle/walkway connections. The plan is supported by text within Appendix S10 that sets out development principles to guide the development of the ABZ as well as typical road cross sections.

<sup>3</sup> The Northern Precinct currently covers only the 41ha of ABZ land under the Operative WDP but is being sought to be expanded to include the full 130ha extent of the site under PC20.





**Image 4:** The Operative Airport Business Zone Structure Plan. The Northern Precinct is in the top right-hand quadrant of the Structure Plan.

19. The operative version of the Structure Plan requires the Northern Precinct to be developed using a cul-de-sac roading layout that prevents direct access to Raynes Road, Narrows Road, Middle Road or State Highway 3. It requires access to be provided via the Western Precinct at either the State Highway 3 / State Highway 21 intersection or the State Highway 3 / Ingram Road intersection.
  
20. The operative planning framework for the 41ha of ABZ within the Northern Precinct is centred on a Comprehensive Development Plan process (CDP)<sup>4</sup>. The WDP requires that a CDP must be approved prior to any subdivision or landuse resource consents being applied for. The CDP<sup>5</sup> must be supported by an Integrated Transport Assessment (with specific assessments required), three waters servicing details, development staging and landscape / buffer planting details. The WDP makes any applications that are either sought before the CDP is approved, or if they are for activities that are inconsistent with the CDP, a Non-Complying activity.<sup>6</sup>

<sup>4</sup> The CDP process was found to be ultra vires in *Queenstown Airport Corporation v Queenstown Lakes District Council* [2014] NZEnvC 93 and *Re Auckland Council* [2016] NZEnvC 56, (2016) 19 ELRNZ 425 and is therefore sought to be removed as part of PC20.

<sup>5</sup> Under Rule 15.4.2.92 of the WDP.

<sup>6</sup> Under Rule 10.4.1.5.

21. I note that the WDP, including the CDP framework, does not include any ecological requirements for the 41ha of the ABZ within the Northern Precinct.
22. The rural zoned land within the site is identified under the WDP as being a 'Possible Future Growth Area' and within the 'Future Extension Direction' within Appendix S10 of the WDP (refer **Image 5**). The site is also within various airport control areas, including the Runway Protection Area, Outer Control Boundary, Air Noise Boundary and Night Noise Boundary.



**Image 5:** The Hamilton Airport Growth Map from the WDP.

23. The land is bound by the Southern Links designation to the north (refer the pink outline in **Image 5** above) which is a Waka Kotahi designation for the future construction of a transport network of state highway and urban arterial routes linking State Highway 1 from Kahikatea Drive in Hamilton to the Waikato Expressway at Tamahere and State Highway 3 from Hamilton Airport to central and East Hamilton. The extent of PC20 has excluded the land owned by both TPL and RPL that is within the extent of the Southern Links designation.
24. The Southern Links designation (referenced D156 under the WDP), is due to lapse in 2036. Although the Crown has acquired a large amount of the land required for Southern Links in the area surrounding the airport, the designation has yet to be given effect to.



In my opinion, it is appropriate to include Southern Links (in the form and based on the requirements set out within the designation conditions) as part of the existing environment.

25. There are numerous planning documents for the Waikato region that have been prepared under the Resource Management Act 1991 (the 'Act' of 'RMA') and the Local Government Act 2002 (the 'LGA') that identify the Northern Precinct as a strategic and important industrial / employment location:
- (a) The Waikato Regional Policy Statement (the 'WRPS') identifies the Airport as a Strategic Industrial node.<sup>7</sup>
  - (b) The WRPS Change 1 (addressed in more detail below) identifies Hamilton Airport / Southern Links as a Strategic Industrial Node.<sup>8</sup>
  - (c) The Hamilton - Auckland ('H2A') Corridor Plan identifies the Airport as being a 'Main future housing and employment growth cluster'.<sup>9</sup> Potential future urban land is also identified for the Northern Precinct. The H2A Corridor Plan identifies completing the Northern Precinct structure plans at the airport as being a key initiative and priority development area of the southern corridor.<sup>10</sup>
  - (d) The Future Proof Strategy 2022 identifies Hamilton Airport / Southern Links as a Strategic Industrial Node.<sup>11</sup>
  - (e) The Hamilton-Waikato Metropolitan Spatial Plan (MSP) categorises the airport as a current business centre.<sup>12</sup> It identifies that the airport is home to a significant industrial precinct which has a logistics focus, and that there are further stages of land to be developed in the area.
    - (i) The MSP also identifies Hamilton Airport as being a key employment node.<sup>13</sup>
    - (ii) The MSP Urban Growth Programme identifies that completing the northern precinct structure plan is a priority development area as part of the Tier One Implementation Initiatives.<sup>14</sup>

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<sup>7</sup> Te Tauāki Kaupapahere O Te Rohe O Waikato: Waikato Regional Policy Statement, Table 6-2.

<sup>8</sup> WRPS Change 1 - National Policy Statement on Urban Development 2020 and Future Proof Strategy Update, Table 35 – Future Proof Industrial Land Allocation.

<sup>9</sup> Hamilton – Auckland Corridor Plan and Implementation Programme, November 2020, Map: Wahi mahi & Wahi noho, page 12.

<sup>10</sup> Hamilton – Auckland Corridor Plan and Implementation Programme, November 2020, page 26.

<sup>11</sup> Updated Future Proof Strategy 2022, Table 2.

<sup>12</sup> Hamilton – Waikato Metropolitan Spatial Plan, page 27.

<sup>13</sup> Hamilton – Waikato Metropolitan Spatial Plan, page 33.

<sup>14</sup> Hamilton – Waikato Metropolitan Spatial Plan, Table 8, page 41.

## **STAKEHOLDER ENGAGEMENT & CONSULTATION**

26. I, along with the wider project team working on PC20, have been undertaking stakeholder engagement and consultation since late 2019 when the project was at the masterplanning stage.
27. Details of the engagement and consultation undertaken up to the point of PC20 being lodged was provided within Section 6 of the PC20 request. That outlined the engagement undertaken with mana whenua, Waka Kotahi, Waipa District Council (primarily in an infrastructure capacity), Hamilton City Council, Waikato Regional Council, the local business community (including Mystery Creek), local residents, and network utility providers.
28. Further engagement has been undertaken with mana whenua, Waka Kotahi and several of the submitters on PC20 since it was notified. This includes the initiation of a Memorandum of Understanding (MoU) with Ngā Iwi Tōpū O Waipā (NITOW) and development agreement with Waka Kotahi in relation to the various transport upgrades that PC20 requires for the state highway network. I expect that, in time, a development agreement will also be developed with Waipa District Council in relation to the local roading network and wastewater. I mention these development agreements because in my view, these are the appropriate mechanism to manage and agree details on the co-ordination of infrastructure as well as matters of funding and responsibility. I am not supportive of these aspects being incorporated into District Plan provisions beyond the extent proposed by PC20.
29. In my view, the engagement and consultation that TPL and RPL have undertaken has been appropriate to the scale of the proposal, well considered and consistently undertaken as the scope and details of PC20 were developed.

## **OVERVIEW OF PC20**

30. There have been several amendments to PC20 in response to submissions and following the expert conferencing sessions. I have incorporated these amendments within the following sections of my statement so that it represents the latest position on PC20.
31. The key benefits of PC20, in my view area:
  - (a) The Proposed Structure Plan will result in an urban form that is greatly improved over what would result from the operative Airport Business Zone Structure Plan.

- (b) The adoption of best practice stormwater management for the development of the Northern Precinct will result in a net improvement in the quality of stormwater leaving the site and entering receiving water bodies compared to the sites current rural / pastoral use.<sup>15</sup>
- (c) The expansion of the Northern Precinct will result in additional job creation and employment opportunities within the region.
- (d) The potential for a reduction in commuter distances through the creation of employment opportunities close to the Peacocke growth cell and Tamahere. This will be further supported by the promotion of a walking and cycling connection between Peacocke and the Northern Precinct.
- (e) Including flow-on effects, it is estimated that the development enabled by PC20 could:
- Generate a one-time boost in regional GDP of \$130 million;
  - Create employment for 2,210 workers (FTE's);
  - Create an annual wages/salaries value of \$154 million; and
  - Annual GDP of \$279 million.
- (f) PC20 will expand an existing urbanised area and will enable agglomeration benefits to occur which arise by increasing economic activities to cluster together. This clustering of economic activity can help to reduce transport costs and lift the average productivity of firms (for example through sharing of labour, specialised assets and ideas).
- (g) PC20 will facilitated the development of a MOU with mana whenua to achieve and enhance the positive and effective relationship between the applicants and mana whenua. This will reaffirm the mutual aspirations in the future development of the area and enable:
- Incorporating design interventions – such as artworks, cultural markers and landscape features.
  - Accidental discovery protocols for future development.

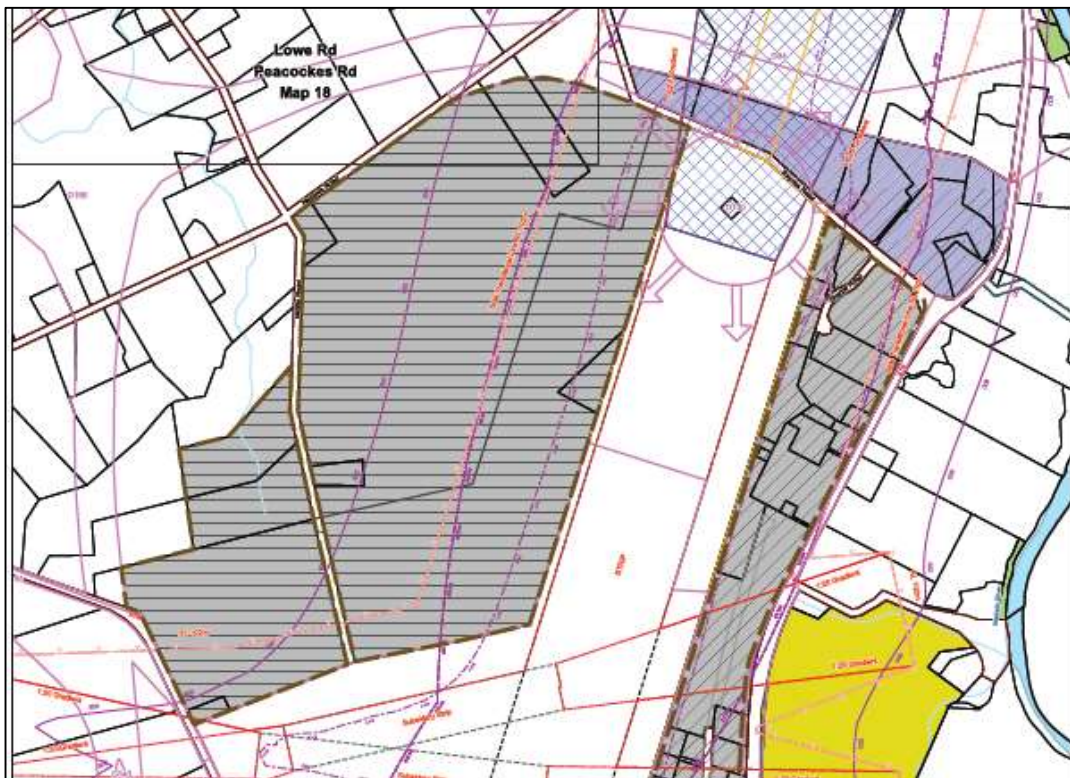
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<sup>15</sup> Statement of Mr King, paragraph 46

- Stormwater management to achieve sustainable/best practice outcomes.
- Providing for the extensive use of local native vegetation where appropriate with a particular focus on mahinga kai and improving indigenous biodiversity.
- Enhancing view shafts to key maunga (including Pirongia) as well as access ways and wayfinding devices.
- A naming strategy to include opportunities for branding in the area for specific spaces, buildings, features and areas with a overall commitment to bilingual signage.

## Rezoning

32. PC20 is seeking to rezone approximately 89ha of land from Rural to ABZ in accordance with the Proposed WDP Zoning Map (refer **Image 6** below). The rezoning will result in the Northern Precinct increasing from the existing 41ha to approximately 130ha of ABZ land.



**Image 6:** The proposed extent of the ABZ under PC20 (ABZ zone shown in grey).

## Structure Plan

33. PC20 seeks to amend the Airport Business Structure Plan contained in Appendix S10 of the WDP in accordance with the Proposed Structure Plan (refer **Image 7** for the most recent version of the Proposed Structure Plan for PC20). The Proposed Structure Plan has been informed by a comprehensive masterplanning process and has been continually updated based on expert advice and input through the PC20 process.



**Image 7:** The Proposed Structure Plan.

34. The Structure Plan amendments involve amending the indicative roading pattern within the Northern Precinct to include two indicative Primary Roads to improve connectivity between precincts. One of these roads is a 'spine road' extending from new access points / gateways onto State Highway 3 and Raynes Road. The Proposed Structure Plan also introduces a vehicle access restriction preventing vehicles from exiting the site via Middle Road, but allowing access to pedestrians and cyclists.
35. Landscaping and setback controls have been extended to apply on external boundaries of the Northern Precinct that adjoin the Rural Zone.
36. A 'Hub' has been introduced in the Structure Plan in the centre of the Northern Precinct to provide a limited extent of retail to support the convenience needs of people visiting



and working within the precinct. In addition to this there is a retail area within the western extent of the Northern Precinct to both complement the role of the Hub but also to provide a more balanced urban form that more efficiently provides for the convenience needs of workers and visitors within this portion of the precinct.

37. A Bat Habitat Area ('BHA') has been introduced that includes a 50m wide corridor which is centred on a row of trees extending from Middle Road, as well as a grouping of trees within the Hub. The BHA is shown on the Proposed Structure Plan and landscaped cross sections for the corridor component of the BHA are included in Appendix S10 to guide future enhancement. Explanation of the BHA has been set out within the statement of Mr Inger, who addresses all ecology-related planning matters in detail in his statement of evidence, and Ms Cummings.
38. Walking and cycling connections have been identified between the Northern Precinct and other precincts as well as the Peacocks Growth Cell within neighbouring Hamilton City to the north.
39. Cross sections have been included to apply to Indicative Primary and Secondary Roads to both cater for a mix of traffic modes as well as contributing to amenity and character.
40. The operative designation extent for Southern Links has been illustrated to provide a holistic and comprehensive view of how the Northern Precinct can be integrated into Southern Links when it is constructed.

### **Plan Provisions**

41. PC20 is also seeking a suite of amendments to the WDP provisions (refer **Annexure 2**). The changes are proposed to:
  - (a) Section 10 (Airport Business Zone);
  - (b) Section 15 (Infrastructure, Hazards, Development and Subdivision);
  - (c) Section 21 (Assessment Criteria); and
  - (d) Appendix S10 (Airport Business Zone Structure Plan).
42. In summary, the proposed amendments are sought to:
  - (a) Enable the development of the Northern Precinct in line with the Proposed Structure Plan.

- (b) Remove the CDP process which is *ultra vires*.
- (c) Require specific transport upgrades to be constructed prior to certain stages of development being finalised. I note that the proposed planning provisions have been refined as part of the expert conferencing that was held on Transport matters on 10 and 15 February 2023. Most notably they have been refined to provide a degree of flexibility (via a Restricted Discretionary activity consenting pathway) to the upgrade provisions after it was agreed by the experts that it was needed to account for changes that are likely to occur in the future (including network and operator requirements).<sup>16</sup>
- (d) Enable and consolidate non-ancillary retail within either the Hub or Retail Area (as delineated on the Proposed Structure Plan). This is supported by the introduction of a non-ancillary retail GFA cap for the Northern Precinct (proposed at 5,000m<sup>2</sup>) and the retention of the tenancy size restrictions that are already included within Section 10 of the WDP.
- (e) Require specific landscaping to be established on the boundaries identified on the Proposed Structure Plan. This is supported by the retention of the Building Setback Control that applies to the boundaries identified on the Proposed Structure Plan.
- (f) Introduce a 5m minimum building setback from the BHA.
- (g) Require an Ecological Management Plan ('EMP') to be developed for the entirety of the Northern Precinct as part of the first land use or subdivision resource consent application. The EMP requirements are detailed and robust and are explained within the evidence of Mr Inger.<sup>17</sup>
- (h) Introduce lighting rules that apply to the land in and adjoining the BHA. The rationale for these is also set out within the statement of Messrs Inger<sup>18</sup> and McKensey.
- (i) Introduce rules that manage vegetation trimming, pruning and removal within the Northern Precinct. These rules are explained in Mr Inger's evidence;<sup>19</sup>

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<sup>16</sup> Joint Witness Statement in relation to Transport and Planning, dated 10 February, section 3.2.1 and Joint Witness Statement in relation to Transport and Planning, dated 15 February, section 3.1.2.

<sup>17</sup> Statement of Mr Inger, paragraphs 105-110.

<sup>18</sup> Statement of Mr Inger, paragraphs 99-104

<sup>19</sup> Statement of Mr Inger, paragraphs 92-96.

- (j) Introduce a noise limit within the notional boundary applying to 141 Middle Road, which is currently zoned rural and is proposed to be rezoned to ABZ as part of PC20. The property is not owned by either applicant and so the rule is proposed to apply unless it is owned by Titanium Park Limited or its nominee in the future.
- (k) Introduce a rule that requires buildings within the Northern Precinct to be designed in accordance with NZ Fire Service Fire-Fighting Water Supply Code of Practice (SNZ PAS 4509:2008) and achieve at least a FW3 level of service.

### **Section 32AA Evaluation**

43. I have included a Section 32AA evaluation of the amendments that have occurred to the PC20 provisions as **Annexure 3** of my statement. The evaluation is for the following changes that have occurred post the notification of PC20 (and were therefore not covered by the Section 32 evaluation that supported the Plan Change Request):
- (a) Amendments to the ecology related policy proposed for the Northern Precinct, the introduction of a BHA on the Proposed Structure Plan, amendments to the EMP provisions, the introduction of lighting, building setback and vegetation controls and the introduction of new ecology-related assessment criteria.
  - (b) Amendments to the transport provisions to provide a policy framework and consenting pathway for departing from the transport upgrades specified within Rule 10.4.2.13A.
  - (c) Introduce a rule that requires buildings within the Northern Precinct to be designed in accordance with NZ Fire Service Fire-Fighting Water Supply Code of Practice (SNZ PAS 4509:2008).

### **PC20 Addendum: General**

44. The PC20 request was supplemented by an Addendum that was prepared and submitted to Waipa District Council following the close of submissions.<sup>20</sup> The addendum provided an assessment of two statutory documents that were released after the PC20 request was notified, namely:
- (a) The National Policy Statement for Highly Productive Land 2022 (the 'NPS-HPL') – published by the Ministry for the Environment on 20 September 2022, which came into force on 17 October 2022; and

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<sup>20</sup> PPC Request Addendum prepared by Harrison Grierson and dated January 2023.

- (b) The WRPS Change 1 (the 'WRPS-PC1') – which is an amendment of the Waikato Regional Policy Statement 2018 Version (the 'WRPS 2018') and gives effect to the National Policy Statement on Urban Development 2020 (the 'NPS-UD') and Future Proof Strategy Update. WRPS-PC1 was notified by Waikato Regional Council (WRC) on 18 October 2022.

*PC20 Addendum: NPS-HPL*

- 45. In summary, the NPS-HPL applies to PC20 because it includes transitional provisions that apply to proposals to rezone highly productive land from rural to an urban zone. In the case of PC20, it is seeking to (amongst other things) rezone an area of highly productive rural zoned land to ABZ.
- 46. The NPS-HPL includes a transitional definition that defines highly productive land as rural zoned land with LUC 1, 2 or 3 under the New Zealand Land Resource Inventory (NZLRI), with some exceptions. The Northern Precinct (as proposed under PPC20) is comprised of LUC 1, 2 and 3 land (refer **Image 8** below), but it is only the parts of the site that have a current rural zoning under the District Plan that are subject to the transitional provisions. This means that the NPS-HPL does not apply to the 41ha within the Northern Precinct that already has an operative ABZ.



**Image 8:** LUC extents from the New Zealand Land Resource Inventory.

47. The key provisions of the NPS-HPL that are relevant to PC20 are contained within clause 3.6. This effectively sets out three tests that any proposal must pass through in order to enable highly productive rural zoned land to be rezoned to an urban zone (i.e. an “urban rezoning pathway”).
48. The first test is under clause 3.6(1)(a) of the NPS-HPL and requires the rezoning proposal to provide sufficient development capacity to meet the demand for business land under the NPS-UD.
49. An assessment of the industrial land capacity prepared by Insight Economics was included within the Addendum, which provided an update to the economics assessment that supported PC20 when it was lodged with Waipa District Council earlier in 2022. The assessment utilised the latest industrial employment data and market research to supplement the Business Capacity Assessment<sup>21</sup>. It concluded that there is a shortfall of business land supply within the sub-region (including the Waipa District) and that the full extent of the Northern Precinct being sought under PPC20 (approximately 130ha) is required to meet demand over the short-term and medium-term (i.e. the next 10-years). The additional 89ha that is proposed to be rezoned under PPC20 is therefore necessary to provide sufficient development capacity in accordance with the NPS-UD. This means that PC20 meets this first test of cl 3.6 of the NPS-HPL.
50. The second test focuses on whether there are any other reasonably practicable and feasible alternatives for providing sufficient capacity within the same locality and market, whilst still achieving a well-functioning urban environment as directed by Objective 1 of the NPS-UD. Including having read the guidance released by the Ministry for the Environment (‘MfE’) on the implementation of the NPS-HPL<sup>22</sup>, I consider the cross reference to the NPS-UD is important because it recognises that a proposal must give effect to both the NPS-HPL and the NPS-UD, with neither having primacy over the other. In my view this clearly means that any alternative options must still be able to result in a well-functioning urban environment before it can be deemed to be a relevant alternative under cl 3.6(1)(b).
51. As outlined in the Addendum, in my view the most suitable alternative options that would enable a similar type of business land to be established (being larger scale industrial activities) would be an extension(s) of the existing industrial growth cells within the Waipa District. These are all contiguous to established or zoned industrial areas and are

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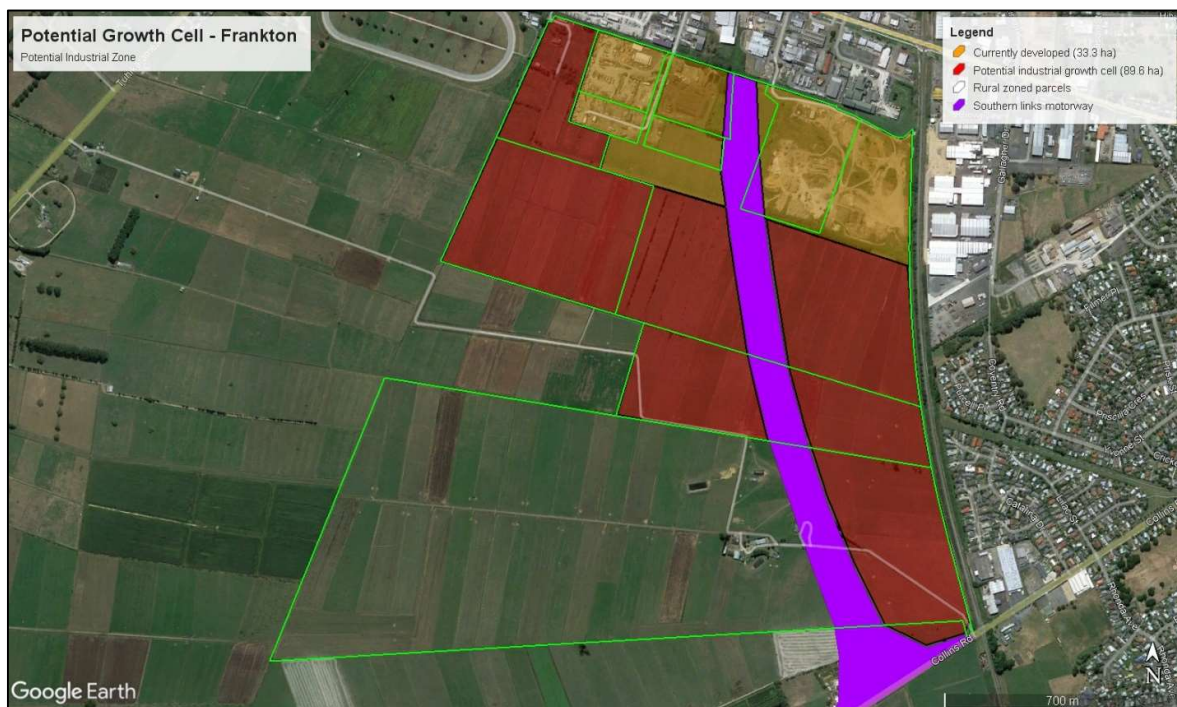
<sup>21</sup> The Business Capacity Assessment is based on information from 2017 that is now over 5 years old.

<sup>22</sup> National Policy Statement for Highly Productive Land: Guide to Implementation dated December 2022, pages 39- 42.



therefore more likely to result in a well-functioning urban environment as required under the NPS-UD.

52. The MfE guidance provides commentary and some examples intended to help inform the application of 'locality' and 'market'<sup>23</sup> which relate it back to how the Housing and Business Assessment was developed and highlights the terms 'within or close to a location' as being useful guides in determining how far the identification of alternatives needs to extend beyond the site.
53. For completeness, one other potential option would be an expansion of the industrial land near Frankton to the immediate south of Hamilton City (refer **Image 9** below). This area is still within the Waipa District and should be considered in addition to the alternatives that have already been assessed within the PC20 Addendum at Hautapu and Te Awamutu.



**Image 9:** The additional option near Frankton.

54. The area is approximately 90ha (being comparative to the 89ha within the Northern Precinct) and has a rural zoning under the Waipa District Plan. It is comprised of LUC 2 land under the NZLRI. This area has been assessed within the evidence of Mr Hunt<sup>24</sup> to have a higher productive capacity than the 89ha of the PC20 that is subject to the NPS-HPL.

<sup>23</sup> National Policy Statement for Highly Productive Land: Guide to Implementation dated December 2022, pages 46 and 47.

<sup>24</sup> Statement of Mr Hunt, paragraphs 62-74.

55. The assessments of all the above areas have demonstrated that there are no other reasonably practicable and feasible options for providing sufficient development capacity within the same locality and market that would also achieve a well-functioning urban environment as required to give effect to Objective 1 of the NPS-UD. This means that PC20 meets this second test of the NPS-HPL.
56. The final test is to undertake a cost – benefit assessment of the proposed rezoning. This requires an assessment of whether the environmental, social, cultural and economic benefits of the rezoning outweigh the long-term environmental, social, cultural and economic costs associated with the loss of highly productive land.
57. I have included a copy of the cost – benefit assessment undertaken within the PC20 Addendum as **Annexure 4** because it remains unchanged by the amendments to PC20 that have been undertaken since the addendum was prepared. The assessment demonstrates that the benefits of PC20 will materially outweigh the costs associated with the loss of highly productive land and so the third and final test is also passed.

*PC20 Addendum: PC1*

58. As identified, the WRPS-PC1 was notified on 18 October 2022, which was during the submission period of PC20<sup>25</sup>. There were several submission points on PC20 that identified that no consideration or assessment had been undertaken against the WRPS-PC1. I agree that it is necessary for WRPS-PC1 to be assessed, and this was provided as part of the PC20 Addendum that was submitted to Waipa District Council last month. The assessment demonstrated that PC20 is consistent with, and gives effect to, WRPS-PC1.
59. I also that WRPS-PC1 adopts the Updated Future Proof industrial land allocation within Table 35. This includes the Hamilton Airport as a Strategic Industrial Node and allocates 94ha of industrial land between 2020-2030 and a further 46ha between 2031-2051, combining for a total allocation of 140ha. This means that PC20 effectively brings forward approximately 36ha from the 2031-2051 time.
60. It is necessary for the Panel to have regard to WRPS-PC1 in line with s74(2A) of the Act, but in my view, only limited weighting should be given to the WRPS-PC1 due to the early stage of the statutory process it is currently in. Submissions on the WRPS-PC1 closed in December of last year and further submissions closed only a few weeks ago. Evidence exchange and hearings on the WRPS-PC1 are expected to occur later this year.

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<sup>25</sup> PC20 was notified on 26 September 2022 and submissions closed on 28 October 2022.

## JOINT WITNESS STATEMENTS

61. Facilitated expert conferencing was held on PC20 earlier this month on the following topics:
- (a) Ecology & Bat Habitat on 8 February 2023.
  - (b) Economics & Retailing on 9 February 2023.
  - (c) Transport & Planning, held over two days on 10 February and 15 February 2023.
62. In this section I highlight where agreement was reached between the experts at the Economics & Retailing and Transport & Planning sessions. Mr Inger provides a similar summary for the Ecology & Bat Habitat session throughout his statement.
63. Agreement was reached with all experts on the following matters at the Economics & Retailing session:
- (a) The operative definition for *Retail* within the District Plan appropriately controls retail activities within the Northern Precinct.
  - (b) The *Retail* definition includes several other activities<sup>26</sup> within Table 10.4.1.1, notably service stations, cafes, restaurants, food outlets and licensed premises.
  - (c) The *Retail* definition does not include ancillary retail; wholesale shops; hairdressers, health and beauty services; laundromats and dry-cleaners focused on household / domestic demand; and offices.
  - (d) It is appropriate for some level of retail to be provided at the Northern Precinct to meet the needs of the future workers, business and their customers / suppliers.
  - (e) The level of retail within the Northern Precinct should not undermine the '*vitality and viability of existing commercial centres*' as directed by the WRPS.
  - (f) The plan provisions for the Northern Precinct should clearly identify what types of activities are included within the retail GFA cap.<sup>27</sup>
  - (g) The plan provisions for the Northern Precinct proposed by PC20 make any retail not within the Hub or Retail Area a Non Complying activity.<sup>28</sup>

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<sup>26</sup> Retail is specifically listed as an activity within Table 10.4.1.1.

<sup>27</sup> The retail GFA cap is set by Rule 10.4.2.11A.

<sup>28</sup> Under Rule 10.4.1.5(d)(ii).

- (h) Surplus retail GFA from other precincts in the ABZ cannot be transferred to the Northern Precinct because the Northern Precinct GFA allocation is ring fenced / separated from other precincts.
  - (i) PC20 does not propose any changes to the retail tenancy limits within Rule 10.4.2.12.<sup>29</sup>
64. Agreement was reached by all experts on the following matters at the Transport & Planning sessions:
- (a) The use of the Waikato Regional Transportation Model (WRTM) is an appropriate modelling methodology tool for PC20.<sup>30</sup>
  - (b) The PC20 transport upgrade provisions<sup>31</sup> should include a degree of flexibility to account for changes that are likely to occur in the future, including network and operator requirements.
  - (c) The amended structure of the planning provisions to enable the flexibility set out above.<sup>32</sup>
  - (d) There should be a walking and cycling connection between the Northern Precinct and the Peacocke Residential Growth Cell.
  - (e) There should be flexibility on the route of the shared path between the Northern Precinct and the Peacocke Residential Growth Cell, and a proposed amendment to Rule 10.4.2.13A was provided to achieve this.<sup>33</sup>
  - (f) It is appropriate for the Proposed Structure Plan to include walking and cycling connections between the precincts.
  - (g) The District Plan already provides some provision for public transport within the ABZ.
65. The updated PC20 provisions attached to this evidence (**Annexure 2**) reflect the matters agreed at conferencing.

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<sup>29</sup> This rule applies a maximum GFA tenancy size of 450m<sup>2</sup>, except that one tenancy across the ABZ can exceed 450m<sup>2</sup> provided it does not exceed 1,000m<sup>2</sup> and that the tenancy primarily sells pre-prepared fresh food/groceries and beverages, together with other non-food goods in an ancillary capacity.

<sup>30</sup> This was agreed only by the transport experts as it was outside the expertise of the planners.

<sup>31</sup> Under Rule 10.4.2.13A.

<sup>32</sup> This was agreed at the 15 February session and these have been adopted in the current PC20 provisions.

<sup>33</sup> This has been adopted in the current PC20 planning provisions.

## THE REMAINING MATTERS OF CONTENTION FOLLOWING EXPERT CONFERENCING

66. In summary, the remaining matters of contention in relation to the retail and transport aspects of PC20 are:<sup>34</sup>
- (a) The quantum of retail GFA that should be provided within the cap of Rule 10.4.2.11A;
  - (b) Whether ancillary retail should be limited relative to the overall footprint of the building in which it is located.
  - (c) The stage where the transport upgrades specified in Rule 10.4.2.13A are required.
  - (d) The concepts for the required intersection upgrades.
  - (e) The route for the walking and cycling connection between the Northern Precinct and the Peacocke Residential Growth Cell, including termination point.
  - (f) How PC20 enables / requires the provision of end of journey facilities and electric vehicle charging facilities.
67. I set out my analysis regarding how PC20 should respond to these remaining matters within the following sections, noting that I rely on the technical expertise of Mr Colegrave on retail matters and Mr Inder in relation to transport matters.

### Non-ancillary retail

68. PC20 adopts the approach that the District Plan has already taken for the other precincts within the ABZ by setting a maximum amount of non-ancillary retail floor space that can be established within the Northern Precinct. It prescribes a GFA limit of 5,000m<sup>2</sup> under Rule 10.4.2.11A which is then supplemented by further tenancy restrictions under Rule 10.4.2.12 that was already included within the ABZ.
69. PC20 then further limits the locations where non-ancillary retail can establish to either the Hub or the Retail Area that is shown on the Proposed Structure Plan<sup>35</sup>. It is worth noting here that the introduction of the BHA has significantly reduced the available size of the Hub, with buildings now only able to be established on an area roughly half the size of the overall hub.

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<sup>34</sup> I have not included the aspects of the JWS relating to Tabby Tiger given their submission was struck out by the Commissioners as being out of scope in the Hearing Panel Minute #4, dated 16 February 2023.

<sup>35</sup> This is implemented by Rule 10.4.1.5(d)(ii) that makes any retail outside these areas a Non Complying activity.



70. Exceeding this retail cap would move the activity status from Permitted under Rule 10.4.1.1(u) to a Non Complying activity.
71. Mr Colegrave has provided further evidence on the appropriateness of the 5,000m<sup>2</sup> cap, including modelling how this amount of retail within the Northern Precinct would affect *'vitality and viability of existing commercial centres'* as directed by the WRPS.<sup>36</sup>
72. Mr Colegrave's evidence is that the amount of non-ancillary retail enabled within Northern Precinct by PC20 will have little impact on the likely future trade of the future Peacocke Local centre or the existing Glenview or Tamahere Village centres. He has modelled the potential impacts and found them to be immaterial and nowhere near the threshold to be significant in RMA terms.<sup>37</sup>
73. Applying this in the context of the directive of the WRPS, I am of the view that the amount of non-ancillary retail GFA, the limited location and extent of where it can occur and the carry over of the existing tenancy limits within the ABZ will ensure that PC20's provision for non-ancillary retail will not affect the *'vitality and viability of existing commercial centres'* as required by Policy UFD-P13(1) of the WRPS.

#### Ancillary Retail

74. I set out my position on the submission made by Hamilton City Council relating to ancillary retail within section 3.1(b) of the Joint Witness Statement ('JWS') on Economics and Retailing. I consider that the current PC20 provisions are appropriate in this regard. I can respond to any issues raised in evidence by other parties in rebuttal evidence, if needed.

Nick Grala noted that PPC20 relies on the existing Waipa District Plan definition on **Ancillary retail** to control the mix of retail vs principal industrial activity. The Hamilton City Council submission sought to introduce that the **Ancillary retail** activity should not occupy more than 10% of the total GFA of the principal industrial activity. This is in contrast to the Hamilton City District Plan that doesn't limit the definition of **Ancillary retail** with a specific percentage or GFA cap and includes a performance standard that limits **Ancillary retail** GFA to 50% of the GFA of the principal industrial activity.

Nick Grala considers that Hamilton City Council should provide further justification on why a different approach to Hamilton City, the other Airport Business Zone precincts or the Waipa District is required.

<sup>36</sup> Refer Section 3.1 of the JWS for Economics and Retailing where the planners agreed this was the relevant directive by the WRPS when considering the appropriate quantum of retail GFA in PC20.

<sup>37</sup> Statement of Mr Colegrave, paragraphs 89-90.

### The Staging of Transport Upgrades

75. Rule 10.4.2.13A requires specific transport upgrades to be constructed prior to certain Northern Precinct development stages<sup>38</sup> being finalised. These are effectively triggers and the rationale for when they kick in are set out throughout the statement of Mr Inder.
76. The triggers are based on the modelling and assessment that Mr Inder has completed in preparing the Integrated Transport Assessment (ITA) that supported PC20 as well as subsequent modelling and assessment that has been undertaken after submissions closed. I understand the transport experts agree that the WRTM modelling methodology undertaken by Mr Inder was appropriate<sup>39</sup> and so it therefore comes down to the point at which the triggers apply. I understand from Mr Inder that there are several layers of conservatism built into the modelling, which in my view, would make it inappropriate to then apply additional conservatism to the triggers.
77. I therefore rely on the assessment that Mr Inder has undertaken to produce the triggers that are included within Rule 10.4.2.13A and consider that from a planning lens, they are appropriate.

### Intersection Concepts

78. The ITA that supported PC20 included several concepts of how the intersections that were required to be upgraded by Rule 10.4.2.13A could be achieved. In my view these was appropriate to be provided at a concept level because that reflects that PC20 is a plan change process and there remains a resource consent (developed design) and engineering plan approval (detailed design) stage that is yet to come.
79. The objective of the concepts is to demonstrate that the upgrades required under Rule 10.4.2.13A are feasible and achievable. Any difference of expert opinion should also be relative to the concept level and recognise that the concept is just 'one way' that the intersection could be upgraded.
80. In my opinion it is not necessary to debate detailed design issues at a concept stage for a plan change – the focus should be on whether it is feasible and achievable to implement the required upgrades; whilst recognising that there are still details that can be refined through the resource consent and engineering plan approval stages.

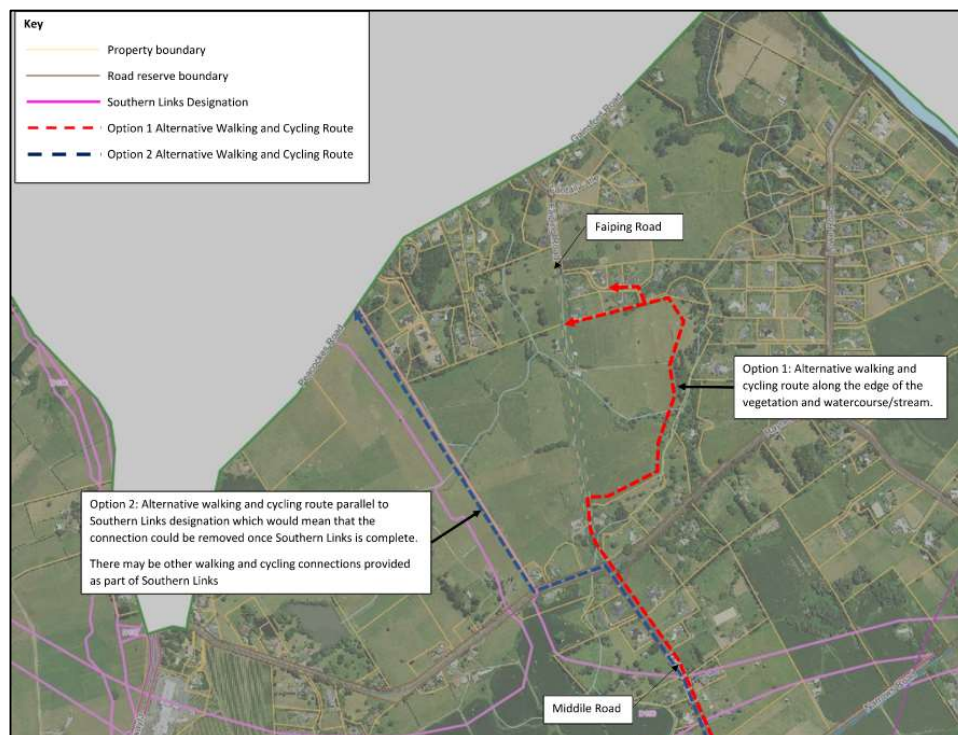
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<sup>38</sup> Stages refers to a net area of development for the purposes of this rule.

<sup>39</sup> Section 3.1.1 of the Joint Witness Statement in relation to Transport and Planning, dated 10 February.

## Walking and Cycling connection to Peacocke

81. Rule 10.4.2.13A requires the 'Construction of new walking and cycling shared path connecting Peacocke Road to the Northern Precinct via Middle Road and Faiping Road or a suitable alternative'.
82. Faiping Road is a legal road that is owned and operated by Waipa District Council. The boundary between Hamilton City and Waipa District lies at the northern end of Faiping Road where it joins Peacockes Road and Gainsford Road and so the rule only requires the shared path to be constructed to Peacockes Road.
83. Hamilton City Council made a submission seeking for the shared path to be extended further into Hamilton City so that it connected to the Peacocke urban centre<sup>40</sup> and for alternative routes to Faiping Road be used. These routes are shown within **Image 10** below (sourced from the HCC submission).



**Image 10:** The alternative walking and cycling shared path from the HCC submission.

<sup>40</sup> Or delayed until there is a safe connection along Peacocke Road – which I note is now no longer relevant after the transport experts agreed the pathway should be provided as part of the first stage of Northern Precinct. Refer section 3.2.2 of the Joint Witness Statement in relation to Transport and Planning, dated 10 February.

84. The JWS for Transport and Planning on 10 February 2023 recorded my position on both the extension of the shared path to the Peacocke urban centre (and into Hamilton City) and the alternative route options.<sup>41</sup>
85. I remain of the view that the requirement for the shared pathway under Rule 10.4.2.13A is appropriate because:
- (a) Faiping Road is a legal road that provides a more direct route to the Peacocke urban centre than the alternatives.
  - (b) The parcels on either side of Faiping Road are large enough to accommodate a wide range of potential uses and the formation of the shared pathway would not frustrate or prevent these activities for being undertaken.
  - (c) It is not possible for the Waipa District Plan (and by extension PC20) to control land or activities (including the formation of a shared pathway) beyond the jurisdiction of the Waipa District.
86. In addition, the wording of Rule 10.4.2.13A has been amended to enable a scenario where an alternative route is agreed to be provided in the future by including the words '*or suitable alternative*' at the end of the requirement.

#### Providing for end of journey facilities and electric vehicle charging facilities

87. The JWS for Transport and Planning records that Waikato Regional Council will provide relief on how PC20 should require end of trip facilities and electric vehicle charging facilities to be provided within the Northern Precinct.
88. I will respond to this in my rebuttal statement once this relief is provided as part of the Waikato Regional Council evidence but I note that the focus should be on enabling these matters rather than requiring them – similar to the approach the ABZ takes for public transport. My understanding is that electric vehicle charging facilities would be provided by the utility provider in any event and it is my preliminary view without seeing the relief sought by Waikato Regional Council that this matter of detail is more appropriately dealt with at the consenting stage.

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<sup>41</sup> Refer section 3.2.2 of the Joint Witness Statement in relation to Transport and Planning, dated 10 February.

## RESPONSE TO SUBMISSIONS RAISED

89. Twenty-six (26) submissions and twelve (12) further submissions were received on PC20.
90. I have provided a response to the primary submissions within **Annexure 5** of my statement, including where PC20 has been amended to respond to submission points.
91. The assessment excludes those submissions that were deemed to be out of scope and struck out in the Hearing Panel Minute #4, dated 16 February 2023. It also excludes ecology-based submissions which are addressed in the statement of Mr Inger.

