



BARDOWIE INVESTMENTS LIMITED

PROPOSED PLAN CHANGE 11

Bardowie Industrial Precinct

27 July 2018

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EXECUTIVE SUMMARY – THE BARDOWIE INDUSTRIAL PRECINCT

The purpose of Proposed Plan Change 11 is to re-zone 56.7 hectares of land at Hautapu to Industrial Zone (referred to as the “Bardowie Industrial Precinct”) shown in Figure 1 below (and a larger scale version of the same plan is presented in the Proposed Plan Change 11 document):

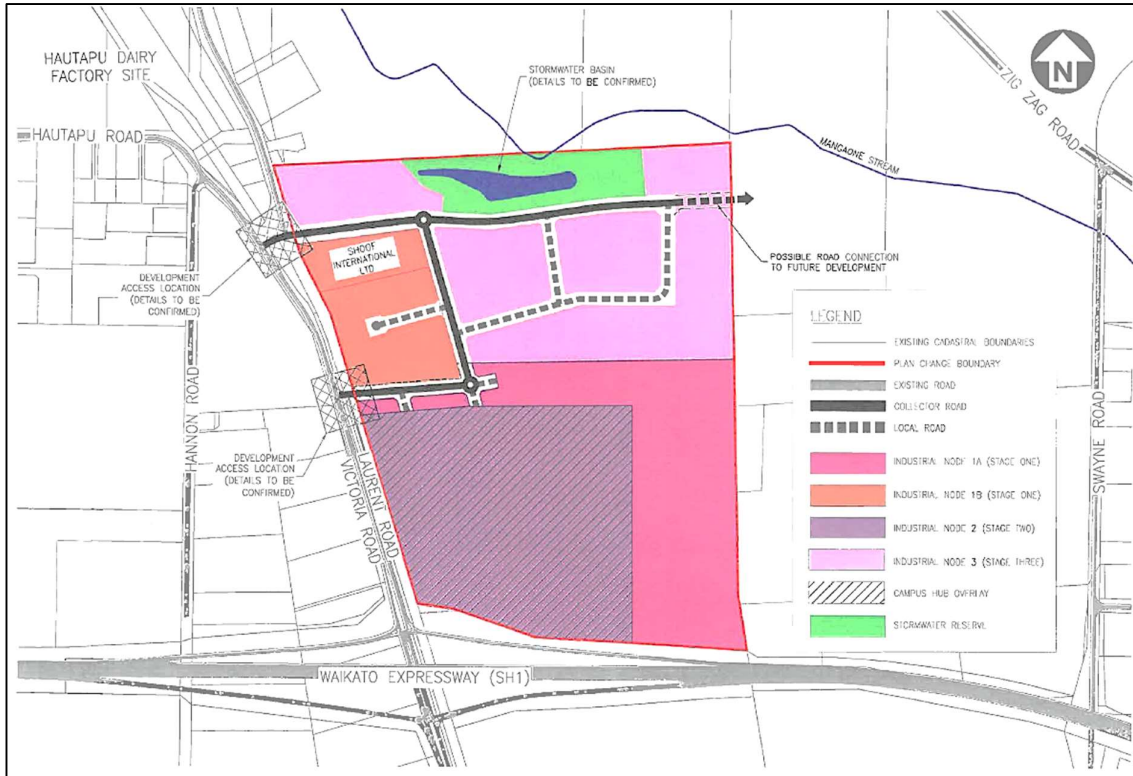


Figure 1: Bardowie Industrial Precinct

Thirty hectares of the land is currently zoned Deferred Industrial Zone, with the balance (26.7 hectares) currently being zoned Rural Zone in the Waipa District Plan. Apart from the land owned by Shoof Properties Limited (and partially occupied by Shoof International Limited), the site is predominately used by Fonterra Limited for spray irrigation of dairy factory wastewater generated from the nearby Hautapu Dairy Manufacturing Site (and associated rural activities).

The Waipa District Plan identifies the entire Bardowie Industrial Precinct (as well as land to the north and east) as being Growth Cell “C8”, earmarking it for future industrial development, as shown in Figure 2 below.





Figure 2: Cambridge Growth Cells in the Operative Waipa District Plan (Appendix S1). The area that Plan Change 11 is seeking to rezone forms part of Growth Cell C8.

Proposed Plan Change 11 and the associated Bardowie Industrial Precinct Structure Plan is intended to enable a light to medium industrial precinct to develop in an area identified in the Waikato Regional Policy Statement as a Strategic Industrial Node. The Bardowie Industrial Precinct will be a contemporary industrial development, designed to be an industrial “campus”. It is intended that the precinct be a modern, fully self-serviced campus, that will include cafe, child care facilities a wellness centre, visitor accommodation and conference facilities providing Cambridge with a new employment hub.

Proposed Plan Change 11 is being driven for the need to consolidate the plants and offices of Architectural Profiles Ltd (“APL”), which are currently located across a number of different sites in Hamilton. APL will operate across 28.8 hectares of the Bardowie Industrial Precinct, with the balance eventually becoming available for other industries to establish (subject to adherence to urban design guidelines). A new industrial location has been sought by APL due to the challenges associated with securing suitable land in Cambridge zoned Industrial Zone that is large enough to consolidate its regionally significant operations.

APL, a privately-owned company established in 1971, is New Zealand’s leading window systems supplier. APL designs and tests its proprietary systems and also has an on-site aluminium extrusion plant, surface finishing plants (anodising and for powder coating), a manufacturing facility and a distribution fleet to service its network of over 70 manufacturers nationwide.



The wider Hautapu location is identified as a Strategic Industrial Node in the Waikato Regional Policy Statement. To fulfil this role, the Waipa District Plan is required to make provision to ensure that 50 hectares of land can be developed up to 2041 and a further 46 hectares up to 2061 (the amount of land required is currently being reviewed by Future Proof). This is to ensure that land is available for employment growth which at least matches the increased labour force growth anticipated by projected population increases. The selection of the area as a Strategic Industrial Node recognises the locational advantages of the Hautapu area relative to projected growth areas and the relationship to key transportation infrastructure. Currently, with the majority of the undeveloped land supply being held in single ownership, there has been very little development within the major land blocks comprising the Hautapu Strategic Industrial Node. Proposed Plan Change 11 seeks to overcome this situation, opening up alternative land to enable industrial development in line with the outcomes sought in the Waikato Regional Policy Statement.

More recently, the National Policy Statement on Urban Development Capacity (NPSUDC) has introduced additional requirements on District Councils to ensure that, in respect of business land, District Plans make provision for appropriate and available land over the short, medium and long term. Discussions with the Waipa District Council have indicated that initial modelling has been undertaken to support the implementation of the NPSUDC. The initial results show that there is a shortfall of business land for the medium term that will need to be met. Proposed Plan Change 11 assists the Waipa District Council in meeting the requirements of the NPSUDC in respect of the provision of land for industrial purposes.

A Structure Plan for the Bardowie Industrial Precinct is proposed to support the rezoning to ensure that the development occurs in a coordinated and planned manner. The Bardowie Industrial Precinct Structure Plan provides information for developers to ensure their development meets infrastructure requirements in a coordinated and sustainable manner to avoid complications in the future, and to enable development to be managed in an integrated approach to achieve the best outcome for developers, Council and communities.

In formulating the Bardowie Industrial Precinct Structure Plan, specific studies for geotechnical, archaeology, stormwater, water and wastewater, and transportation have been undertaken. The Bardowie Industrial Precinct Structure Plan has been developed in a manner that ensures there is a degree of consistency with the Hautapu Industrial Structure Plan given the proximity of the two areas, however any industries that wish to develop within the Bardowie Industrial Precinct will have to adhere to more stringent design guidelines to achieve the contemporary vision for the Precinct.

Development in the Bardowie Industrial Precinct has been divided into defined 'Nodes' that are available for development in three stages. In order to develop a site within the Bardowie Industrial Precinct, a development proposal will need to demonstrate compliance with the Waipa District Plan, including in respect of infrastructure provision. The Structure Plan design guidelines provide for a contemporary industrial development and ensure that the intended high quality urban design outcomes are achieved, while being a functional industrial area.





**PART A – PROPOSED PLAN
CHANGE 11**

1. PROPOSED PLAN CHANGE 11

1.1 INTRODUCTION

The purpose of Proposed Plan Change 11 is to enable the re-zoning of land zoned Deferred Industrial Zone and Rural Zone at Hautapu to Industrial Zone (the “**Bardowie Industrial Precinct**”).

Proposed Plan Change 11 makes changes to the following sections of the Waipa District Plan:

- Section 7 – Industrial Zone
- Section 14 – Deferred Zone
- Section 15 – Infrastructure, Hazards, Development and Subdivision
- Section 20 – Health and General Amenity
- Section 21 – Assessment Criteria and Information Requirements
- Appendix S1 – Growth Cells, Staging, Preconditions for Release and Infrastructure Requirements
- New Appendix S19 – Bardowie Industrial Precinct Structure Plan
- Planning Maps

These changes are summarised as follows and set out in full in Section 2 of this report.

1.2 SECTION 7 – INDUSTRIAL ZONE

A number of changes to existing, and the insertion of new provisions are proposed within Section 7 Industrial Zone to provide for the Bardowie Industrial Precinct, as summarised below:

Issues

- Issue 7.2.11 and 7.2.12 - to reference the Bardowie Industrial Precinct Structure Plan area alongside the Hautapu Industrial Structure Plan area.

Objectives

- Objective 7.3.4 - to refer to the Bardowie Industrial Structure Plan area alongside the Hautapu Industrial Structure Plan area and some associated amendments.

Policies

- Insert Policy 7.3.4.1A - to ensure that buildings within the Bardowie Industrial Precinct Structure Plan area are designed in accordance with the urban design and landscape guidelines.
- Insert Policy 7.3.4.2A – to provide for the Bardowie Industrial Precinct Campus Hub.
- Amend Policies 7.3.4.3 and 7.3.4.4 - to refer to the Bardowie Industrial Precinct Structure Plan Area.



- Insert Policy 7.3.4.5A – to ensure landscaping in the Bardowie Industrial Precinct is undertaken in accordance with the proposed Structure Plan.
- Delete Policy 7.3.4.6 - in relation to the Hautapu Industrial Area to the east of Victoria Road as this area is to be incorporated into the Bardowie Industrial Precinct Structure Plan area.
- Delete Policies 7.3.4.7 and 7.3.4.8 - in relation to the Hautapu Motorway Service Centre as the service station has been developed in a location that is different to that depicted on the planning maps. No service station of this nature is being proposed as part of the Bardowie Industrial Precinct.

Rules

- Amend Rule 7.4.1.1 (f) – to remove reference to Rule 7.4.1.1 (u) (activities in the Motorway Service Area) as Rule 7.4.1.1 (u) is proposed to be amended as part of Proposed Plan Change 11.
- Amend Rule 7.4.1.1 (m) – so that relocated buildings are not permitted activities within the Bardowie Industrial Precinct.
- Replace Rule 7.4.1.1 (u) – amend to remove reference to the ‘Indicative Motorway Service Area’ and replace with a specific permitted activity rule for the Bardowie Industrial Precinct to encompass activities not expressly provided for in 7.4.1.1 (a) to 7.4.1.1 (t).
- Insert Rule 7.4.1.1 (v) – incorporate a specific permitted activity rule for activities within the Bardowie Industrial Precinct Campus Hub.
- Amend Rule 7.4.1.2 (a) – to reference the Bardowie Industrial Precinct Structure Plan alongside the Hautapu Industrial Structure Plan Area.
- Delete Rule 7.4.1.2 (c) – to delete the rule in relation to the ‘Indicative Motorway Service Area’.
- New Rule 7.4.1.2 (c) – to provide for visitor accommodation and a conference facility within the Campus Hub of the Bardowie Industrial Precinct as a controlled activity.
- Replace Rule 7.4.1.3 (f) – amend the rule to remove reference to the ‘Indicative Motorway Service Area’ and replace with a specific restricted discretionary activity rule for activities within the Bardowie Industrial Precinct Structure Plan area requiring an air discharge permit.
- Amend Rule 7.4.1.4 (a) – amend to encompass specific Bardowie Industrial Precinct Structure Plan rules.
- Amend Rule 7.4.1.5 – amend (b) – educational facilities, (c) – medical centres, (e) – visitor accommodation, (g) – offices as these activities are being provided for within the Bardowie Industrial Precinct by way of permitted activity or controlled activity rules within the Campus Hub.
- Amend Rule 7.4.1.5 – amend (h), (j) and (l) to reference the Bardowie Industrial Precinct Structure Plan Area.



- New Rule 7.4.1.5 (p) – insert a new non-complying activity rule for specific activities within the Bardowie Industrial Precinct Structure Plan area.

Performance Standards

- Amend Rule 7.4.2.1 – insert new (d) to require a specific building setback from State Highway 1 for buildings within the Bardowie Industrial Precinct.
- Insert Rule 7.4.2.4A - insert a new rule specifically for building setbacks from the Mangaone Stream.
- Amend Rule 7.4.2.5 - insert a new sub-rule specifically for building heights within the Bardowie Industrial Precinct Structure Plan Area.
- Insert Rule 7.4.2.8A – insert a new rule for the Bardowie Industrial Precinct to ensure that parking and loading areas for Node 1A and Node 2 are located in accordance with the Bardowie Industrial Precinct Structure Plan.
- Amend Rules 7.4.2.10 – 7.4.2.13 – amend rules in relation to landscaping and screening to reference the Bardowie Industrial Structure Plan Area.
- Insert Rule 7.4.2.14A – insert a new rule for building colour requirements within the Bardowie Industrial Structure Plan area.
- Insert Rule 7.4.2.16A – insert a specific rule for noise for activities within the Bardowie Industrial Precinct (Node 1A and Node 2).
- Insert Rule 7.4.2.16B – insert a new rule for internal acoustic noise standards for sensitive activities within the Bardowie Industrial Precinct Campus Hub.
- Insert Rule 7.4.2.25A – insert specific signage rules for the Bardowie Industrial Precinct Structure Plan area.
- Insert Rule 7.4.2.31A – insert a new rule specifically for development agreements in relation to the Bardowie Industrial Precinct Structure Plan area.
- Insert Rule 7.4.2.33 – insert a new rule specifically for parking within Node 1A and Node 3 the Bardowie Industrial Structure Plan area.
- Insert Rule 7.4.2.34 – insert a new rule specifically for stormwater management within the Bardowie Industrial Precinct.

1.3 SECTION 14 – DEFERRED ZONE

One change within Section 14 Deferred Zone is proposed as summarised below:

- Policy – Hautapu Industrial: East of Victoria Road (14.3.1.8): Delete Policy

1.4 SECTION 15 – INFRASTRUCTURE, HAZARDS, DEVELOPMENT AND SUBDIVISION

One change is proposed within Section 15 Infrastructure, Hazards, Development and Subdivision, as summarised below.



- Rule 15.4.2.65 - All development and subdivision in areas subject to a Structure Plan, Development Plan or Concept Plan – Amend to include Bardowie Industrial Precinct Structure Plan (Appendix S19).

1.5 SECTION 20 – HEALTH AND GENERAL AMENITY

One change is proposed within Section 15 Health and General Amenity, as summarised below:

- Amend Rule 20.4.2.8 –in relation to stormwater management.

1.6 SECTION 21 – ASSESSMENT CRITERIA AND INFORMATION REQUIREMENTS

A number of minor changes are proposed within Section 21 to reflect the proposed changes made to Section 7 Industrial Zone as a result of Proposed Plan Change 11.

1.7 APPENDIX S1 – GROWTH CELLS, STAGING, PRECONDITONS FOR RELEASE AND INFRASTRUCTURE REQUIREMENTS

Proposed Plan Change 11 is seeking the retention of the extent of the C8 industrial Growth Cell as currently provided for in Appendix S1. If, and to the extent that Plan Change 5 changes the area in that industrial growth cell, Proposed Plan Change 11 seeks to reinstate the entire extent of Growth Cell C8 as currently shown in Appendix S1 of the Waipa District Plan.

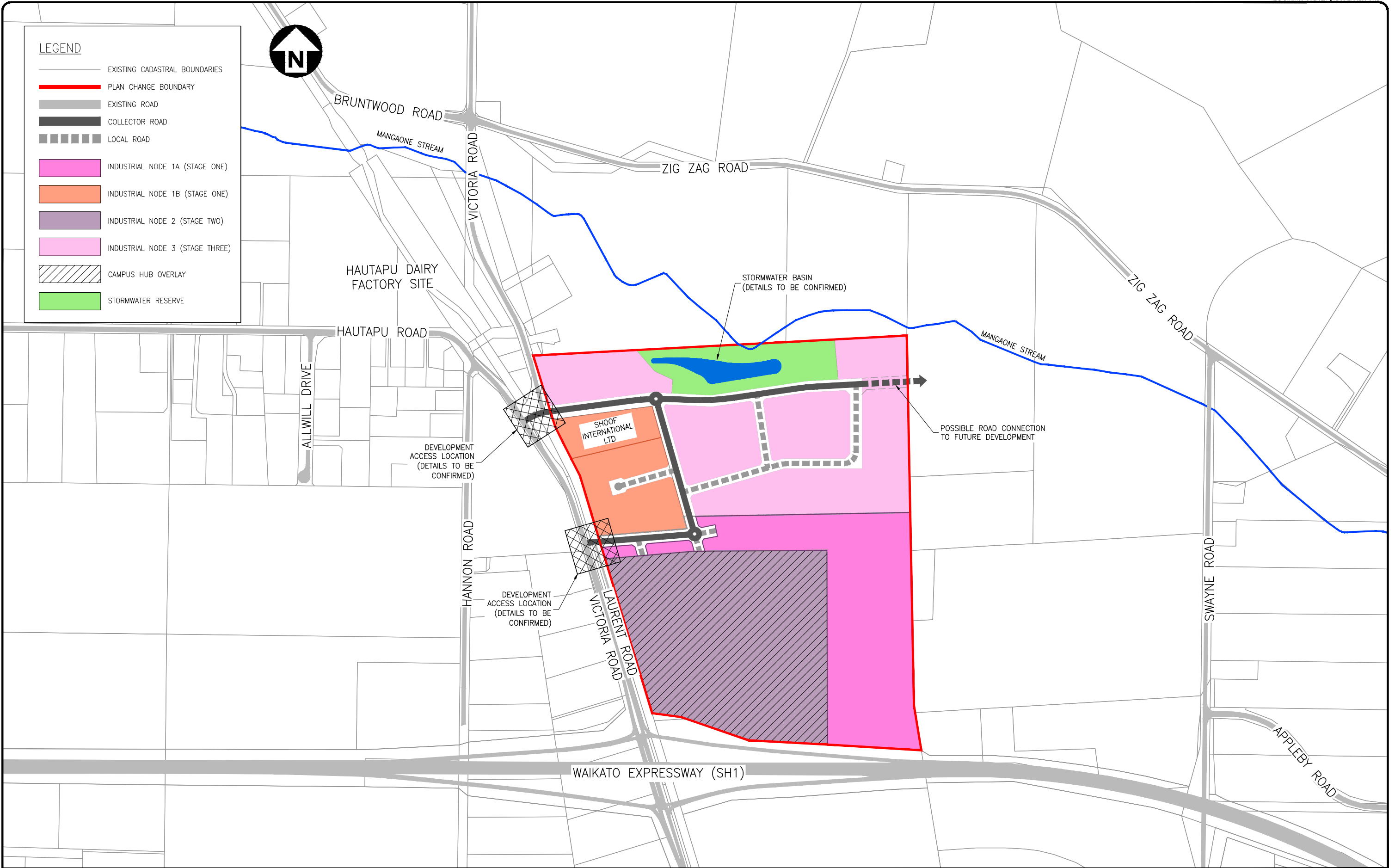
1.8 NEW APPENDIX S19 – BARDOWIE INDUSTRIAL PRECINCT STRUCTURE PLAN

It is proposed that a new Appendix be inserted into the Waipa District Plan. The Bardowie Industrial Precinct Structure Plan (new Appendix S19) is detailed in full below in Section 2 of this report. The Structure Plan is shown below:



LEGEND

- EXISTING CADASTRAL BOUNDARIES
- PLAN CHANGE BOUNDARY
- EXISTING ROAD
- COLLECTOR ROAD
- LOCAL ROAD
- INDUSTRIAL NODE 1A (STAGE ONE)
- INDUSTRIAL NODE 1B (STAGE ONE)
- INDUSTRIAL NODE 2 (STAGE TWO)
- INDUSTRIAL NODE 3 (STAGE THREE)
- CAMPUS HUB OVERLAY
- STORMWATER RESERVE



PROPOSED PLAN CHANGE 11 TO THE WAIPA DISTRICT PLAN
BARDOWIE INDUSTRIAL PRECINCT

STRUCTURE PLAN
GENERAL ARRANGEMENT

1.9 PLANNING MAPS

The following zoning changes to the Planning Maps (both Zone and Policy Maps) within Volume 3 of the Waipa District Plan are proposed:

- Planning Maps 4, 22, 23 and 24 – Rezoning from Deferred Industrial Zone to Industrial Zone;
- Planning Maps 4, 22, 23 and 24 – Rezoning from Rural Zone to Industrial Zone;
- All relevant planning maps to extend the Cambridge Urban Limits Boundary to encompass the Bardowie Industrial Precinct Structure Plan area;
- Planning Maps 4, 22, 23 and 24 - delete the “Indicative Motorway Service Centre Area” overlay; and
- Planning Maps 4, 22, 23 and 24 to remove the “Specialised Dairy Industrial Area” overlay from the Bardowie Industrial Precinct Structure Plan Area.

Shown below is a new map showing the Bardowie Industrial Precinct (Figure A1.2).



Figure A1.2: Planning map of the Bardowie Industrial Precinct as a result of Proposed Plan Change 11.

Section 2.8 provides a set of replacement maps showing the above proposed map changes. The existing zoning maps are also presented for comparison purposes.



2. PLAN CHANGE

Outlined below in red underline and ~~strikethrough~~ text are the proposed additions and deletions comprising Proposed Plan Change 11.

2.1 SECTION 7 - INDUSTRIAL ZONE

7.1 Introduction

7.1.1 The Industrial Zone is mainly located within the two towns of Te Awamutu and Cambridge. In Cambridge it is located at Hautapu, Carters Flat and Matos Segedin Drive. In Te Awamutu it is located at Paterangi Road and off Bond Road. These areas have developed over time with a range of manufacturing and process industries. While most industries within these areas serve local needs there are also other industries that serve wider needs.

7.1.2 In addition to these existing zones, further land has been identified for industrial development at Hautapu (maximum 96ha gross) and Bond Road Te Awamutu (maximum 21ha gross). These areas are zoned, but are not serviced. Development within these zones is a non-complying activity until either the area is serviced, or a development agreement is signed and in place. Land has also been identified at Raynes Road (19.5ha) where it will complement the growth of businesses located within the Airport Business Zone. A comprehensive development plan is required before this area can be developed.

7.1.3 A significant proportion of the workforce in the District travel into Hamilton to work. This trend is not sustainable in the long term. The proximity of the Hautapu and Raynes Road areas to the Waikato Expressway, Southern Links project, Airport, Hamilton, and Tauranga, means that they are likely to be attractive locations for industry. The Hautapu and Raynes Road areas, along with the opportunities being provided within Te Awamutu, mean that sufficient industrial land will be provided during the lifetime of this document. Providing for industrial land that is co-ordinated with infrastructure provision and supports the roading hierarchy will be key to increasing the numbers of people who both live and work in the District.

7.1.4 Industries and industrial areas have by their nature, a different level of effect than other zones. Industrial areas generally have higher levels of noise, site coverage, and a reduced amount of on-site amenity. While it is important to not unduly restrict how industries develop their sites, a balance is required where industries adjoin strategic roads and other zones; therefore in these locations, a higher level of amenity is anticipated.

7.1.5 It is critically important that Industrial Zoned land is retained for industrial activities. In this Plan, most retail and commercial service activities are anticipated to occur within the



Commercial Zone of the District; in order to support existing businesses, and the continued vibrancy of the existing commercial centres. However, it is anticipated that some retail activities, such as yard based suppliers, could locate within the Industrial Zone, as it is not practical, nor an efficient use of land for such industries to locate within the Commercial Zone.

7.1.6 The existing dairy manufacturing sites at Te Awamutu and Hautapu are significant industries that are important to the local and regional economy. The food producing activities that are carried out on these sites are sensitive to other industrial activities. This Plan recognises the sensitive nature of these sites by incorporating specific provisions in the 'Specialised Dairy Industrial Area'. This Plan also recognises that the Te Awamutu and Hautapu Dairy Manufacturing sites were developed a long time ago and the activities undertaken at those sites are often authorised by existing use rights rather than the current District Plan rules.

7.1.7 Most of the Industrial Zoned land in Te Awamutu is located within an identified floodplain. The effects associated with development in this area are managed in Section 15 - Infrastructure, Hazards, Development and Subdivision. In respect of the Bond Road North Industrial Structure Plan Area, options for managing stormwater were modelled as part of the technical investigations undertaken for the structure plan and were updated following the notification of the Proposed Waikato Regional Policy Statement. However, this work has not been undertaken on the eastern side of Bond Road, and needs to occur prior to any land use or subdivision consent being submitted to Council.

7.2 Resource Management Issues

Function of Industrial Zone

7.2.1 Maintaining industrial land for industrial activities is a key issue. The establishment of non industrial activities within the Industrial Zone can compromise the ability to meet future industrial demand.

7.2.2 Industrial activities can have high levels of effects, such as noise, that are incompatible with other activities, such as residential activities.

7.2.3 The milk processing activities undertaken within the Hautapu and Te Awamutu Dairy Manufacturing sites are of regional significance and can be affected by the nature of other developments, due to the sensitive nature of food production.



Amenity values within the zone

7.2.4 The Industrial Zones have limited landscaping which does not contribute to the overall amenity of the towns or villages they are located within.

7.2.5 Within industrial areas, noise levels can affect the overall amenity values of the area.

Amenity values effects on adjoining areas

7.2.6 The character of industrial areas can conflict with the need to maintain the amenity of surrounding areas.

7.2.7 The location of industrial activities at the entrances to our urban environments can have adverse visual effects.

7.2.8 Intrusive noise from activities within an Industrial Zone can have adverse effects beyond zone boundaries, particularly on adjoining Residential Zoned properties.

7.2.9 Dairy manufacturing activities in the District have been operating for a long time and existing use rights, rather than current District Plan rules, may authorise those activities and any associated adverse effects on the environment.

Industrial Zone: Raynes Road

7.2.10 This site is in a prominent location, integral to infrastructure being provided to the Airport and is partially developed. There is a risk that ad-hoc development could compromise the potential for the Hamilton Airport Strategic Node to be effectively serviced and efficiently developed.

Hautapu Industrial Structure Plan and Bardowie Industrial Precinct Structure Plan Areas

7.2.11 The Hautapu Industrial Structure Plan and Bardowie Industrial Precinct Structure Plan Areas is located in a prominent position adjacent to the Cambridge Bypass section of the Waikato Expressway. Developments within this site require a high standard of amenity reflecting the prominence of the area.

7.2.12 A signed development agreement is required before development can proceed in this-these locations. Ad-hoc development could compromise the potential for the entire area to be effectively serviced.



Bond Road North Industrial

- 7.2.13 The Bond Road North Industrial area is well sited in respect of the road network, but there are on-site issues such as setbacks from residential areas and effects on the flood plain that require careful management.
- 7.2.14 A signed development agreement is required before development can proceed in this location. Ad-hoc development could compromise the potential for the entire area to be effectively serviced.

Signs

- 7.2.15 Signs positioned on or visible from roads can compete with traffic control and directional signs and create pedestrian and traffic hazards.
- 7.2.16 The size, number, location and content of signs can have adverse effects particularly where it results in visual clutter, and where a site adjoins another zone.
- 7.2.17 While there may be demand for signs that do not relate to the services and products on a site, such as billboards; signs of this nature add to visual clutter, significantly reduce amenity, and have the potential to distract drivers. A balance is required for temporary signs which inform people of upcoming events.

Earthworks

- 7.2.18 The nature, location and scale of earthworks can have significant adverse visual effects and adversely effect adjoining properties by affecting stormwater overland flow paths and potentially causing flooding.

Temporary construction buildings

- 7.2.19 Temporary construction buildings are a necessary part of the construction process. Adverse effects can be created if temporary construction buildings are not removed when construction is completed.

Health and well-being of the Waikato and Waipā Rivers

- 7.2.20 Development within the Industrial Zone has the potential to adversely affect the health and well-being of the Waikato and Waipā Rivers. Careful consideration should be given to the following; (but not limited to) potential impacts of increased earthworks, impervious services, the provision of infrastructure, and the storage of hazardous substances within river catchments.



7.3 Objectives and Policies

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

Objective - Function of the Industrial Zone

7.3.1 The Industrial Zone is developed in a manner that:

- (a) Avoids a reduction in industrial land supply by the establishment of non-industrial activities; and
- (b) Protects industrial activities from incompatible land uses that could result in reverse sensitivity effects; and
- (c) Protects the ability for the Hautapu and Te Awamutu Dairy Manufacturing Sites to continue to operate and expand within their respective sites.

Policy - Protection of industrial land and industrial development

7.3.1.1 To protect industrial land supply by restricting the types of activities that can locate within the Industrial Zone, and industrial developments from reverse sensitivity effects, by ensuring that commercial activities occur predominantly within the Commercial Zone of the District and by avoiding noise sensitive activities such as residential activities.

Policy - Dairy manufacturing sites

7.3.1.2 To protect the ability of the Te Awamutu and Hautapu Dairy Manufacturing Sites to continue to operate and develop by:

- (a) Providing for tall buildings within identified areas, and use and storage of hazardous substances where located over 40m from the zone boundary; and
- (b) Managing activities on surrounding sites within the specialised dairy industrial area, where they could adversely affect the operation of the Dairy Manufacturing Sites.

Objective - Amenity value within the zone

7.3.2 To maintain a level of amenity along road boundaries within the Industrial Zone.

Policy - Road boundary: building setback and landscaping

7.3.2.1 To provide a degree of amenity for the zone as a whole by ensuring that road boundaries are landscaped.

Policy - Security fencing

7.3.2.2 To provide for security fencing in a manner that does not adversely affect the anticipated level of amenity as viewed from roads.



Policy - Design and layout of buildings

7.3.2.3 Buildings on front and corner sites shall provide an active street frontage.

Policy - Relocated buildings

7.3.2.4 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 - Amenity values: effects on adjoining sites and areas

7.3.3 To manage actual or potential adverse effects on people, buildings, and activities beyond the Industrial Zone.

Policy - Visual effect from entrance roads

7.3.3.1 To ensure buildings and activities contribute to the gateways of Cambridge and Te Awamutu, by requiring landscaping, and screening particularly along the following entrance roads:

- (a) Te Awamutu - State Highway 3, Pirongia Road – Alexandra Street and Cambridge Road
- (b) Cambridge - Cambridge Road, State Highway 1 and Victoria Road

Policy - Protect amenity of surrounding areas

7.3.3.2 To protect the amenity of surrounding areas by:

- (a) Maintaining the road boundary setback for buildings; and
- (b) Ensuring that sites are sufficiently landscaped and screened so that an appropriate buffer is provided to adjoining zones; and
- (c) Ensuring that noise and vibration effects do not exceed background or ambient levels of the surrounding area; and
- (d) Ensuring that effects associated with glare, odour and particulates are appropriately mitigated; and
- (e) Ensuring that industrial buildings do not overshadow or are not overly dominant to buildings and/or activities in the Residential Zone, Large Lot Residential Zone or Reserve Zone.

Policy - Noise improvement at dairy manufacturing sites

7.3.3.3 At the time of upgrading plant, machinery or buildings, promote all practical means to progressively reduce noise emissions at the Te Awamutu and Hautapu Dairy Manufacturing Sites, where it is reasonably practicable as part of that upgrade to address noise issues.



Objective - Hautapu Industrial Structure Plan Area and the Bardowie Industrial Precinct Structure Plan Area ~~Industrial Area east of Victoria Road~~

7.3.4 Development of the Hautapu Industrial Structure Plan Area and the Bardowie Industrial Precinct Structure Plan Area ~~Industrial Area east of Victoria Road~~ occurs in a manner that:

- (a) Is visually attractive and has landscaping ~~a visual character~~ that reflects Cambridge's character; and
- (b) Enables within the Hautapu Industrial Structure Plan Area the development of a central focal area and a Campus Hub within the Bardowie Industrial Precinct Structure Plan Area with a reserve and retail activities and commercial services that principally meet the needs of workers; and
- (c) Avoids or mitigates any actual or potential adverse effects on surrounding rural properties and public spaces, including the Hautapu Cemetery; and
- (d) Is co-ordinated with infrastructure provision; and
- (e) Contributes to the development of a 'gateway' to Cambridge; and
- (f) Is ~~staged to~~ aligned with the land allocation table for industrial land within Hautapu and/or the criteria for alternative land release both as outlined within the Regional Policy Statement.

~~Refer also to Policy 14.3.1.8 Hautapu Industrial – East of Victoria Road.~~

Policy - Building design

7.3.4.1 Buildings within the Hautapu Industrial Structure Plan Area are designed in a manner that is consistent with the Urban Design and Landscape Guidelines for the Hautapu Industrial Structure Plan Area.

7.3.4.1A Buildings within the Bardowie Industrial Precinct Structure Plan Area are designed in a manner that achieves overall consistency with the Urban Design and Landscape Guidelines for the Bardowie Industrial Precinct Structure Plan Area.

Policy - Central focal area

7.3.4.2 To enable a central focal area that consists of a reserve, surrounded by retail activities and commercial services such as cafes and lunch bars, that serve the needs of industrial workers within the Hautapu Industrial Structure Plan Area.

Policy – Bardowie Industrial Precinct Campus Hub

7.3.4.2A To enable the development of a Campus Hub within the Bardowie Industrial Precinct that consists of activities such as retail activities and commercial services such as cafes and lunch bars, visitor accommodation and a conference centre, child care facilities and a wellness



centre (as described in the Bardowie Industrial Precinct Structure Plan) to service employees and the business needs of the Bardowie Industrial Precinct.

Policy - Buffer areas

- 7.3.4.3 To ensure protection of surrounding rural areas, by requiring buffer areas on perimeter sites in the Hautapu Industrial Structure Plan Area and the Bardowie Industrial Precinct Structure Plan Area, particularly along Victoria Road (SH1B) and the Cambridge Bypass (Waikato Expressway).

Policy - Infrastructure

- 7.3.4.4 To avoid compromising the ability of the area as a whole to be effectively serviced and to manage the planned provision of public infrastructure by requiring a development agreement to be in place prior to any development occurring within the Hautapu Industrial Structure Plan Area and the Bardowie Industrial Precinct Structure Plan Area.

Policy - Landscaping

- 7.3.4.5 To ensure that landscaping and fencing is provided on perimeter sites identified in the Hautapu Structure Plan Area in accordance with the design characteristics and planting requirements specified in the Urban Design and Landscape Guidelines for the Hautapu Industrial Structure Plan.

7.3.4.5A To ensure that landscaping and fencing within the Bardowie Industrial Precinct Structure Plan Area is undertaken in overall accordance with the design characteristics and planting requirements specified in the Urban Design and Landscape Guidelines for the Bardowie Industrial Precinct Structure Plan.

~~Policy – Hautapu Industrial east of Victoria Road~~

- ~~7.3.4.6 To ensure that the industrial development east of Victoria Road occurs in a manner that is in general accordance with an approved structure plan including any associated design guidelines.~~

~~Policies – Hautapu Motorway Service Centre~~

- ~~7.3.4.7 To enable the development and operation of a motorway service centre on land identified at Hautapu on the Planning Maps as an ‘Indicative Motorway Service Centre Area’ where a development plan is in place.~~



~~7.3.4.8 To enable activities which support the needs of the travelling public such as service stations and takeaway food outlets, including drive through services, on the proviso that effects on the retail hierarchy are avoided.~~

Objective - Bond Road North Industrial Structure Plan Area

7.3.5 Development of the Bond Road North Industrial Structure Plan Area occurs in a manner that:

- (a) Avoids or mitigates any actual or potential adverse effects on surrounding residential properties and public spaces; and
- (b) Is co-ordinated with infrastructure provision; and
- (c) Does not increase the flood hazard associated with the Mangapiko Stream.

Policy - Infrastructure

7.3.5.1 Avoid compromising the ability of the area as a whole to be effectively serviced and to manage the planned provision of public infrastructure by requiring a development agreement to be in place prior to any development occurring within the Bond Road North Industrial Structure Plan Area.

Policy - Amenity

7.3.5.2 To ensure protection of sites within the Residential Zone in the vicinity of Bond Road, by requiring increased building setbacks and reduced building heights; as well as imposing greater noise restrictions on activities within the Bond Road North Industrial Structure Plan Area.

Policy - Avoiding development in areas of high risk flooding

7.3.5.3 To avoid development in those parts of the Bond Road North Industrial Structure Plan Area that are located within a High Risk Flood Zone.

Policy - Managing flood risk

7.3.5.4 To ensure that development and subdivision in areas inside and adjoining any Flood Hazard Area is designed to incorporate flood mitigation measures so that buildings can withstand a 1per cent AEP (100 year flood level), and that the flood hazard in adjoining areas is not exacerbated.

Objective - Industrial Zone: Raynes Road

7.3.6 To achieve the integrated development of the Industrial Zone (Raynes Road) as part of the Hamilton Airport Strategic Node. Policy - Development of Industrial Zone: Raynes Road



7.3.6.1 To ensure that development of the Industrial Zone (Raynes Road) occurs in a manner consistent with an approved comprehensive development plan.

Advice Note: Refer to Section 15, Part E – Comprehensive development plan areas.

Policy - Development plan

7.3.6.2 To ensure that a comprehensive plan for the zone is developed that addresses the following matters:

- (a) Traffic effects and connectivity including the provision of road connections to the Mystery Creek Events Zone, State Highway 21 and the Airport Business Zone, including timing and provision; and
- (b) How infrastructure for the area is to be provided and funded; and
- (c) The visual and landscape treatment of the site, having regard to the potential effects of buildings, signs and activities on the surrounding environment, particularly in relation to views from surrounding roads; and
- (d) The location, scale and nature of any earthworks, excavations, spoil or vegetation removal; and
- (e) How the activities on the site will complement those provided, or intended to be provided, within adjoining zones.

Objective - Signs

7.3.7 To enable signs which relate to the activities carried out on the site and which do not create adverse effects through either location or design.

Policy - Site related signs

7.3.7.1 To enable the establishment of signs where the signs are directly associated with the activity carried out on the site.

Policy - Temporary signs

7.3.7.2 To minimise adverse effects on local amenity values by restricting the duration that temporary signs can be placed on a site.

Policy - Size and number of signs

7.3.7.3 To ensure that signs do not create or contribute to visual clutter on buildings or sites.



Policy - Avoid adverse effects from signs

- 7.3.7.4 To avoid the establishment of signs that are illuminated, moving, flashing, or which are likely to create a visual hazard or interfere with the safe and efficient use of roads, railways, airports, and pedestrian ways.

Objective - Earthworks

- 7.3.8 To ensure that earthworks are carried out in a manner that avoids adverse effects between properties and on water bodies.

Policy - Avoid adverse effects

- 7.3.8.1 To ensure that when earthworks are carried out there are no adverse effects on adjoining buildings and properties and water bodies, including from dust and stormwater run off.

Advice Notes:

1. Refer to Section 19 – Hazardous Substances and Contaminated Land, when sites are known to be contaminated or potentially contaminated.
2. Refer also to the provisions of the Waikato Regional Plan.

7.4 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 Wide Natural and Cultural Heritage of the Plan.*

Development within a structure plan area identified on Planning Maps is required to be in general accordance with an approved structure plan. Refer to Rule 15.4.2.65 Infrastructure, Hazards, Development and Subdivision.

Advice Notes:

1. Works in close proximity to any electricity line can be dangerous. Compliance with the New Zealand Electrical Code of Practice for Electrical Safe Distances 34:2001 is mandatory for all buildings, earthworks and mobile plant within close proximity to all electric lines. Compliance with the Plan does not ensure compliance with the Code.
2. Vegetation to be planted within or near electric lines should be selected and/or managed to ensure that it will not result in that vegetation breaching the electricity (hazards from trees) regulations 2003. To discuss works, including tree planting, near any electrical line, contact the line operator.

7.4.1 Activity Status Tables

7.4.1.1 Permitted activities The following activities shall comply with the performance standards of this zone	
(a)	Industrial activities.
(b)	Warehousing, lock-up storage units and storage yards except for those listed in Rule 7.4.1.4(c).
(c)	Trade suppliers, yard-based suppliers and contractor's yards.
(d)	Service stations.
(e)	Ancillary retail no greater than 60m ² .
(f)	Cafés and takeaway food outlets with no drive through facilities, except for those listed in Rules 7.4.1.1(u) and 7.4.1.2(a).
(g)	Emergency services facilities.
(h)	Laboratories, research establishments.
(i)	Vet Clinics.
(j)	Boarding of animals.
(k)	Accessory buildings (not for habitation).
(l)	Ancillary activities, including offices, associated with any permitted activity.
(m)	Relocated buildings, except for those listed in Appendix N1 <u>and except within the Bardowie Industrial Precinct Structure Plan Area.</u>
(n)	Demolition and removal of buildings and structures, except those listed in Appendix N1 Heritage Items.
(o)	Earthworks
(p)	Signs
(q)	Temporary construction buildings.
(r)	Temporary events.
(s)	Farming activities in the Hautapu Industrial Structure Plan Area, and the Bond Road North Industrial Structure Plan Area, until such time as a development agreement has been signed and is in place.



7.4.1.1 Permitted activities	
The following activities shall comply with the performance standards of this zone	
(t)	<p>Notwithstanding any other permitted activities, only the following activities are permitted within the Specialised Dairy Industrial Area:</p> <p>Activities relating to the processing of milk and production of milk related products, including:</p> <ul style="list-style-type: none"> (i) Milk reception facilities (ii) Tanker wash facilities (iii) Site access (iv) Parking (v) Rail sidings (vi) Storage, processing and disposal of waste material (vii) Water treatment facilities (viii) Stormwater ponds and/or facilities (ix) Storage facilities (x) Workshops (xi) Accessory buildings to any permitted activity (not for habitation) (xii) Ancillary activities including offices associated with any permitted activity (xiii) Demolition of buildings and structures (xiv) Laboratories and research establishments (xv) Rural based industries
(u)	<p>Service Stations and Takeaway food outlets with drive through facilities located in the 'Indicative Motorway Service Centre Area' subject to compliance with Rule 7.4.1.3(f).</p> <p>(Refer also to requirements for ITA Rule 16.4.2.25).</p>
<u>(u)</u>	<p><u>Within the Bardowie Industrial Precinct Structure Plan Area the following activities are also permitted:</u></p> <ul style="list-style-type: none"> (i) <u>Stormwater ponds and/or facilities;</u> (ii) <u>Water treatment facilities;</u> (iii) <u>Farming activities; and</u> (iv) <u>Spray Irrigation of dairy factory wastewater.</u>
<u>(v)</u>	<p><u>The following activities are permitted activities within the Campus Hub of the Bardowie Industrial Precinct (Appendix S19):</u></p> <ul style="list-style-type: none"> (i) <u>Child care and preschool facilities</u> (ii) <u>Wellness centre (as defined in the Bardowie Industrial Precinct Structure Plan)</u> (iii) <u>Innovation centre (as defined in the Bardowie Industrial Precinct Structure Plan)</u> (iv) <u>Offices with a GFA of less than 200m² (except as provided for by Rule 7.4.1.1(l))</u> (v) <u>Any other retail activity with a GFA of less than 200m².</u>



7.4.1.2 Controlled activities	
The following activities shall comply with the performance standards of this zone	
(a)	<p>Cafés, and takeaway outlets with no drive through facility outside the central core area identified on the Hautapu Industrial Structure Plan and Campus Hub identified on the Bardowie Industrial Precinct Structure Plan, and general stores or dairies within the central core area identified on the Hautapu Industrial Structure Plan.</p> <p>Matters over which Council reserves its control are:</p> <ul style="list-style-type: none"> ▪ Appearance of the building. <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>
(b)	<p>Any activity listed as a permitted or controlled activity in Tables 7.4.1.1 and 7.4.1.2 that is within the Industrial Zone (Raynes Road) where a comprehensive development plan has been approved.</p> <p>Matters over which Council reserves its control are:</p> <ul style="list-style-type: none"> ▪ Compliance with the approved comprehensive development plan. <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>
(c)	<p>Any activity listed as a permitted or controlled activity in Tables 7.4.1.1 and 7.4.1.2 that is within the 'Indicative Motorway Service Centre Area' identified on the Planning Maps where a development plan has been approved.</p> <p>Matters over which Council reserves its control are:</p> <ul style="list-style-type: none"> ▪ Compliance with the approved development plan. <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>
(c)	<p><u>The following activities are controlled activities within the Campus Hub of the Bardowie Industrial Precinct:</u></p> <p>(i) <u>Visitor Accommodation Facilities</u> (ii) <u>Conference facilities</u></p> <p><u>Matters over which Council reserves its control are:</u></p> <ul style="list-style-type: none"> ▪ <u>Parking.</u> ▪ <u>Consistency with the site layout in the Structure Plan.</u> ▪ <u>Consistency the Urban Design and Landscape Guidelines of the Bardowie Industrial Precinct Structure Plan.</u> <p><u>These matters will be considered in accordance with the assessment criteria in Section 21.</u></p>



7.4.1.3 Restricted discretionary activities	
The following activities shall comply with the performance standards of this zone	
(a)	Any permitted or controlled activity that does not comply with the performance standards in 7.4.2, except for those specified in Rule 7.4.1.4 (a) or as specified in 7.4.2.
(b)	<p>Mineral extraction activities</p> <p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> ▪ The extent of the activity and the ability to internalise adverse effects; and ▪ The lifespan of the operation and potential for the site to be rehabilitated; and ▪ The extent to which off-site effects will inhibit the use of surrounding land; and ▪ Landscaping; and ▪ Heavy vehicle movements; and ▪ Effects on surrounding buildings and properties. <p>These matters will be considered in accordance with the assessment criteria in Section 21</p>
(c)	<p>Rules 7.4.2.19 and 7.2.4.20 Noise Te Awamutu and Hautapu Dairy Manufacturing sites.</p> <p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> ▪ The time, frequency and duration of noise; and ▪ Health, safety and amenity effects on surrounding properties; and ▪ Whether all practicable means have been employed to reduce noise emissions; and ▪ Proposed mitigation measures to reduce the impact of noise on surrounding residents. <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>
(d)	<p>Activities in the Specialised Dairy Industrial Areas not permitted by Rule 7.4.1.1(t)</p> <p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> ▪ Reverse sensitivity effects on the operation of the Te Awamutu or Hautapu Dairy Manufacturing Sites. <p>These matters will be considered in accordance with the assessment criteria in Section 21</p>
(e)	<p>Any activity which is otherwise a permitted or controlled activity within the Runway Protection Area as shown on the Planning Maps unless provided for through an approved comprehensive development plan, provided that the activity is not listed under Rule 7.4.1.6(a).</p> <p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> ▪ Effects on the operation of the Airport. <p>These matters will be considered in accordance with the assessment criteria in Section 21</p>



7.4.1.3 Restricted discretionary activities	
The following activities shall comply with the performance standards of this zone	
(f)	<p>Development plan for listed permitted, controlled, or restricted discretionary activities in the 'Indicative Motorway Service Centre Area'.</p> <p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> • Traffic, including effects on the surrounding network; and • Landscaping; and • Retail distribution effects; and • Visual effects; and • Infrastructure. <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>
(f)	<p><u>Any activities within the Bardowie Industrial Precinct Structure Plan Area that requires an air discharge permit from the Waikato Regional Council.</u></p> <p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> <u>• Adverse effect on the Hautapu Dairy Manufacturing Site due to the discharge of contaminants to air.</u> <p><u>These matters will be considered in accordance with the assessment criteria in Section 21.</u></p> <p><i>Advice Note: This rule addresses the potential effects on the food safety implications of discharges to air associated with the ongoing operation of the Hautapu Dairy Manufacturing Site</i></p>

7.4.1.4 Discretionary activities	
(a)	<p>Any permitted activity, controlled activity, or restricted discretionary activity that does not comply with the following rules:</p> <ul style="list-style-type: none"> (i) Rule 7.4.2.1 - Minimum building setback from road boundaries (ii) Rule 7.4.2.2 - Minimum building setback from internal boundaries (iii) Rule 7.4.2.3 - Minimum building setback from internal boundaries: Hautapu Industrial Structure Plan Area (iv) Rule 7.4.2.4 - Building setback from water bodies: Bond Road North Industrial Structure Plan Area <u>(v) Rule 7.4.2.4A – Building setback from water bodies: Bardowie Industrial Precinct Structure Plan Area.</u> (vi) Rule 7.4.2.5 - Height (vii) Rule 7.4.2.9 - Design and layout of development adjoining water bodies and reserves. (viii) Rules 7.4.2.10 to 7.4.2.13 - Landscaping and screening (ix) Rules 7.4.2.15 to 7.4.2.16 – Noise (x) Rule 7.4.2.23 to 7.4.2.25 – Signs (xi) Rule 7.4.2.26 – Earthworks <u>(xii) Rule 7.4.2.33 – Minimum Parking Requirements for Node 1A and Node 2 of the Bardowie Industrial Precinct Structure Plan Area.</u> <u>(xiii) Rule 7.4.2.34 – Stormwater Management in the Bardowie Industrial Structure Plan Area.</u>
(b)	Places of assembly.
(c)	Within the Hautapu Industrial Structure Plan Area and the Industrial Zone located at Kihikihi: Demolition yards, recycling depots are discretionary activities



7.4.1.4 Discretionary activities	
(d)	Within the central core area of the Hautapu Industrial Structure Plan Area: any other retail activity not provided for with a GFA of less than 200m ² .
(e)	Any restricted discretionary or discretionary activity except for Rule 7.4.1.2(b) located within the Industrial Zone (Raynes Road) where a comprehensive development plan has been approved.

