

## 3.7 Ruakura

The Ruakura Structure Plan area is approximately 822 hectares, the land having been transferred from the jurisdiction of Waikato District Council to Hamilton City in July 2011.

### Vision

- a. Development of the Ruakura Structure Plan area has been guided by the following vision.
  - i. The expansion of the City to provide a significant new employment area based around the development of an inland port and regional logistics hub which will form a catalyst for further development and attract a wider range of business to the City.
  - ii. Maximise the use of existing infrastructure investment, including the railway network, and align land use patterns with the area's planned infrastructure investment to achieve integrated transport and land use development; with an emphasis on logistics and freight.
  - iii. Create opportunities for the ongoing development of research, learning and innovation activities and in doing so recognising the importance of the University of Waikato, the AgResearch Campus and the Waikato Innovation Park to the City and the Region.
  - iv. Develop comprehensively planned areas of residential housing connecting with Fairview Downs, providing a range of housing choice.
  - v. Configure land uses around a comprehensive network of well-connected open spaces that will perform a range of functions including stormwater and ecological management, providing pedestrian and cycle routes, and enabling passive and informal recreation.
  - vi. An area of new development within the City which is integrated and complementary with the existing and planned land use pattern for the City.
- b. The Ruakura Structure Plan area provides 405ha of employment land incorporating an inland port, regional logistics hub, industrial park and other employment land. It also provides 77ha for research and innovation activities, allowing for the expansion of the existing Waikato Innovation Park and maximising opportunities for connectivity and interaction between the University of Waikato and AgResearch.
- c. The Ruakura Structure Plan area provides for an eventual population of approximately 1800 households.
- d. The Structure Plan includes the development of the Ruakura Retail Centre which will have unique characteristics and functions to warrant its own classification within the business hierarchy for the City. Located within the Knowledge Zone the centre will support the zone's role as the principal focal point for research and

innovation activities, provide retail services to these activities and to adjacent suburbs and will anchor a future passenger transport interchange at its northern end.

- e. The Structure Plan creates employment opportunities centred on an inland port and freight and logistics hub and is a strong economic anchor for the City and region, but does not compromise the function, viability and vibrancy of the Central City.
- f. The Structure Plan sets out the development concept for the long-term growth of Ruakura over the period to 2061. The area's progressive development will be triggered by the co-ordinated provision of Ruakura Strategic Infrastructure including transport corridors, and extensions to Three Waters supply. Ruakura Strategic Infrastructure which is to be provided in advance of certain development includes:
  - i. A wastewater network.
  - ii. Water storage and supply network.
  - iii. Stormwater management network.
  - iv. Transport corridor, pedestrian and cycleway connections.
- g. The relevant Ruakura Structure Plan area Figures in Appendix 2 indicate the eventual pattern of development within Ruakura whereby infrastructure and open space areas are to be confirmed through detailed design. It includes:
  - i. Figure 2-14 Ruakura Structure Plan – Land Use (Appendix 2 which shows the land use zoning and open space areas;
  - ii. Figures 2-15 A and B Ruakura Strategic Infrastructure (Appendix 2):
    - A. ~~shows~~Shows the strategic infrastructure for the transport network within the Ruakura Structure Plan area;
    - B. ~~shows~~Shows the strategic three waters network within the Ruakura Structure Plan area;
  - iii. Figure 2-16 Ruakura Land Development Plan Areas (Appendix 2) which shows the different areas for staged development within the Ruakura Structure Plan;
  - iv. Figure 2-17 Inland Port Building Setbacks and Landscape Controls (Appendix 2) which shows the setbacks and controls for the Inland Port; and
  - v. Figure 2-18 Ruakura Cyclist and Pedestrian Network Plan (Appendix 2) which shows the connectivity of the proposed and existing cycle and pedestrian network within the Ruakura Structure Plan area and to surrounding areas.
- h. Explanation to Rules
  - i. ~~The Land Development Consent (see Rule 3.7.4.2)~~In order to achieve urban development that is the key tool to aid the staged process for urbanisation in the Ruakura Structure Plan. All land use, subdivisionintegrated and

development for urban purposes will require resource consent first coordinated, being the provision of below-ground-ground or at-ground-ground infrastructure and services requires resource consent before built development will be considered can occur. It is anticipated that resource consent for these works, including (but not limited to) roading, three waters infrastructure and open space is obtained at the same time. See Rule 3.7.4.2