## RESPONSE TO THE SECTION 42A REPORT

92. I have reviewed the Section 42a Report on PC20 that has been prepared by Mr Williamson. I largely agree with the recommendations of the report; with only two instances where I disagree with a recommendation and one point of clarification.
93. For clarity, recommendations in the s42A Report include matters that would involve changes to PC20 provisions. However, the provisions attached to the s42A Report do not include any “track change” or other amendments to reflect the recommendations in the s42A Report.
94. My first area of disagreement is in relation to the recommendation for Sub-Topic 3.1. This recommends an amendment to PC20 to *“Include stronger protection of any high-quality established trees on site that form a crucial part of the character of the area. This would require further input from a qualified arborist in combination with a Bat specialist to identify high value trees (in terms of both habitat and amenity)”*. I do not consider such changes to PC20 are appropriate or justified, including for the following reasons.
95. The recommendation relies on the Landscape Review that is included as Appendix 4 of the s42a Report. I have read the review and there are several matters where the review is based on an incorrect planning assumption:
  - (a) Paragraph 41 (bullet points 5 and 6) provides a recommendation for PC20 to be amended to protect the established existing trees on site. Mr Inger has confirmed that the introduction of the BHA along with the supporting planning provisions will, by extension, also provide protection for the established trees located within the BHA<sup>42</sup>. I agree with Mr Inger that further protection of trees outside of what is

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<sup>42</sup> Statement of Mr Inger, paragraph 149.

required from an ecological perspective (which is needed to give effect to the WRPS) is inappropriate and unjustified in the context of the applicable planning framework. In addition, while the precise nature of the actual provisions/controls envisaged by the s42A Report's broad recommendation on this point is unclear, I consider they may also be akin to general/blanket tree protection which was prohibited via RMA reform years ago.<sup>43</sup>

- (b) The review also includes several criticisms that are not incorporated within the recommendations of the s42a report but which I disagree with. I have responded to these below for completeness.
- (c) Paragraph 19 of the Landscape Review notes that "the Southern Links designation is somewhat uncertain and therefore, it is my opinion that the effects on the landscape, should this not go ahead, need to also be taken into consideration". I covered the details of the Southern Links designation earlier within my statement where I noted that the designation is operative and although it has yet to be implemented, Waka Kotahi have until 2036 to do so. I consider that Southern Links forms part of the existing environment and so should be included in the starting point of the PC20 effects assessment. It would be prudent for the landscape assessment to also consider the interim period before Southern Links is constructed (potentially between now and 2036), but it would be incorrect to base an assessment on a scenario where it doesn't go ahead when the designation is still very much "live".
- (d) Paragraph 20 of the Landscape Review criticises the LVA that supported PC20 because it did not include an assessment of the objectives and policies of the Rural zone. I don't agree with this criticism because PC20 only needs to give effect to the national policy statements, national environmental standards and the regional policy statement as set out within s75(3) of the Act. The objectives and policies for the rural zone are focused on managing the use and development of rural land and are not intended to help determine where urban zones should or should not be located (i.e. PC20). The objectives and policies of the rural zone are therefore irrelevant to PC20.
- (e) Paragraph 21 references Resource Management Issue 25.2.1 of the District Plan in relation to Mt Pirongia and emphasises views to outstanding natural features. This is unduly narrow/selective with respect Section 25 and does not acknowledge

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Refer Sections 76(4A), (4B), (4C), and (4D) of the Resource Management Amendment Act 2013.

that the stated resource management issue is already responded to by an objective and then implemented by policies and methods that result in the implementation of 'Outstanding Nature Feature and Landscapes' and 'Visually Sensitive Hill Country' overlays within the Planning Maps of the District Plan. In relation to Mt Pirongia, this results in the application of both 'Outstanding Nature Feature and Landscapes' and 'Visually Sensitive Hill Country' overlays on and around Mt Pirongia (refer Planning Map 6 of the District Plan). The District Plan utilises these methods to respond to the identified resource management issue and does not control any other land more widely than this. I note that the PC20 site is outside both the 'Outstanding Nature Feature and Landscapes' and 'Visually Sensitive Hill Country' overlays of the District Plan and so Section 25 of the District Plan is not instructive. In my view this means that the issue stated in the Landscape Review does not need to be directly responded to through changes to PC20.

- (f) Paragraph 30 notes that "... *there is still uncertainty around how the Hub area will be able to retain the topography.*" PC20 is a plan change process and, in my view, it is entirely appropriate for it not to address matters of detail around topography when it is not required to by the WRPS (as is the case here). This level of detail should be left to consider as part of the subsequent resource consent process and does not need to be addressed or managed directly by PC20.<sup>44</sup>

96. The second matter of disagreement is in relation to Sub-Topic 2.6: Wastewater Disposal, in relation to which the s42A Report recommends that PC20 be amended to "*Include additional provisions to ensure that only 'dry' industries can be established in the Northern Precinct until connected to the Southern Metro Wastewater Treatment Plant*".

97. My disagreement is not based on the technical merits of whether a connection to the Southern Metro Wastewater Treatment Plant is required in order to enable wet industry, but rather whether this is required to be (or should be) incorporated into the District Plan.

98. There are three reasons why PC20 does not need distinguish between wet industry and dry industry prior to a connection to the proposed Southern Metro Wastewater Treatment Plant:

- (a) Providing appropriate wastewater infrastructure is already managed within Section 15 of the District Plan, namely Objective 15.3.3, Policy 15.3.3.1 and Policy 15.3.3.2.

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<sup>44</sup> This is consistent with the response to RFI item #11 for PC20, dated 18 August 2022.



- (b) The consideration of whether wet industry can be serviced within the Northern Precinct is better managed through the resource consent, building consent and/or engineering plan approval stages. In my experience, activities will be unable to secure either resource consent or building consents / engineering plan approvals if adequate wastewater servicing is unable to be demonstrated.
- (c) Defining wet vs dry industry provides an added level of complexity to District Plan provisions that makes it difficult for plan users to navigate and the Waipa District Council to administer.

99. I also have a point of clarification to make in relation to the recommendation made for Sub-Topic 2.7 – Water Supply. The s42A Report recommendation is to include an additional development standard or assessment criteria in response to the Fire and Emergency NZ submission. In this regard, I have already included a new rule within Section 10 that adopts the relief sought by Fire and Emergency NZ.<sup>45</sup> I therefore do not understand the rationale for the recommendation, nor do I consider changes are needed.

#### **PC20 IN RELATION TO THE HIGHER ORDER STATUTORY DOCUMENTS**

100. The final focus of my statement is to provide an updated summary of how PC20 gives effect to the higher order planning documents as required by s75(3) of the Act.

#### Part 2 of the RMA

101. The relevance of Part 2 of the RMA to an assessment of the Plan Change request is subject to the findings of the Supreme Court's decision in *Environmental Defence Society Inc v The New Zealand King Salmon Co Ltd* [2014] NZSC 38. That decision confirmed that there is no need for recourse up the hierarchy of provisions to Part 2 except where higher order planning documents are invalid, have incomplete coverage or have uncertain meaning.

102. I do not consider that recourse to Part 2 is required because none of the higher order planning documents are invalid, incomplete or uncertain in their meaning. If, however, the Commissioners were to find that recourse to Part 2 was required, I have reviewed the Part 2 assessment that was prepared and included within the Plan Change request for PC20<sup>46</sup> and consider that it remains valid with added protection provided for s6(c)

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<sup>45</sup> Rule 10.4.2.12A contained in Annexure 2.

<sup>46</sup> The Plan Change request for PC20 included a Part 2 assessment for completeness.

matters due to the introduction of the BHA and strengthening of the ecological provisions proposed within PC20.

#### Te Ture Whaimana - the Vision and Strategy for the Waikato River

103. Te Ture Whaimana o Te Awa o Waikato - The Vision and Strategy for the Waikato is the primary direction setting document for the Waikato River and activities within its catchments affecting the Waikato River. The Vision and Strategy recognises the protection and enhancement of flora and fauna as an objective for the Waikato River.
104. The AEE outlines that PC20 gives effect to and is consistent with Te Ture Whaimana, and that remains my opinion.

#### National Policy Statements

105. There are three National Policy Statements that are relevant to PC20 and which it must give effect to:
  - (a) The National Policy Statement for Highly Productive Land (NPS-HPL);
  - (b) The National Policy Statement on Urban Development 2020 (NPS-UD); and
  - (c) The National Policy Statement for Freshwater Management (NPS-FM).
106. I have assessed PC20 against the NPS-HPL earlier within my statement. This found that PC20 gives effect to the NPS-HPL and Waipa District Council can allow the rezoning of highly productive land as part of PC20 because:
  - (a) PC20 meets the three requirements of clause 3.6 of the NPS-HPL.
  - (b) The rezoning will provide additional business land that is required to meet demand in the short and medium term and give effect to the NPS-UD.
  - (c) There are no other reasonably practicable or feasible options for providing sufficient development capacity within the same locality or market whilst also resulting in a well-functioning urban environment.
  - (d) The environmental, social, cultural and economic costs associated with the loss of highly productive soils are significantly outweighed by the benefits of PC20.
107. The Plan Change request for PC20 included a detailed assessment against the NPS-UD which, in my view, remains valid after amendments to the PC20 provisions were made

following the close of submissions. The key aspects of that assessment that are worth revisiting are:

- (a) PC20 will achieve a well-functioning urban environment as required by Objective 1 of the NPS-UD. The Proposed Structure Plan adopts a street network which will form an efficient spatial framework suitable for industrial development of differing types and scale. It adopts a flexible development pattern that will ensure the site will support good built form outcomes and can respond to changing market demands and industry changes.
- (b) PC20 is consistent with Object 3 by enabling businesses to locate within a Strategic Industrial Growth Node. These businesses will also establish close by to the other precincts within the ABZ where many other employment opportunities either already exist or will become available as the sold sites are developed. I also note that PC20 will provide additional employment opportunities within proximity to a significant residential growth in the Peacocke growth cell. PC20 will enable public transport within the Northern Precinct and will utilise planned public transport initiatives such as the “on demand” public transport service called “Flex” that has commenced operation between Hamilton City Transport Centre and the Airport. Mr Colegrave has also assessed that PC20 is needed to meet the short- and medium-term demand for industrial business land within the region.
- (c) Consistency is achieved with Objective 5 because the development of PC20 has been developed in parallel to engagement with mana whenua.<sup>47</sup>
- (d) PC20 is consistent with Objective 6 because it adopts an integrated approach to providing the necessary transport and three waters infrastructure to service the Northern Precinct. PC20 is utilising the alternative land release provisions of the WRPS and so approving PC20 can be deemed to be responsive planning as required by clause (c).
- (e) PC20 will implement Objective 8 because it will result in an urban expansion of an existing Strategic Industrial Node. It will contribute towards reductions in greenhouse gas emissions by reducing travel distances within the industrial sector and by creating job opportunities close to existing residential areas and residential growth areas (i.e. Peacocke). The Structure Plan also includes pedestrian and cycle links to promote active transport modes between the ABZ and the Peacocke

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<sup>47</sup> Statement of Mr Hill, paragraphs 26-31.

growth area (and Hamilton beyond). The Northern Precinct will be resilient to the current and future effects of climate change, noting that stormwater management will be incorporated in the future development of the site.

- (f) PC20 will implement Policy 1 by adopting a Proposed Structure Plan that adopts a street network that will form an efficient spatial framework suitable for businesses of differing types and scale. The Proposed Structure Plan also requires and creates opportunities for open space to be provided within the BHA and Hub areas. As outlined, PC20 controls the provision of retail space so as to avoid impacts on existing centres within the region.
- (g) PC20 is consistent with the direction of Policy 8 because it will add significantly to development capacity and contribute to well-functioning urban environments. Mr Colegrave has found that the Northern Precinct is required to meet a shortfall that presently exists across all timeframes.<sup>48</sup>

108. Overall, I consider that PC20 is entirely consistent with, and gives effect to, the policy direction contained within the NPS-UD.

109. An assessment of the NPS-FM has been provided in the statement of Mr Inger where he found that PC20 gives effect to the NPS-FM.<sup>49</sup> In this regard, I also note that the ecological assessments that supported PC20 found that the site contains no natural watercourses or wetlands, as agreed in the Ecology and Bat Habitat JWS and confirmed by Mr Markham.

#### Waikato Regional Policy Statement

110. An assessment of the ecological based objectives and policies of the WRPS (based on the amended PC20 provisions) has been provided in the statement of Mr Inger. Mr Inger found that PC20 gives effect to the ecosystems and biodiversity and built environment topics in the WRPS.

111. My statement focuses on the how the remaining (non-ecology) aspects of PC20 give effect to the WRPS as required by s75(3) of the Act. The Plan Change request for PC20 included a detailed assessment against the WRPS and the PC20 Addendum included a detailed assessment against WRPS-PC1<sup>50</sup> (outlined above). Those assessments

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<sup>48</sup> Statement of Mr Colegrave, paragraph 63.

<sup>49</sup> Statement of Mr Inger, paragraph 118.

<sup>50</sup> Noting that I consider only limited weighting should be given to WRPS-PC1 and that PC20 must 'have regard to' it rather than 'give effect to it'. I have focused this assessment on the WRPS only.

remain valid and so this section of my statement will only provide an assessment of what I consider to be the most important aspects of the WRPS for PC20.

112. In my view there is an objective and implementing policy that has an elevated importance to PC20 due to their direct and specific wording. This is Objective UFD-01 (Built Environment) and Policy UD-P11 (Adopting Future Proof Land Use Pattern).
113. Objective UFD-O1 requires the development of Northern Precinct to occur in an integrated, sustainable and planned manner that enables positive environmental, social, cultural and economic outcomes. It requires PC20 to integrate land use and infrastructure planning; recognise and protect the value and long-term benefits of regionally significant infrastructure (which includes the Hamilton Airport); minimise land use conflicts (including minimising potential for reverse sensitivity); promote a viable and vibrant central business district in Hamilton city, with a supporting network of sub-regional and town centres; and provide for a range of commercial development to support the social and economic wellbeing of the region.
114. In my opinion PC20 gives effect to this objective because:
  - (a) It will result in the creation of job opportunities near an establishing residential growth cell with associated economic, social and environment benefits as identified in the s32 and s32AA Evaluations that support PC20.
  - (b) The Proposed Structure Plan is based on an integrated masterplanning process that was undertaken over an 18-month period to ensure built form outcomes were integrated with the delivery and protection of infrastructure.
  - (c) It retains the planning overlays that extend into the site to protect the Hamilton Airport from reverse sensitivity effects, namely the Obstacle Limitation Surface and Sound Exposure Levels (SEL) noise contours (including activity restrictions within these contours).
  - (d) The provisions include a suite of transport upgrades to ensure that the development of ABZ land is co-ordinated with the upgrades that are required to the transport network.
  - (e) Retail is enabled to meet the needs of the future workers, business and their customers / suppliers. The provisions include limits on the overall GFA that can be established, the location and extent of where it can occur and carries over the

existing tenancy limits within the ABZ to ensure that it will not affect viability and vibrancy of the supporting centres.

115. Policy UD-P11 requires new industrial development within the Waikato Region to be predominantly located in the strategic industrial nodes identified in Table 35 (APP12) and to be in accordance with the indicative timings in the table. It then provides an exception to these where alternative land release and timing is demonstrated to meet the criteria in UFD-M49.
116. Table 35 within Appendix 12 of the WPRS identifies the Hamilton Airport (and therefore the Northern Precinct) as a Strategic Industrial Node which satisfies part of Policy UD-P11. It then allocates a total of 124ha of industrial land to the Airport node, of which 74ha was allocated between 2010-2021 and 50ha between 2021-2040. No allocation is provided between 2041-2061 (refer **Image 11** below). PC20 is seeking for the Northern Precinct to be extended from 41ha (which was presumably part of the 2021-2040 allocation) to approximately 130ha. This exceeds the 50ha that is allocated for 2021-2040 and must therefore be assessed against the criteria in UFD-M49.

**Table 35 – Future Proof industrial land allocation**

Strategic Industrial Nodes located in Central Future	Industrial land allocation and staging (ha)	Total Allocation 2010 to 2061 (ha)
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APP12 – Future Proof tables

Proof area (based on gross developable area) <sup>1</sup>	2010 to 2021	2021 to 2041	2041 to 2061	
Rotokauri	85	90	90	265
Ruakura	80	115 <sup>2</sup>	210 <sup>2</sup>	405
Te Rapa North	14	46	25	85
Horotiu	14	46	25	150
Hamilton Airport	74	50	0	124
Huntly and Rotowaro	8	8	7	23
Hautapu	20	30	46	96
<b>TOTAL HA</b>	<b>337</b>	<b>423</b>	<b>388</b>	<b>1148</b>

<sup>1</sup> Gross Developable Area includes land for building footprint, parking, landscaping, open space, bulk and location requirements and land for infrastructure including roads, stormwater and wastewater facilities.

<sup>2</sup> Development beyond the 2021 period is subject to completion of the Waikato Expressway.

**Image 11:** Table 35 from the WRPS.

117. UFD-M49 sets the following criteria for proposals that are seeking an alternative land release or timing.

*“District plans and structure plans can only consider an alternative residential or industrial land release, or an alternative timing of that land release, than that indicated in Tables 34 and 35 in APP12 provided that:*

- 1. to do so will maintain or enhance the safe and efficient function of existing or planned infrastructure when compared to the release provided for within Tables 34 and 35;*

118. The land release that is allocated for 2021-2050 provides for the 41ha of ABZ within the Northern Precinct. In my view, the planned allocation within the ABZ would prevent the safe and efficient provision of infrastructure because it would prevent the full extent of Northern Precinct being designed and developed in an integrated and comprehensive way. It would also forgo the economies of scale and efficiencies that exist when providing infrastructure for bigger growth areas.

119. PC20 adopts an updated Proposed Structure Plan to ensure that it integrates with the surrounding state highway and local road network. This is supported by a policy and rule framework that requires several transport upgrades to be undertaken at varying stages of development. The upgrades have been based on a region-wide modelling exercise that assessed the traffic that will be generated by the Northern Precinct and how the surrounding road network would function.

120. The Infrastructure Assessment for PC20 has undertaken an assessment of the stormwater management approach needed to be adopted for the Northern Precinct. It is anticipated that appropriate water sensitive urban design principles will be incorporated at all scales (including onsite detention, and precinct wide measures such as swales and rain gardens in the road reserves) into any future development to avoid adverse stormwater quality effects on downstream properties or the Waikato River. This comprehensive approach to stormwater management would not be as effective or efficient if the Northern Precinct was limited to the 41ha of ABZ land.

121. The Infrastructure Assessment outlines that wastewater will connect to either Stage 1 of the future Metro Wastewater Treatment Plant or be treated by a standalone wastewater treatment plant that would be constructed either within or near to the Northern Precinct. Again, I consider that the ability to invest in new wastewater infrastructure would be severely constrained if the Northern Precinct was limited to the 41ha of ABZ land.



2. *the total allocation identified in Table 35 for any one strategic industrial node should generally not be exceeded or an alternative timing of industrial land release allowed, unless justified through robust and comprehensive evidence (including but not limited to, planning, economic and infrastructural/servicing evidence);*
122. PC20 is supported by a full suite of robust evidence (including assessments and evidence) that demonstrates why it is appropriate for the allocation at the Airport to be exceed. In particular, Mr Colegrave identifies that:<sup>51</sup>
- “The total size of the Northern Precinct, including the land associated with PC20, is 130 hectares. However, approximately 40% will be used for roads, reserves, and other infrastructure. This leaves a total developable area of just under 80 hectares ignoring the effects of setbacks and landscaping etc.*
- With an estimated short-term shortfall of 87 hectares, the entire Northern Precinct – including PC20 – is required to meet NPSUD obligations (to provide at least sufficient capacity at all times).*
- When a medium-term view (out to 2030) is adopted, the need for PC20 becomes even greater as the gap between supply and demand grows over time.”*
3. *sufficient zoned land within the greenfield area or industrial node is available or could be made available in a timely and affordable manner; and making the land available will maintain the benefits of regionally significant committed infrastructure investments made to support other greenfield areas or industrial nodes; and*
123. I note that both TPL and RPL are committed to developing the Northern Precinct with the full build out of the 130ha expected to take 15 years. This means that the industrial land will be made available in a timely and (market relative) affordable way. In addition, PC20 will not compromise the benefits of any regionally significant committed infrastructure investments.
4. *the effects of the change are consistent with the development principles set out in APP11.”*
124. The development principles set out within APP11 are extensive, but those with relevance to PC20 are assessed within Table 1 below.

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<sup>51</sup> Statement of Mr Colegrave, paragraph 62-64.

Principles (new development should)	Assessment
<b>support existing urban areas in preference to creating new ones</b>	PC20 is proposed an extension of the Northern Precinct within the ABZ, which is within an existing Strategic Industrial Node.
<b>occur in a manner that provides clear delineation between urban areas and rural areas</b>	PC20 has utilised road boundaries to create defined edges between the ABZ and Rural zones as much as possible. Where this is not possible, PC20 requires greater building setbacks and landscape planting to create a clear delineation between zones.
<b>not compromise the safe, efficient and effective operation and use of existing and planned infrastructure, including transport infrastructure, and should allow for future infrastructure needs, including maintenance and upgrading, where these can be anticipated</b>	Refer to my assessment within paragraphs 116-119 above.
<b>connect well with existing and planned development and infrastructure</b>	PC20 is an extension of the Northern Precinct within the ABZ. The Proposed Structure Plan encourages walking and cycling connections to be established within the different precincts of the ABZ and the planning provisions require a shared walking and cycling pathway to be connected to the Peacocke residential growth area to the north. The Northern Precinct is expected to connect to the Southern Metro Wastewater Treatment plant that is planned to be constructed to the north of the site.
<b>identify water requirements necessary to support development and ensure the availability of the volumes required</b>	The Infrastructure Assessment has undertaken an assessment of the volume of water that the Northern Precinct is likely to require and demonstrated that this can be accommodated within the existing water supply agreement with the Waipa District Council.
<b>be planned and designed to achieve the efficient use of water</b>	The Infrastructure Assessment has proposed rainwater harvesting to both manage stormwater more effectively and to reduce the demands on water supply.

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**promote positive indigenous biodiversity outcomes and protect significant indigenous vegetation and significant habitats of indigenous fauna. Development which can enhance ecological integrity, such as by improving the maintenance, enhancement or development of ecological corridors, should be encouraged**

PC20 proposes a BHA which will consist of corridors and open spaces to promote positive biodiversity outcomes and protect significant habitats of indigenous fauna. Residual effects will also be addressed and TPL has conditionally purchased a proposed compensation site for this purpose which represents a significant opportunity to promote positive biodiversity outcomes

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**avoid as far as practicable adverse effects on natural hydrological characteristics and processes (including aquifer recharge and flooding patterns), soil stability, water quality and aquatic ecosystems including through methods such as low impact urban design and development (LIUDD)**

PC20 provides for, and the Northern Precinct will be developed in line with, best practise stormwater management (which includes LIUDD techniques) such as soakage, swales and dry basins to improve water quality and prevent downstream flooding.

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**adopt sustainable design technologies, such as the incorporation of energy-efficient (including passive solar) design, low-energy street lighting, rain gardens, renewable energy technologies, rainwater harvesting and grey water recycling techniques where appropriate**

PC20 provides for, and the Northern Precinct will be developed in line with, best practise stormwater management (which includes LIUDD techniques). The Proposed Structure Plan will enable lot layouts to be created that encourage buildings oriented with north-facing roofs to maximise the ability to use solar power.

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**not result in incompatible land uses**

PC20 has utilised road boundaries to create defined edges between the ABZ and Rural zones as much as possible. Where this is not possible, PC20 requires greater building setbacks and landscape planting to create a clear delineation between zones. Noise restrictions between the ABZ and the Rural zone have also been carried over to the Northern Precinct from the other parts of the ABZ.

PC20 retains the planning overlays that extend into the site in order to protect the Hamilton Airport from reverse sensitivity effects, namely the Obstacle Limitation Surface and Sound Exposure Levels (SEL) noise contours (including activity restrictions within these contours).

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**be appropriate with respect to projected effects of climate change and be designed to allow adaptation to these changes**

PC20 supports reductions in greenhouse gas emissions by clustering industrial growth around existing industrial areas (a Strategic Industrial Nose) and the Airport, reducing travel distances within the sector, while also enabling active mode transport. It will also result in the creation of employment in close proximity to a large residential growth area thereby reducing commuter distances. The precinct will be resilient to the likely current and future effects of climate change through appropriate stormwater management.

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**consider effects on the unique tāngata whenua relationships, values, aspirations, roles and responsibilities with respect to an area. Where appropriate, opportunities to visually recognise Tāngata whenua connections within an area should be considered**

There has been a long history of engagement with mana whenua regarding activities at and surrounding Hamilton Airport. The applicant has endeavoured to respond to feedback received from mana whenua (including maintaining views of Pirongia and other Maunga) and also investigating and managing effects on ecological values within the site. Outcomes resulting from consultation have been adopted into the master planning process and will be further detailed through the formation of an MoU that has been initiated.

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**support the Vision and Strategy for the Waikato River in the Waikato River Catchment**

PC20 has been demonstrated to be consistent with the Vision and Strategy for the Waikato River.

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125. I consider that PC20 will give effect to both Objective UFD-01 (Built Environment) and Policy UD-P11 (Adopting Future Proof Land Use Pattern), and that more widely, PC20 will also give effect to the WRPS as required by s75(3) of the Act.

## National Emissions Reduction and Climate Adaption Plans

126. Section 74(2)(c) and (d) of the Act requires PC20 to have regard to any emissions reduction plan and national adaption plan made under the Climate Change Response Act 2002.
127. *Te hau mārohi ki anamata Towards a productive, sustainable and inclusive economy* is New Zealand's first Emissions Reduction Plan that was released in 2022. It sets out strategies, policies and actions for achieving the emissions budget to limit warming to 1.5°C above pre-industrial levels. The plan will achieve this through emissions pricing, funding, research, science, innovation and technology that support the climate change objectives. The plan will be achieved through the use of five system settings: emissions pricing, funding and finance, planning and infrastructure, research, science, innovation and technology and circular economy and bioeconomy.
128. *Urutau, ka taurikura: Kia tū pakari a Aotearoa i ngā huringa āhuarangi Adapt and thrive: Building a climate-resilient New Zealand* is New Zealand's first National Adaptation Plan, was also released in 2022. It sets out long-term government-led strategies, policies and proposals that will help New Zealanders adapt to the changing climate and its effects. The plan's main goals are to reduce vulnerability to the impacts of climate change, strengthen resilience and enhance adaptive capacity and consider climate change in decisions at all levels. This plan is the first in a series of national adaptation plans that will be prepared every six years.
129. It is my view that PC20 has given due regard to both these plans, noting that:
- (a) PC20 is based on clustering industrial growth with an already established industrial area, thus reducing travel distances within the sector.
  - (b) PC20 will enable the creation of approximately 2,120 jobs within an existing industrial location within proximity to a large residential growth area (Peacocke) that will reduce commuter distance.
  - (c) PC20 promotes active modes of transport to and within the ABZ through walking and cycling routes and enabling public transport to be provided to the Airport and surrounding Airport Business zone.
  - (d) The Hub will provide day-to-day amenities for employees and visitors to the precinct to further reduce travel requirements to other centres, or becoming a retail destination for nearby settlements.

- (e) Enabling a development pattern that will encourage north facing buildings to maximise the potential for buildings to maximise solar energy.
- (f) The Northern Precinct will be resilient to the current and future effects of climate change by implementing stormwater management measures into the development of the site. This will be achieved through an integrated approach to include low impact urban design features such as dry basins and swales, as well as on-lot stormwater management (such as detention).
- (g) Mr Lentfer has confirmed that, from a geotechnical perspective, that the proposed mitigation measures for PC20 are adequate to account for climate change effects and respond appropriately to the National Adaption Plan.<sup>52</sup>

## **CONCLUSION**

- 130. PC20 will enable the co-ordinated expansion of the Northern Precinct within the Airport Business zone and to enable it to be developed based on a structure plan based on an integrated and comprehensive masterplanning process initiated in 2019.
- 131. Several amendments to PC20 have been made since submissions closed late last year. These include the introduction of the BHA and strengthening the ecology-based planning provisions.
- 132. In my opinion, the Plan Change request along with supporting expert evidence has demonstrated that:
  - (a) PC20 will have positive environmental, social and economic effects;
  - (b) Potential adverse effects arising from PC20 can be managed through the application of amended district plan rules; and
  - (c) PC20 will achieve the purpose of the Act and will give effect to the relevant National Policy Statements and the WRPS.

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<sup>52</sup> Statement of Mr Lentfer, paragraph 29.

133. The s42a report has recommend that PC20 be approved subject to a few amendments. I have responded to these recommendations and updated the PC20 where I agree with them (refer Annexure 2).
134. Taking all the above into account, I consider that the Commissioners have sufficient information to decide on PC20 and it is appropriate for the request to be approved.



**Nicholas Colyn Grala**  
Harrison Grierson

28 February 2023



## Annexure 1

Recent projects of relevance to PC20 include:

- Lead the masterplanning and rezoning of Pokeno East, a 64 ha residential growth cell on the eastern edge of Pokeno.
- Lead the masterplanning of a new urban growth area within the Waikato Region. The area comprises approximately 120ha and has many similarities to PC20 in terms of integrating with transport and three waters infrastructure and avoiding reverse sensitivity effects.
- Lead planner for the residential growth area in Northwest Auckland. The project comprised the comprehensive development of an urban site that delivered more than 300 homes.
- Lead planner for the Karaka North Village masterplan and rezoning. The project enabled the delivery of 500+ homes within a rural village setting.
- Lead the masterplanning and feasibility of a new growth area within Auckland. The development will cater for more than 2,800 houses, a secondary school and neighbourhood centre.
- Providing planning advice and feasibility services to the Ministry of Housing and Urban Development as part of their land for housing programme across New Zealand.

## Annexure 2

Amended Version 28<sup>th</sup> February 2023.

Notified changes shown in red text, post-notification ecology changes shown in blue text and transport changes shown in green text. Post conferencing changes shown in purple text.

## Section 10 - Airport Business Zone ~~(Titanium Park)~~

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(Additions in underline, deletions in strikethrough)

### 10.1 Introduction

The Hamilton ~~International~~ Airport (the Airport) is a regionally significant transport hub, a facility of economic and social importance to the Waikato Region. The Airport Business Zone associated with it (Titanium Park) has been established to leverage off the advantages of locating industrial and business activities adjacent to an Airport. The business land around the Airport has been gradually developed into one of the region's strategic industrial nodes, catering for a wide range of industrial, business and supporting retail activity.

10.1.1 The area is identified on the Planning Maps, and is ~~confined to areas west of Airport Road, and bounded bound~~ by State Highway 3 / Ohaupo Road to the south and west, ~~and~~ Raynes Road and Narrows Road to the north and State Highway 21 to the west.

10.1.2 A structure plan guides development within the zone and has been incorporated into this Plan (referred to as the 'Airport Business Zone Structure Plan' incorporated as Appendix S10). The Structure Plan has been underpinned by a masterplanning process and is intended to guide the development of the zone towards achieving a well functioning urban environment. It contains controls on the release of land, and states the infrastructure requirements that are to be in place prior to development occurring. The main infrastructure requirements relate to roading infrastructure on Airport Road and State Highway 3.

10.1.3 The Airport and the Airport Business zone generates significant economic benefits to the Waikato Region. The Airport area is identified as a strategic industrial node in the Waikato Regional Policy Statement, recognising that land in this location is a scarce and valuable resource. Land immediately adjacent to the operational area is called 'airside' land and is an essential location for businesses such as air freight or aircraft manufacturing that required direct access to the runways. The land included within this zone beyond the airside land is also an unusual and scarce resource, because it is part of the interface between the land transport network and the air transport network, and is needed to provide services and support to the Airport and its users. This unique combination of factors leads to a need to efficiently and effectively use the land resource around the Airport, while also creating an opportunity to establish a wider range of business activities including those that provide some local services and make use of infrastructure. One of the keys to successful development of this land is the efficient integration of land use, air transport and various land transport modes. As the Northern Precinct ~~most of the~~ land adjacent to the Airport is undeveloped, there is an opportunity to implement the principles of good urban design in the development.

~~10.1.4 Titanium Park - Northern Precinct is subject to a comprehensive development plan approval~~

~~process to ensure that traffic effects and other infrastructure matters are addressed.~~

## 10.2 Resource Management Issues

- 10.2.1 The Airport is a regionally significant physical resource and an identified strategic industrial node. Industrial and business activities have the potential to support the continued operation and development of the resource.
- 10.2.2 High noise levels are received within the zone from aircraft and are generated from the zone by activities such as aircraft engine testing.
- 10.2.3 Development of ~~land~~ the Airport Business Zone that is not co-ordinated with infrastructure provision has the potential to result in adverse effects on the environment. By way of example relatively high levels of traffic generation are anticipated and need to be managed through purpose built controlled intersections.

10.2.3A Development within the Northern Precinct of the Airport Business Zone has the potential to adversely affect habitat of the threatened, nationally critical long-tailed bat. The provisions for development of the Northern Precinct must recognise and provide for protection of identified areas of bat habitat.

### Health and well-being of the Waikato and Waipā Rivers

- 10.2.4 Development within the Airport Business Zone has the potential to adversely affect the health and well-being of the Waikato River. Careful consideration should be given to the following; (but not limited to) potential impacts of increased earthworks, impervious surfaces, and the provision of infrastructure.

## 10.3 Objectives and Policies

*Please also refer to the objectives and policies of Parts C, Part E and Part F, as relevant.*

### Objective - Strategic physical resource

- 10.3.1 To support the economic and social well-being of the Waikato Region through providing for the integrated future development of the Airport and its surrounding land as a transport hub and business location, taking advantage of its strategic location and infrastructure while managing adverse effects on Airport operations.

*Policy - Integrated development: Titanium Park*

- 10.3.1.1 To enable development of a strategically important business park around the Airport, including integration of development with the Airport's operational requirements, integration with the State Highway network, provision for public transport and other alternative transport modes such as walking and cycling, and provision for safe and sustainable road access from the road network.

10.3.1.2 To ensure that the development of the Northern Precinct is co-ordinated with suitable transport infrastructure.

~~Policy - Infrastructure - Comprehensive Development Plan Area: Titanium Park - Northern~~

Precinct

~~10.3.1.2 To ensure that water, wastewater, stormwater and roading infrastructure is available to service the Titanium Park – Northern Precinct.~~

*Policy - Infrastructure costs*

10.3.1.3 To ensure that the cost of any infrastructural services or upgrades needed to avoid, remedy or mitigate adverse effects on the environment arising from activities in the Airport Business Zone are met by those parties that create the need for such services or upgrades and that a development agreement is in place prior to development of the Northern Precinct.

*Policy - Managing effects on Airport operations*

10.3.1.4 To ensure that activities within the Airport Business Zone are located and developed in a manner that manages adverse effects on the Airport and its operations.

**Objective - Provide for business park**

10.3.2 To provide for industrial and business activities, including offices and limited retail activities in an integrated mixed use business park within a defined area.

*Policy - Limited retail activities*

10.3.2.1 To provide for limited retail activity within the Airport Business Zone as a means of providing a service to the Airport and business park users, and the immediate neighbourhood.

*Policy - Northern Precinct*

10.3.2.2 To ~~provide for Titanium Park to expand into~~ enable the development of the Northern Precinct of the Airport Business Zone, including ancillary commercial and ancillary retail activities as well as limited retail activities that support the needs of the precinct and Airport Business zone. ~~but in a modified form to generally exclude retail and commercial activities in that area.~~

10.3.2.2A To maintain or enhance significant long-tailed bat habitat values by:  
(a) providing Bat Habitat Areas for long-tailed bats within the Northern Precinct;  
(b) controlling the location of buildings adjacent to Bat Habitat Areas;  
(c) minimising light spill into Bat Habitat Areas;  
(d) requiring the preparation and implementation of an Ecological Management Plan as part of development to:  
i. avoid more than minor adverse effects on long-tailed bat habitat values within Bat Habitat Areas; and  
where practicable, support the maintenance or enhancement of long tailed bat habitat and connectivity between habitats;  
ii. avoid or mitigate any more than minor loss of long-tailed bat habitat and adverse effects on long-tailed bat ecological habitat values outside of Bat Habitat Areas; and  
iii. where any effects on long-tailed bats habitat values are unable to be avoided or mitigated, ensure that any more than minor residual effects are offset or compensated to achieve no net

loss.

(Note Policy 10.3.2.2A implements Objective 24.3.1 within Section 24 – Indigenous Biodiversity)

*Policy - Distinctive edge*

- 10.3.2.3 To ensure that development in the Airport Business Zone is contained by creating a visually defined edge where the zone adjoins State Highway 3, State Highway 21, Raynes Road, other roads and other zones.

*Policy - Relocated buildings*

- 10.3.2.4 Relocated buildings shall not detract from the amenity of the area they are located within by ensuring that exterior maintenance and painting is undertaken.

**Objective - Development within the Southern Precinct**

- 10.3.3 To enable the development of the Southern Precinct while maintaining the safety and efficiency of State Highway 21.

*Policy - Types of activities*

- 10.3.3.1 To restrict the types of activities located in the Southern Precinct to ensure the safe and efficient operation of the access to State Highway 21.

**10.4 Rules**

*The rules that apply to activities are contained in:*

- (a) The activity status tables and the performance standards in this zone; and*
- (b) The activity status tables and the performance standards in Parts E District Wide Provisions and Part F District*

10.4.1 Activity Status Tables

10.4.1.1	Permitted activities The following activities must comply with the performance standards of this zone
(a)	General and commercial aviation activities and buildings.
(b)	Industrial activities.
(c)	Transport and freight depots, and bus depots.
(d)	Vehicle rental and valet services, vehicle parking and storage (excluding Southern Precinct)
(e)	Emergency service facilities.
(f)	Helicopter pads and facilities for their servicing and management. <i>Note: Civil Aviation Authority requirements 10.also apply.</i>
(g)	Utility services and utility structures, including navigational aids and control towers.
(h)	Storage and sale of aircraft fuel and lubricants.
(i)	Service stations and commercial garages (excluding Southern Precinct).
(j)	Cafes, restaurants, takeaway food outlets and licensed premises (excluding Southern Precinct).
(k)	Visitor accommodation (excluding Southern Precinct).
(l)	Places of assembly (excluding Southern Precinct).
(m)	Conference facilities (excluding Southern Precinct).
(n)	Offices (excluding Titanium Park Southern and Northern Precinct).
(o)	<del>Ancillary Office Titanium Park Southern and Northern Precinct offices ancillary to any permitted activity.</del>
(p)	Laboratories and research establishments (excluding Southern Precinct).
(q)	Hire facilities and building supply outlets (excluding Southern Precinct).
(r)	Storage warehouses.
(s)	Education facilities (excluding aviation educational training and excluding the Southern Precinct) between the outer control boundary Ldn 55 and the air noise boundary Ldn 65.
(t)	Aviation education training.
(u)	Retail activities and wholesale shops, subject to Rules 10.4.2.11, <a href="#">10.4.11A</a> and 10.4.2.12 (excluding Southern Precinct <del>and retail activities specified in Rule 10.4.1.5(d)(ii)</del> ).
<a href="#">(ua)</a>	<del>Ancillary Retail</del>
(v)	Earthworks
(w)	Temporary construction buildings.
(x)	Signs
(y)	Demolition and removal of buildings and structures, except those listed in Appendix N1 Heritage Items.
(z)	Relocated buildings, except for those listed in Appendix N1.
<a href="#">(za)</a>	<a href="#">Trimming or pruning of vegetation or trees within the Northern Precinct outside a Bat Habitat Area.</a>
<a href="#">(zb)</a>	<a href="#">Removal of vegetation or trees within the Northern Precinct outside a Bat Habitat Area, subject to Rule 10.4.2.14C.</a>
<a href="#">(zc)</a>	<a href="#">Trimming, pruning or removal of vegetation or trees within the Northern Precinct inside a Bat Habitat Area, subject to Rule 10.4.2.14D.</a>



10.4.1.2	Controlled activities The following activities must comply with the performance standards of this zone
(a)	<p>Any permitted activity within the Titanium Park — Northern Precinct, except for those specified in Rule 10.4.1.5(d), provided that a comprehensive development plan has been approved.</p> <p>Matters over which Council reserves its control are:</p> <ul style="list-style-type: none"> <li>▪ Compliance with the approved comprehensive development plan.</li> </ul> <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>

10.4.1.3	Restricted discretionary activities The following activities shall comply with the performance standards of this zone
(a)	Any permitted activity or controlled activity that does not comply with the performance standards in 10.4.2, except for those specified in Rule 10.4.1.4 and Rule 10.4.1.5.
(b)	<p>The following activities between the Outer Control Boundary (Ldn55) and the Air Noise Boundary (Ldn65):</p> <ol style="list-style-type: none"> <li>(i) Childcare facilities; and</li> <li>(ii) Health care facilities.</li> </ol> <p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> <li>▪ Noise; and</li> <li>▪ Reverse sensitivity.</li> </ul> <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>

10.4.1.3	Restricted discretionary activities The following activities shall comply with the performance standards of this zone
(c)	<p>Any activity which is otherwise a permitted activity or controlled activity within the Runway Protection Area as shown on the Planning Maps and which is not listed as a prohibited activity in Rule 10.4.1.6.</p> <p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> <li>▪ Effects on the operational safety and performance of the Hamilton International Airport; and its associated lighting and navigational aids; and</li> <li>▪ The risk of exposure to aircraft related accidents; and</li> <li>▪ Reverse sensitivity.</li> </ul> <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p> <p>Advice Note: The Operator of Hamilton International Airport shall be considered an affected party for any resource consent assessed under these criteria.</p>
(d)	<p>Scheduled engine testing that exceeds the standard in Rule 10.4.2.16 by up to 5dBA is a restricted discretionary activity.</p> <p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> <li>▪ Appropriate mitigation of the adverse night time acoustic effects inside affected dwellings (for example, sleep disturbance) of unscheduled engine testing.</li> </ul> <p>No other assessment criteria will be applied for resource consents for a restricted discretionary activity in accordance with this rule.</p>

10.4.1.4	Discretionary activities
(a)	Any permitted, controlled or restricted discretionary activity that fails to comply with: <ul style="list-style-type: none"> <li>(i) Rule - 10.4.2.10 Special provisions relating to vehicle access to State Highways, <u>Middle Road</u> and Raynes Road</li> <li>(ii) Rule - 10.4.2.15 Noise</li> <li>(iii) Rules - 10.4.2.19 to 10.4.2.23 Noise Mitigation within the OCB, ANB and SEL</li> <li>(iv) Rule - 10.4.2.28 Earthworks</li> </ul>
(b)	Caretakers accommodation ancillary to any other activity.
(c)	The following activities within the Air Noise Boundary (Ldn65): <ul style="list-style-type: none"> <li>(i) Childcare Facilities; and</li> <li>(ii) Healthcare Facilities.</li> </ul>
(d)	Earthworks in excess of <del>1,000m<sup>3</sup></del> <u>2,500m<sup>3</sup></u> in a single activity or cumulative activities in any one year.
(e)	Any activity not provided for as a Permitted or Restricted Discretionary Activity in the Airport Business Zone that is <u>provided for as</u> a Permitted Activity in the Industrial Zone.
<del>(f)</del>	<del>The following activities within the Titanium Park – Northern Precinct:</del> <ul style="list-style-type: none"> <li><del>(i) Service stations and commercial garages; and</del></li> <li><del>(ii) Places of assembly.</del></li> </ul>

10.4.1.5	Non-complying activities
(a)	Failure to comply with Rules 10.4.2.11 and 10.4.2.12 - Maximum floor space for retail activities and Rules 10.4.2.16 to 10.4.2.18 - Noise: aircraft and engine testing.
(b)	Residential activities between the Outer Control Boundary (Ldn55) and the Air Noise Boundary (Ldn65).
(c)	All other activities not listed in activity status table Rules 10.4.1.1 to 10.4.1.4.
(d)	The following activities within the Titanium Park – Northern Precinct: <ul style="list-style-type: none"> <li>(i) Offices (excluding ancillary offices – refer to Rule 10.4.1.1(n))</li> <li>(ii) Retail activities <del>and wholesale shops</del> <u>not located within the Hub or Retail area identified within the Airport Business Zone Structure Plan in Appendix S10</u></li> <li>(iii) Visitor Accommodation <u>not located within the Hub area identified within the Airport Business Zone Structure Plan in Appendix S10</u></li> <li>(iv) Healthcare facilities</li> <li>(v) Education facilities (excluding aviation education training)</li> </ul>
(e)	Scheduled engine testing that exceeds the standard in Rule 10.4.2.16 by more than 5dBA.
(f)	The following activities in the Titanium Park – Southern Precinct: <ul style="list-style-type: none"> <li>(i) Vehicle rental and valet services, vehicle parking and storage;</li> <li>(ii) Service stations and commercial garages;</li> <li>(iii) Cafes, restaurants, takeaway food outlets and licensed premises</li> <li>(iv) Visitor accommodation;</li> <li>(v) Places of assembly;</li> <li>(vi) Conference facilities;</li> <li>(vii) Offices (excluding ancillary offices – refer to Rule 10.4.1.1(n));</li> <li>(viii) Laboratories and research establishments;</li> <li>(ix) Hire facilities and building supply outlets;</li> <li>(x) Education facilities; and</li> <li>(xi) Retail activities and wholesale shops, subject to Rules 10.4.2.11 and 10.4.2.12</li> </ul>

10.4.1.6	<b>Prohibited activities</b> The following activities are prohibited and no resource consent will be approved
(a)	The following activities within the Air Noise Boundary (Ldn65): (i) Residential activities; and (ii) Visitor accommodation; and (iii) Education facilities (except aviation educational training).
(b)	The following activities within the Runway Protection Area shown on the Planning Maps: (i) Places of assembly; and (ii) Service stations; and (iii) Residential activities; and (iv) Visitor accommodation; and (v) Hospitals; and (vi) Camping grounds; and (vii) Educational activities.
(c)	Fortified sites.

## 10.4.2 Performance Standards

*The following rules apply to activities listed as permitted, controlled or restricted discretionary.*

*Where rules are not complied with resource consent will be required in accordance with the rules in the activity status table or as identified in the performance standards, and will be assessed against the relevant objectives and policies. In the case of controlled and restricted discretionary activities, the assessment will be restricted to the matters over which control or discretion has been reserved, in accordance with the relevant assessment criteria contained in Section 21. For discretionary activities Council shall have regard to the assessment criteria in Section 21. The criteria in Section 21 are only a guide to the matters that Council will consider and shall not restrict Council's discretionary powers.*

### Rule - Minimum building setback from road boundaries

10.4.2.1 The minimum building setback from road boundaries shall be as follows:

- |     |   |     |
|-----|---|-----|
| (a) | From internal road boundaries not adjacent to a landscaped drainage swale   | 3m  |
| (b) | For sites adjacent to a landscaped swale (refer road cross section Airport Business Zone Structure Plan, Appendix S10)  | 0m  |
| (c) | For road boundaries fronting a State Highway, except as indicated on the Airport Business Structure Plan in Appendix S10  | 5m  |
| (d) | For all <del>other</del> sites <u>subject to the Building Setback control as indicated on the Airport Business Structure Plan in Appendix S10 fronting Raynes Road or a State Highway</u> | 15m |

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

- Characteristics of the site; and
- Landscaping.

These matters will be considered in accordance with the assessment criteria in Section 21.