7.4.1.5 Non-complying activities	
(a)	Residential activities
(b)	Educational facilities, <u>except as provided for by Rule 7.4.1.1 (v).</u>
(c)	Medical centres, <u>except as provided for by Rule 7.4.1.1 (v).</u>
(d)	Tourism facilities
(e)	Visitor accommodation facilities, <u>except as provided for by Rule 7.4.1.2 (c).</u>
(f)	Hospitals
(g)	Offices, <u>except as provided for by Rules 7.4.1.1 (l) and 7.4.1.1 (v).</u>
(h)	Any retail activity, except for Rules 7.4.1.1(e), 7.4.1.1(f), 7.4.1.1(u), 7.4.1.2(a), <u>7.4.1.2(e), 7.4.1.1 (v)</u> and 7.4.1.4(d).
(i)	Fortified Sites
(j)	In the Hautapu Industrial Structure Plan Area <u>and the Bardowie Industrial Precinct Structure Plan Area</u> : any sign/s located, anchored, erected, attached to or painted on or above rooftops or rooflines.
(k)	Within the Bond Road North Industrial Area any activity within a High Risk Flood Zone.
(l)	Activities (except for farming activities), in the Hautapu Industrial Structure Plan Area, and the Bond Road North Industrial Structure Plan Area <u>and the Bardowie Industrial Structure Plan Area</u> that fail to comply with Rules 7.4.2.30, and 7.4.2.31 <u>and Rule 7.4.2.31A.</u>
(m)	All other activities not included in activity status table Rules 7.4.1.1 to 7.4.1.4
(n)	Any permitted, controlled, restricted discretionary or discretionary activity located within the Industrial Zone (Raynes Road) until such time as a comprehensive development plan has been approved.
(o)	Any non-complying activity located within the Industrial Zone (Raynes Road) where a comprehensive development plan has been approved
(p)	<u>Notwithstanding Rule 7.4.1.3 (f), the following activities are non-complying activities within the Bardowie Industrial Precinct Structure Plan Area.</u> <ul style="list-style-type: none"> (a) <u>Bitumen plants;</u> (b) <u>Incineration activities;</u> (c) <u>Concrete batching plants; and</u> (d) <u>Relocated buildings.</u>



7.4.1.6 Prohibited	
The following activities are prohibited and no resource consent will be approved	
(a)	<p>Within the Runway Protection Area shown on the Planning Maps:</p> <ul style="list-style-type: none"> (i) Places of assembly (ii) Service Stations (iii) Residential activities (iv) Hospitals (v) Visitor accommodation (vi) Education facilities (vii) Camping grounds

7.4.2 Performance Standards

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

7.4.2.1 The minimum building setback from road boundaries shall be 5m, except in the following locations:

- (a) Bond Road North Industrial Structure Plan Area - The minimum setbacks from the Bond Road and Preston Road boundaries shall be those as defined on the Landscape Concept Plan within the Bond Road North Industrial Structure Plan Area refer Appendix S12.
- (b) Hautapu Industrial Structure Plan Area - The minimum setbacks from road boundaries shall be those as defined in the Urban Design and Landscape Guidelines on the Landscape Concept Plan within the Hautapu Industrial Structure Plan Area refer Appendix S5.
- (c) Industrial Zone (Raynes Road) – The minimum setback from Raynes Road and Airport Road shall be 15m.
- (d) Bardowie Industrial Precinct Structure Plan Area – The minimum setback from State Highway 1 shall be 25m.

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

Rule - Minimum building setback from internal boundaries



7.4.2.2 The minimum building setback from internal site boundaries that adjoin any zone other than the Industrial Zone shall be 5m, except in the following locations:

- (a) Bond Road North Industrial Structure Plan Area - The minimum setbacks from internal site boundaries that adjoin any zone other than the Industrial Zone shall be those as defined on the Landscape Concept Plan within the Bond Road North Industrial Structure Plan Area refer Appendix S12.

Provided that no building or eave shall encroach into any access, driveway, or other vehicle entrance.

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

Rule - Minimum building setback from internal boundaries: Hautapu Industrial Structure Plan Area

7.4.2.3 The minimum building setback from internal site boundaries within the Hautapu Industrial Structure Plan Area shall be 5m, except in the following locations:

- (a) The minimum setbacks from internal site boundaries that adjoin any zone other than the Industrial Zone shall be those as defined on the Landscape Concept Plan within the Hautapu Industrial Structure Plan Area refer Appendix S5.

Provided that no building or eave shall encroach into any access, driveway, or other vehicle entrance.

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

Rule - Building setback from water bodies: Bond Road North Industrial Structure Plan Area

7.4.2.4 The minimum building setback from water bodies in the Bond Road North Industrial Structure Plan Area shall be 15m, except that Rule 26.4.2.1 does not apply.

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

Rule - Building setback from water bodies: Bardowie Industrial Precinct Structure Plan Area

7.4.2.4A Notwithstanding Rule 26.4.2.1, the minimum building setback from the Mangaone Stream in the Bardowie Industrial Precinct Area shall be 15m.



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

Rule - Height

7.4.2.5 The maximum height of buildings shall be 20m, except in the following locations where the maximum height shall be:

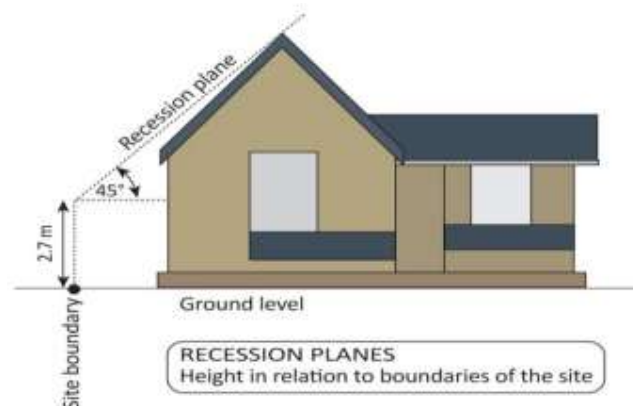
- (a) Tall Buildings Area 55m
- (b) Any site within 100m of the State Highway 1 10m
Cambridge bypass, Victoria Road or
Hautapu Cemetery, except as provided for by (d)
- (c) Any site within the Bond Road North Industrial 12.5m
Structure Plan area

(d) Any site within 40 metres of State Highway 1 10m
Cambridge bypass and / or Victoria Road within the
Bardowie Industrial Precinct Structure Plan Area.

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

Rule - Daylight control

7.4.2.6 Where a site adjoins a road or any zone other than the Industrial Zone; no building, or stored materials shall penetrate through a recession plane at right angles to a boundary inclined inwards and upwards at an angle of 45° from 2.7m above the ground level of the front, side or rear boundaries of a site.



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 including bulk and scale; and
- Loss of daylight; and
- Visual and aural privacy; and
- Effects on existing trees; and
- Landscaping.

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

Rules - Building and site layout

7.4.2.7 Except on rear sites, the main public entrance into a building must be orientated so that it is parallel to the road boundary of the site.

7.4.2.8 In the Hautapu Industrial Structure Plan Area, parking and loading areas shall be located at the rear or side of buildings. *Advice Note: Refer to Appendix S5 – Hautapu Structure Plan and Landscape Guidelines for guidance on future industrial development within the Hautapu Industrial Structure Plan Area.*

7.4.2.8A In the Bardowie Industrial Precinct Structure Plan Area, the building and site layout, parking and loading areas for Node 1A and Node 2 shall be located in general accordance with the Bardowie Industrial Precinct Structure Plan Urban Design and Landscape Guidelines.

Advice Note: Industrial activities within Node 1B and Node 3 within the Bardowie Industrial Precinct Structure Plan Area are subject to Rule 7.4.2.7.

Activities that fail to comply with Rules 7.4.2.7, ~~and~~ 7.4.2.8 and 7.4.2.8A will require a resource consent for a restricted discretionary activity with the discretion being restricted over:

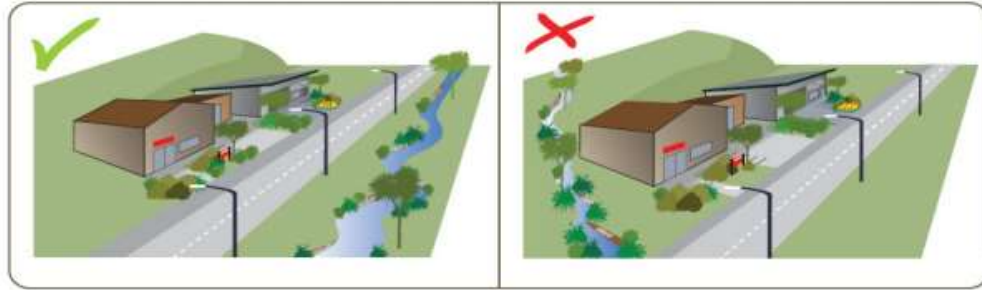
- Visibility of the public entrance of the building from the road; and
- Visual effects, in the Hautapu Industrial Structure Plan Area only.

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

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

7.4.2.9 Within the Industrial Zone the design and layout of buildings shall ensure that adjoining water bodies and reserves are fronted by a transparent display window comprising clear glass or similar to provide active engagement with the feature.





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.

Rules - Landscaping and screening

7.4.2.10 Front and corner sites shall be landscaped along the entire road boundary, except for access and egress points, to the following minimum depths:

- (a) Where adjoining a site located within the Industrial Zone 2m
- (b) Where adjoining a site located in any other zone 3m

Provided that these rules do not apply to the Hautapu and Te Awamutu Dairy Manufacturing sites; provided that Rule 7.4.2.13 applies in respect of the Hautapu Industrial Structure Plan Area, [the Bardowie Industrial Precinct Structure Plan Area](#) and the Bond Road North Industrial Structure Plan Area.

7.4.2.11 Where an internal site boundary adjoins a site within the Residential Zone, Deferred Residential Zone, Large Lot Residential Zone, Deferred Large Lot Residential Zone or Reserves Zone it must be landscaped to a minimum depth of 3m and the landscaping shall form a solid screen; provided that Rule 7.4.2.13 applies in respect of the Hautapu Industrial Structure Plan Area, [the Bardowie Industrial Precinct Structure Plan Area](#) and the Bond Road North Industrial Structure Plan Area.

7.4.2.12 Where landscaping is required to comply with the Rules in 7.4.2.10 and 7.4.2.11 it shall consist of a combination of groundcovers, shrubs and trees, with at least one tree planted for every 10m of road frontage at a grade of no less than PB95. For the avoidance of doubt, road frontages up to 10m wide will require one tree at a grade no less than PB95. PB95 is equivalent to a tree that is 1.5m to 2m tall at the time of planting; provided that Rule 7.4.2.13 applies in respect of the Hautapu Industrial Structure Plan Area, [the Bardowie Industrial Precinct Structure Plan Area](#) and the Bond Road North Industrial Structure Plan Area

7.4.2.13 The following rules shall apply in respect of the Bond Road North Industrial Structure Plan Area, ~~and~~ the Hautapu Industrial Structure Plan Area and the Bardowie Industrial Precinct Structure Plan Area:

- (a) Within the Hautapu Industrial Structure Plan Area the location, type and density of planting shall be in accordance with the Design and Landscaping Guidelines for the Hautapu Industrial Structure Plan Area, and landscaping must meet the following minimum depths:
 - i. Where adjoining a road 2.5m
 - ii. On perimeter sites 5m
- (b) Within the Hautapu Industrial Structure Plan Area outdoor storage areas and/or any air conditioning unit visible from any zone other than Industrial, or from any road or other public place, must be screened by landscaping or solid walls or structures or fences. Screening is required to conceal all air conditioning units on roofs visible from any road or other public place.
- (c) Within the Bond Road North Industrial Structure Plan Area road boundaries and internal site boundaries, where a site adjoins any zone other than the Industrial Zone, except for access/egress points, must be landscaped in accordance with the Bond Road North Industrial Structure Plan Area (refer Appendix S12).
- (d) Within the Bardowie Industrial Precinct Structure Plan Area the location, type and density of planting and landscaping shall be undertaken in accordance with the Urban Design and Landscape Guidelines for the Bardowie Industrial Precinct Structure Plan Area.

Advice Note: Overall consistency with the Bardowie Industrial Precinct Structure Plan Urban Design and Landscape Guidelines should be achieved for developments within the Bardowie Industrial Precinct. In instances where there may be a specific or minor non-compliance with a prescriptive urban design guideline, this would not necessarily constitute non-compliance.

Activities that fail to comply with Rules 7.4.2.10 to 7.4.2.13 will require a resource consent for a discretionary activity.

Rule - Building colour

7.4.2.14 In the Hautapu Industrial Structure Plan Area buildings shall be painted or coloured in British Standard 5252 neutral colour palette groups A and B and must also have low reflectivity, with maximum reflectance level of 70per cent.

7.4.2.14A In the Bardowie Industrial Precinct Structure Plan Area buildings shall be painted or coloured in general accordance with the Urban Design and Landscape Guidelines for the Bardowie Industrial Precinct Structure Plan Area.

Activities that fail to comply with Rules 7.4.2.14 and 7.4.2.14A ~~this rule~~ 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 - Noise

7.4.2.15 Activities shall be conducted and buildings located, designed and used to ensure that they do not exceed the following noise limits at the boundary of the site:

- (a) Monday to Saturday - 7.00am to 10.00pm - 60dBA (Leq)
- (b) Sundays & Public Holidays - 8.00am to 6.00pm - 50dBA (Leq)
- (c) At all other times - 45dBA (Leq)
- (d) No single event noise level shall exceed Night time - 10.00pm to 7.00am - 70dBA (Lmax)

Within the boundary of any site zoned Residential or Large Lot Residential

- (e) Monday to Saturday - 7.00am to 10.00pm - 50dBA (Leq)
- (f) Sundays & Public Holidays - 8.00am to 8.00pm - 50dBA (Leq)
- (g) At all other times - 40dBA (Leq)
- (h) No single event noise level Lmax shall exceed Night time - 10.00pm to 7.00am - 70dBA (Lmax)

Provided that this rule shall not apply to the use or testing of station and vehicle sirens or alarms used by emergency vehicles.

Provided that for the Bond Road North Industrial Structure Plan Area the provisions of Rule 7.4.2.16 shall apply.

Provided that for Node 1A and Node 2 of the Bardowie Industrial Precinct Structure Plan Area the provisions of Rule 7.4.2.16A shall apply.

All noise levels shall be measured and assessed in accordance with the requirements of NZS 6801:2008 – Acoustics – Environmental Sound and assessed in accordance with NZS 6802:2008 – Acoustics – Environmental Noise.

7.4.2.16 Within the Bond Road North Industrial Structure Plan Area all activities must be conducted and buildings located, designed and used to ensure that noise levels do not exceed the following limits:



Within the boundary of any site zoned Residential or Large Lot Residential

- (a) Monday to Friday - 7.00am to 10.00pm - 50dBA (Leq)
- (b) Saturdays - 7.00am to 6.00pm - 50dBA (Leq)
- (c) At all other times including public holidays - 45dBA (Leq)

Within the boundary of any site zoned Industrial

- (d) Monday to Saturday - 7.00am to 10.00pm - 60dBA (Leq)
- (e) At all other times including public holidays - 45dBA (Leq)

Within the boundary of any site zoned Rural

- (f) Monday to Saturday - 7.00am to 7.00pm - 50dBA (Leq)
- (g) At all other times including public holidays - 35dBA (Leq)

Within all zones the single event noise level

- (h) Within all zones the single event noise level Lmax shall not exceed at night time between the hours of 10.00pm to 7.00am - 65dBA (Lmax)

Provided that this rule shall not apply to the use or testing of station and vehicle sirens or alarms used by emergency vehicles.

All noise levels shall be measured and assessed in accordance with the requirements of NZS 6801:2008 – Acoustics – Environmental Sound and assessed in accordance with NZS 6802:2008 – Acoustics – Environmental Noise.

7.4.2.16A Within Node 1A and Node 2 of the Bardowie Industrial Precinct Structure Plan Area all activities shall be conducted, and buildings located, designed and used to ensure that they do not exceed the following limits:

Within the notional boundary of any site zoned Residential or Large Lot Residential

- (a) Monday to Friday - 7.00am to 10.00pm - 50dBA (Leq)
- (b) Saturdays - 7.00am to 6.00pm - 50dBA (Leq)
- (c) At all other times including public holidays - 45dBA (Leq)

Within the boundary of any site zoned Industrial

- (d) Monday to Saturday - 7.00am to 10.00pm - 60dBA (Leq)
- (e) At all other times including public holidays – 50dBA (Leq)

Within the notional boundary of any site zoned Rural

- (f) Monday to Saturday - 7.00am to 7.00pm - 50dBA (Leq)
- (g) At all other times including public holidays - 45dBA (Leq)

Within all zones the single event noise level



- (h) Within all zones the single event noise level Lmax shall not exceed at night time between the hours of 10.00pm to 7.00am - 70dBA (Lmax)

Provided that this rule shall not apply to the use or testing of station and vehicle sirens or alarms used by emergency vehicles.

All noise levels shall be measured and assessed in accordance with the requirements of NZS 6801:2008 – Acoustics – Environmental Sound and assessed in accordance with NZS 6802:2008 – Acoustics – Environmental Noise.

Advice Note: Industrial activities within Node 1B Node 3 of the Bardowie Industrial Precinct Structure Plan Area are subject to Rule 7.4.2 15.

Rule – Internal Acoustic Noise Standards – Bardowie Industrial Precinct Structure Plan Area Campus Hub

7.4.2.16B The following noise sensitive activities located within the Campus Hub (Node 2) of the Bardowie Industrial Precinct Structure Plan Area shall incorporate appropriate acoustic treatment to ensure that a noise level not exceeding 30dBA (Ldn) is achieved inside the buildings those activities occur in:

- (a) Visitor Accommodation
- (b) Conference facilities
- (c) Child care facilities
- (d) Offices

Activities that fail to comply with Rules 7.4.2.15, ~~and~~ 7.4.2.16, 7.4.2.16A and 7.4.1.16B will require a resource consent for a discretionary activity.

Rule – Vibration

7.4.2.17 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 properties.

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



Rule – Construction noise

7.4.2.18 Construction noise emanating from a site 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.

Rule – Noise: Te Awamutu and Hautapu Dairy Manufacturing sites

7.4.2.19 Te Awamutu Dairy Manufacturing site - all activities shall be conducted and buildings located, designed and used to ensure that the cumulative noise levels from the site do not exceed:

- (a) 55dBA Ldn at the Dairy Manufacturing Noise Contour as shown on the Planning Maps.
 - (i) The following levels at the following locations will be considered evidence of compliance with (a) above (refer Map 7.4.3(a)):

Measurement site (see Map 7.4.3(a))	Noise limit (dB LAeq)
170 Leith Street	54
443 Factory Road	51
69 Raeburn Street	47
165 Greenough Crescent	48
111 Leith Street	49
152 Wylie Street	49

- (b) No single event noise shall exceed 75dB (LAm_{ax}) measured at the boundary of the Dairy Manufacturing Noise Contour as shown on the Planning Maps.

All noise levels shall be measured in accordance with the requirements of NZS 6801:2008 – Acoustics – Environmental Sound and assessed in accordance with NZS 6802:2008 – Acoustics – Environmental Noise.

7.4.2.20 Hautapu Dairy Manufacturing site - all activities shall be conducted and buildings located, designed and used to ensure that the cumulative noise levels from the site do not exceed:

- (a) 55dBA Ldn at the Dairy Manufacturing Noise Contour as shown on the Planning Maps.



- (i) The following levels at the following locations shall be considered evidence of compliance with (a) above (refer Map 7.4.3(b)):

Measurement site (see Map 7.4.3(b))	Noise limit (dB LAeq)
59 Hautapu Road	50
238 Victoria Road	52
252 Victoria Road	62
5 Zig Zag Road	51
Zig Zag Road (stock underpass)	45
40 Bruntwood Road	42
Southern Boundary	52

- (b) No single event noise shall exceed 75 dB (LAmax) measured at the boundary of the Dairy Manufacturing Noise Contour as shown on the Planning Maps.

All noise levels shall be measured in accordance with the requirements of NZS 6801:2008 – Acoustics – Environmental Sound and assessed in accordance with NZS 6802:2008 – Acoustics – Environmental Noise.

7.4.2.21 All new, replacement or upgrading of Dairy Manufacturing Site facilities or equipment shall be accompanied by an acoustic certificate verifying that the equipment has been designed and installed to, by itself, not exceed a maximum of 50dBA Ldn at the nearest residential property boundary or notional boundary of the nearest rural zoned dwelling, not owned by the operator of the Dairy Manufacturing Site.

7.4.2.22 The management of noise emitted from all new, replacement or upgrading of Dairy Manufacturing Site facilities or equipment will be incorporated into a site wide Noise Management Plan. This Plan will cover:

- (a) The method to be adopted to develop an onsite awareness for the management of noise; and
- (b) The approach to be adopted when adding any new plant or modifying existing plant on site; and
- (c) Any proposals to be adopted to ensure compliance with the noise limits and to satisfy the requirement of section 16 of the Resource Managements Act; and
- (d) A complaints procedure in relation to noise emissions for the site.

Activities that fail to comply with Rules 7.4.2.19 to 7.4.2.22 will require a resource consent for a restricted discretionary activity, with the discretion being restricted over:

- The time, frequency and duration of noise; and
- Health, safety and amenity effects on surrounding properties, and;



- Whether all practicable means have been employed to reduce noise emissions; and
- Proposed mitigation measures to reduce the impact of noise on surrounding residents.

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

Rules - Signs

7.4.2.23 The following signs are permitted:

- (a) Signs giving information such as the name or street number of premises, the business carried on, names of people occupying premises, and hours of operation. There must be no more than two signs on a site with no sign exceeding 3m² visible in any one direction and the total maximum area of signs shall not exceed 5m², provided that in the Hautapu Industrial Structure Plan Area there must be no more than two signs on a site with no sign exceeding 2m² visible in any one direction and the total maximum area of signs shall not exceed 5m².
- (b) Signs advertising the land or premises are for sale or lease. The maximum size of each sign must be no more than 2m² and the maximum number of such signs at any one time are as follows:
 - (i) In the Hautapu Industrial Structure Plan Area - one sign
 - (ii) In all other areas - four signs
- (c) A sign erected on a construction site giving details of the project. The maximum total area of the sign must be no more than 2m² and no more than one sign is permitted on a site at any one time
- (d) Signs of any materials erected by Council, New Zealand Transport Agency, or the Automobile Association for the direction and control of traffic.
- (e) Health and Safety at Work Act 2015 related signs.

Provided that in all cases:

- (i) Signs other than temporary signs must relate to activities authorised under the Plan, and must be located on the site to which they relate; and
- (i) Signs must not be internally illuminated, flashing, incorporate fluorescent or moving materials such as flags or be painted in colours that are used on traffic signals; and
- (ii) 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; and



- (iii) A freestanding sign must be placed so that no part is more than 7.5m above ground level; and
- (iv) 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; and
- (v) 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.

7.4.2.24 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. Provided that in all cases:

- (a) Signs shall not be internally illuminated, flashing, incorporate fluorescent materials such as flags or be painted in colours that are used on traffic signals; and
- (b) All signs shall 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; and
- (c) A freestanding sign shall be placed so that no part is more than 2m above ground level; and
- (d) Signs shall be placed so that they do not block sight distances at entranceways and shall be no closer than 20m to a road intersection; and
- (e) Signs shall be removed within three days of the conclusion of the event.

Provided that the relevant 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.

7.4.2.25 Notwithstanding Rules 7.4.2.23 and 7.4.2.24 within the Hautapu Industrial Structure Plan Area all signs must be:

- (a) Oriented to face the road from which vehicle access is obtained; and
- (b) Not visible from the SH1 Cambridge Bypass; and
- (c) Placed so that where visible from Hautapu Road, Peake Road and Victoria Road or adjacent to the Hautapu cemetery, they are setback from the road boundary by 15m.

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

Advice Note: Also see 7.4.1.5(j) for the Hautapu Industrial Structure Plan Area



7.4.2.25A Within the Bardowie Industrial Precinct Structure Plan Area, in addition to Rule 7.4.2.23 (d) and (e) and Rule 7.4.2.24, the following signs are permitted:

- (a) One single or double-sided tower sign at each of the southern and northern entrances to the Bardowie Industrial Precinct identifying and providing information relating to the businesses within the Bardowie Industrial Precinct with a maximum height of 10 metres and a maximum width of 3 metres on each side.
- (b) A 'pou whenua' at the southern and/or northern entrances to the Bardowie Industrial Precinct up to a maximum height of 6 metres and a maximum width of 1.5 metres.
- (c) Signs erected on a construction site giving details of the project up to a maximum of 20m² for the duration of the construction provided that any such signs shall not be directed in a southerly direction towards State Highway 1.
- (d) Signage on the southern or southwestern face of buildings fronting and within 100 metres of State Highway 1 within Node 1A and Node 2 (as identified in the Bardowie Industrial Precinct Structure Plan) up to a maximum of 20m² per building on a maximum of four buildings.
- (e) Any directional signage within the Bardowie Industrial Precinct.
- (f) Any signage up to a maximum of 2m² per sign (with a maximum of one sign per vendor or agent) advertising the land or premises for sale or lease.
- (g) Except as provided for, or limited, in (a) to (f) above, up to 5m² of signage per separate activity or building in Nodes 1A and Node 2 and up to 5m² of signage per site in Node 1B and Node 3.

Provided that within 100 metres of Stage Highway 1 signs shall not be internally illuminated, flashing incorporate fluorescent materials such as flags or be painted in colours that are used on traffic signals.

Advice note: Signage within the Bardowie Industrial Precinct Structure Plan Area shall also be designed and constructed in a manner consistent with the Bardowie Industrial Precinct Structure Plan Urban Design and Landscape Guidelines.

Activities that fail to comply with Rules 7.4.2.23 to 7.4.2.25A will require a resource consent for a discretionary activity.

Rule - Earthworks

7.4.2.26 Earthworks shall not exceed a total volume of 1,000m³ 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. 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.
2. 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

7.4.2.27 Temporary construction buildings must only be used in conjunction with, and for the duration of, a construction project located on the same site as the construction project or on a site adjoining the construction project. For the avoidance of doubt, temporary construction buildings must not be used as dwellings or for residential activities.

7.4.2.28 Temporary construction buildings shall be permitted for one calendar year.

Activities that fail to comply with Rules 7.4.2.27 and 7.4.2.28 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.

Rule - Bond Road North Industrial Structure Plan Area

7.4.2.29 Buildings within the Bond Road North Industrial Structure Plan Area must have a minimum free-board level not less than 500mm above the 1per cent AEP (100 year flood level).

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

- Flood risk including mitigation; and
- Effects on surrounding buildings and properties.

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

Rule - Hautapu Industrial Structure Plan Area: Development Agreement

7.4.2.30 No development within the Hautapu Industrial Structure Plan Area shall be approved until such time as a development agreement is signed between Council and the developer. The development agreement shall specify all those items of infrastructure that are required to



be upgraded at full or partial cost to the developer. The development agreement shall also specify the reserves agreement and detail the extent of reserve land to be vested in Council and the manner that the reserve contribution will be offset against the reserve land to be vested.

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

Rule - Bond Road North Industrial Structure Plan Area: Development Agreement

7.4.2.31 No development within the Bond Road North Industrial Structure Plan Area shall be approved until such time as a development agreement is signed between Council and the developer. The development agreement shall specify all those items of infrastructure that are required to be upgraded at full or partial cost to the developer. The development agreement shall also specify the reserves agreement and detail the extent of reserve land to be vested in Council and the manner that the reserve contribution will be offset against the reserve land to be vested.

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

Rule – Bardowie Industrial Precinct Structure Plan Area: Development Agreement

7.4.2.31A No development within the Bardowie Industrial Precinct Structure Plan Area shall be approved until such time as a Development Agreement is signed between Council and the developer, unless otherwise approved in writing by the Council. The Development Agreement shall specify all those items of infrastructure that are required to be upgraded at full or partial cost to the developer.

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

Rule - Relocated buildings

7.4.2.32 A relocated building over 40m² GFA 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
 - (i) A member of the New Zealand Institute of Building Surveyors; or



- (ii) A licensed building practitioner (carpenter or design category); or
 - (iii) 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 40m² are not required to comply with this rule but are required to comply with the relevant rules in 7.4.2.*
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 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.

Rule –Minimum Parking Requirements for Node 1A and Node 2 of the Bardowie Industrial Precinct Structure Plan Area

7.4.2.33 Notwithstanding the requirements of Rule 16.4 and Appendix T1 in relation to car parking, activities within Node 1A and Node 2 of the Bardowie Industrial Precinct Structure Plan Area shall have 1 parking space per full-time equivalent employee working on the site at any one time for single occupancy buildings with a GFA greater than 10,000m².

Advice Note 1: Industrial activities within the Bardowie Industrial Precinct are subject to the loading requirements of Rule 16.4 and Appendix T1.

Advice Note 2: Industrial activities within Node 1B and Node 3 are subject to the requirements of Rule 16.4 and Appendix T1.

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

Rule – Stormwater Management in the Bardowie Industrial Precinct Structure Plan Area

7.4.2.34 On site soakage shall be provided for within each site in Node 1B and Node 3 of the Bardowie Industrial Precinct Structure Plan Area to take all runoff from a two-year annual recurrence interval (ARI) rainfall event (up to 72-hour duration).

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



2.2 SECTION 14 - DEFERRED ZONE

Outlined below in red underline and ~~strikethrough~~ text are the proposed additions and deletions for Proposed Plan Change 11.

~~*Policy – Hautapu Industrial: East of Victoria Road*~~

~~14.3.1.8 To ensure that the development of land for industrial purposes east of Victoria Road addresses the following matters through a structure plan process:~~

- ~~(i) The timing, funding and provision of infrastructure, taking account of services being provided to the Hautapu Industrial Structure Plan Area; and~~
- ~~(ii) The potential for enabling stormwater discharges from the Cambridge North Residential Zone to the Mangaone Stream; and~~
- ~~(iii) The need to ensure that development of the area will be coordinated with the phased removal of wastewater irrigation; and~~
- ~~(iv) The development of an internal roading concept that will promote legibility, connectivity, safety and cohesion between industrial activities; and~~
- ~~(v) The integration of infrastructure with services to be provided to the proposed Motorway Service Centre; and~~
- ~~(vi) The integration of Industrial activities with the land use activities to be provided through at the 'Indicative Motorway Service Centre Area'; and~~
- ~~(vii) The need to accommodate the provisions applying within the Specialised Dairy Industry Area; and~~
- ~~(viii) The need to contribute to the development of a "gateway" to Cambridge along the Victoria Road frontage; and~~
- ~~(ix) The promotion of a consistent design theme in terms of road and reserve corridors, stormwater management, bulk and location requirements, boundary treatment and landscaping measures.~~



2.3 SECTION 15 - INFRASTRUCTURE, HAZARDS, DEVELOPMENT AND SUBDIVISION

Outlined below in red underline and ~~strikethrough~~ text are the proposed additions and deletions for Proposed Plan Change 11.

Part D: Development and subdivision in a Structure Plan Area

Advice Note: These performance standards are additional to Rules 15.4.2.1 to 15.4.2.64 which must also be complied with.

Rule - All development and subdivision in areas subject to a Structure Plan, Development Plan or Concept Plan

15.4.2.65 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 |
| (g) Ohaupo South Structure Plan | Appendix S8 |
| (h) Bruntwood Large Lot Residential Area Concept Plan | Appendix S9 |
| (i) Airport Business Zone Structure Plan | Appendix S10 |

Advice Note: Refer to Rules 15.4.2.83 to 15.4.2.86 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 15.4.2.66 to 15.4.2.82 for all subdivision and development in the Houchens Road Large Lot Residential Structure Plan Area.

- | | |
|---|--------------|
| (m) Te Awamutu South Structure Plan and design guidelines | Appendix S14 |
| (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) Bardowie Industrial Precinct Structure Plan Appendix S19
~~Indicative Motorway Service Centre Area (Subject to resource consent approval refer to Rule 7.4.1.3(f))~~
- (s) 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 noncomplying activity.



2.4 SECTION 20 – HEALTH AND GENERAL AMENITY

Outlined below in red underline and ~~strikethrough~~ text are the proposed additions and deletions for Proposed Plan Change 11.

20.4.2 Performance Standards

Failure to comply with the performance standards listed below will mean that a resource consent is required for a restricted discretionary activity or a discretionary activity as specified below. The activity will be assessed against the relevant objectives and policies. In the case of restricted discretionary activities, the assessment will be restricted to the matters over which discretionary 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 the Council's discretionary powers.

...

Rule – Maintenance of buildings, sites and infrastructure

- 20.4.2.4 All sites shall be maintained so as to preserve the amenity values of the zone and land shall be kept clear of rubbish and noxious plants. Unregistered motor vehicles not being used shall not be stored in public view for more than six months.
- 20.4.2.5 The material from demolished buildings shall be removed and sites shall be landscaped to the satisfaction of Council within one month of demolition, provided that this time limit shall be extended to six months where consent has been granted for the construction of a new building.
- 20.4.2.6 All earthworks or areas of bare earth not being worked for three months or more excluding mineral extraction activities, shall be sown with appropriate ground cover as soon as possible.
- 20.4.2.7 No building shall be so constructed or finished or left unfinished or not maintained so that its function and external appearance would detract from the amenity values of the zone. In the Commercial Zone, this includes the maintenance of verandahs to provide weather protection for pedestrians.
- 20.4.2.8 All sites with an impervious area of greater than 1000m² (other than roof areas that drain directly to the stormwater system or to soakage) must install an appropriate stormwater treatment system that adequately treats any actual or potential contaminants and either disposes stormwater to land soakage and/or restricts the discharge rate to the maximum greenfield run off rate for the site unless in accordance with a discharge permit granted by the Waikato Regional Council.



Advice Note: A resource consent may be required from the Waikato Regional Council for the discharge of contaminants.

20.4.2.9 All commercial vehicle, machinery or container washdown areas within the urban limits shown on the Planning Maps must be sealed, bunded and roofed and connected to the wastewater treatment system.

20.4.2.10 No silt or sediment, or water containing silt or sediment, may be discharged into stormwater pipes, drains, channels or soakage systems from non-farming related earthworks or bare land within the urban limits as shown on the Planning Maps.

20.4.2.11 All non-farming related sites within the urban limits where loose material may be carried by vehicles on to public roads in wet weather or at other times shall install and use a wheel wash.

Activities that fail to comply with Rules 20.4.2.4 to 20.4.2.11 will require a resource consent for a discretionary activity.



2.5 SECTION 21 – ASSESSMENT CRITERIA AND INFORMATION REQUIREMENTS

Outlined below in red underline and ~~strikethrough~~ text are the proposed additions and deletions for Proposed Plan Change 11.

21.1 Assessment Criteria

21.1.7 Industrial Zone

Industrial Zone Assessment Criteria		
	Controlled Activities	
21.1.7.1	Cafes, and takeaway outlets with no drive through facility <u>outside of the central focal area of the Hautapu Industrial Structure Plan Area and campus hub of the Bardowie Industrial Precinct Structure Plan Area</u> , general store or dairies identified on the central core area of the Hautapu Structure Plan <u>and the campus hub of the Bardowie Industrial Precinct Structure Plan Area</u> .	(a) The appearance of the building and the extent that it implements the guidelines in Appendix S5 <u>and Appendix S19</u> .
21.1.7.2	Any activity listed as a permitted or controlled activity within the Industrial Zone (Raynes Road) in accordance with an approved comprehensive development plan.	(a) The extent to which the activity complies with the provisions of the approved comprehensive development plan.
21.1.7.3	Any activity listed as a permitted or controlled activity in Table 7.4.1.1 and within the 'Indicative Motorway Service Area'.	Development and subdivision that implements the provisions of any approved development plan including: (a) Compliance with the site layout shown in the development plan, including the positioning of any proposed roads and location of services; and (b) Compliance with any requirements identified in the development plan in relation to infrastructure or service provision; and (c) Construction of any proposed roads or services to comply with the requirements of the Waipa District Council Development and Subdivision Manual; and (d) Compliance with the standard of amenity described in the development plan including any site or area-specific design guidelines, block layouts and landscaping.



Industrial Zone Assessment Criteria		
21.1.7.3	Any activity listed as a controlled activity in Table 7.4.1.2 and within the Campus Hub of the Bardowie Industrial Precinct Structure Plan Area.	<p>Development and subdivision that implements the provisions of the Bardowie Industrial Precinct Structure Plan including:</p> <p>(a) The number of car parks servicing the activities; and</p> <p>(b) Consistency with the site layout shown in the Structure Plan, including the positioning of any proposed roads; and</p> <p>(c) Consistency with the standard of amenity described in the Structure Plan including any site or area specific design guidelines, block layouts and landscaping.</p>
Restricted Discretionary Activities		
21.1.7.4	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>
21.1.7.5	Daylight control	<p>(a) The degree to which the bulk or scale of the development results in is a loss of privacy, sunlight, amenity or outlook on adjacent or adjoining sites.</p> <p>(b) Whether the position of the building will adversely effect existing trees on the site.</p> <p>(c) The extent to which existing vegetation is retained and any proposed landscaping adds to the amenity of the development.</p>
21.1.7.6	Building and site layout	<p>(a) Whether the public entrance of the building is visible from the road.</p> <p>(b) The extent to which parking and loading areas in the Hautapu Industrial Structure Plan Area affect the visual amenity of the zone.</p> <p>(c) The extent to which parking and loading areas in the Bardowie Industrial Precinct Structure Plan Area affect the visual amenity of the zone.</p>
21.1.7.7	Building colour	<p>(a) The extent to which building colour and reflectance levels of developments in the Hautapu Industrial Structure Plan Area add to amenity of the area.</p> <p>(b) The extent to which building colour and reflectance levels of developments in the Bardowie Industrial Precinct Structure Plan Area add to amenity of the area.</p>



Industrial Zone Assessment Criteria		
21.1.7.8	Vibration	<ul style="list-style-type: none"> (a) The time and frequency that the activity occurs. (b) The duration of vibration continuance. (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.
21.1.7.9	Construction noise	<ul style="list-style-type: none"> (a) The time, frequency and duration that the activity occurs. (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.
21.1.7.10	Temporary construction buildings	<ul style="list-style-type: none"> (a) The visibility of temporary buildings from the street and adjoining or adjacent sites.
21.1.7.11	Bond Road North Industrial Structure Plan area	<ul style="list-style-type: none"> (a) Extent to which developments, address flood risks and effects of the development on surrounding buildings and properties.
21.1.7.12	Mineral extraction activities	<ul style="list-style-type: none"> (a) The extent of the mineral extraction to be undertaken and the extent to which the activity will internalise and address actual and potential adverse effects. (b) The proposed life span of operation, the estimated volume of material to be excavated, the likely staging of works and the likelihood and ability of the site to be fully rehabilitated. (c) The extent to which off-site effects will inhibit the use of surrounding land for the carrying out of other activities. (d) The extent to which proposed and existing landscaping manages the effects on the amenity of land adjoining the mineral extraction area. (e) Site access, the safety and capacity of the roads and intersections in the immediate vicinity and mitigation (financial contributions or works) where road network improvements are required to address the effects of increased heavy vehicle movements. (f) The hours and days of operation and the extent that measures to ensure that the adverse effects of glare, noise and vibration, (including blasting), protect the amenity of land adjoining the mineral extraction area.



Industrial Zone Assessment Criteria		
21.1.7.13	Noise - Te Awamutu and Hautapu Dairy Manufacturing sites	<ul style="list-style-type: none"> (a) The time and frequency that the activity occurs. (b) The duration of noise continuance. (c) Any adverse effects on occupants of buildings either on-site or on surrounding properties and any special characteristics of the noise and subsequent effects on wellbeing, health and safety, and on the amenity values of the surrounding environment. (d) The extent to which all practicable means have been employed to reduce noise emissions. (e) The extent to which the proposed mitigation measures reduce the impact of noise on surrounding residents
21.1.7.14	Activities in the Specialised Dairy Industrial Area not permitted by Rule 7.4.1.1(t)	<ul style="list-style-type: none"> (a) In assessing applications for activities which are not permitted activities under the rules within the Special Dairy Industrial Area, Council will have regard to the compatibility of the activities with food processing activities carried out in the Specialised Dairy Industrial Area. Conditions may be imposed to ensure that proposed activities are compatible.
21.1.7.15	Any activity which is otherwise a permitted or controlled activity within the Runway Protection Area as shown on the Planning Maps unless provided for through an approved comprehensive development plan, provided that the activity is not listed under 7.4.1.6(a)	<ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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 (ii) The extent to which the use and concentration of dangerous substances that might pose a risk of explosion or fire is avoided; and (iii) The extent to which light beams or reflective glare which could interfere with pilot vision are avoided; and (iv) The extent to which production of radio or electrical interference which could affect aircraft communications or navigation equipment is avoided; and (v) The design of landscaping or other activities so as to avoid attracting significant bird numbers; and (vi) The extent to which large numbers of people on any site are avoided.



Industrial Zone Assessment Criteria		
21.1.7.16	Development plan for listed permitted, controlled, or restricted discretionary activities in the 'Indicative Motorway Service Centre Area'	<p>The extent to which the development plan provides for the following matters:</p> <ul style="list-style-type: none"> (a) Arrangements to ensure the provision of appropriate water supply, wastewater treatment and disposal and stormwater management to the entirety of the area, including funding (private and/or public). (b) Arrangements to ensure the provision of water supply to the entirety of the area for fire fighting purposes. (c) The design and construction of infrastructure to appropriate standards. (d) Proposals for landscaping and planting to ensure an attractive landscaped frontage to Victoria Road and the Waikato in particular. (e) Mitigation of visual effects, including signs and the design of buildings, as viewed from the Waikato Expressway. (f) Mitigation of any retail distribution effects from any of the proposed land uses. <p>Note: Standards relating to the design and construction of infrastructure are set out in the Waipa District Council Development and Subdivision Manual.</p>
<u>21.1.7.16</u>	<u>Activities in the Bardowie Industrial Precinct Structure Plan Area requiring an air discharge permit from the Waikato Regional Council.</u>	(a) <u>The actual and potential adverse effects on the operation of the Hautapu Dairy Manufacturing Site.</u>
<p>Discretionary Activities</p> <p><i>Refer also to 21.1.1 Assessment Criteria for ALL discretionary activities</i></p>		
21.1.7.17	Minimum building setback from road boundaries within the Raynes Road Industrial Zone	(a) The extent to which a reduced setback would compromise the achievement of an attractive landscaped frontage to Raynes Road and Airport Road.



2.6 APPENDIX S1 – GROWTH CELLS, STAGING, PRECONDITONS FOR RELEASE AND INFRASTRUCTURE REQUIREMENTS.

For the avoidance of doubt, Proposed Plan Change 11 is seeking to retain the entire extent of Industrial Growth Cell C8 which is shown in Appendix S1 in the following figure (with the only change being to rename it to “C10”).

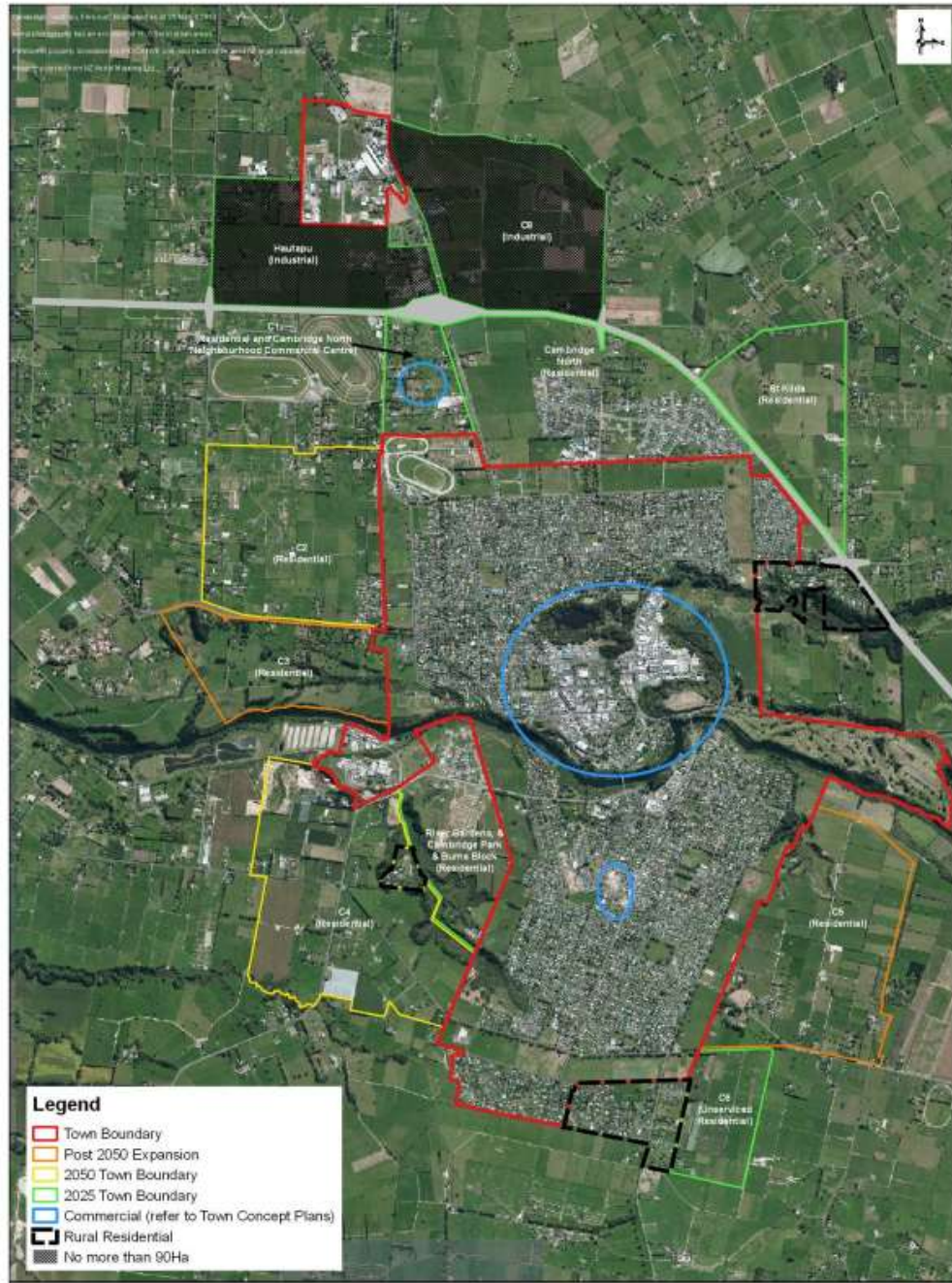


Figure A2.1: Cambridge Growth Cells in the Operative Waipa District Plan (Appendix S1). The area that Plan Change 11 is seeking to rezone forms part of Growth Cell C8.



Growth Cell C8 is consistent with the urban limits provided for in both Future Proof and the Waikato Regional Policy Statement.

Plan Change 5 redefines the Bardowie land as being Growth Cell “C10” (Figure A2.2) and does not include the entire land package. It retains 30 hectares of the site already zoned Deferred Industrial, with the development of the area proposed to occur beyond 2035.