- ii. In addition, Staging and Traffic Requirements (see Rule 3.7.4.3.2) are provided that align with the strategic land allocation for industrial development in the Waikato Regional Policy Statement. This is to ensure that the arterial network has capacity and the safety, efficiency and functioning of the transport network is maintained through the progressive release of land for development.
- iii. Land use in the Ruakura Logistics Zone and Ruakura Industrial Park Zone in the Ruakura Structure Plan Area will roll out in three stages in accordance with the Regional Policy Statement's industrial land allocation in the Future Proof Area which is as follows:

#### Industrial Land Allocation in the Future Proof Area

Strategic Industrial Nodes located in Central Future Proof area (based on gross developable area) <sup>1</sup>	Industrial land allocation and staging (ha)			Total allocation 2010 to 2061 (ha)
	2010 to 2021	2021 to 2041	2041 to 2061	
Rotokauri	85	90	90	265
Ruakura	80	115 <sup>2</sup>	210 <sup>2</sup>	405
Te Rapa North	14	46	25	85
Horotiu	56	84	10	150
Hamilton Airport	74	10	40	124
Huntly and Rotowaro	8	8	7	23
Hautapu	20	30	46	96
<b>TOTAL HA</b>	<b>337</b>	<b>383</b>	<b>428</b>	<b>1148</b>

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

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

- a. The three stages of land use and development in the Ruakura Logistics Zone and Ruakura Industrial Park Zone in the Ruakura Structure Plan area are provided for in Rule 3.7.4.3 of this District Plan.
- b. The 405ha identified above comprises the Ruakura Inland Port and Logistics Zone (approximately 195ha) and Ruakura Industrial Park (approximately 210 ha). The staging and timing identified provides for Stage 1 of the Inland Port and logistics zone (shown as A on Figure 2-16 Ruakura

Land Development Plan Areas (Appendix 2)) and up to 30 hectares of industrial development within the Ruakura Industrial Park to 2021. The Ruakura Structure Plan area is linked to the development of Hamilton section of the Waikato Expressway. Further development beyond the initial 80ha identified for the 2010-2021 period should not occur until the Hamilton section of the Waikato Expressway is completed and connected to the Ruakura land in a manner that does not undermine the efficient functioning and safety of the transport network, or another infrastructure solution has been demonstrated to satisfy the relevant criteria for alternative land release in Method 6.14.3 of the Waikato Regional Policy Statement.

- iv. Land use in the General Residential Zone and the Medium Density Residential Zone in the Ruakura Structure Plan area will roll out in accordance with the provision of all necessary network infrastructure.
- v. Land use in **Ruakura Structure Plan** Precinct C of the Knowledge Zone in the Ruakura Structure Plan area will roll out in accordance with the provision of Ruakura Strategic Infrastructure and associated network connections.
- vi. The boundaries of zones for the proposed land uses within the Ruakura Structure Plan area are defined by the planning maps. Open Space at Ruakura consists of indicative and fixed areas on Figure 2-14 Ruakura Structure Plan – Land use (Appendix 2). The final location of open space notated as indicative will be addressed as part of a **Land Development Consent resource consent**. Any change from the Structure Plan will need to ensure that the alternative provides for the connected and multifunctional purpose of the Ruakura Open Space Zone.

### 3.7.1 Structure Plan Components

This section provides an explanation of the main land use elements to achieve the Vision described in 3.7a.

#### 3.7.1.1 Ruakura Logistics Zone – Inland Port

- a. Ruakura is strategically located to satisfy increasing national demand for facilities to efficiently handle freight, particularly that originating at the Port of Tauranga and the Port of Auckland.
- b. The port will be intermodal so freight can be transferred from and to rail and road transport. Railway facilities include sidings, platforms, container hardstand areas, lighting towers, security infrastructure and fire and hazardous substance management facilities and quarantine facilities. It also involves infrastructure including CCTV, communications and data management infrastructure and stormwater management.
- c. A full diamond interchange from the Waikato Expressway will service the road-based freight traffic associated with the inland port. In the initial phase, it is envisaged that the inland port will consist of primarily road-based freight until the rail infrastructure is developed.