### Rules - Minimum building setback from internal site boundaries

10.4.2.2 Buildings may be built up to internal site boundaries except for sites where one of the activities, either existing or proposed, on the sites, is visitor accommodation, conference facilities, healthcare facilities, childcare facilities or places of assembly, in which case the minimum setback is 1.2m, and except as set out in Rule 10.4.2.3 below.

10.4.2.3 For any site adjoining the properties within the Special Amenity Area shown on the Planning Maps, buildings shall be setback a minimum of 5m.

Activities that fail to comply with Rules 10.4.2.2 and 10.4.2.3 will require a resource consent for a restricted discretionary activity with the discretion being restricted over:

- Characteristics of the site; and
- Landscaping; and
- Effects on adjoining dwellings.

These matters will be considered in accordance with the assessment criteria in Section 21.

### Rule – Minimum building setback from Bat Habitat Area

10.4.2.3A Buildings shall be setback a minimum of 5m from the boundary of a Bat Habitat Area.

Activities that fail to comply with Rules 10.4.2.3A will require a resource consent for a restricted discretionary activity with the discretion being restricted over:

- Ecology (Northern Precinct)

These matters will be considered in accordance with the assessment criteria in Section 21.

#### **Rule - Height**

10.4.2.4 No building shall exceed 20m in height, provided that the following additional height requirements shall apply:

- (a) No object including any part of a building, structure, tree or other object or plant growth, shall penetrate any of the approach surfaces, transitional surfaces, horizontal surface, conical surface as delineated on the Planning Maps for Hamilton Airport and also in Appendix O9 of the District Plan; and
- (b) No object including any part of a building, structure, tree or other object or plant growth (other than wire fences less than 1.2m high) are permitted within 200m of the centre of the VOR facility shown on Planning Map 52; and
- (c) Outside of a 200m radius from the VOR facility, no object including any part of a building, structure, tree or other object or plant growth may be erected which will be above a conical surface centres at the centre of the VOR facility originating at a level of 55.4m above Moturiki datum and rising at an angle of 3.5° above the horizontal.

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

- Visual effects; and
- Overshadowing; and
- Airport operations.

These matters will be considered in accordance with the assessment criteria in Section 21.

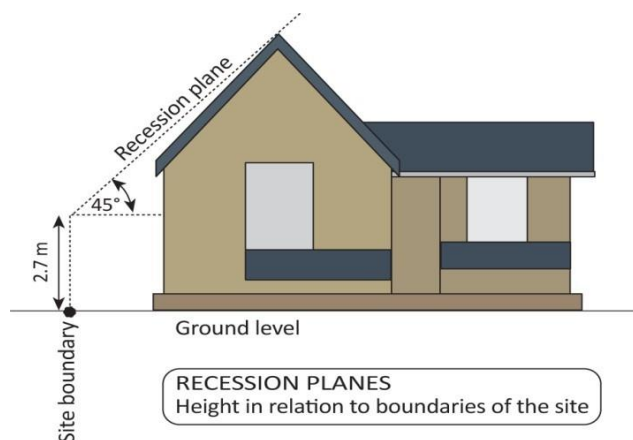
#### **Rule - Daylight controls**

10.4.2.5 No building shall penetrate a recession plane at right angles to a boundary, inclined inwards and upwards at an angle of 45°. The recession plane shall commence at a lowest applicable height of:

- (a) 10m above ground level of the front, side or rear boundaries of a site; or
- (b) 7m above ground level at each point along the road boundary which adjoins State Highway 3, State Highway 21, Middle Road, Narrows Road and Raynes Road; or
- (c) 2.7m above ground level on any side or rear boundary which adjoins any rural zoned

property; or

- (d) 2.7m above ground level on any side or rear boundary which adjoins any residential properties within the Special Amenity Area shown on the Planning Maps and the Airport Business Zone Structure Plan in ~~structure plan attached as~~ Appendix S10.



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

- Visual effects; and
- Overshadowing; and
- Airport operations.

These matters will be considered in accordance with the assessment criteria in Section 21.

### Rules - Landscaping

- 10.4.2.6 Site boundaries subject to the Landscaping control as indicated on the Airport Business Structure Plan in Appendix S10; adjacent to either a Rural Zone, State Highway 3, State Highway 21, Raynes Road, or adjacent to dwellings within the Special Amenity Area shown on the Planning Maps; shall be landscaped to a minimum depth of 5m, except for any required access or egress points.

10.4.2.6A For any landscaping required under Rule 10.4.2.6 that is within the Northern Precinct:

- (a) The landscaping shall consist of specimen trees that are capable of reaching a minimum height of 4m that are also underplanted with species that are capable of reaching a height of 1.2m; and
- (b) The location and spacing of specimen trees shall be such that at least 50% of a boundary extent shall be screened.

- 10.4.2.6B Site boundaries subject to the Rural Landscaping control as indicated on the Airport Business Structure Plan in Appendix S10 shall be landscaped at a minimum depth of ~~2m~~ 5m and incorporate species that are planted to achieve a hedge that is capable of reaching (and thereafter kept at) a minimum height of 5m high and ~~2m~~ deep.

- 10.4.2.7 Road boundaries on internal roads must be landscaped to a minimum depth of 2m except for required access or egress, and except where the site is adjacent to a landscaped drainage swale

within the road.

Activities that fail to comply with Rules 10.4.2.6, [10.4.2.6A](#), [10.4.2.6B](#) and 10.4.2.7 will require a resource consent for a restricted discretionary activity with the discretion being restricted over:

- Visual effects; and
- Amenity values.

These matters will be considered in accordance with the assessment criteria in Section 21.

#### **Rule - Security fencing**

- 10.4.2.8 Security fences over 2m high must be set back a minimum of 2m from road boundaries and the road boundary shall be landscaped so that the landscaping screens the security fence.

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

- Amenity effects; and
- Visual effects.

These matters will be considered in accordance with the assessment criteria in Section 21.

#### **Rule - Outdoor storage**

- 10.4.2.9 Outdoor storage areas visible from any site within the Rural Zone, road, or public place shall be screened by landscaping; and stored materials shall not exceed 3m in height.

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

- Amenity effects; and
- Visual effects.

These matters will be considered in accordance with the assessment criteria in Section 21.

#### **Rule - Special provisions relating to vehicle access to State Highways, [Middle Road](#) and Raynes Road**

- 10.4.2.10 There shall be no direct access [from lots or activities](#) to a State Highway, ~~or to~~ [Narrows Road and Raynes Road](#) [or to any section of Middle Road that does not have the Airport Business zone located on both sides of the road](#), except as shown on the Airport Business Zone Structure Plan in Appendix S10, and for residential activities properties east of State Highway 3 that are located within the Special Amenity Area on Planning Map 17.

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

#### **Rules - Maximum floor space for retail activities**

- 10.4.2.11 The total floor area of all [non-ancillary](#) retail activities located in the Airport Business Zone, excluding activities in the Hamilton International Airport Terminal building [and the Northern Precinct](#), shall not exceed 5,300m<sup>2</sup> GFA.

[10.4.2.11A The total floor area of all non-ancillary retail activities located in the Northern Precinct of the Airport Business Zone shall not exceed 5,000m<sup>2</sup> GFA.](#)

- 10.4.2.12 Retail shops shall have a floor area less than 450m<sup>2</sup> GFA each, except that one retail shop may

have a floor area of more than 450m<sup>2</sup> GFA and less than 1,000m<sup>2</sup> GFA, provided that the retail shop shall primarily sell pre-prepared fresh food/groceries and beverages, together with other non-food goods in an ancillary capacity.

Activities that fail to comply with Rules 10.4.2.11, [10.4.2.11A](#) and 10.4.2.12 will require a resource consent for a non-complying activity.

### Rules - Firefighting

10.4.2.12A All habitable buildings within the Northern Precinct buildings within the Northern Precinct must be designed in accordance with NZ Fire Service Fire-Fighting Water Supply Code of Practice (SNZ PAS 4509:2008) and achieve at least a FW3 level of service.

### Rules – ~~Reading~~ Transport

10.4.2.13 All roads within the Airport Business Zone shall be constructed in general accordance with ~~the road cross-sections contained in the~~ [Appendix S10](#) - Airport Business Zone Structure Plan ~~attached as Appendix S10.~~

10.4.2.13A The following transport upgrades are required to enable the ~~full~~ development of the Northern Precinct. These upgrades, along with when they will be required, are set out below:



	<u>Transport upgrade</u>	<u>Implementation requirement</u>
<u>1.</u>	<p><u>Upgrading of SH21 / Raynes Road intersection to a 3-arm roundabout.</u></p> <p>The construction of the section of the shared walking and cycling path between the Northern Precinct and Ingram Road as shown on the Airport Business Zone Structure Plan.</p>	<p>To be completed prior to:</p> <ul style="list-style-type: none"> <li>• <u>Any section 224c certificate for subdivision under the RMA being issued for the completion of any subdivision within Northern Precinct; or</u></li> <li>• <u>Any industrial / commercial activity being able to generate traffic.</u></li> </ul>
<u>2.</u>	<p><u>Capacity Increase at SH21 / Raynes Road roundabout to double circulating lanes and dual approach lanes.</u></p>	<p>To be completed prior to</p> <ul style="list-style-type: none"> <li>• <u>Any industrial / commercial activity being able to generate traffic that gains access off Raynes Road; or</u></li> <li>• <u>When the cumulative total consented land area in Northern Precinct with sole access to SH3 roundabout exceeds 70 ha (net gross)</u></li> </ul>
<u>3.</u>	<p><u>3-arm roundabout at SH3 / Raynes Road intersection.</u></p>	<p>To be completed prior to:</p> <ul style="list-style-type: none"> <li>• <u>Any section 224c certificate for subdivision under the RMA being issued for the completion of any subdivision within Northern Precinct; or</u></li> <li>• <u>Any industrial / commercial activity being able to generate traffic.</u></li> </ul>
<u>4.</u>	<p><u>3-arm roundabout on SH3 for access to Northern Precinct, including provision for bus stops near the roundabout.</u></p>	<p>To be completed prior to</p> <ul style="list-style-type: none"> <li>• <u>Any industrial / commercial activity being able to generate traffic that gains access off SH3; or</u></li> <li>• <u>When the cumulative total consented land area in Northern Precinct with sole access to Raynes Road exceeds 40 ha (net gross)</u></li> </ul>
<u>5.</u>	<p><u>SH3 / Raynes Road - additional northbound approach and circulating lane on the roundabout.</u></p>	<p>To be completed prior to:</p> <ul style="list-style-type: none"> <li>• <u>Any 224c being issued for any subdivision in Northern Precinct that takes the cumulative developed area with sole access to SH3 roundabout over 65 ha (net); or</u></li> <li>• <u>When the cumulative total consented land area in Northern Precinct with sole access to SH3 roundabout exceeds 65 ha (net)</u></li> </ul>

6.	<p><u>Restricted movement intersection access from Northern Precinct to Raynes Road</u> The intersection should be designed to physically and legally prevent all vehicles leaving the Northern Precinct from turning left onto Raynes Road, and right turn into Northern Precinct from Raynes Road.</p> <p>The construction of the section of the shared walking and cycling path between the Northern Precinct and Sharp Road as shown on the Airport Business Zone Structure Plan.</p>	<p><u>To be completed prior to</u></p> <ul style="list-style-type: none"> <li>• <u>Any industrial / commercial activity being able to generate traffic that gains access off Raynes Road; or</u></li> <li>• <u>When the cumulative total consented land area in Northern Precinct with sole access to SH3 exceeds 70 <del>65</del>ha (net) 70 ha (gross)</u></li> </ul>
7.	<p><u>Construction of new walking and cycling shared path connecting Peacocke Road to the Northern Precinct via Middle Road and Faiping Road or a suitable alternative</u></p>	<p><u>To be completed prior to:</u></p> <ul style="list-style-type: none"> <li>• <u>Any section 224c certificate for subdivision under the RMA being issued for the completion of any subdivision within Northern Precinct; or</u></li> <li>• <u>Any industrial / commercial activity being able to generate traffic.</u></li> </ul>

10.4.2.14 All roads within the Airport Business Zone shall be constructed so as to avoid any disturbance or obstruction to any swale drain.

Activities that fail to comply with Rules 10.4.2.13, **Rule 10.4.2.13A** and 10.4.2.14 will require a resource consent for a restricted discretionary activity with the discretion being restricted over:

- Amenity effects; and
- Road design and connectivity; and
- **Safety, capacity and efficiency of the transport network; and**
- The design and sequencing of upgrades to the transport network; and
- Provision of cycling and pedestrian networks; and
- Enabling of public transport; and
- The ability to adequately manage ~~dispose of~~ stormwater.

These matters will be considered in accordance with the assessment criteria in Section 21.

**Rules – Lighting**

10.4.2.14A In addition to Rule 20.4.2.2 – Lighting and Glare, the following lighting standards shall apply in the Northern Precinct:

- (a) Added illuminance from fixed artificial lighting (indoor and outdoor) shall not exceed 0.3 lux (horizontal and vertical) at any height at the external boundary of the Bat Habitat Area.
- (b) Where it is within 100m of a Bat Habitat Area, fixed artificial outdoor lighting must:
  - i. Emit zero direct upward light.
  - ii. Be installed with the light emitting surface facing directly down and be mounted as

- low as practical.
- iii. Be white LED with a maximum colour temperature of 2700K.
- iv. In the case of exterior security lighting, be controlled by a motion sensor with a short duration timer (5 minutes).
- (d) Fixed artificial lighting shall not be located within a Bat Habitat Area except where it is for the express purpose of providing lighting for emergency works related to infrastructure operated by an entity that is defined as a lifeline utility under the Civil Defence Emergency Act 2002. The lighting must be white LED with a maximum colour temperature of 2700K, installed with the light emitting surface facing directly down, emit zero direct upward light and be mounted as low as practical.
- (e) The standards in Rule 10.4.2.14A do not apply to vehicle headlights or to lighting associated with aviation requirements for Hamilton Airport.

Activities that fail to comply with Rules 10.4.2.14A will require a resource consent for a restricted discretionary activity with the discretion being restricted over:

- Ecology (Northern Precinct)

These matters will be considered in accordance with the assessment criteria in Section 21.

### **Rules - Ecology**

10.4.2.14AB An Ecological Management Plan is required to be developed as part of the earlier of the first landuse consent application or the first subdivision consent application (excluding boundary adjustments) for the Northern Precinct. The Ecological Management Plan ~~should~~ must be for the entire Northern Precinct and must contain:

- (a) A Bat Management Plan prepared by a suitably experienced bat ecologist that:
  - i. Includes planting specifications, drawings and an implementation programme for habitat enhancement within Bat Habitat Areas, including a 50m wide bat corridor in general accordance with Figures 1 and 2 in Appendix S10. The implementation programme shall ensure that habitat enhancement occurs as early as practicable;
  - ii. Provides details of how planting and light spill will be managed where transport corridors are proposed to cross Bat Habitat Areas;
  - iii. Identifies all confirmed or potential bat roost trees within the Northern Precinct based on presence of roosting features and any other relevant information which is available;
  - iv. Provides an assessment of whether retention of any tree or trees which are confirmed or potential bat roost trees is practicable and appropriate, having regard to:
    - A. The assessed values, including whether the tree is a confirmed bat roost tree, and whether it is known to be a solitary or communal roost; and
    - B. Whether the tree is in close proximity to any Bat Habitat Area and could continue to be used as a bat roost within an otherwise urban context; and
    - C. Any earthworks that will be required to enable urban development;

~~Provides an analysis of the practicability of retaining each potential roost tree as part of the development of the Northern Precinct in line with the Structure Plan and identifies any trees that need to be removed, including reasons why;~~
  - v. Proposed tree removal methodology and timing, with regard to the Department of Conservation 'Protocols for Minimising the Risk of Felling Bat Roosts' (Version 2: October 2021);

~~Specifies best practice tree removal protocols and mitigation for any potential roost trees that have been identified as needing to be removed, and methods to mitigate associated ecological effects. Where any ecological effects are unable to be mitigated, the Bat Management Plan shall set out methods to ensure that any more than minor residual ecological effects are offset to achieve a no net loss outcome.~~

- vi. ~~Where more than minor adverse effects are unable to be avoided or mitigated such that there will be more than minor residual effects on long-tailed bat habitat values (including any roosting, commuting and foraging), the Bat Management Plan shall include details of proposed offset or compensation measures (which may include habitat enhancement and/or pest control) to contribute to a no net loss outcome. Where off-site measures are proposed they shall preferentially be within the known home range of the local long-tailed bat population. Connectivity with features in the wider landscape and potential opportunities for co-ordination with other habitat enhancement initiatives shall be considered;~~
  - vii. ~~The legal mechanisms proposed for protection of Bat Habitat Areas and any other long-tailed bat habitat which is proposed to be created or retained;~~
  - viii. ~~Details pre and post-development monitoring for long-tailed bats, including how the monitoring could be co-ordinated with other monitoring occurring within the known home range of the local long-tailed bat population;~~
  - ix. ~~Identifies procedures for reviewing and amending (if necessary) the Bat Management Plan.~~
- (b) ~~Measures to avoid, remedy, mitigate, offset or compensate for any adverse effects which are more than minor on habitats of indigenous fauna including birds and lizards.~~
- (a) ~~A Lighting Management Plan that will apply to on lot development within a 20m corridor applied from identified external boundary extents of the precinct and within the Hub, as denoted on the Airport Business Zone Structure Plan as the 'Lighting Management Plan Area'. The Lighting Management Plan shall establish a dark zone within this area for the purpose of contributing to the long tailed bat flyway network, and provide lighting outcomes (which could include, but are not limited to, specifying low light levels / directional lighting) that any lots within these dark areas must comply with.~~
- (c) ~~Ecological recommendations for landscape planting to be implemented throughout the precinct, including specimen, sizing and design requirements to encourage long-tailed bat foraging and/or commuting.~~

~~All subsequent land use and/or subdivision consent applications shall be consistent with the Ecological Management Plan that was approved as part of the first land use or subdivision resource consent, or any variation thereof approved by way of a subsequent resource consent.~~

~~Activities that require and provide an Ecological Management Plan which addresses the requirements in Rule 10.4.2.14B will require a resource consent for a restricted discretionary activity with the discretion being restricted over:~~

- ~~Ecology (Northern Precinct)~~

~~These matters will be considered in accordance with the assessment criteria in Section 21.~~

~~Activities that fail to comply with this rule will require a resource consent as a Discretionary activity.~~

10.4.2.14C The removal of any tree or vegetation within the Northern Precinct outside a Bat Habitat Area is

a permitted activity where:

- (a) It has a diameter less than 150mm measured at 1.4m in height above ground level; or
- (b) It has a diameter of 150mm or more measured at 1.4m in height above ground level and:
  - i. A report is provided by a suitably experienced bat ecologist demonstrating that, following an assessment of the tree, the tree is not a confirmed or potential bat roost tree. Identification of potential bat roost trees shall be in accordance with the Department of Conservation 'Protocols for Minimising the Risk of Felling Bat Roosts' (Version 2: October 2021); and
  - ii. The above report is provided to Waipa District Council at least 5 working days prior to the removal of the tree(s); or
- (c) The vegetation removal is authorised by an existing subdivision or land use resource consent.

Activities that fail to comply with Rules 10.4.2.14C will require a resource consent for a restricted discretionary activity with the discretion being restricted over:

- Ecology (Northern Precinct)

These matters will be considered in accordance with the assessment criteria in Section 21.

10.4.2.14D The trimming, pruning or removal of any tree or vegetation within the Northern Precinct inside a Bat Habitat Area is a permitted activity where:

- (d) It has a diameter less than 150mm measured at 1.4m in height above ground level; or
- (e) The vegetation removal is authorised by an existing subdivision or land use resource consent.

Activities that fail to comply with Rules 10.4.2.14D will require a resource consent as a discretionary activity.

#### **Rule - Noise**

10.4.2.15 All activities within the Airport Business Zone, excluding engine testing and noise generated by aircraft in flight taxiing or pre-flight checks, shall be conducted and buildings located, designed and used to ensure the noise levels do not exceed the following limits when measured in accordance with the requirements of NZS 6801:1999 Measurement of Sound and NZS 6802:1991 Assessment of Environmental Sound:

- (a) Within the boundary or notional boundary of any site zoned Rural, and within the boundary of any of the residential properties east of State Highway 3 and identified 'Special Amenity Area' on the Planning Maps and the structure plan at Appendix S10:
  - (i) Monday to Saturday 7.00am to 10.00pm 55dBA (L10)
  - (ii) At all other times, including public holidays 45dBA (L10)
- (b) Within the boundary of any site zoned Airport Business 60dBA (L10)  
(except Lot 1 DPS 60613) at all times

Provided that no single event noise level L<sub>max</sub> shall exceed 70dBA at night time 10.00pm

to 7.00am.

- (c) Within the notional boundary of Lot 1 DPS 60613 (being 141 Middle Road):
- |       |  |                               |
|-------|--|-------------------------------|
| (i)   | <u>Monday to Saturday 7.00am to 10.00pm</u>          | <u>55dBA (L<sub>10</sub>)</u> |
| (ii)  | <u>At all other times, including public holidays</u> | <u>45dBA (L<sub>10</sub>)</u> |
| (iii) | <u>Night-time – single noise event</u>               | <u>70 dB LA<sub>max</sub></u> |

Except that Rules 10.4.2.15(c) shall not apply if Lot 1 DPS 60613 if is owned by Titanium Park Limited or its nominee.

Prior to any activity being established or building consent being applied for, evidence that these standards will be met may be required by Council.

Advice Note: For some common activities it will be sufficient to simply indicate the intended use (e.g. Warehousing); for others, evidence from a suitably qualified person will be required.

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

#### **Rules - Noise: aircraft and engine testing**

- 10.4.2.16 Noise from the maintenance and testing of aircraft shall not exceed the following noise limits when measured in accordance with the requirements of NZS 6801:1999 Measurement of Sound:

*Within the boundary or notional boundary of any site zoned Rural:*

- |     |      |       |
|-----|------|-------|
| (a) | Leqn | 45dBA |
| (b) | Lmax | 75dBA |

*Within the boundary of any of the residential properties within the Special Amenity Area shown on the Planning Maps and the structure plan at Appendix S10:*

- |     |      |       |
|-----|------|-------|
| (c) | Leqn | 50dBA |
| (d) | Lmax | 80dBA |

Leqn is defined as the logarithmic average of the hourly Leqn values from 10.00pm to 7.00am the following day, calculated as a rolling average over the last seven nights. Noise from night time engine testing shall be monitored by the operator to determine the total noise dose from engine testing that has been generated over the last seven days. A summary of these results shall be provided to Council once a year and be available to Council for inspection at any reasonable time and upon reasonable notice.

Advice Note: The monitoring requirement specified in the above rule will be fully satisfied by the provision of monitoring data provided by the operators of the Hamilton Airport in accordance with Rules 4.4.2.31 to 4.4.2.34.

- 10.4.2.17 Exemptions to undertake engine testing that does not comply with Rule 10.4.2.16 are permitted where:

- There is a requirement to undertake essential unscheduled engine testing between the hours of 10.00pm and 7.00am; and
- The aircraft had a scheduled passenger and/or freight landing at Hamilton Airport within 18 hours of the engine testing taking place; and
- The engine testing is necessary to return the aircraft to scheduled services, as soon as

practically possible; and

- (d) The engine testing cannot be completed outside the hours of 10.00pm and 7.00am without disruption to flying schedules.

10.4.2.18 Exemptions from Rule 10.4.2.16 are subject to the following conditions:

- (a) The essential unscheduled engine testing must be notified to the operator of Hamilton International Airport and Waipa District Council (WDC) by the aircraft testing operator as soon as the need for it is known; and
- (b) As soon as practically possible after the essential unscheduled engine testing is completed the aircraft testing operator shall send to the operator of Hamilton International Airport and WDC a report which shall include details of the date, time, location, duration, type of aircraft, engine power setting, the reasons for it being an exemption, and proof the aircraft was on a scheduled flight to Hamilton International Airport; and
- (c) The operator of Hamilton International Airport is to maintain a register of any exemptions under this rule, and the register is to be made publicly available; and
- (d) The noise shall not exceed L<sub>max</sub> 85dBA within the boundary or notional boundary of any dwelling; and
- (e) The cumulative duration of engine running time shall not exceed 30 minutes with a maximum cumulative duration of five minutes at high power settings; and
- (f) The total time from first engine on to last engine off, including any engine off time between run-ups, shall not exceed 90 minutes; and
- (g) The essential unscheduled engine testing must be undertaken in the following locations:
  - (i) The ATR72 aircraft and any others able to be accommodated within the Eagle Air enclosure should be positioned in that run-up noise enclosure; and
  - (ii) All other aircraft are to be positioned on the main runway facing north at the intersection with runway 07-25 (unless weather conditions require the aircraft to be south facing); and
- (h) For any aircraft to be able to rely on this exemption it must be either:
  - (i) One of the following aircraft types: Beechcraft 1900D, ATR-72, Boeing 737-300, Boeing 737-800; or
  - (ii) Be of a type certified by an acoustic consultant as being able to undertake engine testing in the location referred to in (g) above and still meet the L<sub>max</sub> limit in (d) above.

Activities that fail to comply with Rules 10.4.2.16 to 10.4.2.18 will require a resource consent for a non-complying activity, except for scheduled engine testing that exceeds Rule 10.4.2.16 by up to 5dBA which is a restricted discretionary activity, refer to Rule 10.4.1.3(d).

#### **Rules - Noise mitigation within the OCB, ANB and SEL**

10.4.2.19 The following noise sensitive activities located within the OCB, ANB and SEL shall incorporate appropriate acoustic treatment to ensure that a noise level not exceeding 45dBA (L<sub>dn</sub>) is achieved inside the building, except that in all habitable rooms of new residential activities and visitor accommodation, including extensions and additions to existing residential activities and

visitor accommodation, a noise level not exceeding 40dBA shall be achieved:

Noise Sensitive Activities
Residential activities.
Visitor accommodation.
Education facilities including aviation education training.
Caretakers accommodation ancillary to any other activity.
Childcare facilities.
Healthcare facilities.
Conference facilities.
Places of Assembly.
Offices
Laboratories and research establishments.

10.4.2.20 The internal noise level shall be calculated in accordance with the predicted external level at the subject site shown on the plan at Appendix O10 and in accordance with the following adjustments to the dBA level to establish an unweighted external source spectrum for aircraft noise:

External aircraft noise octave band adjustments for sound insulation design (adjustments derived from ASTM E 1332-90 (2003))						
63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz
6	5	0	-3	-6	-8	-11

10.4.2.21 Prior to a building consent being issued for any building to which Rules 10.4.2.19 and 10.4.2.20 applies, compliance shall be demonstrated by:

- (a) For visitor accommodation, by production of a design certificate from an appropriately qualified and experienced acoustic engineer, certifying that an internal noise level not exceeding 40dBA Ldn will be achieved in habitable rooms by construction in accordance with the proposed design; and
- (b) For other activities, by production of design certificate from an appropriately qualified and experienced acoustic engineer, certifying that an internal noise level not exceeding 45dBA Ldn will be achieved in habitable rooms.
- (c) Where it is necessary to have doors and windows closed to achieve the acoustic standard an alternative ventilation system shall be provided as follows (ac/hr means air changes per hour):
  - (i) Main living rooms: low setting 1-2 ac/hr and on high setting 15 ac/hr as a minimum.
  - (ii) Other habitable rooms: low setting 1-2 ac/hr and on high setting 5 ac/hr as a minimum.
  - (iii) Each system must be able to be individually switched on and off and when on, be controlled across the range of ventilation rates by the occupant with a minimum of three stages.
  - (iv) Each system providing the low setting flow rates is to be provided with a heating system which is able to provide the incoming air with a 12°C heat rise when the airflow is set to the low setting. Each heating system is to have a minimum of two equal heating stages.
  - (v) If air conditioning is provided to any space then the high setting ventilation



requirement for that space is not required.

(vi) Noise from ventilation systems shall not exceed the following noise limits:

Room type	Noise level measured at least 1m from the Diffuser (Leq dBA)	
	Low setting	High setting
Main living rooms	35	40
Other habitable rooms	30	35

10.4.2.22 Visitor accommodation inside the SEL 95 boundary shown on the Planning Maps and Appendix O10 shall incorporate appropriate acoustical treatment to ensure that indoor sound levels stated below are not exceeded:

- (a) The Internal Sound Exposure Level (SEL) from aircraft noise shall not exceed 65dBA in all sleeping areas of new visitor accommodation and extensions or additions to existing visitor accommodation; and
- (b) The internal noise level shall be calculated in accordance with the predicted external level at the subject site as shown on the plan of SEL contours in Appendix O10 with the following adjustments to the dBA level to establish an unweighted external source spectrum for aircraft noise as follows:

External aircraft noise octave band adjustments for sound insulation design						
63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz
6	5	0	-3	-6	-8	-11

*Note: Adjustments derived from ASTM E 1332-90 (2003) Table 1*

10.4.2.23 Prior to issuing a building consent for any building to which Rule 10.4.2.22 applies, compliance with the rule shall be demonstrated by production of a design certificate from an appropriately qualified and experienced acoustic engineer certifying that the above internal noise level will be achieved by construction in accordance with the proposed design, provided that:

- (a) Where it is necessary to have doors and windows closed to achieve the acoustic standard an alternative ventilation system shall be provided for sleeping areas at 1-2 a/c per hour on low setting and a minimum of 5 a/c per hour on high setting, where a/c per hour means air changes per hour; and
- (b) Each system must be able to be individually switched on and off and when on, be controlled across the range of ventilation rates by the occupant with a minimum of three stages; and
- (c) Each system providing the low setting flow rates is to be provided with a heating system which is able to provide the incoming air with a 12°C heat rise when the airflow is set to the low setting. Each heating system is to have a minimum of two equal heating stages; and
- (d) If air conditioning is provided to any space then the high setting ventilation requirement

for that space is not required.

(e) Noise from ventilation systems shall not exceed the following noise limits:

Room type	Noise level measured at least 1m from the Diffuser (Leq dBA)	
	Low setting	High setting
Sleeping areas	30	35

Activities that fail to comply with Rules 10.4.2.19 to 10.4.2.23 will require a resource consent for a discretionary activity.

#### Rule - Vibration

10.4.2.24 Vibration emanating from a site shall meet the limits recommended in and be measured and assessed in accordance with New Zealand Standard NZS 4403:1996 Code of Practice for Storage, Handling, and Use of Explosives.

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

- Safety; and
- Time and duration of effect; and
- Effects on buildings and structures, either on site or on surrounding properties.

These matters will be considered in accordance with the assessment criteria in Section 21.

#### Rule - Construction noise

10.4.2.25 Construction noise emanating from a site where construction is ancillary to the principal use shall meet the limits recommended in and be measured and assessed in accordance with New Zealand Standard NZS 6803:1999 Acoustics – Construction Noise.

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

- Time and duration of effect; and
- Effects on surrounding buildings and properties.

These matters will be considered in accordance with the assessment criteria in Section 21.

#### Rules - Signs

10.4.2.26 The following signs are permitted:

- (a) A sign giving information such as the name or street number of premises, the business carried on, names of people occupying premises, and hours of operation; but containing no reference to particular products. No such sign shall exceed 3m<sup>2</sup> and the total area of permanent signs on one site shall not exceed 5m<sup>2</sup>.
- (b) One free standing sign with a maximum height of 7.5m and maximum width of 2m at each road entrance to the Airport Business Zone.
- (c) Signs advertising that the land or premises are for sale or lease. The maximum size of each sign must be no more than 2m<sup>2</sup> and no more than four signs are permitted on a site at any one time.
- (d) A sign erected on a construction site giving details of the project. The maximum total area of the sign must be no more than 2m<sup>2</sup> and no more than one sign is permitted on a site at

any one time.

- (e) Any sign erected by Council, New Zealand Transport Agency, or the Automobile Association for the direction and control of traffic.
- (f) Health and Safety at Work Act 2015 related signs.

Provided that in all cases:

- (i) All signs other than temporary signs shall relate to activities authorised under the Plan and shall be located on the site to which they relate.
- (ii) No sign shall be internally illuminated, flashing, incorporate fluorescent or incorporate moving materials such as flags or be painted in colours that are used on traffic signals.
- (iii) All signs must be placed so that, where attached to a building, no part protrudes above the eaves or parapet, or where attached to a fence or wall, no part protrudes above the top of the fence or wall.
- (iv) No sign shall be placed above a verandah.
- (v) With the exception of signs permitted by Rule 10.4.2.26(b) a freestanding sign must be placed so that no part is more than 4m above ground level.
- (vi) Signs must be placed so that they do not block sight distances at entranceways and must be no closer than 20m to a road intersection.
- (vii) Signs shall be oriented towards the road from which the site obtains its vehicular access.
- (viii) Signs must be removed where the goods, services or events to which the sign relates are no longer available, or no longer relevant to that site or building.

10.4.2.27 Signs giving information on forthcoming events, elections, cultural, religious, educational or sporting events and displayed not more than 90 days before and three days after the event or such lesser time as may be prescribed by legislation; as long as signs shall not exceed a combined total of 3m<sup>2</sup> visible in all directions and shall be setback at least 15m from any strategic road.

Provided that in all cases:

- (a) No signs shall be internally illuminated, flashing, incorporate fluorescent materials, or be painted in colours that are used on traffic signals.
- (b) All signs must be placed so that, where attached to a building, no part protrudes above the eaves or parapet, or where attached to a fence or wall, no part protrudes above the top of the fence or wall.
- (c) A freestanding sign must be placed so that no part is more than 4m above ground level.
- (d) Signs must be placed so that they do not block sight distances at entranceways and must be no closer than 20m to a road intersection.
- (e) Signs shall be oriented towards the road from which the site obtains its vehicular access.
- (f) Signs shall be removed within three days of the conclusion of the event.

Provided that relevant the zone based or district wide rules apply where they are more restrictive. Refer to Section 22 - Heritage and Archaeology and Section 25 - Landscapes and

Viewshafts.

Activities that fail to comply with Rules 10.4.2.26 and 10.4.2.27 will require a resource consent for a restricted discretionary activity with the discretion being restricted over:

- Visual effects; and
- Traffic and adjoining State Highway network.

These matters will be considered in accordance with the assessment criteria in Section 21.

#### **Rule - Earthworks**

- 10.4.2.28 Earthworks shall not exceed a total volume of ~~1,000m<sup>3</sup>~~ 2,500m<sup>3</sup> in a single activity or in cumulative activities in any one calendar year, provided that this rule shall not apply to earthworks incidental to an approved resource consent or building consent.

Advice Notes:

1. In the event that any artefacts, human remains or evidence of historic human activity are discovered, there remains a procedure under the Heritage New Zealand Pouhere Taonga Act 2014 that must be followed.
2. Earthworks complying with permitted activity standards or subject to resource consent requirements under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011, are exempt from additional resource consent requirements.
3. Earthworks within 23m of lakes or water bodies require resource consent. Refer Section 26 - Lakes and Water bodies.

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

#### **Rules - Temporary construction buildings**

- 10.4.2.29 Temporary construction buildings must only be used in conjunction with, and for the duration of, a construction project located on or adjacent to the same site as the construction project. For the avoidance of doubt, temporary construction buildings must not be used as an accessory building for the day to day storage needs of domestic goods, or for the storage of home occupation equipment.
- 10.4.2.30 Temporary construction buildings are only permitted for one calendar year and must comply with the minimum setback requirements for the Airport Business Zone.

Activities that fail to comply with Rules 10.4.2.29 and 10.4.2.30 will require a resource consent for a restricted discretionary activity with the discretion being restricted over:

- Visual effects.

These matters will be considered in accordance with the assessment criteria in Section 21.

#### **Rules - Temporary events**

- 10.4.2.31 All temporary buildings and other works shall be removed and the site returned to its original condition five working days after the temporary event has ceased.
- 10.4.2.32 All buildings and any required works must be set back from the boundary in accordance with the relevant zone setback requirements.
- 10.4.2.33 Any temporary event that is likely to attract more than 200 vehicles will require a Traffic Management Plan. The Traffic Management Plan is required to be submitted to and approved

by the relevant road controlling authority no less than one month prior to the event.

10.4.2.34 Temporary events must not:

- (a) Occur more than two times per calendar year cumulatively on any site; and
- (b) Exceed two days duration (excluding preparation time); and
- (c) Occur outside of the hours of Monday to Saturday 7.00am to 10.00pm and 7.30am to 6.00pm Sunday and public holidays.

Activities that fail to comply with Rules 10.4.2.31 to 10.4.2.34 will require a resource consent for a restricted discretionary activity with the discretion being restricted over:

- Visual effects; and
- Noise; and
- Traffic.

These matters will be considered in accordance with the assessment criteria in Section 21.

**Rule - Compliance with the Airport Business Zone Structure Plan**

10.4.2.35 All activities and development and subdivision in the Airport Business Zone shall be in general accordance with the Structure Plan (including requirements) contained within Appendix S10 comply with Rules 15.4.2.87 to 15.4.2.90 of this Plan.

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

**Rule - Relocated buildings**

10.4.2.36 A relocated building more than 40m<sup>2</sup> shall meet the following requirements:

- (a) A Building Relocation Inspection Report shall accompany an application for a building consent. The Building Relocation Inspection Report shall be prepared by one of the following suitably qualified and experienced people:
  - (i) A Waipa District Council Building Compliance Officer (or equivalent); or
  - (ii) A member of the New Zealand Institute of Building Surveyors; or
  - (iii) A licensed building practitioner (carpenter or design category); or
  - (iv) A building inspector from the local authority where the building is being relocated from; and
- (b) If the Building Relocation Inspection Report has been prepared by a person other than a Waipa District Council Building Compliance Officer (or equivalent position), the accuracy and completeness of the Building Relocation Inspection Report must be confirmed by a Waipa District Council Building Compliance Officer (or equivalent position) by undertaking an on-site inspection of the relocated building once it has been relocated; and should the Waipa District Council Building Compliance Officer determine that the relocated building requires external repair works in addition to that identified in the submitted Building Relocation Inspection Report in order to achieve a tidy and workmanlike external appearance, then:
  - (i) The owner of site to which the building is to be relocated will be contacted and must agree in writing to the additional works within 2 weeks of notification of the requirement for additional works. The additional works then become part of the

### Building Relocation Inspection Report.

- (c) All required repairs and maintenance identified in the Building Relocation Inspection Report to reinstate the exterior of the relocated building, including painting, if required, shall be completed within 6 months of the relocated building being delivered to the site; and
- (d) The owner of site to which the building is to be relocated must supply a signed declaration to Council that the reinstatement work required by the Building Relocation Inspection Report will be completed within 6 months of the relocated building being delivered to the site.

Provided that this rule shall not apply to new buildings which are designed for or intended to be used on a site which are erected off the site either in whole or in parts and transported to the site.

#### Advice Notes:

1. Relocated buildings less than 40m<sup>2</sup> are not required to comply with this rule but are required to comply with the relevant rules in 10.4.2.
2. Information requirements for a Building Relocation Inspection Report are detailed in Section 21.2.27.
3. The onsite inspection by a Waipa District Council Building Compliance Officer (or equivalent position) shall occur at the time of foundation inspection for the Building Consent process, and will not incur additional costs.

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

- Condition of the exterior of the building; and
- Repairs and works identified for action in Council approved or certified Building Relocation Inspection Report; and
- Reinstatement works; and
- Timing for completing any required works.

These matters will be considered in accordance with the assessment criteria in Section 21.

## **10.5 Assessment Criteria**

### **10.5.2 Controlled activities and Restricted Discretionary activities**

*For controlled and restricted discretionary activities the assessment will be restricted to the matters over which control or discretion has been reserved, in accordance with the relevant assessment criteria contained in Section 21. Resource consent conditions can only be imposed over the matters which control or discretion has been reserved. The relevant assessment criteria are contained in Section 21.*

### **10.5.3 Discretionary activities**

*For discretionary activities Council shall have regard to the assessment criteria in Section 21. The criteria in Section 21 are only a guide to the matters that Council will consider and shall not restrict Council's discretionary powers.*

Amended Version 28<sup>th</sup> February 2023.

Notified changes shown in red text, post-notification ecology changes shown in blue text, post-notification other changes shown in green text.

## Appendix S10 - Airport Business Zone Structure Plan

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(Additions in underline, deletions in strikethrough)

### S10.1 General

S10.1.1 The Airport Business Zone Structure Plan covers an area of some 250ha ~~157ha~~ surrounding the airport operational area. ~~It contains some existing industrial and service activities on the west side of the airport but the majority of the land is undeveloped. Much of the zone has already been developed, except for the Northern Precinct. The Northern Precinct comprises of 130ha of land, which~~ This provides the opportunity to apply quality urban design principles to the development.

S10.1.2 A master planning approach has been applied to underpin this structure plan which, in turn, is intended to assist in achieving a functional high quality business park which recognises the constraints imposed by an expanding airport and a rural surrounding. This approach is possible because the majority of the land is in one ownership.

### S10.2 Northern Precinct ~~land~~

S10.2.1 A ~~40ha~~ 130ha area of land to the northwest of the airport adjacent to the main runway known as the Northern Precinct has been identified for expansion of the business park. ~~A master planning approach has also been applied to this land so the principles in S10.3 (where relevant) will apply to it.~~

S10.2.2 There will be no direct vehicle access from lots or activities within the Northern Precinct land to Narrows Road, Raynes Road, or any section of Middle Road that does not have Airport Business zoned land on both sides ~~and vehicle access will be by way of an internal road connection to the Western Precinct.~~

S10.2.3 Access will be achieved through intersections onto State Highway 3 (SH3) and Raynes Road while protecting the ability to establish a direct connection to the future Southern Links Central interchange when it is constructed.

S10.2.4 Several transport upgrades will be required to enable the full development of the Northern Precinct. These upgrades, along with when they will be required, are set out within Rule 10.4.2.13A within Section 10.

S10.2.5 Development of the Northern Precinct will occur in a way that protects identified Bat Habitat Areas and maintains or enhances long-tailed bat habitat values.

~~S10.2.7.3.2~~ Development of the Northern Precinct land is also subject to ~~approval of a Comprehensive Development Plan in accordance with~~ the rules in Section 10 – Airport Business Zone (Titanium Park) and Section 15 – Infrastructure, Hazards, Development and Subdivision.

### S10.3 Principles



- S10.3.1 Clearly identifiable passenger vehicle access to and from State Highway 21 and the existing passenger terminal, ensuring it creates a sense of a 'gateway' to the District and Region.
- S10.3.2 Separation of car and truck movements, wherever possible.
- S10.3.3 Rationalisation of the design and location of the site access points from the two adjacent State Highways.
- S10.3.4 Direct access (wherever possible) for goods from "landside" buildings to "airside" freight transport areas.
- S10.3.5 An internal road design strategy which deals with vehicle size ranges, limited on-street parking, precinct accessibility, potential for passenger transport and passenger amenities, stormwater swales and visual character.
- S10.3.6 A high quality visual outcome, including visual containment within defined edges and landscaping within the road reserves.
- S10.3.7 Direct convenient access for public transport at State Highway 3, State Highway 21 and Raynes Road. A continuous cycle/walkway connection from all three access points in accordance with the structure plan.
- S10.3.8 Provision for public transport infrastructure including bus stops and terminals.
- S10.3.9 On the west side, the available land for development is relatively small and, therefore, the likely development patterns are very much a product of maximised airside/landside access for small scale future buildings and a road profile which accommodates a reasonable mix of car and truck access demands.
- S10.3.10 The eastside strategy is more complex and the proposed pattern of precincts is largely determined by the need to relocate the access point from State Highway 21 just to the north of its existing location and the need to develop an internal roading network from this new access point to the existing terminal, its expanded car parking and service areas and to the areas identified for development.
- S10.3.11 For the Central Precinct, the access configuration leads to a linear form of business park centred on a spine road. An important objective was to ensure a strong visual and functional link from the new vehicle arrival point, at State Highway 21, to the existing terminal area.
- S10.3.12 For the Southern Precinct, the access configuration leads to direct access to the State Highway for vehicles which are more likely to be heavy and service vehicles, and avoids conflict between those vehicles and terminal traffic. *[DR10]*
- S10.3.13 For the Northern Precinct, the areas which are identified as Bat Habitat Areas are to be protected and enhanced as bat habitat. Enhancement of the corridor which forms part of the Bat Habitat Areas will occur in general accordance with Figures 1 and 2. Multi-functional use of the Bat Habitat Areas involving stormwater networks is anticipated and provided for to enable efficient use of the land where the activities do not adversely affect use of the areas by long-tailed bats to a more than minor extent.