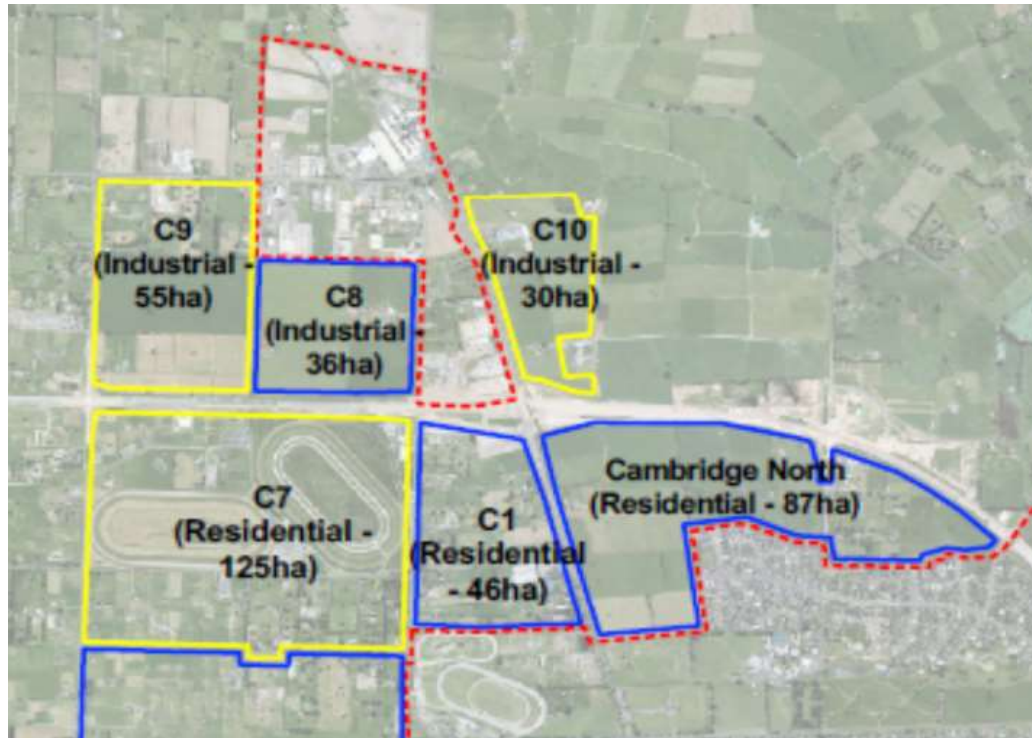


Figure A2.2: Plan Change 5 Growth Cells. Growth Cell C10 represents the 30 hectares of the Bardowie Industrial Precinct area seeking to be rezoned from Deferred Industrial to Industrial Zone.

Proposed Plan Change 11 is seeking the retention of the extent of the C8 industrial Growth Cell as currently provided for in Appendix S1. If, and to the extent that Plan Change 5 changes the area in that industrial growth cell, Proposed Plan Change 11 seeks to reinstate the entire extent of Growth Cell C8 with the only change being to rename it to “C10”.

2.7 APPENDIX S19 – BARDOWIE INDUSTRIAL PRECINCT STRUCTURE PLAN AND URBAN DESIGN AND LANDSCAPE GUIDELINES.

Note the entire Structure Plan is intended to be inserted into the Waipa District Plan as new Appendix S19, therefore it has not been underlined in red to show the insertions.

S19.1 Introduction

S19.1.1 The Bardowie Industrial Precinct Structure Plan and accompanying urban design and landscape guidelines provide the management framework for industrial development within this area.

S19.1.2 The Bardowie Industrial Precinct forms a component of the identified Hautapu Strategic Industrial Node.

S19.1.3 The purpose of this structure plan is to enable the development of new specialised industry into the Cambridge area, and to enable the Waipa District Council to plan and fund required infrastructure to appropriately service this industrial area. Consequently, the Structure Plan also provides a framework for development proposals and to ensure contemporary urban design outcomes are achieved in line with the vision for the Precinct.

S19.1.4 The Structure Plan area is approximately 56.7 hectares in size. Existing activities in the Structure Plan area includes agricultural and light industrial activities. The majority of the land in the Structure Plan area is currently undeveloped greenfield land.

S19.1.5 The philosophy behind the Structure Plan is to enable light to medium industry to develop in the Bardowie Industrial Precinct, with the adherence to contemporary design principles.

S19.1.6 The principles guiding the Bardowie Industrial Precinct Structure Plan are as follows:

- A contemporary industrial precinct that is readily accessible, visually attractive and which embodies Cambridge’s unique character;
- Maximisation of multi-purpose open space network opportunities;
- Low impact design is encouraged (in terms of both stormwater and built form);
- A local transport network that is fully integrated with the regional transport network;
- A Campus Hub is developed for public open space, commercial and retail amenities, a wellness centre, visitor accommodation and to provide Cambridge with a conference facility / space for large meetings within Cambridge;
- Flexibility around the staging and sequencing of development; and
- Ensuring health, safety and site security is provided for.

S19.1.7 In developing the Bardowie Industrial Precinct Structure Plan, specific assessments for geotechnical considerations, archeology, stormwater, water and wastewater and transportation have been undertaken.



S19.2 Bardowie Industrial Precinct Structure Plan

S19.2.1 The Bardowie Industrial Precinct is divided into four development nodes that are available for development at different times (subject to private land release agreements), as follows:

- **Node 1A** - 12.5 hectares – Window manufacturing and associated activities.
- **Node 1B** – 5.2 hectares – Land currently owned by Shoof Properties Limited and partially occupied by Shoof International Limited.
- **Node 2** - 16.3 hectares – Window manufacturing and associated activities, including the Campus Hub.
- **Node 3** – 22.7 hectares – General industrial activities that are designed in accordance with the urban design guidelines and private covenants.

Activities within the Bardowie Industrial Precinct

S19.2.2 The Bardowie Industrial Precinct is intended to enable a light to medium industrial precinct to be developed within an identified Strategic Industrial Node. It will initially provide for the development of a large-scale window and door manufacturing business along with general industrial activities as provided for in the Industrial Zone rules in the Waipa District Plan.

S19.2.3 The Bardowie Industrial Precinct will be a contemporary industrial development including a Campus Hub which will include cafes, child care facilities, a wellness centre¹, a conference facility and visitor accommodation. The scale of the Campus Hub will be appropriate to avoid any issues with the commercial hierarchy and overall planning framework for Commercial Zones. As the configuration of Node 2 has not been determined the location of the Campus Hub is not spatially defined, however the location of it will be within the Node 2 area.

Infrastructure

S19.2.4 In order to develop a site within the Structure Plan area, a development proposal will need to demonstrate compliance with the Waipa District Plan, including in respect of infrastructure provision. The following sections detail how the site is intended to be serviced.

Stormwater

S19.2.5 The stormwater generated from the Bardowie Industrial Precinct will be managed at the site via by the adoption of a water sensitive design approach whereby the stormwater solutions are integrated within the built form and landscape. For example, soakage basins can be designed to provide for a variety of functions such as lower wetter areas planted with native species which can take the form of a wetland, as well as potentially slightly higher areas which could be grassed and used for recreational and amenity benefits.

¹ Defined in the Urban Design and Landscape Guidelines as “Wellness centre, incorporating a medical centre (doctors, dental care) gymnasium, swimming pool, sports courts and support services”



- S19.2.6 Soakage potential across the Bardowie Industrial Precinct Structure Plan Area can be maximised either by way of larger scale soakage basins with an array of underdrains or under hardstand areas using ‘milk crate’ systems with close to 100% void space to reduce footprint and increase storage.
- S19.2.7 To ensure no adverse impacts on the Waikato Regional Council rural drainage network, 10 year ARI runoff volumes will be contained within the communal basins using a combination of live storage and infiltration.
- S19.2.8 10 year and 100-year ARI flows will be managed safely within the site so as to ensure no unacceptable risk to people, property and road users.
- S19.2.9 The existing 100 year ARI flows to the Mangaone Stream will not be exceeded post development using a series of attenuation basins and swale conveyance and storage.

Water Supply

- S19.2.10 Water supply to the Bardowie Industrial Precinct will be provided by the proposed works of the Waipa District Council in 2019/2020. That is, the splitting of the existing reticulation from a dedicated supply into the Fonterra and the Bardowie Industrial Precinct. For normal supply, demand can be met from the proposed network, and in periods of high daily demand, the supply will be supplemented by a pumped system.
- S19.2.11 Development of Node 1A (an initial 12.5 hectare site) is anticipated to be completed in February 2020 therefore the planned Waipa District Council 375mm diameter trunk main extension will need to be advanced to avoid additional temporary supply and storage within the first stage of the development.
- S19.2.12 There is appropriate allocation in the wastewater network to service the Bardowie Industrial Precinct.

Wastewater

- S19.2.13 Wastewater generated around the development will drain to one of at least two wastewater pump stations. These will pump through a dedicated rising main to the Taylor Street pump station. Modelling shows there is capacity in the town network to convey the extra flow.
- S19.2.14 Initially, both the Bardowie Industrial Precinct area and the Hautapu Industrial area will have low flows which may generate septicity issues. To minimise this risk, it has been proposed that both pump stations pump through a single rising main initially until there is sufficient flows to utilise both mains.
- S19.2.15 There is appropriate allocation in the water supply network to service the Bardowie Industrial Precinct.

Transport

- S19.2.16 A right turn bay adequate for Nodes 1A and 2 at the southern access point should be created prior to industrial activities occurring. A right turn bay can accommodate up to 45 hectares of



typical industrial development, but not the whole Bardowie Industrial Precinct Structure Plan Area area without long queues and delays. The intersection should be formed with enough space to provide traffic signals if required for the subsequent development of Node 2.

- S19.2.17 Node 1B already obtains access via Laurent Road.
- S19.2.18 Prior to development in Node 2, a Traffic Impact Assessment is required to determine when/whether traffic signals are required.
- S19.2.19 No development shall occur in Node 3 until connectivity with the surrounding transport network has been formed to service the general industrial area.
- S19.2.20 The configuration and exact location of the connection to the surrounding transport network has not been prescriptively described within the Bardowie Industrial Precinct Structure Plan to enable flexibility in its location and configuration, as this area may not be developed until 2024.
- S19.2.21 The Structure Plan shows roading connectivity to the east, beyond the Bardowie Industrial Precinct. This potential future connection to the east is shown in the Structure Plan to have the ability to provide transport access to the east as this area which is located within the C8 industrial growth cell, may in future be developed for industrial purposes.

Electricity

- S19.2.22 Waipa Networks has confirmed that electricity can be supplied to the Bardowie Industrial Precinct.

Gas

- S19.2.23 First Gas has confirmed that gas can be supplied to the Bardowie Industrial Precinct.

Fibre

- S19.2.24 Ultrafast Fibre has confirmed that fibre can be supplied to the Bardowie Industrial Precinct.

Development Agreement

- S19.2.25 No development within the Bardowie Industrial Precinct Structure Plan Area shall be approved until such time as a Development Agreement is signed between Council and the developer, unless otherwise approved in writing by the Council. The Development Agreement shall specify all those items of infrastructure that are required to be upgraded at full or partial cost to the developer.

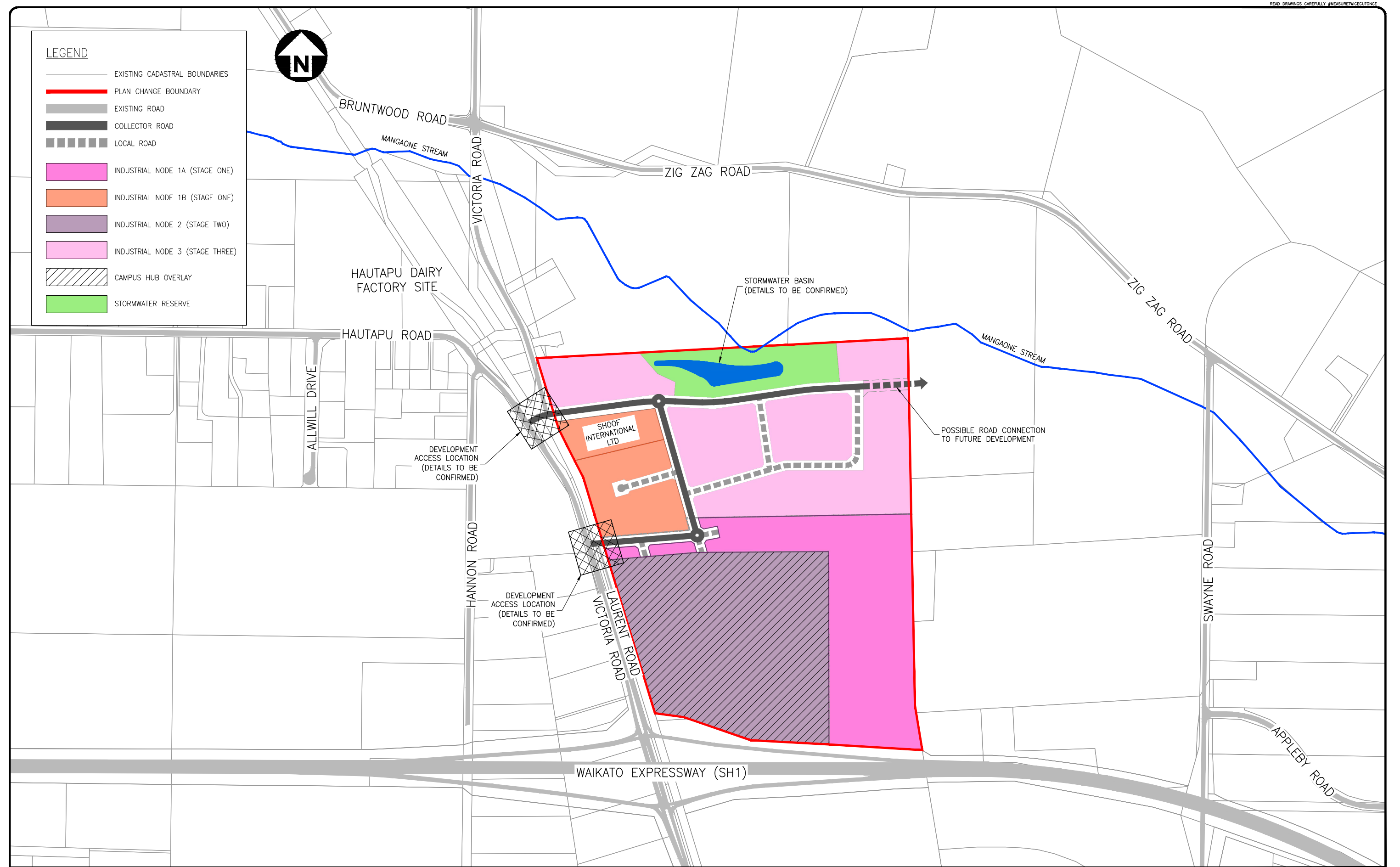
Structure Plan

- S19.2.26 The figure below is the Bardowie Industrial Precinct Structure Plan.



LEGEND

- EXISTING CADASTRAL BOUNDARIES
- PLAN CHANGE BOUNDARY
- EXISTING ROAD
- COLLECTOR ROAD
- LOCAL ROAD
- INDUSTRIAL NODE 1A (STAGE ONE)
- INDUSTRIAL NODE 1B (STAGE ONE)
- INDUSTRIAL NODE 2 (STAGE TWO)
- INDUSTRIAL NODE 3 (STAGE THREE)
- CAMPUS HUB OVERLAY
- STORMWATER RESERVE



PROPOSED PLAN CHANGE 11 TO THE WAIPA DISTRICT PLAN
BARDOWIE INDUSTRIAL PRECINCT

STRUCTURE PLAN
GENERAL ARRANGEMENT

S19.2 Urban Design and Landscape Guidelines

- S19.2.1 The Structure Plan provides design guidelines to steer the quality of development and ensure that intended urban design outcomes are achieved. The Structure Plan also outlines the infrastructure that is required to service the parcels of land. Services that are required to be constructed by developers and those provided by Council will be determined as part of the preparation of a Development Agreement.
- S19.2.2 The purpose of these design guidelines is to provide guidance for future development within the Bardowie Industrial Precinct. These guidelines form part of the Bardowie Industrial Precinct Structure Plan and support Section 7 (Industrial Zone) of the Waipa District Plan.
- S19.2.3 The following overarching Design Objective has been developed to frame the design principles and provide clear direction in relation to the development aspirations for the Bardowie Industrial Precinct:

BARDOWIE INDUSTRIAL PRECINCT DESIGN OBJECTIVES

- To encourage high quality contemporary industrial development.
- To enable industrial activities to locate at the Precinct and become part of the industrial campus community.
- To facilitate the assessment of development activities and resource consent applications through the development of clear and instructive design guidelines.
- To enshrine principles of environmental sustainability within the Bardowie Industrial Precinct.
- To facilitate consistency in built form outcomes throughout Bardowie Industrial Precinct.
- To encourage low carbon design to support the transition to a low carbon economy.
- To encourage the use public transportation, walking and cycling for those working in the Bardowie Industrial Precinct, and to support people's wellbeing through the development of a health focused Campus Hub.
- To ensure the environment is safe for all those working in the precinct, and those who are visiting.
- To provide a framework for clear decision making.

S19.2.4 To assist in achieving the objectives above, there are eight key areas that future development within the Bardowie Industrial Precinct should respond to, as outlined within these guidelines:

- Site Responsive Design;
- Access and Movement;
- Building Layout;
- Built Form;
- Landscaping;
- Campus Hub;
- Sustainability;
- Security and Safety; and

S19.2.5 Objectives and guidelines are outlined under each of these headings. The objectives are overarching design statements that the development should seek to achieve. The specific guidelines are provided to help direct the design of the development, therefore achieving the overarching design objectives.

Interpretation

S19.2.6 Overall consistency with the Urban Design and Landscape Guidelines should be achieved for developments within the Bardowie Industrial Precinct. In the instance where there may be a specific or minor non-compliance with a prescriptive urban design guideline, this would not necessarily constitute a non-compliance.

S19.2.7 The example images are for explanatory purposes only and are included as guidance for those wishing to develop in the Bardowie Industrial Precinct. They should not be interpreted as being requirements of the Bardowie Industrial Precinct.

S19.2.8 The explanatory images and design guidelines follow.

1. SITE RESPONSIVE DESIGN

Site and Context Assessment

Design Objectives

- To ensure that new development responds to its context and reinforces its character setting.

Design Guidelines

- 1.1 A site analysis should be undertaken at the beginning of, and to inform, the design process. The analysis should include:
- Surrounding land uses - existing and proposed future uses
 - Existing and future transport networks - road, pedestrian and cycle paths, and public transport
 - Built form, character and heights of surrounding buildings
 - Areas of vegetation
 - Predominant landscape and cultural heritage character of the area
 - Understanding of drainage systems both within and beyond the site
 - Views and outlook
 - Climatic conditions including solar access and prevailing winds.

The analysis must demonstrate that the development design responds appropriately to each of the above elements.

Lot Design

Design Objectives

- To create an appropriate range of lot sizes to facilitate different types of compatible developments.
- To create lots that enable the promotion of built form.

Design Guidelines

- 1.2 Enable the creation of a variety of lot sizes, particularly in Node 3, to allow for a variety of different types of industrial uses.
- 1.3 Facilitate the design of the lot layout to ensure that any industrial buildings would have appropriate frontage to enable positive interactions with areas of public space (for example, streets, water bodies and public open space).

Image supporting 1.1

Right: This outdoor space incorporates an appropriate use of planting, open space and clear access ways, and also provides for an attractive contemporary design detail.



2. ACCESS AND MOVEMENT

Pedestrian and Cyclist Network

Design Objectives

- To facilitate safe and easy access for pedestrians and cyclists to, from and within the industrial area.
- To provide good quality walking and cycling facilities within the industrial area.
- To provide for separation between pedestrian / cycling pathways and vehicles

Design Guidelines

- 2.1 Facilitate an industrial development that encourages and supports the use of public transportation, walking and cycling.
- 2.2 Provide for clearly defined pedestrian, cyclist and electric cart routes in and around the industrial area.
- 2.3 Maintain clear sight lines at pedestrian and cycling crossings.
- 2.4 Design driveway access to minimise vehicle and pedestrian / cyclist conflicts by maintaining clear sight-lines between exiting or entering vehicle and pedestrians.
- 2.5 Provide secure bicycle storage that is close to building entrances to assist in increasing accessibility and provide passive surveillance.
- 2.6 Where practical, provide bike storage and change room facilities in, or within close proximity to, the main building to promote the use of cycling.
- 2.7 Enable a separation between pedestrians, cyclists and electric carts from motor vehicles.
- 2.8 Encourage, facilitate and enable the use of non-motorised (e-bikes / electric golf carts) transport when moving between areas and within the Bardowie Industrial Precinct.
- 2.9 Facilitate connectivity between the wider Hautapu Industrial Area and the Bardowie Industrial Precinct Campus Hub.

Image supporting 2.3

Right: These images provide a good example of clear site lines for cyclists and other forms of transport.



Image supporting 2.2

Right: An example of clear site access ways for pedestrians.



**Images supporting
2.5**

Right: The integration
of green spaces,
seating and bike
storage for local
workers.



Vehicle Movement

Design Objectives

- › To provide safe, convenient and efficient access for all vehicles to and from the industrial area.
- › To minimise the impacts of traffic on the surrounding area.
- › To provide access and car parking arrangements that are logical and obvious to visitors and employees.
- › To minimise the impacts of crossing points on pedestrians and cyclists.

Design Guidelines

- 2.10 Developments should be designed to allow all vehicles to enter and exit a site in a forward motion. Turning areas must provide for larger vehicles where necessary.
- 2.11 All access points should have clear sight-lines, enabling vehicles to enter and exit safely and efficiently.
- 2.12 Ensure there is a road hierarchy that considers all road users including heavy vehicles, public transport, cars, cyclists, electric carts and pedestrians.

Loading and Servicing

Design Objectives

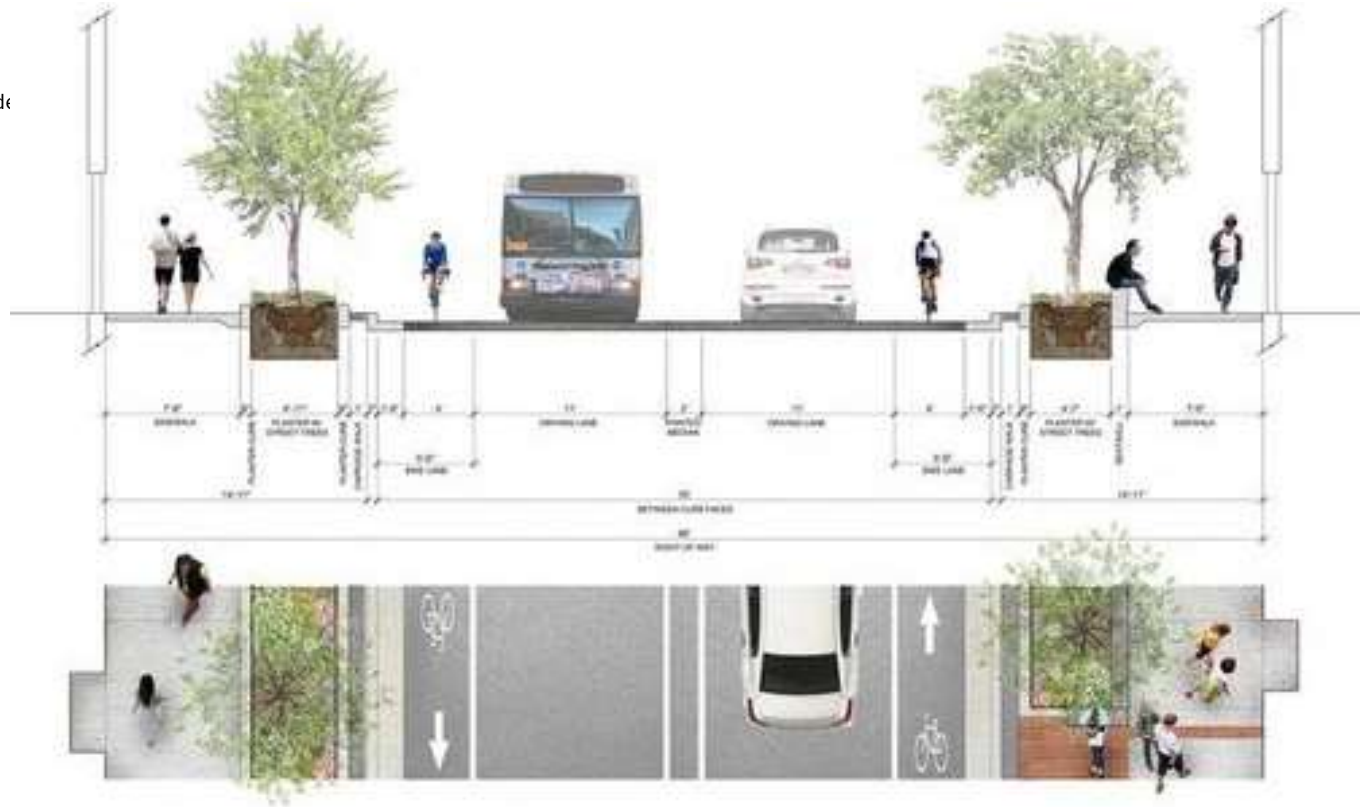
- › To provide safe and efficient loading and servicing areas for all sites.
- › To minimise the visual impact of loading bays and service areas when viewed from surrounding public areas.

Design Guidelines

- 2.13 Access to loading areas should be where practicable, separated from vehicle access routes.
- 2.14 Loading areas should be designed to allow unobstructed vehicle access and provide appropriate turning areas and allow for sufficient and safe collection of waste materials.
- 2.15 Provide storage and loading areas of adequate size to avoid the need to use car parks for the temporary storage of goods.
- 2.16 Boundary treatment should provide adequate screening of the loading and service areas from the surrounding streets, including the Waikato Expressway.

Image supporting 2.12

Right: A road hierarchy that considers users.



Car Parking Layout and Design

Design Objectives

- › To provide sufficient car parking for the needs of the business.
- › To provide an environment where parking is not perceived as the dominant element from the street and other public areas.
- › To provide safe and efficient access within car parks for all users.
- › To provide safe accessible car parking for local amenities.

Design Guidelines

Node 1A and Node 2

- 2.17 1 parking space per full-time equivalent employee for single use, single occupancy industrial activities in very large buildings (GFA > 10,000m²) shall be provided.
- 2.18 Visitor and staff parking areas should be located adjacent to areas of the building that are commonly accessed, and a pedestrian pathway should be provided to the entrance of the building.
- 2.19 Large car parking areas should be broken up through high quality landscaped treatments.

Node 1B and Node 3

- 2.20 Large expanses of car park, greater than 20 spaces, should be located to the side or rear of the building.
- 2.21 Car parking within the front setback of the site should generally be restricted to visitor parking. Visitor spaces should be clearly distinguished with suitable signage or markings.
- 2.22 Visitor and staff parking areas should be located adjacent to areas of the building that are commonly accessed, and a pedestrian pathway should be provided to the entrance of the building.
- 2.23 Visitor and staff parking should be located in a separate location from operational areas such as truck manoeuvring areas, and external storage areas.
- 2.24 Car parking should be avoided within 2.5m of the front property boundary to allow sufficient space for landscaping and footpaths.
- 2.25 Parking areas should be separated from buildings by landscaping.
- 2.26 Large car parking areas should be broken up through high quality landscaped treatments.
- 2.27 Car parking areas should be designed with a regular grid of shade trees, of a suitable species, between parking rows at a ratio of approximately 1 tree per 8 car bays.
- 2.28 Carparking should include safe pedestrian links, designed to provide access for all users.
- 2.29 Provide on-street car parking (including disabled car parking) adjacent to public open space and amenities, e.g. adjacent to the central focus area as illustrated on within the structure plan.

Images supporting 2.19 and 2.26

Below: The use of planting, materials, hardscapes in carparks helps to break up the extent of hard surfaces.



3. BUILDING LAYOUT

Setbacks

Design Objectives

- To provide a clear and legible front entrance that is visible from the street.
- To site buildings so they provide adequate space for landscaping and reduce visual impacts on surrounding public areas (including roads).

Design Guidelines

- 3.1 Front setbacks should be landscaped in accordance with the Landscape Guidelines, and should not be used to store goods, materials or waste.

Images supporting 3.1

Left: An example of effective use of planting / screening in a contemporary style.

Right: An example of planting to screen from the main road, which also allows for the architecture to be a feature.



4 BUILT FORM

Street Address

Design Objectives

Design Guidelines

-
- | | |
|---|--|
| ➤ To provide buildings that are easy for visitors and workers to locate. | 4.1 Ensure offices are clearly visible from the street frontage and visitor parking areas. |
| ➤ To create an attractive setting for industrial buildings that support a range of movements, connections and enable safe pedestrian/ cyclist access where appropriate. | 4.2 Avoid blank, unarticulated walls along the front façades and provide planting where this is unavoidable. |
| ➤ To provide passive surveillance of surrounding public spaces. | 4.3 Buildings should be orientated so that the building frontage (i.e. entrance, reception, customer service area) is parallel with the primary street frontage. |
| | 4.4 If there is an office, showroom, shop, staff recreational space or other such component on site, locate it facing and close to the street with as much glazing as possible |
| | 4.5 Where practicable (i.e. where there are no locational / functional / sizing constraints on building orientation), orientate buildings to take advantage of a northern aspect to maximise opportunities for passive solar heating and cooling (particularly in Node 3). |
-

Images supporting 4.1

Left: These images show buildings that have clearly visible street frontages.



Image supporting 4.2

Right: The use of planting can hide large expanses of blank wall space.



Building Design

Design Objectives

- To reinforce the rural character of the local area through appropriate built form and landscape elements.
- To provide buildings that facilitate visual interest and variety in form and appearance.
- To provide practical building forms that meet the purpose of the industry or business.
- To encourage building design that is environmentally sensitive.

Design Guidelines

- 4.6 Avoid excessive blank walls.
- 4.7 Large expanses of building walls that are visible from the street should be broken up or otherwise detailed to reduce the scale and increase interest.
- 4.8 Use simple, orthogonal forms that are broken up by contrasting materials, colours and textures.

Material Finishes and Colours

Design Objectives

- To provide colours, materials and finishes that are compatible with the character of the Cambridge area.
- To provide a co-ordinated palette of colours, materials and finishes.
- To provide materials that are durable and robust.

Design Guidelines

- 4.9 Reference materials to be utilised within the Bardowie Industrial Precinct are of neutral theme with strong compositional balances which are encouraged to break down mass of form as a preference to monochromatic bulk.
- 4.10 Natural stone exposed aggregate concrete, steel, zinc, anthracite and stainless steel should be utilised as the primary building finishes where appropriate.
- 4.11 Proportional colour schemes are to be preferentially utilised, with a guiding principle of Primary, Secondary and Accent colourways (Primary = 70%, Secondary = 20%, Accent = 5%).

- 4.12 The Resene BS5252 Group A selections are the preferred (but not required in all instances) colour palette for the Bardowie Industrial Precinct (Appendix A). These colours reflect the primary tonal directions preferred in contemporary design materials such as natural stone, exposed aggregate concrete, steel, zinc, anthracite and stainless steel.
- 4.13 The façade of buildings should be modulated – for example via stepping form, shadow lines and providing glazed areas to articulate building envelope to the extent practicable to break down the sense of bulk form and promote occupant wellness by providing natural light and outlook to natural features.

Building Heights	
Design Objectives	Design Guidelines
<ul style="list-style-type: none"> › To provide buildings that are appropriately scaled to provide for a variety of industries. › Within Node 1A and Node 2, enable appropriately sized buildings to be developed to enable specialised industry that has functional requirements for large buildings. › Within Node 1B and Node 3, to provide industrial and office buildings that have minimal impact on the surrounding area. 	<p>Node 1A and Node 2</p> <p>4.14 A 20m maximum building height restriction is applied across the buildings on the site, except for within 40 metres of State Highway 1 (Waikato Expressway) and Victoria Road where the height limit is 10 metres.</p>
	<p>Node 1B and Node 3</p> <p>4.15 A 20m maximum building height restriction is applied across the buildings on the site, except for within 40 metres of Victoria Road where the height limit is 10 metres.</p> <p>4.16 Building heights should respond appropriately to the surrounding area and incorporate lower elements towards the street to relate to the pedestrian scale.</p> <p>4.17 Taller elements of the building should be recessed from the street.</p> <p>4.18 Buildings should not generally overshadow public footpaths or public open space.</p>

Roof Form

Design Objectives

- To integrate the roof form into the overall design of the building.
- To ensure roof forms reflect the industrial function of the building.
- To avoid clutter on the roof.

Design Guidelines

- 4.19 Roof forms should generally be of a low pitch unless necessitated by the particular industry function. Avoid bulky or highly detailed roof forms.
- 4.20 Utilise roof forms to differentiate between the various elements of the building. This could include the transition between the office / sales area through to the larger buildings behind.
- 4.21 Building infrastructure which is located on the roof including air conditioning units, plant room, lift motor etc. is to be screened from adjoining streets and areas utilising roof forms or parapets that integrate with the overall design of the building.

Signage and Advertising

Design Objectives

- To provide for the identification of businesses in a way that maintains the character and amenity of the street.
- To ensure signage is informative and co-ordinated in a way that enables customers to easily locate the industry or business and determine its services.
- To ensure signs contribute positively to an area and do not compromise visual amenity.
- To ensure signs are managed so as to ensure they do not have an adverse effect do not have an adverse effect.

Design Guidelines

- 4.22 Directional signage should be provided within sites to delineate entries and exits, staff and visitor parking, office /reception areas, and loading areas. Directional signage within the site should be consistent in style and form.
- 4.23 Signage attached to front fences and temporary A-Frame signage on footpaths should be avoided.
- 4.24 Signage which directs vehicles to parking and servicing areas should be clearly visible and unobstructed by building features or landscaping.
- 4.25 All signs should be high quality and low maintenance with direct lighting.
- 4.26 Sign colours should be similar colour to those used in buildings, with allowance for no more than 50per cent of the sign coverage to include corporate colours and logos.
- 4.27 Free standing tenant signs may be placed at locations near entry driveways.
- 4.28 Building mounted signs should be limited to a maximum of one per tenant.

5 LANDSCAPING

Landscape Design

Design Objectives

- To provide landscape design that responds to the characteristics and qualities of the area.
- To provide high quality landscaping that enhances the setting of buildings.
- To provide low maintenance landscaping.
- To facilitate landscape design that promotes sustainable stormwater management and, where possible, promotes positive biodiversity outcomes.

Design Guidelines

Landscaped Setbacks – Node 1A and Node 2

- 5.1 A 5m amenity planting strip shall be provided along the southern boundary, adjacent to the Waikato Expressway. The purpose of this planting is to provide visual screening between the Expressway and the Structure Plan area. Plant species and design should take into account adjoining planting within the Expressway corridor.
- 5.2 Where appropriate, drainage management measures are to be integrated into amenity areas.

Landscaped Setbacks – Node 1B and Node 3

- 5.3 A 5m wide minimum amenity planting strip will be provided from housing on neighbouring rural zoned properties.
- 5.4 Front and corner sites shall have an amenity planting strip along the entire road boundary to the minimum depth of 2.5m, except for access and egress points.
- 5.5 The amenity planting strip will consist of a combination of groundcovers (i.e. shrubs and/or grass) and trees, with at least one tree planted for every 10m of road frontage.
- 5.6 Where appropriate, drainage management measures are to be integrated into amenity areas.
- 5.7 Landscaping in rear setbacks should be provided if the rear of the site adjoins or is visible from a public street.

Street Tree Planting – Whole Site

- 5.8 Amenity street tree planting at 30m maximum spacings will be provided along Laurent Road and Victoria Road, and any road vested with the Waipa District Council.

Gateways – Whole Site

- 5.9 The two entry points into the industrial area, along Victoria Road, will require special streetscape planting to reinforce the contemporary character of the Bardowie Industrial Precinct and to provide a site feature.

Species Selection – Whole Site

- 5.10 Species should be selected to incorporate both the surrounding landscape character and Cambridge more generally, and the contemporary style to connect and integrate with the landscape of adjoining sites where appropriate.
- 5.11 Landscape areas should be planted with species that are low maintenance and hardy. Species selection should generally provide an emphasis on native and indigenous plants that are appropriate to the site and landscape character of the area (refer to Appendix B).

Carpark Landscaping – Whole Site

- 5.12 For large car parks, provide canopy tree planting for every 8 car parking spaces. The species should be selected to provide shade for vehicles and pedestrians and allow clear views between pedestrians and the vehicles.
- 5.13 A landscape planted strip of at least 1 metre should be provided to separate car parks from side and rear boundaries.
- 5.14 Landscaped areas should be separated from vehicle access through the use of kerbs, wheel stoppers, or raised edging to ensure the maintenance of vegetation.
- 5.15 Utilise water sensitive urban design techniques to treat storm-water runoff from car parks and passively irrigate vegetation.

Staff Amenity Areas – Whole Site

- 5.16 Where provided for or where the features of a site or proposal make it feasible or necessary, functional outdoor staff areas should be located to take advantage of northern aspect, connection to internal staff meals areas, and be landscaped with shade trees and seating.

Establishment and Maintenance – Whole Site

- 5.17 Landscaping should be completed within 9 months of building construction completion and be carried out in accordance with the approved landscape plan.
 - 5.18 Provide for the ongoing maintenance of landscaped areas and generally utilise low maintenance and durable landscaping techniques.
-

Image supporting the Landscaping Guidelines

Left: An example of integrating security fencing with landscaping

Right: An example of contemporary planting styles and incorporating landscaping with the use of water for drainage assistance.



Fencing Design

Design Objectives

- To ensure the front boundary treatment contributes positively to the appearance of the streetscape and clearly delineates the public and private realms.
- To ensure fencing provides for adequate site security.
- To ensure fencing is co-ordinated with the design of the building and landscaping.

Design Guidelines

- 5.19 Fencing along the front boundary should generally be avoided. Utilise landscaping to delineate the front property boundary. If security fencing is a requirement, it should be setback from the road boundary behind a planting buffer strip.
- 5.20 Where front fencing is required for security purposes, the fence should be:
- Unobtrusive and not exceed 1.5m in height;
 - Allow clear views between the street and the business;
 - Utilise materials and colours appropriate to the location, building and landscape design; and
 - Avoid the use of high and/or solid structures / materials.
- 5.21 If security fencing is required, it should have a high degree of transparency and be constructed in black plastic-coated chain link wire or black steel post style. Provide landscaping around the fencing to soften the visual impact.
- 5.22 If security fencing is required along the front boundary, it should be provided at or behind the building line to enable stronger visual and physical connection between the street and building entries.
- 5.23 Where screen fencing is required, it should be designed to integrate with the materials and colours utilised throughout the site.
- 5.24 Razor wire and barbed wire are to be avoided.

6. CAMPUS HUB (COMPRISING PART OF NODE 2)

Campus Hub

Design Objectives

- To maximise safety, accessibility and attractiveness of the Campus Hub.
- To provide commercial activities that provide for everyday needs of employees and visitors.
- To provide safe, accessible public open space for use by local employees and visitors.

Design Guidelines

- 6.1 Through an integrated design approach, provide for a mix of uses within the Campus Hub including a mix of commercial and public amenities, e.g.:
 - Local commercial amenities such as a banking facilities, dairy, bakery, café or similar activities;
 - Open space including a mix of informal playing fields, exercise equipment and/or passive recreation facilities, e.g. seating and picnic benches;
 - Wellness centre, incorporating a medical centre (doctors, dental care) gymnasium, swimming pool, sports courts and support services;
 - Childcare facilities;
 - Visitor accommodation;
 - Conference facility; and
 - Innovation centre (which may include shared office spaces, research and development centres, a small scale industrial heritage museum, and a place to showcase new technologies).
- 6.2 Where appropriate, integrate open space and amenities with adjoining stormwater elements such as ponds and swales, such as could contribute to the amenity outcomes for the Campus Hub.
- 6.3 Provide for a comprehensive approach to landscaping throughout the Campus Hub, taking into account Appendix B: Recommended Species Selection, as well as CPTED principles.
- 6.4 Enable passive surveillance that contributes to the safety and amenity of the Campus Hub by ensuring that commercial amenities and adjoining activities face on to open space and public activities, and by avoiding fencing and dense vegetation along boundaries of the public area.
- 6.5 Provide for public cycle and vehicle parking opportunities, including disabled parking, within the Campus Hub.
- 6.6 Commercial amenities should be designed to be of a 'human scale' through appropriate scale, detailing and modulation.
- 6.7 Suitable signage indicating way finding information and amenities should be used to complement the area.

Image supporting 6.1

Left: Example of possible solutions of places to sit / eat.

Right: Outdoor recreational activities incorporated into public space.



7. SUSTAINABILITY

Sustainability

Design Objectives

- To enable the development of the Bardowie Industrial Precinct, incorporating sustainable development principles.

Design Guidelines

- 7.1 Where practicable, retain existing indigenous vegetation.
- 7.2 Utilise open space networks for recreational and exercise opportunities for those working in the precinct.
- 7.3 Investigate the use of vertical gardens and green roofs, where appropriate, for their co-benefits in relation to sound and heat isolation, energy productivity, air quality improvement, heat island reduction and aesthetics / amenity.
- 7.4 Provide connectivity between open space networks and plantings where appropriate.
- 7.5 Utilisation of effective thermal insulation and material in buildings if practical.
- 7.6 Facilitate the use of both passive and active alternative energy systems.
- 7.7 Promote the efficient use of water, including where practicable the incorporation of rainwater harvesting and grey water re-use processes.
- 7.8 Provide charging stations to encourage the use of electric vehicles.
- 7.9 Facilitate and promote the use of appropriate waste management practices, including the promotion of recycling (i.e. through the development of a centralised recycling facility within the Bardowie Industrial Precinct).
- 7.10 Enable and encourage the development, operation, use and maintenance of individual and small scale renewable energy technologies, including solar, batteries and small-scale wind generation.

Image supporting 7.3

Right: Images showing the use of a green roof and the integration of green features with solar panels.

Image supporting 7.9

Below: Encouraging the use of separating waste items.



Image supporting 7.3

Below: Image showing use of green wall spaces which helps to improve air quality, heat island reduction and aesthetics / amenity.

Image supporting 7.8

Right: Image showing a carpark with charging stations for the use of electric cars.



8. SAFETY AND SECURITY

Safety and Security

Design Objectives

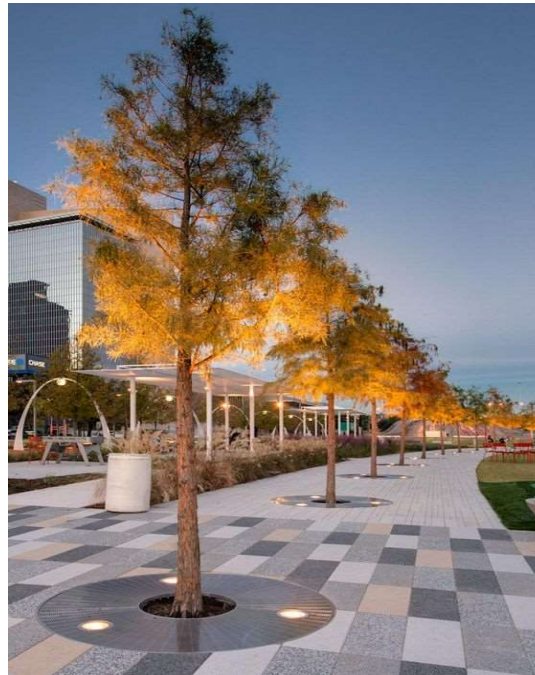
- To provide safe accessibility around all site and hours.
- To ensure safe movement and connections.

Design Guidelines









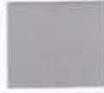















- 8.1 Ensure appropriate lighting is provided within the Bardowie Industrial Precinct to support the 24 hour operation of some of the industries.
- 8.2 Ensure there is separation between public building entrances and any private service area, storage area or other entrance.
- 8.3 Enable for the establishment and operation of monitored security including CCTV.

Image supporting 8.1

Right: Image showing good use of lighting and open walkways to provide a safe environment for local workers.