### 3.7.1.2 Ruakura Logistics Zone – Logistics

- a. This generally comprises large warehouse buildings and large areas of hardstand. Logistics and freight-handling activities include all aspects of freight handling.
- b. Due to the costs involved in developing the inland port, and the nature of the infrastructure (such as security and MAF/Customs facilities), it is important that the freight and logistics area is occupied by businesses which use the facilities provided by the inland port rather than more general industrial or employment activities.

### 3.7.1.3 Ruakura Industrial Park Zone

- a. Beyond the area identified for the inland port and logistics is more general industrial land for a wider range of employment and economic activities. This land use is facilitated through a new Industrial Park Zone which encourages industrial activities that support the primary purpose of a port and logistic area, while avoiding offensive and noxious activities. It is intended that this industrial area will deliver a higher standard of amenity than would ordinarily be associated with an industrial zone.

### 3.7.1.4 Knowledge Zone

- a. The Knowledge Zone provides further employment opportunities and is situated to capitalise on the location of the Waikato Innovation Park, AgResearch Campus and the University of Waikato. The Knowledge Zone is divided into Precincts which reflect these significant land uses. It will provide for a comprehensive range of education, research and development activities with supporting retail and mixed-use activities, all set within a strong landscaped precinct.
- b. The Knowledge Zone is strategically important. While the existing Waikato Innovation Park, University and AgResearch Campus are all located within reasonably close proximity, they lack strong connectivity and a common focal area. There are significant opportunities to create an environment which supports the existing primary economic base of the region, along with the potential for new research and innovation activities related to the inland port and logistics hub, in a manner which does not compromise the Central City.

### 3.7.1.5 Ruakura Retail Centre

- a. The development of the Knowledge Zone provides the opportunity to create further complementary activities in a form that can enhance connectivity and encourage better interaction between existing land uses. The key to achieving these outcomes is the creation of a new north-south link between the University and AgResearch Campus. This area will jointly link the existing activity as well as providing services and ancillary activities. Within this area, it is also proposed to make provision for a retail centre to serve Ruakura and adjacent areas while not undermining the primacy, function and vitality of the Central City, centred upon a 'main street' and public plaza, incorporating a potential passenger transport hub connecting to the Central City.

### 3.7.1.6 Residential Zones

- a. The Ruakura residential area provides for a mixture of development that aligns with the densities proposed for General Residential, Medium-Density Residential and Large Lot Residential Zones. The intention is to provide an area with various housing choices, including site size and housing typologies. Residential development in the General Residential and Medium-Density Residential Zones is positioned to maximise existing connectivity from Fairview Downs and the Hamilton Ring Road. One Integrated Retail Development is provided for within the Ruakura Medium Density Residential Zone to serve the surrounding catchment (see Figure 2-14 Ruakura Structure Plan – Land use (Appendix 2)).
- b. The area bounded by Percival and Ryburn Roads and the Waikato Expressway is identified on the structure plan as future logistics area (see Figure 2-14 Ruakura Structure Plan – Land Use (Appendix 2)). This is to ensure the Regional Policy Statement's industrial land allocation requirements can be given effect to. However, the staged development of this 35 hectare area as part of the inland port is unlikely to be required during the current planning period. A Large Lot Residential Zone has been retained for this area until such time as any future plan change rezones this area for logistics purposes. Development controls apply to the Inland Port, Logistics and Industrial Park Zones to provide an appropriate level of residential amenity.

## 3.7.2 Ruakura Strategic Infrastructure

The Ruakura Strategic Infrastructure that is to be provided in conjunction with urban development is set out below.

### 3.7.2.1 Transportation Network

The transport network to service the Structure Plan area comprises the following hierarchy, which describes the form and function of the various routes (see Figure 2-15A Ruakura Strategic Infrastructure – Transport (Appendix 2)):

- a. The **Waikato Expressway** forms the eastern boundary of the Structure Plan area. There are two interchanges to the Waikato Expressway connecting to major arterials within the City's network at the Pardoia Boulevard interchange in the north, and the re-aligned Ruakura Road interchange in the south.
- b. **Pardoia Boulevard** will initially be two-lane with provision for a four-lane major arterial City Gateway route connecting the Waikato Expressway to the City's Ring Road at Wairere Drive/Crosby Road roundabout. Access is provided via the Spine Road intersection. Strategic water and wastewater infrastructure should co-locate in this corridor.
- c. The **Spine Road (North)** is a minor arterial to the north of Pardoia Boulevard and provides strategic connectivity to the future residential development in the north. This will be a two-lane minor arterial road, with direct property access on the western side and intersection only access on the eastern side of the Spine Road. The road corridor will provide for public transport, on-street parking, a shared walking and cycle path and swales for stormwater management. Strategic

wastewater and water infrastructure should co-locate within the corridor, coupled with the underground 110kv Transpower transmission line.