## **S10.4 Circulation and access**

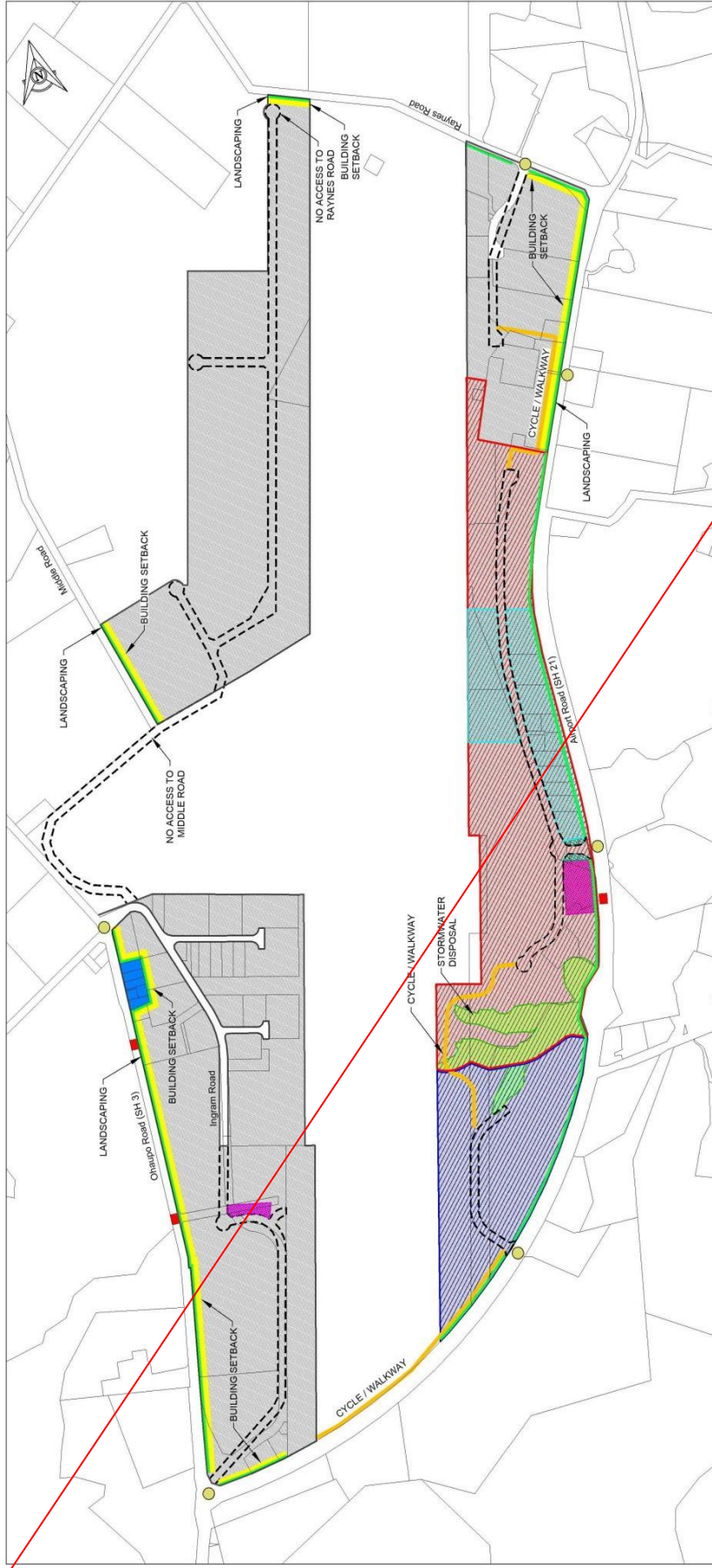
- S10.4.1 On the east side, a key constraint is to maintain ease of circulation for passenger vehicles to

and from the terminal zone.

- S10.4.2 The new entry to the Terminal and Central Precinct shall be designed to prioritise terminal traffic and generally separate Airport terminal traffic from heavy vehicles.
- S10.4.3 Road designs to be applied throughout the park will reflect these traffic management concepts and the carriageways, drainage swales, truck turning and kerb-side street parking requirements for each precinct are reflected in the road profiles proposed.
- S10.4.4 Areas of landscaped open space have been integrated into strategic points within the development to take advantage of viewing areas of runways from proposed public roads on both the east and west side, as well as parks to maximise the quality of the entrance boulevard from the new entrance point from State Highway 21.
- S10.4.5 Intersection design for the access from State Highway 21 is intended to safely accommodate turning traffic by initially developing a limited stage 1 area with access through the existing Airport Terminal intersection. A roundabout intersection will be developed to the north of the existing access once the initial stage 1 area is exceeded and at that time the existing Airport Terminal intersection would be closed.
- S10.4.6 Access for the Southern Precinct development area is to utilise a new intersection with SH21.
- S10.4.7 Pedestrian and cycle movement between the Central Precinct and Southern Precinct is provided for via off-road shared paths, with no vehicle connection.

## **S10.5 Southern Links**

- S10.5.1 The Southern Links arterial roading project involves the realignment of State Highway 3 and construction of a grade separated interchange at the State Highway 3/21 intersection. The project will affect the access to the west side of Titanium Park. In order to efficiently accommodate Southern Links the structure plan for the west side shows the following arrangements:
  - (a) An access point at the State Highway 3/21 intersection that will be in the form of a roundabout with an access leg into Titanium Park ~~to be completed in 2017~~ and which will eventually form part of the grade separated SH3/21 interchange.
  - (b) Retaining the designated partial grade separated intersection (D50) so that it is able to be built if demand requires.
  - (c) Retaining the Ingram Rd/SH3 intersection which is to be upgraded to provide a right turn bay and widening. It may be limited to left-in, left-out movements in the future when demand requires.



**LEGEND:**

	Road/Access Stopped		Special Amenity Area
	Access Point/Gateway		Stormwater Disposal
	Landscaping		Landscape Open Space
	Building Setback		Retail Area
	Cycleway/Walkway Connection		Stage 1 Development
	Indicative Road		
	Airport Business Zone		
	Central Precinct		
	Southern Precinct		

**Airport Business Zone Structure Plan**  
Appendix S10

**Waipa**  
DISTRICT COUNCIL

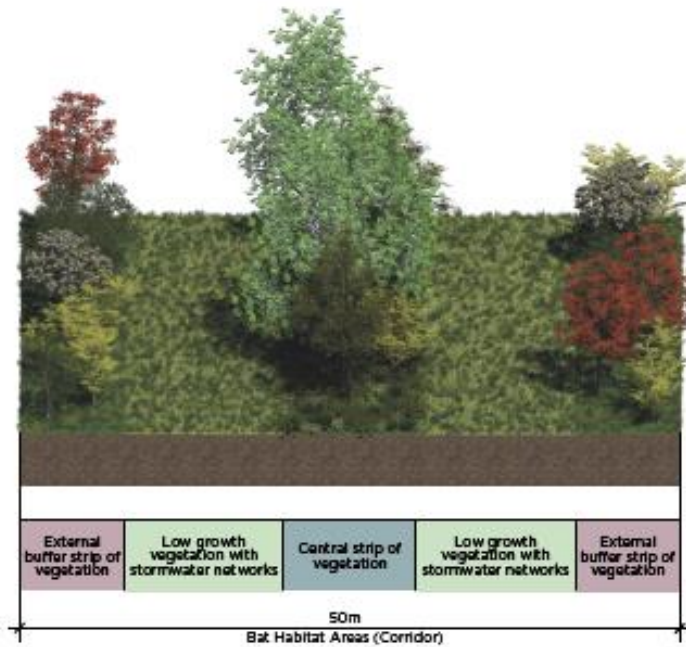
COPYRIGHT (C) WAIPA DISTRICT COUNCIL  
 CADASTRAL INFORMATION DERIVED FROM LAND INFORMATION  
 NEW ZEALAND'S DIGITAL CORE RECORD SYSTEM (CRS)  
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 1:10,000  
 REFERENCE PHOTO  
 19 APRIL 2018



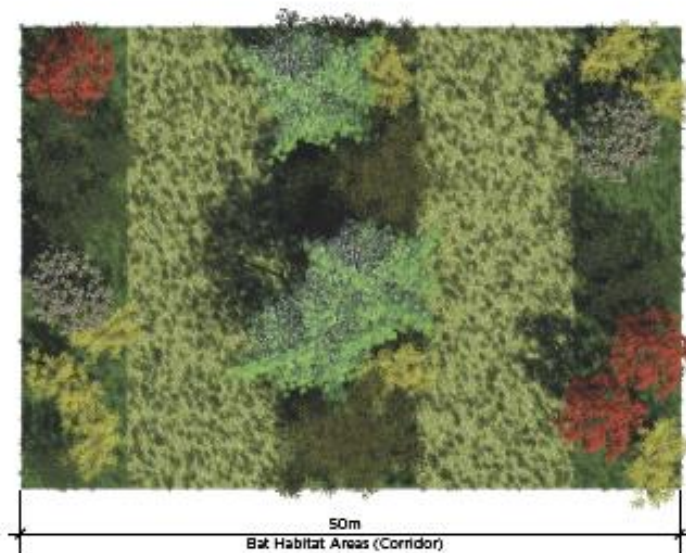


# BAT HABITAT AREAS (CORRIDOR)

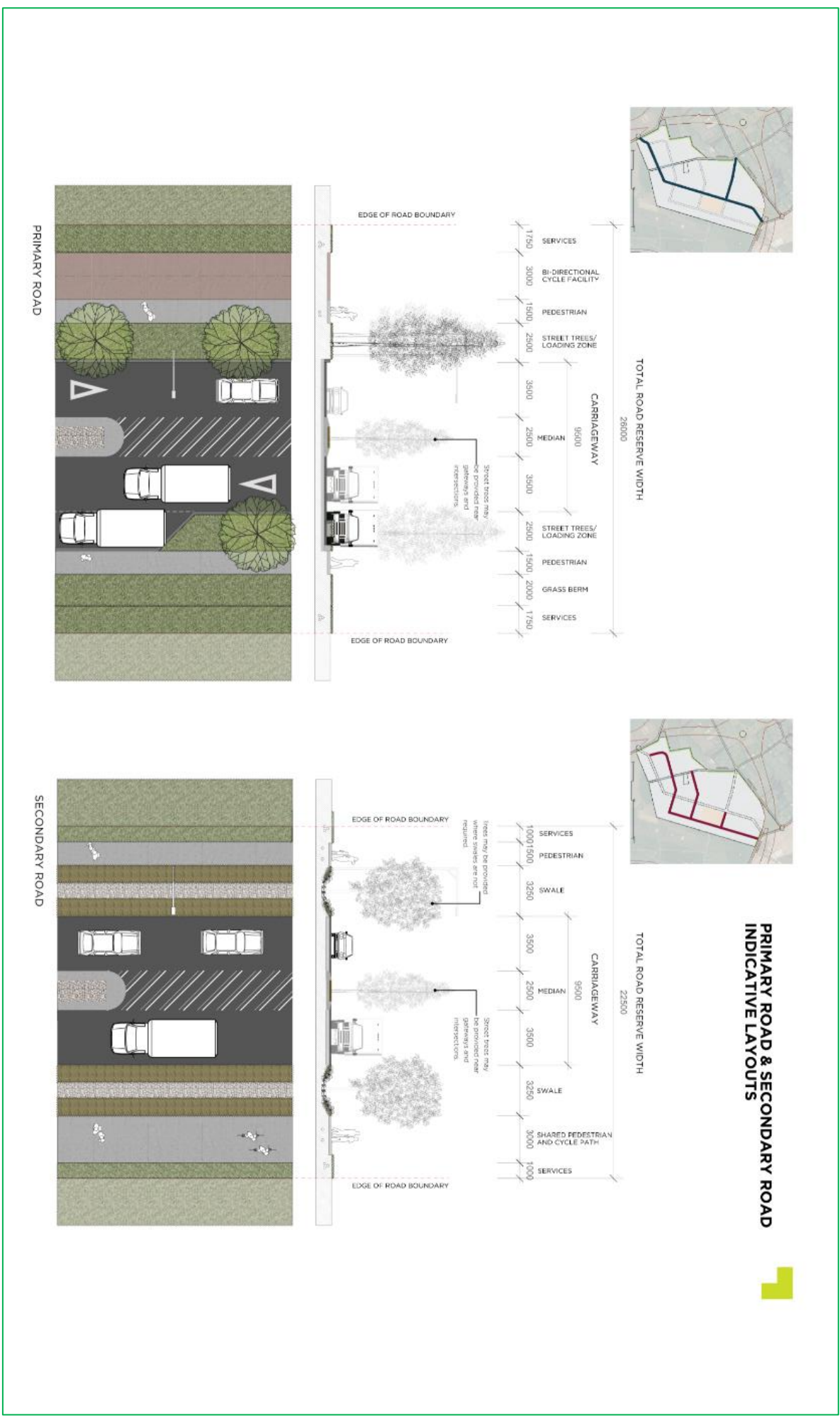
**FIG 1** Bat Habitat Areas (Corridor) -  
Typical Cross Section @ 1:500  
- A4

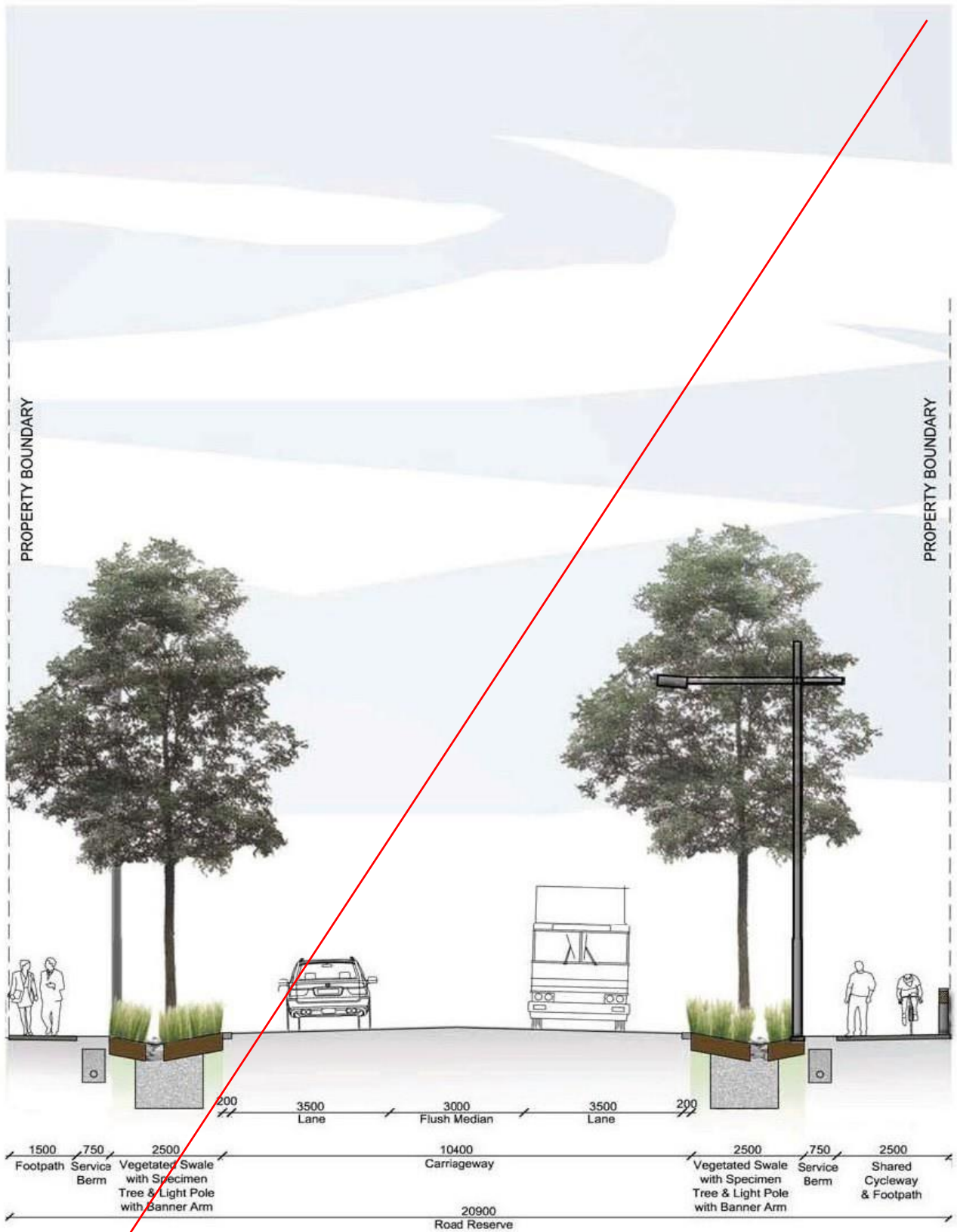


**FIG 2** Bat Habitat Areas (Corridor) -  
Typical Plan Layout @ 1:500  
- A4



# PRIMARY ROAD & SECONDARY ROAD INDICATIVE LAYOUTS





**TYPICAL ROAD  
CROSS SECTION**

DATE: 29.08.08  
SCALE: 1:150 @ A3

Amended Version 28<sup>th</sup> February 2023.

Notified changes shown in red text, post-notification ecology changes shown in blue text and transport changes shown in green text.

## **Section 15 - Infrastructure, Hazards, Development and Subdivision**

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(Additions in red underline, deletions in red strikethrough)

### **15.1 Introduction**

- 15.1.1 How and where development and subdivision occurs is critical to the sustainable management of the District's natural and physical resources. This section of the Plan focuses on how development and subdivision will occur. The Strategic Growth section of the Plan provides direction on the location of growth. It must be remembered that every decision made on development and subdivision applications is crucial as it affects the efficient use of land and the efficient management of infrastructure required to service the development.
- 15.1.2 Planned and integrated development and subdivision will make the best use of the land resource. This Plan anticipates this outcome will be achieved by development occurring in planned locations and in an integrated manner. In key locations, this is to be achieved through the use of structure plans and comprehensive development plans. Each activity will need to occur on a site that is suitable for the intended use, taking account of hazards, flooding, climate change, servicing requirements, location of existing infrastructure and the need for a sustainable design and layout. The positive benefits arising from integrated well planned development and subdivision in urban locations will include; co-ordination with infrastructure provision, minimal alterations and impacts on the natural environment, improved energy efficiency for future occupants by improving access to solar energy, reduced travel distances through well connected street layouts to community facilities, improved safety in communities through CPTED, and tree lined streets. In rural locations, the positive benefits include development continuing to support rural productivity and retaining the versatile soil resource through an increased lot size requirement of 40ha. In all areas, development and subdivision will be required to ensure that the values of landscape areas, significant natural areas, and cultural landscapes are maintained. Development and subdivision should also lead to the restoration and protection of the health and well-being of the Waikato River.
- 15.1.3 The Plan provides transferable development rights as a subdivision option. In general these provisions require the transfer of entitlements from sensitive locations to less sensitive locations. Provision has also been made for benefit lots or additional subdivision opportunities as an incentive to facilitate protection of the District's natural environment. There will be an ongoing need to balance and monitor the rate that these opportunities are taken up in order to achieve the outcomes in the District Growth Strategy.
- 15.1.4 The Regional Infrastructure Technical Specifications contains guidance on the design and construction standards for development and subdivision in the District. The Technical Specifications, as updated from time to time will provide guidance for all relevant aspects of development and subdivision at the consenting stage.
- 15.1.5 Comprehensive development plans provide for the development of ~~Titanium Park – Northern Precinct~~ and the Industrial Zone at Raynes Road which form part of the Hamilton Airport Strategic Node. Given its proximity to the Airport and interrelated infrastructure issues, the Agri-Activities Overlay of the Mystery Creek Events Zone has ~~also~~ been identified as a Comprehensive



Development Plan Area. The comprehensive development plan process recognises the need for an integrated and coordinated approach to development and infrastructure.

## 15.2 Resource Management Issues

*Please also refer to the Resource Management Issues of Part C, Part D, Part E and Part F, as relevant.*

### Need for integrated development

15.2.1 In order to make the most effective use of the land resource there is a need to ensure that all elements of integrated development are considered including:

- (a) *Site suitability - Hazards and flooding:* Development and subdivision needs to occur on land that is suitable for the intended use. In some areas of the Waipā District, this is more difficult due to physical constraints including soil types that hinder stormwater soakage, and hazards such as flooding, and filled, unstable or contaminated land.
- (b) *Ad-hoc, residential cluster, and ribbon development:* In the Rural Zone ad-hoc, residential cluster and ribbon development along rural roads have created adverse traffic, visual, and other environmental effects. It has also resulted in undue pressure on roading, and infrastructure services, where these are provided.
- (c) *Infrastructure provision:* The co-ordination between development, subdivision and infrastructure provision is critical. In nearly every instance it is expected that the developer will fund infrastructure. Previously, some development has not given regard to the timing and implementation of infrastructure, or that the density of the development must be of a sufficient level to support infrastructure provision. Regulatory instruments such as structure plans and comprehensive development plans provide an opportunity to ensure that future development is adequately serviced with infrastructure. In some areas of the Waipā District, there are capacity constraints and Waikato Regional Council consent requirements, which mean that connections cannot be made to existing infrastructure.
- (d) *The erosion of character and amenity:* The erosion of character and amenity in the existing urban areas is occurring where some new subdivisions do not provide for the key elements of public space, the maintenance of character such as road designs and layouts that provide continuity and connectivity between existing and new areas, the management of traffic, and the maintenance of amenity.

### On-site infrastructure

15.2.2 Inadequate or unsuitable on-site infrastructure at the time of, and subsequent to subdivision in un-serviced areas can expose future residents to risks associated with natural hazards and other threats, affecting their health and safety.

### Revising and refining our design systems

15.2.3 Some development and subdivision within the District has not demonstrated appropriate urban design, utilised low impact design methodologies, or incorporated energy efficiency design elements.

### Maintaining the integrity of future growth areas

15.2.4 The strategic growth aspirations outlined in this Plan will support the requirements for urban consolidation of the District to 2050. To ensure alignment with the District Growth Strategy, certain types of development within Deferred Zones will be constrained by this Plan.

### **Comprehensive Development Plan Areas**

- 15.2.5 If undertaken in a planned and integrated manner the activities within the Comprehensive Development Plan Areas have the potential to support the operation and development of Hamilton Airport and the Mystery Creek Events Zone both of which are identified as regionally important sites in this Plan.
- 15.2.6 Development of land within the Comprehensive Development Plan Areas that is not coordinated with infrastructure, including the transportation network, has the potential to result in adverse effects on the efficient use and development of infrastructure as well as on the efficient development of the Hamilton Airport Strategic Node and the Mystery Creek Agri-Activities Overlay Area.
- 15.2.7 The Agri-activities Overlay is a defined area of land over part of the Mystery Creek Events Zone and located adjacent to the Hamilton Airport Strategic Node. This area has the potential to be developed for a limited range of activities that support events within the Mystery Creek Events Zone relating to agricultural or farming research, innovation, education and training.

### **Rural fragmentation**

- 15.2.8 Subdivision establishes one or more additional parcels of land that can be used, developed and disposed of independently. It is important that unsustainable patterns of land use are not created. In the Rural Zone, this is particularly important to ensure that large lots are retained for a wide range of rural productive uses.
- 15.2.9 Some rural-residential and other non-rural activity represent an inefficient use of rural land, as it results in the loss of productive soils, which are a limited resource, from farming uses.
- 15.2.10 Subdivision can establish a land use and development pattern that gives rise to reverse sensitivity effects.
- 15.2.11 More intensive rural development and subdivision can establish a rural land use pattern that gives rise to an unsustainable demand for urban infrastructure services, e.g. water supply, wastewater disposal and urban roading features such as footpaths, curb and channel, and street lighting.
- 15.2.12 The protection of identified environmental features can be encouraged through incentives such as additional subdivision rights. However, this must be balanced with the potential for the additional subdivision rights to undermine the settlement pattern proposed in this Plan and the District Growth Strategy, and create adverse effects on the environment through rural fragmentation.
- 15.2.13 In some instances subdivision is inappropriate, due to the sensitive nature of the location. Landowners will be able to realise their development right, through a subdivision consent process, to transfer their development right to a less sensitive location.

### **Protecting the District's vegetation, natural and cultural landscapes, and heritage items**

- 15.2.14 The District has a range of landscapes of natural and cultural significance that contribute to the amenity, character, cultural and historical values of the District. These values can be adversely affected by inappropriate development.
- 15.2.15 Some heritage items, cultural and archaeological sites of the District have been damaged by development.

15.2.16 In limited circumstances, the protection or acquisition of areas with environmental or other significant public values can be achieved through the use of protection and incentive measures. For example, the Te Awa Cycleway, peat lakes, and biodiversity (indigenous forest) corridors as denoted on the Planning Maps. Other instances are outlined in Section 1 - Strategic Policy Framework.

#### **Continuing need to provide suitable land for public reserves**

15.2.17 There have been concerns that in some instances marginal and inappropriate land has been identified as proposed reserves in subdivisions. This can result in some reserves being poorly located, unsafe, and having unsuitable topography. There is a need to provide suitable reserve land to serve the active and passive recreational needs of the community.

#### **Continuing to provide for esplanade reserves, esplanade strips, and access strips**

15.2.18 There is a continuing need to provide access to the rivers, lakes, and streams of the District.

#### **Continuing to facilitate subdivision processes**

15.2.19 The formal processes of subdivision are required for the use and development of all land, subject to the constraints of this Plan.

15.2.20 There is a continuing need to provide for subdivisions such as boundary adjustments and amalgamations, in order to provide for efficient property management.

#### **Health and well-being of the Waikato and Waipā Rivers**

15.2.21 The health and well-being of the Waikato and Waipā Rivers is vulnerable to the potential adverse effects created by development, subdivision, the existence of hazards and the provision of infrastructure.

#### **Community connections with the Waikato and Waipā Rivers**

15.2.22 The creation of subdivisions, development and the provision of infrastructure has the potential to separate communities from the Waikato and Waipā Rivers, through distance, physical barriers and perceptions of safety.

#### **National Grid transmission lines for the conveyance of electricity**

15.2.23 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 activities locating where they are most vulnerable to the effects, including risks, associated with the line.

#### **Subdivision within the National Grid Corridor**

15.2.24 If subdivision is inadequately considered and controlled it could lead to subdivision patterns that inappropriately limit where buildings can be sited on sections, and it has the potential to generate amenity and reverse sensitivity issues due to the relationship between the National Grid lines, and subsequent development/land use. Lots located within the National Grid Yard

have the potential to result in adverse effects, including reverse sensitivity effects, on the operation, maintenance, upgrading and development of the National Grid network.

### **15.3 Objectives and Policies**

*Please also refer to the objectives and policies of Parts C, Part D and Part F, as relevant.*

#### **Objective - Integrated development: site design and layout**

15.3.1 To achieve integrated development within the District, that contributes to creating sustainable communities and enhances key elements of character and amenity.

*Policy - Understanding the constraints and opportunities of a site by undertaking a site and surrounding area analysis*

15.3.1.1 Development and subdivision should integrate with and acknowledge the constraints and opportunities of the site and surrounding area.

*Policy - Sustainable design and layout development principles*

15.3.1.2 Development and subdivision within the urban limits and the Large Lot Residential Zones, should occur in accordance with the principles of sustainable design, and enable energy efficiency.

*Policy - Low impact design*

15.3.1.3 The design and layout of development and subdivision, should recognise the landform and processes of the natural environment of the site and surrounding land, and avoid or minimise alterations to the landform and ecosystems.

*Policy - All zones: ensuring boundary adjustments and boundary relocations do not compromise amenity*

15.3.1.4 Boundary adjustments and boundary relocations shall not create or increase any non compliance with rules for new lots in the zone within which the subdivision is taking place.

#### **Objective - Integrated development: natural hazards and site suitability**

15.3.2 To ensure that sites proposed as part of a development or subdivision will be capable of accommodating activities anticipated within the applicable zone.

*Policy - Land to be suitable for use*

15.3.2.1 Land to be developed or subdivided must be physically suitable to accommodate the permitted land use activities for that zone in accordance with the rules of this Plan.

*Policy - Consideration of natural hazards*

15.3.2.2 Development and subdivision design should avoid natural hazards, or provide for the mitigation of the hazard within the development or subdivision design.

*Policy - Consideration of climate change*

- 15.3.2.3 Development and subdivision design should avoid areas that may be subject to the known effects of climate change, or provide for the mitigation of the effects of climate change within the development or subdivision design.

*Policy - Consideration of reverse sensitivity*

- 15.3.2.4 Development and subdivision design should not result in reverse sensitivity effects on adjacent sites, adjacent activities, or the wider receiving environment.

*Policy - Dairy manufacturing sites*

- 15.3.2.5 To ensure that the potential reverse sensitivity issues of locating new development in the vicinity of the Hautapu and Te Awamutu Dairy Manufacturing sites are taken into account.

*Policy - Proximity to poultry farming activities*

- 15.3.2.6 To ensure that the potential reverse sensitivity issues of locating new dwellings in the vicinity of a poultry farming activity are taken into account.

**Objective - Integrated development: efficient servicing**

- 15.3.3 Achieving the efficient and cost effective servicing of land by ensuring that servicing is provided to areas proposed to be developed.

*Policy - Servicing requirements*

- 15.3.3.1 All proposed urban development and subdivision shall be serviced to a level that will provide for the anticipated activities approved in a structure plan, or otherwise anticipated within the zone. Servicing requirements shall include:

- (a) Reserves for community, active and passive recreation; and
- (b) Pedestrian and cycle connections; and
- (c) Roads; and
- (d) Public transport infrastructure, e.g. bus stops; and
- (e) Telecommunications; and
- (f) Electricity; and
- (g) Stormwater collection, treatment and disposal; and
- (h) Wastewater treatment and reticulation, water provision for domestic and fire fighting purposes; and
- (i) Anticipating and providing for connections to identified adjacent future growth areas.

Advice Note: There are significant servicing constraints in some areas of the District. Early discussion on the serviceability of a site is recommended.

*Policy - Co-ordination between servicing and development and subdivision*

- 15.3.3.2 Development and subdivisions shall:
- (a) Be located in areas where infrastructural capacity has been planned and funded; and

- (b) In areas subject to an approved structure plan, provide sufficient infrastructural capacity to meet the demand identified in the structure plan; and
- (c) Achieve the lot yield anticipated in an approved structure plan; and
- (d) Include infrastructure provision for both the strategic infrastructure network and local infrastructure connections.

*Policies - Roading infrastructure*

- 15.3.3.3 The design, location, alignment, and dimensions of new roads shall ensure that safe vehicle, pedestrian, and cycling access and manoeuvring can be provided to every site/lot.
- 15.3.3.4 The roading pattern shall ensure connectivity to adjacent land identified as Deferred Zones or future growth areas, and the provision of public transport infrastructure, such as bus stops.

*Policy - Standard of infrastructure*

- 15.3.3.5 Infrastructure services shall be provided to a standard that will allow the service to be extended to Deferred Zones or future growth areas.

**Objective - Urban consolidation**

- 15.3.4 To ensure urban consolidation will be achieved within the District, while also contributing to character and amenity outcomes.

*Policy - Achieving density, design and character*

- 15.3.4.1 The minimum and maximum lot size and dimension of lots have been established so that they achieve the character and density outcomes of each zone.

*Policy - Achieving sufficient development density to support the provision of infrastructure services*

- 15.3.4.2 Within the urban limits, where there is no structure plan, the maximum lot size for the zone shall be achieved in order provide a development yield to support infrastructure provision. For some developments where there are proven geotechnical constraints the maximum net lot area may be exceeded.

*Policy - Avoiding subdivision of land containing a secondary dwelling*

- 15.3.4.3 The subdivision of land containing secondary dwellings shall be avoided to ensure that:
  - (a) These dwellings remain ancillary to the principal dwelling in recognition that their purpose is to provide an opportunity for the economic and social benefit of the property owner, whilst retaining a built character and scale that is consistent with the surrounding suburban or rural residential environment; and
  - (b) The fragmentation of residential or rural lots, that would not otherwise comply with the density requirements of the underlying zone, does not result in fragmented and small scale infill development that has the potential to cumulatively adversely affect surrounding residential or rural character and amenity.

*Policy - Subdivision of land containing a surplus dwelling*

- 15.3.4.4 To only provide for the subdivision of land containing a surplus dwelling where:

- (a) The surplus dwelling is demonstrably no longer required; and
- (b) The surplus dwelling does not create a demand for public infrastructure; and
- (c) The surplus dwelling does not result in reverse sensitivity effects on adjacent rural activities; and
- (d) The layout of the lot does not reduce the productivity of the land.

Advice Note: See also Objective 15.3.5 and associated policies Integrated Development: reduce the fragmentation of rural land and retain rural land for production, and Policy 15.3.4.3 Subdivision of land containing a secondary dwelling.

*Policy - Large Lot Residential Zone: intensification limitations*

- 15.3.4.5 In order to achieve the character outcomes for the Large Lot Residential Zone, at the density levels prescribed in this Plan, development within the Large Lot Residential Zones, shall be considered as the final development form. Large lot residential development is not a precursor to further intensified urban format residential development.

*Policy - Rural Zones: ensuring the productive potential of rural land*

- 15.3.4.6 The minimum rural lot size requirement has been established to ensure the productive potential of rural land is retained for a range of farming activities.

*Policy - Rural Zones: maintaining amenity and rural character*

- 15.3.4.7 To ensure that development does not compromise the predominant character and amenity of the Rural Zone, subdivision design and layout shall:
- (a) Avoid de facto settlements such as ribbon, or residential cluster development; and
  - (b) Maintain the visual and environmental values of the area, including but not limited to, maintaining the integrity of landscape areas and viewshafts; and
  - (c) Not compromise the ecological functioning of significant natural areas, e.g. peat lakes and biodiversity (indigenous forest) corridors, as defined on the Planning Maps; and other areas of biodiversity value.

*Policy - Rural Zones: infrastructure*

- 15.3.4.8 To ensure that development does not give rise to demand or potential demand for the uneconomical and unplanned expansion of infrastructure services, or the upgrade of existing infrastructure, by avoiding residential cluster, ad hoc and ribbon development.

*Policy - Commercial and Industrial Zones*

- 15.3.4.9 To enable development that supports the maintenance or enhancement of commercial and industrial activities within the Commercial and Industrial Zones, while having regard to the opportunities and strategies in the Town Concept Plans 2010.

*Policy - Commercial Zone: pedestrian frontage areas*

- 15.3.4.10 To enable lot design, layout and sizes, within the identified pedestrian frontages, that encourage active floor frontages and enhance streetscape amenity.

*Policy - Avoiding reverse sensitivity on adjacent zones and infrastructure*

- 15.3.4.11 Development and subdivision shall not compromise the function of adjacent zones, existing



nationally or regionally significant infrastructure, or the provision of infrastructure and services.

**Objective - Integrated development: reduce the fragmentation of rural land and retain rural land for production**

15.3.5 To ensure that the primary productive potential of the rural land resource is retained and enhanced.

*Policy - Maintaining productive potential of the rural land*

15.3.5.1 To ensure the productive potential of the Rural Zone is retained by:

- (a) Maintaining a minimum rural lot size of 40ha; and
- (b) Limiting and controlling the location of smaller lots.

*Policy - Ensuring boundary relocations and amalgamations maximise the productive potential of the zone and do not fragment rural land*

15.3.5.2 Boundary relocations and amalgamations, shall not:

- (a) Increase the number of dwellings (excluding farmer workers dwellings) on the holding beyond one dwelling per 40ha; and
- (b) Create a lot layout that reduces the productivity of the land; and
- (c) Create ad-hoc, ribbon or residential cluster development; and
- (d) Create a demand for public infrastructure; and
- (e) Result in reverse sensitivity effects on adjacent rural activities.

*Policy - High class soils*

15.3.5.3 To protect high class soils from fragmentation by:

- (a) Ensuring that rural lot sizes can accommodate a range of farming activities; and
- (b) Allowing limited adjustment or relocation of title boundaries within a holding or between holdings, that result in more efficient use of high class soils; and
- (c) Ensuring that subdivision rights transfer to non-sensitive locations as specified in this Plan; and
- (d) Restricting the use of high class soils for activities other than primary production; and
- (e) Restricting the level of impermeable surfaces on high class soils; and
- (f) Facilitating and encouraging the amalgamation of small titles.

*Policy - Peat soils*

15.3.5.4 To protect peat soils by:

- (a) Recognising that peat soils may limit the location of development; and
- (b) Recognising the productive capacity of peat soils; and
- (c) Encouraging the sustainable management and where possible, the enhancement of peat soils.

**Objective - Subdivision in areas that are not serviced**

15.3.6 Avoid significant adverse effects on people, property, infrastructure and the environment arising from any subdivision in areas that are not serviced by Council infrastructure.

*Policy - Health and safety on rural properties*

15.3.6.1 Health and safety for residents in areas that are not serviced by Council infrastructure should be provided through appropriate design and mitigation measures.

**Objective - Integrated development: environmental enhancement**

15.3.7 Maintain and enhance the District's natural environment, including the natural functioning of the environment, natural features and landscapes, and significant natural areas.

*Policy - Minimise impacts on the natural environment: low impact design methods*

15.3.7.1 To maintain and enhance the natural environment, the existing land forms, vegetation, and water bodies, through the use of low impact design methods at the time of development and subdivision.

*Policy - Minimising adverse effects on the landscapes, protected trees, and natural areas identified in this Plan, at time of development and subdivision*

15.3.7.2 To maintain and enhance the landscape values stated in this Plan, for the identified landscapes on the Planning Maps, by avoiding development and subdivision patterns that would lead to the inappropriate siting of buildings, associated infrastructure, or driveways in identified landscape areas, viewshafts, significant natural areas, or other areas of biodiversity or ecological value.

15.3.7.3 To protect trees which have been identified in this Plan as having high historic, botanic, or amenity value by avoiding development and subdivision patterns that would lead to the inappropriate siting of buildings and lot boundaries within the Root Protection Zone of a Protected Tree.

*Policies - Achieving the permanent protection of the natural environment*

15.3.7.4 To achieve the permanent protection of identified significant natural areas, Maungatautari Ecological Island, ecological features, lakes and water bodies, the Te Awa Cycleway route and any Incentivised Cycleway, through the incentive of an environmental benefit lot.

15.3.7.5 Incentivised Cycleways may be created by Council resolution once Council is satisfied that granting environmental benefit lot eligibility for that cycleway is consistent with the District Plan, Regional Policy Statement and any Council, regional, or sub-regional, growth strategy.

*Policy - Managing the future effects of development and subdivision on lakes and water bodies*

15.3.7.6 To ensure that the layout and design of subdivision and subsequent development and any development on a site acknowledges and avoids adverse effects on the sensitive environment of the water bodies.

*Policy - Identification of sensitive locations*

15.3.7.7 Subdivision entitlement that creates an additional lot in identified sensitive locations shall be directed to less sensitive locations as specified in this Plan.

*Policy - Additional subdivision opportunities in limited circumstances to permanently protect important areas of biodiversity value*

- 15.3.7.8 Consider additional subdivision opportunities where significant biodiversity gains can be achieved in the following priority areas or locations:
- (a) Peat lakes and rivers: by permanently providing significant buffer areas around peat lakes and rivers; or
  - (b) Wetlands, kahikatea stands, riparian margins and bush stands on the low lands, by providing permanent protection; or
  - (c) Significant natural areas on the forested lower slopes of the western hills of Pirongia, the Kapamahunga Range, Maungatautari, Kakepuku, Maungakawa, Te Miro, and Te Tapui being permanently protected; or
  - (d) Significant natural areas being aggregated to form one large more ecologically sustainable area and being permanently protected; or
  - (e) Biodiversity corridors: by the permanent protection of significant areas of indigenous forest within biodiversity (indigenous forest) corridors; or
  - (f) Biodiversity corridors: by permanently protecting significant riparian or wetland areas within the identified biodiversity (river or stream) corridors.

**Objective - Maintaining cultural landscapes**

- 15.3.8 To maintain the District's cultural landscapes, identified in this Plan.

*Policy - Manage adverse effects on the values of the cultural landscape*

- 15.3.8.1 To maintain the values of the cultural landscapes identified in this Plan, the layout and design of development and subdivision should not result in buildings, earthworks and wastewater systems adversely affecting the cultural values of the landscape.

**Objective - Protection of cultural sites, and archaeological sites**

- 15.3.9 To protect the District's cultural sites identified in this Plan and to manage the effects of development and subdivision on archaeological sites.

*Policy - Avoid disturbance of cultural sites*

- 15.3.9.1 To manage the actual and potential effects on cultural sites by assessing the layout and design of development and subdivision including buildings, earthworks, infrastructure and driveways within 20m of the boundary of an identified cultural site(s) to ensure that sites are not disturbed.

*Policy - Management of effects on archaeological sites*

- 15.3.9.2 To manage effects on the archaeological resource of the District at the time of development and subdivision.

*Policy - Management of cultural sites and archaeological sites at the time of subdivision*

- 15.3.9.3 To retain cultural and archaeological sites within one lot, where practicable or possible.

**Objective - Protection of heritage items**

- 15.3.10 To protect the District's heritage items identified in this Plan.

*Policies - Avoid adverse effects on heritage items*

- 15.3.10.1 To enable the protection of the heritage items identified in this Plan, development and subdivision layout and design should not result in the location of buildings adversely affecting the heritage item and their surroundings.
- 15.3.10.2 To retain heritage items and their surroundings within one lot.

**Objective - Provision of reserves**

- 15.3.11 To ensure the ongoing provision of reserves through the subdivision process, including opportunities to add land to existing reserves or land owned by Council, to enhance or provide for public recreation, conservation and amenity needs. Local purpose reserves may also need to be provided at the time of subdivision.

*Policy - Ensuring each greenfield subdivision provides reserve areas*

- 15.3.11.1 To ensure that subdivision processes to create new lots, contribute to the provision of reserves within the District.

*Policies - Reserve location and design*

- 15.3.11.2 All urban neighbourhood and sports reserves shall be designed and located to ensure that they are of shape, size, and contour to provide for the anticipated recreational demands of the community and District, and can be accessed by both pedestrians and vehicles.
- 15.3.11.3 All conservation reserves shall recognise an existing natural feature, or contribute to the protection or access to the natural feature.
- 15.3.11.4 In the instances where a reserve serves a dual function, for example a local purpose reserve, this shall be recognised within the layout and design of the subdivision.

*Policy - Securing land adjoining or adjacent to existing reserves*

- 15.3.11.5 Subdivisions in an area that either adjoin or are adjacent to an identified significant recreation or conservation reserve as identified in Appendix O5, shall contribute to the improved functioning and use of that reserve, including access to the reserve, ecological enhancement within the reserve, or improved passive surveillance through the addition of residential activity adjoining the reserve.

**Objective - Provision of esplanade reserves**

- 15.3.12 To ensure that subdivision of properties adjoining lakes and rivers provide for public access, and associated riparian benefits, where required.

*Policy - Esplanade reserves, esplanade strips, and access strips*

- 15.3.12.1 To ensure esplanade reserves, esplanade strips, and access strips are provided at the time of subdivision, where relevant, along the margins of lakes and rivers.

Advice Note: See the Act for other instances where esplanade reserves, and access strips are required.

*Policy - Enhanced public access to the District's lakes and rivers*

- 15.3.12.2 Enhancing public access to the District's lakes and rivers by requiring esplanade reserves, strips, or access strips.

*Policy - Contribute to natural functioning adjoining lakes and rivers*

- 15.3.12.3 Contribute to the maintenance and enhancement of natural functioning, water quality and habitats adjoining lakes and rivers by requiring esplanade reserves, esplanade strips or access strips.

**Objective - Giving effect to the Waikato River Vision and Strategy**

- 15.3.13 To ensure that the Waikato River Vision and Strategy is given effect to by all development and subdivision.

*Policy - Maintaining the health and well-being of land and water bodies*

- 15.3.13.1 To give effect to the directions and outcomes in the Waikato River Vision and Strategy and the Waipā River Accord, by ensuring that all development and subdivision shall include the following elements:

- (a) Low impact design for stormwater, drainage and earthworks; and
- (b) Building setbacks from lakes and water bodies; and
- (c) Access to water bodies where appropriate; and
- (d) Provision for the Te Awa Cycleway, where relevant; and
- (e) Minimal indigenous vegetation removal and requirements for restoration and enhancement of indigenous vegetation and natural character; and
- (f) Restricting locations of earthworks, building and wastewater systems within cultural landscapes.

**Objective - Existing consent notices, bonds and other legal instruments**

- 15.3.14 To ensure the integrity of existing consent notices that regulate further subdivision and that are registered on the certificates of titles of land within the District.

*Policy - Maintaining existing consents notices, bonds and other legal instruments*

- 15.3.14.1 To avoid fragmentation of the land resource by ensuring that subdivision processes continue to enforce historic restrictions that have been placed on certificates of titles.

**Objective - National Grid transmission networks**

- 15.3.15 To recognise and provide for the ongoing operation, maintenance and development of the National Grid electricity transmission network.

*Policies - Management of activities within National Grid Corridors*

- 15.3.15.1 To recognise the importance of the National Grid network in enabling communities to provide for their economic and social well-being and to provide for the ongoing operation, maintenance and development of the Grid through the management of activities within identified setbacks and corridors.

- 15.3.15.2 To ensure safe and efficient use and development of the National Grid and to protect the National Grid from the adverse effects of activities adjacent to it.

- 15.3.15.3 To avoid inappropriate land use and development within the National Grid Yard to ensure that the operation, maintenance, upgrading and development of the electricity transmission network is not compromised and to minimise the potential for nuisance effects.
- 15.3.15.4 To avoid the establishment of new sensitive activities within the National Grid Yard in order to minimise adverse effects on and from the National Grid, including adverse effects on health and safety, amenity and nuisance effects, and reverse sensitivity effects.
- 15.3.15.5 To not foreclose operation or maintenance options or, to the extent practicable, the carrying out of routine and planned upgrade works.
- 15.3.15.6 To manage subdivision layout and design within National Grid Corridors to achieve the outcomes in Policies 15.3.15.1 to 15.3.15.5 above, and to facilitate good amenity and urban design outcomes.

**Objective - Structure planning**

- 15.3.16 To achieve integrated development within structure plan areas.

*Policy - Structure planning*

- 15.3.16.1 To enable development and subdivision within approved structure plan areas where the development and subdivision is integrated with the development pattern and infrastructure requirements specified in an approved structure plan.

**Objective – Subdivision and Development within Deferred Zones [PC13]**

- 15.3.(new) To ensure the future intended land use within the Deferred Zones are protected from inappropriate development and subdivision.

*Policies – Subdivision and Development within Deferred Zones [PC13]*

- 15.3.(new) To enable boundary adjustments and boundary relocation subdivisions within the Deferred Zones where the future use of the site is not compromised.
- 15.3.(new) To avoid development and subdivision of land within Deferred Zones where it may compromise the future intended use of the land.