APPENDIX A: BARDOWIE INDUSTRIAL PRECINCT COLOUR PALETTE

Group	A01	A03	A05	A07	A09	A11	A13	A14
00 neutral	 Quill Grey™cc N84-008-097	 Silver Sand™cc N80-006-102	 Mountain Mist™cc N71-003-088	 Jumbo™cc N64-001-095	 Scarpa Flow™cc N55-002-289	 Ship Grey™cc N43-000-147	 Baltic Sea™cc N37-002-259	
02 red-purple		 Pale Slate™cc N81-004-060		 Sova Grey™cc N64-004-043		 Mortar™cc N44-005-005		
04 red								
06 yellow-red		 Cloud™cc Y81-011-082		 Concord™cc N62-007-087		 Tundra™cc N45-003-047		
08 yellow-red								 Bokara Grey™cc N28-005-068
10 yellow	 Sea Fog™cc N92-005-100	 Grey Nickel™cc G80-011-093	 Delta Grey™cc G72-013-094	 Friar Grey™cc Y62-010-086	 Ironside Grey™cc G55-009-094	 Dune™cc N44-006-089		
12 green-yellow								
14 green								
16 blue-green		 Pumice™cc G80-011-123		 Boulder™cc N61-006-148		 Cape Cod™cc N45-006-187		
18 blue								 Bunker™cc N30-006-253
20 purple-blue								
22 violet								



APPENDIX B: RECOMMENDED PLANT SPECIES

Public Road Streetscape and Amenity Trees

Botanical Name	Common Name
Acer species	Maple
Alectryon excelsus	Titoki
Alnus species	Alder
Amelanchier canadensis	Service Berry
Carpinus species	Hornbeam
Cercis canadensis species (Exotic)	Forest Pansy / Hearts of Gold
Cornus species (Exotic)	Dogwood
Dacrycarpus dacrydioides (Native)	Kahikatea
Dacrydium cupressinum (Native)	Rimu
Fagus Sylvania 'Dawyck Green' (Exotic)	Upright Green Beech
Fagus Sylvania 'Dawyck Purple' (Exotic)	Upright Purple Beech
Fraxinus excelsior 'Green Glow' (Exotic)	European Ash
Ginkgo species (Exotic)	(Male only) Maidenhair
Knightia excelsa (Native)	NZ Honeysuckle
Liriodendron tulipifera (Exotic)	Tulip Tree
Liquidambar 'Gum Ball' (Exotic)	
Magnolia species (Exotic)	
Michelia species (Exotic)	
Platanus species	London Plane
Podocarpus gracilior (Exotic)	Fern Pine
Quercus species (Exotic)	Oak
Tilia cordata (Exotic)	Small leaved lime
Ulmus species	Elm
Sophora species	Kowhai





Public Road Streetscape and Amenity Trees

Landscaping Low Street & Amenity Planting

Botanical Name	Common Name
<i>Astelia</i> species (Native)	Astelia
<i>Carex</i> species (Native)	Carex
<i>Coprosma</i> 'Hawera' & 'Red Rocks'	Hawera / Red Rocks
<i>Corokia</i> (Native) (for shaping)	Corokia
<i>Helleborus</i> species	Winter Rose
<i>Lomandra</i> species	Lomandra
<i>Muehlenbeckia astonii</i> (Native) (for shaping)	Shrubby Tororaro
<i>Ophiopogon</i> species	Mondo grass
<i>Pachysandra terminalis</i>	Japanese Pachysandra
<i>Pittosporum</i> (Humpty Dumpty / Golf Ball)	
<i>Viburnum davidii</i>	
<i>Chionochloa rubra</i>	Red Tussock



Landscaping Low Street & Amenity Planting



Landscaping Buffer Plantings (Tall)

Botanical Name	Common Name
<i>Agathis australis</i> (Native)	Kauri
<i>Alectryon excelsus</i> (Native)	Titoki
<i>Cordyline australis</i> (Native)	Cabbage Tree
<i>Dacrycarpus dacrydioides</i> (Native)	Kaihikatea
<i>Griselinia littoralis</i> (Native)	Kapuka
<i>Hoheria sexstylosa</i> (Native)	Lace bark
<i>Kunzea ericoides</i> (Native)	Kanuka
<i>Leptopsermum scoparium</i> (Native)	Manuka
<i>Pittosporum</i> (Native)	
<i>Pseudopanax</i> (Native)	Lancewood
<i>Sophora tetraptera</i> (Native)	Kowhai



Landscaping Buffer Plantings (Tall)



Landscaping Buffer Planting (Medium to Low)

Botanical Name	Common Name
<i>Astelia</i> species (Native)	
<i>Brachglottis</i> species (Native)	
<i>Carex</i> species (Native)	
<i>Coprosma</i> 'Hawera' (Native)	
<i>Coprosma</i> 'Red Rocks' (Native)	
<i>Cornus alba</i> 'Siberia' (Exotic)	
<i>Corokia</i> species (Native)	(Can be hedged)
<i>Griselinia littoralis</i> (Native)	Kapuka (can be hedged)
<i>Hebe</i> species (Native)	Hebe
<i>Libertia</i> species (Native)	Peregrinans / Ixioides
<i>Lomandra</i> species (Exotic)	Lime Tuff/ Tanika / White Sands
<i>Muehlenbeckia astonii</i> (Native)	Hedged or shaped
<i>Phormium</i> species (Native)	Flax
<i>Pittosporum</i> 'Golf Ball' (Similar varieties).	Golf Ball / Humpty Dumpty



Landscaping Buffer Planting (Medium to Low)



Wetland Planting

Botanical Name	Common Name
Apodasmia similis (Native)	Oi Oi
Baumea articulata	Jointed Rush
Carex secta (Native)	
Cyperus ustulatus (Native)	Giant Umbrella Sedge
Eleocharis acuta	Common Spike Rush
Eleocharis sphacelata	Tall Spike Rush
Juncus gregiflorus (Native)	Giant Rush
Schoenoplectus tabernaemontani	Grey Club Rush

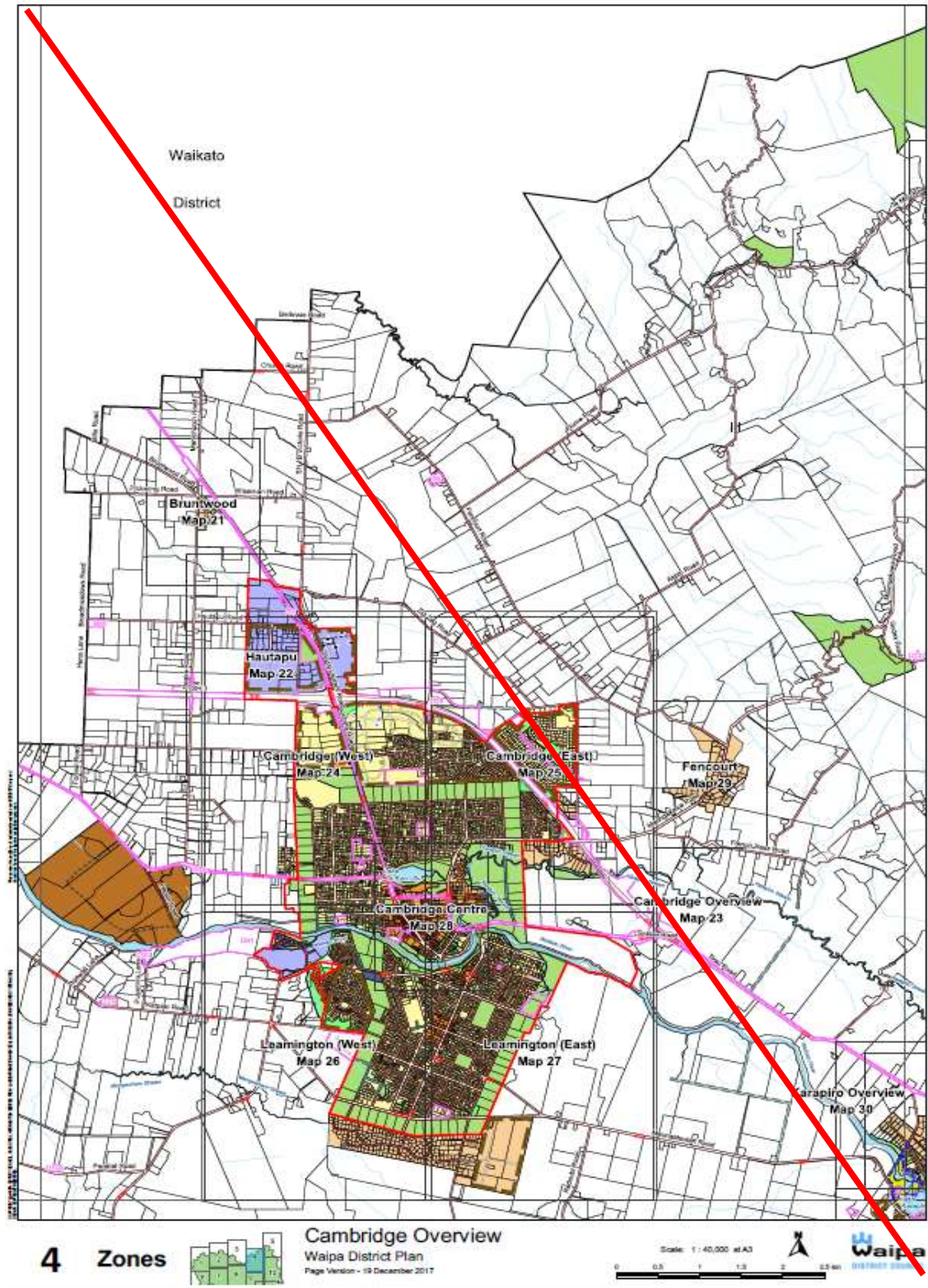


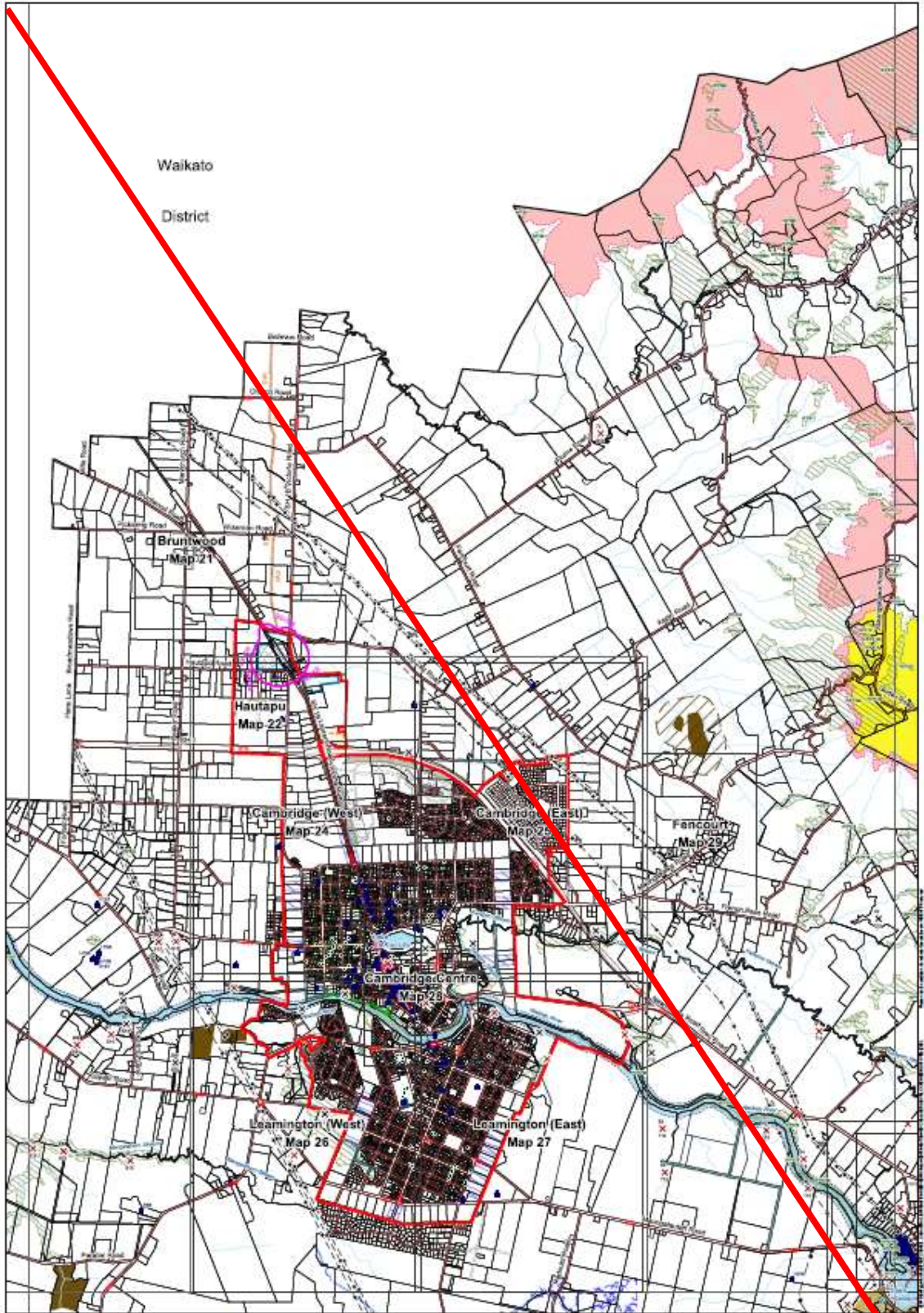
Wetland Planting

Note: The planting list is inclusive of species that reflect both native and heritage characteristics of the Cambridge area, and also provide for more contemporary landscaping.



2.8 PLANNING MAPS

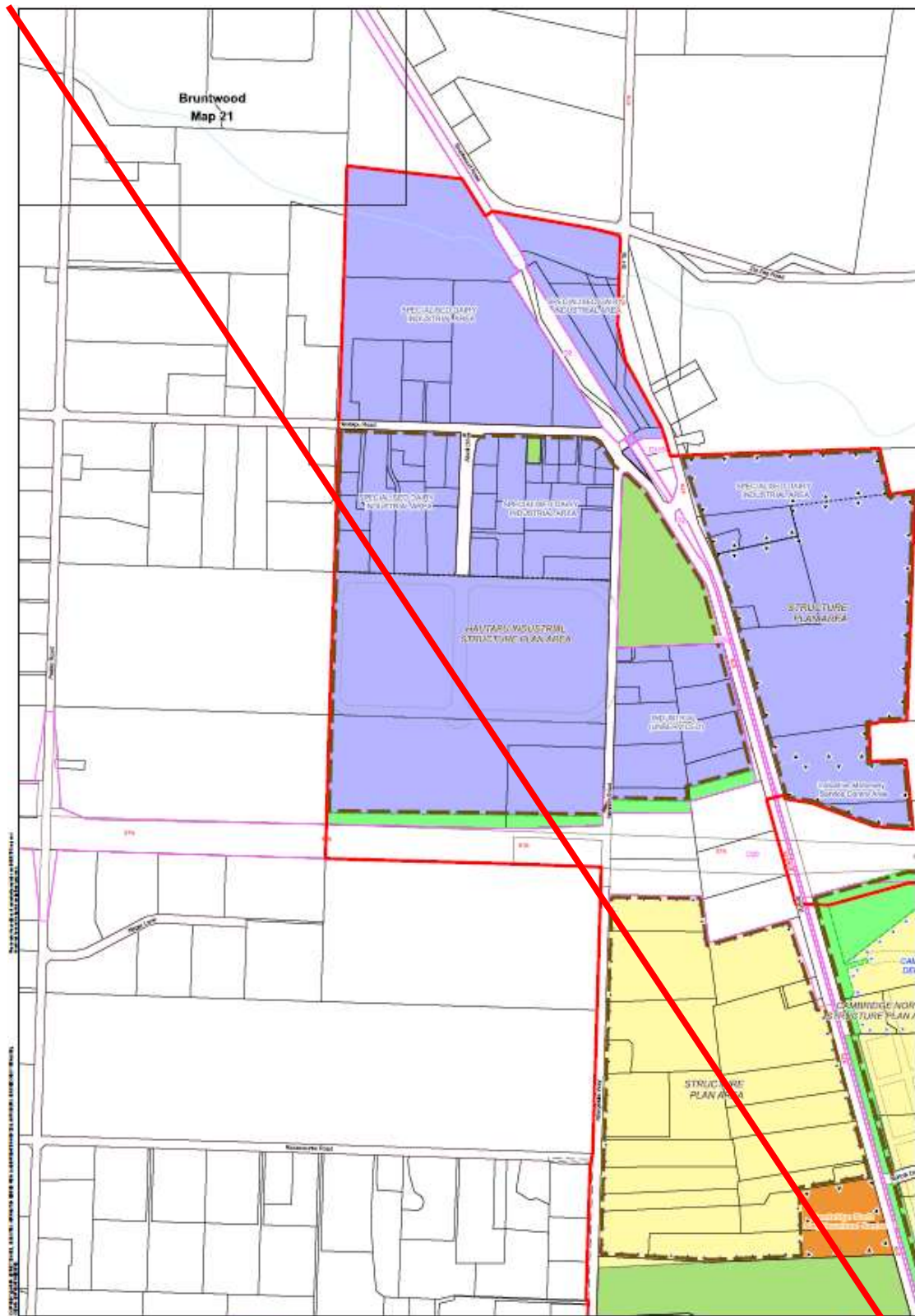




Cambridge Overview
 Waipa District Plan
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Policy Areas 4



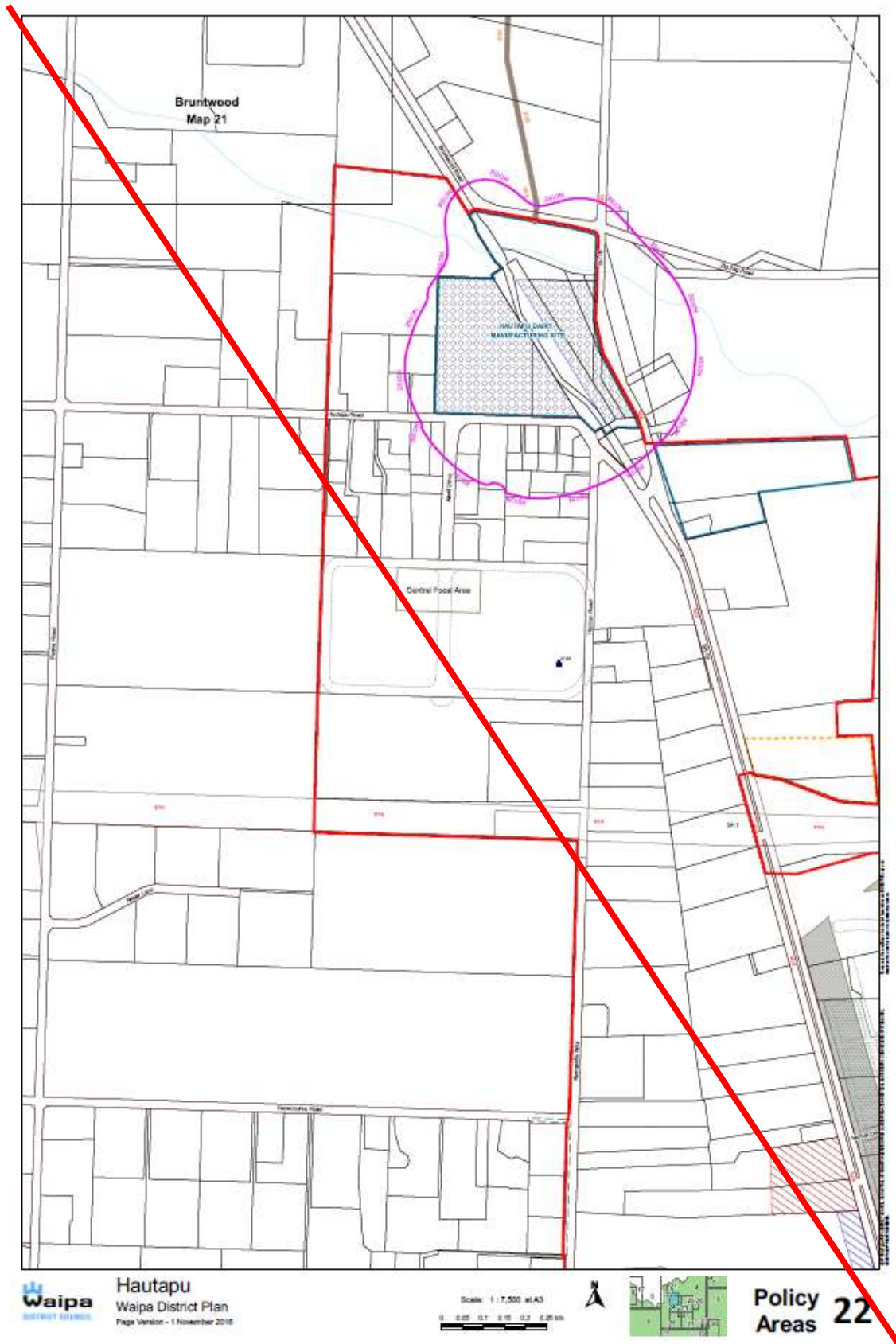
22 Zones

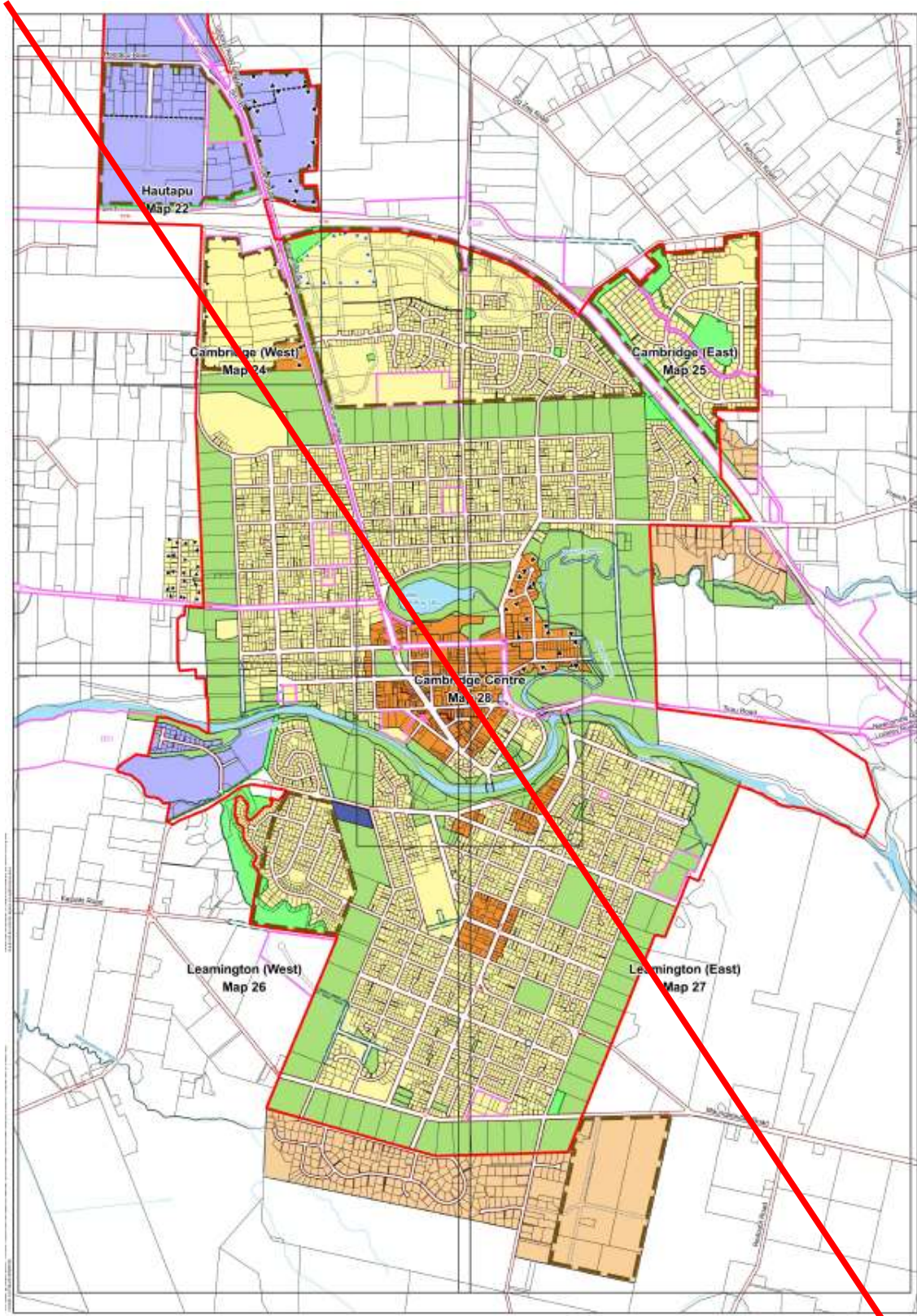


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Waipara District Plan
Page Version - 14 February 2017

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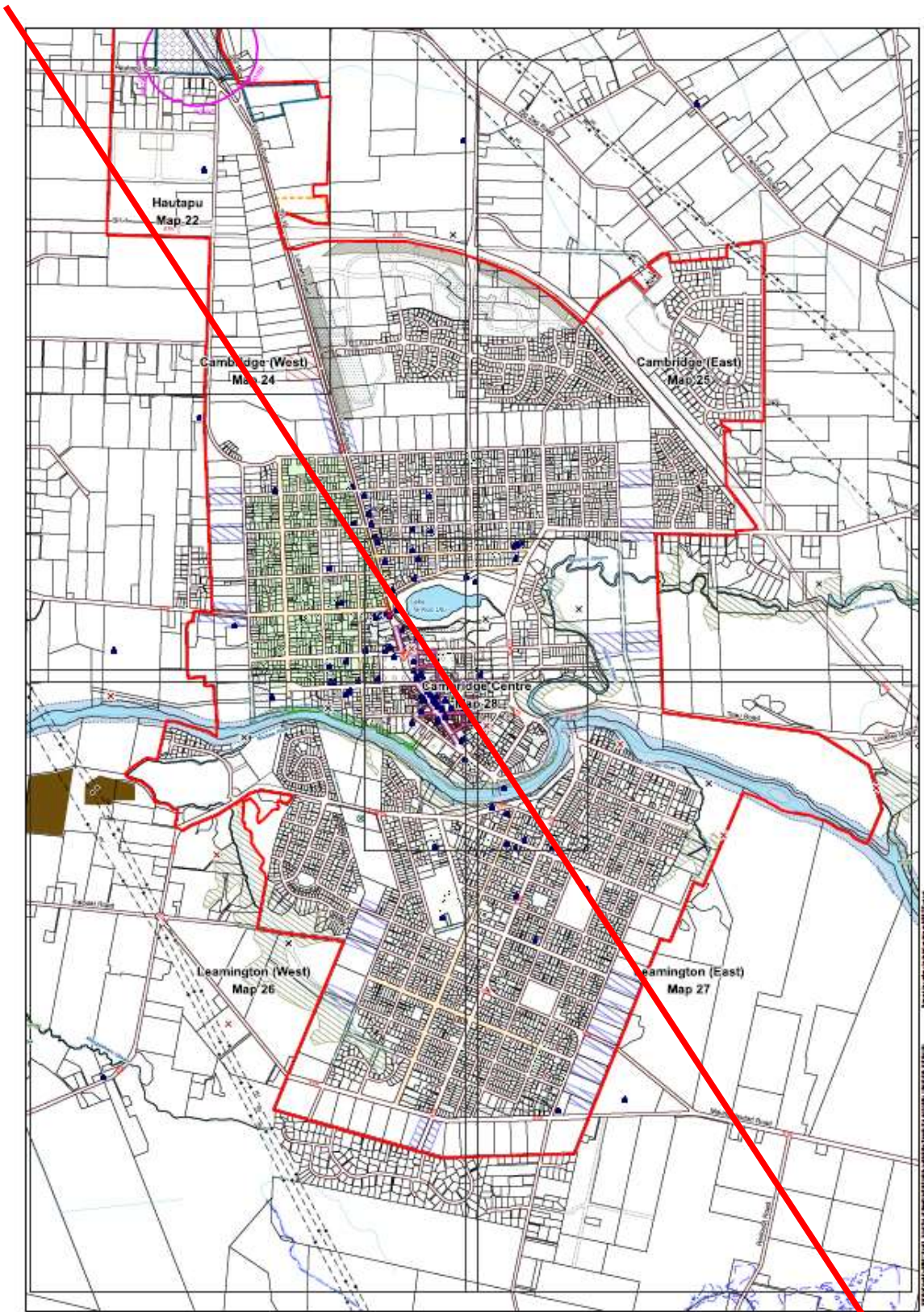
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Cambridge Overview

Waipā District Plan
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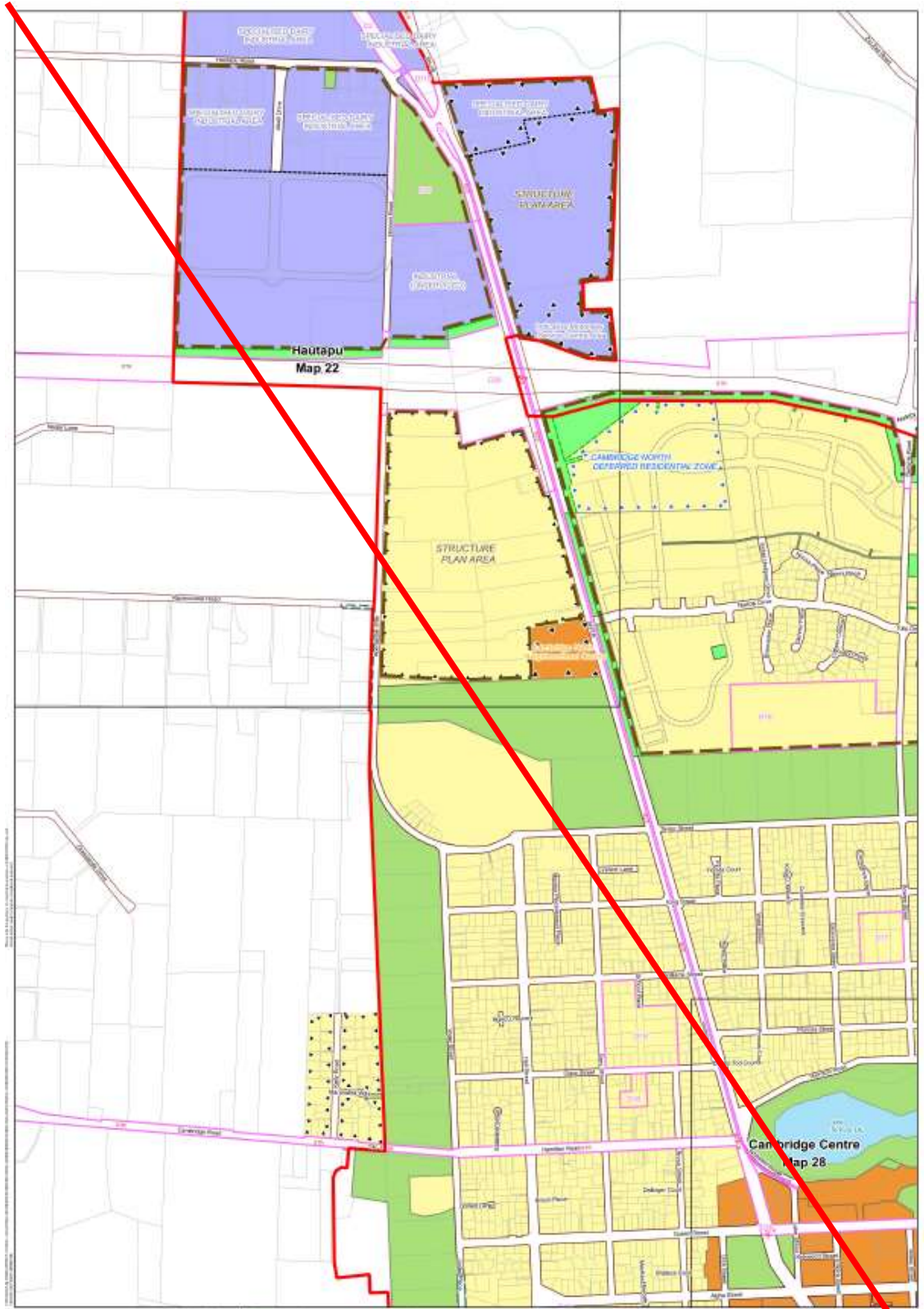




Cambridge Overview
 Waipā District Plan
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Policy Areas 23



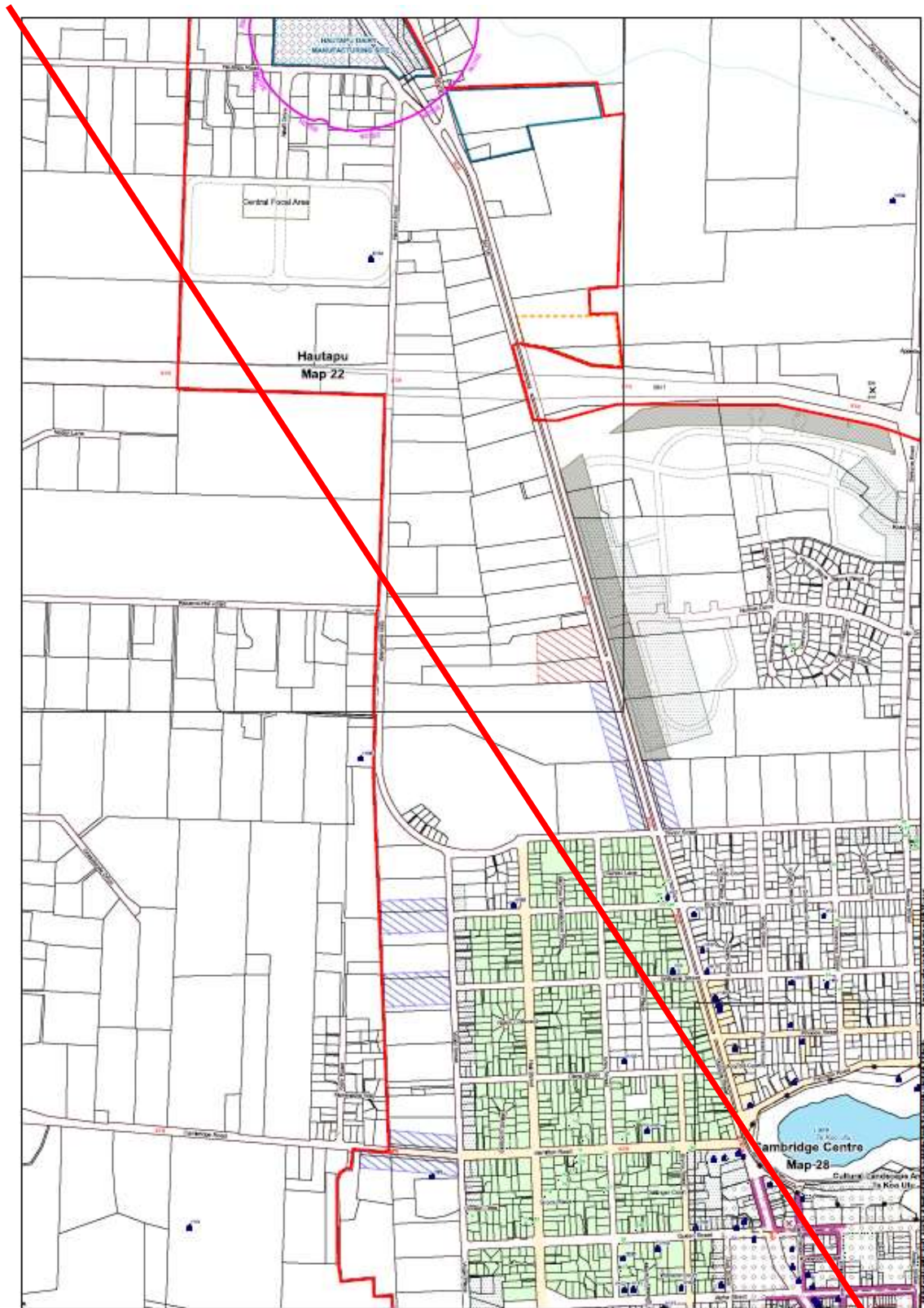
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Cambridge (West)
 Waipa District Plan
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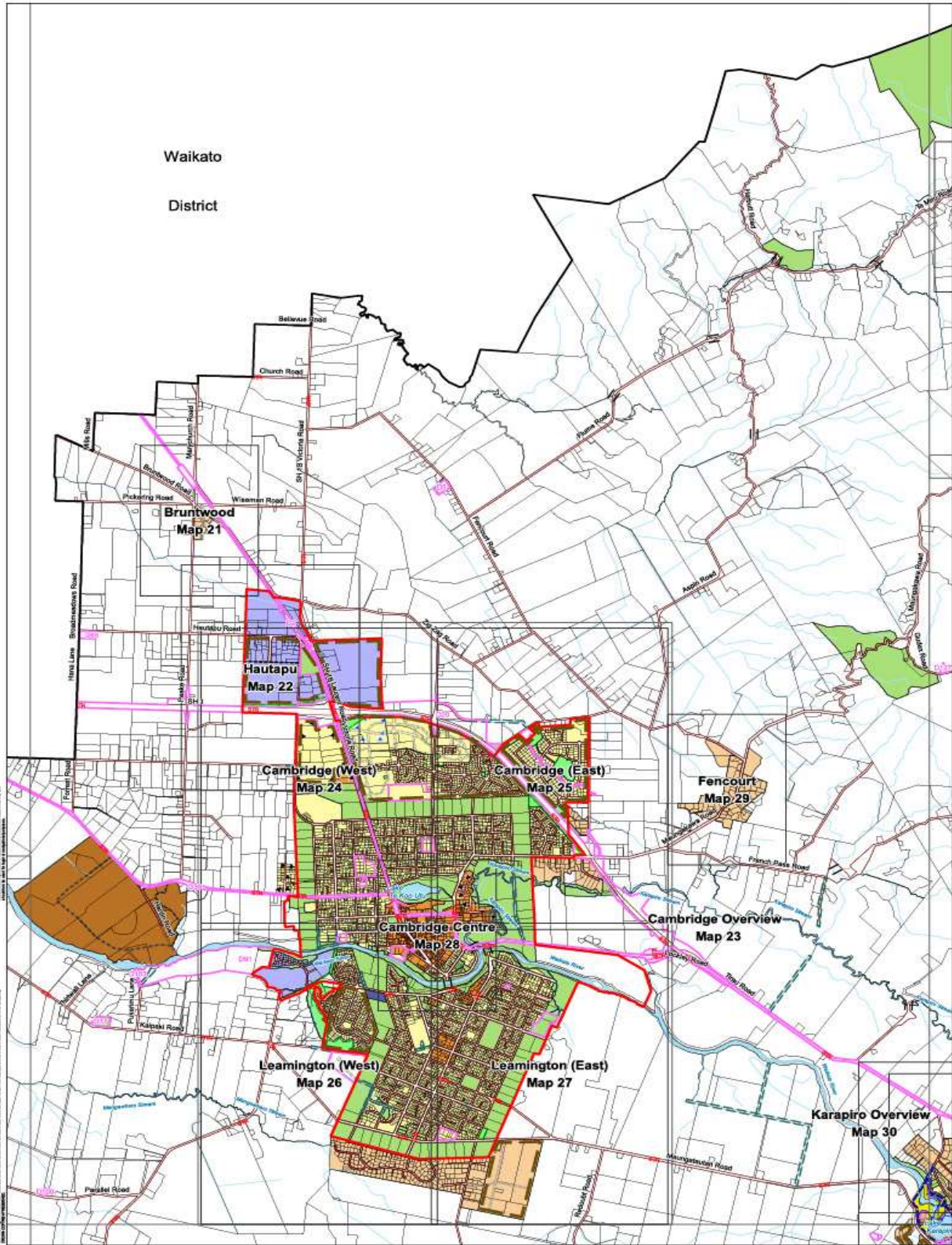





Cambridge (West)
 Waipa District Plan
 Page Version - 1 December 2016



Policy Areas 24

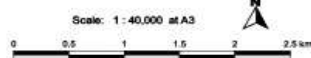


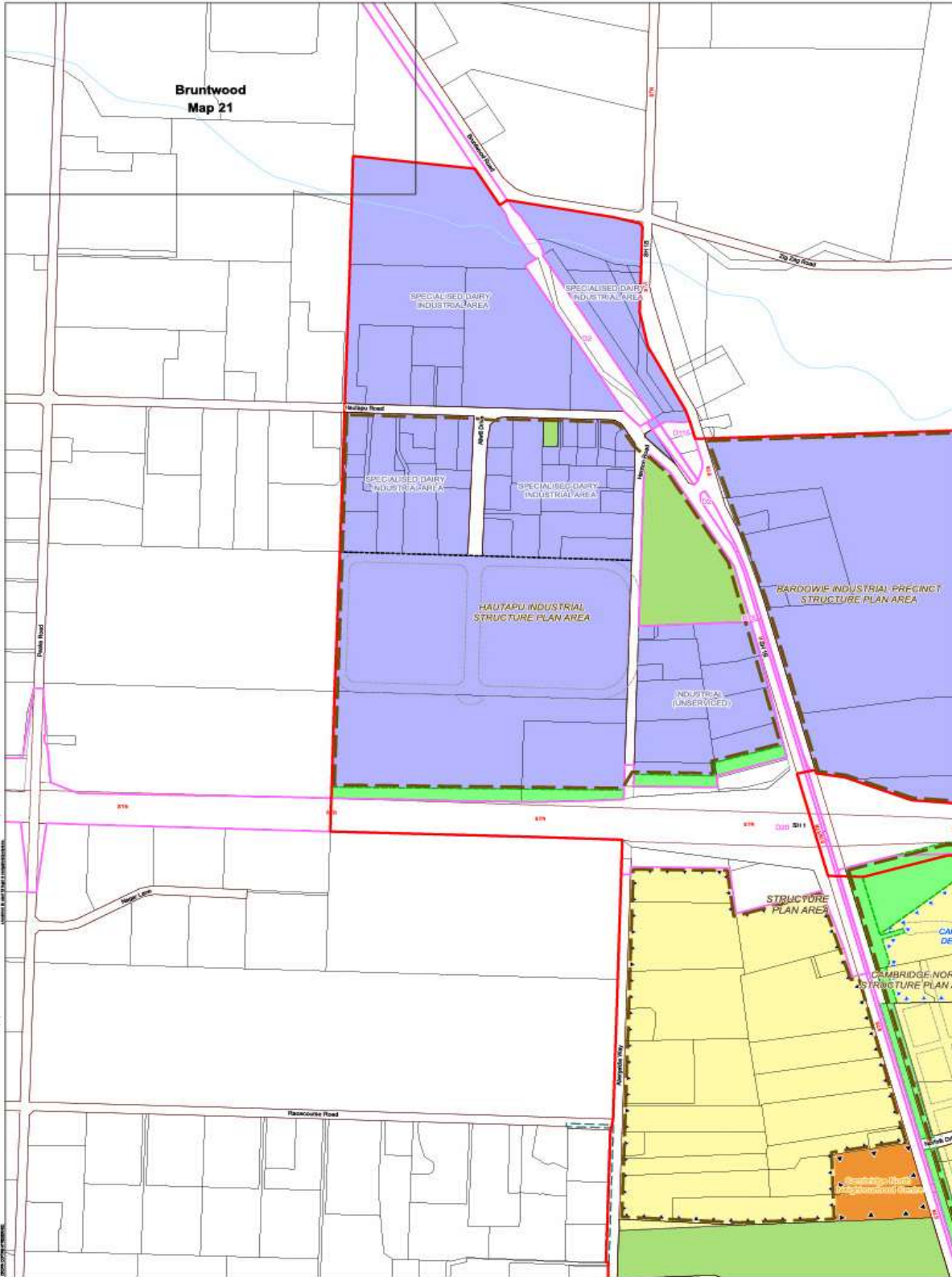
4 Zones



Cambridge Overview
 Waipa District Plan
 As proposed by Plan Change 11

DRAFT





22 Zones



Hautapu
Waipa District Plan
 As proposed by Plan Change 11

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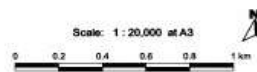


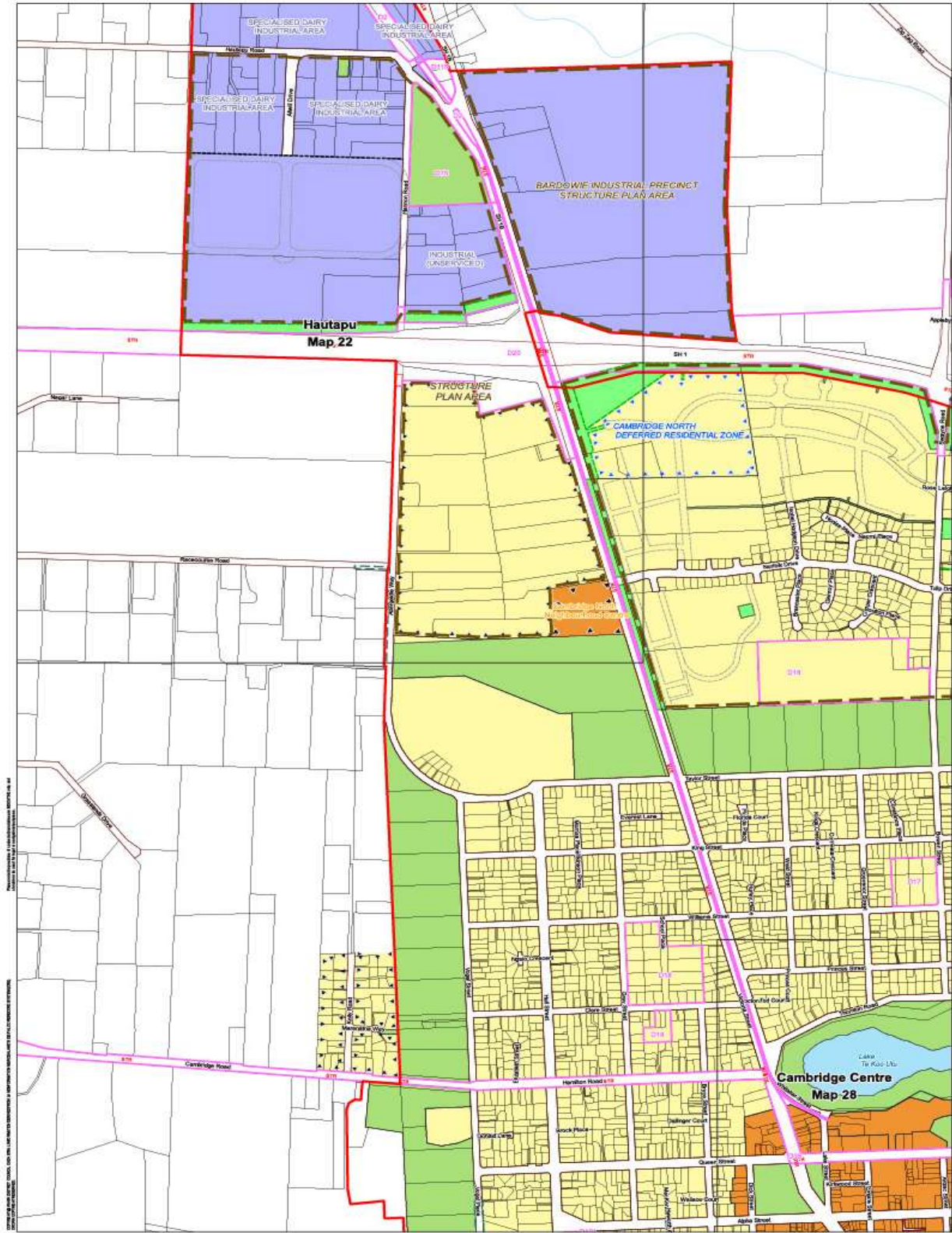
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Cambridge Overview
 Waipā District Plan
 As proposed by Plan Change 11

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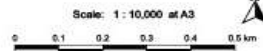
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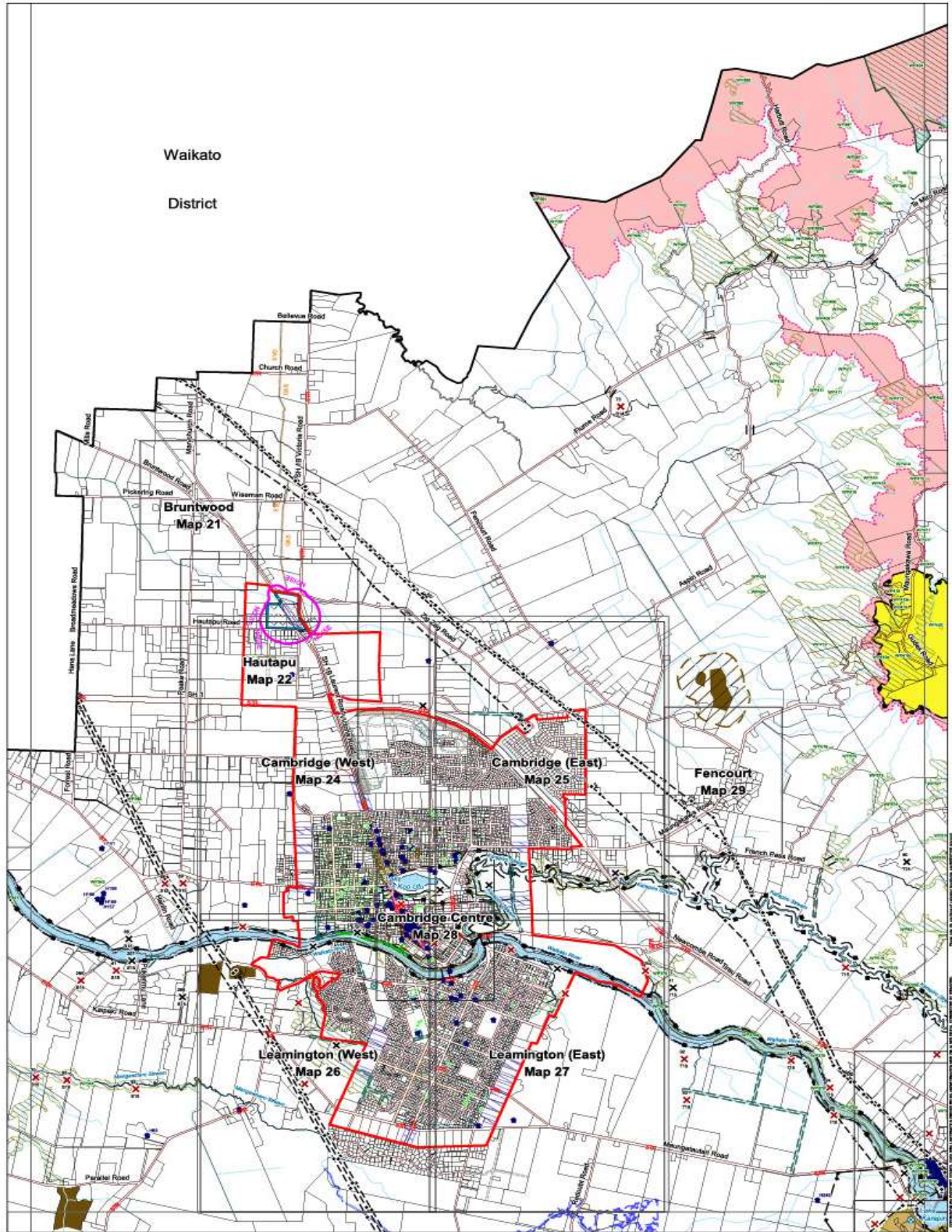


Cambridge (West)

Waipa District Plan
As proposed by Plan Change 11

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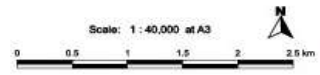


Waikato
District

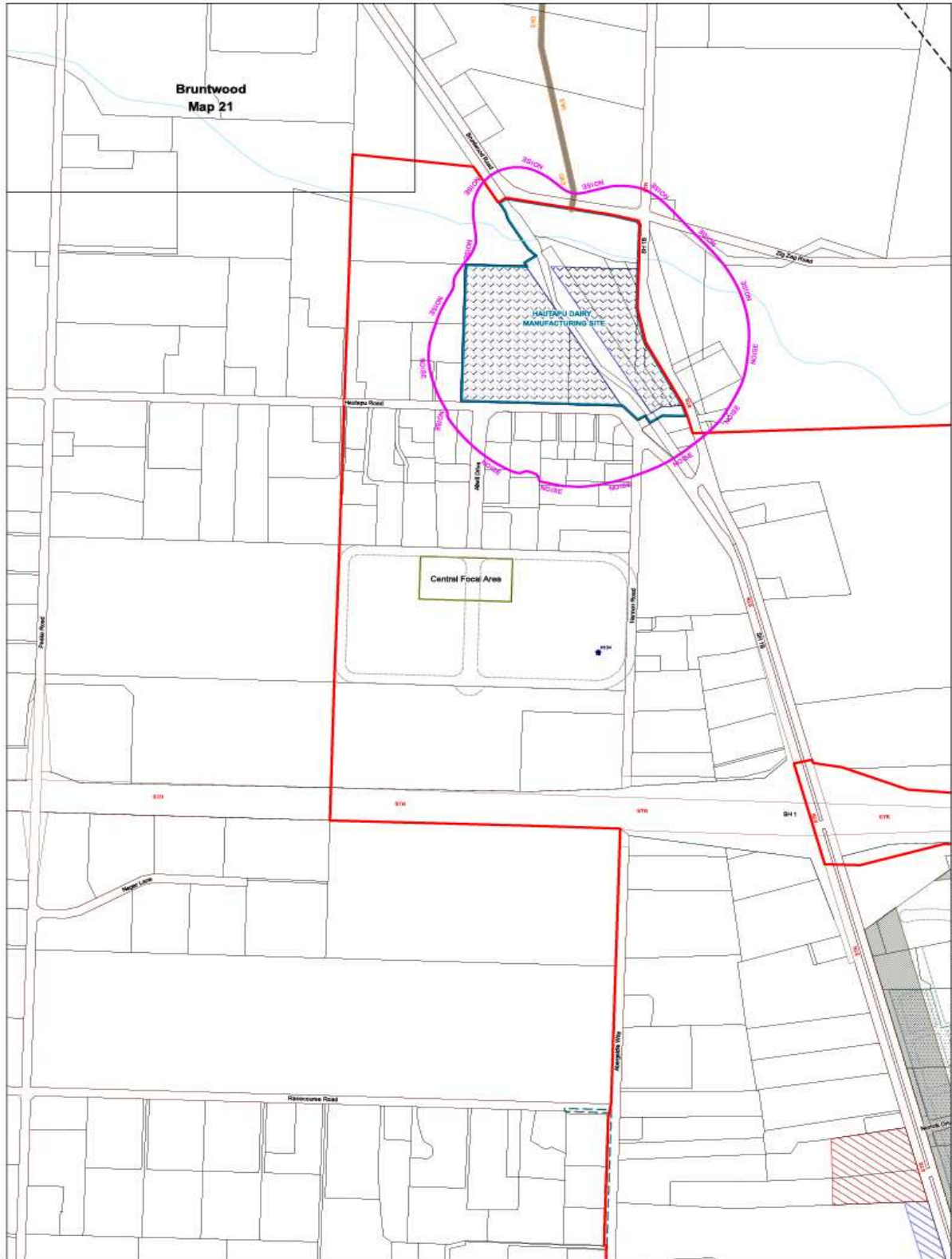


Cambridge Overview
Waipa District Plan
As proposed by Plan Change 11

DRAFT



Policy Areas 4



Hautapu
Waipa District Plan
As proposed by Plan Change 11

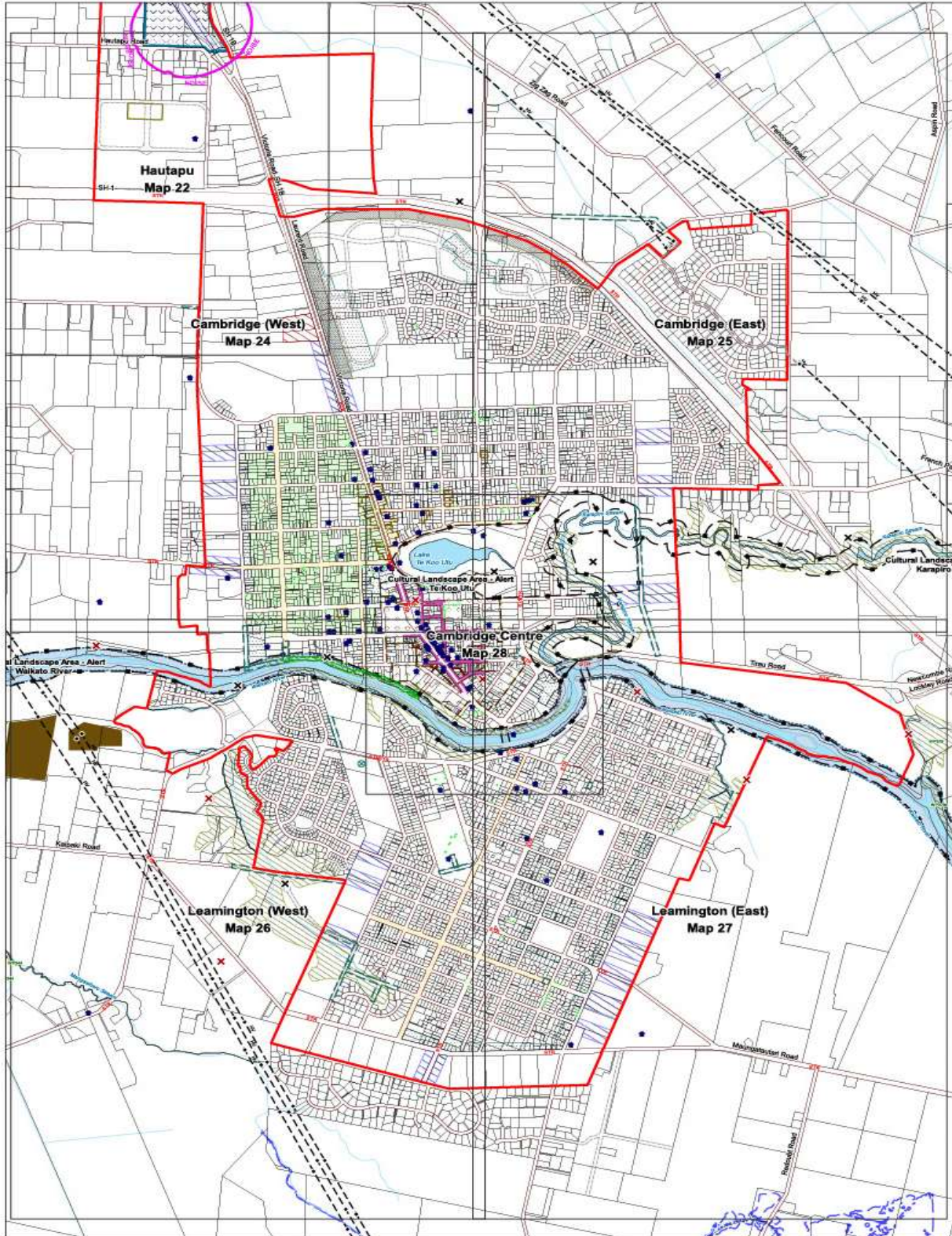
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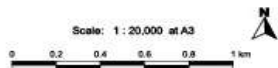
Policy Areas 22





Cambridge Overview
 Waipa District Plan
 As proposed by Plan Change 11

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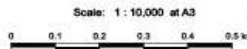
Policy Areas 23





Cambridge (West)
 Waipa District Plan
 As proposed by Plan Change 11

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Policy Areas 24






B

**PART B - SECTION 32
ANALYSIS**

1. ISSUE IDENTIFICATION

1.1 INTRODUCTION

This report presents an evaluation undertaken by Mitchell Daysh Limited on behalf of Bardowie Investments Limited in accordance with Section 32 of the Resource Management Act (the “RMA”) in relation to Proposed Plan Change 11 – Bardowie Industrial Precinct. The report examines the extent to which the plan change objectives are the most appropriate way to promote sustainable management, evaluates the related and proposed objectives and provisions and assesses the scale and significance of the effects anticipated from implementing Proposed Plan Change 11.