- d. The **Spine Road (Central)** will be a two-lane minor arterial road south of Pardoia Boulevard to the Fifth Avenue extension. The road corridor provides for public transport, parking, shared footpath and cycle path and a swale area for stormwater management. Strategic wastewater and water infrastructure should co-locate within this road corridor, coupled with the underground 110kv Transpower transmission line through the Medium Density Residential Zone north of Fairview Downs. There is a requirement for staged completion of sections of the Spine Road (Central) prior to development of **Land Development Plans Areas**.
- e. **Fifth Avenue Extension** will initially be two-lane with provision for a four-lane major arterial road extending the Cross City Connector arterial network from Wairere Drive to the Spine Road. It provides for public transport, a shared walking and cycle path and a swale area for stormwater management.
- f. The **Spine Road (South)** will initially be two-lane with provision for a four-lane major arterial road from Fifth Avenue south to Ruakura Road West. This extends the Cross City Connector arterial to the Ruakura Industrial Park area. This section includes a road bridge over the East Coast Main Trunk Railway. It provides for public transport, shared footpath and cycleway and a swale area for stormwater management. Strategic wastewater and water infrastructure will co-locate within the road corridor.
- g. **Ruakura Road (Urban)** will continue to function as a two-lane minor arterial road between the Wairere Drive Ring Road and the Spine Road. It provides for public transport and shared footpath and cycle path.
- h. **Ruakura Road West** will initially be a two-lane minor arterial road with provision for a four-lane major arterial City Gateway route, connecting the Spine Road major arterial to the Waikato Expressway. A series of signalised intersections will provide access to the Inland Port Ruakura Logistics Zone north, Ruakura Industrial Park Zone and the proposed service centre to the south. The corridor provides for public transport, shared footpath and cycle path and swale area for stormwater management.

The Collector road network serving the arterial network shows indicative connections but will be assessed at each **Land Development Plan stage resource consent** to ensure transport connectivity between **development areas Development Areas** and the greater structure plan area.

### 3.7.2.2 Open Space Network

Open space at Ruakura (Figure 2-14 Ruakura Structure Plan – Land Use (Appendix 2)) provides for a range of functions including stormwater and ecological management, a well-connected pedestrian and cycleway network linking open space land, neighbourhood reserves for passive and informal recreation, and amenity strips between different areas. The following are key components of the open space network:

- a. Greenway – the green corridor that runs from the north west along Pardoia Boulevard and down adjacent to the Spine Road to link to open space along

Silverdale Road and the Mangaonua gully to the south. The greenway includes linear wetlands and vegetated margins, storage basins, low-flow channels, indigenous vegetation plantings, and buffer and interface amenity planting. The greenway will also provide for other functions including pedestrian and cyclist paths, and passive recreation such as seating areas.

- b. Gullies – at the northern end (Kirikiriroa Stream headwaters) and southern end (Mangaonua gully) of the structure plan area are gullies which will be protected in the same manner as those across the rest of the City in accordance with Chapter 21 Waikato River Corridor and Gully Systems.
- c. Visual amenity and buffer between incompatible activities – open space areas and planting shall provide an effective/suitable buffer, between different types of land uses.
- d. Neighbourhood reserves - these provide a range of informal recreation facilities including children's play areas, and spaces for passive and active recreation. Each neighbourhood reserve is expected to provide an area of 0.5 ha and serve a population of 500m radius.
- e. Connectivity – open space at Ruakura is intended to contribute to a well-connected network for pedestrians and cyclists.