**Objective - Comprehensive development plans**

- 15.3.17 To achieve integrated development of land surrounding Hamilton ~~International~~ Airport through the requirement for comprehensive development plans (excluding the Airport Business zone).

*Policies - Comprehensive development plans*

- 15.3.17.1 To enable the approval of comprehensive development plans in the identified areas where they can achieve the specific objectives and policies for the zone and the relevant district wide sections of the Plan.
- 15.3.17.2 To ensure that landuse and subdivision consents within areas subject to approved comprehensive development plans are consistent with the approved development pattern and infrastructure requirements.

- 15.3.17.3 To ensure that within areas identified as requiring comprehensive development plans, subdivision or development does not occur in advance of the approval of such plans.

**Objective - Comprehensive development plans: integrated development**

- 15.3.18 To achieve the efficient and cost effective infrastructure for land within the comprehensive development plan areas located in the ~~Hamilton Airport Strategic Node and the~~ Agri-activities Overlay of the Mystery Creek Events Zone by ensuring that the servicing provided is appropriate to the land use and future development.

*Policy - Comprehensive development plan areas: infrastructure requirements*

- 15.3.18.1 All proposed development and subdivision shall be serviced to a level that will provide for the anticipated activities approved in the comprehensive development plan. Infrastructure shall provide sufficient capacity to meet the demand identified in the comprehensive development plan and include, where appropriate to the proposed land use and locality:

- (a) Reserves for community, active and passive recreation; and
- (b) Pedestrian and cycle connections; and
- (c) Roads; and
- (d) Public transport infrastructure, e.g. bus stops; and
- (e) Telecommunications; and
- (f) Electricity; and
- (g) Stormwater collection, treatment and disposal; and
- (h) Wastewater treatment and reticulation, water provision for domestic and fire fighting purposes; and
- (i) Infrastructure provision for both the strategic infrastructure network and local infrastructure connections; and
- (j) Connections anticipating and providing for identified adjacent future growth areas.

*Policy - Comprehensive development plans*

- 15.3.18.2 To ensure that comprehensive development plans are approved prior to development and subdivision in a manner that:
- (a) Mitigates adverse effects on the transport network; and
  - (b) Details the timing, funding and provision for infrastructure and servicing; and
  - (c) Addresses appropriate landscape treatment of zone boundaries.

**Objective – Integrated Transport within the Northern Precinct of the Airport Business zone**

- 15.3.19 To enable the integrated development of the Airport and its surrounding land as a transport hub and business location, taking advantage of its strategic location and infrastructure.

*Policy – Integrated Transport*

- 15.3.20 Require subdivisions within the Northern Precinct of the Airport Business zone to be consistent with the transport principles and requirements that are contained within Section 10 – Airport Business Zone and Appendix S10 - Airport Business Zone Structure Plan, including but not limited to the upgrades and timing that are specified by Rule 10.4.2.13A .

## 15.4 Rules

The rules that apply to activities are contained in:

- (a) The activity status tables and the performance standards of this section; and  
 (b) The activity status tables and the performance standards in Part D Zone Provisions, Part E District Wide Provisions, and Part F District Wide Natural and Cultural Heritage of the Plan.

### 15.4.1 Activity Status Table

15.4.1.1	Activity	Residential Zone	Commercial Zone	Industrial Zone / Airport Business Zone	Reserve Zone	Large Lot Residential Zone	Rural Zone & any other zone not listed in this table	Deferred Zones
	<p>This table includes rules that apply to all zones and zones specific activity status rules, both of which may be applicable to an activity.</p> <p>For all the activities listed in this table the performance standard Rules 15.4.2 will apply. The activity status for activities which fail to comply with the performance standards is identified under each rule. For the avoidance of doubt where activities fail to comply with this table and have no associated rule, resource consent for a non-complying activity is required.</p>							
	<b>All Zones</b>							
(a)	Amendments to Flats Plan, Boundary Adjustments.	C	C	C	C	C	C	C
	<p>Matters over which Council reserves its control are:</p> <ul style="list-style-type: none"> <li>▪ Efficient use of site; and</li> <li>▪ Effects on archaeological or cultural sites; and</li> <li>▪ Effects on adjacent sites, adjacent activities, or the wider receiving environment; and</li> <li>▪ Compliance controls of original consent.</li> </ul> <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>							
(b)	Boundary Relocations and Amalgamations.	D	D	D	D	D	D	NC
(c)	Boundary relocation of a benefit lot or a surplus dwelling lot.	NC	NC	NC	NC	NC	NC	NC
(d)	Subdivision of a lot subject to a consent notice, bond, or other legal instrument registered on a certificate of title in favour of Waipa District Council which restricts further subdivision under a previous Waipa District Plan.	NC	NC	NC	NC	NC	NC	NC
(e)	Subdivision that meets all the performance rules in Part A OR; Part A and Part C for 7 or more lots. (Part A: Development and subdivision Part C: Development and	RD	RD	RD Industrial Zone NA Airport Business Zone	RD	RD	RD	NC



subdivision of 7 or more  
lots in any zone.)

Assessment will be restricted to the following matters:

(For Houchens Road Large Lot Residential Structure Plan Area refer to the matters in (o) below instead):

- Infrastructure servicing; and
- Site suitability; and
- Access and manoeuvring; and
- The potential for reverse sensitivity effects; and

15.4.1.1	Activity	Residential Zone	Commercial Zone	Industrial Zone / Airport Business Zone	Reserve Zone	Large Lot Residential Zone	Rural Zone & any other zone not listed in this table	Deferred Zones
	<ul style="list-style-type: none"> <li>▪ Proximity to the dairy manufacturing sites; and</li> <li>▪ Low impact design; and</li> <li>▪ Archaeology; and</li> <li>▪ Connectivity; and</li> <li>▪ Integration with the productive use of the land; and</li> <li>▪ Effects on the National Grid electricity transmission network within the Rural Zone, Residential Zone, Large Lot Residential Zone and Reserves Zone.</li> <li>▪ In the Character Cluster Areas and Character Precinct Areas, the extent to which the Design Guidelines (Appendix DG1 – DG6) have been applied.</li> <li>▪ In areas subject to an approved structure plan or development plan, development in general accordance with that structure plan or development plan.</li> <li>▪ For Comprehensive Residential Subdivision within the C1 and C2/C3 Structure Plan areas, assessment of the overall concept plan for staged subdivision layout, including distribution of residential densities.</li> <li>▪ Alignment with any relevant Urban Design Guidelines approved by Council.</li> </ul> <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>							
(f)	Subdivision to create lots for Network Utilities, except for roads, in accordance with Rule 15.4.2.31.	RD	RD	RD	RD	RD	RD	NC
	<p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> <li>▪ The extent to which the lot is of a configuration to accommodate the intended activity; and</li> <li>▪ The location of the network utility; and</li> <li>▪ The extent to which the balance lot complies with the relevant standards for the zone.</li> </ul> <p>These matters will be considered in accordance with the assessment criteria in Section 21. Note: Only Rule 15.4.2.31 applies to new allotments created in accordance with this rule.</p>							
(g)	Subdivision that utilises Transferable Development Rights.	NA	NA	NA	NA	D	D NC In other zones	NC
(h)	Subdivision to create all types of environmental benefit lots	D	D	D	D	D	D	D
(i)	Subdivision to create additions to Significant Recreation Reserves as identified in Appendix O5.	NA	NA	NA	NA	NA	D	NA
(j)	Subdivision within Outstanding Landscapes excluding the Maungatautari Ecological Island Lots as identified in Appendix O2.	NA	NA	NA	NC	NA	NC	NC
(k)	Subdivision in any area of High Value Amenity, Significant or Other Landscapes or within a Significant Natural Area,	RD	RD	RD	RD	RD	RD	RD

15.4.1.1	Activity	Residential Zone	Commercial Zone	Industrial Zone / Airport Business Zone	Reserve Zone	Large Lot Residential Zone	Rural Zone & any other zone not listed in this table	Deferred Zones
	identified within the Planning Maps.							
<p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> <li>▪ The extent to which the subdivision complies with the performance standards in Section 15; and</li> <li>▪ Effects of the subdivision layout, and consequential features of the subdivision, on identified significant natural areas and landscapes; and</li> <li>▪ Visual and amenity effects; and</li> <li>▪ Ecology and biodiversity effects; and</li> <li>▪ Effects on the National Grid electricity transmission network within the Rural Zone, Residential Zone, Large Lot Residential Zone and Reserves Zone.</li> </ul> <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>								
<b>Residential Zone - Specific activity status rules</b>								
(l)	Subdivision of existing dwellings, constructed prior to 31 May 2012.	RD	NA	NA	NA	NA	NA	NA
<p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> <li>☐ Infrastructure servicing; and</li> <li>☐ Access and manoeuvring; and</li> <li>☐ Effects on the National Grid electricity transmission network.</li> </ul> <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>								
(m)	In the C1 and C2/C3 structure plan areas, subdivision for a compact housing development in conjunction with a compact housing land use resource consent application in accordance with Rule 2.4.2.43	RD	NA	NA	NA	NA	NA	NA
<p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> <li>▪ Infrastructure servicing; and</li> <li>▪ Access and manoeuvring; and</li> <li>▪ Development in general accordance with the C1 and C2/C3 Structure Plans; and</li> <li>▪ Alignment with any relevant Urban Design Guidelines approved by Council.</li> </ul> <p>These matters will be considered in accordance with the assessment criteria in Section 21. Performance Standards 15.4.2.3 to 15.4.2.14 shall not apply to subdivision in accordance with this rule.</p>								
(n)	Subdivision to create three to six lots for infill housing between 350m <sup>2</sup> to 500m <sup>2</sup> in conjunction with a land use consent for the development, provided that Rule 15.4.1.1(o) applies in the Cambridge Residential Character Area.	RD (refer to 2.4.1.3(f))	NA	NA	NA	NA	NA	NA

15.4.1.1	Activity	Residential Zone	Commercial Zone	Industrial Zone / Airport Business Zone	Reserve Zone	Large Lot Residential Zone	Rural Zone & any other zone not listed in this table	Deferred Zones
	<p>Activities that fail to comply with this rule are non-complying. Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> <li>▪ Low impact design, including the disposal of stormwater; and</li> <li>▪ Infrastructure servicing; and</li> <li>▪ Site suitability; and</li> <li>▪ Lot size shape and configuration; and</li> <li>▪ The extent to which the subdivision complies with the performance standards in Section 15; and</li> <li>▪ Heritage and Archaeology; and</li> <li>▪ Access and manoeuvring; and</li> <li>▪ Solar access; and</li> <li>▪ Outdoor living; and</li> <li>▪ Location, form, and materials of the proposed buildings and their relationship to existing buildings in the neighbourhood; and</li> <li>▪ Visual effects from adjoining properties and the road; and</li> <li>▪ Landscaping; and</li> <li>▪ CPTED; and</li> <li>▪ Reverse sensitivity effects.</li> </ul> <p>These matters will be considered in accordance with the assessment criteria in Section 21. Refer to the matters listed in Section 2 Residential.</p>							
(o)	In the Cambridge Residential Character Area subdivision to create lots for infill housing between 400m <sup>2</sup> -500m <sup>2</sup> in conjunction with a land use consent.	D	NA	NA	NA	NA	NA	NA
<b>Large Lot Residential Zone - Specific activity status rules</b>								
(p)	Subdivision within the Houchens Road Large Lot Residential Structure Plan Area.	NA	NA	NA	NA	RD	NA	NA
	<p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> <li>▪ Lot size and dimensions; and</li> <li>▪ Roading layout, traffic and roading effects; and</li> <li>▪ Hydrological effects and the storm water management system; and</li> <li>▪ Landscape Development Plan; and</li> <li>▪ Infrastructure servicing; and</li> <li>▪ Site suitability and geotechnical constraints; and</li> <li>▪ Access and manoeuvring; and</li> <li>▪ Low impact design methods and techniques; and</li> <li>▪ The potential for reverse sensitivity effects; and</li> <li>▪ Archaeology; and</li> <li>▪ Connectivity; and</li> <li>▪ Development in general accordance with the Houchens Road Large Lot Residential Structure Plan in Appendix S13.</li> </ul> <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>							
<b>Rural Zone - Specific activity status rules</b>								
(q)	Subdivision to create a lot to accommodate	NA	NA	NA	NA	NA	D	NC

15.4.1.1	Activity	Residential Zone	Commercial Zone	Industrial Zone / Airport Business Zone	Reserve Zone	Large Lot Residential Zone	Rural Zone & any other zone not listed in this table	Deferred Zones
	activities specified in Rule 15.4.2.41 for which a land use consent has been granted and given effect to, and which has been operating for a period of no less than 2 years.						(Rural Zone only)	
(r)	Subdivision to create a lot within 500m of a poultry farming activity.	NA	NA	NA	NA	NA	D (Rural Zone only)	NC
(s)	Surplus Dwellings. (refer to 4.4.2.80(e))	NA	NA	NA	NA	NA	D (Rural Zone only)	NC
(t)	Subdivision of farm workers dwellings constructed after 1 April 2015 as a Surplus Dwelling.	NA	NA	NA	NA	NA	NC (Rural Zone only)	NC
<b>Airport Business Zone - Specific activity status rules</b>								
(u)	Subdivision where only front lots are created <u>and where the subdivision is in accordance with Appendix S10 - Airport Business Zone Structure Plan.</u>	NA	NA	C	NA	NA	NA	NA
<p>Matters over which Council reserves its control are:</p> <ul style="list-style-type: none"> <li><u>Compliance Consistency with to the standards in the Appendix S10 - Airport Business Zone Structure Plan.</u></li> </ul> <p>These matters will be considered in accordance with the assessment criteria in section 21.</p>								
(v)	Subdivision where rear lots are created or where subdivision is not in accordance with <del>the structure Plan</del> <u>Appendix S10 - Airport Business Zone Structure Plan.</u>	NA	NA	D	NA	NA	NA	NA
<b>Deferred Zones - Specific activity status rules</b>								
(w)	Any subdivision that is not a boundary adjustment or boundary relocation.	NA	NA	NA	NA	NA	NA	NC
<b>Comprehensive Development Plan Areas – Specific activity status rules</b>								

(x)	Comprehensive development plan for: <del>(i) Titanium Park Northern Precinct; or</del> (ii) Industrial Zone (Raynes Road); or	NA	NA	RD	NA	NA	RD	NA
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15.4.1.1	Activity	Residential Zone	Commercial Zone	Industrial Zone / Airport Business Zone	Reserve Zone	Large Lot Residential Zone	Rural Zone & any other zone not listed in this table	Deferred Zones
	(iii) Mystery Creek Agri-Activities Overlay Area.							
(y)	<p>Development and subdivision in accordance with an approved comprehensive development plan for:</p> <p><del>(i) Titanium Park Northern Precinct; or</del></p> <p>(ii) Industrial Zone (Raynes Road); or</p> <p>(iii) Mystery Creek Agri-Activities Overlay area.</p>	NA	NA	C	NA	NA	C	NA
	<p>Matters over which Council reserves its control are:</p> <ul style="list-style-type: none"> <li>Compliance with the approved comprehensive development plan.</li> </ul> <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>							
(z)	<p>Development and subdivision prior to the approval of a comprehensive development plan for:</p> <p><del>(i) Titanium Park Northern Precinct; or</del></p> <p>(ii) Industrial Zone (Raynes Road); or</p> <p>(iii) Mystery Creek Agri-Activities Overlay area.</p>	NA	NA	NC	NA	NA	NC	NA
	<p><i>In this table: P = permitted activity; C = controlled activity; RD = restricted discretionary activity; D = discretionary activity; NC = non-complying activity; PR = prohibited activity; NA = not applicable</i></p>							

## 15.4.2 Performance Standards

*The following rules apply to activities listed as permitted, controlled and restricted discretionary and discretionary activities. The rules that apply to any subdivision or development are divided into the following parts:*

- (a) Part A: Rules that apply to all development and subdivision, regardless of the location or size of the development and/or subdivision within the District.*
- (b) Part B: Rules that apply to development and subdivision for specific activities.*
- (c) Part C: Additional rules that apply to development and subdivision of 7 or more lots in any zone.*
- (d) Part D: Subdivision and development in any structure plan area.*

*Where rules are not complied with resource consent will be required in accordance with the rules in the activity status table or as identified in the performance standards, and will be assessed against the relevant objectives and policies.*

*In the case of controlled and restricted discretionary activities, the assessment will be restricted to the matters over which control or discretion has been reserved, in accordance with the relevant assessment criteria contained in Section 21 For discretionary activities Council shall have regard to the assessment criteria in Section 21. The criteria in Section 21 are only a guide to the matters that Council will consider and shall not restrict Council's discretionary powers.*



## **Part A: All development and subdivision**

**Advice Note: The performance standards listed below apply to all development and subdivision in the District.**

### ***Design & Layout***

#### **Net lot area rules**

15.4.2.1 All new lots shall comply with the following net lot areas:

15.4.2.1	Zone or Area	Minimum Net Lot Area	Average Net Lot Area	Maximum Net Lot Area or Maximum Number of Lots
(a)	Residential Zone (sewered) exclusive of Compact Housing and Infill Housing	500m <sup>2</sup> , (except for subdivision around dwellings existing as of 31 May 2012, where the minimum net site area containing the existing dwelling is 400m <sup>2</sup> ).	≥600m <sup>2</sup> for 3 or more lots	1000m <sup>2</sup> provided that for sites listed within Appendix N1, or sites within character clusters, or sites within the Cambridge Residential Character Area there shall be no maximum net lot area.
(b)	Residential Zone Compact Housing		Refer to Rule 2.4.2.43	
(c)	Residential Zone Infill Housing		Refer to Rule 2.4.1.3(f) and Rule 2.4.1.4(c)	
(d)	Residential (unsewered)	2000m <sup>2</sup>	NA	NA
(e)	St Kilda Residential Area	1,000m <sup>2</sup>	NA	285 lots
(f)	Kihikihi Residential area bound by Dick Street, Oliver Street, Grey Street and Arapuni Road in Kihikihi	1,000m <sup>2</sup>	NA	NA
(g)	Cambridge Park Structure Plan Area	550m <sup>2</sup>	750m <sup>2</sup>	NA
(h)	Cambridge Park (Character Area 4 – with or without a dwelling and supporting premises having a gross floor area not exceeding 150m <sup>2</sup> from which food and beverages and convenience goods are sold and including a café)	550m <sup>2</sup>	NA	NA
(i)	Picquet Hill Structure Plan Area	600m <sup>2</sup>	≥700m <sup>2</sup>	NA

15.4.2.1	Zone or Area	Minimum Net Lot Area	Average Net Lot Area	Maximum Net Lot Area or Maximum Number of Lots
(j)	Large Lot Residential Zones of Rukuhia (Planning Map 16), Ngahinapouri (Planning Map 34), Ohaupo (Planning Map 35), St Leger (Planning Map 40) Leamington (Planning Maps 26 and 27)	2,500m <sup>2</sup>	(i) ≥3,500m <sup>2</sup> , for 3 or more lots; or (ii) 2500m <sup>2</sup> provided that each additional lot created in excess of the number allowed by 15.4.2.1(j)(i) must be created using a Transferable Development Right.	5,000m <sup>2</sup>
(k)	Large Lot Residential Zone of Lamb Street, Leamington (Planning Map 27)	2,500m <sup>2</sup>	NA	5,000m <sup>2</sup>
(l)	Large Lot Residential Zone – Pirongia	2,000m <sup>2</sup>	≥2,500m <sup>2</sup> , for 3 or more lots	5,000m <sup>2</sup>
(m)	St Kilda Large Lot Residential Area	2,500m <sup>2</sup>	3,500m <sup>2</sup>	6,000m <sup>2</sup>
(n)	Large Lot Residential Zones at all other locations excluding Houchens Road Large Lot Residential Structure Plan Area (Refer to (z) and (aa) below) and the Karāpiro Large Lot Residential Structure Plan Area	2500m <sup>2</sup>	(i) 5000m <sup>2</sup> provided that for every lot under 5000m <sup>2</sup> there is a corresponding lot over 5000m <sup>2</sup> ; or (ii) 4000m <sup>2</sup> provided that for every lot under 4000m <sup>2</sup> there is a corresponding lot over 4000m <sup>2</sup> AND that each additional lot created in excess of the number allowed by 15.4.2.1(n)(i) must be created using a Transferable Development Right.	NA

15.4.2.1	Zone or Area	Minimum Net Lot Area	Average Net Lot Area	Maximum Net Lot Area or Maximum Number of Lots
(o)	Rural, including the area outside the Core Campus Area of St Peters School Zone (excluding boundary relocations, and specified sites in Appendix 05)	40ha	NA	NA
(p)	Rural – Environmental benefit lots remaining on the parent title: Maungatautari Ecological Island, Te Awa Cycleway and an Incentivised Cycleway	2,500m <sup>2</sup>	NA	5,000m <sup>2</sup>
(q)	Rural – Transferable development right on lots sized between 5000m <sup>2</sup> and 1ha located within 1km of any Large Lot Residential Zone, Deferred Large Lot Residential Zone, the Te Awamutu, Kihikihi or Cambridge urban limits	2,500m <sup>2</sup>	NA	5,000m <sup>2</sup>
(r)	Rural - land use consent lots – proposed and balance	2,500m <sup>2</sup>	NA	NA
(s)	Boundary relocations in the Rural Zone	5,000m <sup>2</sup>	NA	NA
(t)	Commercial	No minimum	NA	NA
(u)	St Kilda Commercial Hub Overlay	No minimum	NA	NA
(v)	Reserve	No minimum	NA	NA
(w)	Industrial	1000m <sup>2</sup> serviced sites 2,500m <sup>2</sup> unserviced sites	NA	NA
(x)	Transferable development right recipient site in Rural Zone before subdivision	1ha	NA	NA

15.4.2.1	Zone or Area	Minimum Net Lot Area	Average Net Lot Area	Maximum Net Lot Area or Maximum Number of Lots
(y)	Transferable Development Right Lot; Rural Zone after subdivision	5,000m <sup>2</sup>	NA	1ha
(z)	Houchens Road Large Lot Residential Structure Plan Area For all lots southwest of the main stormwater drain on the Houchens Road Large Lot Residential Structure Plan Area (see Appendix S13 for the Houchens Road Large Lot Residential Area Structure Plan)	1ha on peat areas over 2.5m depths.	Not less than 2ha	The maximum number of lots in the Houchens Road Large Lot Residential Structure Plan Area subject to Rules 15.4.2.1(z) and 15.4.2.1(aa) is 199 lots.
(aa)	Houchens Road Large Lot Residential Area Structure Plan Area. For all lots northeast of the main stormwater drain on the Houchens Road Large Lot Residential Structure Plan Area (see appendix S13 for the Houchens Road Large Lot Residential Area, Structure Plan Area)	2,500m <sup>2</sup> except for lots within the area identified as 'preferred location for 2,000m <sup>2</sup> sites' on the Structure Plan in Appendix S13, which must have a minimum Net Lot Area of 2,000m <sup>2</sup> .	NA	The maximum number of lots in the Houchens Road Large Lot Residential Structure Plan Area subject to Rules 15.4.2.1(z) and 15.4.2.1(aa) is 199 lots, of which the maximum number of lots within Lot 1 DPS 84715, Lot 1 DPS 29779 and Lot 4 DPS 59241 (as at 1 October 2016) is 179 lots, and the maximum number of lots within any other land in the Houchens Road Large Lot Residential Structure Plan Area is 20 lots.
(ab)	Airport Business Zone	500m <sup>2</sup>	NA	NA
(ac)	Residential subdivision in the C1 and C2/C3 structure plan areas.	500m <sup>2</sup> , (except for subdivision around dwellings existing as of 31 August 2018, where no maximum net site area shall apply to the lot surrounding	< 800m <sup>2</sup> (i.e. 12.5 dwellings per hectare minimum, over the extent of the subdivision)	1,000m <sup>2</sup>

15.4.2.1	Zone or Area	Minimum Net Lot Area	Average Net Lot Area	Maximum Net Lot Area or Maximum Number of Lots
		the existing dwelling; any such dwelling will be exempt from the average net lot area calculation).		
(ad)	Comprehensive Residential Subdivision in the C1 and C2/C3 structure plan areas, in accordance with Rule 15.4.1.1(e) and Rule 15.4.2.62.	400m <sup>2</sup> , (except for subdivision around dwellings existing as of 31 August 2018, where no maximum net site area shall apply to the lot surrounding the existing dwelling; any such dwelling will be exempt from the average net lot area calculation; and except for subdivision in relation to compact housing where the provisions of Rule 2.4.2.43 apply).	Average between 500m <sup>2</sup> (20 dwellings per hectare) and 800m <sup>2</sup> (12.5 dwellings per hectare) over the extent of the Comprehensive Residential Subdivision area. Compact residential densities are excluded from the above calculations.	1,500m <sup>2</sup>

Advice Note: Unsewered lots in any zone may be required to comply with specific requirements or larger minimum lot areas to satisfy the requirements of the Waikato Regional Council for the disposal of stormwater and wastewater.

Activities that fail to comply with this rule will require a resource consent for a non-complying activity, provided that in the Houchens Road Large Lot Residential Structure Plan Area activities that fail to comply with this rule (excluding the maximum number of lots of 199) will require resource consent for a discretionary activity. Any more than 199 lots in the Houchens Road Large Lot Residential Structure Plan Area will require a resource consent for a non-complying activity.

#### **Rule - Existing consent notices, bonds, and other legal instruments**

- 15.4.2.2 All existing consent notices, bonds, and other legal instruments registered on a certificate of title in favour of the Waipa District Council which either restrict further subdivision or require ongoing performance of a matter relating to that certificate of title under the provisions of any previous planning regime must continue to be binding against that certificate of title.

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

## Rules - Lot frontage, lot shape factor and vehicle crossings

Advice Note: Refer to Section 16 - Transportation for the location and formation of vehicle crossings.

### 15.4.2.3 All lots shall comply with the following:

Zone	Lot frontage (excluding rear lots)	Lot shape factor	Vehicle Crossing minimum to maximum
Residential, except front lots on entrance corridors	20m	13m diameter circle	3m to 5.5m
Residential front lots on entrance corridors	25m	16m diameter circle	3m to 5.5m
Commercial	No minimum	No shape factor required	5m to 7.5m
Industrial	20m	No shape factor required	5m to 7.5m
Reserve	No minimum	30m diameter circle	No minimum/maximum
Large Lot Residential	20m	30m diameter circle except that for any lot within the Houchens Road Large Lot Residential Structure Plan Area which is less than 2,500m <sup>2</sup> , a 20m minimum diameter circle is required.	3m minimum, and no maximum
Rural	20m	30m diameter circle	4m to 4.5m
Airport Business	20m	25m minimum depth	5m to 7.5m
All other zones	20m	30m diameter circle	4m to 4.5m

Advice Note: For the avoidance of doubt an 'entrance corridor' in this rule means any main access to a greenfield subdivision with more than 7 lots; and any new collector road which connects to the existing road network.

### Rule - Minimum width of vehicle access to rear lots

#### 15.4.2.4 Access to rear lots shall comply with the following minimum widths:

Zone	Minimum width of access to rear lots
Residential	Up to 3 lots - 4m 4-6 lots - 6m 7 lots or more – a public or private road may be required
Commercial/Industrial	Up to 3 lots - 7m 4-6 lots - 9m 7 lots or more – a public or private road may be required
Reserve	No minimum
Large Lot Residential/Rural	Up to 3 lots - 6m 4-6 lots - 9m 7 lots or more – a public or private road may be required
All other zones	4m



## Rules - Lot design

- 15.4.2.5 Each new lot created shall be able to incorporate the lot shape factor in a position which does not encroach on any building setback or easement requirement.
- 15.4.2.6 Subdivision within the urban limits, and any Large Lot Residential Zone shall not create more than two rear lots, unless provided for by Rule 15.4.2.64.
- 15.4.2.7 New residential and large lot residential lots, other than corner lots, shall have frontage to only one road or street.
- 15.4.2.8 In any zone where lots are to be prevented from obtaining direct access to an adjacent road an access denial or segregation strip shall be vested in Council. The performance standards for development and subdivision in the underlying zone do not apply to lots created for the purpose of access denial or segregation.
- 15.4.2.9 Any new Lot created must be able to accommodate all buildings outside of the Root Protection Zone of a protected tree whether the protected tree is on the new lot or on an adjacent site.
- 15.4.2.10 The Root Protection Zone of any protected tree must be contained entirely within any new allotment.

Activities that fail to comply with Rules 15.4.2.3 to 15.4.2.10 will require a resource consent for a discretionary activity.

## Rule - Design and layout of development and subdivision adjoining water bodies and reserves

- 15.4.2.11 Within the urban limits and the Large Lot Residential Zone, the design and layout of subdivisions shall ensure that water bodies and reserves are fronted by either roads or the front or side boundary of a lot.



*Development should front natural features such as water bodies and reserves.*

Activities that fail to comply with this rule will require a resource consent for a discretionary activity except that in the Houchens Road Large Lot Residential Structure Plan Area activities that fail to comply with this rule will require resource consent for a restricted discretionary activity with the discretion being restricted over:

- The extent to which the development and subdivision layout and design provides for passive surveillance of reserve(s).

These matters will be considered in accordance with the assessment criteria in Section 21.



**Rule - Lots within areas of high value amenity landscapes, viewshafts, river and lake environs, significant natural features and landscapes and visually sensitive hill country**

15.4.2.12 Where new lots are to be created within high amenity landscapes, viewshafts, river and lake environs, significant natural features, and visually sensitive hill country, as identified on the Planning Maps, then the following shall apply:

- (a) Power and telephone services shall be provided underground; and
- (b) The subdivision plan shall define the building platform and associated access alignment on each lot. The building platform shall be located so that at the time of building construction no part of any complying building will extend above the ridgeline nearest to the building platform, when viewed from a public place; and
- (c) The building platform, roads, and accessways shall minimize intrusion into the landscape, or viewshaft; and
- (d) Access to the building site must follow the contour of the land.

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

***Site Suitability & Hazards***

**Rule - Site suitability: General**

15.4.2.13 Subdivision and development shall have a defined building platform in a complying location that is capable of being serviced to the requirements of the zone.

Advice Notes:

- 1. For lots with multiple building platforms at least one suitable building site must be identified on each new lot to demonstrate compliance with this rule. Where there are site specific reasons why any future building must be built on that identified site, Council will impose a Section 221 consent notice to that effect.
- 2. For lots within a high amenity landscapes, viewshafts, river and lake environs, significant natural landscapes, and visually sensitive hill country, refer to Rule 15.4.2.12.

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

**Rules - Site suitability: within or adjoining a Flood Hazard Area**

15.4.2.14 Subdivision and Development within or adjoining a Flood Hazard Area identified on the Planning Maps, or as shown on the Houchens Road Large Lot Residential Structure Plan at Appendix S13, shall have building platforms in a complying location that can achieve a minimum free-board level 500mm above the 1% AEP (100 year flood level).

Advice Note: The flood areas on the District Plan Maps are derived from: Te Awamutu Flood Management Plan, Waikato Regional Council, Technical Publication 93/10, and the Pukekura Drain Hydraulic Assessment Stage 4, Opus, January 2011, and the Waipā River Flood Hazard Study, Waikato Regional Council.

15.4.2.15 No subdivision and development shall occur within a High Risk Flood Zone.

Advice Note: The 'High Risk Flood Zone' is defined in Part B of the District Plan and relates to the 1% AEP (100 year flood level).

Activities that fail to comply with Rules 15.4.2.14 and 15.4.2.15 will require a resource consent for a non-complying activity.

## ***Infrastructure & Services***

### **Rule - Infrastructure servicing in all zones**

15.4.2.16 All lots in a subdivision and any sites in a development shall be connected to the following infrastructure services:

- (a) Formed public road or new road; and
- (b) Electricity; and
- (c) Telecommunications; and
- (d) Fibre optic cable.

#### Advice Notes:

1. Telecommunications: Where a development or subdivision is located within an area where fixed cable is available a connection to this network must be provided. Where it is impracticable (due to topographical or financial constraints) to connect to fixed cabling, alternative connections may be considered through a resource consent process, and a consent notice must be registered on the certificate of title for each site.
2. Fibre optic cable: Where a development or subdivision is located in an area where fibre optic cable has not yet been installed, appropriate ducting must be installed to provide for fibre optic cable in the future.
3. Water Supply: Refer to Rules 15.4.2.18 and 15.4.2.22 for the requirements for water supply.
4. Pukerimu Water Supply Area: Where a development or subdivision is located within a fully allocated reticulated water supply and the water volume is allocated on the basis of area to that property, the development or subdivision's share shall also be determined by area and shall be not exceed the volume previously allocated to the land containing the development. All water take from fully allocated reticulated water supply shall be metered.
5. Wastewater disposal: Refer to Rules 15.4.2.18, 15.4.2.21 and 15.4.2.24 for the requirements for wastewater.

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

### **Rule - Design, location and maintenance of services in infill development**

15.4.2.17 Where more than one serviced building (excluding accessory buildings) is erected on a site, all services shall be provided to each building as if the site was being subdivided to create separate titles for each serviced building.

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

### **Rules - Additional infrastructure servicing for the Residential, Commercial and Industrial Zones within the urban limits**

15.4.2.18 All lots in a subdivision and any sites in a development in the Residential, Commercial and Industrial Zones within the urban limits shall be connected to the following Council infrastructure services:

- (a) Wastewater reticulation and treatment; and
- (b) Water supply for domestic, or industrial, or commercial activity; and
- (c) Water supply for fire fighting purposes.

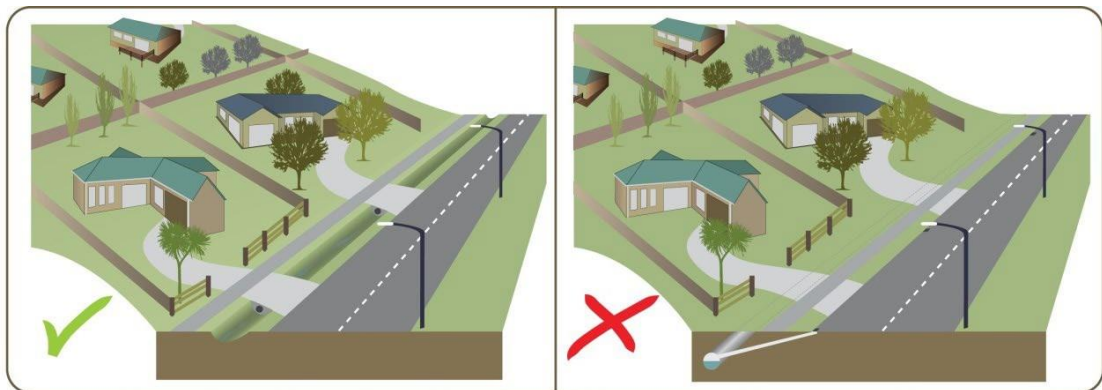
Advice Note: SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice sets out a number of options to provide water for the New Zealand Fire Service's operational requirements, and shall be used as a guide when designing fire fighting water protection.

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

- 15.4.2.19 Any proposed connection to the mains water supply shall be located in the berm adjacent to the building it is supplying and not require crossing under road carriageways.

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

- 15.4.2.20 Within the urban limits, all lots in a subdivision and any sites in a development in the Residential, Commercial and Industrial Zones shall:
- (a) Dispose of stormwater generated from within roads, reserves, and any lot to be vested in Council, into Council's reticulation system at pre development levels; and
  - (b) Dispose of all stormwater generated from lots not to be vested in Council within the boundaries of the lot itself.
  - (c) Except that (a) and (b) above shall not apply to the C1 and C2/C3 growth cells where regional and/or district resource consents for the overall structure plan stormwater system provide for alternative means of stormwater management and disposal. For the avoidance of doubt, on-site soakage within the C3 cell is not anticipated due to the risk of exacerbating slope stability issues. Alternative methods of stormwater management will need to be demonstrated for the C3 cell.



*Swales can provide a sustainable option to traditional kerb and channel drainage, and can contribute to both the ecological diversity and aesthetic values of the neighbourhood.*

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

**Rules - When infrastructure services are not provided by Council**

- 15.4.2.21 Where wastewater treatment and disposal services are **not** provided by Council:
- (a) Every Lot shall be of sufficient size to contain within the lot boundaries the treatment and disposal of wastewater resulting from any future permitted development; and
  - (b) The wastewater treatment and disposal services shall be set back 23m from any water body.
- 15.4.2.22 Where water is **not** supplied by Council each lot shall provide an independent potable water supply sufficient for activities permitted on the site.

- 15.4.2.23 Where water is not supplied by Council or a private community supply, or water is supplied by Council but is a restricted flow supply, each lot shall provide access to water supply for firefighting purposes that is or will be:
- (a) Accessible to firefighting equipment; and
  - (b) Between 6 and 90 metres from a dwelling on the site; and
  - (c) On the same site as a dwelling (except where the specified volume or flow of water is in a pond, dam or river that is within the required distances); and
  - (d) Either:
    - (i) Stores at least 45,000 litres, in addition to the independent potable water supply required by Rule 15.4.2.21; or
    - (ii) Provides at least 25 litres per second for 30 minutes.

This rule does not apply to lots created for the purpose of enabling a conservation block, a network utility, access to a lot or lots having no legal frontage, or a lot solely for a rural purpose and which does not require a building.

Advice Note: Further advice and information about managing fire risk and storage of water for firefighting purposes can be obtained from Fire and Emergency New Zealand and SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice.

Activities that fail to comply with Rules 15.4.2.21 to 15.4.2.23 will require a resource consent for a non-complying activity.

#### **Rule - Wastewater disposal**

- 15.4.2.24 The design (including design life) and construction of wastewater treatment and disposal facilities shall ensure adequate provision is made to meet public health standards, eliminate the ingress of stormwater and groundwater, and avoid the occurrence of system surcharging or overflow.

Advice Note: The Waikato Regional Council needs to be consulted regarding the requirements for wastewater discharge consents.

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

#### **Rules - Stormwater**

- 15.4.2.25 All lots or sites shall be of sufficient size to enable on site detention and disposal of stormwater resulting from any future development permitted in the zone, provided that this rule does not apply to stormwater disposal in the
- (a) Houchens Road Large Lot Residential Structure Plan Area.
  - (b) The C1 and C2/C3 Structure Plan areas, where regional and/or resource district consents for the overall structure plan stormwater system provide for alternative means of stormwater management and disposal. For the avoidance of doubt, on-site soakage within the C3 cell is not anticipated due to the risk of exacerbating slope stability issues. Alternative methods of stormwater management will need to be demonstrated for the C3 cell.

Advice Notes:

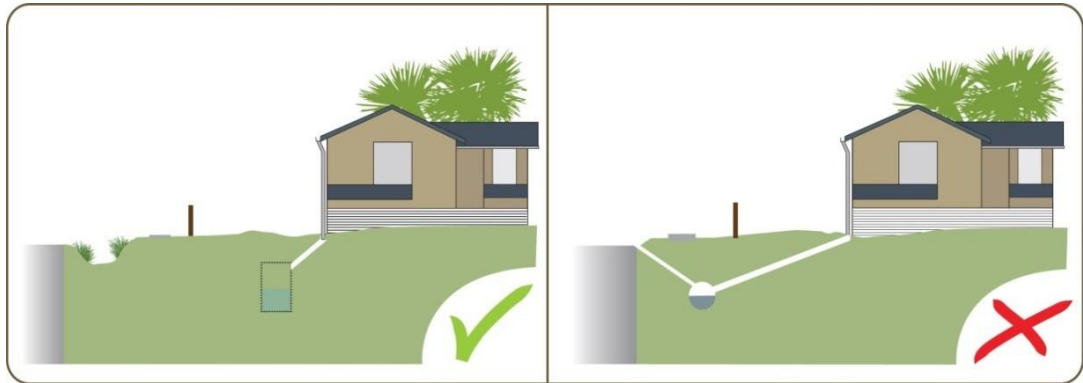
1. For lots within the Residential, Commercial and Industrial Zones within the urban limits refer also to Rule 15.4.2.20.

2. For lots within the Houchens Road Large Lot Residential Structure Plan Area refer to Rules 15.4.2.83 to 15.4.2.86.
3. A Stormwater Discharge Consent may also be required from the Waikato Regional Council.

**15.4.2.26 Development shall not obstruct overland and secondary flow paths.**

Advice Note: A secondary flow path refers to the path taken by runoff in excess of the primary design flow and is to be capable of producing protection to the surrounding buildings for a once in 50 years return period rain event.

Activities that fail to comply with Rules 15.4.2.25 and 15.4.2.26 will require a resource consent for a non-complying activity.



*On site detention systems shall ensure that stormwater runoff from the site remains at pre development levels.*

**Rules - Tree Planting on Roads: Residential and Large Lot Residential Zones**

15.4.2.27 Where any subdivision in the residential or large lot residential zone includes the creation of new roads; the design, layout, construction and formation of the new road, except for service lanes, must provide for the planting of street trees.

15.4.2.28 Planting of street trees must be at an equivalent rate of one tree per residential property road frontage using an appropriate species for the location. Council may approve groups of trees where the kerb line and location of services and the area available are sufficient to accommodate the group of trees in the long term.

Advice Note: Council's Tree Policy as updated from time to time provides guidance on the appropriate species of tree to be planted, along with standards for tree planting, protection of underground services and tree maintenance.

Activities that fail to comply with Rules 15.4.2.27 to 15.4.2.28 will require a resource consent for a non-complying activity.

**Rule - National Grid Yard**

15.4.2.29 All lots shall identify a building platform for the principal dwelling, and any proposed secondary dwelling, outside of the National Grid Yard.

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

**Rule - Proximity to poultry farming activities**

- 15.4.2.30 In the Rural Zone, any new lot created within 500m of a poultry farming activity shall identify a building platform for the principal dwelling and any proposed secondary dwelling, that is no less than 250m from a building forming part of a poultry farming activity.

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

## **Part B: Development and subdivision for specific activities**

### **Rule - Lots for network utilities**

- 15.4.2.31 Land that is to be subdivided for a network utility service, except for roads, shall be configured to accommodate the intended activity, and the balance area of the subdivision shall comply with the relevant subdivision standards for the zone in which it is located. Provided that lots for network utilities shall comply with this rule only.

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

### **Rule - Amendments to flats plans cross lease, company lease or unit title**

- 15.4.2.32 Where a proposed subdivision is intended solely to amend any cross lease, company lease or unit title plan to accommodate alterations to buildings or the erection of an accessory building which has a Code of Compliance Certificate (CCC) issued pursuant to the Building Act 2004, then the following shall apply:
- (a) The building works shall comply with the provisions of this District Plan; and
  - (b) There shall be no material change to the unit site area or to the overall extent and configuration of the individual occupancy.

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

### **Rules - Boundary relocations**

- 15.4.2.33 The number of certificates of title involved in the subdivision will be the same or less after the subdivision has been undertaken.
- 15.4.2.34 New lots created by way of boundary relocation must comply with the rules for the zone within which the subdivision is taking place, provided that titles shall not be considered as titles for the purpose of this rule if they are incapable of accommodating a dwelling for the zone within which the title is located because:
- (a) The site area cannot comply with the minimum site area under Rule 15.4.2.1; and
  - (b) The site cannot contain a complying lot shape factor under Rules 15.4.2.3 and 15.4.2.5; and
  - (c) The site cannot comply with the minimum setback standards of the zone within which the title is located; and
  - (d) The site is not considered suitable for building under Rule 15.4.2.13; and
  - (e) The site cannot contain within its boundaries a wastewater treatment and disposal system suitable for the site; and
  - (f) The site cannot be provided with a complying vehicular access under Rule 16.4.2.4.

Activities that fail to comply with Rules 15.4.2.33 and 15.4.2.34 will require a resource consent for a non-complying activity.

### **Rules - Subdivision of a surplus dwelling in the Rural Zone**

- 15.4.2.35 The maximum net lot area for the subdivision of land containing a surplus dwelling shall not exceed 5000m<sup>2</sup>, shall be suitable for subdivision and shall comply with all rules for the zone including rules for access, and servicing. The minimum net area of the lot to be created shall be 2,500m<sup>2</sup>.
- 15.4.2.36 All existing dwellings shall have been located on the holding for a period of not less than 10 years at the date of the application for subdivision consent and shall have a useful life expectancy without substantial repairs and/or reconstruction of at least 25 years.
- 15.4.2.37 There shall be an existing dwelling, on the lot comprising the balance land provided that the dwelling has a floor area greater than 70m<sup>2</sup> exclusive of garaging and decking, and is not a bonded dwelling for removal and/or that has been erected for a dependent relative.
- 15.4.2.38 A surplus dwelling shall not include any dwelling with a floor area of less than 70m<sup>2</sup> exclusive of garaging and decking or any bonded dwelling for removal.
- 15.4.2.39 A surplus dwelling shall not be a secondary dwelling.
- 15.4.2.40 That as a result of the use of this rule, Council shall restrict the further subdivision of the balance lot, restricting the further use of this rule. This being a condition to be complied with on a continuing basis and shall be subject to a Section 221 Consent Notice or other legal instrument being registered on the title in perpetuity.

Advice Note: Also see Rule 4.4.2.80(e) in the Rural Zone.

Activities which fail to comply with Rules 15.4.2.35 to 15.4.2.40 will require a resource consent for a non-complying activity.