This report should be read in conjunction with the accompanying expert reports and research, contained in the following Appendices:

- Appendix A: Geotechnical Assessment
- Appendix B: Preliminary Site Investigation
- Appendix C: Transportation Assessment
- Appendix D: Water Assessment:
- Appendix E: Archaeological Assessment
- Appendix F: Landscape Assessment
- Appendix G: Consultation Record

1.2 SECTION 32 REQUIREMENTS

This Section 32 analysis is a fundamental part of ensuring clear and robust decision making. It provides a process for critically evaluating the proposal, and a transparent way to assess the risks, cost and benefits of new and amended planning provisions.

Given the size and scale of the proposed Bardowie Industrial Precinct, it is considered that a plan change process supported by a robust Section 32 analysis is the better way to advance assess its appropriateness rather than via a resource consent application process.

Councils and those seeking private plan changes are required by Section 32 of the RMA to evaluate the purpose of the proposal along with the proposed polices and methods, including rules. The evaluation must:

- Assess the scale and significance of the problem or issue;
- Examine whether the objectives of the plan change are the most appropriate way to achieve the purpose of the RMA;



- Examine whether the proposed approach is the most appropriate way of achieving the objective;
- Identify and assess the benefits and costs of new provisions, including identifying any assumptions and risks; and
- Assess the risks of acting or not acting if there is uncertain or insufficient information.

In addition to the Section 32 requirements, this report sets out the process undertaken to prepare Proposed Plan Change 11.

1.3 ISSUE IDENTIFICATION

1.3.1 Description of Issue

The Waipa District Council and those wishing to establish industrial activities have historically had challenges overcoming private land ownership issues on land zoned industrial. Specifically, large areas of land at Hautapu is zoned Industrial Zone, but very little of it (including large areas of undeveloped land) is available to the market. This has created the illusion of industrial land availability that has not materialised in reality. Irrespective of the land access challenges, the National Policy Statement on Urban Development Capacity requires the Waipa District Council to provide a 20 per cent oversupply of business land for the short to medium term (which cannot be met based on the current industrial / business land supply zoned for this purpose).

Bardowie Investments Limited has undertaken a process to purchase suitable land to enable industrial development in Cambridge that overcomes industrial land access challenges, primarily to enable Architectural Profiles Limited (“**APL**”) to relocate and consolidate its business units on one site.

In addition, it has been highlighted (including in Section 7 of the Waipa District Plan) that a significant proportion of the workforce in the Waipa District travel to Hamilton to work, which is not sustainable. The plan identifies that providing for industrial land is fundamental to increasing the numbers of people who both work and live in Cambridge. Proposed Plan Change 11 provides a mechanism to enable employment opportunities close to where people live.

Therefore, the fundamental planning issues are as follows:

- (a) The need for Industrial Zone land that can be developed for industrial uses in the Hautapu area.
- (b) The ability to service the land with water, wastewater and electricity infrastructure to enable industrial development.
- (c) The ability to appropriately manage stormwater generated from the scale of industrial development proposed in the Bardowie Industrial Precinct site.



- (d) Whether the land is suitable for industrial development. The land is within an identified Strategic Industrial Node, has good transport access and suitable contour.
- (e) Whether there is any material detrimental impact from the loss of Rural Zone land (noting that the area is currently managed for dairy factory wastewater disposal, rather than being primarily for farming or other rural productive use purposes).
- (f) Opportunities to provide a new employment hub in Cambridge and ability to reduce the reliance Cambridge residents have on Hamilton for employment opportunities.
- (g) Enabling a re-deployment of a skilled workforce to Cambridge, and more widely the Waipa District, to take advantage of the new employment opportunities.
- (h) The buildings necessary for APL to carry out their activities are very large. In respect of bulk and location provisions the current Industrial Zone provisions do not adequately provide for them. A key issue is therefore providing the appropriate plan mechanisms to ensure that the scale, nature and the intensity of development is appropriate to the area, and that adverse effects on surrounding areas are mitigated through appropriate performance standards.
- (i) The ability for the Waipa District Council to give full effect to the National Policy Statement on Urban Development Capacity, which requires the Waipa District Council to provide an oversupply of business land in the medium to long term. Currently, there is not enough land zoned or available for industrial development to meet these requirements (as indicated by the Waipa District Council in its discussions with Bardowie Investments Limited).

1.3.2 Proposal

The purpose of Proposed Plan Change 11 is to enable the re-zoning of land zoned Deferred Industrial Zone and Rural Zone to Industrial Zone (the “**Bardowie Industrial Precinct**”). This is to initially support the consolidation of vertically integrated window systems plant and processes, including research, design, manufacturing and distribution activities and subsequently provide for other industries to develop. Proposed Plan Change 11 will also provide an attractive industrial area enabling other industrial activities to develop (subject to land release provisions). The Bardowie Industrial Precinct requires a bespoke set of plan provisions to enable its development, while ensuring the character of the precinct is consistent with a contemporary industrial campus, through the adherence to urban design and landscaping guidelines.

1.4 BACKGROUND

The APL business units are currently spread over four sites in Hamilton City, and are seeking to consolidate their operations. Given the size of the operations and building requirements, a greenfield site large enough to encompass the entire APL business is required. The availability of appropriate industrial land within the Cambridge area has historically been an issue for the Waipa District Council. While there may be sufficient land zoned industrial to



meet the modelled needs of Cambridge, land ownership constraints have essentially meant the availability of industrial land is illusory.

Irrespective of the land access challenges, the National Policy Statement on Urban Development Capacity requires the Waipa District Council to provide a 20 per cent oversupply of business land for the short to medium term (which cannot be met based on the current industrial / business land supply zoned for this purpose currently). Proposed Plan Change 11 provides the Waipa District Council the ability to meet the National Policy Statement requirements.

Proposed Plan Change 11 is required to ensure APL can develop and operate their business in the Cambridge area. This plan change also addresses the issues associated with the provision of industrial land by rezoning an additional 27.9 hectares that is not required for APL operations. Other industrial activities will, in time, be able to locate in the Plan Change 11 area (subject to land release provisions), and also enables the Waipa District Council to meet its requirements under the National Policy Statement on Urban Development Capacity.

1.5 SITE DESCRIPTION – EXISTING ENVIRONMENT

The Bardowie Industrial Precinct covers an area of 57.6 hectares. The Precinct is located to the east of the Hautapu commercial/industrial area and it is an existing dairy farm, with the ‘hub’ of the farm consisting of an existing residential dwelling and nearby milking/storage facility accessed via Laurent Road, along the western boundary of the site. Several farm races links the paddocks and occasional shed together. The area is generally level, with a large depression at the northern end of the site, where shallow ponded water and existing vegetation is present. The site is currently utilised primarily for the spray irrigation of dairy factory wastewater generated from the nearby Hautapu Dairy Manufacturing Site.

The site is located within the Mangaone Stream catchment, and the Mangaone Stream passes through a small part of the Bardowie Industrial Precinct. The stream is typical of many lowland streams cutting through the Hinuera surface in the Waikato. The Mangaone Stream is a highly modified environment and serves as a rural drain as it passes immediately north of the plan change area. Approximately one kilometre west of Bruntwood village (about halfway along its entire length), the rural drainage alignment begins to transition into a more incised natural gully as it continues to widen and deepen and then meander until its confluence with the Mangaonua Stream prior to its connection with the Waikato River.

With respect to the ecology of the site, the vast majority of the area is of low ecological value - it is covered in pasture and used for agricultural purposes. The site lies approximately 0.6 kilometres north of Cambridge and within the Hamilton Ecological District. The Hamilton Ecological District occupies the Hamilton basin and part of its surrounding foothills and is a highly modified environment.

Onsite there is an area of approximately 0.87 hectares of constructed wetland in the northern area of the site (where the Mangaone Stream enters into the Plan Change area). This



constructed wetland, contains indigenous flora including kohuhu, kahikatea, cabbage tree, hebe sp., karamu and lemonwood. It is proposed that this area be managed to ensure the ecological values are retained and enhanced to 4 hectares to enable stormwater management as well as providing ecological and amenity benefits.

With respect to indigenous fauna, the wider area is known to be a flight corridor for long-tailed bats, although no long-tailed bats have been identified on site. Management practices will be put in place if necessary to ensure that long-tailed bats are not adversely affected by the proposal if evidence of their presence is found on site.

1.6 PROPOSED CHANGES TO DISTRICT PLAN PROVISIONS

Section 7 Industrial Zone

Section 7 Industrial Zone of the Waipa District Plan contains an existing set of resource management issues, objectives, policies and rules for areas zoned Industrial. Proposed Plan Change 11 seeks the entire Bardowie Industrial Precinct area be rezoned to Industrial, and adopt a specific Structure Plan, referred to as the “Bardowie Industrial Precinct Structure Plan”, where practicable roll over the industrial provisions or, if necessary, develop a bespoke rule framework.

Except as specifically noted below, this existing suite of provisions in relation to the Industrial Zone is proposed to remain unchanged as it continues to provide an effective management regime.

Section 7.2 identifies twenty resource management issues relating to the Industrial Zone.

Sections 7.2.11 and 7.2.12 are the issues that currently relate specifically to the Hautapu Industrial Structure Plan Area. The issues relate to the requirement for a high standard of amenity and development agreements. Given the proximity of the Bardowie Industrial Precinct and the Hautapu Industrial Structure Plan Area, the changes proposed are to incorporate reference to the Bardowie Industrial Precinct in to the issues alongside the Hautapu Industrial Structure Plan Area.

Section 7.3 identifies eight objectives relating to the Industrial Zone.

Objective 7.3.4 relates specifically to the Hautapu Industrial Structure Plan Area and the nearby industrial area to the east of Victoria Road (this area is being incorporated into the Bardowie Precinct Structure Plan area). The objective relates to important elements to be delivered, including development that is visually attractive; the development of a central focal area; avoidance of adverse effects on surrounding rural properties and the Hautapu Cemetery; coordination of development with infrastructure provision; contributes to the ‘gateway’ for Cambridge; and staging. It is proposed that this objective reference the Bardowie Industrial Precinct Structure Plan Area alongside the Hautapu Industrial Structure Plan Area. Given that the area to the east of Victoria Road is to be incorporated into the Bardowie Industrial Precinct Structure Plan Area, it is proposed that reference to it be deleted.



There are eight policies associated with Objective 7.3.4 that are numbered 7.3.4.1 to 7.3.4.8. There are proposed new and amended policies to reference the Bardowie Industrial Precinct Structure Plan in the same manner as the Hautapu Industrial Structure Plan Area. Policy 7.3.4.6 is to be deleted as the area east of Victoria Road is to be incorporated in the Bardowie Industrial Precinct.

The provisions in relation to the “Indicative Motorway Service Centre Area” are also sought to be removed from the Waipa District Plan, as a service station has been recently developed on the opposite side of Victoria Road, and the Bardowie Industrial Precinct will not incorporate a service centre in this location.

In all other respects there are no changes proposed to the existing suite of policies within Section 7.3.4.

Section 7.4 contains rules that implement the outcomes sought in the resource management issues, objectives and policies within Sections 7.2 to 7.3.

Rule 7.4.1 Activity Status Tables identifies permitted, controlled, restricted discretionary, discretionary, non-complying and prohibited activities within the Industrial Zone. There are a number of changes proposed to Rule 7.4.1.

- Amend Rule 7.4.1.1 (f) – to remove reference to Rule 7.4.1.1 (u) (activities in the Motorway Service Area) as Rule 7.4.1.1 (u) is proposed to be amended as part of Proposed Plan Change 11.
- Amend Rule 7.4.1.1 (m) – so that relocated buildings are not permitted activities within the Bardowie Industrial Precinct.
- Replace Rule 7.4.1.1 (u) – amend to remove reference to the ‘Indicative Motorway Service Area’ and replace with a specific permitted activity rule for the Bardowie Industrial Precinct to encompass activities not expressly provided for in 7.4.1.1 (a) to 7.4.1.1 (t).
- Insert Rule 7.4.1.1 (v) – incorporate a specific permitted activity rule for activities within the Bardowie Industrial Precinct Campus Hub.
- Amend Rule 7.4.1.2 (a) – to reference the Bardowie Industrial Precinct Structure Plan alongside the Hautapu Industrial Structure Plan Area.
- Delete Rule 7.4.1.2 (c) – to delete the rule in relation to the ‘Indicative Motorway Service Area’.
- New Rule 7.4.1.2 (c) – to provide for visitor accommodation and a conference facility within the Campus Hub of the Bardowie Industrial Precinct as a controlled activity.
- Replace Rule 7.4.1.3 (f) – amend the rule to remove reference to the ‘Indicative Motorway Service Area’ and replace with a specific restricted discretionary activity rule for activities within the Bardowie Industrial Precinct Structure Plan area requiring an air discharge permit.



- Amend Rule 7.4.1.4 (a) – amend to encompass specific Bardowie Industrial Precinct Structure Plan rules.
- Amend Rule 7.4.1.5 – amend (b) – educational facilities, (c) – medical centres, (e) – visitor accommodation, (g) – offices as these activities are being provided for within the Bardowie Industrial Precinct by way of permitted activity or controlled activity rules within the Campus Hub.
- Amend Rule 7.4.1.5 – amend (h), (j) and (l) to reference the Bardowie Industrial Precinct Structure Plan Area.
- New Rule 7.4.1.5 (p) – insert a new non-complying activity rule for specific activities within the Bardowie Industrial Precinct Structure Plan area.

Performance standards applying to the Industrial Zone are contained within Rule 7.4.2. There are currently 32 standards applicable to the Industrial Zone covering a wide variety of topics. The suite of rules and performance standards have been reviewed and the changes proposed are as follows:

- Amend Rule 7.4.2.1 – insert new (d) to require a specific building setback from State Highway 1 for buildings within the Bardowie Industrial Precinct.
- Insert Rule 7.4.2.4A - insert a new rule specifically for building setbacks from the Mangaone Stream.
- Amend Rule 7.4.2.5 - insert a new sub-rule specifically for building heights within the Bardowie Industrial Precinct Structure Plan Area.
- Insert Rule 7.4.2.8A – insert a new rule for the Bardowie Industrial Precinct to ensure that parking and loading areas for Node 1A and Node 2 are located in accordance with the Bardowie Industrial Precinct Structure Plan.
- Amend Rules 7.4.2.10 – 7.4.2.13 – amend rules in relation to landscaping and screening to reference the Bardowie Industrial Structure Plan Area.
- Insert Rule 7.4.2.14A – insert a new rule for building colour requirements within the Bardowie Industrial Structure Plan area.
- Insert Rule 7.4.2.16A – insert a specific rule for noise for activities within the Bardowie Industrial Precinct (Node 1A and Node 2).
- Insert Rule 7.4.2.16B – insert a new rule for internal acoustic noise standards for sensitive activities within the Bardowie Industrial Precinct Campus Hub.
- Insert Rule 7.4.2.25A – insert specific signage rules for the Bardowie Industrial Precinct Structure Plan area.
- Insert Rule 7.4.2.31A – insert a new rule specifically for development agreements in relation to the Bardowie Industrial Precinct Structure Plan area.
- Insert Rule 7.4.2.33 – insert a new rule specifically for parking within Node 1A and Node 3 the Bardowie Industrial Structure Plan area.



- Insert Rule 7.4.2.34 – insert a new rule specifically for stormwater management within the Bardowie Industrial Precinct.

Section 14 Deferred Zone

Section 14 Deferred Zone of the Waipa District Plan contains an existing set of resource management issues, objectives, policies and rules relating Deferred Zones.

The only change sought to this chapter is the complete deletion of Policy 14.3.1.8 which relates to the Hautapu Industrial: East of Victoria Road area. This deletion is necessary as this area is being incorporated into the Bardowie Industrial Precinct Structure Plan Area.

Section 15 Infrastructure, Hazards, Development and Subdivision.

Section 15 Infrastructure, Hazards, Development and Subdivision of the Waipa District Plan contains an existing set of resource management issues, objectives, policies and rules.

The only change sought to this chapter is in Part D – Development and Subdivision in a Structure Plan Area - to include reference to the Bardowie Industrial Precinct Structure Plan.

Section 20 Health and General Amenity

One change is proposed within Section 15 Health and General Amenity to amend Rule 20.4.2.8 in relation to stormwater management.

Section 21 Assessment Criteria and Information Requirements

A number of minor changes are proposed within Section 21 to reflect the proposed changes made to Section 7 Industrial Zone as a result of Proposed Plan Change 11.

Appendix S1 – Growth Cells, Staging, Preconditions for Release and Infrastructure Requirements

Proposed Plan Change 11 is seeking the retention of the extent of the C8 industrial Growth Cell as currently provided for in Appendix S1. If, and to the extent that Plan Change 5 changes the area in that industrial growth cell, Proposed Plan Change 11 seeks to reinstate the entire extent of Growth Cell C8 with the only change being to rename it to “C10”.

New Appendix S19 – Bardowie Industrial Precinct Structure Plan, Urban Design and Landscape Guidelines

It is proposed that a new Appendix be included in the Waipa District Plan, consisting of a series of structure plan diagrams, and a set of Urban Design and Landscape Guidelines. Proposed new Appendix S19 is provided in Part A of this document.

The purpose of Appendix S19 is to provide a set of diagrams and supporting information to operate in conjunction with the Section 7 Industrial Zone rules. In particular, some of the performance standards within the Industrial Zone refer to the provisions that are contained within new Appendix S19.



The proposed Appendix S19 consists of some preamble text that provides context and a discussion of the structure plan principles. The Structure Plan is presented in two parts:

- The 'Structure Plan' showing key aspects of the layout of the Bardowie Industrial Precinct and detailing how the area will be serviced; and
- The 'Urban Development and Landscape Guidelines'. The guidelines consist of an introduction with a Bardowie Industrial Precinct Design Objective, and provides guidelines on the following matters:
 - Site Responsive Design;
 - Access and Movement
 - Building Layout;
 - Built Form;
 - Landscaping;
 - The Campus Hub;
 - Sustainability; and
 - Security and Safety.

The Bardowie Industrial Structure Plan has been designed so as to ensure a degree of consistency with the Hautapu Industrial Structure Plan, given its close proximity (and prominent location on State Highway 1). However, the design guidelines for the Bardowie Industrial Precinct are more stringent than that of the Hautapu Industrial Structure Plan given the desire for the land to be developed as a contemporary industrial campus.

Overall consistency with the Urban Design and Landscape Guidelines should be achieved for developments within the Bardowie Industrial Precinct. In the instance where there may be a specific or minor non-compliance with a prescriptive urban design guideline, this would not necessarily constitute a non-compliance.

Planning Maps

A zoning change is the key aspect of Proposed Plan Change 11 to change the zoning of 30 hectares of Deferred Industrial Zone land to Industrial Zone and 26.7 hectares of Rural Zone land to Industrial Zone (as detailed below).



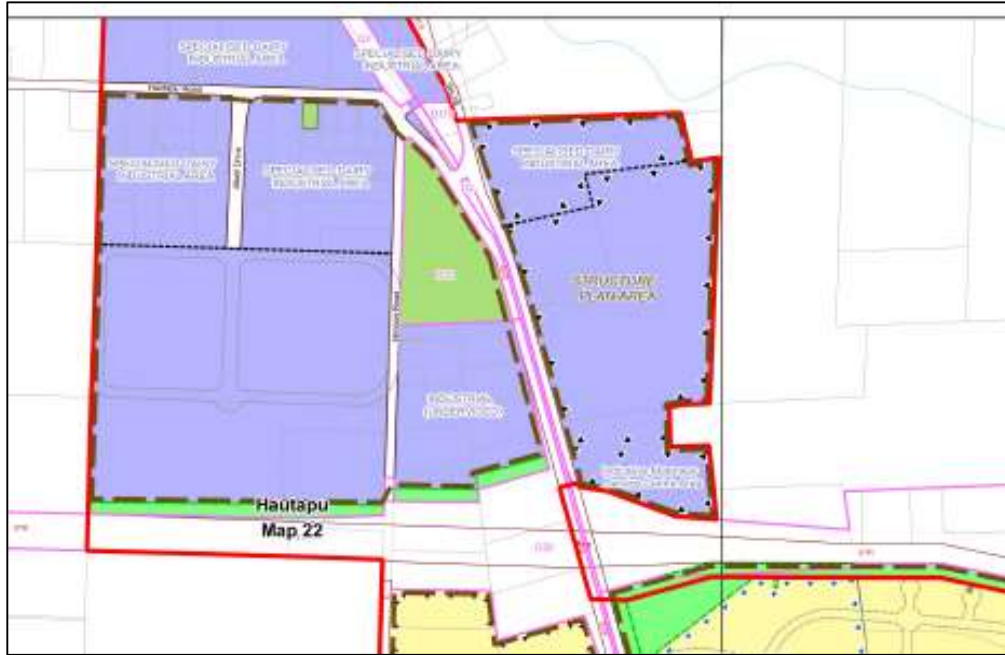


Figure B1.1: Planning map of the current zoning of the Proposed Bardowie Industrial Precinct in the Waipa District Plan.

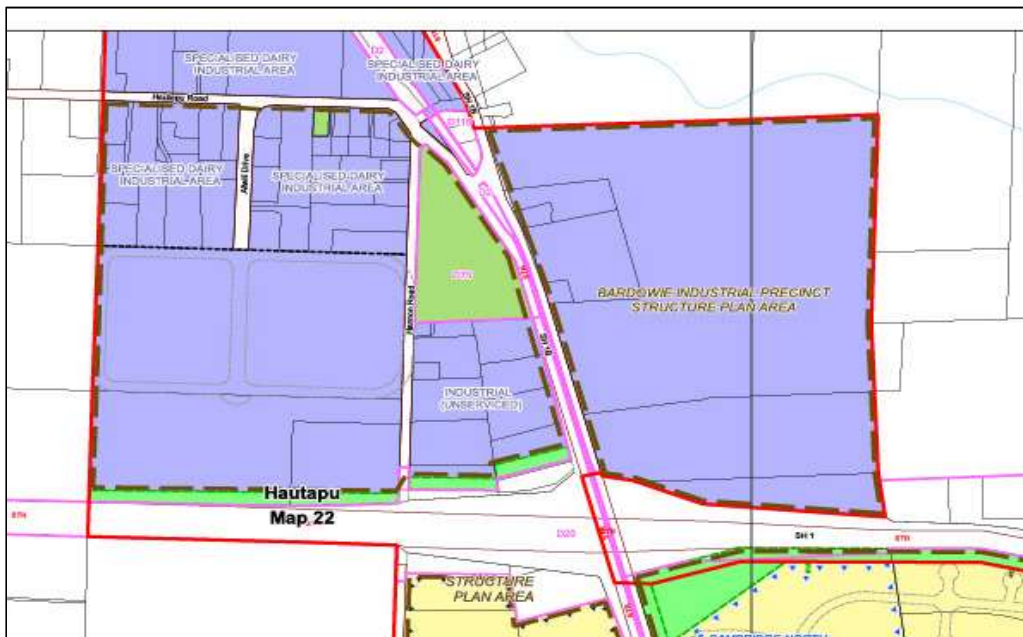


Figure B1.2: Planning map of the Proposed Bardowie Industrial Precinct as a result of Proposed Plan Change 11.

In addition, the “Specialised Dairy Industrial Area” overlay is to be removed from the northern portion of the Bardowie Industrial Precinct as proposed amendments to the rules in Section 7 of the Waipa District Plan and the Bardowie Industrial Precinct Structure Plan provide a more effective means of restricting development that may adversely affect the operation of the Hautapu Dairy Manufacturing Site. For example, the campus hub is to be located approximately 650 metres away from the Hautapu Dairy Manufacturing Site (avoiding reverse



sensitivity impacts), and rules proposed to restrict activities that need to obtain air discharge permits.

The “Indicative Motorway Service Centre Area” overlay is also to be removed from the planning maps entirely given that a service centre has already been developed (on the opposite side of Victoria Road) and there is no service station proposed in this location as part of the Bardowie Industrial Precinct.

The Cambridge township urban limit line will also need to be adjusted to encompass the entire Bardowie Industrial Precinct, rather than just the area currently zoned Deferred Industrial.

The impact of this change is that this land will be administered under Section 7 Industrial.

Therefore, changes to the Planning Maps are needed for maps 4, 22, 23 and 24.

1.7 INTERACTION WITH OTHER PLAN CHANGES

There are a number of Plan Changes to the Waipa District Plan that interact with Proposed Plan Change 11. This section details those interactions.

1.7.1 Plan Change 5 – Waipa 2050 Growth Strategy

The purpose of Plan Change 5 is to give effect to the changes that have come out of the review of the Waipa 2050 District Growth Strategy. The revised approach now includes each growth cell being zoned within the Waipa District Plan as a Deferred Zone, with a set of criteria that has to be met for uplifting the deferred status. These criteria include the provision of a Structure Plan, having a solution in place for infrastructure provision, and an assessment of supply or the number of growth cells available for development in each town.

Currently, the Waipa District Plan identifies the entire Bardowie Industrial Precinct as being Growth Cell “C8”, earmarking it for future industrial development (Figure B1.3). Of note to Proposed Plan Change 11, Plan Change 5 redefines the Bardowie land as being Growth Cell “C10” (Figure B1.4) and does not include the entire land package. It retains 30 hectares of the site already zoned Deferred Industrial Zone, with the development of the area proposed to occur beyond 2035.

The Hautapu Industrial Structure Plan Area is redefined as being Growth Cell “C8”. However, approximately 50 hectares of growth cell “C8” which is zoned Industrial Zone is currently unable to be developed for industrial purposes (due to the land not being released to the market for development by the land owner). Therefore, the proposed rezoning of the 30 hectares of C10 to Industrial Zone (from Deferred Industrial Zone) and 26.7 hectares from Rural Zone to Industrial Zone essentially provides a like-for-like alternative for this unavailable land. More importantly, Proposed Plan Change 11 gives effect to the requirements of the National Policy Statement on Urban Development Capacity (which requires the provision of industrial land in the short, medium and long term, including an oversupply of land to act as a buffer).





Figure B1.3: Cambridge Growth Cells in the Operative Waipa District Plan (Appendix S1). The area that Plan Change 11 is seeking to rezone forms part of Growth Cell C8.

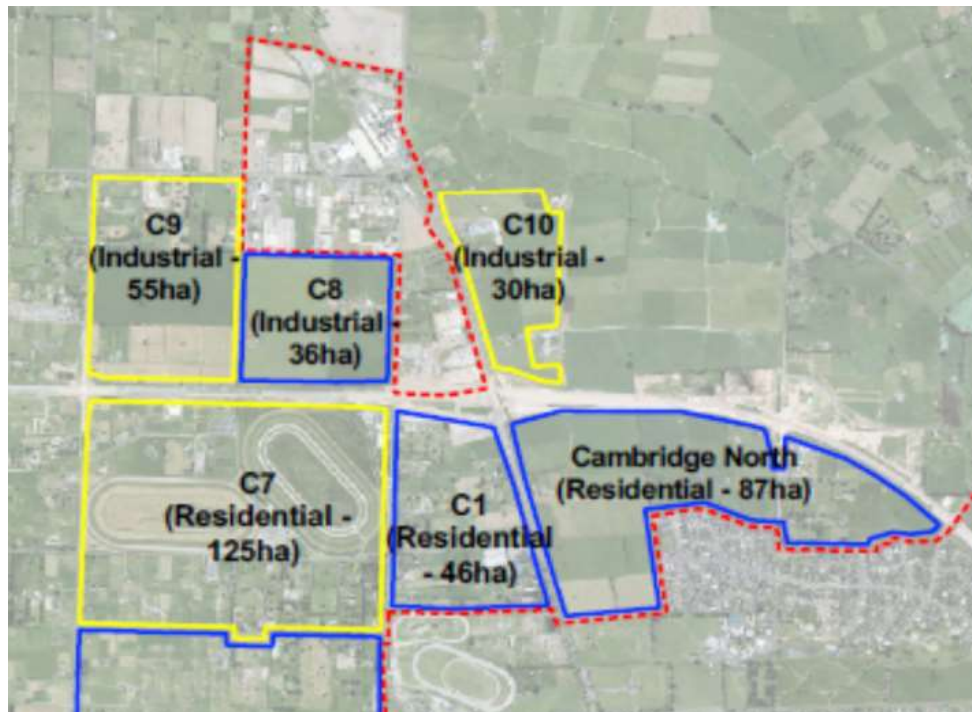


Figure B1.4: Plan Change 5 Growth Cells. Growth Cell C10 represents the 30 hectares of the Bardowie Industrial Precinct area seeking to be rezoned from Deferred Industrial Zone to Industrial Zone.



In preparing Proposed Plan Change 11, Bardowie Investments Limited has raised the matter of Plan Change 5 removing a portion of the Bardowie Industrial Precinct from being identified as an industrial growth cell. It has been requested that the Waipa District Council advance a position (to the Commissioners hearing Plan Change 5) whereby the extent of the C10 Growth Cell (previously the C8 Growth Cell) shown in the operative Waipa District Plan is retained.

It is considered that the partial withdrawal of Plan Change 5 as it relates to the C10 Growth Cell should occur is appropriate on the basis that:

- The National Policy Statement on Urban Development Capacity requires a business land 20 per cent buffer in excess of demand for the short to medium term.
- Work undertaken by the Waipa District Council since the notification of Plan Change 5 indicates that the supply of industrial land in Cambridge could be in short supply in the short to medium term. Anecdotally, this shortage of business land is very apparent. The proposal to rezone part of the Bardowie Farm by Bardowie Investments Ltd (Proposed Plan Change 11) is further evidence of demand exceeding supply.
- It is understood that the proposed reduction to the extent of the C10 Growth Cell in Plan Change 5 was largely due to Fonterra not advancing the development of its land zoned Deferred Industrial Zone within the C10 Growth Cell. That situation has now changed since the notification of Plan Change 5 whereby approximately 50 hectares of land is the subject of a Sale and Purchase Agreement and Proposed Plan Change 11 has been prepared to allow the land to be developed for industrial purposes. This largely compensates for the 50 hectares of land zoned for industrial purposes on Hannon Road which has not been released to the market (and with little prospect of that occurring in the short to medium term).
- The Waipa District Council and Future Proof are in the process of reviewing the need for commercial and industrial land supply within Cambridge and across the sub-region. It would be premature to reduce the extent of the C10 Growth Cell until such a time as the outcome of that review and Proposed Plan Change 11 have been determined.

As the provisions of Plan Change 5 are not yet operative, more weight should be placed on the maps and associated provisions in the operative Waipa District Plan, including the Bardowie Industrial Precinct being located in Growth Cell C8.

For the avoidance of doubt, Proposed Plan Change 11 is seeking the retention of the extent of the C8 industrial Growth Cell as currently provided for in Appendix S1. To the extent that Plan Change 5 changes the area in that industrial growth cell, Proposed Plan Change 11 seeks to reinstate the entire extent of Growth Cell C8 with the only change being to rename it “C10”.



1.7.2 Plan Change 6 – Hautapu Industrial Structure Plan

The purpose of Plan Change 6 is to give effect to changes to the Hautapu Industrial Structure Plan. The structure plan area is approximately 100 hectares in size and does not include the existing industrial land to the north of the area and the parcels of land immediately west of Allwill Drive and Hannon Road. It also does not include the area east of Victoria Road that is within the Deferred Industrial Zone (which is the 30 hectares of Deferred Industrial Zone that Proposed Plan Change 11 is seeking to rezone along with 26.7 hectares of land zoned Rural Zone). The following figure depicts the Hautapu Industrial Structure Plan Area currently the subject of Plan Change 6.



Figure B1.5: The Hautapu Industrial Structure Plan Area.

The provisions of Proposed Plan Change 11 have been developed to ensure consistency with the Plan Change 6 provisions. In addition, the Bardowie Industrial Precinct Structure Plan has been developed utilising the Hautapu Industrial Structure Plan so as to ensure two disparate industrial areas are not developed adjacent to each other. There needs to be a degree of design consistency between the two areas and connectivity (the latter addressed in the Transportation Assessment by Gray Matter Limited).



1.8 STATUTORY CONSIDERATIONS

The following statutory documents are considered relevant to Proposed Plan Change 11 and have been considered accordingly.

1.8.1 Resource Management Act 1991

The RMA seeks to promote the sustainable management of natural and physical resources:

Managing the use, development and protection of natural and physical resources in a way and at a rate, which enables people and communities to provide for their social, economic and cultural wellbeing and for their health and safety while –

- a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- b) safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
- c) avoiding, remedying or mitigating any adverse effects of activities on the environment.*

The purpose of the RMA is only achieved when the matters in (a) to (c) have been adequately provided for within a District Plan.

As a private Plan Change, Bardowie Investments Limited has a duty under Section 32 of the RMA to examine whether the objectives of the proposal and its provisions are the most appropriate way for achieving the purpose of the RMA.

In achieving the purpose of the RMA, all persons exercising functions and powers under it, in relation to the use, development and protection of natural and physical resources, are required to recognise and provide for the matters of national importance identified in section 6 of the RMA. In the broadest sense, **Section 6** of the RMA provides the basis for ensuring that decisions do not adversely impact heritage values, natural character, significant landscapes and habitats. It states:

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:

- (a) the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:*
- (b) the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:*
- (c) the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:*



- (d) *the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:*
- (e) *the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:*
- (f) *the protection of historic heritage from inappropriate subdivision, use, and development:*
- (g) *the protection of protected customary rights:*
- (h) *the management of significant risks from natural hazards.*

The area that comprises the Bardowie Industrial Precinct area is not listed as being of significant heritage or natural character value and is therefore not inconsistent with section 6 of the RMA.

With respect to ecology, the site is highly modified and currently used for productive agricultural purposes and the spray irrigation of dairy factory wastewater. The site is not considered to contain *significant indigenous vegetation and significant habitats of indigenous fauna* (as per s 6 (c)). On the site there is an area of approximately 0.87 hectares of constructed wetland in the northern area of the site (where the Mangaone Stream enters into the Plan Change area). This constructed wetland contains indigenous flora including kohuhu, kahikatea, cabbage tree, hebe sp., karamu and lemonwood. It is proposed this area be managed to ensure the ecological values are retained and enhanced to 4 hectares to enable stormwater management as well as providing ecological and amenity benefits.

With respect to indigenous fauna, the wider area is known to be a flight corridor for long-tailed bats, although no long-tailed bats have been identified on site. Management practices will be put in place if necessary to ensure that long-tailed bats are not adversely affected by the proposal if evidence of their presence is found on site.

Section 6 of the RMA recognises, as a matter of national importance, the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga (6(e)) and the protection of historic heritage from inappropriate subdivision use and development (6(f)). The archaeological assessment (Appendix E) undertaken to support Proposed Plan Change 11 found that development within the Bardowie Industrial Precinct area has the potential to affect three previously recorded archaeological sites. These sites are not scheduled in the Waipa District Plan and are considered to be of limited archaeological/historic heritage value. The proposal also has the potential to affect unidentified subsurface archaeological remains that may be exposed during future development of the Bardowie Industrial Precinct. The potential effects can be appropriately addressed through monitoring and recording of archaeological sites if affected by development under the provisions of the Heritage New Zealand Pouhere Taonga Act 2014. Consultation with tāngata whenua has occurred as part of the Proposed Plan Change 11 process. Full details can be found in the Consultation Record (Appendix G).



Section 6 also requires regional councils and territorial authorities to recognise and provide for the management of significant risks from natural hazards. Initial investigations into liquefaction risk have been undertaken and potential issues are presented as Appendix A.

Section 7 of the Act identifies other matters that particular regard is to be given to, including the following relevant matters (along with comment as to how Proposed Plan Change 11 addresses each matter):

- *(a) kaitiakitanga*: consultation has been undertaken with representatives of Waikato-Tainui, Ngāti Hauā and Ngāti Korokī Kahukura as part of the preparation of Proposed Plan Change 11 to enable the exercise of kaitiakitanga. Full details can be found in the Consultation Record (Appendix G).
- *(b) the efficient use and development of natural and physical resources*: The proposed plan change promotes the sustainable management of the land resource, including through sustainable stormwater infrastructure and coordinated development.
- *(ba) the efficiency of the end use of energy*: Through sustainable urban form, the proposed plan change maximises efficiency of energy use, particularly in relation to connectivity and movement (reducing the likelihood of Cambridge residents commuting to Hamilton for work).
- *(c) the maintenance and enhancement of amenity values*: Specific regard has been given to maintaining and enhancing amenity values, including in relation to existing Cambridge character. It is considered that the Bardowie Industrial Precinct will represent a significant enhancement of the land and contribute to the development of a key Cambridge “Gateway”.
- *(d) intrinsic values of ecosystems*: Proposed Plan Change 11 promotes development of sustainable stormwater systems and open space networks aimed, in part, at maintaining (and where possible enhancing) ecosystems. Potential also exists to reintroduce flora and fauna through appropriate design and extensive landscape plantings.
- *(f) maintenance and enhancement of the quality of the environment*: Proposed Plan Change 11 promotes development of sustainable stormwater and open space networks aimed, in part, at maintaining and enhancing the quality of the environment.
- *(i) the effects of climate change*: Through sustainable urban form and infrastructure planning, the proposed plan change maximises efficiency of energy use, particularly in relation to reducing the need for commuting to and from Hamilton.

Section 8 of the RMA requires that the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) be taken into account.

8 Treaty of Waitangi

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).



It is considered that Proposed Plan Change 11 does not contravene the principles of the Treaty of Waitangi. Consultation with iwi has occurred during the preparation of Proposed Plan Change 11. Full details of this consultation are presented in the Consultation Record (Appendix G).

Section 75 of the RMA sets out the content of District Plans, and **Section 76** sets out the requirements in relation to rules in a District Plan. The purpose of District Plans is to assist Councils carry out their functions in order to achieve the purpose of the RMA. The functions of District Councils are set out in **Section 31** of the RMA:

31 Functions of territorial authorities under this Act

- (1) *Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district:*
 - (a) *the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district:*
 - (aa) *the establishment, implementation, and review of objectives, policies, and methods to ensure that there is sufficient development capacity in respect of housing and business land to meet the expected demands of the district:*
 - (b) *the control of any actual or potential effects of the use, development, or protection of land, including for the purpose of—*
 - (i) *the avoidance or mitigation of natural hazards; and*
 - (ii) *[Repealed]*
 - (ia) *the prevention or mitigation of any adverse effects of the development, subdivision, or use of contaminated land:*
 - (iii) *the maintenance of indigenous biological diversity:*
 - (c) *[Repealed]*
 - (d) *the control of the emission of noise and the mitigation of the effects of noise:*
 - (e) *the control of any actual or potential effects of activities in relation to the surface of water in rivers and lakes:*
 - (f) *any other functions specified in this Act.*
- (2) *The methods used to carry out any functions under subsection (1) may include the control of subdivision*

The purpose and contents of Proposed Plan Change 11 are considered to be consistent with the purpose of a District Plan pursuant to Sections 75, 76, and 31 of the RMA.

Schedule 1 of the RMA sets out the process in which district plans may be changed. A request for a private plan change needs to be made in writing to the appropriate local authority and must include:

- The purpose of the proposed plan change;
- The reasons for the proposed plan change;
- The content of the proposed plan change;



- An evaluation report prepared in accordance with Section 32; and
- An assessment of the anticipated environmental effects of the proposed plan change taking into account the requirements of schedule 4.

All the requirements in relation to Schedule 1 of the RMA have been incorporated into the Proposed Plan Change 11 documentation.

1.8.2 Te Ture Whaimana o Te Awa o Waikato – Vision and Strategy for the Waikato River

The Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 and the Ngati Tuwharetoa, Raukawa, and Te Arawa River Iwi Waikato River Act 2010 inserted the Vision and Strategy for the Waikato River (the “**Vision and Strategy**”) into the Waikato Regional Policy Statement.

The Vision and Strategy prevails over any inconsistent provisions in a National Policy Statement or the New Zealand Coastal Policy Statement.

The Vision and Strategy applies to the area of the Waikato River from Huka Falls to Te Puuaha o Waikato (Port Waikato) and the Waipa River from its junction with the Punui River to its confluence with the Waikato River at Ngaruawahia. This area includes Cambridge and the Bardowie Industrial Precinct.

The Vision for the Waikato River is:

“... for a future where a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces, for generations to come.”

There are 13 objectives included to realise the above Vision, 12 strategies to achieve those objectives and 18 methods to implement those strategies.

Of these provisions, it is the 13 objectives which contain the desired outcomes for the management of the Waikato River:

- A. *The restoration and protection of the health and wellbeing of the Waikato River.*
- B. *The restoration and protection of the relationship of Waikato-Tainui with the Waikato River, including their economic, social, cultural, and spiritual relationships.*
- C. *The restoration and protection of the relationship of Waikato River Iwi according to their tikanga and kawa, with the Waikato River, including their economic, social, cultural and spiritual relationships.*
- D. *The restoration and protection of the relationship of the Waikato Region’s communities with the Waikato River including their economic, social, cultural and spiritual relationships.*



- E. *The integrated, holistic and coordinated approach to management of the natural, physical, cultural and historic resources of the Waikato River.*
- F. *The adoption of a precautionary approach towards decisions that may result in significant adverse effects on the Waikato River, and in particular those effects that threaten serious or irreversible damage to the Waikato River.*
- G. *The recognition and avoidance of adverse cumulative effects, and potential cumulative effects, of activities undertaken both on the Waikato River and within its catchments on the health and wellbeing of the Waikato River.*
- H. *The recognition that the Waikato River is degraded and should not be required to absorb further degradation as a result of human activities.*
- I. *The protection and enhancement of significant sites, fisheries, flora and fauna.*
- J. *The recognition that the strategic importance of the Waikato River to New Zealand’s social, cultural, environmental and economic wellbeing is subject to the restoration and protection of the health and wellbeing of the Waikato River.*
- K. *The restoration of water quality within the Waikato River so that it is safe for people to swim in and take food from over its entire length.*
- L. *The promotion of improved access to the Waikato River to better enable sporting, recreational, and cultural opportunities.*
- M. *The application to the above of both maatauranga Maaori and latest available scientific methods.*

Of note, Proposed Plan Change 11 will result in an overall reduction in nutrient discharges (nitrogen and phosphorus) due to the progressive cessation of agricultural use and subsequent development of industrial uses. This results in a “betterment” to the Waikato River catchment as required by the Vision and Strategy.

The Vision and Strategy has been fully considered during the formulation of the Bardowie Industrial Precinct Structure Plan and associated Plan Change. In particular, the Structure Plan sets out to provide for a sustainable stormwater management approach that minimises impacts on the Waikato River, and waterbodies within the Waikato River catchment.

1.8.3 National Policy Statement on Urban Development Capacity

The Government, in late 2016, enacted the National Policy Statement (“NPS”) on Urban Development Capacity, which has been designed to ensure there is sufficient land available for future housing and business needs. The NPS has identified the Hamilton area (which includes Waipa District) as a high-growth urban area.



The NPS provides direction to Councils on planning for urban environments, including the availability of land for residential and business use. It recognises the national significance of well-functioning urban environments, with emphasis on:

- enabling urban environments to grow and change in response to the changing needs of the communities; and
- providing enough land for populations to live and work. This can have achieved through intensification of existing urban areas, or by enabling greenfield development.

The NPS provides direction on:

- Outcomes that urban planning decisions should achieve;
- Evidence underpinning those decisions;
- Responsive planning approaches; and
- Coordination between local authorities and providers of infrastructure.

The following objective is particularly relevant to Proposed Plan Change 11. It relates to ensuring there are opportunities to develop businesses (the definition of “business land” includes industrial uses).

Objective A2: Urban environments that have sufficient opportunities for the development of housing and business land to meet demand, and which provide choices that will meet the needs of people and communities and future generations for a range of dwelling types and locations, working environments and places to locate businesses.