### **Rule - Activities with land use consents**

- 15.4.2.41 In the Rural Zone, where land use consent has been granted and given effect to for a period of no less than 2 years, a lot can be created around the following non farming activities:
- (a) Industry.
  - (b) Packing sheds involving produce grown off the site.
  - (c) Restaurants or cafes.
  - (d) Retreat or conference or education facilities.
  - (e) Garden centres or nurseries.
  - (f) Commercial garages.
  - (g) Service stations.
  - (h) Health care facilities.
  - (i) Travellers accommodation – excluding bed and breakfast or similar home based accommodation.
  - (j) Places of assembly.

For the avoidance of doubt the following activities are not eligible under this rule:

- (i) Wood splitting and drying associated with the sale of firewood.
- (ii) Seasonal activities.



- (iii) Fortified sites.
- (iv) Green houses.
- (v) Operations involving the hire or lease of goods.
- (vi) Distribution of goods not manufactured.

Advice Note: The provision of this rule for the activities listed above does not mean these activities may be granted a land use consent in the Rural Zone, nor that they are appropriate within all parts of the Rural Zone.

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

#### **Rules - Transferable Development Rights**

- 15.4.2.42 Within the identified sensitive locations, applications that create an additional lot through meeting the minimum net lot area rules can either be assessed against the relevant rules in 15.4.2 or transferred out using the transferrable development right process. Applications for environmental benefit lots under Rules 15.4.2.51 to 15.4.2.55 may be undertaken on site or transferred out in accordance with the relevant rules. The Transferable Development Right provisions shall not apply to subdivision for a surplus dwelling.
- 15.4.2.43 To be eligible for a Transferable Development Right, the owner of the donor holding and the owner of the recipient holding must make a joint application.

Activities which fail to comply with Rules 15.4.2.42 and 15.4.2.43 will require a resource consent for a non-complying activity.

#### **Rules - Transferable Development Rights: location of holdings and recipient sites**

- 15.4.2.44 The donor holding must have provided land for the Te Awa cycleway identified in Appendix O4 or an Incentivised Cycleway, or be in the Rural Zone and located in whole or in part in a sensitive location identified below:
- (a) Within an identified outstanding landscape or viewshaft as identified on the Planning Maps; or
  - (b) Within the air noise boundary of the Hamilton International Airport excluding the Airport Business Zone; or
  - (c) Within or immediately adjacent to the Maungatautari Ecological Island and listed in the Maungatautari Ecological Island lot entitlements as listed in Appendix O2; or
  - (d) Within areas of high class soils; or
  - (e) Within a significant natural area as identified on the Planning Maps; or
  - (f) Within a Quarry Buffer Area identified on the Planning Maps; or
  - (g) Adjoining a State Highway as identified on the Planning Maps; or
  - (h) Within 500m measured in a straight line of an Industrial Zone; or
  - (i) Within 1km from the Hamilton City Council Limits; or
  - (j) Within sites adjacent to significant recreation reserves, as listed in Appendix O5.

15.4.2.45 The recipient sites must be located in the areas identified below:

- (a) Wholly within the Large Lot Residential Zones, excluding the Houchens Road Large Lot Residential Structure Plan Area; or
- (b) In the Rural Zone provided that:
  - (i) The site is not located, in whole or in part within the areas identified in Rule 15.4.2.44; and
  - (ii) The site is not within the outer control boundary as identified on the Planning Maps; and
  - (iii) The site is not within a Deferred Zone as identified on the Planning Maps or future growth areas identified in Appendix S1; and
  - (iv) The site is not located in whole or part in the Houchens Road Large Lot Residential Structure Plan Area.

Provided that one lot can be located on the donor holding in the Maungatautari Ecological Island, the Te Awa Cycleway and for an Incentivised Cycleway in accordance with Rules 15.4.2.51 and 15.4.2.53.

- (c) In the Rural Zone on lots sized between 5000m<sup>2</sup> and 1 hectare located within 1km of any Large Lot Residential Zone, Deferred Large Lot Residential Zone, the Te Awamutu, Kihikihi or Cambridge urban limits provided that:
  - (i) The site is not located, in whole or in part within the areas identified in Rule 15.4.2.44 with the exception that the site can be located on high class soils; and
  - (ii) The site is not within the outer control boundary as identified on the Planning Maps; and
  - (iii) The site is not within a Deferred Zone as identified on the Planning Maps or future growth areas identified in Appendix S1.

Activities which fail to comply with Rules 15.4.2.44 and 15.4.2.45 will require a resource consent for a non-complying activity.

#### **Rules - Transferable Development Rights: donor holding rules**

15.4.2.46 The donor holding must be able to be subdivided into at least one additional lot pursuant to the rules for the zone.

OR

Have an entitlement to an environmental benefit lot and undertake to protect the land/ feature from which the benefit lot entitlement was derived, in perpetuity.

OR

Must amalgamate land held in two or more existing titles into a reduced number of titles.

15.4.2.47 A condition that no further subdivision in respect of the rule that the entitlement was acquired under (or restricted rights of subdivision as the case may be) shall apply to the donor holding. The owner will be required to enter into a bond, or other legal instrument with Council which will be registered on the title(s) against the donor holding to that effect and run with the land in perpetuity.

Advice Note: Where multiple entitlements are allowed, then a bond or other legal instrument will be registered on the donor holding title(s), and will be subsequently amended as each entitlement is taken up on the donor holding

(to show the entitlements used, and the entitlements still available). When all entitlements have been used, the final amendment to the bond or other legal instrument will record that no further subdivision shall take place on the donor holding title(s) pursuant to the rule(s) on which the entitlements were created.

Activities which fail to comply with Rules 15.4.2.46 and 15.4.2.47 will require a resource consent for a non-complying activity.

#### **Rules - Transferable Development Rights: recipient site rules**

- 15.4.2.48 The recipient site, shall be suitable for subdivision and shall comply with all rules for the zone including rules for access, and servicing.
- 15.4.2.49 A recipient site may only receive one Transferable Development Right, provided that recipient sites in the Large Lot Residential Zone are exempt from this rule.
- 15.4.2.50 That as a result of the use of the Transferable Development Right, Council shall restrict the further subdivision of the recipient site, restricting the further use of this rule on the new lot and the balance area. This being a condition to be complied with on a continuing basis and shall be subject to a Section 221 Consent Notice or other legal instrument being registered on the title. Provided that recipient sites in the Large Lot Residential Zone are exempt from this rule.

Activities that fail to comply with Rules 15.4.2.48 to 15.4.2.50 will require a resource consent for a non-complying activity.

#### **Rules - Environmental benefit lots: Maungatautari Ecological Island**

- 15.4.2.51 Properties identified in Appendix 02 may be eligible for an environmental benefit lot(s) provided that these lots have not previously been used or surrendered. Provided that:
- (a) The holding must not have been subdivided previously pursuant to the provisions of Rule 15.4.2.52 (environmental benefit lot provisions relating to protection of significant natural areas or features) in connection with the establishment of pest proof fencing or the covenanting of bush now contained within the Maungatautari Ecological Island.
  - (b) Only one environmental benefit lot per holding may be established on the parent title within the holding. Any additional environmental benefit lot(s) shall be transferred from the holding pursuant to Transferable Development Right provisions in Rules 15.4.2.42 to 15.4.2.50.
  - (c) The environmental benefit lot established on the parent title within the holding, shall be suitable for subdivision and shall comply with all rules for the zone including rules for access, and servicing. The maximum area of the lot to be created shall be 5,000m<sup>2</sup> and the minimum area of the lot to be created shall be 2,500m<sup>2</sup> exclusive of the area being protected, and the balance of the land being subdivided shall be no less than 5,000m<sup>2</sup>.

#### *Protection of the Maungatautari Ecological Island Lots*

- (d) That protection in perpetuity must be by way of reserve status, a memorandum of encumbrance, consent notice, or covenant that will identify the nature of the protection required and will be registered on the certificate of title and run with the land in perpetuity. Creation as a reserve or a covenant or a Kawanata Agreement<sup>1</sup> will be preferred.

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<sup>1</sup> Kawanata Agreement – agreement associated with the Nga Whenua Rahui fund administered by DOC. It is typically applied to multiple-owned Māori land.

- (e) Protection by way of Council approved covenant (or similar legal instrument) shall identify the nature of the protection required and be registered on the certificate of title and run with the land in perpetuity.
- (f) If the land is to be vested in Council as reserve, Council will determine the appropriate reserve classification of private land to be vested as reserve.

*Easements*

- (g) The necessity for, and the alignment of public access easements, shall be agreed by Council in consultation with affected landowners.
- (h) Easement considerations include the extent to which legalised public access will assist in the monitoring and management of the ecological island, or the extent to which a proposed easement will legitimise an existing historic access arrangement.

Activities which fail to comply with Rules 15.4.2.51(a) and 15.4.2.51(b) will require a resource consent for a non-complying activity.

Activities which fail to comply with Rules 15.4.2.51(c) to 15.4.2.51(h) will require a resource consent for a discretionary activity.

**Rules - Environmental benefit lots: significant natural areas or features**

15.4.2.52 Significant natural areas and significant natural features identified on the Planning Maps or established using the Criteria for Determining Significance of Indigenous Biodiversity, Section 11A in the Regional Policy Statement, may be eligible for environmental benefit lots where the area or feature is protected in perpetuity by a legal mechanism provided that:

- (a) Lots created through this mechanism that are located in a sensitive area as identified in Rule 15.4.2.44, must utilise the Transferable Development Right provisions of Rules 15.4.2.42 to 15.4.2.50.
- (b) Holdings that have one feature, located over two titles that are located within significant natural areas shall only qualify for a Transferable Development Right if the titles are amalgamated so that the identified feature is held in one title following the subdivision.

The areas or features that may qualify for one environmental benefit lot are:

- (c) Significant natural areas in identified Biodiversity (Indigenous Forest) Corridors on Planning Map 49 with a minimum area of 5,000m<sup>2</sup> which are permanently protected and supported by a specialist ecologist report accepted by Council.
- (d) Significant natural features being wetlands and/or kahikatea stands which are permanently protected and supported by a specialist ecologist report accepted by Council that demonstrates that the site is a self sustaining ecosystem.
- (e) Land within a Peat Lake Catchment identified as a significant natural area that provides a Whole Farm Management Plan at the time of subdivision which demonstrates that the new land uses can enhance or improve the peat lake significant natural area.

Advice Note: Additional lots may be considered if permanent protection is being achieved for the priority areas or features for protection, listed in Policy 15.3.7.6.

Activities which fail to comply with Rule 15.4.2.52(a) will require a resource consent for a non-complying activity.

Activities that fail to comply with Rules 15.4.2.52(b) to 15.4.2.52(e) will require a resource consent for a discretionary activity.

#### **Rule - Environmental benefit lots: Te Awa Cycleway in the Rural Zone**

15.4.2.53 Sites adjoining the Te Awa Cycleway identified in Appendix O4 or an Incentivised Cycleway may be eligible for an environmental benefit lot(s) when land is provided for the cycleway and protected in perpetuity by a legal mechanism. Provided that:

- (a) Only one environmental benefit lot may be established on the parent title. Any additional environmental benefit lots shall be transferred from the holding pursuant to Transferable Development Right provisions in Rules 15.4.2.42 to 15.4.2.50.
- (b) The maximum area of the lot to be created shall be 5,000m<sup>2</sup> and the minimum area of the lot to be created shall be 2,500m<sup>2</sup> exclusive of the area being protected, and the balance of the land being subdivided shall be no less than 5,000m<sup>2</sup>.

The area of land that may qualify for an environmental benefit lot is:

- (c) One environmental benefit lot can be obtained for a minimum of 2000m<sup>2</sup> of land protected by the legal mechanism and one additional environmental benefit lot can be obtained for each additional 5000m<sup>2</sup> of land protected.

Activities which fail to comply this rule will require a resource consent for a discretionary activity.

#### **Rule - Environmental benefit lots: biodiversity (river or stream) corridor**

15.4.2.54 Sites adjoining the biodiversity (river or stream) corridor identified on the Planning Maps, may be eligible for an environmental benefit lot when land is provided for the biodiversity (river or stream) corridor and protected in perpetuity by a legal mechanism. Provided that:

- (a) Lots created through this mechanism that are located in a sensitive area as identified in Rule 15.4.2.44, must utilise the Transferable Development Right provisions of Rules 15.4.2.42 to 15.4.2.50.
- (b) This rule only applies to properties less than 80ha that are held in one title.

The minimum width and length of land that may qualify for one environmental benefit lot is:

- (c) A minimum width of 20m which are for a public purpose and shall be vested in Council as reserve for the purpose(s) indicated on the Planning Maps.

Activities which fail to comply with Rule 15.4.2.54(a) will require a resource consent for a non-complying activity.

Activities which fail to comply with Rules 15.4.2.54(b) to 15.4.2.54(c) will require a resource consent for a discretionary activity.

#### **Rule - Environmental benefit lots: additions to significant reserves**

15.4.2.55 Sites adjoining a reserve, as identified in Appendix O5, may be eligible for an environmental benefit lot(s) where the land is protected (in perpetuity) by a legal mechanism, provided that:

- (a) The additions of land to significant reserves are for public purpose and shall be vested in Council as reserve for the purpose(s) indicated in Appendix O5; and
- (b) The minimum area of the benefit lot to be created shall be 2,500m<sup>2</sup> and shall be suitable for subdivision and shall comply with all rules for the zone including rules for access, and servicing. The balance of the land being subdivided shall be no less than 5,000m<sup>2</sup>.

Advice Notes:

1. Lots created through this mechanism are not required to utilise the Transferable Development Right provisions of Rules 15.4.2.42 to 15.4.2.50.
2. There is no minimum or maximum number of benefit lots. The number of benefit lots will be assessed as part of the resource consent application.

Activities that fail to comply with 15.4.2.55(a) of this rule will require a resource consent for a non-complying activity.

Activities that fail to comply with 15.4.2.55(b) of this rule will require a resource consent for a discretionary activity.

### **Rules - Esplanade reserves, esplanade strips, and access strips**

Advice Note: In determining any application for a resource consent, Council may reduce, increase or waive the requirements of Rules 15.4.2.55 to 15.4.2.61.

#### *20m esplanade reserves from lots less than four hectares*

- 15.4.2.56 Subject to Rules 15.4.2.57 to 15.4.2.61, where any land adjoins the banks of any river or lake as defined in Section 230(4) of the Resource Management Act 1991 and where any lots of less than 4ha is created when the land is subdivided, an esplanade reserve 20m in width shall be set aside from that lot along the bank of any river or along the margin of any lake, as the case may be and shall vest in accordance with Section 231 of the Resource Management Act 1991 and where a reserve or road of less than 20m width already exists along that bank of a river or along that margin of a lake, then additional land shall be vested to increase the width to a minimum of 20m.

Provided that Council may require the creation of an esplanade strip under Section 232 of the Resource Management Act 1991 instead of an esplanade reserve.

Advice Note: The creation of an esplanade strip will be assessed at the time of resource consent application.

#### *Esplanade strips by certain rivers*

- 15.4.2.57 In the Rural Zone, on the following rivers instead of an esplanade reserve there shall be an esplanade strip of 10m under Section 232 of the Resource Management Act 1991:
- (a) Kāniwhaniwha Stream - above Limeworks Loop Road; and
  - (b) Mangakara Stream (near Pirongia); and
  - (c) Mangapiko Stream - Pirongia Township Large Lot Residential Zone.

#### *20m esplanade reserves by certain lakes from lots more than four hectares*

- 15.4.2.58 The provisions of Rule 15.4.2.56 shall also apply to any lots of 4ha or more which are created when land is subdivided adjoining the following lakes:
- (a) Lake Kareatohi (Cameron)
  - (b) Lake Koromatua
  - (c) Lake Mangahia
  - (d) Lake Mangakaware
  - (e) Lake Maratoto
  - (f) Lake Ngārotoiti

- (g) Lake Ngāroto
- (h) Lake Rotomānuka
- (i) Lake Rotopataka
- (j) Lake Ruatuna
- (k) Lake Rotopiko (Serpentine)

Provided that:

- (i) Council may require an esplanade reserve of a greater width than 20m to be determined for each lake depending on an assessment of the local peat/water level conditions.

Activities that fail to comply with Rules 15.4.2.56 to 15.4.2.58 will require a resource consent for a discretionary activity.

#### **Rule - Easements by access strip for access only from lots more than four hectares**

15.4.2.59 In determining any application for a resource consent for a subdivision of land in order to create lots of 4ha or more along the bank of the following rivers as shown on the Planning Maps, Council, as a condition of consent, must require that pursuant to Section 220(1)(f) of the Resource Management Act 1991, an easement be granted over the land as an easement in gross in favour of Council for the purposes of public access only and that such easement shall contain such matters (or such of them as are relevant and required in the particular circumstances of each easement) as are set out in the Tenth Schedule to the Resource Management Act 1991 and in considering which of such matters to provide for Council and registered proprietors must consider the various matters that are referred to in Section 237B(4) of the Resource Management Act 1991:

- (a) Pūniu River
- (b) Ōwairaka River
- (c) Waipā River
- (d) Waikato River
- (e) And the upper reaches of the Mangaōhoi Stream

Such easements shall also contain a provision to control littering (where appropriate by the erection of signs) and for fencing requirements for the control of access and for the provision of stiles or gates (where necessary) to be at the cost of Council.

Provided that this rule will not prevent Council and any registered proprietor of land in the District from implementing the creation of an esplanade strip by agreement pursuant to Section 235 of the Resource Management Act 1991 or an access strip by agreement pursuant to Section 237B of the Resource Management Act 1991.

Advice Note: If any such easement in gross in favour of Council is granted, the subdividing owner will not be required to pay any financial contribution for reserves pursuant to financial contribution for reserves or development contributions for reserves under the Local Government Act 2002.

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

### **Rule - Esplanade strips**

- 15.4.2.60 Where land adjoins a river or lake which is not listed in Rules 15.4.2.57 and 15.4.2.58, Council may require as a condition of consent, that an esplanade strip under Section 232 of the Resource Management Act 1991 be created.

Advice Note: The creation of an esplanade strip will be assessed at the time of resource consent application.

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

### **Rule - Stopped roads to be esplanade reserves or access strips**

- 15.4.2.61 The provisions of Section 345(3) of the Local Government Act 1974 will apply where any road which is stopped pursuant to the provisions of the Local Government Act 1974 or the Public Works Act 1981 is located within a Large Lot Residential Zone or within any other zone or
- (a) Adjoining a stream, river or lake identified in Rules 15.4.2.57 to 15.4.2.59; or
  - (b) Shown on the Planning Maps as requiring an esplanade reserve, esplanade strip or access strip; or
  - (c) Stopped road that adjoins any existing marginal strip or esplanade reserve or esplanade strip or land used for public purposes.

And

Rule 15.4.2.56 will apply.

For the avoidance of doubt Section 345(3) of the Local Government Act 1974 shall not apply to any road which is stopped pursuant to the provision of the Local Government Act 1974 or the Public Works Act 1981 when:

- (i) The road adjoins a stream, river or lake not identified in the rules or shown on the Planning Maps as requiring an esplanade reserve, esplanade strip or access strip to be set aside; and
- (ii) Is within the Rural Zone.

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

### **~~Rule - Development within a Deferred Zone [PC13]~~**

- 15.4.2.61 ~~No development or subdivisions shall occur unless a structure plan for the comprehensive and integrated development of the zone has been approved by Council and incorporated into the District Plan by way of a plan change or approved by way of a resource consent.~~

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

### **Rule - Comprehensive Development Subdivision within the C1 and C2/C3 Structure Plan areas**

- 15.4.2.62 Any Comprehensive Residential Subdivision within the C1 and C2/C3 Structure Plan areas (as described within the relevant Structure Plan) shall comply with the following standards (in addition to the relevant performance standards):



- (a) Be applied to an area of land within the overall structure plan area within common ownership and/or control of the applicants.
- (b) Through an appropriate concept plan for the entire Comprehensive Residential Subdivision development area identified, demonstrate how development will achieve a minimum density of 12.5 dwelling per hectare net as set out in the Structure Plan over the course of a staged development in accordance with Rule 15.4.2.1(ad).
- (c) Provide a minimum 2.5% net residential land area or 2,000m<sup>2</sup> (whichever is larger) of the overall comprehensive residential development area as 'compact housing'.

For avoidance of doubt, all other relevant performance standards within Part A, C and D of this section shall continue to apply.

Advice Note: the 'net residential land area' is total residential land area excluding roads and, in addition, land not suitable or available for residential development including open spaces, areas constrained by topography, commercial areas, schools and land required for environmental buffers and stormwater infrastructure (including any buffer areas or setbacks from the stormwater infrastructure).

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

## **Part C: Development and subdivision of 7 or more lots in any zone**

**Advice Note: These performance standards are additional to Rules 15.4.2.1 to 15.4.2.62 which must also be complied with.**

### **Rule - Greenfield lot design**

- 15.4.2.63 No more than 15% of lots in a greenfield subdivision or within the Houchens Road Large Lot Residential Structure Plan Area at Appendix S13 shall be rear lots.

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

Provided that activities subject to a Structure Plan approved and included within the Proposed District Plan as at 31 May 2012 and the Houchens Road Large Lot Residential Structure Plan at Appendix S13 that have:

- 15-20% of rear lots will require a resource consent for a discretionary activity, and
- More than 20% of rear lots will require a resource consent for a non-complying activity.

Advice Note: Structure Plans approved by Council prior to 31 May 2012 were considered under a policy framework which excluded urban design provisions therefore are exempt from this rule to acknowledge the differing policy framework in place at the time of approval.

### **Rule - Design and location of infrastructure services**

Advice Note: The Regional Infrastructure Technical Specifications as updated from time to time will provide guidance in relation to the design of infrastructure services at the resource consenting stage.

- 15.4.2.64 Within the urban limits and the Large Lot Residential Zone, all new subdivision and development of 7 or more lots shall provide a utilities corridor in the road reserve free of tree plantings (Refer to Appendix T3 and T4).

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

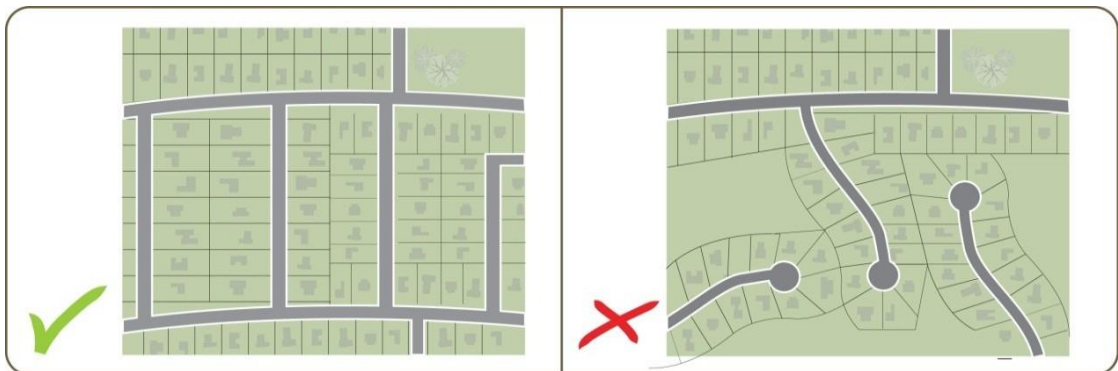
### **Rules - Roads**

- 15.4.2.65 In any zone, unless an approved structure plan provides otherwise, the design and layout, and construction and formation, of a new road and its streetscape shall meet the requirements of Appendix T3, and Appendix T4 - Criteria for Public and Private Roads. Provided that, in the Residential Zone a new road must also provide a footpath of a minimum width of 1.5m, to increase in size to a minimum width of 2m within 400m of a school, community facilities, and commercial areas including pedestrian frontage areas.
- 15.4.2.66 Within the urban limits and the Large Lot Residential Zone the layout and design of subdivision and development that incorporates roads to vest in Council, shall create a grid layout that:
- (a) Has blocks elongated north west to southeast and lots oriented east/west to ensure provision for solar access; and
  - (b) Provides for connectivity to adjoining land that is able to be developed or subdivided in the future or is identified in Appendix S1.

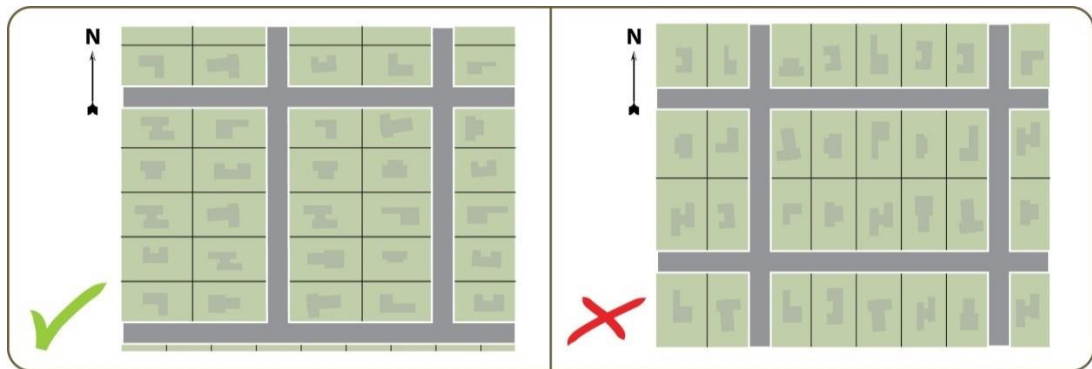
Provided that in the Houchens Road Large Lot Residential Structure Plan Area and in a Structure Plan that was approved and included in the Proposed District Plan as at 31 May 2012 a grid layout is not required.

Advice Note: The following depths and widths are considered to be an appropriate grid layout and should be used as a guide:

- (a) Within the Residential Zone:
  - (i) has an average depth of 100m; and
  - (ii) has a minimum width of 250m.
- (b) Within the Large Lot Residential Zone:
  - (i) for lot sizes of 2,500m<sup>2</sup> or less, has an average depth of 200m and a minimum width of 200m; or
  - (ii) for lot sizes of between 2,501m<sup>2</sup> and 3,501m<sup>2</sup> has an average depth of 200m and a minimum width of 250m; or
  - (iii) for lot sizes between 3,502m<sup>2</sup> and 5000m<sup>2</sup>, has an average depth of 250m and a minimum width of 300m.



*Streets should create a grid layout which allows for the extension of that grid layout in the future.*



*Streets should be oriented north/south to maximise east/west facing lots. This will provide the potential for more north facing outdoor space.*

15.4.2.67 Where any subdivision includes the creation of new roads, the location and design of the roads shall ensure the continuation of vistas as identified on the Planning Maps.

Activities that fail to comply with Rules 15.4.2.65 to 15.4.2.67 will require a resource consent for a discretionary activity.

## Rule - Location and design of reserves

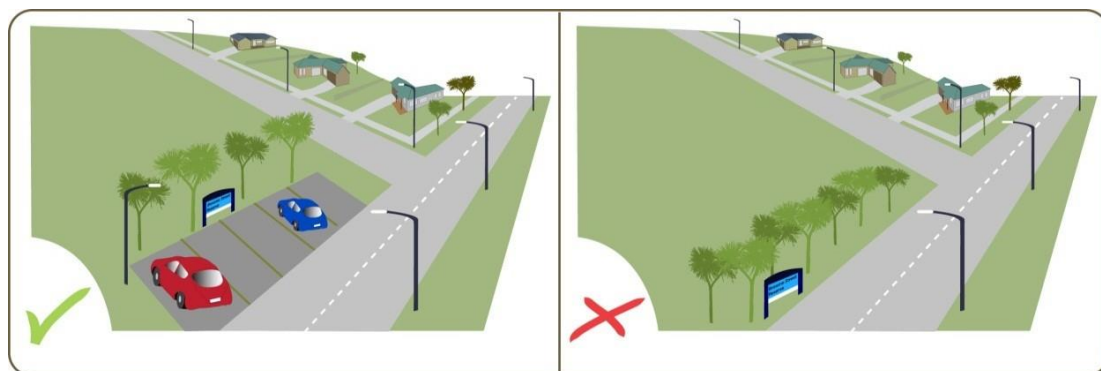
Advice Note: It is anticipated that if the development requires a reserve that the type and location of the reserve, and the suitability or otherwise of the reserve to contribute to stormwater management systems, will be discussed with Council's reserves staff prior to the lodgement of any consent application.

15.4.2.68 In all zones, the location, layout and design of reserves shall demonstrate:

- (a) That the reserve is directly linked to footpaths from the surrounding development; and
- (b) That the reserve is fronted on two sides by roads; and
- (c) That on street parking is provided adjacent to the reserve.



*Reserves should have at least two sides fronted by roads.*



*On street parking should be provided adjacent to reserves to maximise accessibility and surveillance.*

Activities that fail to comply with this rule will require a resource consent for a discretionary activity except that in the Houchens Road Large Lot Residential Structure Plan Area activities that fail to comply with this rule will require resource consent for a restricted discretionary activity with the discretion being restricted over:

- (a) The overall provision for walking and cycling access to and within the reserve(s); and
- (b) The layout of the reserve(s); and
- (c) The extent to which the provision of the reserve(s) is in general accordance with the Houchens Road Large Lot Residential Structure Plan; and
- (d) Car parking.

These matters will be considered in accordance with the assessment criteria in Section 21.

## **Part D: Development and subdivision in a Structure Plan Area**

**Advice Note:** These performance standards are additional to Rules 15.4.2.1 to 15.4.2.68 which must also be complied with.

### **Rule - All development and subdivision in areas subject to a Structure Plan, Development Plan or Concept Plan**

15.4.2.69 All development and subdivision within an area subject to an approved structure plan, development plan or concept plan shall be designed in general accordance with the requirements of that structure plan, concept plan or development plan. For the avoidance of doubt, the following areas are subject to concept plans, development plans and/or structure plans:

- |                |   |                        |
|----------------|---|------------------------|
| (a)            | Cambridge North Structure Plan and Design Guidelines                    | Appendix S2            |
| (b)            | Cambridge Park Structure Plans and Design Guidelines                    | Appendix S3            |
| (c)            | St Kilda Structure Plan   | Appendix S4            |
| (d)            | Hautapu Industrial Structure Plan and Landscape Guidelines              | Appendix S5            |
| (e)            | Te Awamutu Large Format Retail Site Plan                                | Appendix S6            |
| (f)            | Karāpiro Large Lot Residential Structure Plan Area                      | Appendix S7            |
| <del>(g)</del> | <del>Ohaupo South Structure Plan<br/>[PC13]</del>                       | <del>Appendix S8</del> |
| <del>(h)</del> | <del>Bruntwood Large Lot Residential Area Concept Plan<br/>[PC13]</del> | <del>Appendix S9</del> |
| (i)            | Airport Business Zone Structure Plan                                    | Appendix S10           |

Advice Note: Refer to Rules 15.4.2.87 to 15.4.2.90 for all subdivision and development in the Airport Business Zone Structure Plan.

- |     |   |              |
|-----|---|--------------|
| (j) | Piquet Hill Structure Plan                              | Appendix S11 |
| (k) | Bond Road North Industrial Area                         | Appendix S12 |
| (l) | Houchens Road Large Lot Residential Structure Plan Area | Appendix S13 |

Advice Note: Refer to Rules 15.4.2.70 to 15.4.2.86 for all subdivision and development in the Houchens Road Large Lot Residential Structure Plan Area.

- |                |   |                         |
|----------------|---|-------------------------|
| <del>(m)</del> | <del>Te Awamutu South Structure Plan and design guidelines<br/>[PC13]</del> | <del>Appendix S14</del> |
| (n)            | Cambridge North Neighbourhood Centre Concept Plan                           | Appendix S15            |
| (o)            | Narrows Concept Plan  | Appendix S16            |
| (p)            | Te Awamutu T1 Growth Cell Structure Plan                                    | Appendix S17            |
| (q)            | Leamington Large Lot Residential Zone Structure Plan                        | Appendix S18            |
| (r)            | Cambridge C1, and C2 / C3 Structure Plans                                   | Appendix S19            |
| (s)            | Bardowie Industrial Precinct Structure Plan                                 | Appendix S20            |
| (t)            | Ngahinapouri Structure Plan   | Appendix S21            |
| (u)            | T8 Structure Plan   | Appendix S22            |
| (v)            | T2 Growth Cell Structure Plan   | Appendix S23            |

(new) T6 Structure Plan [PC13]	Appendix S (NEW)
(new) T11 Structure Plan [PC13]	Appendix S (NEW)
(new) C4 Structure Plan [PC13]	Appendix S (NEW)

(~~t~~w) Deferred Zones, for the intended future zones identified on the Planning Maps (Subject to resource consent or plan change).

Advice Note: From time to time structure plans or development plans may be approved by way of resource consent under the provisions of Section 14 – Deferred Zones. A copy of these Plans are available at Council offices or on Council's website.

Activities that fail to comply with this rule will require a resource consent for a discretionary activity, except where these structure plans indicate that non-compliance with the rules of the structure plan, development plan or concept plan will result in the activity being a non-complying activity.

### ***Houchens Road Large Lot Residential Structure Plan Area***

- 15.4.2.70 The subdivision and development of the Houchens Road Large Lot Residential area shall be generally in accordance with the Houchens Road Large Lot Residential Structure Plan Area and shall be undertaken in a manner that does not frustrate the future development of any part of the Large Lot Residential area.
- 15.4.2.71 In the Houchens Road Large Lot Residential Structure Plan Area, the following requirements shall apply:
- The lots shall comply with any larger site area requirement of the Waikato Regional Council in relation to size of the site or any appropriate legal instrument for the disposal of stormwater; and
  - Council is satisfied that there is sufficient area on each allotment to adequately dispose of stormwater and sewage effluent within the boundaries and provide a duplication of the disposal systems; and
  - As part of any subdivision application for lots less than 2500m<sup>2</sup> Net Lot Area sufficient information shall be provided by a suitably qualified person to demonstrate that the lots will be capable of achieving the environmental standards of Rule 3.5.7.6 of the Waikato Regional Plan.

Advice Note: Lots less than 2500m<sup>2</sup> Net Lot Area will require either compliance with Waikato Regional Plan permitted activity Rule 3.5.7.6 or a discharge permit. The purpose of (c) is to confirm the overall suitability of multiple lots to be serviced by Improved On-Site Domestic Sewage Treatment and Disposal Systems.

Activities that fail to comply with Rules 15.4.2.70 to 15.4.2.71 will require a resource consent for a discretionary activity.

### **Rules - Traffic and roading: Houchens Road Large Lot Residential Structure Plan Area**

- 15.4.2.72 The subdivision and development of the area within or to the south of the potential Southern links alignments on the Houchens Road Large Lot Residential Structure Plan Area shall be deferred until such time as the New Zealand Transport Agency and Hamilton City Council determines the future alignment of the Proposed Southern links project OR two years, whichever time is the earlier.

- 15.4.2.73 The carriageway of Houchens Road shall be widened as a condition of subdivision consent from near the Hamilton City/Waipā District Boundary to the main access road to the subdivision as depicted on the Houchens Road Large Lot Residential Area Structure Plan. Carriageway widths and engineering design shall be in accordance with the Regional Infrastructure Technical Specifications.
- 15.4.2.74 At least one priority “T” intersection on Houchens Road to access the Houchens Road Large Lot Residential Structure Plan Area shall be provided as a condition of subdivision consent. The location of the access road shall meet the Regional Infrastructure Technical Specifications Safe Stopping Distance design criteria.
- 15.4.2.75 A concrete (or similar approved all weather surface material) footpath extending from the existing footpath on Houchens Road to a safe crossing location, and then extending to the proposed intersection of the main access road to the Houchens Road Large Lot Residential Structure Plan Area shall be provided as a condition of subdivision consent.
- 15.4.2.76 Up to 50 lots may be created within the 102.492 ha of land contained within Lot 1 DPS 84715, Lot 1 DPS 29779 and Lot 4 DPS 59241 (as at 1 October 2016) without the need to comply with Rule 15.4.2.78, provided any necessary subdivision consent contains a condition requiring that the consent(s) shall lapse if not given effect to (through the lodging of a section 224(c) certificate for each lot) by 1 December 2021.

Prior to the issue of a section 224(c) certificate for each lot approved under this Rule, the consent holder shall make a financial contribution for each lot towards the costs of future improvements to the intersection of State Highway 3 / Houchens Road. The value of the contribution shall be no more than a 1/199 share (per lot) of a fair and reasonable effects-based contribution towards the costs of those improvements. That fair and reasonable effects - based contribution will be determined based on the adverse safety and efficiency effects of the traffic generated by 199 lots within the Houchens Road Large Lot Structure Plan Area on the performance of the State Highway 3 / Houchens Road intersection (in its existing layout, and alongside the adverse safety and efficiency effects of other traffic passing through that intersection), as compared to performance under a base scenario comprising no development in the Houchens Road Large Lot Structure Plan Area under this Rule.

Advice Note: The nature and form of any required future improvements, and the responsibility of the relevant road controlling authorities and the developer(s) to arrange implementation (including funding) of the improvements, will need to be agreed between the developer(s), Waipa District Council and the relevant road controlling authorities, as parties with an interest in the upgrade of the SH3 / Houchens Road intersection. The funding of any future improvements by the developer will be determined in the manner described above (including how the level of financial contribution will be assessed).

- 15.4.2.77 Where an application for resource consent for subdivision or development is lodged:
- (a) That would result in any more than 50 Lots being established within the Houchens Road Large Lot Residential Structure Plan area, in addition to those lots existing at the date this Rule becomes operative; or
  - (b) For any activity other than a subdivision of, or residential dwellings on Lot 1 DPS 84715, Lot 1 DPS 29779 and/or Lot 4 DPS 59241 (as at 1 October 2016); or
  - (c) The application for subdivision or development is lodged after 1 December 2021;
- then the requirements of Rule 15.4.2.78 apply.
- 15.4.2.78 An Integrated Transport Assessment ('ITA') prepared by a suitably qualified expert shall be submitted with any application for subdivision or development to which Rule 15.4.2.77 applies. This Rule replaces the assessment criteria in Rule 21.1.16.5 and replaces the exemption for the

preparation of an ITA contained in Rule 16.4.2.22(a)(v). An ITA must be submitted as part of any subdivision application that is subject to this Rule, in order for the subdivision to maintain restricted discretionary activity status.

The purposes of the ITA shall be to:

- (a) Identify the anticipated traffic generation and distribution from the entire Houchens Road Large Lot Structure Plan Area (including traffic generated by any subdivision or development approved and/or implemented in accordance with Rule 15.4.2.76 above, between the date this plan becomes operative and the date the ITA is prepared);
- (b) Assess the transportation effects arising from the subdivision and development on the safety and efficiency of the SH3 / Houchens Road Intersection;
- (c) Assess whether any mitigation works are necessary at the SH3 / Houchens Road intersection to ensure that the transportation effects are no more than minor; and
- (d) If mitigation works are necessary, identify their form.

The ITA shall address the following assessment criteria:

- (i) The extent to which the traffic generation and transportation effects of the subdivision and development will affect the safety and efficiency of the SH3 / Houchens Road intersection, its approaches and departures.
- (ii) The extent to which the proposed mitigation will provide for all relevant land transport modes.
- (iii) The extent to which the proposed mitigation will address matters relating to the safety and efficiency of the existing and confirmed future transport network, including those matters identified from consultation with the relevant road controlling authorities.
- (iv) The extent to which the proposed staging, timing, design proposals, costs and funding arrangements of the mitigation will address the adverse effects.

Prior to the issue of a section 224(c) certificate for each lot approved under this Rule, the consent holder shall make a financial contribution for each lot towards the costs of future improvements to the intersection of State Highway 3 / Houchens Road. The value of the contribution (per lot) shall represent that lot's share of a fair and reasonable effects-based contribution towards the costs of those improvements. That fair and reasonable effects-based contribution will be determined based on the adverse safety and efficiency effects of the traffic generated by the proposed lots on the performance of the State Highway 3 / Houchens Road intersection (in its existing layout, and alongside the adverse safety and efficiency effects of other traffic passing through that intersection), as compared to the performance under a base scenario comprising no development in the Houchens Road Large Lot Structure Plan Area under Rule 15.4.2.76 or this Rule, and accounting for any contribution(s) previously made under Rule 15.4.2.76 or this Rule.

Nothing in this Rule restricts Council's discretion under Rules 21.1.1.6 (to the extent applicable), 21.1.15.11(b) or 15.4.1.1(o) to impose conditions of consent relating to traffic and roading effects arising from the subdivision or development and any mitigation measures to be employed, including as may require that section 224 (c) certificate(s) will not be issued until improvements have been made to the SH3 / Houchens Road intersection.

Advice Note: The nature and form of any required mitigation under this Rule, and the responsibilities of the relevant road controlling authorities and the developer(s) to arrange implementation (including funding) of the mitigation, will need to be agreed between the developer(s), Waipa District Council and the relevant road controlling authorities, as parties with an interest in the future improvements to the SH3 / Houchens Road intersection. The level of any financial contribution required will be determined in the manner described above.



- 15.4.2.79 Where an application for subdivision consent is made under Rules 15.4.2.72 to 15.4.2.78, this application shall be considered on a limited notified basis and the New Zealand Transport Agency and Hamilton City Council shall be considered by the Waipa District Council as affected persons under the Resource Management Act 1991 in respect of the matters relevant to this rule.
- 15.4.2.80 Any residential dwelling or any building otherwise intended for noise sensitive activities (such as accommodation or educational facilities, or offices) on lots located within 80m (measured from the nearest painted edge of the carriageway) of State Highway 3/Ohaupo Road or land that is subject to a notice of requirement or designation for State Highway 3/Ohaupo Road shall be subject to covenants/consent notices on the titles of any private lots advising of the requirements of Rule 3.4.2.27 of the Large Lot Residential Zone.
- 15.4.2.81 The internal roads of the Houchens Road Large Lot Residential Structure Plan Area shall be located generally in accordance with the Houchens Road Large Lot Residential Structure Plan and shall enable non – State Highway access to land in all existing certificates of title within the Houchens Road Large Lot Residential Structure Plan Area.

Activities that fail to comply with Rules 15.4.2.72 to 15.4.2.81 will require a resource consent for a discretionary activity.

**Rule - Site suitability: Geotechnical constraints - Houchens Road Large Lot Residential Structure Plan Area**

- 15.4.2.82 The subdivision and development of any land within the Houchens Road Large Lot Residential Structure Plan Area, which contains peat soils as shown on the Houchens Road Large Lot Residential Structure Plan Area shall be subject to detailed investigations by a suitably qualified geotechnical engineer.

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

**Rules - Stormwater: Houchens Road Large Lot Residential Structure Plan Area**

- 15.4.2.83 In the Houchens Road Large Lot Residential Structure Plan Area the following shall apply for stormwater disposal:
- (a) The stormwater detention ponds and related systems (including the connections between the two ponds, the inlet to Pond A and outlets from Pond A and Pond B) and reserves are to be transferred to Waipa District Council at valuation. The timing of the transfer and the precise land areas are to be determined in accordance with the Houchens Road Large Lot Residential Structure Plan at Appendix S13 at the time of subdivision.

Advice Note: The ponds and structures and any upgrade and any discharge consents shall be set out in a management plan for the vested assets prepared by the Waipa District Council in consultation with the landowner.

- (b) The stormwater management system for any subdivision and development shall be designed and constructed to ensure that there is no more than minor adverse effects caused to the Hamilton City stormwater management system.

Advice Note: It is expected that Hamilton City Council will be an affected person in relation to subdivision consent applications.

- 15.4.2.84 No activity or use of any land including within or adjoining the Houchens Road Large lot Residential Structure Plan Area that has more than a minor adverse effect on the performance of the flood detention system, including stormwater detention ponds and Indicative Flood

Hazard Area as shown on the Houchens Road Large lot Residential Structure Plan Area shall be undertaken. Hamilton City Council shall be consulted as an affected party on any resource consent application.

15.4.2.85 A Landscape Development Plan shall be prepared and implemented as a condition of subdivision consent for the Houchens Road Large Lot Residential Structure Plan Area. The Landscape Development Plan shall be generally in accordance with the Houchens Road Large Lot Residential Structure Plan Area; Landscape Concept plan and shall show the following:

- (a) Size and species of existing vegetation to be maintained; and
- (b) Areas to be subject to the management and eradication of plant pest species; and
- (c) Areas to be planted as part of the wetland/reserve enhancement; and
- (d) Names and details of proposed species for planting; and
- (e) Details of proposed maintenance.

15.4.2.86 The subdivision and development of any land within the Houchens Road Large Lot Residential Structure Plan Area shall be subject to covenants/consent notices on the titles of any private lots (as consent notices pursuant to section 221 of the RMA or similar) within or close to the Indicative Flood Hazard Area as generally depicted on the Houchens Road Large Lot Residential Structure Plan Area. The intent of the proposed covenants is to maintain the planting undertaken pursuant to the Structure Plan and to protect the water bodies, stormwater detention area and wetland margins from inappropriate plant species and development.

Activities that fail to comply with Rules 15.4.2.83 to 15.4.2.86 will require a resource consent for a discretionary activity.

## ***Airport Business Zone***

15.4.2.87 All development and subdivision in the Airport Business Zone shall comply with:

- a) the Airport Business Zone Structure Plan in Appendix S10 of this Plan ~~including;~~
- b) the transport upgrades that are required to enable the full development of the Northern Precinct as set out within Rule 10.4.2.13A;
- c) the general location and form of access points to State Highway 3, State Highway 21, Middle Road and Raynes Road; ~~noting provided~~ that strict compliance in terms of the internal road locations s is not required; as the roads are indicative only; and
- d) the ecology requirements for the Northern Precinct set out within Rule 10.4.2.14AB.