The NPS on Urban Development Capacity requires that sufficient land for housing and business be available for the ‘short term’, ‘medium term’ and ‘long term’ (Policy PA1), and that an oversupply of land be made available (Policy PC3). The obligations on Council are to ensure that the following is provided for each of these time periods:

- Short term (1-3 years) – development capacity must be feasible, zoned and serviced with development infrastructure. Twenty percent (20 per cent) over-supply against forecast is required in a ‘high growth’ area.
- Medium term (3-10 years) – development capacity must be feasible, zoned and either: serviced with development infrastructure; or; the funding for the development infrastructure required to service that development capacity must be identified in a Long-Term Plan required under the Local Government Act 2002. Fifteen percent (15 per cent) over-supply against forecast is required in a ‘high growth’ area.
- Long term (10-30 years) – development capacity must be feasible, identified in relevant plans and strategies, and the development infrastructure required to service it must be identified in the relevant Infrastructure Strategy required under the Local Government Act 2002. Fifteen percent (15 per cent) over-supply against forecast is required in a ‘high growth’ area.



The NPS on Urban Development Capacity requires councils to provide in their plans enough development capacity to ensure demand can be met, both in terms of total demand for housing and business land, and also the demand for different types, sizes and locations. The Waipa District Council must give effect to the NPS on Urban Development Capacity.

Initial discussions with the Waipa District Council has indicated that initial modelling has been undertaken to support the implementation of the NPS on Urban Development Capacity (and as part of the Stage 2 review of the Future Proof strategy). The initial results indicate that there is a shortfall of business land for the short to medium term that will need to be met. Proposed Plan Change 11 assists the Waipa District Council in meeting the NPS Urban Development Capacity business land provision requirements.

Proposed Plan Change 11 assists in the implementation of the NPS on Urban Development Capacity by providing necessary business land in the Cambridge area, which has historically had challenges securing appropriate industrial land to enable business development.

1.8.4 National Policy Statement for Freshwater Management

The NPS for Freshwater Management 2014 (“**NPSFM**”) came into effect in August 2014 (replacing a previous NPS which came into effect in 2011). The NPSFM was again amended in 2017. The NPSFM supports improved freshwater management in New Zealand. It does this by directing regional councils to establish objectives and set limits for fresh water in their regional plans.

The NPSFM also provides a National Objectives Framework that directs how councils must go about setting objectives, policies and rules in relation to fresh water management in their regional plans. They must do this by establishing freshwater management units across their regions and identifying the values that communities hold for the water in those areas. Councils are required to maintain or improve water quality within their region.

The NPSFM is of relevance for the stormwater management in the Bardowie Industrial Precinct, and associated discharge to the Mangaone Stream. While a matter for Waikato Regional Council consideration through a regional resource consent process (discharge permit), it has been considered through Proposed Plan Change 11 process to ensure there is an appropriate stormwater solution that avoids, remedies and / or mitigates effects on the Mangaone Stream.

As detailed in the Water Assessment (Appendix D) there is a viable solution to managing the stormwater generated on site through soakage, primary treatment, retention then controlled discharge to the Mangaone Stream.

Therefore, the stormwater solution, and more widely Proposed Plan Change 11 (including the conclusions reached in relation to the Vision and Strategy for the Waikato River) is consistent with the direction of the NPSFM.



1.8.5 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (“**NES**”) provides a nationally consistent set of planning controls and soil values to ensure that land that has been affected by contaminants is appropriately identified and assessed before any development occurs. Where necessary, the NES provides guidance for remediation or containment of contaminants to make the land safe for human use.

The policy objective of the NES is to ensure contaminated land is appropriately identified and assessed when soil disturbance and/or land development activities take place and, if necessary, remediated, or the contaminants contained, to make the land safe for human use.

The NES also provides rules for undertaking activities on sites that are included within the Hazardous Activities and Industries (“**HAIL**”) list.

A Preliminary Site Investigation (“**PSI**”) has been undertaken to support Proposed Plan Change 11 (Appendix B). The PSI indicates that there is a low risk to human health and the environment as a result of the proposal.

The PSI recommends that:

- The Waipa District Council and Waikato Regional Council record the piece of land on their respective selected land use registers as ‘*Verified HAIL – no sampling*’.
- A DSI shall be required if the land use changes to a more sensitive use such as a day care centre or residential.
- A Works Management Plan should be completed prior to any intrusive works occurring if the land use does not change to a more sensitive land use. The plan shall address how any hazards/contaminated soil shall be removed from the site, potential contamination delineated and final validation.

1.8.6 The Waikato Plan

The Waikato Plan was developed in collaboration between Waikato councils, Central Government and other private and public agencies. The Plan provides the Waikato Region with one collective voice on agreed top regional priorities that affect the Waikato now and will affect the region over the next 30 years. The Waikato Plan sets out focus areas, a number of which are relevant to Proposed Plan Change 11:

- Priority 1: Planning for population change – Identifying future residential, employment and industrial areas, and the key infrastructure needs.
- Priority 2: Connecting our communities through targeted investment – the Waikato Plan recognises that there is a shortage of industrial land in Auckland and there may be opportunities for the Waikato to accommodate (and direct) growth areas of vacant land in the Waikato.



- Priority 3: Advancing regional economic development - the Waikato Plan recognises that business land provides space for a broad range of business activities, including industrial, retail, research and office based commercial activities. It states that there is an opportunity to “work collaboratively across the Waikato attract and grow businesses.”

Proposed Plan Change 11 is considered to be consistent with the Waikato Plan in that it enables business to grow and support economic and employment opportunities within Cambridge.

1.8.7 Waipa 2050 District Growth Strategy

Waipa 2050 is a strategy to guide growth in Waipa District for the next 40 years. The document seeks to ensure that there is a comprehensive land use planning growth framework in place for a well-planned urban and rural environment. Both Waipa 2050 District Growth Strategy and Future Proof identify Hautapu as the primary industrial node for Cambridge. The Bardowie Industrial Precinct forms part of the Hautapu area and provides the land necessary to support industrial development (there has been ongoing issues associated with accessing land in this area for industrial development despite is being zoned industrial).

The Figure below is from Waipa 2050, showing the Strategic Industrial Node at Hautapu.

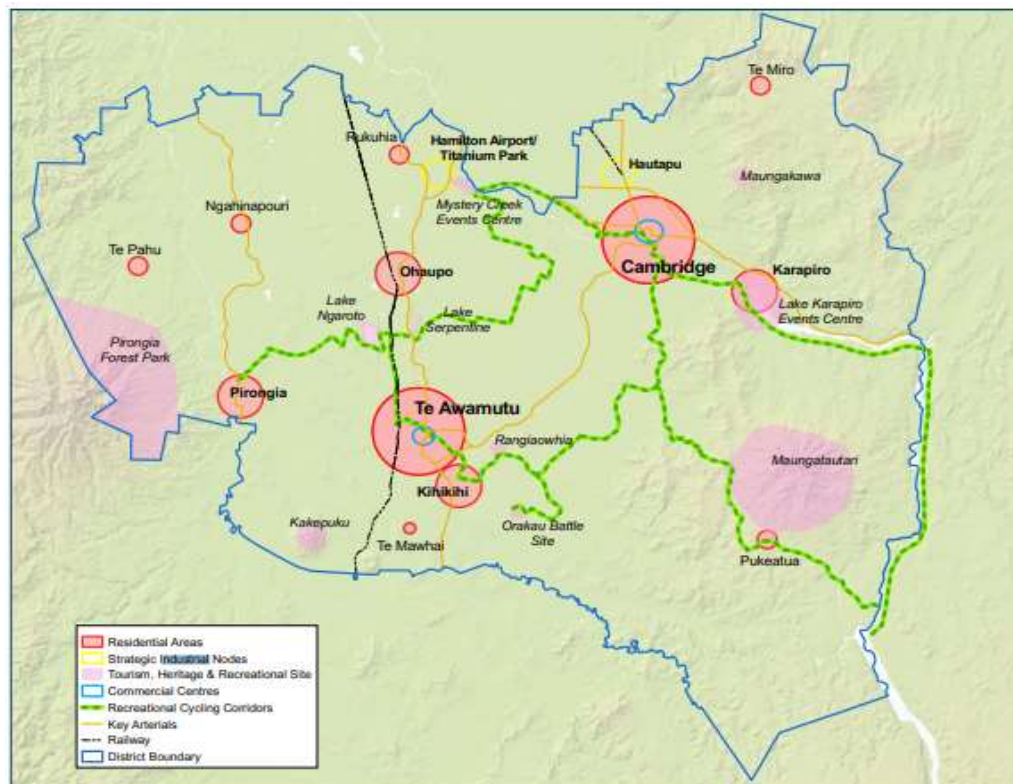


Figure B1.6: Waipa 2010 District Map

The expectation in Waipa 2050 regarding the site and the nature of the surrounding land use is that the site is adjacent to an existing industrial area and therefore development can be an expected part of the environment. Essentially the proposed revised regime will look to



promote industrial development that is in accordance with the direction of the strategic planning document in a manner that promotes positive urban design outcomes and remedy the challenges with accessing appropriate industrial land in the Cambridge area.

For Cambridge, an increase in population of 14,200 people is anticipated, with a total population of 30,300 by 2050. Over the next 35 years, the vast majority of the population increase will be accommodated within existing urban areas with approximately 85 per cent of the district's forecasted population growth provided for within the existing towns and villages in the district. This reinforces the need for additional industrial land to provide employment opportunities for the residents of these townships, rather than these opportunities being situated in Hamilton.

Section 3.9 of the Strategy lists, as a key challenge, employment type, location of employment development and the need to provide employment opportunities within the district to make it more sustainable. The Bardowie Industrial Precinct provides an opportunity to promote employment opportunities within the Waipa District. Proposed Plan Change 11 is required for the precinct to be developed.

Proposed Plan Change 11 is considered to be consistent with Waipa 2050.

1.8.8 Future Proof

Future Proof was developed in 2009 and is a combined growth strategy project between four councils (Hamilton City, Waikato, Waipa and Waikato Regional Council), and establishes a strategic plan for land use, infrastructure and transportation to plan and provide for the future needs of the sub-region. The NZ Transport Agency is also involved as a major partner, recognising the importance of coordinating transportation planning with that of land use.

The Future Proof Strategy is a 30-year growth management and implementation plan specific to the Hamilton, Waipa and Waikato sub-region. Future Proof is about how the area should develop into the future, with the 30-year vision being as follows:

- Has a diverse and vibrant metropolitan centre strongly tied to distinctive, thriving towns and rural communities.
- It is the place of choice for those looking for opportunities to live, work, play, invest and visit.
- Is the place where natural environments, landscapes and heritage are protected, and a healthy Waikato River is at the heart of the region's identity.
- Has productive partnerships within its communities, including tāngata whenua.
- Has affordable and sustainable infrastructure.
- Has sustainable resource use.

The strategy has guided the development of the Waikato Regional Policy Statement, and the growth strategies formulated for the Waikato District, Waipa District and Hamilton City. The following sets out the role of Future Proof in a local, regional and national context:



- Providing sub-regional leadership on growth management, infrastructure planning and development.
- Setting sub-regional policy and approaches relevant to the Future Proof Strategy and using these to inform key regional documents such as the Waikato Regional Policy Statement, Waikato Regional Land Transport Plan (RLTP) and the Waikato Plan.
- Dealing with cross boundary matters.
- Implementing and enabling the Future Proof settlement pattern.
- Infrastructure/facilities – where this affects more than one Future Proof partner and transcends boundaries (particularly transport).
- High-level planning and achieving Future Proof outcomes.
- Intra and inter-regional matters – where there are impacts beyond the sub-region that need addressing across the partners, e.g. the influence of Auckland.
- Matters of Upper North Island or national importance that impact on the sub-region (e.g. freight movement).

The Future Proof Growth Strategy is being reviewed (currently in “Phase 2” of the review) to give effect to the National Policy Statement on Urban Development Capacity and to enable updated population projections to be incorporated, and to allow a re-consideration of some of the growth assumptions. It is also planned to narrow the scope of the Future Proof Strategy to have a stronger focus on growth management and settlement pattern implementation, in line with national policy direction. It is anticipated that the final strategy update will be adopted in early 2019.

Hautapu is the primary industrial node for Cambridge, and in accordance with Future Proof an additional 90 hectares (approximately) of land is to be developed for industrial purposes for the period 2017–2061. The proposed plan change is considered to be consistent with the intention of the Waipa 2050 District Growth Strategy and Future Proof in respect of industrial land supply (even if the staging may be different to that outlined in the strategy).

Future Proof does have provision for altering the timing / staging of land release. When considering any changes to land use of the timing / staging of land development from that set out in the Future Proof Strategy (2017), the following should be taken into account:



Future Proof Considerations	Commentary
<p>Consistency with the Future Proof guiding principles and other statutory planning documents.</p>	<p>The guiding principles have been taken into account when developing Proposed Plan Change 11. They are:</p> <ul style="list-style-type: none"> • Effective governance, leadership, implementation and productive partnerships. • Diverse and vibrant metropolitan centre linked to thriving town and rural communities and place of choice – live, work, invest and visit. • Protection of natural environments, landscapes and heritage and a healthy Waikato River as heart of Region’s identity. • Affordable and sustainable infrastructure. • Sustainable resource use • Tāngata whenua. <p>The provision of industrial land in the manner proposed is considered to be consistent with the guiding principles.</p> <p>Proposed Plan Change 11 identifies and rezones an appropriate area for industrial growth to provide greater opportunity for Cambridge to thrive and develop in a more sustainable (and less reliant on Hamilton) manner.</p> <p>Similarly, the consistency with other relevant statutory planning documents has been assessed in this document. It is considered that the proposed re-zoning and subsequent industrial development is consistent with the applicable statutory direction.</p>
<p>Any proposal for change to land use or agreed timing and staging enables the Future Proof Partners to give effect to their NPS-UDC objective and policy requirements.</p>	<p>The provision of industrial land enables the Waipa District Council to give effect to the direction in the NPS-UDS. Currently there is a shortage of suitable industrial land within the Cambridge area to meet present requirements (based on demand), let alone the future supply (and over supply) requirements.</p> <p>Proposed Plan Change 11 frees up industrial land that is suitable for development between now and when Node 3 can be developed (~2024).</p>
<p>Existing or committed public and private sector investments in land development and infrastructure. Development must be shown to be adequately serviced without undermining committed infrastructure investments made by council to support other growth areas.</p>	<p>APL, a private sector organisation is committed to locating in the Bardowie Industrial Precinct. It is intended that Bardowie Investments Limited and the Waipa District Council will enter into Development Agreements in relation to infrastructure servicing and funding.</p> <p>It is not considered that council investment in the Bardowie Industrial Precinct will undermine its infrastructure investments elsewhere.</p>
<p>The efficient and safe use of existing or planning infrastructure.</p>	<p>The assessments supporting Proposed Plan Change 11 have considered the efficient and safe use of infrastructure. These assessments have confirmed the suitability of the Bardowie Industrial Precinct area for industrial development from an infrastructure perspective (three waters, transport, geotechnical).</p>



Future Proof Considerations	Commentary
Sustainable provision and funding of existing and future infrastructure. Development must be co-ordinated with the provision of infrastructure including utility services and integrated with the transport network. The provision of infrastructure must take into account available or planned network capacity.	Development agreements will be entered into before any development can occur on the Bardowie Industrial Precinct. The development and adherence to a Development Agreement with the Waipa District Council ensures that development is co-ordinated with infrastructure. All technical assessments undertaken to support this plan change have considered the available / planned network capacity and have also considered any future capacity requirements.
Efficient use of local authority and central government financial resources.	This plan change is being driven by private organisations and therefore there is no cost to the Waipa District Council to re-zone the Bardowie Industrial Precinct area, aside from the provision of critical infrastructure which will need to be provided by the Waipa District Council (the cost sharing arrangement to be determined through the Development Agreement process). The adherence to development agreements ensure any financial resources are used efficiently.
The ability for a developer to be able to pay for the necessary infrastructure.	This matter is considered as part of a Development Agreement, which is a core requirement of developing this land.
The compatibility of any proposed land use with adjacent land uses.	The surrounding land uses are industrial and rural. It is considered that the Bardowie Industrial Precinct is compatible with the surrounding land uses, particularly given the majority of the site is currently signalled for industrial development (through the Deferred Industrial Zoning).

It is considered that Proposed Plan Change 11 is consistent with the direction of Future Proof and will also align with the outcomes of the Stage 2 review (2019) to implement the requirements of the National Policy Statement on Urban Development Capacity in respect to business / industrial land supply.

Consultation with Ken Tremaine, Future Proof Implementation Advisor, has indicated during consultation that Future Proof is supportive of Proposed Plan Change 11. It was noted that the development of industrial activities on part of the Bardowie Farm is:

- Within area identified as the future urban limits for Cambridge;
- Consistent with the ‘live work play’ philosophy by reducing the need for commuting by providing employment opportunities in Cambridge;
- Consistent with the Hamilton to Auckland Corridor Study; and
- Consistent with the intention that development is able to leverage off the investment in the Waikato Expressway.

Full details of the consultation are presented in the Consultation Record (Appendix G).



1.8.9 Waikato Regional Policy Statement

The Waikato Regional Policy Statement (“RPS”) was made operative on 20 May 2016. The RPS sets out six regionally significant resource management issues and/or issues of significance to iwi authorities of the region. The Waikato RPS must give effect to higher order planning documents, such as the National Policy Statement on Urban Development Capacity (however the RPS was promulgated before the National Policy Statement on Urban Development Capacity became operative, so does not specifically incorporate the NPS requirements).

The most relevant issue to Proposed Plan Change 11 is Issue 1.4 “Managing the Built Environment” which is presented in full as follows:

Development of the built environment including infrastructure has the potential to positively or negatively impact on our ability to sustainably manage natural and physical resources and provide for our wellbeing.

While addressing this issue generally, specific focus should be directed to the following matters:

- a. high pressure for development in Hamilton City, Waipa District, Waikato District, around Lake Taupō, along the Waikato River and in the coastal environment;*
- b. increasing potential for natural hazards;*
- c. increasing conflict with, and demands for, new infrastructure;*
- d. the need to use existing infrastructure efficiently and to maintain and enhance that infrastructure;*
- e. protecting domestic and municipal water supply sources from the adverse effects of land use;*
- f. the effect of development on access to mineral resources (particularly aggregates), high class soils, and future energy development sites;*
- g. increasing impacts on and conflicts with existing resource users;*
- h. the underperformance of some elements of Hamilton’s central business district and consequential effects on its function, amenity and vitality as a result of unplanned dispersal of retail and office development;*
- i. the integrated relationship between land use and development, and the transport infrastructure network;*
- j. the contribution of regionally significant industry and primary production to economic, social and cultural wellbeing, and the need for those industries to access natural and physical resources, having regard to catchment specific situations;*
- k. increased need for the future provision of infrastructure to respond to resource demands from within and outside the region and the need to enable efficient installation of that infrastructure; and*



- l. the availability of water to meet existing, and reasonably justifiable and foreseeable domestic or municipal supply requirements to support planned urban growth, including promoting the integration of land use and water planning.*

Objective 3.12 is the most relevant RPS objective to Proposed Plan Change 11, presented in full below:

Development of the built environment (including transport and other infrastructure) and associated land use occurs in an integrated, sustainable and planned manner which enables positive environmental, social, cultural and economic outcomes, including by:

- a. promoting positive indigenous biodiversity outcomes;*
- b. preserving and protecting natural character, and protecting outstanding natural features and landscapes from inappropriate subdivision, use, and development;*
- c. integrating land use and infrastructure planning, including by ensuring that development of the built environment does not compromise the safe, efficient and effective operation of infrastructure corridors;*
- d. integrating land use and water planning, including to ensure that sufficient water is available to support future planned growth;*
- e. recognising and protecting the value and long-term benefits of regionally significant infrastructure;*
- f. protecting access to identified significant mineral resources;*
- g. minimising land use conflicts, including minimising potential for reverse sensitivity;*
- h. anticipating and responding to changing land use pressures outside the Waikato region which may impact on the built environment within the region;*
- i. providing for the development, operation, maintenance and upgrading of new and existing electricity transmission and renewable electricity generation activities including small and community scale generation;*
- j. promoting a viable and vibrant central business district in Hamilton city, with a supporting network of sub-regional and town centres; and*
- k. providing for a range of commercial development to support the social and economic wellbeing of the region.*

Objective 3.12 seeks that the qualities and characteristics of areas and features, valued for their contribution to amenity, are maintained or enhanced. While Proposed Plan Change 11 will result in a loss of open space and rural land, the development of the site will be required to meet strict urban design standards, which have been specifically created for the site. An open space network will be created as part of the development of the Bardowie industrial Precinct, which will promote positive biodiversity outcomes, enable stormwater to be



appropriately managed and provide recreational opportunities for those working in the precinct.

The objective also requires that development of the land occur in a planned, integrated and sustainable manner. The technical assessments supporting Proposed Plan Change 11 (presented in full in the appendices to this report) confirm the planning that has gone into the development of the Precinct and show that it has been considered in an integrated manner.

Proposed Plan Change 11 provides the ability for a range of industries (and associated commercial activities in the Campus Hub) to develop in the Bardowie industrial Precinct.

Proposed Plan Change 11 is therefore considered to be consistent with the direction of Objective 3.12.

Policy 6.14 of the RPS, also of direct relevance to Proposed Plan Change 11, adopts the Future Proof land use pattern:

Policy 6.14 Adopting Future Proof land use pattern

Within the Future Proof area:

- a) new urban development within Hamilton City, Cambridge, Te Awamutu/Kihikihiki, Pirongia, Huntly, Ngaruawahia, Raglan, Te Kauwhata, Meremere, Taupiri, Horotiu, Matangi, Gordonton, Rukuhia, Te Kowhai and Whatawhata shall occur within the Urban Limits indicated on Map 6.2 (section 6C);*
- b) new residential (including rural-residential) development shall be managed in accordance with the timing and population for growth areas in Table 6-1 (section 6D);*
- c) new industrial development should predominantly be located in the strategic industrial nodes in Table 6-2 (section 6D) and in accordance with the indicative timings in that table except where alternative land release and timing is demonstrated to meet the criteria in Method 6.14.3;*
- d) other industrial development should only occur within the Urban Limits indicated on Map 6.2 (section 6C), unless there is a need for the industry to locate in the rural area in close proximity to the primary product source. Industrial development in urban areas other than the strategic industrial nodes in Table 6-2 (section 6D) shall be provided for as appropriate in district plans;*
- e) new industrial development outside the strategic industrial nodes or outside the allocation limits set out in Table 6-2 shall not be of a scale or location where the development undermines the role of any strategic industrial node as set out in Table 6-2;*
- f) new industrial development outside the strategic industrial nodes must avoid, remedy or mitigate adverse effects on the arterial function of the road network, and on other infrastructure;*



- g) where alternative industrial and residential land release patterns are promoted through district plan and structure plan processes, justification shall be provided to demonstrate consistency with the principles of the Future Proof land use pattern; and*
- h) where land is required for activities that require direct access to Hamilton Airport runways and where these activities cannot be accommodated within the industrial land allocation in Table 6-2, such activities may be provided for within other land adjacent to the runways, providing adverse effects on the arterial road network and other infrastructure are avoided, remedied or mitigated.*

The Hautapu industrial area is also specifically identified within Future Proof as the primary industrial node for Cambridge, with the Bardowie Industrial Precinct Area being located within this area. Policy 6.14 also requires that industrial development be located in the identified Strategic Industrial Nodes (which includes Hautapu), and also states that the timings and stagings are indicative.

Section 6D of the RPS discusses the location and extent of new industrial development. Table 6-2 of the WRPS sets out the Future Proof industrial land allocation for (amongst others) Hautapu over a period 2010 – 2061 of some 96 hectares total for Hautapu (which is reflected in the size of the Hautapu Industrial Structure Plan Area). However, approximately 50 hectares of the Hautapu Industrial Structure Plan Area is unavailable for industrial development due to it being in private ownership and not being developed and/or made available to the market. Plan Change 11 seeks to provide for an alternative ~50 hectares to develop for industrial purposes – essentially a like-for-like land swap (which is consistent with Future Proof and the RPS). Since the RPS operative date, the NPS on Urban Development Capacity has come into force which requires an oversupply of business land be provided, this is not currently reflected in the RPS. The requirements of the NPS on Urban Development Capacity need to be met, even if it is not currently reflected in lower order planning documents.

RPS Policy 6.14 (a) requires that new urban development within Cambridge occur within the Urban Limits indicated on Map 6.2. The implementation of urban limits provide certainty for developers. They also encourage a more compact urban form while ensuring there is sufficient land and development supply for the 30-year period of the Future Proof strategy.

Map 6.2 is provided below (as Figure B1.7) and shows that the entire Bardowie Industrial Precinct area is within the Urban Limits.



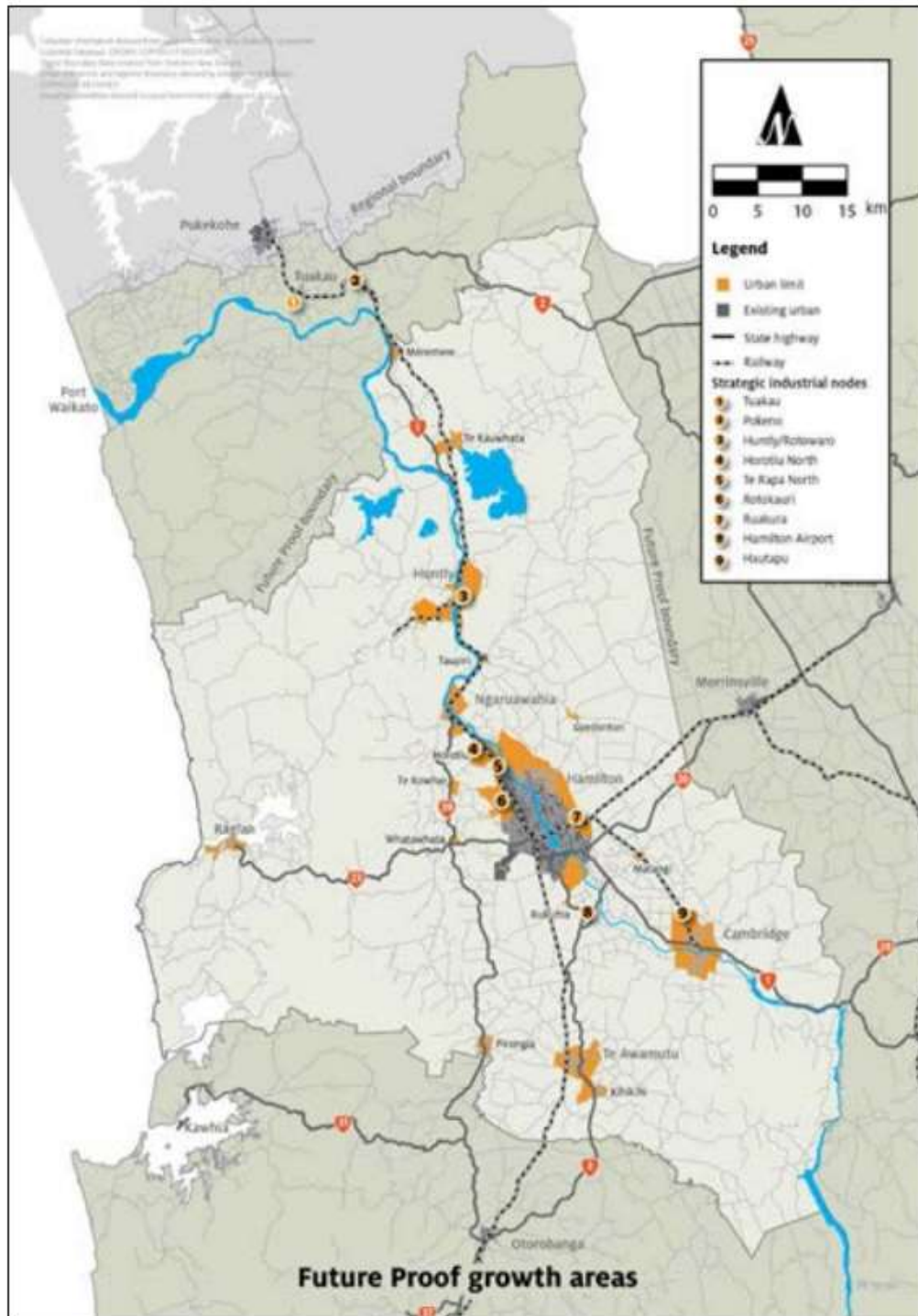


Figure B1.7: Map 6C of the RPS showing the Future Proof urban limits.



Figure B1.8 shows the specific urban limits for the Hautapu area which and is part of the Future Proof / RPS Urban Limits.

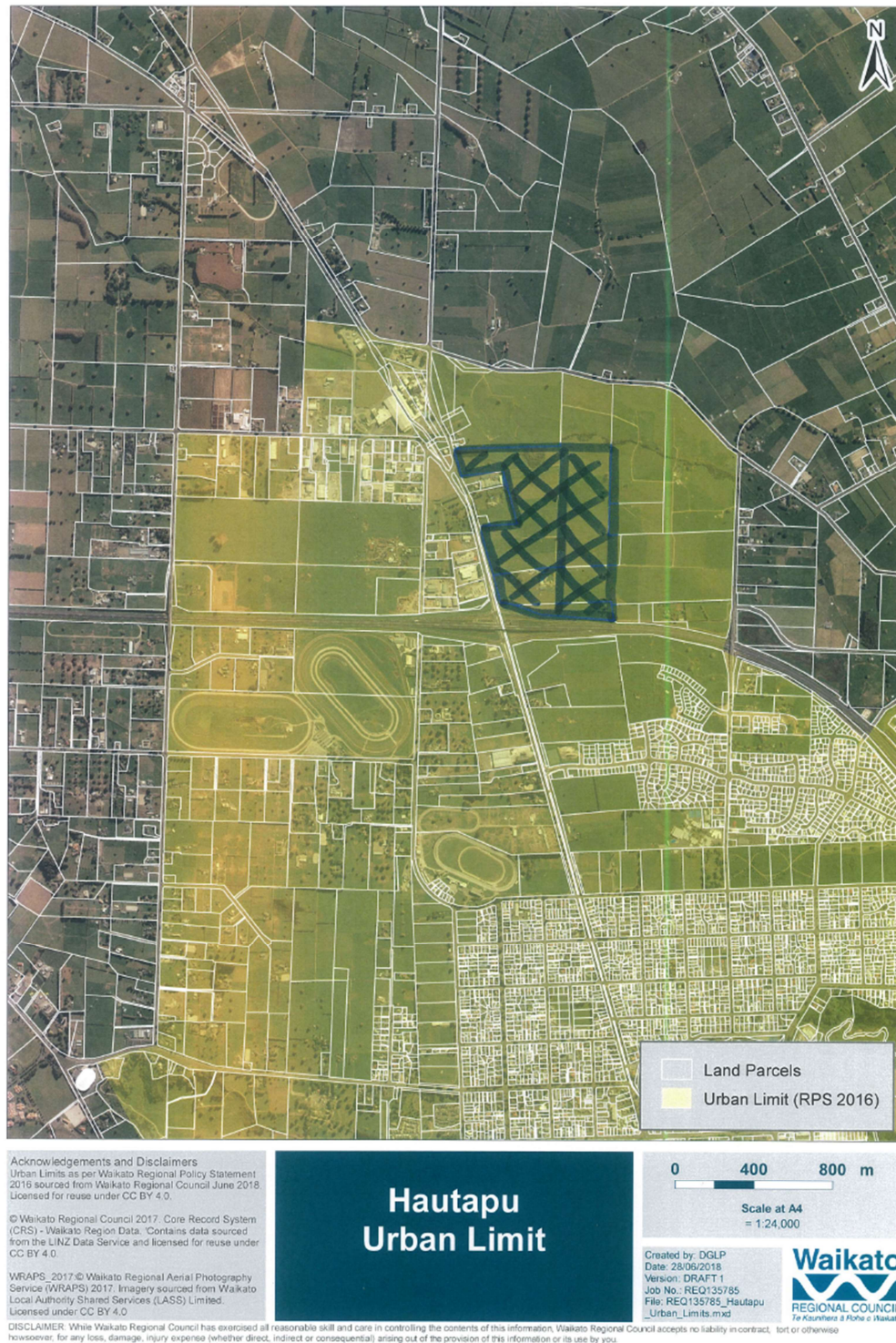


Figure B1.8: Hautapu Urban Limit

Proposed Plan Change 11 is therefore considered to be consistent with the Waikato Regional Policy Statement



1.8.10 Waikato - Tainui Environmental Plan

The purpose of Tai Tumu Tai Pari Tai Ao, the Waikato Tainui Environmental Plan, is 'to provide a map or pathway that will return the Waikato-Tainui rohe to the modern-day equivalent of the environmental state that it was in when Kiingi Taawhiao composed his maimai aroha'. It is intended that the plan be used as a tool for resource users to provide clear high-level guidance on Waikato-Tainui objectives and policies with respect to the environment.

Section 25 of the Plan covers land use planning, and includes the following relevant objectives:

Objective – Approach to land use and development

25.3.1 Development principles are applied to land use and development (urban and rural) and, in particular, development in new growth cells, that enhance the environment.

Policy – Approach to land use and development

25.3.1.1 To encourage development principles to be applied to land use and developments (urban and rural) and, in particular, development in new growth cells, that enhance the environment.

Objective – Urban and rural development

25.3.2 Urban and rural development is well-planned and the environmental, cultural, spiritual, and social outcomes are positive.

Policy – Urban development

25.3.2.1 To ensure that urban development is well planned and the environmental, cultural, spiritual, and social outcomes are positive.

Objective – Positive environmental and cultural effects

25.3.3 Land use and development has positive environmental and cultural effects.

Policy – Positive environmental and cultural effects

25.3.3.1 To ensure that land use and development, particularly new land use and development, has positive environmental and cultural effects.

The Plan encourages the use of Low Impact Design principles for all new developments including the:

- Protection of surface and ground water quality;
- Maintenance of the integrity of aquatic and terrestrial ecosystems;
- Preservation of the physical integrity of receiving streams;
- Protection of soils by providing appropriate sediment and erosion control; and
- Use of natural ground levels.

Proposed Plan Change 11 is considered to not be inconsistent with the direction of the Waikato-Tainui Environmental Plan.



1.8.11 Town Concept Plans

Town Concept Plans are in place for Cambridge, Te Awamutu/Kihikihi, Pirongia and Ohaupo. The plans provide the basis for the zoning pattern, density requirements and other provisions in the Waipa District Plan.

It is considered that Proposed Plan Change 11 is consistent with the plan in relation to Cambridge by providing access to industrial land (and enabling the subsequent industrial land) in an appropriate location.

1.8.12 Waikato Regional Plan

The objectives, policies and rules in the Waikato Regional Plan are of relevance to stormwater management of the Bardowie Industrial Precinct.

While a matter for Waikato Regional Council consideration through a regional resource consent application process (discharge permit) rather than through the Proposed Plan Change 11 process, it has been considered to ensure there is an appropriate stormwater solution that avoids, remedies and / or mitigates effects on the Mangaone Stream.

As detailed in the Water Assessment (Appendix D) there is a viable solution to managing the stormwater generated on site through soakage, primary treatment, retention then controlled discharge to the Mangaone Stream.

Therefore, the stormwater solution, and more widely Proposed Plan Change 11 is consistent with the Waikato Regional Plan

1.8.13 Proposed Plan Change 1 to the Waikato Regional Plan

On 22 October 2016, the Waikato Regional Council notified a proposed change (“**PC1**”) to the Waikato Regional Plan in relation to water quality within the Waikato and Waipa River catchments. PC1 introduces regulatory provisions into the WRP to assist with the achievement of the Vision and Strategy and to implement the NPSFM.

The focus of PC1 is the management of four contaminants, being nitrogen, phosphorus, sediment, and microbial pathogens. Of relevance to Proposed Plan Change 11, the change of use of the land will result in a significant reduction of the nitrogen and phosphorous discharged from the site through the cessation of spray irrigation dairy factory wastewater.

PC1 is a matter for consideration for the Waikato Regional Council, however it is considered that Proposed Plan Change 11 to the Waipa District Plan is consistent with the direction of PC1 in terms of achieving water quality improvements.



1.8.14 Te Aranga Strategy and Principles

The 'Te Aranga Maori Cultural Landscapes Strategy' seeks the reinstatement, development and articulation of the physical and metaphysical cultural landscapes of whanau, hapu and iwi.

The Te Aranga Māori Design Principles are a set of outcome-based principles founded on intrinsic Māori cultural values and designed to provide practical guidance for enhancing outcomes for the design environment. The principles have arisen from a widely held desire to enhance mana whenua presence, visibility and participation in the design of the physical realm.

There are seven Te Aranga Principles, as follows:

- Mana;
- Whakapapa;
- Taiao;
- Mauri Tu;
- Mahi Toi;
- Tohu; and
- Ahi Kā.

Each is discussed below.

Mana

The outcome seeks that the status of iwi and hapū as mana whenua is recognised and respected.

Engagement with tāngata whenua has occurred throughout the development of Proposed Plan Change 11, respecting the status of iwi and hapū. It is anticipated that engagement with mana whenua will continue through the statutory plan change process, and through to the development of the Bardowie Industrial Precinct.

Whakapapa

The outcome seeks that Maori names are celebrated, and the principle encourages the recognition and celebration the significance of ancestral names. The use of mana whenua ancestral names (for example for roads) will be considered during the detailed design phase of the project.

Taiao

The outcome seeks that the natural environment is protected, restored and / or enhanced. The approach that has been incorporated into Proposed Plan Change 11 with respect to the natural environment and sustainability is inherently aligned with the Taiao principle.



- There will be extensive landscape plantings that reflect Cambridge’s character (through non-indigenous vegetation) and also to significant areas planting with native vegetation, eco-sourced from the area.
- There has been a focus on connectivity between ecological corridors, which is expected to be provided through swales (which function for biodiversity re-establishment as well as stormwater management and amenity).
- Extensive indigenous flora will be incorporated into the entire Bardowie Industrial Precinct and have been selective for their biodiversity values.

Mauri Tu

The outcome seeks that environmental health is protected, maintained and / or enhanced. As with the Taiao principle discussed above, the approach to developing Proposed Plan Change 11 and the Bardowie Industrial Precinct is aligned with the Mauri Tu principle.

- There is only a small portion of the Mangaone Stream that adjoins the Bardowie Industrial Precinct. This area is already planted with native riparian/wetland vegetation. This area will be protected as part of the development. In addition, there will be extensive landscaping and plantings across the entire Bardowie industrial Precinct.
- A Preliminary Site Investigation has been undertaken to ensure the risks associated with contaminated areas of soil are managed appropriately.
- Rainwater collection and grey water recycling systems are encouraged and provided for through the Bardowie Industrial Precinct Structure Plan Urban Design and Landscaping Guidelines.
- Solar and other small scale renewable energy generation systems are encouraged through the Bardowie Industrial Precinct Structure Plan urban design and landscaping guidelines. It is understood that the buildings in Nodes 1A and 2 of the Bardowie Industrial Precinct will incorporate solar panels.
- While the building within Node 1A is currently being designed, there are opportunities for buildings within Nodes 1B, 2 and 3 to consider hard landscape and building materials which are locally sourced and of high cultural value to mana whenua if there are any particular materials of significance.

Mahi Toi

The outcome seeks that iwi/ hapū narratives are captured and expressed creatively and appropriately.

The use of Maori names for roads will be considered throughout the design process. In addition, the commissioning of carved pou and other public art is an opportunity to be explored further during the development of the Bardowie Industrial Precinct.



Tohu

The outcome seeks that mana whenua significant sites and cultural landmarks are acknowledged.

The Archaeological Assessment identifies a number of low value borrow sites located within the Bardowie Industrial Precinct area. Avoidance of the archaeological sites will be considered in plans. However, if this is not feasible the potential effects of future development are considered to be minor. The potential effects on archaeological values can be appropriately mitigated through archaeological investigation and recording to recover information relating to the Maori settlement history of the area.

Engagement with tāngata whenua on this matter has led to an agreement that a representative of tāngata whenua is present during top soil stripping and appropriate discovery protocols being adhered to.

Ahi Kā

The outcome seeks that iwi/ hapū have a living and enduring presence and are secured and valued within their rohe.

One of the key attributes is that mana whenua be able to live, work and play within their own rohe. This is a fundamental concept driving Proposed Plan Change 11. Development within the Bardowie Industrial Precinct will create a high-quality employment hub for Cambridge which will help reduce the reliance on Hamilton for employment for Cambridge residents and mana whenua alike. In addition, there will be substantial flow on economic benefits for the area which further support the live, work and play concept.



2. TECHNICAL ASSESSMENTS SUPPORTING PROPOSED PLAN CHANGE 11

2.1 INTRODUCTION

This section of the Section 32 analysis provides an overview of the technical assessments that have been undertaken to support Proposed Plan Change 11 and summarises the key findings of those assessments. The assessments were commissioned to ensure the site can be serviced and to assess the anticipated environmental effects of Proposed Plan Change 11 (taking into the account the requirements of schedule 4 of the RMA).

2.2 GEOTECHNICAL ASSESSMENT

BCD Group Limited were engaged to undertake a geotechnical investigation in relation to Proposed Plan Change 11 and the Bardowie Industrial Precinct area. The full report is presented as Appendix A.

The executive summary of assessment is provided (verbatim) as follows:

- 1) *BCD Group Limited (BCD) has been engaged by Bardowie Investments Ltd to undertake a preliminary geotechnical investigation for the Proposed Plan Change 11. It is understood that the Proposed Plan Change 11 will turn the existing Fonterra Bardowie site to the future Bardowie Industrial Precinct.*
- 2) *The characterisation of the geotechnical assessment is based on information collected at discrete locations that has been applied across the proposed development areas. Two stages of investigation were conducted on site comprising 15 Hand Augers, 13 normal Static Cone Penetration tests, 2 Seismic Cone Penetration tests and 4 machine drilled deep boreholes. The maximum testing depth is up to 25m below the existing ground.*
- 3) *Four Particle Size Distribution Tests, Two Atterberg Plasticity Index Tests, Two 1D Consolidation (Oedometer) Test and One 3D Consolidation (Triaxial) Test have been undertaken for the soils amples obtained during the site investigations.*
- 4) *A desktop natural hazard assessment was completed in accordance with Section 106 of the Resource Management Act 1991 and Section 71 of the Building Act 2004. The assessment indicated earthquake, landslip and land subsidence are the three main potential natural hazards for the subject site.*
- 5) *The site has been assessed as having High Liquefaction Vulnerability due to the shallow groundwater table (between 1m-4m below the existing ground level) encountered during investigation and the sand-like soils present in the underlying HINUERA FORMATION. Further specific assessment of the liquefaction hazard within certain portion of the site may allow some areas to be reclassified as Low to Medium Liquefaction Vulnerability where a deeper groundwater level is presented. At this stage the proposed*



development for the site may require foundations that can accommodate the predicated liquefaction effects. However, further assessment of the liquefaction hazard may assist to refine and potentially reduce the extent of areas where enhanced foundations or ground improvement are required.

- 6) Compressible materials have been sampled during the investigation, consolidation behaviours of these materials have been laboratory tested. The consolidation parameters obtained from the laboratory testing could be used for specific settlement assessment once the design floor level and the proposed development have been confirmed. However, based upon the field diagnosed features, the depths and the layer thicknesses of the samples, significant static settlement is not expected for the subject site for normal industrial type developments (up to 20kPa floor loading).*
- 7) The geotechnical assessment indicated shallow/raft type of foundations may be suitable for the site provided a dig out and replacement of the unsuitable near surface materials. If a deep piled foundation is considered, then the piles will be required to be founded into the non-liquefiable layers at a depth of 15m below ground level. Alternatively, reinforced gravel raft with standard shallow foundations would be a viable option for the proposed site.*
- 8) Any site won material could be used as backfill material to form any building/pavement areas as long as specific design compaction criteria has been achieved.*
- 9) Based on the results of this geotechnical investigation and assessment, the site appears to be suitable for the proposed industrial development. The site may be at risk from one or more natural hazards in terms of Section 106 of the Resource Management Act 1991 or Section 71 of the Building Act 2004; however, recommendations are provided within the body of this report to mitigate the risks and effects. Detailed development recommendations are provided in the body of this report. hazards in terms of Section 106 of the Resource Management Act 1991 or Section 71 of the Building Act 2004; however, recommendations are provided within the body of this report to mitigate the risks and effects. Detailed development recommendations are provided in the body of this report.*

2.3 PRELIMINARY SITE INVESTIGATION

Contaminated Site Investigation were engaged to undertake a Preliminary Site Investigation in relation to Proposed Plan Change 11 and the Bardowie Industrial Precinct area. The full report is presented as Appendix B.

The executive summary of assessment is provided (verbatim) as follows:

Purpose

Undertake a PSI for a piece of land at 140, 194, 214 and 224 Laurent Road, Cambridge.



Current and Proposed Site Status

The piece of land is predominantly pastoral land with the majority of farm buildings located in the southwestern corner. Three residential dwellings are also present.

Site History

Aerial photos document as pastoral land with the main farm buildings located in the southwestern corner and residential dwellings.

Anecdotal information documents above ground fuel tanks and potential historical landfills at the piece of land. Anecdotal information documents a kiwifruit orchard from 1981 to 2013 in the south eastern corner of the piece of land and that treated fence posts were buried.

Geology Hydrogeology

The soil at the piece of land is a topsoil overlying sands. A shallow groundwater system is present beneath the piece of land.

Hydrology

The nearest surface water is the Mangaone stream located on the northern part of the piece of land.

Piece of Land Investigation

History

Dairy farm from at least 1943 to present. A kiwifruit orchard from 1981 to 2013.

Potential Ground Contamination

Metals, organophosphates, and hydrocarbons.

Potential HAIL

- *A.17 - fuel storage;*
- *D.5 – engineering workshop; and*
- *G.3 – landfill sites.*

Conceptual Model

A low risk to human health and the environment as contaminant pathways are considered to be incomplete for a plan change as nothing is to change on the piece of land at this point time.

Recommendation

- 1. The site shall be classified as 'Verified HAIL – not sampled'.*
- 2. A DSI shall be required if the land use changes to a more sensitive land use.*
- 3. A Works Management Plan shall be completed prior to any intrusive works occurring if the land uses does not change to a more sensitive land use.*



2.4 TRANSPORTATION ASSESSMENT

Gray Matter Limited were engaged to undertake a transportation assessment in relation to Proposed Plan Change 11 and the Bardowie Industrial Precinct area. The full report is presented as Appendix C.

The executive summary of assessment is provided (verbatim) as follows:

Bardowie Investments Limited (BIL) propose to develop an area of land as an industrial development. The land is currently a mix of Deferred Industrial Zone and Rural Zone. BIL propose to submit a Plan Change Request to rezone the rural land as industrial/deferred industrial.

The purpose of Proposed Plan Change 11 is to re-zone 56.7 hectares of land at Hautapu to Industrial Zone (referred to as the “Bardowie Industrial Precinct”). 30 hectares of the land is currently zoned Deferred Industrial Zone, with the balance (26.7 hectares) being zoned Rural Zone in the Waipa District Plan. Apart from the land owned and occupied by Shoof International Ltd, the site is predominately used by Fonterra Ltd for spray irrigation of dairy factory wastewater from the nearby Hautapu Dairy Manufacturing Site (and associated rural activities).

This Broad Integrated Transport Assessment (ITA) considers the development of the full Plan Change 11 area and typical industrial activity to understand the effects on the transport network as a result of the Proposed Plan Change 11.

Surrounding Transport Network

The existing transport network surrounding the site is comprised of local roads and a major arterial (State Highway 1B). Existing traffic volumes are within the capacity of the network to handle them and there are no efficiency issues in the area.

There is no relevant public transport network in the area. There is a shared use trail along the rail corridor between SH1B Victoria Road and Laurent Road. The trail begins at the intersection of SH1B and Laurent Road and extends all the way south into Cambridge town connecting with the urban walking and cycling network. North of the Waikato Expressway, there are no pedestrian or cycle crossing facilities or footpaths—all walking and cycling traffic is directed towards the off-road trail. The development within the Bardowie Industrial Precinct shall comply with the requirements of the Waipa District Plan and as such include specific provisions for walking, cycling and public transport.

Fonterra uses rail to transport some of the products produced at the Hautapu site and requires access to the rail as part of its operations at the site. South of the Fonterra site the railway is non-functioning; tracks have been removed and a shared walking and cycling trail occupies the rail corridor. Kiwirail have indicated that they wish to maintain the Cambridge branch line designation for a possible future passenger service between Cambridge and Hamilton.



In the five year period 2013-2017 there have been 16 crashes in the area. There have been four crashes at the SH1B Victoria Road/Hautapu Road intersection and one crash at the intersection with Laurent Road. There have been no fatal or serious crashes in the last five years, with 75% of crashes resulting in no injury.

When the Hamilton Section of the Waikato Expressway opens in 2020, SH1B Victoria Road will revert to local road. The road classification is likely to remain as Arterial, with traffic volumes determining the classification of Major Arterial or Minor Arterial in the Waipa District Plan.

Description of the Proposal

The development of the site is to be carried out in three stages. Stages 1 and 2 involves development on the southern half of the 56.7ha site over a period of 5 years. The site will serve a manufacturing company that is relocating from Hamilton and consolidating its operations into the one area, occupying approximately 28.8ha. Stage 3 will service smaller developments, rolled out over a period from about year 5 into year 10. This stage occupies approximately 22.7ha. The remaining 5.2ha of the site is occupied by Shoof International.

The 56.7ha of land rezoned as industrial will generate around 12,000 vehicles per day. This is based on typical industrial trip generation rates of 20 trips/ha/hr for the peak hour and assuming this is approximately 10% of average daily traffic, we estimate the typical trip generation to be approximately 1200veh/hr for the entire site and around 600vph for Stages 1 and 2 (28.8ha).

CONCLUSIONS

General

The Proposal contributes to the transportation objectives in the District Plan and Council's strategies. From a transportation perspective, the Proposal is well located to make efficient use of existing infrastructure and reduce adverse effects. It would be desirable for the Plan Change to be consistent with the Hautapu Industrial Structure Plan and District Plan transport rules.

The Proposed Plan Change includes a Structure Plan for the Bardowie Industrial Precinct to support the rezoning to ensure that the development occurs in a coordinated and planned manner. The Bardowie Industrial Precinct Structure Plan provides an opportunity to define:

- › Infrastructure standards and requirements not already defined in the plan.*
- › Staging extents and requirements to ensure coordinated and sustainable delivery*
- › Layouts to align with desirable connections for all modes and possible future development*
- › Special rules for flexibility in parking requirements and to support alternative modes.*



Mitigation of Effects.

Adverse effects can be avoided or remedied through infrastructure and development requirements that can be triggered through plan rules and subdivision conditions. At grade intersections matched with staging will have adequate capacity.

The potential adverse effects relating to transport can be managed through rules, or dealt with by conditions at subdivision or building consent time. The rules or conditions would be likely to require the relevant structure plan infrastructure to be committed or in place prior to development/operation of the stage. That could be achieved by requiring a signed Private Development Agreement prior to development.

RECOMMENDATIONS

The Structure Plan for the Bardowie Industrial Precinct Structure Plan should allow for three stages, as follows:

Stage 1

- *Use the Structure Plan layout to fix the Stage 1 layout and access arrangements, including a right turn bay on Victoria Road to be replaced by traffic signals when demand from subsequent stages requires it.*
- *Ensure the Stage 1 access is formed to appropriate industrial collector road standards and supports connectivity for development of Stage 2 and Stage 3, provision of internal roads and suitable future connection to network;*
- *Include appropriate pedestrian and cycle access and provide for bus services.*

Stage 2:

- *Use rules to require a traffic impact assessment prior to development to determine when/whether traffic signals are required (This may not be required until commercial activities are in operation and there is traffic growth on Victoria Road from north of the Hautapu intersection);*
- *Use the Structure Plan layout to fix the Stage 2 layout and access arrangements, including a right turn bay or traffic signals on Victoria Road when demand from subsequent stages requires it;*
- *Include appropriate pedestrian and cycle access and provide for bus services;*
- *Use rules to protect space for pedestrian and cycle facilities and potential relocation of the rail corridor to run alongside the modified Victoria Road (where it would be wider than the existing Laurent Road corridor).*

Stage 3:

- *Use the Structure Plan layout as indicative road layout to illustrate connectivity and rules to require a layout and connections for Stage 3 that:*
 - *Provides an additional intersection for safe and appropriate connectivity with the surrounding transport network for all modes;*



- Connects with Stages 1 and 2; and,
- Provides for future access to possible future industrial land.

The structure plan implementation should be supported by a preliminary design for a right turn bay on Victoria Road for the southern access and Waipa DC, NZTA and Kiwirail authorisation of the intersection.

The preliminary form of the Stage 2 access needs to be confirmed prior to construction of the Stage 1 access to avoid services and drainage arrangements conflicting with the future signals. The timing of construction for the signals should be reviewed prior to development in Stage 2.

The form and location of the Stage 3 access and road networks needs to be confirmed prior to development of Stage 3.

2.5 WATER ASSESSMENT

Harrison Grierson Consultants Limited were engaged to undertake a Water Assessment in relation to Proposed Plan Change 11 and the Bardowie Industrial Precinct area. The full report is presented as Appendix D.

The executive summary of assessment is provided (verbatim) as follows:

Bardowie Investments Ltd are proposing Private Plan Change (PC11) to the Waipa District Plan. This seeks to rezone approximately 56.7ha of land zoned Deferred Industrial Zone and Rural Zone to an Industrial Zone at Hautapu. The following report provides technical support to PC11 in respect of water supply, wastewater discharge, stormwater management and hydrogeology.

The rezoning will change the quantity and nature of runoff in the catchment. With an increase in impermeable surfaces, there will be a significant increase to the runoff generated from storm events. There will be an increase in both the total volume, and also the peak rate of discharge. Depending on the activities within the catchment it is likely there will be an increase in heavy metals, suspended sediments, and an increase in temperature. Conversely there is likely to be a decrease in nutrients, BOD and bacteria.

Proposed methods will seek to improve and enhance the current landform and use water sensitive principles integrated into the built form and proposed landscape to mitigate the adverse effects of the change in land use. Methods proposed are consistent with the regulatory framework of the Waipa District Council (WDC) Development Manual, Regional Infrastructure Technical Standard (RITS), and Regional Stormwater Guidance.

Solutions will seek to replicate existing drainage patterns, including:

- *High frequency events – pre-treatment followed by infiltration to ground, or ponded temporarily followed by soakage; and*
- *Low frequency events – overland flow to the Mangaone Stream.*



Both Water and Wastewater assessments have drawn on existing capacity research that was completed initially by WDC in 2012-13, and on more recent re-modelling subsequent to recent changes in development patterns.

Discussions with WDC on both these services have confirmed their availability, and subject to timing of proposed upgrades, may necessitate interim development solutions, and/or longer term joint solutions with WDC.

For water supply, the current supply suffers from dips in network pressures during high demand. Ultimately, additional bulk mains to the industrial area together with changes to network operation will solve current issues, and enable sufficient supply for wider industrial development. The timing of this upgrade will need to be advanced to service the first stage of the PC11 development.

Firefighting flow requirements will depend on the ultimate nature and size of developments. It is proposed that once the network upgrade is complete (2020), the internal network will achieve an FW2 fire rating.

For wastewater, there is a proposed pump station and rising main to be constructed for the adjacent industrial area. A similar proposal is recommended for the PC11 area. As both these areas will take time to develop and to avoid septicity issues in the network, it is proposed that whilst both rising mains will be constructed simultaneously, that initially only one will be used to serve both areas.

Our discussions with WDC have concluded that there are no other off-site restrictions that will impact the proposed plan change area.

2.6 ARCHEOLOGICAL ASSESSMENT

Clough & Associates Limited were engaged to undertake an archaeological assessment in relation to Proposed Plan Change 11 and the Bardowie Industrial Precinct area. The full report is presented as Appendix E.

The executive summary of assessment is provided (verbatim) as follows:

An archaeological assessment has been commissioned by Bardowie Investments Ltd to establish whether proposed Plan Change 11 to the Waipa District Plan (Bardowie Industrial Precinct) is likely to impact on archaeological values. This report has been prepared as part of the required assessment of effects accompanying a plan change application under the Resource Management Act 1991 (RMA) and to identify any requirements under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA). Recommendations are made in accordance with statutory requirements. Once future development plans become available this report will require updating, with additional surveys (if required) and detailed assessment of the proposed development.

Three archaeological sites have been previously recorded in the proposed plan change area: S15/474, S15/475 and S15/476. All are 'borrow pits' associated with Maori gardening and are a common site type in the area and part of the broader archaeological landscape.



Borrow pits are often associated with gardening soils, but the presence of such soils could not be confirmed during the survey for this assessment. The survey was able to identify six borrow pits near recorded site S15/474 and one borrow pit at S15/475. No visible archaeological remains were able to be identified at S15/476. However, borrow pits are generally quite deep features and more pits related to these sites are likely to be present subsurface. There is also potential for additional subsurface archaeological features to be present elsewhere, especially as much of the ground surface has been modified by agricultural and other activities, which would have obscured surface evidence.

The archaeological value of the three archaeological sites is considered to be limited, based on the fact that they are a common site type and their creation and usage have been thoroughly studied in past investigations. Avoidance of the archaeological sites should, however, be considered in future development plans, but if this is not feasible the potential effects of future development are considered to be minor. The potential effects on archaeological values can be appropriately mitigated through archaeological investigation and recording to recover information relating to the Maori settlement history of the area, under the provisions of the HNZPTA. Recommendations based on further assessment, once future development plans become available, are likely to include the following:

- *If any of the recorded sites cannot be avoided, an Authority must be applied for under Section 44(a) of the HNZPTA and granted by Heritage NZ prior to the start of any works that will affect them. (Note that this is a legal requirement).*
- *Because it is likely that additional unrecorded sites may be exposed during earthworks, all future development works within the Bardowie Industrial Precinct should be included under an Authority to prevent delays if additional sites are discovered when works are under way.*
- *Archaeological monitoring of top soil stripping should be undertaken in appropriate areas based on the findings of the further assessment.*
- *The tāngata whenua should be consulted regarding the cultural effects of the possible future development. This will also be required as part of the authority application.*

2.7 LANDSCAPE ASSESSMENT

Jasmax were engaged to undertake a landscape assessment specifically in relation to the proposed changes to the height / setback performance standards (in proximity to State Highway 1 / Victoria Road). The full assessment is presented as Appendix F.

The summary of assessment is provided (verbatim) as follows:

The Urban Design and Landscape Guidelines provide a comprehensive suite of tools to enable a consistent, legible and cohesive response of built forms to address landscape and visual effects associated with the plan change. These tools include guidance on, location, scale, bulk and architectural design together with the integration of external spaces, stormwater and landscaping which collectively enable a high quality environment to be created within and around the site.



With specific reference to the proposed height limit setback change from 100 to 40m the additional visual amenity effects on State Highway 1 can be mitigated by design solutions that reduce the apparent scale and mass of buildings, whereas along Victoria Road the urban design and landscape guidelines provides a comprehensive range of solutions that enable the creation of an activated frontage to the road that provides a strong consistent identity which is currently lacking.

2.8 URBAN DESIGN AND LANDSCAPING

Urban Design and Landscaping assessments have been incorporated directly into the Bardowie Industrial Precinct Structure Plan (encompassed in Part A of this report). On that basis, no separate report has been prepared. The below forms a component of the analysis undertaken and the vision for the site from an urban design and landscaping perspective.

Site Context

Site currently contains both agricultural and light industrial activities, generally defined by open expanses of pasture, assorted deciduous trees, and farm related buildings and hedges. Neighbouring to the west are the Hautapu Industrial Zone and Hautapu Cemetery, to the south the Waikato Expressway, and farmland to the north and east.

Significant views of Maungakawa to the east, as well as selected views to Maungatautari and Pironga in the distance. Nothing of a particularly high landscape, amenity or community value currently resides within the relevant area.

Precinct Vision

Proposed Plan Change 11 will allow for a community inclusive industrial complex servicing both the site itself and the wider Hautapu Industrial area, while emphasizing important heritage and environmental characteristics of Cambridge and its environs.

The vision represented is reflected in the structure plan guidelines and objectives.

Landscaping

Planting to include species that reflect both native and heritage characteristics of the Cambridge area in a simplistic contemporary way, that is both complimentary and accommodating of natural and architectural elements of the site. The plant list in the Structure Plan reflects the landscaping approach.



3. OPTIONS AND EVALUATION

3.1 OPTIONS

3.1.1 Introduction

Section 32(1)(b)(i) of the RMA, requires this report to identify “other reasonably practicable options” to promote sustainable management, including retaining the status quo, non-regulatory methods and plan changes. This part of the report outlines the process undertaken and details the other reasonably practicable options considered to achieve the objectives of Proposed Plan Change 11.

3.1.2 Process - Consultation

In considering other reasonably practicable options, Bardowie Investments Limited has made considerable efforts to acquire industrial zoned land within the Hautapu area that is large enough to accommodate the consolidation of APL’s businesses, and to enable other industrial activities to develop. Prior to lodging Proposed Plan Change 11, consultation has occurred with the following parties:

- Waipa District Council;
- Waikato Regional Council;
- Waikato-Tainui;
- Ngāti Hauā;
- Ngāti Korokī Kahukura;
- New Zealand Transport Agency;
- Future Proof;
- Kiwirail;
- Fonterra;
- Shoof International Ltd;
- Neighbouring landowners; and
- Department of Conservation.

During the consultation process, the process and reasons for Proposed Plan Change 11 were described to each party, and feedback was sought on issues and concerns.

Follow up meetings to discuss the contents of the plan change were then held as requested. The information received during this engagement process subsequently informed the finalisation of Plan Change 11 and the Bardowie Industrial Precinct Structure Plan for notification purposes, and the contents of this plan change.

Appendix G details the consultation that has been undertaken.



3.1.3 Process - Options

The following options have been considered in formulating Proposed Plan Change 11.

Option 1 – Preferred Option / Plan Change 11

The preferred option is to re-zone the Bardowie Industrial Precinct area to Industrial, and to adopt a bespoke Structure Plan to enable industrial development to occur at the site. Specifically:

a) Section 7 – Industrial Zone

Changes are proposed to the objectives, policies and rule framework within Section 7 to enable industrial development within the Bardowie Industrial Precinct. These changes are shown in Part A.

b) Section 14 – Deferred Zone

The deletion of Policy 14.3.1.8 is proposed. This change is shown in Part A.

c) Section 15 – Infrastructure, Hazards, Development and Subdivision

Change to a rule within Section 15 is proposed to enable the Bardowie Industrial Precinct to be developed. This change is shown in Part A.

d) Section 20 – Health and General Amenity

A minor change is proposed to Section 20 to the stormwater management provision. This change is presented in Part A.

e) Section 21 – Assessment Criteria and Information Requirements

It is proposed that Section 21 be amended to reflect the proposed changes made to Section 7 – Industrial Zone. These changes are shown in Part A.

f) Appendix S1 – Growth Cells, Staging and Preconditions for Release and Infrastructure Requirements.

Proposed Plan Change 11 is seeking the retention of the extent of the C8 industrial Growth Cell as currently provided for in Appendix S1. If, and to the extent that Plan Change 5 changes the area in that industrial growth cell, Proposed Plan Change 11 seeks to reinstate the entire extent of Growth Cell C8 as currently shown in Appendix S1 of the Waipa District Plan.

g) New Appendix S19 – Bardowie Industrial Precinct Structure Plan

It is proposed that a new appendix (S19) be included in the Waipa District Plan, as detailed in Part A.



h) Planning Maps – Rezoning

- Planning Maps 4, 22, 23 and 24 – Rezoning from Deferred Industrial Zone to Industrial Zone;
- Planning Maps 4, 22, 23 and 24 – Rezoning from Rural Zone to Industrial Zone;
- All relevant planning maps to extend the Cambridge Urban Limits Boundary to encompass the Bardowie Industrial Precinct Structure Plan area;
- Planning Maps 4, 22, 23 and 24 - delete the “Indicative Motorway Service Centre Area” overlay; and
- Planning Maps 4, 22, 23 and 24 to remove the “Specialised Dairy Industrial Area” overlay from the Bardowie Industrial Precinct Structure Plan Area.

Option 2 – Status Quo / Baseline

The status quo essentially is to retain the existing zoning of the land, a combination of Deferred Industrial Zone and Rural Zone, which would require any industrial activities to obtain resource consent as a non-complying activity.

Given the activity status of industrial activities in the Rural Zone and Deferred Industrial Zone, APL would look to establish on existing industrial zoned land as a preference (which had already been attempted prior to this plan change process) or to try to located on rural zoned land, with no certainty that consent would be granted (given the need to pass the threshold section 104D tests).

APL has functional and locational needs that requires their sites to be located on large blocks of land. Currently, there is not enough land zoned industrial, and without land ownership constraints, around the Cambridge township to support its activities. Therefore, without this rezoning, APL would be required to find alternative industrial locations in the wider Waikato Region to enable the consolidation of activities. APL has considered other locations, but none have met their criteria. Other industrial activities would also need to seek alternative industrial zoned land for development or obtain resource consent for a non-complying activity to locate in the Rural Zone.

Given the size and scale of the APL development, it is more appropriate that it be assessed through a detailed Section 32 process, rather than determination through section 104 of the RMA.

Option 3 - Developing the Deferred Zone area

Thirty hectares of the Bardowie Industrial Precinct is zoned Deferred Industrial Zone, as detailed below in the blue box (Figure B3.1):



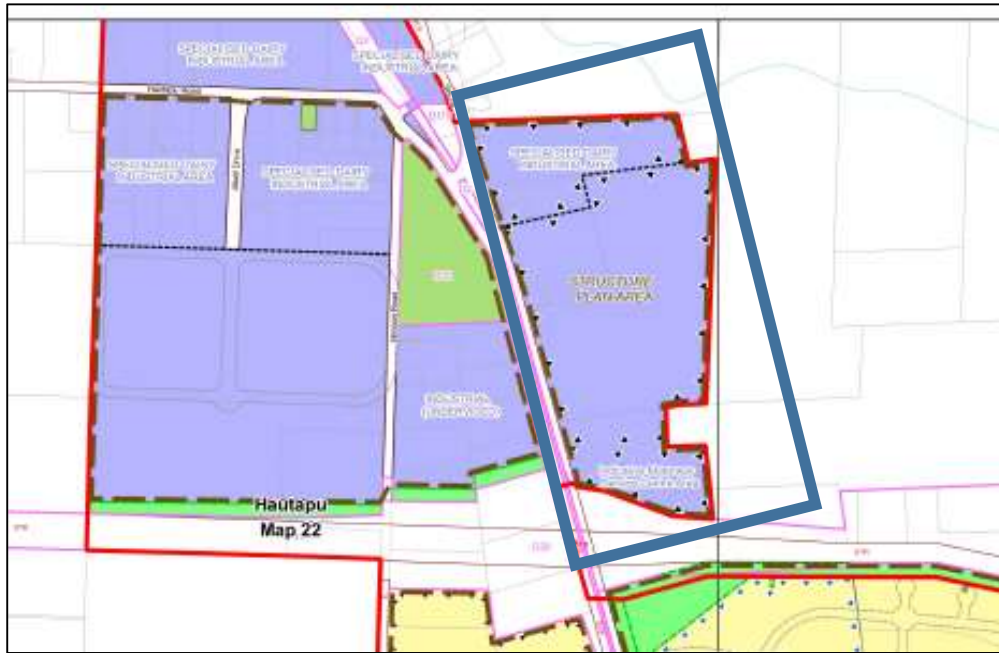


Figure B3.1: Planning map of the current zoning of the Proposed Bardowie Industrial Precinct in the Waipa District Plan.

The nature of the existing Deferred Industrial Zone land, including Fonterra’s infrastructure necessary to enable the continuation of spray irrigation of dairy factor wastewater, makes it unsuitable for the APL development.

The Fonterra infrastructure is required to remain on site until such time as alternative arrangements for spray irrigation have been made. In addition, the land comprising the Deferred Industrial Zone is not available to Bardowie Investments Limited in the timeframes required to enable the development of the initial building on the site (which is required to be operational in 2019/2020).

In addition, the shape of the Deferred Industrial Zone is not suitable for the scale of the APL development (which comprises of large process buildings).

Option 3 also does not provide for additional industrial growth that is enabled in accordance with the NPS for Urban Development Capacity.

Due to these aforementioned limitations, further consideration of Option 3 has not been undertaken.

Summary

There are only two realistic options to enable the industrial development of the land in the manner being proposed by Bardowie Investments Limited. Consideration to Options 1 and 2 only are given in the following sections. Due to the limitations of Option 3 it is not considered further in this analysis.



3.2 EVALUATION OF OPTIONS

3.2.1 Introduction

Section 3.1.3 above outlines the options that have been considered to enable the development of industrial activities on the land comprising the “Bardowie Industrial Precinct”. In order to determine whether the options are reasonably practicable, a comparative analysis has been undertaken. Bardowie Investments Limited is not legally obliged to detail the evaluation process for other reasonably practicable options that were not identified as the preferred option. However, it is considered fair and transparent to demonstrate how the preferred option was decided upon following an assessment against other reasonably practicable options.

The key considerations of this analysis include the relevance of the option in addressing the issue and the usefulness in guiding decision-making. Reasonableness and achievability have also been considered during this analysis.

The following table compares Option 1 and Option 2:



	Option 1: Preferred option	Option 2: Status Quo
Appropriateness	<p>The issue is that there is insufficient industrial land available for APL to be located in Cambridge (which is the same for a number of other businesses) – this issue is addressed by Plan Change 11 by rezoning the Bardowie Industrial Precinct Area from Deferred Industrial/Rural to Industrial. This option appropriately addresses the issue.</p> <p>This option responds to the NPS on Urban Development Capacity 2016, which requires Councils to provide in their plans enough development capacity and sufficient land for business (which includes industrial) to be available for up to 30 years. An oversupply of land is also required to be provided, in which this plan change assists with.</p> <p>In addition, Proposed Plan Change 11 is in accordance with the philosophy in the Hamilton to Auckland Corridor Study in terms of leveraging opportunities associated with the investment in the Waikato Expressway.</p>	<p>The ‘do nothing’ approach means that while sufficient land is currently zoned industrial, most of it is unavailable for industrial development.</p> <p>To be able to utilise the land for industrial purposes, the rural provisions would be relied upon, which require any industrial activity to obtain resource consent as a non-complying activity. Every industrial activity would need to go through this process. This is not an appropriate use of resource, particularly in respect of the need for industrial land in Cambridge. In addition, should ad-hoc development be approved by way of resource consent, there would be no co-ordinated development, as there is no structure plan for the area.</p> <p>In respect to the NPS on Urban Development Capacity, the Waipa District Council would have to undertake a similar exercise to Bardowie Investments in identifying appropriate industrial land and re-zoning it in line with the land supply requirements. Proposed Plan Change 11 assists the Waipa District Council in meeting these requirements (without which the council would need to undertake themselves)</p> <p>The technical assessments supporting the plan change demonstrate that the land is suitable for industrial development.</p> <p>In addition, it is more appropriate for the scale of development proposed for the Bardowie Industrial Precinct to be enabled by way of a plan change process and associated s 32 analysis, rather than by way of resource consent.</p>
Reasonableness	<p>This option provides certainty to landowners in the area as to the future development of the site. Industrial development in and adjacent to a planned industrial area is not unfamiliar or out of character. Similarly, the development and adoption of the structure plan gives certainty to APL, existing landowners and potential developers in terms of the expectations in respect to the quality of the industrial development</p> <p>With respect of the provision of services, this Plan Change process has identified the mechanisms by which the land will be serviced and requires Development Agreements be entered into.</p>	<p>This option relies on land zoned industrial at some point becoming available for development. This is not reasonable as current land ownership challenges have not been resolved despite a number of years attempting resolution. Land is required for industrial development now and for future needs in accordance with the NPS on Urban Development Capacity.</p>

Option 1: Preferred option		Option 2: Status Quo
	Plan Change 11 also remedies issues associated with the availability of suitable industrial land in Cambridge and gives effect to the requirements of the NPS on Urban Development Capacity.	
Achievability	This option is achievable to implement and within the statutory function of the Council and is achievable to implement through a plan change process. It is not cost prohibitive to achieve, given it's a private plan change (and any subsequent development will be subject to development agreements).	This option does not incur any financial costs; however, it does result in insufficient industrial land being available for development (and therefore cannot achieve the objective of providing appropriate industrial land for APL to develop at Hautapu, and other potential industrial developments).
Relevance	This plan change will resolve the issue of APL being inefficiently spread across 4 sites, enable the consolidate of the large business on a site that is appropriately sized. This plan change also enables other industrial activities to develop in the Bardowie Industrial Precinct, overcoming a number of industrial land availability issues and fundamentally giving effect to the NPS on Urban Development Capacity.	This option will not resolve the issue as it does not enable industrial development to occur in the Bardowie Industrial Precinct area, relying on the current industrial zone (50 hectares of which is unavailable due to land ownership issues). Similarly, this option does not give full effect to the requirements of the NPS on Urban Development Capacity.
Usefulness	This option is useful in that it enables initial industrial development and subsequent development that overcomes land availability issues. Similarly, the adoption of a Structure Plan will be useful in terms of guiding decision-making as it provides clear direction about how the land can be developed in the future, and better integrates infrastructure provision with and use planning. Proposed Plan Change 11 is also inherently useful for the Waipa District Council in enabling them to meet their requirements under the NPS on Urban Development Capacity.	This option leaves uncertainty around the provision of industrial land in Cambridge. It will not APL to relocate to the area and will not resolve the access to zoned industrial land issues.
Overall rating	Preferred Option	Not Preferred

3.2.2 The Preferred Option

The table above demonstrates why the rezoning of the Bardowie Industrial Precinct area to Industrial Zone and adoption of a bespoke Structure Plan (Option 1) is the preferred option. This option consistently meets the criteria in respect of addressing the issue, providing equity, certainty and relevance. Essentially, Option 1 gives effect to the National Policy Statement on Urban Development Capacity, resolves a number of issues of industrial land availability in Cambridge and provides for sustainable management of natural and physical resources. Option 2, the status quo, does not enable people to provide for their economic or social wellbeing and does not support Cambridge in having employment located where people live.



4. EVALUATION OF PLAN CHANGE

4.1 EVALUATION OF PLAN CHANGE OBJECTIVES

This part of the Section 32 analysis assesses if the proposed provisions are the most appropriate to support the Plan Change Objective. The purpose of this evaluation is to make sure that the objective(s) is the most appropriate way to promote the sustainable management of natural and physical resources.

The objective of the plan change is to allow industrial development to occur within the Bardowie Industrial Precinct Structure Plan Area. Minor changes to the issues and objective in relation to the Hautapu Industrial Structure Plan Area to reference the Bardowie Industrial Precinct Structure Plan in the same manner. The existing objective within the Waipa District Plan is considered to remain the most appropriate way to promote the sustainable management of both the Hautapu Industrial Structure Plan Area and the Bardowie Industrial Precinct Structure Plan Area, with minor modifications, as follows:

Objective - Hautapu Industrial Structure Plan Area and the Bardowie Industrial Precinct Structure Plan Area Industrial Area east of Victoria Road

7.3.4 *Development of the Hautapu Industrial Structure Plan Area and the Bardowie Industrial Precinct Structure Plan Area Industrial Area east of Victoria Road occurs in a manner that:*

- (a) Is visually attractive and has landscaping a visual character that reflects Cambridge's character; and*
- (b) Enables within the Hautapu Industrial Structure Plan Area the development of a central focal area and a campus hub within the Bardowie Industrial Precinct Structure Plan Area with a reserve and retail activities and commercial services that principally meet the needs of workers; and*
- (c) Avoids or mitigates any actual or potential adverse effects on surrounding rural properties and public spaces, including the Hautapu Cemetery; and*
- (d) Is co-ordinated with infrastructure provision; and*
- (e) Contributes to the development of a 'gateway' to Cambridge; and*
- (f) Is staged to aligned with the land allocation table for industrial land within Hautapu and/or the criteria for alternative land release both as outlined within the Regional Policy Statement.*

Refer also to Policy 14.3.1.8 Hautapu Industrial – East of Victoria Road.

4.2 EXPLANATION AND JUSTIFICATION FOR PROPOSED PROVISIONS

This section identifies the reasons for Bardowie Investments seeking the inclusion, deletion or amendments to certain provisions to provide clear justification and the rationale to the Waipa District Council and stakeholders.

The table below provides this analysis.



Provision	Rationale
Issues – Section 7	
<p>Issue 7.2.11 and 7.2.12</p> <p>Hautapu Industrial Structure Plan and Bardowie Industrial Precinct Structure Plan Areas</p> <p>7.2.11 The Hautapu Industrial Structure Plan and Bardowie Industrial Precinct Structure Plan Areas is located in a prominent position adjacent to the Cambridge Bypass section of the Waikato Expressway. Developments within this site require a high standard of amenity reflecting the prominence of the area.</p> <p>7.2.12 A signed development agreement is required before development can proceed in this these locations. Ad-hoc development could compromise the potential for the entire area to be effectively serviced.</p>	<p>It is sought that issues 7.2.11 and 7.2.12 be amended to reference the Bardowie Industrial Precinct Structure Plan area alongside the Hautapu Industrial Structure Plan area.</p> <p>In all other respects, this issue statement remains appropriate.</p>
Objectives	
<p>Objective 7.3.4</p> <p>Objective - Hautapu Industrial Structure Plan Area and the Bardowie Industrial Precinct Structure Plan Area Industrial Area east of Victoria Road</p> <p>7.3.4 Development of the Hautapu Industrial Structure Plan Area and the <u>Bardowie Industrial Precinct Structure Plan Area Industrial Area east of Victoria Road</u> occurs in a manner that:</p> <p>(a) Is visually attractive and has <u>landscaping a visual character</u> that reflects Cambridge’s character; and</p> <p>(b) Enables within the Hautapu Industrial Structure Plan Area the development of a central focal area <u>and a campus hub within the Bardowie Industrial Precinct Structure Plan Area</u> with a reserve and retail activities and commercial services that principally meet the needs of workers; and</p> <p>(c) Avoids or mitigates any actual or potential adverse effects on surrounding rural properties and public spaces, including the Hautapu Cemetery; and</p> <p>(d) Is co-ordinated with infrastructure provision; and</p> <p>(e) Contributes to the development of a ‘gateway’ to Cambridge; and</p> <p>(f) Is <u>staged to aligned</u> with the land allocation table for industrial land within Hautapu and/or the criteria for alternative land release both as outlined within the Regional Policy Statement.</p> <p><u>Refer also to Policy 14.3.1.8 Hautapu Industrial – East of Victoria Road.</u></p>	<p>The amendments proposed to Objective 7.3.4 are to manage the Bardowie Industrial Precinct in the same manner as the Hautapu Industrial Structure Plan area, given their close proximity (although through the implementation of the rules and Structure Plan the design outcomes will be different to align with the vision for the precinct).</p> <p>Amendments are sought to (a) to reflect that it would be difficult for an industrial development to reflect the unique character of Cambridge. It is more appropriate for the landscaping utilised in an industrial to reflect this character and enable the development itself to adhere to contemporary design principles (bringing in the Cambridge character through landscaping).</p> <p>Amendments to (b) are sought to reference the Campus Hub in the Bardowie Industrial Precinct as well as the Central Focal Area of the Hautapu Industrial Structure Plan Area (to enable reserves, retail activities and commercial services).</p> <p>Amendments are sought to (f) to reflect that while the staging may not be exactly aligned with the Regional Policy Statement (recognising that the Regional Policy Statement is out of date), but the overall development is aligned with the Regional Policy Statement given the land access challenges.</p> <p>The reference note is sought to be deleted as the Hautapu Industrial – East of Victoria Road area is being incorporated into the Bardowie Industrial Precinct Structure Plan area.</p>

Provision	Rationale
Policies – Section 7	
Insert a new Policy 7.3.4.1A <u><i>7.3.4.1A Buildings within the Bardowie Industrial Precinct Structure Plan Area are designed in a manner that achieves overall consistency with the Urban Design and Landscape Guidelines for the Bardowie Industrial Precinct Structure Plan Area.</i></u>	A new Policy is sought for inclusion in the Industrial Zone Section of the Waipa District Plan to effectively require buildings within the Bardowie Industrial Precinct Structure Plan area be designed in accordance with the urban design and landscape guidelines to ensure that good urban design outcomes are achieved, that reflect the vision for the Bardowie Industrial Precinct.
Insert a Policy 7.3.4.2A <u><i>Policy – Bardowie Industrial Precinct Campus Hub</i></u> <u><i>7.3.4.2A To enable the development of a Campus Hub within the Bardowie Industrial Precinct that consists of activities such as retail activities and commercial services such as cafes and lunch bars, visitor accommodation and a conference centre, child care facilities and a wellness centre (as described in the Bardowie Industrial Precinct Structure Plan) to service employees and the business needs of the Bardowie Industrial Precinct.</i></u>	A new Policy is to be inserted to ensure that the type activities within the Bardowie Industrial Precinct Campus Hub to service the area are provided for, such as visitor accommodation, retail activities, child care facilities, cafes and lunchrooms and wellness centre (including a gym and medical centre). The Campus Hub is to provide for the precinct and the industrial area. It will be designed to ensure it does not affect the integrity of the Cambridge CBD.
Policy 7.3.4.3 <u><i>7.3.4.3 To ensure protection of surrounding rural areas, by requiring buffer areas on perimeter sites in the Hautapu Industrial Structure Plan Area and the Bardowie Industrial Precinct Structure Plan Area, particularly along Victoria Road (SH1B) and the Cambridge Bypass (Waikato Expressway).</i></u>	Amendments are sought to Policy 7.3.4.3 to refer to the Bardowie Industrial Precinct Structure Plan Area alongside the Hautapu Industrial Precinct Structure Plan area. No other changes are sought as this policy provides an effective management regime.
Policy 7.3.4.4 <u><i>7.3.4.4 To avoid compromising the ability of the area as a whole to be effectively serviced and to manage the planned provision of public infrastructure by requiring a development agreement to be in place prior to any development occurring within the Hautapu Industrial Structure Plan Area and the Bardowie Industrial Precinct Structure Plan Area.</i></u>	Amendments are sought to Policy 7.3.4.4 to refer to the Bardowie Industrial Precinct Structure Plan Area alongside the Hautapu Industrial Precinct Structure Plan area. No other changes are sought as this policy provides an effective management regime.
Policy 7.3.4.5A <u><i>7.3.4.5A To ensure that landscaping and fencing within the Bardowie Industrial Precinct Structure Plan Area is undertaken in overall accordance with the design characteristics and planting requirements specified in the Urban Design and Landscape Guidelines for the Bardowie Industrial Precinct Structure Plan.</i></u>	A new Policy is sought to ensure that landscaping and fencing within the Bardowie Industrial Precinct is undertaken in accordance with the provisions of the Bardowie Industrial Precinct Structure Plan (urban design and landscape guidelines).
Delete Policy 7.3.4.6 <u><i>Policy – Hautapu Industrial east of Victoria Road</i></u>	The deletion of this policy is sought as this Hautapu Industrial Area to the east of Victoria Road is to be incorporated into the Bardowie Industrial Precinct Structure Plan area (and thus will be managed via the specific Bardowie Industrial Precinct provisions).



Provision	Rationale
<p>7.3.4.6—To ensure that the industrial development east of Victoria Road occurs in a manner that is in general accordance with an approved structure plan including any associated design guidelines.</p>	
<p>Delete Policies 7.3.4.7 and 7.3.4.8</p> <p>Policies – Hautapu Motorway Service Centre</p> <p>7.3.4.7—To enable the development and operation of a motorway service centre on land identified at Hautapu on the Planning Maps as an ‘Indicative Motorway Service Centre Area’ where a development plan is in place.</p> <p>7.3.4.8—To enable activities which support the needs of the travelling public such as service stations and takeaway food outlets, including drive through services, on the proviso that effects on the retail hierarchy are avoided.</p>	<p>The deletion of the reference to the Hautapu Motorway Service Centre is sought. The overlay on the planning maps show this area on the Bardowie Industrial Precinct. A service station has already been developed and is located in a different place to that depicted on the planning maps. No service station of this nature is being proposed as part of the Bardowie Industrial Precinct.</p>
Rules – Section 7	
<p>Rule 7.4.1.1 (f)</p> <p>Cafés and takeaway food outlets with no drive through facilities, except for those listed in Rules 7.4.1.1(u) and 7.4.1.2(a).</p>	<p>Reference to Rule 7.4.1.1 (u) in this rule is sought to be replaced by a new rule. The existing (u) is in relation to the Hautapu Indicative Motorway Service Centre Area which is being removed as part of Proposed Plan Change 11.</p>
<p>Rule 7.4.1.1 (m)</p> <p>Relocated buildings, except for those listed in Appendix N1 <u>and except within the Bardowie Industrial Precinct Structure Plan Area.</u></p>	<p>It is intended that relocated buildings are not utilised in the Bardowie Industrial Precinct, and therefore an amendment to this rule is sought to reflect this.</p>
<p>Rule 7.4.1.1 (u) – Deleted</p> <p>Service Stations and Takeaway food outlets with drive through facilities located in the ‘Indicative Motorway Service Centre Area’ subject to compliance with Rule 7.4.1.3(f).</p> <p>(Refer also to requirements for ITA Rule 16.4.2.25).</p>	<p>This rule is to be deleted to remove reference to the ‘Indicative Motorway Service Area’ as a service station has already been developed in a location not in the “indicative area”. The Indicative Motorway Service Area overlays part of the Bardowie Industrial Precinct. It is not proposed that a service station or service area be developed as part of the precinct.</p>



Provision	Rationale
<p>Rule 7.4.1.1 (u) – New</p> <p><i>Within the Bardowie Industrial Precinct Structure Plan Area the following activities are also permitted:</i></p> <ul style="list-style-type: none"> (i) <i>Stormwater ponds and/or facilities;</i> (ii) <i>Water treatment facilities;</i> (iii) <i>Farming activities; and</i> (iv) <i>Spray Irrigation of dairy factory wastewater.</i> 	<p>A new Rule 7.4.1.1 (u) is sought for a specific permitted activity rule for activities within the Bardowie Industrial Precinct to encompass activities not expressly provided for in 7.4.1.1 (a) to 7.4.1.1 (t).</p>
<p>New Rule 7.4.1.1 (v)</p> <p><i>The following activities are permitted activities within the Campus Hub of the Bardowie Industrial Precinct (Appendix S19):</i></p> <ul style="list-style-type: none"> (i) <i>Child care and preschool facilities</i> (ii) <i>Wellness centre (as defined in the Bardowie Industrial Precinct Structure Plan)</i> (iii) <i>Innovation centre (as defined in the Bardowie Industrial Precinct Structure Plan)</i> (iv) <i>Offices with a GFA of less than 200m² (except as provided for by Rule 7.4.1.1(i))</i> (v) <i>Any other retail activity with a GFA of less than 200m².</i> 	<p>A new rule is required for activities within the Campus Hub of the Bardowie Industrial Precinct Campus Hub (the area of the Campus Hub is shown in the Structure Plan diagrams). These activities are not expressly provided for by the permitted activity rules, but are required to enable the self-serviced campus precinct vision:</p> <ul style="list-style-type: none"> ➤ Child care and preschool facilities for workers within the Precinct (note these are subject to the acoustic treatment standard); ➤ A wellness centre, incorporating a medical centre and exercise facilities (gym, swimming pool, sports court), as a key component of a modern working environment; ➤ An innovation centre, which is intended to be a place where great mind meet, and may include shared office spaces, research and development centres, a small scale industrial heritage type museum and a place to showcase new technologies. ➤ Offices that may wish to establish within the Campus Hub given the proximity to industrial activities and businesses (noting that appropriate office space can currently difficult to obtain in the centre of Cambridge); and ➤ Retail activities, which are at an appropriate scale, to service the precinct. Without limiting the specific type of retail activity, services such as banks, cafes, dairies could be anticipated. The scale of the hub and associated activities will be designed to ensure they do not adversely affect the Cambridge town centre. <p>Note, cafes are already permitted by way of Rule 7.4.1.1.</p>
<p>Rule 7.4.1.2 (a)</p> <p><i>Cafés, and takeaway outlets with no drive through facility outside the central core area identified on the Hautapu Industrial Structure Plan and <u>campus hub identified on the Bardowie Industrial Precinct Structure Plan</u>, and general stores or dairies within the central core area identified on the Hautapu Industrial Structure Plan.</i></p> <p><i>Matters over which Council reserves its control are:</i></p>	<p>Amendments are being sought to this rule to manage the Bardowie Industrial Precinct alongside the Hautapu Structure Plan area.</p>



Provision	Rationale
<ul style="list-style-type: none"> ▪ <i>Appearance of the building.</i> <p><i>These matters will be considered in accordance with the assessment criteria in Section 21.</i></p>	
<p>Rule 7.4.1.2 (c)</p> <p><i>Any activity listed as a permitted or controlled activity in Tables 7.4.1.1 and 7.4.1.2 that is within the 'Indicative Motorway Service Centre Area' identified on the Planning Maps where a development plan has been approved.</i></p> <p><i>Matters over which Council reserves its control are:</i></p> <ul style="list-style-type: none"> ▪ <i>Compliance with the approved development plan.</i> <p><i>These matters will be considered in accordance with the assessment criteria in Section 21.</i></p>	<p>For the same reasons outlined above, the deletion of this rule is being sought due to a service station already being built in a location that was not the "Indicative Motorway Service Centre Area". A service centre area of this nature is not being proposed as part of the Bardowie Industrial Precinct development.</p>
<p>New Rule 7.4.1.2 (c)</p> <p><i>The following activities are controlled activities within the Campus Hub of the Bardowie Industrial Precinct:</i></p> <p>(a) <i>Visitor Accommodation Facilities</i> (b) <i>Conference facilities</i></p> <p><i>Matters over which Council reserves its control are:</i></p> <ul style="list-style-type: none"> ▪ <i>Parking</i> ▪ <i>Consistency with the site layout in the Structure Plan.</i> ▪ <i>Consistency the Urban Design and Landscape Guidelines of the Bardowie Industrial Precinct Structure Plan.</i> <p><i>These matters will be considered in accordance with the assessment criteria in Section 21.</i></p>	<p>A controlled activity is proposed for the following activities within the Bardowie Industrial Precinct Campus Hub:</p> <ul style="list-style-type: none"> ➤ Visitor accommodation – The design of the Bardowie Industrial Precinct has been modelled on contemporary industrial precincts in Europe, which provide for commercial services as well as industrial to serve the needs of businesses located there, and also the wider community. The scale of the visitor accommodation will not be inappropriate given the number of people working in the area, and also its close proximity to State Highway 1. It is noted, that internal acoustic standards have been proposed to ensure there are no reverse sensitivity effects of locating visitor accommodation in an industrial area in respect of noise from established and consented industrial activities. It is anticipated that the provision of appropriately scaled visitor accommodation will further enhance the "Gateway" to Cambridge. ➤ Conference Centre – as with the visitor accommodation, it is likely that there will be vendors / suppliers to activities within the Precinct who need to attend conference type meetings. In addition, Cambridge itself currently does not have facilities to enable large groups of people to meet. Hamilton is therefore often utilised to hold large meetings and conferences. The proposed conference facility in the Bardowie Industrial Precinct overcomes the challenges with finding suitable meeting rooms / places in the Cambridge area. It is also not an unanticipated activity within a modern industrial precinct. <p>It is considered that that a controlled activity rule is appropriate for these activities, with parking and conformance with the Bardowie Industrial Precinct Structure Plan (in terms of both layout and amenity) being the matters to which council has reserved control. It is noted that outside of the Campus Hub, visitor accommodation would be a non-complying activity.</p>



Provision	Rationale
<p>Rule 7.4.1.3 (f) – Deleted</p> <p><i>Development plan for listed permitted, controlled, or restricted discretionary activities in the ‘Indicative Motorway Service Centre Area’:</i></p> <p><i>Assessment will be restricted to the following matters:</i></p> <ul style="list-style-type: none"> <i>▲ Traffic, including effects on the surrounding network; and</i> <i>▲ Landscaping; and</i> <i>▲ Retail distribution effects; and</i> <i>▲ Visual effects; and</i> <i>▲ Infrastructure.</i> <p><i>These matters will be considered in accordance with the assessment criteria in Section 21.</i></p>	<p>For the same reasons outlined above in relation to the motorway service centre, the deletion of this rule is being sought due to the motorway already being built in a location that was not the “Indicative Motorway Service Centre Area”. A service centre area of this nature is not being proposed as part of the Bardowie Industrial Precinct development.</p> <p>This rule is to be replaced with a specific restricted discretionary activity rule for the Bardowie Industrial Precinct Structure Plan area (below).</p>
<p>Rule 7.4.1.3 (f) – New</p> <p><i>Any activity within the Bardowie Industrial Precinct Structure Plan Area that requires an air discharge permit from the Waikato Regional Council.</i></p> <p><i>Assessment will be restricted to the following matters:</i></p> <ul style="list-style-type: none"> <i>• <u>Adverse effect on the Hautapu Dairy Manufacturing Site due to the discharge of contaminants to air.</u></i> <p><i>These matters will be considered in accordance with the assessment criteria in Section 21.</i></p> <p><i>Advice Note: This rule addresses the potential effects on the food safety implications of discharges to air associated with the ongoing operation of the Hautapu Dairy Manufacturing Site</i></p>	<p>A new (f) is proposed to control activities that discharge contaminants to air that seek to develop in the Bardowie Industrial Precinct Structure Plan area, predominately to protect the Hautapu Dairy Manufacturing Site from adverse effects (which is reflected as the assessment matter for the restricted discretionary activity rule).</p>



Provision	Rationale
<p>Rule 7.4.1.4 (a)</p> <p><i>Any permitted activity, controlled activity, or restricted discretionary activity that does not comply with the following rules:</i></p> <ul style="list-style-type: none"> (i) Rule 7.4.2.1 - Minimum building setback from road boundaries (ii) Rule 7.4.2.2 - Minimum building setback from internal boundaries (iii) Rule 7.4.2.3 - Minimum building setback from internal boundaries: Hautapu Industrial Structure Plan Area (iv) Rule 7.4.2.4 - Building setback from water bodies: Bond Road North Industrial Structure Plan Area (v) Rule 7.4.2.4A – Building setback from water bodies: Bardowie Industrial Precinct Structure Plan Area. (vi) Rule 7.4.2.5 - Height (vii) Rule 7.4.2.9 - Design and layout of development adjoining water bodies and reserves. (viii) Rules 7.4.2.10 to 7.4.2.13 - Landscaping and screening (ix) Rules 7.4.2.15 to 7.4.2.16 – Noise (x) Rule 7.4.2.23 to 7.4.2.25 – Signs (xi) Rule 7.4.2.26 – Earthworks (xii) Rule 7.4.2.33 – Minimum Parking Requirements for Node 1A and Node 2 of the Bardowie Industrial Precinct Structure Plan Area. (xiii) Rule 7.4.2.34 – Stormwater Management in the Bardowie Industrial Precinct Structure Plan Area. 	<p>This rule is to be amended to encompass the specific Bardowie Industrial Precinct Structure Plan rules, that have been incorporated into the performance standard section as a result of Proposed Plan Change 11.</p>
<p>Rule 7.4.1.5 (b), (c), (e) and (g)</p> <p>(b) Educational facilities, except as provided for by Rule 7.4.1.1 (v).</p> <p>(c) Medical centres, except as provided for by Rule 7.4.1.1 (v).</p> <p>(e) Visitor accommodation facilities, except as provided for by Rule 7.4.1.2 (c).</p> <p>(g) Offices, except as provided for by Rules 7.4.1.1 (l) and 7.4.1.1 (v).</p> <p>(h) Any retail activity, except for Rules 7.4.1.1(e), 7.4.1.1(f), 7.4.1.1(u), 7.4.1.2(a), 7.4.1.2(c), 7.4.1.1 (v) and 7.4.1.4(d).</p>	<p>It is proposed to amend (b) – educational facilities, (c) – medical centres, (e) – visitor accommodation, (g) – offices and (h) – retail activities as these activities are being provided for within the Bardowie Industrial Precinct Campus Hub by way of a permitted activity or controlled activity rule.</p> <p>These activities remain non-complying activities if locating within the Bardowie Industrial Precinct, outside of the Campus Hub.</p>
<p>Rule 7.4.1.5 (j) and (l)</p> <p>(j) In the Hautapu Industrial Structure Plan Area and the Bardowie Industrial Precinct Structure Plan Area: any sign/s located, anchored, erected, attached to or painted on or above rooftops or rooflines.</p> <p>(l) Activities (except for farming activities), in the Hautapu Industrial Structure Plan Area, and the Bond Road North Industrial Structure Plan Area and the Bardowie Industrial Structure Plan Area that fail to comply with Rules 7.4.2.30, and 7.4.2.31 and Rule 7.4.2.31A.</p>	<p>It is proposed that (j) and (l) be amended to reference the Bardowie Industrial Precinct Structure Plan Area alongside the Hautapu Industrial Structure Plan area.</p>