Activities that fail to comply with ~~this rules~~ 15.4.2.87(a) – (c) will require a resource consent for a restricted discretionary activity, except as provided in Rule 15.4.2.88 and 15.4.2.89 below, with the discretion being restricted over:

- Road design and connectivity; and
- Safety, capacity and efficiency of the transport network; and
- The design and sequencing of upgrades to the transport network; and
- Provision of cycling and pedestrian networks; and
- Enabling of public transport; and
- The ability to adequately manage stormwater.

Activities that fail to comply with rule 15.4.2.87(d) will require resource consent for a discretionary activity.

*Development ~~within the Central Precinct accessed via State Highway 21~~*

15.4.2.88 Notwithstanding Rule 15.4.2.87 prior to the construction and completion of the new Airport and State Highway 21 intersection, and any necessary intersection upgrade at State Highway 3/State Highway 21, an initial gross area of land of no more than 8ha within the Central Precinct, excluding road reserve as identified on the Airport Business Zone Structure Plan in Appendix S10 as Stage 1 Development, may be subdivided and developed (but not for retail purposes) in accordance with these rules, provided that access is obtained from the existing Airport terminal access from State Highway 21 or the new Airport/State Highway 21 intersection, if constructed.

Activities that fail to comply with this rule will be a restricted discretionary activity with the discretion being restricted over:

- Effects on the State Highway network.

These matters will be considered in accordance with the assessment criteria in Section 21.

- 15.4.2.89 Any development or subdivision within the Central Precinct beyond the Stage 1 Development Area identified in the Airport Business Zone Structure Plan in Appendix S10, up to a total of 36.6ha including road reserve, of the land area within the Airport Business Zone accessed from State Highway 21, will require the closure of the existing terminal access and a new Airport/State Highway 21 intersection to be constructed, in accordance with the Structure Plan attached in Appendix S10.

Activities that fail to comply with this rule will be a restricted discretionary activity with the discretion being restricted over:

- Effects on the State Highway network.

These matters will be considered in accordance with the assessment criteria in Section 21.

*Development accessed via State Highway 3*

- 15.4.2.90 Subdivision or development of land up to a total of 12ha of land excluding road reserve accessed from Ingram Rd is provided for. For any subdivision or development of land in excess of 12ha alternative access via the SH3/21 roundabout and/or the designated partial grade separated intersection (D50) in accordance with the Airport Business Zone Structure Plan shall be provided and the following works shall be completed:

- (a) Closure of No Exit Road, and private accesses to SH3 within the Airport Business Zone except for those residential properties within the Special Amenity Area on Planning Map 19, and the Structure Plan included in Appendix S10.

Activities that fail to comply with this rule will be a restricted discretionary activity with the discretion being restricted over:

- Effects on the State Highway network.

These matters will be considered in accordance with the assessment criteria in Section 21.

**T2 Growth Cell Structure Plan Area**

- 15.4.2.91 In the T2 Growth Cell Structure Plan Area a landscaping plan shall be prepared at the time of subdivision application. The landscaping plan shall be in general accordance with the T2 Growth Cell Structure Plan and shall as a minimum include the following;

- (a) Overall design approach.
- (b) A planting area of a minimum of 2m wide adjoining the western boundary adjoining Rural zoned land shall be planted in a mix of nativeshrubs and trees with a minimum mature height of 1.5m, including specimen trees within the 2m wide area generally located near side boundaries. For the avoidance of doubt, Rule 15.4.2.91(b) shall not apply to retirement village accommodation and associated care facilities.
- (c) A plan of landscaping treatment along the Frontier Road boundary and the Pirongia Road boundary, including specimen trees. Any hedges are to be no higher than 1.2m.
- (d) Details of proposed street tree planting in accordance with Rules 15.4.2.27 and 15.2.28.
- (e) Details of wetland and reserve planting.
- (f) Landscape design for proposed neighbourhood playground.
- (g) Design and landscape treatment of cycleway and pedestrian network.
- (h) Entrance and lighting features for the retirement village accommodation and associated care facilities.
- (i) Landscape treatment of communal recreational areas which are part of the retirement

village accommodation and associated care facilities.

(j) Provision for maintenance of the landscaping.

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

Advice Note: These rules apply in addition to the rules of the Residential and Deferred Residential Zone.

## **Part E: Comprehensive Development Plan Areas**

**Advice Note: The activity status tables and the performance standards in Part D Zone Provisions, Part E District Wide Provisions, and Part F District Wide Natural and Cultural Heritage Provisions apply to comprehensive development plan areas.**

### **Rule - Development and subdivision within Comprehensive Development Plan Areas**

15.4.2.92 All development and subdivision within an area subject to an approved comprehensive development plan shall be designed in general accordance with the requirements of that comprehensive development plan. For the avoidance of doubt, the following areas are subject to requirements for the approval of comprehensive development plans:

- ~~(a) — Titanium Park — Northern Precinct.~~
- (b) Industrial Zone (Raynes Road).
- (c) Mystery Creek Agri-Activities Overlay Area.

#### Advice Notes:

1. Following approval, a copy of these comprehensive development plans will be available at Council offices or on Council's website.
2. Refer to the relevant zone provisions for activities following the approval of a comprehensive development plan.

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

### **~~Rule — Titanium Park — Northern Precinct: Comprehensive Development Plan~~**

15.4.2.93 The Comprehensive Development Plan shall include:

- ~~(a) — Broad Integrated Transport Assessment (ITA) to assess traffic effects on Raynes Road and the State Highway network between the State Highway 1/State Highway 21 Intersection and the State Highway 3/Normandy Avenue Intersection as shown in Appendix O12. The ITA should identify:
  - ~~(i) — Anticipated traffic generation within the Hamilton Airport Strategic Node; and~~
  - ~~(ii) — Anticipated effects on the road corridors and intersections with particular reference to the SH3/Raynes Road Intersection, the SH21/Raynes Road Intersection, the SH3/Collins Road Intersection, the SH3/21 Intersection and the SH3/Normandy Avenue Intersection taking into account existing zoned and consented development; and~~
  - ~~(iii) — Proposals to mitigate effects on the network including design proposals, costs, timing and funding arrangements, having regard to the long term function and configuration of the road network.~~~~
- ~~(b) — Provision for all development and subdivision to obtain access to the arterial transportation network in accordance with the Airport Business Zone Structure Plan.~~
- ~~(c) — Provision for the provision of a comprehensive wastewater treatment system that will provide effective treatment.~~
- ~~(d) — Provision to ensure the availability of a suitable potable and fire-fighting water supply.~~
- ~~(e) — Provision for the management of stormwater.~~
- ~~(f) — A maximum land area of 40ha and any proposed staging of the development.~~

- ~~(g) An appropriate internal road layout that provides for connectivity with adjacent land, provision for alternative modes of transport including public transport, and possible pedestrian and cycle linkages within Titanium Park Northern Precinct.~~
- ~~(h) Provision for landscaping and screen planting to create a visually defined edge to the zone.~~
- ~~(i) Provision to ensure consistency with District Plan provisions relating to the operational requirements of Hamilton Airport and its associated infrastructure.~~

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

#### **Rule - Industrial Zone (Raynes Road): Comprehensive Development Plan**

15.4.2.94 The Comprehensive Development Plan shall include:

- (a) A Broad Integrated Transport Assessment (ITA) to assess traffic effects on Raynes Road and the State Highway network between the State Highway 1/State Highway 21 Intersection and the State Highway 3/Normandy Avenue Intersection as shown in Appendix O12. The ITA should identify:
  - (i) Anticipated traffic generation within the Hamilton Airport Strategic Node; and
  - (ii) Anticipated effects on the road corridors and intersections with particular reference to the SH3/Raynes Road intersection, the SH21/Raynes Road Intersection, the SH3/Collins Road Intersection, the SH3/21 Intersection and the SH3/Normandy Avenue Intersection taking into account existing zoned and consented development; and
  - (iii) Proposals to mitigate effects on the network including design proposals, costs, timing and funding arrangements, having regard to the long term function and configuration of the road network.
- (b) Provision for all development and subdivision to obtain access from internal roads to control access to Raynes Road and Airport Road.
- (c) Proposals for the provision of a single comprehensive wastewater management system that will provide effective treatment for the entirety of the area.
- (d) Proposals to ensure the availability of a suitable potable and fire-fighting water supply to service the entirety of the area.
- (e) Proposals for the management of stormwater for the entirety of the area.
- (f) Proposals to ensure consistency with District Plan provisions relating to the operational requirements of Hamilton Airport and its associated infrastructure.
- (g) Proposals for landscaping to Raynes Road and Airport Road.

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

#### **Rule - Mystery Creek Agri-Activities Overlay Area: Comprehensive Development Plan**

15.4.2.95 The Comprehensive Development Plan shall include:

- (a) A Broad Integrated Transport Assessment (ITA) to assess traffic effects on the transportation network, including:
  - (i) Anticipated traffic generation; and





- (ii) Anticipated effects on the road corridor and intersections taking into account existing zoned and consented development; and
  - (iii) Temporary traffic effects associated with major events only if direct access to SH21 is proposed; and
  - (iv) Proposals to mitigate effects on the transportation network including design proposals, costs, timing and funding arrangements, having regard to the long term function and configuration of the road network.
- (b) Proposals for the provision of a comprehensive wastewater management system/methodology that will provide effective treatment for the entirety of the area.
  - (c) Proposals to ensure the availability of a suitable potable and fire-fighting water supply to service the entirety of the area.
  - (d) Proposals for the management of stormwater for the entirety of the area.
  - (e) Detail of site size, site coverage, setbacks, separation between buildings, height of buildings, landscaping and boundary treatment to create a precinct which results in low density of development with large areas of open space.
  - (f) Proposals to ensure consistency with District Plan provisions relating to the operational requirements of Hamilton Airport and its associated infrastructure.

Advice Note: Proposals for wastewater disposal, storm water management and water supply shall be considered as an integrated whole, where this may involve a series of individual systems being constructed to service development. Assets may remain in private ownership, or be vested in Council.

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

## 15.5 Assessment Criteria

### 15.5.1 Controlled activities and Restricted Discretionary activities

*For controlled and restricted discretionary activities the assessment will be restricted to the matters over which control or discretion has been reserved, in accordance with the relevant assessment criteria contained in Section 21. Resource consent conditions can only be imposed over the matters which control or discretion has been reserved. The assessment criteria is contained within Section 21.*

### 15.5.2 Discretionary activities

*For discretionary activities Council shall have regard to the assessment criteria in Section 21. The criteria in Section 21 are only a guide to the matters that Council will consider and shall not restrict Council's discretionary powers.*

Amended Version 28<sup>th</sup> February 2023.

Notified changes shown in red text, post-notification ecology changes shown in blue text and transport changes shown in green text.

## Section 21 - Assessment Criteria and Information Requirements

(Additions in underline, deletions in strikethrough)

### Guide to using this Section

- This section contains both assessment criteria and information requirements.
- If the activity is a controlled activity or restricted discretionary criteria - refer to the assessment criteria under the relevant zone or district wide section. The assessment criteria have been listed in Section order, for example 21.1.2 contains the assessment criteria for Section 2 – Residential Zone. Controlled or restricted discretionary assessment criteria are limited to those matters that control or discretion has been reserved within the relevant section of the Plan.
- If the activity is a discretionary activity – refer to 21.1.1 Assessment criteria for ALL discretionary activities as well as the relevant assessment criteria under the relevant zone or district wide provisions. For discretionary activities the assessment criteria are a guide to the matters that Council will consider and shall not restrict Council’s discretionary powers.
- Information requirements – Council has standard information sheets that specify the information requirements for all resource consent applications. Section 21.2 contains additional information requirements. The information requirements listed in Section 21.2 will need to be submitted with the relevant resource consent application.

### 21.1 Assessment Criteria

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#### 21.1.4 Airport Business Zone ~~(Titanium Park)~~

Airport Business Zone <del>(Titanium Park)</del> Assessment Criteria		
<del>Controlled Activities</del>		
<del>21.1.10.1</del>	<del>Any permitted activity within the Titanium Park – Northern Precinct, except for those specified in Rule 10.4.1.5(d), provided that a comprehensive development plan has been approved</del>	<del>(a) The extent to which the activity complies with the provisions of the approved comprehensive development plan.</del>
<b>Restricted Discretionary Activities</b>		
21.1.10.2	Childcare facilities and healthcare facilities between the Outer Control Boundary (Ldn55) and the Air Noise Boundary (Ldn65)	(a) The extent to which noise adversely affects the amenity of the surrounding environment including cumulative effects. (b) The extent to which the design of the buildings and or layout of the site mitigates the effects of noise through any alternative methods. (c) Whether the potential for the activity to give rise to reverse sensitivity effects is addressed.

Airport Business Zone (Titanium Park) Assessment Criteria		
21.1.10.3	Relocated buildings	<p>(a) The overall condition of the exterior of the building, and the extent to which proposed works will avoid, remedy or mitigate any effects.</p> <p>(b) The extent to which the repairs and works identified for action in Council approved or certified Building Relocation Inspection Report will be carried out.</p> <p>(c) The timing, nature and extent of reinstatement works that are required to the exterior of the building after it has been moved to the new site.</p> <p>(d) The timeliness of the works taking into account the extent and nature of the proposed works.</p>
21.1.10.4	Any activity which is otherwise a permitted activity or controlled activity within the Runway Protection Area and which is not listed as a prohibited activity in Rule 10.4.1.6	<p>(a) The effects on the operational safety and performance of Hamilton International Airport and its associated lighting and navigational aids and the public's and properties risk of exposure to aircraft related accidents. In assessing the effects of an activity, particular regard will be given to the following:</p> <p>(i) Avoidance of the release of substances that might impair visibility or otherwise interfere with the operation of aircraft including the creation of smoke, dust and steam; and</p> <p>(ii) The extent to which the use and concentration of dangerous substances that might pose a risk of explosion or fire is avoided; and</p> <p>(iii) The extent to which light beams or reflective glare which could interfere with pilot vision are avoided; and</p> <p>(iv) The extent to which production of radio or electrical interference which could affect aircraft communications or navigation equipment is avoided; and</p> <p>(v) The design of landscaping or other activities so as to avoid attracting significant bird numbers; and</p> <p>(vi) The extent to which large numbers of people on any site are avoided.</p> <p>(b) Whether the potential for the activity to give rise to reverse sensitivity effects is addressed.</p>
21.1.10.5	Minimum building setback from road boundaries	<p>(a) Whether any non-compliance results from the characteristics of the site.</p> <p>(b) The extent to which existing vegetation is retained and landscaping adds to the amenity of the development.</p>
21.1.10.6	Minimum building setback from internal site boundaries	<p>(a) Whether any non-compliance results from the characteristics of the site.</p> <p>(b) The degree to which there is a loss of privacy, daylight, sunlight or outlook in adjacent dwellings.</p> <p>(c) The extent to which existing vegetation is retained and landscaping adds to the amenity of the development.</p>
21.1.10.7	Height	<p>(a) The potential visual impact of buildings exceeding the normal height limits.</p> <p>(b) The degree to which there is an overshadowing effect and loss of sunlight or amenity on adjacent or adjoining sites.</p>

Airport Business Zone ( <del>Titanium Park</del> ) Assessment Criteria		
		(c) The extent to which any building exceeding the normal height limits affects airport operations.
21.1.10.8	Daylight controls	(a) The visual impact of the building on the surrounding environment. (b) The degree to which there is a loss of privacy, sunlight, amenity or outlook on adjacent or adjoining sites. (c) Whether the building will adversely affect airport operations.
21.1.10.9	Landscaping	(a) Whether the landscaping adequately mitigates visual effects and maintains the amenity of the site, and adjoining roads and sites.
21.1.10.10	Security fencing	(a) The extent to which the security fencing does not detract from the amenity of the area. (b) Whether landscaping or alternative mitigation is proposed that maintains the amenity of the area.
21.1.10.11	Outdoor storage	(a) The extent to the outdoor storage area does not detract from the amenity of the area. (b) Whether appropriate mitigation is proposed that maintains the amenity of the area.
21.1.10.12	<u>Roading Transport</u>	(a) The impact of roading on the amenity of the area. (b) Whether the road design and layout is consistent with <del>the</del> <u>Appendix S10 - Airport Business Zone Structure Plan</u> . (c) The extent to which roading within the zone can be constructed to adequately <del>dispose of</del> <u>manage</u> of stormwater (d) <u>Whether the proposed <del>upgrades</del> subdivision or development will <del>are sufficient to</del> enable the safe and efficient operation of the surrounding road network.</u> (e) <u>Where subdivision or development does not provide the transport upgrades specified for the Northern Precinct (by Rule 10.4.2.13A), it is supported by an Integrated Transport Assessment that:</u> <u>(i) Identifies the reasons why the upgrades set out within Rule 10.4.2.13A are not required, deferred or varied; and</u> <u>(ii) Includes an assessment of the transport effects of the proposal (including all modes of transport) that would support the land uses proposed or be enabled under the Airport Business zone; and</u> <u>(iii) Outlines the extent of any consultation undertaken with Waka Kotahi and Waipa District Council (as the relevant road controlling authorities) in relation to the proposed design of the transport network and upgrades.</u> (e) <u>Whether the proposed subdivision or development will enable the provision of public transport within the Northern Precinct.</u>

21.1.10.13	Vibration	<p>(a) The time and frequency that the activity occurs.</p> <p>(b) The duration of vibration continuance.</p> <p>(c) Any adverse effects on buildings either on-site or on surrounding properties, any special characteristics of the vibration, and subsequent effects on health and safety and on the amenity values of the surrounding environment.</p>
21.1.10.14	Construction noise	<p>(a) The time, frequency and duration that the activity occurs.</p> <p>(b) Any adverse effects on buildings either on-site or on surrounding properties and subsequent effects on health and safety and amenity values of the surrounding environment.</p>
21.1.10.15	Signs	<p>(a) The extent to which the location, size, type and content of the sign has adverse effects on the locality by contributing to visual clutter or detracting from the existing character of an area.</p> <p>(b) The extent to which the proposed sign visually integrates into the surrounding environment taking into account the materials used, the colour and design of the sign, associated support structures and the scale and nature of landscaping.</p> <p>(c) The extent to which the location, size, type and content of the sign or signs would create a potential traffic hazard and adversely compromise traffic safety by distracting drivers.</p> <p>(d) The extent to which the new sign results in a number of other existing signs being removed from the site.</p>
21.1.10.16	Temporary construction buildings	<p>(a) The visibility of temporary buildings from the street and adjoining or adjacent sites.</p>

Airport Business Zone ( <del>Titanium Park</del> ) Assessment Criteria		
21.1.10.17	Temporary events	<ul style="list-style-type: none"> <li>(a) Mitigation measure proposed to address the potential visual effects of the activity, and their likelihood of success.</li> <li>(b) Duration, frequency and scale of event proposed and the potential noise effects on adjacent properties and their use.</li> <li>(c) Mitigation measures proposed to address the potential traffic effects of the activity, and their likelihood of success.</li> </ul>
21.1.10.18	Scheduled engine testing that exceeds the standard in Rule 10.4.2.16 by up to 5dBA	<ul style="list-style-type: none"> <li>(a) The extent to which the adverse night time acoustic effects inside affected dwellings (for example, sleep disturbance) of unscheduled engine testing are appropriately mitigated.</li> </ul>
<a href="#">21.1.10.18A</a>	<a href="#">Ecology (Northern Precinct)</a>	<ul style="list-style-type: none"> <li>(a) <a href="#">The extent to which the proposal avoids, remedies or mitigates the effects of development on Bat Habitat Areas and other habitat values within the Northern Precinct. This may include legal protection and enhancement of Bat Habitat Areas, protection of confirmed or potential bat roost trees outside Bat Habitat Areas (subject to the recommendations in the assessment required by Rule 10.4.2.14B(a)(iii)), pest control and measures to minimise light spill into Bat Habitat Areas.</a></li> <li>(b) <a href="#">The extent to which transport corridors are located and designed to avoid or minimise effects of roadside lights and vehicle headlights on nearby Bat Habitat Areas and the bat population within those areas. Where transport corridors are proposed to cross Bat Habitat Areas they should take the shortest route practicable (provided that is the route most likely to minimise impacts), be aligned and designed to minimise the number of existing trees that are required to be removed, ensure lighting is designed to maintain the role and function of the Bat Habitat Area and be designed to enable bats to continue to access the remaining Bat Habitat Areas.</a></li> <li>(c) <a href="#">The extent to which the proposal addresses more than minor residual adverse effects to achieve no net loss for long-tailed bat habitat values through off-site measures. This may include legal protection of bat habitat, provision of new and enhanced bat habitat, pest control and the provision of a monetary payment or land to be used for measures such as habitat enhancement or pest control.</a></li> </ul>
<p><b>Discretionary Activities</b>  Refer also to 21.1.1 Assessment Criteria for ALL discretionary activities</p>		
21.1.10.19	Noise sensitive activities	<ul style="list-style-type: none"> <li>(a) For any activity listed in Rule 10.4.2.19: <ul style="list-style-type: none"> <li>(i) The potential for reverse sensitivity effects to arise from the proposed activity in relation to airport activities, given the size, scale and location of the proposed activity and having regard to any cumulative effects; and</li> <li>(ii) Any proposed remedial measures to avoid, remedy or mitigate potential conflict with the safe and efficient operation of the Airport; and</li> <li>(iii) The outcomes of any consultation with the operators and any users of the Airport.</li> </ul> </li> </ul>

21.1.10.20	Vehicle access to sites	<p>(a) Consent to the provision of a vehicle crossing less than 6m wide but no less than 3.6m wide excluding splays and the kerb may be granted where it is impractical to provide a wider crossing, where crossings are for one-way traffic or where the number of vehicle movements through the crossing is likely to be no more than 20 per day.</p> <p>(b) Consent may be granted for a site which has frontage to a road for one crossing additional to the crossing or crossings permitted by Rule 10.4.2.10 providing this would not compromise traffic safety or the functioning of the roading system.</p> <p>(c) Where a site is at an intersection, consent may be granted for two vehicle crossings on one frontage where the length of frontage is not less than 50m provided there shall be no crossing on the other frontage.</p> <p>(d) Consent may be granted for crossings with the nearest part of the crossing between 8m and 15m from an intersection where this would not compromise traffic safety or the function of Primary Roads.</p> <p>(e) Consent may be granted for service stations and other 'drive-in' activities for a vehicle crossing or a crossing greater than 7.5m wide excluding splays and the kerb where this would not compromise traffic safety or the functioning of roads.</p>
<a href="#">21.1.10.21</a>	<a href="#">Trimming, pruning or removal of trees or vegetation inside Bat Habitat Areas</a>	<p>(a) <a href="#">The extent to which the removal of the tree(s):</a></p> <ol style="list-style-type: none"> <li>i. <a href="#">Will avoid serious damage to structures, property and infrastructure; and/or</a></li> <li>ii. <a href="#">Is necessary for saving or protecting human life or health.</a></li> </ol> <p>(b) <a href="#">Whether alternatives which would avoid the need to remove the tree(s) have been adequately considered, including trimming or pruning.</a></p> <p>(c) <a href="#">The ecological values of the tree(s) which are proposed to be removed and the associated effects.</a></p> <p>(d) <a href="#">Whether the trimming, pruning or removal of the tree(s) is proposed to be undertaken in accordance with best practice methods.</a></p> <p>(e) <a href="#">The suitability of any proposed replacement planting.</a></p>





### Annexure 3

#### Plan Change 20 Section 32AA Further Evaluation

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

#### 1.0 SECTION 32(1)(A) FURTHER EVALUATION

<b>Section 32(1)(a)</b>	
<b>Examine the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of this Act</b>	
<b>Further Changes</b>	<b>Assessment</b>
No further changes are proposed to the objectives of the plan change or to any objectives in the Waipa District Plan.	No further assessment required.

#### 2.0 SECTION 32(1)(B) FURTHER EVALUATION

Section 32(1)(b)

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

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

Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risks of acting or not acting)	Reasons for deciding on the provisions
<p>1. Appendix S10 – Airport Business Zone Structure Plan</p> <p>Amend the Airport Business Zone Structure Plan to identify Bat Habitat Areas (BHAs), to include landscape cross sections for BHA corridors and to refer to the BHAs in S10.2.5 and S10.3.13.</p>	<p>Do not include BHAs or cross-sections in the Structure Plan and rely on this detail being addressed through consenting.</p>	<p><b>Benefits</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>• Retention and enhancement of areas of the PC20 site that have been identified as being amongst the highest value habitats for long-tailed bats and providing the best opportunities for protection and enhancement (i.e. the BHAs).</li> <li>• Maintaining connectivity to known key bat habitat area north-west of the PC20 site and to other habitat beyond.</li> <li>• Landscape cross-sections are based on PC5 and ensure a consistent approach to bat corridor design.</li> <li>• Although habitat enhancement will be focused on bats, it will also have positive trickle-down benefits for other species.</li> <li>• Holistic Northern Precinct-wide approach.</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>• Potential cost savings during future consenting phases due to greater certainty over the identification of areas of bat habitat to be retained/protected.</li> <li>• Some efficiency can be gained by enabling multi-functional use of the BHAs (i.e. for stormwater and public amenity).</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>• Potential for BHAs to be used for public amenity.</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>• Addresses the cultural significance of pekapeka (bats) to mana whenua.</li> </ul>	<p>The further changes, in combination with the other further changes proposed, will implement Objective 24.3.1 within Section 24 – Indigenous Biodiversity which is “To maintain and enhance the existing level of biodiversity within the District”.</p> <p>Although there will be significant economic costs due to the loss of land to BHAs (which could otherwise be developed for industrial activities) the further changes will result in the protection and enhancement of moderate value bat habitat within the site based on ecological evidence. Identifying these areas as BHAs on the Structure Plan will provide better certainty for</p>

Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risks of acting or not acting)	Reasons for deciding on the provisions
		<p><b>Costs</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>• Loss of low and moderate value habitat for long-tailed bats consisting of pasture/maize and some vegetation outside of the BHAs requiring offsetting/compensation of residual effects.</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>• Approximately 4.95ha of land will be unable to be developed for industrial activities which represents a significant economic cost.</li> <li>• There will be costs associated with establishing and maintaining planting within BHAs.</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>• No social costs have been identified.</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>• No cultural costs have been identified.</li> </ul> <p><b>Risks of Acting or Not Acting</b></p> <p>The information that is available (including numerous bat surveys) is sufficient for making decisions on the identification of BHAs.</p>	<p>future consenting processes. It also enables rules to be drafted to manage effects on the BHAs (i.e. lighting, setbacks, vegetation removal) and to address residual effects.</p>

Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risks of acting or not acting)	Reasons for deciding on the provisions
<p>2. Section 10 – Airport Business Zone</p> <p>Include a new Resource Management Issue (10.2.3A) related to long-tailed bats.</p>	<p>Do not include an issue specific to long-tailed bats.</p>	<p><b>Benefits</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>The identification of a new issue in Section 10.2.3A serves to highlight the potential for adverse effects on the habitat of long-tailed bats and the need to recognise and provide for protection of the identified areas of bat habitat (which will have the environmental benefits described in point 1 of this table).</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>Potential cost savings during future consenting phases due to greater certainty over the identification of areas of bat habitat to be retained/protected.</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>Potential for BHAs to be used for public amenity.</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>Addresses the cultural significance of pekapeka (bats) to mana whenua.</li> </ul>	<p>The further changes, in combination with the other further changes proposed, will implement Objective 24.3.1 within Section 24 – Indigenous Biodiversity which is “To maintain and enhance the existing level of biodiversity within the District”.</p> <p>The new issue statement is appropriate for providing context to the comprehensive suite of provisions that are proposed for managing effects on long-tailed bat</p>

Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risks of acting or not acting)	Reasons for deciding on the provisions
		<p><b>Costs</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>• Loss of low and moderate value habitat for long-tailed bats consisting of pasture/maize and some vegetation outside of the BHAs (which are the identified areas of bat habitat) requiring offsetting/compensation of residual effects.</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>• Approximately 4.95ha of land will be unable to be developed for industrial activities which represents a significant economic cost.</li> <li>• There will be costs associated with establishing and maintaining planting within BHAs.</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>• No social costs have been identified.</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>• No cultural costs have been identified.</li> </ul> <p><b>Risks of Acting or Not Acting</b></p> <p>The information that is available (including numerous bat surveys) is sufficient for determining that development within the Northern Precinct has the potential to adversely affect long-tailed bats and for making decisions on the identification of BHAs.</p>	<p>habitat values within the Northern Precinct.</p>

<p>3. Section 10 – Airport Business Zone</p> <p>Amend the proposed new Policy 10.3.2.2A to describe the proposed approach for managing effects on long-tailed bats, including the provision of BHAs.</p>	<ul style="list-style-type: none"> <li>Retain the policy as notified.</li> </ul>	<p><b>Benefits</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>The policy supports the approach outlined in the Structure Plan and rules, which involves avoidance of effects on habitat values within BHAs (which are the areas that will be protected and enhanced), avoidance/mitigation of effects on effects on habitat values outside BHAs and offsetting or compensating any more than minor residual effects to achieve no net loss where effects on habitat values are unable to be avoided or mitigated.</li> <li>Retention and enhancement of areas of the PC20 site that have been identified as being amongst the highest value habitats for long-tailed bats and providing the best opportunities for protection and enhancement (i.e. the BHAs) which will have the environmental benefits described in point 1 of this table.</li> <li>TPL has conditionally purchased an 11ha proposed compensation site to address residual effects which adjoins the Waikato River and presents a significant habitat enhancement opportunity for bats.</li> <li>Although habitat enhancement within the PC20 site and elsewhere (i.e. the proposed compensation site) will be focused on bats, it will also have positive trickle-down benefits for other species.</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>Potential cost savings during consenting phase due to greater certainty over areas to be retained/protected for bat habitat.</li> <li>Some efficiency can be gained by enabling multi-functional use of the BHAs (i.e. for stormwater and public amenity).</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>Potential for BHAs to be used for public amenity.</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>Addresses the cultural significance of pekapeka (bats) to mana whenua.</li> </ul> <p><b>Costs</b></p>	<p>The further changes describe the policy for implementing Objective 24.3.1 within Section 24 – Indigenous Biodiversity which is “To maintain and enhance the existing level of biodiversity within the District”.</p> <p>The further changes reflect that a comprehensive suite of measures will be required and are appropriate for managing effects on long-tailed bat habitat values, including measures to avoid, mitigate and offset/compensate adverse effects.</p>
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Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risks of acting or not acting)	Reasons for deciding on the provisions
		<p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>Loss of low and moderate value habitat for long-tailed bats consisting of pasture/maize and some vegetation outside of the BHAs requiring offsetting/compensation of residual effects.</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>Approximately 4.95ha of land will be unable to be developed for industrial activities which represents a significant economic cost.</li> <li>There will be costs associated with establishing and maintaining planting within BHAs.</li> <li>There will be costs associated with offsetting/compensation, which are likely to include land purchase, habitat enhancement and pest control.</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>No social costs have been identified.</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>No cultural costs have been identified.</li> </ul> <p><b>Risks of Acting or Not Acting</b></p> <p>The information that is available (including numerous bat surveys) is sufficient for making decisions on the policy.</p>	



Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risks of acting or not acting)	Reasons for deciding on the provisions
<p>4. Section 10 – Airport Business Zone</p> <p>Include new rules for managing trimming, pruning and removal of vegetation (Rule 10.4.1(za) to (zc), Rule 10.4.2.14C and Rule 10.4.2.14D).</p>	<ul style="list-style-type: none"> <li>Do not include any rules for managing trimming, pruning and removal of vegetation.</li> <li>Require resource consent to be obtained for all trimming, pruning and removal of vegetation (i.e. no permitted activity standards).</li> </ul>	<p><b>Benefits</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>Prioritises retention of medium to large-stature vegetation within BHAs to avoid adverse effects on long-tailed bat habitat values within those areas.</li> <li>Ensures suitable protocols will be followed where vegetation that is a confirmed or potential bat roost tree is required to be trimmed, pruned or removed to avoid direct mortality of long-tailed bats.</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>There are economic benefits associated with the rules establishing permitted activity standards for trimming, pruning and removal of vegetation compared to an alternative approach of requiring resource consents for all trimming, pruning and removal of vegetation.</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>No social benefits have been identified.</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>Addresses the cultural significance of pekapeka (bats) to mana whenua.</li> </ul>	<p>The further changes are consistent with proposed policy 10.3.2.2A by prioritising avoidance of adverse effects within BHAs and by avoiding, mitigating, offsetting or compensating effects outside of BHAs. Permitted activity standards will provide an efficient approach for managing trimming, pruning and removal of vegetation outside of BHAs.</p>

Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risks of acting or not acting)	Reasons for deciding on the provisions
		<p><b>Costs</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>• Loss of low and moderate value habitat for long-tailed bats outside of the BHAs requiring offsetting/compensation of residual effects.</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>• There will be costs associated with resource consent applications, where they are required, for trimming, pruning and removal of vegetation.</li> <li>• There will be costs to engage suitably experienced bat ecologists to assess whether trees are confirmed or potential bat roost trees.</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>• No social costs have been identified.</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>• No cultural costs have been identified.</li> </ul> <p><b>Risks of Acting or Not Acting</b></p> <p>The information that is available (including numerous bat surveys) is sufficient for making decisions on the rules. The rules require that additional information/assessments will be required prior to some trimming, pruning and removal of vegetation being undertaken.</p>	

Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risks of acting or not acting)	Reasons for deciding on the provisions
<p>5. Section 10 – Airport Business Zone</p> <p>Include a new rule requiring minimum building setbacks to BHA boundaries (Rule 10.4.2.3A).</p>	<ul style="list-style-type: none"> <li>Do not include a rule requiring a minimum building setback to BHA boundaries.</li> <li>Require a larger minimum building setback than 5m.</li> </ul>	<p><b>Benefits</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>The setbacks will contribute to minimal anthropogenic disturbance of BHAs so that effects on protected bat habitat will be avoided.</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>No economic benefits have been identified.</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>No social benefits have been identified.</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>Addresses the cultural significance of pekapeka (bats) to mana whenua.</li> </ul> <p><b>Costs</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>No environmental costs have been identified.</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>Use of industrial land adjoining BHAs will be more restricted due to the need to comply with the setback standards.</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>No social costs have been identified.</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>No cultural costs have been identified.</li> </ul> <p><b>Risks of Acting or Not Acting</b></p> <p>The information that is available (including numerous bat surveys) is sufficient for making decisions on the rule.</p>	<p>The further changes are consistent with proposed policy 10.3.2.2A(b) by controlling the location of buildings adjacent to BHAs.</p> <p>The 5m minimum building setback requirement is consistent with HCC's proposed provisions in Plan Change 5 – Peacocke Structure Plan.</p>

Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risks of acting or not acting)	Reasons for deciding on the provisions
<p>6. Section 10 – Airport Business Zone</p> <p>Include a new rule requiring lighting standards for the Northern Precinct (Rule 10.4.2.14A).</p>	<ul style="list-style-type: none"> <li>Do not include lighting standards and rely instead on a Lighting Management Plan (as proposed in the notified provisions).</li> </ul>	<p><b>Benefits</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>The lighting standards will ensure that the BHAs will remain dark zones so that adverse lighting effects on protected bat habitat will be avoided.</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>Potential cost savings during future consenting phases due to greater certainty over the lighting standards that are required compared to an alternative approach of these being addressed through a Lighting Management Plan.</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>No social benefits have been identified.</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>Addresses the cultural significance of pekapeka (bats) to mana whenua.</li> </ul>	<p>The further changes are consistent with proposed policy 10.3.2.2A(c) by minimising light spill into BHAs.</p> <p>The lighting standards are generally consistent with HCC’s proposed provisions in Plan Change 5 – Peacocke Structure Plan.</p>

Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risks of acting or not acting)	Reasons for deciding on the provisions
		<p><b>Costs</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>• Potential safety issues associated with low level lighting in public areas and industrial areas adjoining BHAs.</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>• Use of industrial land adjoining BHAs will be more restricted due to the need to comply with the lighting standards.</li> <li>• There may be additional costs associated with specific lighting fixtures required to comply with the rules.</li> <li>• There will be costs associated with design and monitoring of light to demonstrate compliance with the lighting standards.</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>• Potential safety issues associated with low level lighting in public areas and industrial areas adjoining BHAs, which could place people at risk of harm and/or could cause increased crime.</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>• No cultural costs have been identified.</li> </ul> <p><b>Risks of Acting or Not Acting</b></p> <p>The information that is available (including expert lighting and ecological evidence and numerous bat surveys) is sufficient for making decisions on the rule.</p>	

Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risks of acting or not acting)	Reasons for deciding on the provisions
<p>7. Section 10 – Airport Business Zone</p> <p>Amend the proposed Ecological Management Plan rule for the Northern Precinct to require additional/different information to be provided (Rule 10.4.2.14B).</p>	<p>Retain the rule as notified.</p>	<p><b>Benefits</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>• Retention and enhancement of areas of the PC20 site that have been identified as being amongst the highest value habitats for long-tailed bats and providing the best opportunities for protection and enhancement (i.e. the BHAs) which will have the environmental benefits described in point 1 of this table.</li> <li>• TPL has conditionally purchased an 11ha proposed compensation site to address residual effects which adjoins the Waikato River and presents a significant habitat enhancement opportunity for bats.</li> <li>• Although habitat enhancement within the PC20 site and elsewhere (i.e. the proposed compensation site) will be focused on bats, it will also have positive trickle-down benefits for other species.</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>• Potential cost savings during consenting phase due to greater certainty over the requirements that the EMP must address and over the areas to be retained/protected for bat habitat.</li> <li>• Some efficiency can be gained by enabling multi-functional use of the BHAs (i.e. for stormwater and public amenity).</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>• Potential for BHAs to be used for public amenity.</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>• Addresses the cultural significance of pekapeka (bats) to mana whenua.</li> </ul>	<p>The further changes are consistent with proposed policy 10.3.2.2A(d) which refers to the preparation and implementation of an Ecological Management Plan.</p> <p>The details that are required to be addressed by the EMP are comprehensive and clear which will assist in providing better direction for future resource consent applications.</p>

Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risks of acting or not acting)	Reasons for deciding on the provisions
		<p><b>Costs</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>• Loss of low and moderate value habitat for long-tailed bats consisting of pasture/maize and some vegetation outside of the BHAs requiring offsetting/compensation of residual effects.</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>• Approximately 4.95ha of land will be unable to be developed for industrial activities which represents a significant economic cost.</li> <li>• There will be costs associated with establishing and maintaining planting within BHAs.</li> <li>• There will be costs associated with offsetting/compensation, which are likely to include land purchase, habitat enhancement and pest control.</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>• No social costs have been identified.</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>• No cultural costs have been identified.</li> </ul> <p><b>Risks of Acting or Not Acting</b></p> <p>The information that is available (including expert lighting evidence and numerous bat surveys) is sufficient for making decisions on the rule.</p>	

Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risks of acting or not acting)	Reasons for deciding on the provisions
<p>8. Section 10 – Airport Business Zone</p> <p>Include a new rule that requires buildings within the Northern Precinct to be designed in accordance with NZ Fire Service Fire-Fighting Water Supply Code of Practice (SNZ PAS 4509:2008) (Rule 10.4.2.12A).</p>	<p>Rely on the Building Act to manage the provision of Fire Fighting Water Supply.</p> <p>Rely on other parts of the District Plan to manage the provision of Fire Fighting Water Supply.</p>	<p><b>Benefits</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>• Protection of people, property and the environment from the risk of fire</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>• Protection of buildings and property from the fire</li> <li>• Prevents or limits disruption to business that would arise from fire</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>• Protects people from fire</li> </ul> <p><u>Cultural</u></p> <p>No cultural costs have been identified.</p> <p><b>Costs</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>• Cost of providing adequate water supply and fire protection within buildings</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>• No cultural costs have been identified.</li> </ul>	<p>The provision will provide greater certainty that buildings within the Northern Precinct will be supplied with adequate fire fighting water supply and design to achieve suitable fire protection, which will ultimately achieve greater protection to people, property and the environment from fire.</p>



Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risks of acting or not acting)	Reasons for deciding on the provisions
		<p><b>Risks of Acting or Not Acting</b></p> <p>There is a risk that buildings within the Northern Precinct are either not supplied with adequate fire fighting water supply or are not designed with adequate fire protection.</p>	

<p>9. Section 10 – Airport Business Zone</p> <p>Introduce a new Policy that ensures development is co-ordinated with suitable transport infrastructure (Policy 10.3.1.2)</p> <p>Amend Rule 10.4.2.13A to include additional matters of discretion if the rule is not met.</p> <p>Amend Assessment Criteria 21.1.10.12 to include criteria and information that are required to deviate from the transport upgrades.</p>	<p>Rely on Policy 10.3.1.1 to provide flexibility in the integration of development with transport infrastructure.</p>	<p><b>Benefits</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>• Ensures the safe and efficient operation of the transport network.</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>• Ensures investment is aligned with when its needed</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>• Social benefits associated with reduced commuting times and a greater range of travel options.</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>• No cultural costs have been identified.</li> </ul> <p><b>Costs</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p>No cultural costs have been identified.</p> <p><b>Risks of Acting or Not Acting</b></p> <p>The timing of infrastructure upgrades are locked into a the District Plan which is unable to efficiently and dynamically respond to changing circumstances. Transport infrastructure may be provided out of synch with when its required.</p>	<p>The Policy, Rule Amendments and Criteria Amendments will enable the transport upgrade provisions to include a degree of flexibility to account for changes that are likely to occur in the future, including network and operator requirements.</p>
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Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risks of acting or not acting)	Reasons for deciding on the provisions
<p>10. Section 15 – Infrastructure, Hazards, Development and Subdivision</p> <ul style="list-style-type: none"> <li>Amend Rule 15.4.2.87 so that it refers to the ecology requirements in Rule 10.4.2.14B which relate to the Northern Precinct.</li> </ul>	<p>Retain the rule as notified.</p>	<p><b>Benefits and Costs</b></p> <p>The further change is a minor wording amendment which will improve the administration of the plan provisions but will not otherwise result in any environmental, economic, social or cultural benefits or costs.</p> <hr/> <p><b>Risks of Acting or Not Acting</b></p> <p>The further change is a minor wording amendment. The risks of not acting are that the plan provisions will be less clear.</p>	<p>The minor wording changes will improve the administration of the plan provisions.</p>

Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risks of acting or not acting)	Reasons for deciding on the provisions
<p>11. Section 21 – Assessment Criteria</p> <ul style="list-style-type: none"> <li>• Include new assessment criteria for ecology for the Northern Precinct (21.1.10.18A) and for trimming, pruning or removal of vegetation inside BHAs (21.1.10.21).</li> </ul>	<p>Refer to other general assessment criteria in the district plan.</p>	<p><b>Benefits</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>• The assessment criteria enable assessments to be focused on important ecological matters which are relevant to development of the Northern Precinct.</li> <li>• The assessment criteria are closely related to other provisions will have the environmental benefits described in point 1 of this table.</li> <li>• Ensures that consideration will be given to BHAs remaining dark zones by referring to avoidance or minimisation of effects of roadside lighting and vehicle headlights on protected bat habitat.</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>• Potential cost savings during future consenting phases due to greater certainty over the matters requiring assessment.</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>• Potential for BHAs to be used for public amenity.</li> <li>• Vegetation trimming, pruning and removal criteria ensure consideration will be given to the potential for serious damage to structures, property and infrastructure and the necessity of any work for saving or protecting human life.</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>• Addresses the cultural significance of pekapeka (bats) to mana whenua.</li> </ul>	<p>The further changes are important and necessary to clearly set out the matters that must be assessed for ecology (for the Northern Precinct) and trimming, pruning or removal of vegetation inside BHAs.</p>

Further Changes	Other reasonably practicable options	Efficiency and effectiveness (including costs and benefits and risks of acting or not acting)	Reasons for deciding on the provisions
		<p><b>Costs</b></p> <p><u>Environmental</u></p> <ul style="list-style-type: none"> <li>• Loss of low and moderate value habitat for long-tailed bats consisting of pasture/maize and some vegetation outside of the BHAs requiring offsetting/compensation of residual effects.</li> </ul> <p><u>Economic</u></p> <ul style="list-style-type: none"> <li>• There will be costs associated with assessments of the matters (requiring specialist ecological inputs) through resource consent applications.</li> </ul> <p><u>Social</u></p> <ul style="list-style-type: none"> <li>• No social costs have been identified.</li> </ul> <p><u>Cultural</u></p> <ul style="list-style-type: none"> <li>• No cultural costs have been identified.</li> </ul> <p><b>Risks of Acting or Not Acting</b></p> <p>The information that is available (including expert lighting and ecological evidence and numerous bat surveys) is sufficient for making decisions on the rule.</p>	

## Annexure 4

NPS-HPL COST – BENEFIT ASSESSMENT		
	COST	BENEFIT
Environmental	<p>The loss of approximately 69ha of highly productive land for productive rural use<sup>1</sup> for the long term.</p> <p>At a District scale, PPC20 will have a lesser impact on rural production capacity than rezoning in alternative locations.</p>	<p>Improved quality of stormwater runoff during a 1 in 10-year storm event or worse (rural production vs urban).</p> <p>Removal of potential aeronautical safety hazard to the Airport.</p> <p>Introduction of ecological habitat protection through the Airport Structure Plan and supporting plan provisions (compared to the current rural zoning that affords no protection to habitat).</p>
Social	<p>Opportunity cost of social benefits associated with the employment of <b>3 FTE's</b> if the land was to continue to be used for rural productive use.</p> <p>Opportunity cost of different rural activities (including those yet to be invented) from being able to be established on the site in the future.</p>	<p>Social benefits associated with the employment of <b>2,210 FTE's</b>.</p> <p>Social benefits associated with creating employment opportunities close by to residential areas, with reduced commuting times enabling people to spend more time with family or other social activities.</p>
Cultural	<p>No cultural costs associated with the loss of productive soils were identified in the Cultural Impact Assessment that supported PPC20.</p>	<p>No cultural benefits associated with the loss of productive soils were identified in the Cultural Impact Assessment that supported PPC20.</p>
Economic	<p>The loss of productive rural land will result in an opportunity cost of <b>\$420,000</b>.</p> <p>Opportunity cost of different rural activities (including those yet to be invented) from being able to be established on the site in the future.</p>	<p>The rezoning will result in an economic benefit of <b>\$279,500,000</b>.</p> <p>Enabling greater critical mass to establish around the airport over time, which will help achieve agglomeration benefits. These are a type of economic efficiency that arises through the co-location of economic activities, which helps reduce transport costs and lift the average productivity of firms (for example, through the sharing of labour, assets, and ideas).</p>

<sup>1</sup> 89ha of rural zoned land less the 20ha already occupied by the consented R&D facility.