Provision	Rationale
<p>New Rule 7.4.1.5 (p)</p> <p><i>The following activities are non-complying activities within the Bardowie Industrial Structure Plan Area.</i></p> <p>(a) <i>Bitumen plants;</i> (b) <i>Incineration activities;</i> (c) <i>Concrete batching plants; and</i> (d) <i>Relocated buildings.</i></p>	<p>A new non-complying activity rule is being proposed to make specific industrial activities non-complying within the Bardowie Industrial Precinct. Similarly, it is intended that relocated buildings not be utilised, so the use of them within the Bardowie Industrial Precinct is to be a non-complying activity.</p>
<p>Performance Standards – Section 7</p>	
<p>Rule 7.4.2.1</p> <p>Rule - Minimum building setback from road boundaries</p> <p>7.4.2.1 <i>The minimum building setback from road boundaries shall be 5m, except in the following locations:</i></p> <p>(a) <i>Bond Road North Industrial Structure Plan Area - The minimum setbacks from the Bond Road and Preston Road boundaries shall be those as defined on the Landscape Concept Plan within the Bond Road North Industrial Structure Plan Area refer Appendix S12.</i> (b) <i>Hautapu Industrial Structure Plan Area - The minimum setbacks from road boundaries shall be those as defined in the Urban Design and Landscape Guidelines on the Landscape Concept Plan within the Hautapu Industrial Structure Plan Area refer Appendix S5.</i> (c) <i>Industrial Zone (Raynes Road) – The minimum setback from Raynes Road and Airport Road shall be 15m.</i> (d) <i>Bardowie Industrial Precinct Structure Plan Area – The minimum setbacks from State Highway 1 shall be 25m.</i></p> <p><i>Activities that fail to comply with this rule will require a resource consent for a discretionary activity.</i></p>	<p>It is proposed that a new performance standard (d) be inserted to require building setbacks from road boundaries to be 5 metres across the site except in relation to State Highway 1 where the setback is 25 metres.</p>
<p>New Rule 7.4.2.4A</p> <p>Rule - Building setback from water bodies: Bardowie Industrial Precinct Structure Plan Area</p> <p><i>7.4.2.4A Notwithstanding Rule 26.4.2.1, the minimum building setback from the Mangaone Stream in the Bardowie Industrial Precinct Area shall be 15m</i></p> <p><i>Activities that fail to comply with this rule will require a resource consent for a discretionary activity.</i></p>	<p>It is proposed that a new rule be inserted specifically for building setbacks from the Mangaone Stream (the only natural water body) within the Bardowie Industrial Precinct Structure Plan Area.</p>
<p>New Rule 7.4.2.5</p> <p>Rule - Height</p>	<p>Given the scale of the buildings that will be locating in Node 1A and Node 2 of the Bardowie Industrial Precinct, a new height rule is required.</p>



Provision	Rationale								
<p>7.4.2.5 The maximum height of buildings shall be 20m, except in the following locations where the maximum height shall be:</p> <table border="0"> <tr> <td data-bbox="65 391 588 418">(a) Tall Buildings Area</td> <td data-bbox="588 391 1136 418">55m</td> </tr> <tr> <td data-bbox="65 440 588 516">(b) Any site within 100m of the State Highway 1 Cambridge bypass, Victoria Road or Hautapu Cemetery, <u>except as provided for by (d)</u></td> <td data-bbox="588 440 1136 516">10m</td> </tr> <tr> <td data-bbox="65 537 588 581">(c) Any site within the Bond Road North Industrial Structure Plan area</td> <td data-bbox="588 537 1136 581">12.5m</td> </tr> <tr> <td data-bbox="65 602 588 678">(d) <u>Any site within 40 metres of State Highway 1 Cambridge bypass and / or Victoria Road within the Bardowie Industrial Precinct Structure Plan Area.</u></td> <td data-bbox="588 602 1136 678">10m</td> </tr> </table> <p>Activities that fail to comply with this rule will require a resource consent for a discretionary activity.</p>	(a) Tall Buildings Area	55m	(b) Any site within 100m of the State Highway 1 Cambridge bypass, Victoria Road or Hautapu Cemetery, <u>except as provided for by (d)</u>	10m	(c) Any site within the Bond Road North Industrial Structure Plan area	12.5m	(d) <u>Any site within 40 metres of State Highway 1 Cambridge bypass and / or Victoria Road within the Bardowie Industrial Precinct Structure Plan Area.</u>	10m	<p>It is proposed that the height limit be 20 metres across the entire Bardowie Industrial Precinct, except within 40 metres of State Highway 1 and Victoria Road where the height limit will be 10 metres. This ensures the buildings can be the required height, and also ensures that buildings within close proximity (within 40 metres) to these roads are not overly dominant.</p> <p>This is supported by an assessment from a Landscape Architect (Appendix F).</p> <p>In addition, the 100-metre setback / 10 metre height limit is essentially specific to Hautapu, particularly the Hautapu Industrial Structure Plan Area. There is no specific explanation as to why this provision is specific only to the Hautapu area and not across the entire Industrial Zone. It is noted that the two of the largest buildings in the Waipa District are tall (in excess of 10 metres in height) and are closer to a state highway – the Visy building on State Highway 3 and the Velodrome on what formerly was State Highway 1. The visual effect of these buildings is not considered to be inappropriate.</p>
(a) Tall Buildings Area	55m								
(b) Any site within 100m of the State Highway 1 Cambridge bypass, Victoria Road or Hautapu Cemetery, <u>except as provided for by (d)</u>	10m								
(c) Any site within the Bond Road North Industrial Structure Plan area	12.5m								
(d) <u>Any site within 40 metres of State Highway 1 Cambridge bypass and / or Victoria Road within the Bardowie Industrial Precinct Structure Plan Area.</u>	10m								
<p>New Rule 7.4.2.8A</p> <p>Rules - Building and site layout</p> <p>7.4.2.7 Except on rear sites, the main public entrance into a building must be orientated so that it is parallel to the road boundary of the site.</p> <p>7.4.2.8 In the Hautapu Industrial Structure Plan Area, parking and loading areas shall be located at the rear or side of buildings. Advice Note: Refer to Appendix S5 – Hautapu Structure Plan and Landscape Guidelines for guidance on future industrial development within the Hautapu Industrial Structure Plan Area.</p> <p><u>7.4.2.8A In the Bardowie Industrial Precinct Structure Plan Area, the building and site layout, parking and loading areas for Node 1A and Node 2 shall be located in general accordance with the Bardowie Industrial Precinct Structure Plan Urban Design and Landscape Guidelines.</u></p> <p><u>Advice Note: Industrial activities within Node 1B and Node 3 of the Bardowie Industrial Precinct Structure Plan Area are subject to Rule 7.4.2.7.</u></p> <p>Activities that fail to comply with Rules 7.4.2.7, and 7.4.2.8 and 7.4.2.8A will require a resource consent for a restricted discretionary activity with the discretion being restricted over:</p> <ul style="list-style-type: none"> • Visibility of the public entrance of the building from the road; and • Visual effects, in the Hautapu Industrial Structure Plan Area only. <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>	<p>It is proposed that, for Node 1A and Node 2 of the Bardowie Industrial Precinct, a new rule be inserted for the building and site layout, parking and loading (via reference to the Structure Plan which includes guidelines on building and site layout, parking and loading areas), given the scale of the buildings proposed to be located in these nodes.</p> <p>A new advice note is proposed to clarify that activities within Node 1 B and Node 3 are subject to provisions of 7.4.2.8.</p>								



Provision	Rationale								
<p>Rules 7.4.2.10 – 7.4.2.13</p> <p>Rules - Landscaping and screening</p> <p>7.4.2.10 <i>Front and corner sites shall be landscaped along the entire road boundary, except for access and egress points, to the following minimum depths:</i></p> <table border="0"> <tr> <td>(a) <i>Where adjoining a site located within the Industrial Zone</i></td> <td style="text-align: right;">2m</td> </tr> <tr> <td>(b) <i>Where adjoining a site located in any other zone</i></td> <td style="text-align: right;">3m</td> </tr> </table> <p><i>Provided that these rules do not apply to the Hautapu and Te Awamutu Dairy Manufacturing sites; provided that Rule 7.4.2.13 applies in respect of the Hautapu Industrial Structure Plan Area, the Bardowie Industrial Precinct Structure Plan Area and the Bond Road North Industrial Structure Plan Area.</i></p> <p>7.4.2.11 <i>Where an internal site boundary adjoins a site within the Residential Zone, Deferred Residential Zone, Large Lot Residential Zone, Deferred Large Lot Residential Zone or Reserves Zone it must be landscaped to a minimum depth of 3m and the landscaping shall form a solid screen; provided that Rule 7.4.2.13 applies in respect of the Hautapu Industrial Structure Plan Area, the Bardowie Industrial Precinct Structure Plan Area and the Bond Road North Industrial Structure Plan Area.</i></p> <p>7.4.2.12 <i>Where landscaping is required to comply with the Rules in 7.4.2.10 and 7.4.2.11 it shall consist of a combination of groundcovers, shrubs and trees, with at least one tree planted for every 10m of road frontage at a grade of no less than PB95. For the avoidance of doubt, road frontages up to 10m wide will require one tree at a grade no less than PB95. PB95 is equivalent to a tree that is 1.5m to 2m tall at the time of planting; provided that Rule 7.4.2.13 applies in respect of the Hautapu Industrial Structure Plan Area, the Bardowie Industrial Precinct Structure Plan Area and the Bond Road North Industrial Structure Plan Area</i></p> <p>7.4.2.13 <i>The following rules shall apply in respect of the Bond Road North Industrial Structure Plan Area, and the Hautapu Industrial Structure Plan Area and the Bardowie Industrial Precinct Structure Plan Area:</i></p> <p>(d) <i>Within the Hautapu Industrial Structure Plan Area the location, type and density of planting shall be in accordance with the Design and Landscaping Guidelines for the Hautapu Industrial Structure Plan Area, and landscaping must meet the following minimum depths:</i></p> <table border="0"> <tr> <td>i. <i>Where adjoining a road</i></td> <td style="text-align: right;">2.5m</td> </tr> <tr> <td>ii. <i>On perimeter sites</i></td> <td style="text-align: right;">5m</td> </tr> </table> <p>(e) <i>Within the Hautapu Industrial Structure Plan Area outdoor storage areas and/or any air conditioning unit visible from any zone other than Industrial, or from any road or other public place, must be screened by landscaping or solid walls or structures or fences. Screening is required to conceal all air conditioning units on roofs visible from any road or other public place.</i></p> <p>(f) <i>Within the Bond Road North Industrial Structure Plan Area road boundaries and internal site boundaries, where a site adjoins any zone other than the Industrial Zone, except for access/egress points, must be landscaped in accordance with the Bond Road North Industrial Structure Plan Area (refer Appendix S12).</i></p>	(a) <i>Where adjoining a site located within the Industrial Zone</i>	2m	(b) <i>Where adjoining a site located in any other zone</i>	3m	i. <i>Where adjoining a road</i>	2.5m	ii. <i>On perimeter sites</i>	5m	<p>It is proposed that the rules in relation to landscaping and screening be amended to reference the Bardowie Industrial Structure Plan urban design and landscape guidelines. Urban design and landscaping expertise has been utilised to ensure the vision for the precinct is met, with the guidelines within the Structure Plan being the key outcome of those studies.</p>
(a) <i>Where adjoining a site located within the Industrial Zone</i>	2m								
(b) <i>Where adjoining a site located in any other zone</i>	3m								
i. <i>Where adjoining a road</i>	2.5m								
ii. <i>On perimeter sites</i>	5m								



Provision	Rationale
<p><i>(d) Within the Bardowie Industrial Precinct Structure Plan Area the location, type and density of planting and landscaping shall be undertaken in accordance with the Urban Design and Landscape Guidelines for the Bardowie Industrial Precinct Structure Plan Area.</i></p> <p><i>Advice Note: Overall consistency with the Bardowie Industrial Precinct Structure Plan Urban Design and Landscape Guidelines should be achieved for developments within the Bardowie Industrial Precinct. In instances where there may be a specific or minor non-compliance with a prescriptive urban design guideline, this would not necessarily constitute non-compliance.</i></p> <p><i>Activities that fail to comply with Rules 7.4.2.10 to 7.4.2.13 will require a resource consent for a discretionary activity.</i></p>	
<p>New Rule 7.4.14A</p> <p>Rule - Building colour</p> <p>7.4.2.14 <i>In the Hautapu Industrial Structure Plan Area buildings shall be painted or coloured in British Standard 5252 neutral colour palette groups A and B and must also have low reflectivity, with maximum reflectance level of 70per cent.</i></p> <p><i>7.4.2.14A In the Bardowie Industrial Precinct Structure Plan Area buildings shall be painted or coloured in general accordance with the Urban Design and Landscape Guidelines for the Bardowie Industrial Precinct Structure Plan Area.</i></p> <p><i>Activities that fail to comply with Rules 7.4.2.14 and 7.4.2.14A this rule will require a resource consent for a restricted discretionary activity with the discretion being restricted over:</i></p> <ul style="list-style-type: none"> <i>Visual effects.</i> <p><i>These matters will be considered in accordance with the assessment criteria in Section 21.</i></p>	<p>It is proposed that a new rule be inserted in relation to building colour requirements within the Bardowie Industrial Structure Plan area. The colour palette is shown in the urban design and landscape guidelines within the Bardowie Industrial Precinct Structure Plan (new Appendix S19).</p> <p>The colour palette chosen reflects the contemporary vision for the precinct.</p>
<p>Rule 7.4.15 – 7.4.16A (new)</p> <p>Rules - Noise</p> <p>7.4.2.15 <i>Activities shall be conducted and buildings located, designed and used to ensure that they do not exceed the following noise limits at the boundary of the site:</i></p> <p><i>(a) Monday to Saturday - 7.00am to 10.00pm - 60dBA (Leq)</i> <i>(b) Sundays & Public Holidays - 8.00am to 6.00pm - 50dBA (Leq)</i> <i>(c) At all other times - 45dBA (Leq)</i> <i>(d) No single event noise level shall exceed Night time - 10.00pm to 7.00am - 70dBA (Lmax)</i></p> <p><i>Within the boundary of any site zoned Residential or Large Lot Residential</i></p> <p><i>(e) Monday to Saturday - 7.00am to 10.00pm - 50dBA (Leq)</i> <i>(f) Sundays & Public Holidays - 8.00am to 8.00pm - 50dBA (Leq)</i></p>	<p>The activities within Node 1A and Node 2 of the Bardowie Industrial Precinct operate essentially 24 hours per day, seven days per week. Specific noise limits have therefore been proposed to reflect this.</p> <p>In addition, the nature of the surrounding environment (being rural with low population density, next to the Cambridge Expressway and adjacent to an Industrial Zone), a bespoke limit is considered to be appropriate. To ensure that there are no effects of the development on neighbouring properties, noise limits have been proposed to protect the amenity of activities in other zones.</p> <p>In addition, it is proposed that sensitive activities within the Campus Hub of the Bardowie Industrial Precinct have to adhere to internal noise treatment standards, to avoid reverse sensitivity impacts on lawfully existing activities such as State Highway 1 and other industrial activities in the area.</p>



Provision	Rationale
<p>(g) At all other times - 40dBA (Leq) (h) No single event noise level Lmax shall exceed Night time - 10.00pm to 7.00am - 70dBA (Lmax)</p> <p>Provided that this rule shall not apply to the use or testing of station and vehicle sirens or alarms used by emergency vehicles. Provided that for the Bond Road North Industrial Structure Plan Area the provisions of Rule 7.4.2.16 shall apply.</p> <p><i>Provided that for Node 1A and Node 2 of the Bardowie Industrial Precinct Structure Plan Area the provisions of Rule 7.4.2.16A shall apply.</i></p> <p>All noise levels shall be measured and assessed in accordance with the requirements of NZS 6801:2008 – Acoustics – Environmental Sound and assessed in accordance with NZS 6802:2008 – Acoustics – Environmental Noise.</p> <p>7.4.2.16 Within the Bond Road North Industrial Structure Plan Area all activities must be conducted and buildings located, designed and used to ensure that noise levels do not exceed the following limits: Within the boundary of any site zoned Residential or Large Lot Residential</p> <p>(a) Monday to Friday - 7.00am to 10.00pm - 50dBA (Leq) (b) Saturdays - 7.00am to 6.00pm - 50dBA (Leq) (c) At all other times including public holidays - 45dBA (Leq)</p> <p>Within the boundary of any site zoned Industrial</p> <p>(d) Monday to Saturday - 7.00am to 10.00pm - 60dBA (Leq) (e) At all other times including public holidays - 45dBA (Leq)</p> <p>Within the boundary of any site zoned Rural</p> <p>(f) Monday to Saturday - 7.00am to 7.00pm - 50dBA (Leq) (g) At all other times including public holidays - 35dBA (Leq)</p> <p>Within all zones the single event noise level (h) Within all zones the single event noise level Lmax shall not exceed at night time between the hours of 10.00pm to 7.00am - 65dBA (Lmax)</p> <p>Provided that this rule shall not apply to the use or testing of station and vehicle sirens or alarms used by emergency vehicles.</p> <p>All noise levels shall be measured and assessed in accordance with the requirements of NZS 6801:2008 – Acoustics – Environmental Sound and assessed in accordance with NZS 6802:2008 – Acoustics – Environmental Noise.</p>	



Provision	Rationale
<p><i>7.4.2.16A Within Node 1A and Node 2 of the Bardowie Industrial Precinct Structure Plan Area all activities shall be conducted, and buildings located, designed and used to ensure that they do not exceed the following limits:</i></p> <p><i>Within the notional boundary of any site zoned Residential or Large Lot Residential</i></p> <p>(a) <i>Monday to Friday - 7.00am to 10.00pm - 50dBA (Leq)</i> (b) <i>Saturdays - 7.00am to 6.00pm - 50dBA (Leq)</i> (c) <i>At all other times including public holidays - 45dBA (Leq)</i></p> <p><i>Within the boundary of any site zoned Industrial</i></p> <p>(d) <i>Monday to Saturday - 7.00am to 10.00pm - 60dBA (Leq)</i> (e) <i>At all other times including public holidays – 50dBA (Leq)</i></p> <p><i>Within the notional boundary of any site zoned Rural</i></p> <p>(f) <i>Monday to Saturday - 7.00am to 7.00pm - 50dBA (Leq)</i> (g) <i>At all other times including public holidays - 45dBA (Leq)</i></p> <p><i>Within all zones the single event noise level</i></p> <p>(h) <i>Within all zones the single event noise level Lmax shall not exceed at night time between the hours of 10.00pm to 7.00am - 70dBA (Lmax)</i></p> <p><i>Provided that this rule shall not apply to the use or testing of station and vehicle sirens or alarms used by emergency vehicles.</i></p> <p><i>All noise levels shall be measured and assessed in accordance with the requirements of NZS 6801:2008 – Acoustics – Environmental Sound and assessed in accordance with NZS 6802:2008 – Acoustics – Environmental Noise.</i></p> <p><i>Advice Note: Industrial activities within Node 1B Node 3 of the Bardowie Industrial Precinct Structure Plan Area are subject to Rule 7.4.2 15.</i></p> <p><i>Rule – Internal Acoustic Noise Standards – Bardowie Industrial Precinct Structure Plan Area Campus Hub</i></p> <p><i>7.4.2.16B The following noise sensitive activities located within the Campus Hub (Node 2) of the Bardowie Industrial Precinct Structure Plan Area shall incorporate appropriate acoustic treatment to ensure that a noise level not exceeding 30dBA (Ldn) is achieved inside the buildings those activities occur in:</i></p> <p>(a) <i>Visitor Accommodation</i> (b) <i>Conference facilities</i> (c) <i>Child care facilities</i></p>	



Provision	Rationale
<p><i>(d) Offices</i></p> <p>Activities that fail to comply with Rules 7.4.2.15, and 7.4.2.16, 7.4.2.16A and 7.4.1.16B will require a resource consent for a discretionary activity.</p>	
<p>Rule 7.4.2.25A</p> <p><u>7.4.2.25A Within the Bardowie Industrial Precinct Structure Plan Area, in addition to Rule 7.4.2.23 (d) and (e) and Rule 7.4.2.24, the following signs are permitted:</u></p> <p>(a) <u>One single or double-sided tower sign at each of the southern and northern entrances to the Bardowie Industrial Precinct identifying and providing information relating to the businesses within the Bardowie Industrial Precinct with a maximum height of 10 metres and a maximum width of 3 metres on each side.</u></p> <p>(b) <u>A 'pou whenua' at the southern and/or northern entrances to the Bardowie Industrial Precinct up to a maximum height of 6 metres and a maximum width of 1.5 metres.</u></p> <p>(c) <u>Signs erected on a construction site giving details of the project up to a maximum of 20m² for the duration of the construction provided that any such signs shall not be directed in a southerly direction towards State Highway 1.</u></p> <p>(d) <u>Signage on the southern or southwestern face of buildings fronting and within 100 metres of State Highway 1 within Node 1A and Node 2 (as identified in the Bardowie Industrial Precinct Structure Plan) up to a maximum of 20m² per building on a maximum of four buildings.</u></p> <p>(e) <u>Any directional signage within the Bardowie Industrial Precinct.</u></p> <p>(f) <u>Any signage up to a maximum of 2m² per sign (with a maximum of one sign per vendor or agent) advertising the land or premises for sale or lease.</u></p> <p>(g) <u>Except as provided for, or limited, in (a) to (f) above, up to 5m² of signage per separate activity or building in Nodes 1A and Node 2 and up to 5m² of signage per site in Node 1B and Node 3.</u></p> <p><u>Provided that within 100 metres of Stage Highway 1 signs shall not be internally illuminated, flashing incorporate fluorescent materials such as flags or be painted in colours that are used on traffic signals.</u></p> <p><u>Advice note: Signage within the Bardowie Industrial Precinct Structure Plan Area shall also be designed and constructed in a manner consistent with the Bardowie Industrial Precinct Structure Plan urban design and landscape guidelines.</u></p> <p>Activities that fail to comply with Rules 7.4.2.23 to 7.4.2.25A will require a resource consent for a discretionary activity.</p>	<p>It is proposed that this rule be amended to manage signage in the Bardowie Industrial Precinct by way of signage specific guidelines in the Bardowie Industrial Precinct Structure Plan urban design and landscape guidelines. The signage guidelines have been developed to give effect to the overall vision of the precinct, while enabling health and safety and directional signage to be developed as necessary.</p>
<p>New Rule 7.4.2.31A</p> <p><u>Rule – Bardowie Industrial Precinct Structure Plan Area: Development Agreement</u></p>	<p>It is proposed that a new rule be inserted specifically for development agreements in relation to the Bardowie Industrial Precinct Structure Plan area.</p>



Provision	Rationale
<p><i>7.4.2.31A No development within the Bardowie Industrial Precinct Structure Plan Area shall be approved until such time as a Development Agreement is signed between Council and the developer, unless otherwise approved in writing by the Council. The Development Agreement shall specify all those items of infrastructure that are required to be upgraded at full or partial cost to the developer.</i></p> <p><i>Activities that fail to comply with this rule will require a resource consent for a non-complying activity.</i></p>	
<p>New Rule 7.4.2.33</p> <p><i>Rule –Minimum Parking Requirements for Node 1A and Node 2 of the Bardowie Industrial Precinct Structure Plan Area</i></p> <p><i>7.4.2.33 Notwithstanding the requirements of Rule 16.4 and Appendix T1 in relation to car parking, activities within Node 1A and Node 2 of the Bardowie Industrial Precinct Structure Plan Area shall have 1 parking space per full-time equivalent employee working on the site at any one time for single occupancy buildings with a GFA greater than 10,000m².</i></p> <p><i>Advice Note 1: Industrial activities within the Bardowie Industrial Precinct are subject to the loading requirements of Rule 16.4 and Appendix T1.</i></p> <p><i>Advice Note 2: Industrial activities within Node 1B and Node 3 are subject to the requirements of Rule 16.4 and Appendix T1.</i></p> <p><i>Activities that fail to comply with this rule will require a resource consent for a discretionary activity.</i></p>	<p>It is proposed that a new rule be inserted rule specifically for parking and loading within Node 1A and Node 2 of the Bardowie Industrial Precinct, given the size and scale of the buildings required. The most appropriate way to do this is by inserting a specific parking requirement for Node 1A and Node 2 that supersedes the provisions of the transportation chapter of the district plan, and Appendix T1. This is supported by a full transportation assessment, which recognises that buildings as large as those to be built in Nodes 1A and Node 2 would require significant amount of parking spaces, well in excess of the number of people who would ever be within the area at any one time.</p> <p>An advice note has been included for clarity in respect of activities in Node 1B and Node 3 being subject to the existing Waipa District Plan provisions.</p>
<p>New Rule 7.4.2.34</p> <p><i>Rule –Stormwater Management in the Bardowie Industrial Precinct Structure Plan Area</i></p> <p><i>7.4.2.34 On site soakage shall be provided for within each site in Node 1 B and Node 3 of the Bardowie Industrial Precinct Structure Plan Area to take all runoff from a two-year annual recurrence interval (ARI) rainfall event (up to 72-hour duration).</i></p> <p><i>Activities that fail to comply with this rule will require a resource consent for a discretionary activity.</i></p>	<p>It is proposed that a new rule specifically in relation to stormwater management within the Bardowie Industrial Precinct Structure Plan Area.</p> <p>The rule requires that activities within the precinct manage a 2-year ARI event on site. This rule is recommended from the water assessments that have been undertaken to support this plan change.</p>
<p>Section 14 – Deferred Zone</p>	
<p>Delete Policy 14.3.1.8</p> <p><i>Policy – Hautapu Industrial: East of Victoria Road</i></p>	<p>It is proposed that Policy 14.3.1.8 be deleted from Section 14 – Deferred Zone as the “Hautapu Industrial: East of Victoria Road” is being incorporated into the Bardowie Industrial Precinct and will therefore be managed by Section 7 – Industrial Zone and by way of the Bardowie Industrial Precinct Structure Plan.</p>



Provision	Rationale														
<p><i>14.3.1.8—To ensure that the development of land for industrial purposes east of Victoria Road addresses the following matters through a structure plan process:</i></p> <p><i>(i)——The timing, funding and provision of infrastructure, taking account of services being provided to the Hautapu Industrial Structure Plan Area; and</i> <i>(ii)——The potential for enabling stormwater discharges from the Cambridge North Residential Zone to the Mangaone Stream; and</i> <i>(iii)——The need to ensure that development of the area will be coordinated with the phased removal of wastewater irrigation; and</i> <i>(iv)——The development of an internal roading concept that will promote legibility, connectivity, safety and cohesion between industrial activities; and</i> <i>(v)——The integration of infrastructure with services to be provided to the proposed Motorway Service Centre; and</i> <i>(vi)——The integration of Industrial activities with the land use activities to be provided through at the 'Indicative Motorway Service Centre Area'; and</i> <i>(vii)——The need to accommodate the provisions applying within the Specialised Dairy Industry Area; and</i> <i>(viii)——The need to contribute to the development of a “gateway” to Cambridge along the Victoria Road frontage; and</i> <i>(ix)——The promotion of a consistent design theme in terms of road and reserve corridors, stormwater management, bulk and location requirements, boundary treatment and landscaping measures.</i></p>															
<p>Section 15 – Infrastructure, Hazards, Development and Subdivision</p>															
<p>Amend Rule 15.4.2.65</p> <p>Rule - All development and subdivision in areas subject to a Structure Plan, Development Plan or Concept Plan</p> <p><i>15.4.2.65 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:</i></p> <table border="0"> <tr> <td><i>(a) Cambridge North Structure Plan and Design Guidelines</i></td> <td><i>Appendix S2</i></td> </tr> <tr> <td><i>(b) Cambridge Park Structure Plans and Design Guidelines</i></td> <td><i>Appendix S3</i></td> </tr> <tr> <td><i>(c) St Kilda Structure Plan</i></td> <td><i>Appendix S4</i></td> </tr> <tr> <td><i>(d) Hautapu Industrial Structure Plan and Landscape Guidelines</i></td> <td><i>Appendix S5</i></td> </tr> <tr> <td><i>(e) Te Awamutu Large Format Retail Site Plan</i></td> <td><i>Appendix S6</i></td> </tr> <tr> <td><i>(f) Karāpiro Large Lot Residential Structure Plan Area</i></td> <td><i>Appendix S7</i></td> </tr> <tr> <td><i>(g) Ohaupo South Structure Plan</i></td> <td><i>Appendix S8</i></td> </tr> </table>	<i>(a) Cambridge North Structure Plan and Design Guidelines</i>	<i>Appendix S2</i>	<i>(b) Cambridge Park Structure Plans and Design Guidelines</i>	<i>Appendix S3</i>	<i>(c) St Kilda Structure Plan</i>	<i>Appendix S4</i>	<i>(d) Hautapu Industrial Structure Plan and Landscape Guidelines</i>	<i>Appendix S5</i>	<i>(e) Te Awamutu Large Format Retail Site Plan</i>	<i>Appendix S6</i>	<i>(f) Karāpiro Large Lot Residential Structure Plan Area</i>	<i>Appendix S7</i>	<i>(g) Ohaupo South Structure Plan</i>	<i>Appendix S8</i>	<p>The proposed amendment to Rule 14.4.2.65 is a consequential amendment to reflect the proposed incorporation of Appendix S19 – Bardowie Industrial Precinct Structure Plan to the Waipa District Plan.</p>
<i>(a) Cambridge North Structure Plan and Design Guidelines</i>	<i>Appendix S2</i>														
<i>(b) Cambridge Park Structure Plans and Design Guidelines</i>	<i>Appendix S3</i>														
<i>(c) St Kilda Structure Plan</i>	<i>Appendix S4</i>														
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Provision	Rationale
<p>(h) <i>Bruntwood Large Lot Residential Area Concept Plan</i> Appendix S9</p> <p>(i) <i>Airport Business Zone Structure Plan</i> Appendix S10</p> <p><i>Advice Note: Refer to Rules 15.4.2.83 to 15.4.2.86 for all subdivision and development in the Airport Business Zone Structure Plan.</i></p> <p>(j) <i>Piquet Hill Structure Plan</i> Appendix S11</p> <p>(k) <i>Bond Road North Industrial Area</i> Appendix S12</p> <p>(l) <i>Houchens Road Large Lot Residential Structure Plan Area</i> Appendix S13</p> <p><i>Advice Note: Refer to Rules 15.4.2.66 to 15.4.2.82 for all subdivision and development in the Houchens Road Large Lot Residential Structure Plan Area.</i></p> <p>(m) <i>Te Awamutu South Structure Plan and design guidelines</i> Appendix S14</p> <p>(n) <i>Cambridge North Neighbourhood Centre Concept Plan</i> Appendix S15</p> <p>(o) <i>Narrows Concept Plan</i> Appendix S16</p> <p>(p) <i>Te Awamutu T1 Growth Cell Structure Plan</i> Appendix S17</p> <p>(q) <i>Leamington Large Lot Residential Zone Structure Plan</i> Appendix S18</p> <p><u>(r) <i>Bardowie Industrial Precinct Structure Plan</i> Appendix S19</u></p> <p><i>Indicative Motorway Service Centre Area (Subject to resource consent approval refer to Rule 7.4.1.3(ff))</i></p> <p>(s) <i>Deferred Zones, for the intended future zones identified on the Planning Maps (Subject to resource consent or plan change)</i></p> <p><i>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</i></p> <p><i>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 noncomplying activity.</i></p>	
<p>Section 20 – Health and General Amenity</p>	
<p>Amend Rule 20.4.2.8</p> <p>Rule – Maintenance of buildings, sites and infrastructure</p> <p>20.4.2.8 <i>All sites with an impervious area of greater than 1000m² (other than roof areas that drain directly to the stormwater system or to soakage) must install an appropriate stormwater treatment system that adequately treats any actual or potential contaminants and either disposes stormwater to land soakage and/or restricts the</i></p>	<p>It is proposed that Rule 20.4.2.8 be amended to provide an exemption to this rule if the site’s stormwater discharge has been assessed by the Waikato Regional Council and a discharge permit has been obtained.</p>



Provision	Rationale
<p>discharge rate to the maximum greenfield run off rate for the site <i>unless in accordance with a discharge permit granted by the Waikato Regional Council.</i></p>	
<p>Section 21 – Assessment Criteria and General Amenity</p>	
<p>A number of minor consequential changes are proposed within Section 21 to reflect the proposed changes made to Section 7 Industrial Zone as a result of Proposed Plan Change 11.</p>	
<p>Appendix S1 – Growth Cells. Staging, Preconditions for Release and Infrastructure Requirements</p>	
<p>Proposed Plan Change 11 is seeking the retention of the extent of the C8 industrial Growth Cell as currently provided for in Appendix S1. If, and to the extent that Plan Change 5 changes the area in that industrial growth cell, Proposed Plan Change 11 seeks to reinstate the entire extent of Growth Cell C8 as currently shown in Appendix S1 of the Waipa District Plan.</p>	
<p>New Appendix S19 – Bardowie Industrial Precinct Structure Plan</p>	
<p>It is proposed that a new Appendix be included in the Waipa District Plan, consisting of a series of structure plan diagrams, and a set of urban design and landscape guidelines. Structure Plan and associated guidelines have been developed to reflect the contemporary vision for the Bardowie Industrial Precinct.</p>	



4.3 EVALUATION OF PLAN CHANGE PROVISIONS

As part of Proposed Plan Change 11, Bardowie Investments Limited is required to assess the efficiency and effectiveness of the Plan Change’s provisions in achieving the Plan Change’s objectives. ‘Effectiveness’ is the measure of contribution that the proposed provisions make towards resolving the issue, while ‘efficiency’ refers to benefits and costs to all members of society.

This part of the report assesses the Proposed Plan Change 11 provisions in achieving the Plan Change’s objectives. This entails identifying and assessing the benefits and costs of the environmental, social, cultural and economic effects anticipated from the implementation of the Plan Change’s provisions. This is recorded in the following table.

	Option 1: Rezone Land	Option 2: Status Quo
Benefits	<p><u>Environmental Benefit</u></p> <p>The key environmental benefit of this plan change is with respect to the requirements of the Vision and Strategy for the Waikato River and Proposed Plan Change 1 to the Waikato Regional Plan. Currently the land is used for the spray irrigation of dairy factory wastewater and associated rural uses that result in diffuse discharges of nitrogen and phosphorus to groundwater (and then eventually surface water). The change in use of the site from spray irrigation/rural to industrial will positively contribute to the outcomes sought by these two key policy documents by reducing the contaminant discharges within the Bardowie Industrial Precinct area. Similarly, the stormwater solutions identified will have no adverse effect on water quality and quantity.</p> <p>In formulating the private plan change and the Bardowie Industrial Precinct Structure Plan, specific technical investigations for urban design and landscaping, stormwater, water and wastewater, and transportation have been undertaken to ensure the land is suitable for industrial development. These technical assessments have been undertaken to ensure effects of industrial development can be appropriately avoided, remedied and or mitigated.</p> <p>Within Node 3 of the Bardowie Industrial Precinct, there is 0.87 hectares of constructed wetland, incorporating indigenous flora. It is proposed that this area be protected and extended to 4 hectares (of plants of the same of similar type) to provide stormwater management, as well as ecological and amenity benefits.</p> <p>The ease of reference back to the structure plan users provides consistency through the District Plan because the structure plans are incorporated within the Plan.</p> <p><u>Economic Benefit</u></p> <p>There is significant economic benefit to Cambridge and more widely to the Waipa District as a result of Plan Change 11, through the relocation and consolidation of APL (which will eventually have approximately 500 staff working in the Bardowie Industrial Precinct). In addition, Proposed Plan Change 11 enables land to be developed for wider industrial development as part of Node 3, which overcomes some of the historic challenges with the provision of industrial land in Cambridge.</p>	<p><u>Environmental Benefit</u></p> <p>Rural land is available for rural productive uses. However, given the current use of the land is semi industrial as well as being rural, the spray irrigation of dairy factory wastewater limits the current potential in terms of productive uses to cut and carry farming.</p> <p><u>Economic Benefit</u></p> <p>Currently, there is sufficient land zoned industrial, however 50 hectares of this is unavailable. If this land was released for development, there would be economic benefit. However, this is not the case and therefore there are no economic benefits by maintaining the status quo.</p> <p><u>Social Benefit</u></p> <p>There is familiarity with the existing plan provisions, with a minor social benefit arising from this.</p> <p>Community expectations regarding future location of the Cambridge industrial area is retained (i.e. the Hautapu Industrial Structure Plan area).</p> <p><u>Cultural Benefit</u></p> <p>None identified on the basis that no change on site would occur (given that it would not be a certainty that resource consent for the development would be obtained).</p>

Option 1: Rezone Land	Option 2: Status Quo
<p>This will enable greater employment opportunities for the population of Cambridge, who traditionally commute to Hamilton for employment opportunities.</p> <p>This is a Private Plan Change, the Waipa District Council does not bear the costs of it. There is also benefit from an economic perspective in that infrastructure will be provided for by way of appropriate Development Agreements.</p> <p>The NPS on Urban Development Capacity requires Councils to provide for business land for the short, medium and long term, including provision for over supply. Proposed Plan Change 11 has economic benefits for the council in that it assists them in meeting these requirements (via funding the plan change process and acquiring the land).</p> <p>The economic costs identified are considered to be substantially outweighed by the economic benefits.</p> <p><u>Social Benefit</u></p> <p>As discussed above, Cambridge is predominately a township where people live, and do not necessarily work in the town. There is significant social benefit in enable employment opportunities with the Hautapu area that have not been realised due to the impediments to accessing industrial land. It is also noted that additional employment land above and beyond what is currently zoned industrial will be required to support projected population growth, which Proposed Plan Change 11 assist with by undertaking this re-zoning process.</p> <p>Similarly, 30 hectares of the Bardowie Industrial Precinct has been earmarked for industrial development for a number of years, as shown through the “Deferred Industrial” zoning of the site. For this portion of the site the proposal is consistent with the strategic planning for the area (i.e. industrial development in this location has been socialised through the planning regime). Given the location of the balance of the Bardowie Precinct being away from residential uses there is also social benefit relative to some of the current industrial zoned land in the Hautapu Structure Plan area which does encompass more residential activities.</p> <p>The provision of additional employment land will also potential enable the re-deployment of a skilled workforce to Cambridge (and more widely the Waipa District) to take advantage of the developments within the Bardowie Industrial Precinct.</p>	



Option 1: Rezone Land	Option 2: Status Quo
<p>It is also considered that there are potential social benefits in providing a transport solution to the dangerous Hautapu Road / Victoria Road intersection, while incorporating a northern access to the Bardowie Industrial Precinct. The transport assessment has considered these possible solutions.</p> <p>In addition, Proposed Plan Change 11 is in accordance with the philosophy in the Hamilton to Auckland Corridor Study in terms of leveraging opportunities associated with the investment in the Waikato Expressway.</p> <p><u>Cultural Benefit</u></p> <p>There will be positive effects in relation to employment in Cambridge and economic flow on effects.</p> <p>There will be a positive effect in the contribution towards the overarching objectives of the Vision and Strategy for the Waikato River through the reduction of nutrient discharges from the Bardowie Industrial Precinct area.</p>	
<p>Costs</p> <p><u>Environmental Cost</u></p> <p>Proposed Plan Change 11 results in currently zoned rural land not being available for rural productive uses. However, given its current use as being for spray irrigation, rather than for growing food products this impact is considered to be low.</p> <p>The management of stormwater and additional stormwater contribution to the Mangaone Stream could also be an adverse effect. However, the design of the stormwater system has been developed to ensure it is managed appropriately, for example by ensuring that there is sufficient stormwater holding capacity on site to manage stormwater events.</p> <p><u>Economic Cost</u></p> <p>As this is a Private Plan Change, the Waipa District Council does not bear the costs of it. Therefore, this is of low economic costs to the ratepayers.</p> <p>There would be economic costs if development within the Bardowie Industrial Precinct was enabled without adequate infrastructure provision in place, however this will be avoided through the required Development Agreements.</p>	<p><u>Environmental Cost</u></p> <p>The current use of the site would continue to contribute to nutrient loadings to the Waikato River catchment.</p> <p>There may also be environmental costs associated with industrial development needing to locate in areas that have not been strategically planned for. Such ad hoc development could result in negative environmental effects in terms of visual, infrastructure provision, effects on the transportation network, efficient land use, poor urban form and using more rural productive land than in the Bardowie Industrial Precinct rezoning option.</p> <p><u>Economic Cost</u></p> <p>There are substantial economic costs associated with the status quo, the primary one being industrial activities not locating within the Hautapu area due to the inability to access suitable industrial land. There is not enough land zoned industrial to meet the projected population growth, which is essential for economic benefits to be realised.</p>



	Option 1: Rezone Land	Option 2: Status Quo
	<p><u>Social Cost</u></p> <p>Potential effects on adjoining properties and surrounding land uses as a result of a change in land use and subsequent industrial development. However, this is consistent with the strategic land use planning documents for the area (including the incorporation of the entire Bardowie Industrial Precinct within an industrial growth cell area). These adjacent land owners have been consulted with via letter drop – no particular issues have been raised in relation to this proposal from neighbouring landowners</p> <p>The adherence to the proposed Structure Plan and requirement for infrastructure to be planned or in place, will avoid social effects that might otherwise occur.</p> <p><u>Cultural Cost</u></p> <p>None identified – this plan change is considered to have positive effects.</p>	<p>Similarly, there is ongoing economic costs associated with the employment opportunities within Cambridge being primarily located out of the district in Hamilton City.</p> <p><u>Social Cost</u></p> <p>There will be social costs associated with a lack of provision of industrial zoned land, as employment and economic opportunities will be reduced over time, with consequential social costs.</p> <p>The opportunity costs are considered to be significant.</p> <p><u>Cultural Cost</u></p> <p>None identified</p>
<p>Opportunities for economic growth and employment to be provided or reduced</p>	<p>Proposed Plan Change 11 provides for improvements in employment potential within Cambridge. The lack of employment opportunities, and the majority of people living within Cambridge working in Hamilton is an identified issue in the Waipa District Plan.</p> <p>Proposed Plan Change 11 enables planned industrial development to occur, albeit on land that is different than what is currently provided for in the Waipa District Plan. It also assists the Waipa District Council in meetings is requirements to supply business land for the short, medium and long term (including over supply) of the NPS on Urban Development Capacity.</p> <p>In addition, Proposed Plan Change 11 is in accordance with the philosophy in the Hamilton to Auckland Corridor Study in terms of leveraging opportunities associated with the investment in the Waikato Expressway.</p> <p>The plan change will enable better uptake of opportunities for economic growth and employment opportunities.</p>	<p>The status quo will hamper opportunities for economic growth and employment.</p> <p>Until land ownership and availability issues are resolved, industrial activities are reliant on the ability to access land in private ownership that is zoned industrial (and there has been no desire for this land to be sold to enable industrial development). Irrespective of the land use challenges, the NPS on Urban Development Capacity requires business land to be provided by Councils to provide economic growth and employment opportunities. Proposed Plan Change 11 assists with meeting these requirements (and without the plan change, the Waipa District Council would need to undertake this exercise regardless).</p>



	Option 1: Rezone Land	Option 2: Status Quo
Efficiency and effectiveness of achieving objectives	<p>Proposed Plan Change 11 is effective as a means of changing the zoning of the land to enable industrial development, and therefore changes the regulatory provisions that the Bardowie Industrial Precinct is subject to.</p> <p>Proposed Plan Change 11 is considered to be efficient as it is a clean and precise way of updating the Waipa District Plan. The changed policies and rules are the most efficient way to achieve the objective in that they enable a high quality of industrial development to occur in the Bardowie Industrial Precinct Structure Plan area. To create a contemporary industrial campus a degree of bespoke planning provisions is required – the most efficient mechanism to do this is by way of design guidelines within a structure plan.</p> <p>The proposed structure plan provides an effective framework for on-going industrial development within the Bardowie Industrial Precinct Structure Plan area. Development in this location effectively compensates for the inability to access land within the Hautapu Industrial Structure Plan area, and more importantly the development of the Bardowie Industrial Precinct gives effect to the requirements of the NPS on Urban Development Capacity.</p>	<p>While on paper there may be enough industrial zoned land in Cambridge to satisfy current growth, the council is required to provide business land for the short, medium and long term (including provision for 15 per cent - 20 per cent oversupply as a buffer). Approximately 50 hectares of land currently zoned Industrial is not available for industrial development due to land ownership constraints. Alternative land therefore needs to be found in the status quo option to enable industrial development currently. The current supply would not be enough to meet the business land supply requirements under the NPS on Urban Development Capacity.</p> <p>The existing zoning of the Bardowie Industrial Precinct land is a combination of rural and deferred industrial (where the land is treated as if it was zoned rural). This underlying zoning means that any industrial activity would require resource consent as a non-complying activity to be able to establish and operate on the site.</p> <p>The existing provisions are therefore not efficient nor effective in achieving the objectives.</p>
Risk of acting or not acting if there is insufficient or uncertain information about the subject matter of the provisions	<p>The key risk of not acting is essentially not allowing industrial activities to be developed in Cambridge, and thus not provide enhanced employment opportunities. The extent of this risk is considered to be substantial and will increase over time, resulting in industrial development within Cambridge being severely constrained should suitable industrial land not be provided (through resolving the existing constraints in respect of the land currently zoned industrial).</p> <p>The risk of acting is that the rezoning is not in a location where a detailed Structure Plan has been developed resulting in ad-hoc and uncoordinated development. These risks are not considered high though as these issues have been fully considered during the review of the structure plan.</p> <p>There is considered to be ample information about the subject matter of the provisions. A number of technical reports support the Proposed Plan Change 11 to confirm that land is suitable for industrial development.</p>	
Overall appropriateness for achieving objectives	It is considered that this option <u>is</u> the most appropriate for achieving the objectives.	It is considered that this option <u>is not</u> the most appropriate for achieving the objectives.

The table above demonstrates that Option 1 is the most appropriate as it addresses the issue and Plan Change objective. This option consistently meets the criteria in respect of addressing the issue, providing certainty to landowners and the community. It is relevant and ensures the policy guidance in the Plan is adhered to.



5. IMPLEMENTATION OF PLAN CHANGE

5.1 SCALE & SIGNIFICANCE - IMPLEMENTATION OF THE PLAN CHANGE

This report must contain a level of detail that corresponds to the scale and significance of the environmental, economic, social and cultural effects anticipated from the implementation of the Plan Change. 'Scale' refers to the magnitude of effects, and 'significance' refers to the importance that the wider community places on those effects. The following table outlines the criteria considered to determine the scale and significance of the effects that are anticipated from implementation of the Plan Change. An ordinal scale has been used for this assessment.

Criteria	Assessment High / Medium / Low / NA
Number of people who will be affected	Low
Magnitude and nature of effects	Low – in relation to adverse effects High – in relation to the positive effects
Immediacy of effects	Low
Geographic extent	Low
Degree of risk or uncertainty	Low
Stakeholder interest	Medium
Māori interest	Low
Information and data is easily available	High
Information and data is easily quantified for assessment	High
Extent of change from status quo	Medium

In this instance, the scale and significance of the adverse effects that are anticipated from the implementation of Proposed Plan Change 11 is considered to be low for the following reasons:

- Proposed Plan Change 11 involves a discrete area, and therefore is of only localised interest to stakeholders.
- The adverse effects can be appropriately managed through existing controls in the Waipa District Plan. Effects in relation to traffic, amenity and stormwater have been considered thoroughly as part of this Plan Change.
- The Waipa District Plan identifies this area for industrial growth (Growth Cell C8).
- The National Policy Statement on Urban Development Capacity has introduced additional requirements on the Waipa District Council to ensure that, in respect of business land, District Plans make provision for land over the short, medium and long term including 15 per cent - 20 per cent oversupply to act as a “buffer”. Discussions with the Waipa District Council has indicated that initial modelling has been undertaken to support the implementation of the National Policy Statement on Urban Development Capacity. The results show that there is a shortfall of business land for the medium term that will need to be met. Proposed Plan Change 11 assists the Waipa District Council in meeting the National Policy Statement on Urban Development Capacity land provision requirements.
- The adverse effects of the rezoning will be negligible. The site adjoins an established industrial area (across Victoria Road) and encompasses 30 hectares of Deferred Industrial land, it has therefore been well signalled that this land would at some point be developed for industrial activities.
- The Transportation Assessment has identified a solution to the current Hautapu Road / Victoria Road intersection that will enable the safe and efficient functioning of both the Hautapu Industrial Structure Plan area and the Bardowie Industrial Precinct from a transportation perspective. Proposed Plan Change 11 therefore has wider transportation benefits.
- The adoption of a Structure Plan, landscape and urban design guidelines will ensure that a contemporary industrial precinct is developed. This will add to the aesthetic value of the area and will maintain the character of Cambridge.

The positive effects of Proposed Plan Change 11 are substantial and outweigh the minor adverse effects (that can be appropriately avoided, remedied and/or mitigated through the design process). The employment benefits are significant, and it will enable Cambridge to support a new employment hub which will reduce the reliance on Hamilton.

It was anticipated that the Victoria Road area would be a “gateway” to Cambridge. Proposed Plan Change 11, and the industrial development at the Bardowie Industrial Precinct, will support the aesthetic development of this gateway.

6. CONCLUSION

This report presents an evaluation undertaken by Mitchell Daysh Limited on behalf of Bardowie Investments Limited in accordance with Section 32 of the RMA for Proposed Plan Change 11 to rezone the Bardowie Industrial Precinct area to Industrial Zone and to incorporate a bespoke Structure Plan.

This report outlines the process that was taken to identify the issue and options and evaluates the options. It then evaluates the preferred option in detail. The report concludes with an assessment of the scale and significance of the effects anticipated from the plan change and concludes that the adverse effects are considered to be low while the positive effects will be significant.

As such, it is considered appropriate for the rezoning of the Bardowie Industrial precinct to occur, make the necessary changes to the objectives, policies and rules in Section 7 of the District Plan, consequential amendments and include the Bardowie Industrial Precinct Structure Plan as Appendix S19.



APPENDIX A

Geotechnical Assessment



B



APPENDIX B

Preliminary Site Investigation



APPENDIX C

Transportation Assessment



APPENDIX D

Water Assessment



APPENDIX E

Archaeological Assessment



APPENDIX F

Landscape Assessment



G



APPENDIX G

Consultation Record