**Annexure 4**

NPS-HPL COST – BENEFIT ASSESSMENT		
	COST	BENEFIT
		<p>Maximising infrastructure efficiency by spreading the costs of bulk network upgrades over a greater land area and/or a larger number of lots.</p> <p>Creating synergies with planned investments in roading and wastewater capacity, particularly the Southern Links, while ensuring a planned and integrated approach to land use and infrastructure provision.</p> <p>Enabling the site’s locational benefits to be maximised, including its multimodal potential (connecting road and rail with air).</p> <p>Providing an easily accessible employment node to meet employment growth arising from the adjacent Peacocke growth cell.</p> <p>Providing certainty to encourage investment in the airport.</p>

**Annexure 5**

Submitter / Submission Reference	Submission Point (As per Summary of <a href="#">Decisions Requested to Proposed Private Plan Change 20...</a> Waipa District Council, 11 Nov 2022)	Summary	Relief Sought in Submission	Response	Proposed amendment to PPC20 following notification <sup>1</sup>
#1 Jennifer McDowall	1.1 Rural amenity	<b>Oppose</b> Re-zoning will reduce amenity values	Reject the proposal	<ol style="list-style-type: none"> <li>PC20 includes provisions that will manage the interface between the Rural and Airport Business zone (ABZ) including noise restrictions, landscape requirements and building setbacks. The extent of Northern Precinct proposed under PC20 has also been chosen because it utilises existing road boundaries to provide further separation between the Rural zone and ABZ.</li> <li>PC20 proposes a policy and rule framework that requires several transport upgrades to be undertaken at varying stages of development. The upgrades have been based on a region wide modelling exercise that assessed the traffic that will be generated by the Northern Precinct and how the surrounding road network would function.</li> <li>The PC20 Addendum includes a detailed assessment of the loss of productive land under the NPS-HPL and concludes that it is appropriate for the site to be rezoned to urban under PC20.</li> <li>The economic assessments supporting PC20 demonstrates that there is a shortfall of industrial land within the sub-region and that PC20 is needed in order to meet part of this shortfall.</li> </ol>	None
	1.2 Traffic	<b>Oppose</b> Increase in traffic at these high-speed intersections will significantly increase the risk of additional fatal accident	Reject the proposal OR delay until Southern Links Upgrade		
	1.3 Elite Soils	<b>Oppose</b> Loss of flat, high-quality soils close to cities,	Reject the proposal		
	1.4 Land Supply	<b>Oppose</b> Sufficient industrial land			
#2 Raewyn Cals	2.1 Traffic	<b>Oppose</b> – Mystery Creek Road is congested and in need of repair	<ol style="list-style-type: none"> <li>Complete the upgrade of road to that of a main road including cycling lane and upgrade of bridge; or</li> <li>Speed limit of 60km for length of road with speed bumps to deter traffic from using as a main road; or</li> <li>Some other suggestion from Council to deter road being used as a main road</li> </ol>	<ol style="list-style-type: none"> <li>PC20 proposes a policy and rule framework that requires several transport upgrades to be undertaken at varying stages of development. The upgrades have been based on a region wide modelling exercise that assessed the traffic that will be generated by the Northern Precinct and how the surrounding road network would function.</li> <li>Speed limits are set by either Waka Kotahi or Waipa District Council as the relevant road controlling authorities and sit outside of the RMA and the PC20 process.</li> </ol>	None

<sup>1</sup> Ecology related submissions are addressed in the statement of Mr Inger



#3 Bruce McDowall	3.1 Traffic	<b>Oppose</b> Raynes Road has significant congestion which will be exacerbated by increased traffic. Intersections need upgrading to meet traffic demands and reduce risk of fatal incidents.	Modern roundabouts at each end of Raynes Road.	<ol style="list-style-type: none"> <li>1. PC20 proposes a policy and rule framework that requires several transport upgrades to be undertaken at varying stages of development. The upgrades have been based on a region wide modelling exercise that assessed the traffic that will be generated by the Northern Precinct and how the surrounding road network would function.</li> <li>2. Rule 10.4.2.13A of PC20 includes a requirement to upgrade the SH21 / Raynes Road intersection to a three arm roundabout and to add additional lanes to the roundabout that Waka Kotahi have already started designing at the SH3 / Raynes Road intersection.</li> </ol>	None
#4 Stephen & Karen Besley	4.1 Support	<b>Support</b> A community development initiative	Re-zone 141 Middle Road from Rural to Industrial zoning	<ol style="list-style-type: none"> <li>1. PC20 proposes to rezone the property at 141 Middle Road from Rural to ABZ.</li> <li>2. PC20 includes both noise restrictions, building setbacks and landscape requirements at the boundary of 141 Middle Road to maintain an appropriate level of amenity for the property until such time / if it is acquired by TPL.</li> </ol>	None
#5 Middle Narrows Focus Group	5.1 Traffic	<b>Oppose</b> Oppose egress to Middle Road, neighbours wish to maintain their present lifestyle without extra t traffic on a rural road	Clauses S10.2, subclause 2.1 and clause 10.4.2.10 of the Waipa District Plan remain as defined and no amendment made.	<ol style="list-style-type: none"> <li>1. PC20 prevents vehicle access either from or onto the section of Middle Road that extends beyond the Northern Precinct (refer to the Vehicle Access restriction on the Proposed Structure Plan and Rule 10.4.2.10)</li> <li>2. The provision of walking and cycling connections beyond the site either to other precincts within the ABZ or to the Peacocke Growth Cell to the north via legal roads is appropriate and required to achieve a well-functioning urban environment as required by Objective 1 of the NPS-UD.</li> <li>3. PC20 is supported by an Infrastructure Assessment that has undertaken an assessment of the stormwater management approach needed to be adopted for the Northern Precinct.</li> <li>4. PC20 does not rely on Southern Links to be constructed to manage the transport effects of the Northern Precinct. The Structure Plan has included Southern Links to ensure a coherent and long term view is taken to the development of the Northern Precinct including how it can integrate into Southern Links if it is constructed in the future.</li> </ol>	None
	5.2 Pedestrian Access	<b>Oppose</b> Pedestrian access to Narrows and Middle Road is not necessary	No pedestrian or vehicle access be allowed to Narrows or Middle Road		
	5.3 Stormwater management / groundwater	<b>Oppose</b> Land in this area is subject to a highwater table and is serviced by a variety of ditches. There needs to be a plan to retain moderate flows in light of the anticipated increase in surface water.	Developers coordinate with neighbours regarding stormwater flows.		
	5.4 Timing and sequencing	Southern Links project has been postponed indefinitely and planning north of the Northern Precinct should be a Waipa District Plan consideration.	No decisions be made about areas outside of the Northern Precinct's northern boundaries until the new Waipa District Plan is discussed and there is no more information regarding Southern Links (particularly the Eastern arm of the project).		
#6 James & Marie Snowball	6.1 Rural amenity	<b>Oppose</b> There is not a substantial proposed greenbelt between the northern precinct and existing homeowners	<b>Reject the proposal</b>	<ol style="list-style-type: none"> <li>1. PC20 includes provisions that will manage the interface between the Rural and Airport Business zone (ABZ) including noise restrictions, landscape requirements and building setbacks. The extent of Northern Precinct proposed under PC20 has also been chosen because it utilises existing road boundaries to provide further separation between the Rural zone and ABZ.</li> <li>2. PC20 is supported by an Infrastructure Assessment that has undertaken an assessment of the stormwater</li> </ol>	None
	6.2 Stormwater management/groundwater	<b>Oppose</b> Water table levels have risen dramatically following current level of development			
	6.3 Wastewater disposal	<b>Oppose</b> There is no sewerage treatment plant supplied by the developer			

	6.4 Traffic	<b>Oppose</b> Major traffic impacts		<p>management approach needed to be adopted for the Northern Precinct. It is anticipated that appropriate water sensitive urban design principles will be incorporated at all scales (including onsite detention, and precinct wide measures such as swales and rain gardens in the road reserves) into any future development to avoid adverse stormwater quality effects on downstream properties or the Waikato River.</p> <p>3. PC20 is supported by an Infrastructure Assessment that outlines that wastewater (sewage) will connect to either Stage 1 of the future Metro Wastewater Treatment Plant (preferred) or be treated by a standalone wastewater treatment plant that would be constructed either within or near to the Northern Precinct.</p> <p>4. PC20 retains the noise limits of the ABZ (refer 10.4.2.15) which we deemed appropriate by the TPL and RPL acoustic expert.</p> <p>5. The economic assessments supporting PC20 demonstrates that there is a shortfall of industrial land within the sub-region and that PC20 is needed in order to meet part of this shortfall.</p>	
	6.5 Noise	<b>Oppose</b> Noise level mitigation for new proposed commercial area and business is not indicated. Removal of one of the hills on Narrows Road will allow higher noise levels to protrude across the district.			
	6.6 Land supply	<b>Oppose</b> Enough commercial land in the Waipa District around Te Awamutu and Cambridge			
#8 Sandra Forsyth	<b>8.1 Climate Change</b>	<b>Oppose</b> Removal of vegetation directly decreases the uptake of CO2 and the replacement by concrete and asphalt will significantly contribute to local heat emission.	<p><b>Reject rezoning of rural land to business</b></p> <p><b>Condition of rezoning proceeds –</b> provision of a greenbelt a minimum of 5m deep around the periphery of the site and planted with trees (including non-natives) rather than low level plants, and green islands (again trees rather than low lying vegetation) within the complex should be present.</p>	<p>1. PC20 will support reductions in greenhouse gas emissions by:</p> <p>(a) Clustering industrial growth with an already established industrial area, thus reducing travel distances within the sector.</p> <p>(b) Enabling employment opportunities within an existing industrial location within close proximity to a large residential growth area (Peacocke).</p>	None
	<b>8.2 Land supply</b>	<b>Oppose</b> There are commercial hubs at Ruakura and Horotiu, to minimise transport emissions, a single site is preferable to numerous sites scattered over the Waikato			

	<b>8.3 Visual impact / rural amenity</b>	<b>Oppose</b> Loss of rural character that is attractive to tourists. The view from the drive heading east from the airport exit is unattractive due to the recently built commercial buildings almost abutting the fence line.		<p>(c) Promoting active modes of transport to and within the Airport Business zone through walking and cycling routes and enabling public transport to be provided to the Airport and surrounding Airport Business zone.</p> <p>(d) The Hub will provide day-to-day amenities for employees and visitors to the precinct to further reduce travel requirements to other centres</p> <p>(e) Enabling a development pattern that will encourage north facing buildings to maximise the use of solar energy.</p> <p>(f) Creating an urban form that will be resilient to the current and future effects of climate change by implementing stormwater management measures into the development of the site. This will be achieved through an integrated approach that includes low impact urban design features such as rain gardens and swales into road reserves, as well as on-lot stormwater management (such as detention)</p> <p>2. The economic assessments supporting PC20 demonstrates that there is a shortfall of industrial land within the sub-region and that PC20 is needed in order to meet part of this shortfall.</p> <p>3. PC20 includes provisions that will manage the interface between the Rural and Airport Business zone (ABZ) including noise restrictions, landscape requirements and building setbacks. The extent of Northern Precinct proposed under PC20 has also been chosen because it utilises existing road boundaries to provide further separation between the Rural zone and ABZ.</p>	
#9 Tainui Group Holdings	9.1 Intersection design (SH3/Ingram Road)	<b>Oppose</b> There is insufficient certainty with respect to the design form concept	<b>Oppose</b>  Reasons: <i>Insufficient certainty with proposed SH3/Ingram Road intersection upgrades</i>  <b>Support with condition</b> - proposed walking/cycling link along the east side of SH3  Reasons: <i>Proposed connection appears to stop at Ingram Road and should be established to provide safe connectivity over the full length between the two precincts</i>	<p>1. PC20 does not propose or rely on access via the SH3 / Ingram Road intersection. The access point is already noted on the operative Airport Business Zone Structure Plan and is not sought to be changed by PC20. This was agreed at the expert conferencing sessions (refer Section 3.1.5 of the Joint Witness Statement from 15 February 2023).</p> <p>2. The intent of the walking and cycling connection is to join the various precincts together within the ABZ.</p>	None
	9.2 Timing & sequencing	<b>Oppose</b> Insufficient certainty with respect to timing of the proposed intersection.	Not specified.		

	9.3 Funding of infrastructure works	<b>Oppose</b> Insufficient certainty with respect to funding for the SH3/Ingram Road intersection indicated as residing with Waka Kotahi and Waipa District Council			
	9.4 Traffic	<b>Oppose</b> Structure Plan will generate additional traffic movement demands on the SH3 corridor past the Ingram Rd intersection.			
	9.5 Walking & cycling	<b>Support with condition</b> Improve connectivity.	<b>Amend proposed walking/cycling link along the east side of SH3</b> to provide safe connectivity over the full length between the two precincts including either along the full length of Ingram Road or an alternative route.		
#10 Rex Mason	10.1 Lighting	<b>Support with condition</b> Retain and promote 'Dark Skies'	Significant restrictions on light emission/glare from buildings and or road access ways. Incorporate: a). Non-reflective and darkened outer claddings and non-reflective glass on buildings; b). Outdoor lighting at low level only; c). Roadway lighting at low level only; and d). Tall dense tree planting along Northern and Western boundaries. Include regular monitoring, measuring, and publicly reporting of the restrictions.	1. The Northern Precinct is located next to one of the countries busiest airports and that is recognised as being of strategic importance to the region. 2. PC20 now includes a lighting control for the land adjoining the BHA. 3. The Proposed Structure Plan already includes a requirement for landscape screening along the northern and western boundaries of the Northern Precinct. 4. PC20 retains the noise restrictions for the ABZ (refer Rule 10.4.2.15) which has been deemed appropriate by the acoustic expert.	Amend the PC20 provisions to include lighting requirements for land adjoining the BHA (refer Rule 10.4.2.14A).
	10.2 Noise	<b>Support with Condition</b> Noise restrictions are incorporated into the Plan.	Incorporate restrictions on daytime noise emissions and curfews on nighttime operations and truck movements. Include regular monitoring, measuring, and publicly reporting of the restrictions.		
#11 Waikato Regional Council	11.1 Future Proof Strategy	<ul style="list-style-type: none"> <li>- Clarification sought as the 'constraints matrices' in Tables 3 and 4 currently disregard a significant portion of Ruakura land due to it being 'unattractive' to the market.</li> <li>- Clarify adjustment applied to MBIE employment that finds employment rates at 81%</li> <li>- Report does not define 'low-value rural uses'</li> <li>- APP13 directs that development avoids areas identified as as wāhi toitū on Map 44. The proposed plan change area is identified as wāhi toitū.</li> </ul>	<b>Amend Rule 10.4.2.11A</b> <ul style="list-style-type: none"> <li>• More detailed assessment of the proposed plan change be undertaken in relation to Topic UFD –Urban Form &amp; Development of the WRPS. <i>Clarification of Economic report queries raised.</i></li> <li>• Amend Rule 10.4.2.11A to reduce the total GFA for non-ancillary retail activities to only the level necessary to cater to the day-to-day needs of workers and people visiting the precinct for business purposes.</li> <li>• That an assessment of the proposed plan change be undertaken in relation to the Proposed Change 1 - National Policy Statement on Urban Development 2020 and Future Proof Strategy update to the WRPS. <i>Particularly in relation to UFD-P11, UFD-M49, APP11 &amp; APP13</i></li> </ul>	1. The PC20 Addendum has provided an assessment of WRPS-PC1. 2. The retail GFA cap within Rule 10.4.2.11A has been assessed as being the level necessary to provide for the needs of the future workers, business and their customers / suppliers within the Northern Precinct. 3. The retail will not generate significant economic/retail effects on other existing and planned centres. 4. The PC20 Addendum has provided an assessment of both the NPS-HPL and WRPS-PC1. 5. PC20 has retained the walking and cycling connections between the precincts of the ABZ as well as the Peacocke Growth Cell to the north.	None

	11.2 High class soils	The WRPS seeks to avoid a decline in the availability of high class soils for primary production due to inappropriate subdivision, use or development (LF-O5, LFP11). The proposed plan change seeks to rezone an area of high class soils from Rural to Airport Business Zone. However, they have not been assessed within the plan change application. The application mentions that the land is currently used for low value rural purposes, is already fragmented, and will become further fragmented by Southern Links in the future. We do not consider this to be sufficient justification for removing high class soils from productive use.	<b>A robust assessment of be undertaken against both the WRPS provisions relating to high class soils and the NPS-HPL.</b>		
	11.4 Transport/climate change	There are further opportunities to effect real change in relation to integrated land use and transport planning, and the required reduction of transport emissions	<ul style="list-style-type: none"> <li>• <b>Support the final row of the table within Rule 10.4.2.13A</b> relating to walking and cycling and seek that this be retained</li> </ul>		
#12 Joan & Robin Cuff with L & M McDowell	12.1 Scope of Plan Change	<b>Oppose</b> Plan Change should be Public and include wider catchment	<b>Make plan change public</b> integrate with wider catchment planning of Rukuhia Neighbourhood centre including density and timing of developments.	<ol style="list-style-type: none"> <li>1. This is outside the scope of PC20.</li> <li>2. PC20 was supported by and Landscape and Visual Assessment.</li> <li>3. PC20 includes provisions that will manage the interface between the Rural and Airport Business zone (ABZ) including landscape requirements and building setbacks. The extent of Northern Precinct proposed under PC20 has also been chosen because it utilises existing road boundaries to provide further separation between the Rural zone and ABZ.</li> <li>4. There is already 41ha of zoned ABZ land within the Northern Precinct.</li> <li>5. The future Southern Links network is part of the existing environment, which when constructed will further separate the Northern Precinct from Rukuhia.</li> <li>6. TPL and RPL have already consulted with the immediate neighbours as part of the community information day held on 1 March 2022 (refer section 6.8 of the Plan Change Request).</li> <li>7. PC20 proposes a policy and rule framework that requires several transport upgrades to be undertaken at varying stages of development. The upgrades have been based on a region wide modelling exercise that assessed the traffic that will be generated by the Northern Precinct and how the surrounding road network would function.</li> </ol>	None
	12.2 Visual effects	<b>Oppose</b> Visual effects not adequately assessed to Rukuhia Neighbourhood zone	<b>Review effects and consult</b> upon issues raised with immediate neighbours.		
	12.3 Traffic	<b>Oppose</b> Traffic control measure to limit traffic to Raynes Road questionable	<b>Limit development until State Highway Rd works undertaken</b> to minimise effect of increased traffic flow on local community unless further explanation as to how traffic generation mitigation measures will be achieved		
	12.4 Infrastructure	<b>Oppose</b> Infrastructure Assessment doesn't consider nearby Neighbourhood zone which should be considered concurrently. Need to limit effect of population growth on arable land	<b>Integrate infrastructure planning with cross district-boundary infrastructure planning.</b>		
	12.5 Consultation	<b>Oppose</b> Consultation completed inadequate and information not made available when contacted.	<b>Review and consult</b> upon issues raised with immediate neighbours.		
	12.6 Sequencing and timing	<b>Oppose</b> The plan change submission refers future development rights and an extension of industrial land area towards the Neighbourhood Centre - but no assessment of effects included.	Confirm/limit future growth of Precinct alluded to in submission.		

	12.7 Stormwater management	<b>Oppose</b> Stormwater solutions do not consider wider catchment (comprehensive stormwater) and effect of future Waka Kotahi Road works (overlay shows this will compromise proposed solution) and other developments in wider catchment.	<b>Require specific outcomes as a condition of Northern Precinct Expansion</b> from Waka Kotahi's new Highway works	<p>8. Infrastructure has been designed to accommodate the development of the Northern Precinct. Any consideration of areas outside of the Northern Precinct is outside the scope of PC20.</p> <p>9. Waipa District Council and Hamilton City Council are currently progressing a project for the southern part of Hamilton and north Waipa that will involve the delivery of the Metro Wastewater Treatment Plant.</p> <p>10. An assessment of the potential adverse environmental effects of the development PC20 will enable was provided within section 8 of the Plan Change Request.</p> <p>11. PC20 is supported by an Infrastructure Assessment that has undertaken an assessment of the stormwater management approach needed to be adopted for the Northern Precinct. It is anticipated that appropriate water sensitive urban design principles will be incorporated at all scales (including onsite detention, and precinct wide measures such as swales and rain gardens in the road reserves) into any future development to avoid adverse stormwater quality effects on downstream properties or the Waikato River.</p> <p>12. PC20 is not required to manage the stormwater effects of the existing state highway network or Southern Links.</p>	
#16 Go Eco	16.2 Climate Change	<b>Oppose</b> Protect and enhance planting within this area	<b>Reject plan change. Otherwise approve plan change with amendments</b> sought by Forest and Bird Waikato Branch	<p>1. PC20 will retain a green corridor through the centre as part of the BHA and will require landscape planting to be established on the external boundaries of the Northern Precinct.</p> <p>2. The PC20 Addendum includes a detailed assessment of the loss of productive land under the NPS-HPL and concludes that it is appropriate for the site to be rezoned to urban under PC20.</p>	None
	16.3 Productive soils	<b>Oppose</b> Avoid any development report to address the effect of the NPSHPL			

<p>#17 Fire and Emergency New Zealand</p>	<p>17.1 Firefighting water supply</p>	<p><b>Oppose</b> Fire and Emergency oppose the private plan change request given unsatisfactory levels of firefighting infrastructure in some instances</p>	<p>Do not enable development unless it is matched with the delivery of key water infrastructure, OR development is not enabled where there is potential or known infrastructure capacity constraints in relation to the water supply network unless the development itself includes necessary upgrades.</p> <p>Include the following Rule: <i>Airport Business Zone 15.4.2.87 All development and subdivision in the Airport Business Zone shall comply with:....e. Water supply for firefighting purposes, to be provided in accordance with the New Zealand Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008. Advice Note: SNZ PAS 4509:2 Firefighting Water Supplies Code of Practice sets out a number of options to provide water for the New Zealand Fire Service's operational requirements and shall be used as a guide when designing firefighting water protection. 008 New Zealand Fire Service</i></p> <p>Alternatively, the reticulated water network could be designed to provide a higher level of service through the upsizing of infrastructure to either meet the likely requirements of SNZ PAS 4509:2008 for anticipated future developments or at least reduce volume of additional onsite water storage required by future developments.</p>	<p>1. The PC20 provisions have been amended to include a rule that requires buildings within the Northern Precinct to be designed in accordance with NZ Fire Service Fire-Fighting Water Supply Code of Practice (SNZ PAS 4509:2008) and that they achieve at least a FW3 level of service.</p>	<p>Include this requirement as Rule 10.4.2.12A within Section 10: Airport Business Zone of the District Plan.</p>
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#18 Waka Kotahi	18.1 Scope of assessment	<p><b>Supports</b> The ITA uses trip rates that are 30% above what is typical for the proposed land use.</p>	<p>Communication and/or commitment from the applicant is requested in relation to:</p> <ul style="list-style-type: none"> <li>The mechanism for funding, designing and implementing the single and dual lane roundabouts at SH21/Raynes Road as included in Table 9 Item 2 of the ITA (and subsequently proposed Rule 10.4.2.13A) and confirmation that there is sufficient land under the control of the applicant or Waka Kotahi to accommodate the roundabouts.</li> <li>The mechanism for funding/implementing a multilane roundabout at SH3/Raynes Road and the inclusion of such as a line in Table 9 of the ITA (and subsequently proposed Rule 10.4.2.13A);</li> <li>Confirming that the delivery of the SH3/GTL access is achievable within land under the control of the applicant or Waka Kotahi.</li> <li>The mechanism for Waka Kotahi to retain oversight and approval of the Raynes Road restricted movement access, and the retention of this as a restricted intersection into the future.</li> <li>Further detail on the Tamahere Intersection operation and possible mitigations to address the level of service decline.</li> <li>The inclusion of references to the infrastructure support for Public Transport and active mode access between the Airport Precincts within Table 9 of the ITA (and subsequently proposed Rule 10.4.2.13A);</li> </ul> <p>Justification of the GFA quantum for non-ancillary retail activities located in the Northern Precinct.</p>	<ol style="list-style-type: none"> <li>Funding mechanisms and arrangements should be agreed as part of a Development Agreement between TPL, RPL and Waka Kotahi rather than being addressed in a District Plan under the RMA (i.e. as part of PC20).</li> <li>The 5,000m<sup>2</sup> GFA of non-ancillary retail is required to meet the needs of the future workers, business and their customers / suppliers within the Northern Precinct.</li> <li>PC20 does not rely on Southern Links to be constructed to manage the transport effects of the Northern Precinct. The Structure Plan has included Southern Links to ensure a coherent and long term view is taken to the development of the Northern Precinct including how it can integrate into Southern Links if it is constructed in the future.</li> <li>Section 3.2.1 of the JWS for Transport and Planning from 10 February records that the planners and transport experts agreed that the PC20 transport upgrade provisions should include a degree of flexibility to account for changes that are likely to occur in the future, including network and operator requirements.</li> <li>Section 3.2.3 of the JWS for Transport and Planning from 10 February records that the District Plan already provides some provision for public transport within the ABZ.</li> </ol>	None
	18.2 Emissions	<p><b>Supports</b> PPPC20 is located close to planned and existing residential areas and therefore can undertake mitigation to improve its ability to reduce reliance on private car travel to and from the site. It is acknowledged that due to the industrial uses on the site, vehicular access will still be important</p>	<p>Communication and/or commitment from the applicant is requested in relation to:</p> <ul style="list-style-type: none"> <li>The mechanism for funding, designing and implementing the single and dual lane roundabouts at SH21/Raynes Road as included in Table 9 Item 2 of the ITA (and subsequently proposed Rule 10.4.2.13A) and confirmation that</li> </ul>		



	18.3 Sequencing & timing	<p><b>Oppose in part</b> There is no certainty that Southern Links will be constructed, nor that the scheme when built will be as shown within the ITA. Whilst we note the layouts provided by the applicant show a connection, both would be likely to increase the costs of the intersection.</p> <p>For the purposes of the current proposal Waka Kotahi recommend that the assessment be based on a no connection to the Southern Links future scenario.</p>	<p>there is sufficient land under the control of the applicant or Waka Kotahi to accommodate the roundabouts.</p>		
	18.4 Traffic	<p><b>Support in Part</b> Generally supports the proposed upgrades at the following locations to provide safety and efficiency levels required to support the PC:</p> <ul style="list-style-type: none"> <li>• State Highway 21/Raynes Road intersection</li> <li>• State Highway 3/Raynes Road</li> <li>• State Highway 3/Northern Precinct Spine Road (GTL)</li> <li>• Raynes Road Access</li> <li>• Other intersections</li> </ul> <p>However, Waka Kotahi are unsupportive of the timelines and scale of works described for upgrades stated as to be delivered by or in partnership with WK and it critical of some of the designs, mitigation measures and traffic modelling used for other proposed intersections (detailed in full in Appendix 2).</p>	<ul style="list-style-type: none"> <li>• The mechanism for funding/implementing a multilane roundabout at SH3/Raynes Road and the inclusion of such as a line in Table 9 of the ITA (and subsequently proposed Rule 10.4.2.13A);</li> <li>• Confirming that the delivery of the SH3/GTL access is achievable within land under the control of the applicant or Waka Kotahi.</li> <li>• The mechanism for Waka Kotahi to retain oversight and approval of the Raynes Road restricted movement access, and the retention of this as a restricted intersection into the future.</li> <li>• Further detail on the Tamahere Intersection operation and possible mitigations to address the level of service decline.</li> <li>• The inclusion of references to the infrastructure support for Public Transport and active mode access between the Airport Precincts within Table 9 of the ITA (and subsequently proposed Rule 10.4.2.13A);</li> <li>• Justification of the GFA quantum for non-ancillary retail activities located in the Northern Precinct.</li> <li>• <b>Decline the application</b> in its current form.</li> </ul>		
	18.5 Transport (Public)	<p><b>Supports in Part</b> Waka Kotahi supports the ITA's identification that there opportunities to support public transport services including the provision of a public transport link via Faiping Road and Middle Road, whilst noting that this may add complexity to the construction sequencing for Southern Links.</p>			
	18.6 Transport (Active)	<p><b>Supports</b> The PPC's support of active modes, particularly new walking and cycling connection to Peacocke Rd is included in Rule 10.4.2.13A as a transport upgrade.</p>			

	18.7 Retail activities	<b>Oppose in Part</b> Potential for nonindustrial related activities in the Airport Business Zone to compete with existing and planned retail centres in relatively close proximity within the Hamilton City urban area. The GFA of non-ancillary retail activities located in the Northern Precinct be limited.			
	18.8 Construction	<b>Support in Part</b> Scale of change has the potential for some construction activities to have a significant impact on the network external to the PPPC20 area.			
	18.9 Funding	<b>Support in Part</b> Construction of any infrastructure on the State Highway network is subject to design review and acceptance by Waka Kotahi through the Corridor Access Request process, as well as the signing of a Developer Agreement that sets out the protocols for planning and construction. Sufficient time needs to be allowed to enter into any Developer Agreement.  Applicant and Council needs to monitor the percentage of development so that there is appropriate lead in time ahead of triggers for infrastructure being met. It is again noted that Waka Kotahi has no discretionary budget for the proposed infrastructure, including detailed design.			
#21 New Zealand National Fieldays Society Inc	21.1 Traffic	<b>Support in part</b> The roading infrastructure in the area needs to be upgraded to not only support the expansion of the Airport Business Zone, but also the existing and ongoing activities associated with the Mystery Creek Events Centre.	<b>Amend Section 10 Objectives and Policies</b> Include the following policies under the wider objective of relating to the envelopment of the precinct: 1) <i>“Future industrial development shall take into account the existing operation and functionality of the Mystery Creek Events Centre. Any potential adverse effects on the existing and future operation of the Mystery Creek Events Centre shall be avoided”.</i> 2) <i>“Future development of the Northern Precinct cannot adversely impact on the safety and functionality of the existing roading infrastructure.”</i>	<ol style="list-style-type: none"> <li>1. PC20 is required to manage the transport effects of developing the Northern Precinct and is not required to deliver transport upgrades for the operations at Mystery Creek.</li> <li>2. PC20 proposes a policy and rule framework that requires several transport upgrades to be undertaken at varying stages of development. The upgrades have been based on a region wide modelling exercise that assessed the traffic that will be generated by the Northern Precinct and how the surrounding road network would function.</li> <li>3. Section 3.2.3 of the JWS for Transport and Planning from 10 February records that the District Plan already</li> </ol>	None

	21.2 Transport	<b>Support in part</b> Public transportation infrastructure is a key component to ensuring the sustainability of the surrounding area and the existing and proposed activities and business that operate out of them.	<b>Amend Appendix 18 Structure Plan</b> to provide for all forms of transport, which particular regards to public transportation such as bus and potential light rail.	provides some provision for public transport within the ABZ.	
#22 Christopher Hickey	22.1 Transport	<b>Oppose</b> The very large number of proposed industrial sites will be highly likely to contaminate groundwater and surface waters with chemicals and microbial contaminants unless full reticulated treatment systems are in place.	<b>Only undertake development if</b> fully reticulated wastewater and stormwater treatment systems can be provided	<ol style="list-style-type: none"> <li>1. PC20 is supported by an Infrastructure Assessment that has undertaken an assessment of the stormwater management approach needed to be adopted for the Northern Precinct. It is anticipated that appropriate water sensitive urban design principles will be incorporated at all scales (including onsite detention, and precinct wide measures such as swales and rain gardens in the road reserves) into any future development to avoid adverse stormwater quality effects on downstream properties or the Waikato River.</li> <li>2. PC20 is supported by an Infrastructure Assessment that outlines that wastewater (sewage) will connect to either Stage 1 of the future Metro Wastewater Treatment Plant (preferred) or be treated by a standalone wastewater treatment plant that would be constructed either within or near to the Northern Precinct.</li> <li>3. PC20 proposes a policy and rule framework that requires several transport upgrades to be undertaken at varying stages of development. The upgrades have been based on a region wide modelling exercise that assessed the traffic that will be generated by the Northern Precinct and how the surrounding road network would function.</li> <li>4. PC20 now includes a lighting control for the land adjoining the BHA.</li> </ol>	None
	22.1 Water quality	<b>Oppose</b> The suitability for recreational use will be greatly reduced with traffic density increases associated with this proposed development. The intersections and road widening will need to be improved.	<b>Only undertake development if</b> Cycle and walkways are provided along Raynes Road and Airport Road to connect with Hamilton/Cambridge cycleways. Improved roading infrastructure for local highway access.		
	22.3 Lighting	<b>Oppose</b> Ecologically sensitive lighting needs to be used to minimise adverse effects on birds, bats and aquatic/terrestrial insects.	<b>Only undertake development if</b> Low impact lighting systems are included		
#23 Hamilton City Council	23.1 Sequencing and timing	Support in part Full or staged delivery of Southern Links is a key enabler for future expansion of the Airport Precinct. Without this new corridor being fully constructed the local road networks performance may be compromised through additional demand created by the Northern Precinct build-out		<ol style="list-style-type: none"> <li>1. PC20 does not rely on Southern Links to be constructed to manage the transport effects of the Northern Precinct.</li> </ol>	Amend Rule 10.4.2.13A as set out within Section 3.2.1 of the JWS for Transport and Planning from 10 February

	<p>23.2 Transport (Walking &amp; Cycling Connectivity)</p>	<p>Support in part Suggested walking and cycling infrastructure is not aligned with HCC future plans and may be a poor investment. An on-demand PT service is likely to be more practical short-term solution</p>	<p><b>Walking and cycling connection should be continuous to urban centre within Peacocke or delayed</b> until there is a safe connection along Peacocke Road.</p> <p><b>Clarification of funding and delivery</b></p> <p>Alternative connection opportunities to Faiping Road with the use of the watercourse buffers OR provide a connection from Narrows Road through to Peacocke Road parallel to the Southern links designation (refer to Appendix 3). This route assumes that in the interim the route will also be used as a recreational route prior to development in Peacockes. Further investigation is required. HCC is open to working with the proposed plan change proponent and Waipa District Council on a solution if this option is deemed viable.</p> <p>Travel demand analysis is undertaken to understand likely origin of employee trips to the Northern Precinct from across the sub-region in order to inform the required PT and walking-cycling interventions.</p>	<ol style="list-style-type: none"> <li>2. The provision of walking and cycling connections beyond the site either to other precincts within the ABZ or to the Peacocke Growth Cell to the north via legal roads is appropriate to achieve a well-functioning urban environment as required by Objective 1 of the NPS-UD. This should not be required to extend beyond Waipa District Council or be delayed until all of the adjoining growth cell has been developed.</li> <li>3. Section 3.2.1 of the JWS for Transport and Planning from 10 February records that the planners and transport experts agreed that the PC20 transport upgrade provisions should include a degree of flexibility to account for changes that are likely to occur in the future, including network and operator requirements.</li> <li>4. Section 3.2.1 of the JWS for Transport and Planning from 10 February records there should be a walking and cycling connection between the Northern Precinct and the Peacocke Residential Growth Cell.</li> <li>5. Section 3.2.1 of the JWS for Transport and Planning from 10 February records there should be flexibility on the route taken between the Northern Precinct and the Peacocke Residential Growth Cell and provided a proposed amendment to Rule 10.4.2.13A to achieve this.</li> </ol>	
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	<p>23.3 Transport (Public)</p>	<p><b>Support in part</b>  <u>Short Term (2- 7years), PreSouthern Links, Northern Precinct Spine Road not connected between SH3 and Raynes Rd:</u>          Provision of corossing facilities and paths lack clarity, at-grade crossing within a 100km/h speed limit is not considered to be safe or appropriate, appropriate PT facilities needed to and from the Northern Precinct</p> <p><u>Medium Term (7-15 years), Pre-Southern Links, Northern Precinct Spine Road connected between SH3 and Raynes Rd:</u> Proposal causes use of Faiping Road which does not align with HCC's future intentions, need to have attractive PT journey times, grades along Faiping Rd may not be suitable for buses</p> <p><u>Long term (15- 30 years), Southern Links Arterials, Northern Precinct Spine Road:</u> Unclear how Southern Links will be limited to public transport only, may result in additional vehicular traffic at the interchange, no assessment of strategic road connection to central interchange, relies on third parties to provide infrastructure</p>	<p><b>Clarify proposed short term public transport facilities as described:</b></p> <ul style="list-style-type: none"> <li>• Provisions table or PDA needs to specify footpath connection and form of SH3 crossing.</li> <li>• Need to provide safe crossing facility on SH3 to support proposed bus stops.</li> <li>• May need to review speed limit if pedestrians are crossing SH 3.</li> <li>• Confirm what public transport infrastructure will be provided within the internal road network to encourage mode shift in the short term.</li> <li>• Make provision for a primary PT node within the Hub and ensure planning provision</li> </ul> <p><b>Clarify proposed medium term public transport facilities as described:</b></p> <ul style="list-style-type: none"> <li>• Consider alternative routes if Faiping Road cannot be used.</li> <li>• Provisions table or PDA needs to specify infrastructure required to facilitate the medium-term option</li> </ul>	<p>6. Section 3.2.3 of the JWS for Transport and Planning from 10 February records that the District Plan already provides some provision for public transport within the ABZ.</p>	
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	<p>23.4 Transport (Layout)</p>	<p>Support in part Concerns and comments are provided in regard to the PC's effects on the following locations</p> <ul style="list-style-type: none"> <li>• Ingram Road</li> <li>• Raynes Road</li> <li>• Proposed Northern Precinct/Raynes Road intersection</li> <li>• Future connection to Realigned Raynes Road/Narrows Road Intersection</li> <li>• Raynes Road/SH21 Intersection</li> <li>• SH3/ Northern Precinct Roundabout</li> <li>• Future Connection to Southern Links</li> <li>• Peacockes Road</li> <li>• SH 3/Raynes Road Roundabout</li> <li>• SH3/Normandy Avenue Intersection</li> <li>• SH3/Saxbys/Tomin Intersection</li> <li>• Ohaupo Road</li> <li>• Trip Generation Assessment</li> <li>• Internal road Layout</li> <li>• Spine (Primary) Road Cross Sections</li> <li>• Local (Secondary) Road Cross Sections</li> <li>• Internal Walking and Cycling Provisions</li> <li>• Staging</li> <li>• Narrows Bridge</li> <li>• Airport Road (SH21)</li> </ul> <p>Refer to Appendix 3.</p>	<p><b>Provide further information</b> in relation to the matters raised</p>	<p>7. The concepts for the intersections were explored within the Expert Conferencing for Transport &amp; Planning that was held over two days on 10 February and 15 February 2023.</p>	
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	23.5 Retail activities	<p><b>Support in part</b> The plan change area and wider Airport node is of significant strategic importance regionally. The composition of industrial activities must be complementary to the airside and aeronautical related activities</p>	<ul style="list-style-type: none"> <li>• <b>Develop Airport specific precinct plan approach</b> or other planning method to control activities to ensure only high value and high amenity industrial activities are enabled such as logistics, specialised manufacturing and airside related activities.</li> <li>• <b>Prevent “dirty industrial” activities from occurring.</b></li> <li>• Consider <b>provisions related to setbacks, building height, landscaping, hard-stand quantum’s and internal site layout</b> to ensure only high value industrial activities occur and visual amenity is enhanced</li> <li>• <b>Residential and accommodation related activities are ‘non-complying’.</b></li> <li>• <b>Ancillary retail activity limited to no more than 10% GFA</b></li> <li>• <b>Office activities are ‘non-complying’</b> and ancillary offices are capped and/or controlled.</li> <li>• The quantum of retail activities are capped to support only the day to day needs to the work force and visitors within the plan change area.</li> <li>• Limit maximum GFA in NP to a quantum which is commensurate with the local demand created by the day-to-day industrial activities as part of the PC20</li> <li>• To justify the GFA quantum, a centres assessment and demand analysis is undertaken based on the profile of industrial activities which are likely to locate in the Northern Precinct and likely number of employees</li> <li>• Update on how much retail GFA has been consented already out of the 5,300 in the Airport Business Zone</li> <li>• Stage to retail development to ensure it is appropriately sequenced with the stages of the industrial development so local services and amenity are available from an early stage</li> <li>• Ensure retail activities enabled are proportionate to the quantum of employment activities.</li> </ul>	<p>8. The ABZ enables a range of industrial activities to establish which PC20 proposes to carry over to the Northern Precinct.</p> <p>9. The submitter does not elaborate on what would be deemed to be high value or high amenity and I consider that this would be difficult and ineffective to define given the subjective nature of the terms ‘high value’ and ‘high amenity’.</p> <p>10. The JWS for Economics &amp; Retailing from 9 February 2023 identifies that the submitter needs to provide justification and an evidence base for limiting ancillary retail to 10% of the total GFA of the building. This is especially given that this would be substantially more restrictive than the current approach within the Hamilton City Plan, Waipa District Plan or in other precincts within the ABZ.</p> <p>11. The 5,000m<sup>2</sup> GFA of non-ancillary retail is required to meet the needs of the future workers, business and their customers / suppliers within the Northern Precinct.</p> <p>12. The evidence of Mr Colegrave demonstrates that the 5,000m<sup>2</sup> of non-ancillary retail GFA will not undermine the ‘vitality and viability of existing commercial centres’ as directed by the Waikato Regional Policy Statement.</p>	
	23.6 Airside activities	<p><b>Support in part</b> There are no provisions which safeguard airside activities along the edge of the plan change area bordering the runway. We understand WRAL intend to retain ownership as a mechanism to safeguard this land</p>	<p><b>Include an overlay</b> to control/safeguard land bordering the runway and the main spine road for airside activities.</p>	<p>13. The submitter will need to provide justification of why this is required when ownership is not a relevant RMA consideration and in circumstances where WRAL has not filed a submission seeking that outcome.</p>	
	23.7 Extent of Plan Change	<p><b>Support in part</b> Rezoning causes area to become land locked</p>	<p><b>Extend proposed plan change area</b> to include area indicated in Appendix 4</p>	<p>14. This has been deemed to be out of scope of PC20.</p>	

	23.8 Amenity	<b>Support in part</b> Need to achieve high-amenity to attract high-value businesses but not generate/induce out of centre demand.	<ul style="list-style-type: none"> <li>• <b>Generous setbacks</b> of built form from road corridors with generous landscaping treatment</li> <li>• <b>Limit vehicular access</b> from main spine roads</li> <li>• Introduce <b>precinct specific design controls</b> to direct landscaping, signage, internal site layout etc</li> <li>• Key gateways have land for signage and landscaping</li> <li>• <b>Masterplan</b> with design specific controls and principles, with associated assessment criteria for the retail area and the Hub. Ensure visual contrast between industrial built form and these two proposed retail centres.</li> </ul> <p>Undertake <b>more in-depth economic analysis</b> to determine the appropriate size of the retail centre and Hub (gross ha and GFA) – limit the total site area and GFA of both these areas accordingly in the plan provisions.</p>	15. This level of detail is better suited to a Design Guide that sits outside of the District Plan. 16. The Proposed Structure Plan is based on an integrated masterplanning process that occurred over 18 months.	
	23.9 Wastewater	<b>Support in part</b> The Northern Precinct must be serviced by a public wastewater solution	<b>Strengthen plan provisions requiring delivery of public wastewater infrastructure.</b>	17. PC20 is supported by an Infrastructure Assessment that outlines that wastewater (sewage) will connect to either Stage 1 of the future Metro Wastewater Treatment Plant (preferred) or be treated by a standalone wastewater treatment plant that would be constructed either within or near to the Northern Precinct.	
	23.11 Stormwater	<b>Support in part</b> Te Ture Whaimana is the primary direction setting document of the Waikato	<b>Include planning provisions which manage the effects of stormwater and wastewater</b> on the Waikato River and give effect to Te Ture Whaimana	18. PC20 is supported by an Infrastructure Assessment that has undertaken an assessment of the stormwater management approach needed to be adopted for the Northern Precinct. It is anticipated that appropriate water sensitive urban design principles will be incorporated at all scales (including onsite detention, and precinct wide measures such as swales and rain gardens in the road reserves) into any future development to avoid adverse stormwater quality effects on downstream properties or the Waikato River.	
#24 Salvador & Maryline Morales	24.1 Zone extent	<b>Support in part</b> Retention of residential life-style or farming land between proposed zone extension and Narrows road is non-sensical.	<b>Extent proposed zoning to include 114 Narrows Road.</b>	1. This is out of the scope of PC20	None
#26 Waikato Regional Economic Development Agency	26.1 Land supply	<b>Support</b> The proposal will expand an existing urbanised area and will enable agglomeration benefits to occur which arise by increasing economic activities to cluster together. This clustering of economic activity can help to reduce transport costs and lift the average productivity of firms (for example through sharing of labour, specialised assets, and ideas).	<b>Approve plan change</b>	1. No response needed as it supports PC20.	None