### 3.7.2.3 Stormwater

- a. The structure plan sits across four hydrological catchments, being the Kirikiriroa, Komakorau, Hamilton East and Mangaonua catchments. Due to the flat topography, most public stormwater devices will be provided for within the swale/linear wetland network adjacent to the transport network or underneath the national grid transmission lines where opportunities for other land uses are limited. In addition to these linear wetlands and swales, on-site stormwater management devices will also be required to mitigate effects of development. The precise nature and location of these stormwater facilities will be finalised through detailed catchment management planning and modelling undertaken as part of preparing Land Development Consent resource consent applications for the growth cell (through Water Impact Assessments) or arising from a full Integrated Catchment Management Plan.
- b. Stormwater must be managed in an integrated manner across all catchments with individual developments contributing towards wider network and catchment outcomes.
- c. Figure 2-15B Ruakura Strategic Infrastructure – Three Waters (Appendix 2) shows the recommended stormwater discharge points to three of the four catchments (excluding Komakorau). Discharge consents will be required from the Waikato Regional Council prior to the discharge of any stormwater into these catchments from the Structure Plan area.

### 3.7.2.4 Water and Wastewater

- a. A single reservoir is proposed to meet the demand and level of service requirements for the entire development of the structure plan. The single reservoir

will also need to support the wider existing and future City needs. Figure 2-15B Ruakura Strategic Infrastructure – Three Waters (Appendix 2) shows an indicative location for a reservoir, at the highest point of the structure plan area within the existing AgResearch site, and indicative bulk mains connecting to the City network at Wairere Drive and Peachgrove Road. The bulk and trunk network shall be located within the vested road corridor.

- b. Any **Land Development Consent** **resource consent** application will need to be supported by an assessment of options taking account of the whole of life costs for any proposed public infrastructure.
- c. The strategic wastewater solution at Wairere Drive/Crosby Road has been developed to service future development needs for the Ruakura Structure Plan area. This wastewater interceptor is to be extended east and then south along the Spine Road to a point south of the East Coast Main Trunk railway line. Beyond the Ruakura Structure Plan area the wastewater interceptor will continue to service growth areas for the City.
- d. It is Council's expectation that the entire structure plan area will be serviced in a manner that seeks to avoid the need for any vested pumping stations. **█**

### 3.7.2.5 Indicative Infrastructure Development Programme

- a. Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2) illustrate the Ruakura Strategic Infrastructure. Rules 3.7.4.3 and 3.7.4.4 detail the nature and staging of transportation and three waters infrastructure requirements. **Land Development Consents** **Resource consents** are expected to further refine these transportation and three waters infrastructure needs. It is expected that the provision of the strategic three waters infrastructure network would be integrated, constructed and vested concurrent with the development of the transport network including the incremental development of the Spine Road.
- b. Where strategic infrastructure is developed on land not held by Council, easements in favour of Hamilton City Council will be required to secure access to any public infrastructure. It is Council's expectation that all Ruakura Strategic Infrastructure will be vested in Council.

### 3.7.2.6 Connections to Ruakura Strategic Infrastructure

- a. The Structure Plan sets the overarching pattern of development, which is supported by strategic infrastructure. While the concepts are flexible in their application to some extent, the pattern of development shall be sequenced in accordance with the Ruakura Strategic Infrastructure as shown on Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2). There are critical elements of strategic infrastructure that must be provided for within defined corridors and locations.
- b. There is no interim water capacity for the remainder of the Ruakura Structure Plan. Once the reservoir is operational, existing and subsequent development within the Structure Plan will be required to connect to the distribution network from the reservoir which will be serviced from both the existing main connections at Wairere Drive and Peachgrove Road.

- c. There is no interim wastewater capacity within the City's existing wastewater network to accommodate growth in the Ruakura Structure Plan area. All wastewater is to be disposed via a wastewater service which will be extended south along the Spine Road corridor through Land Development Consent recourse consent applications. All Land Development Consent recourse consent applications shall demonstrate how they provide for immediate and or future connections to the Ruakura Strategic Infrastructure.

### 3.7.3 Objectives and Policies

When consent is required for subdivision and/or development within the Ruakura Structure Plan area, the proposal must be in accordance with the objectives and policies below and any general objectives and policies for Structure Plan areas (refer to 3.3).

Objective	Policies
<p><b>3.7.3.1</b> Land within the Ruakura Structure Plan area will be developed in accordance with the vision for the Ruakura Structure Plan area set out in 3.7 and 3.7.1.</p>	<p><b>3.7.3.1a</b> The expansion of the City to provide a significant new employment area based around the development of an inland port and regional logistics hub which will form a catalyst for further development and attract a wider range of business to the City.</p>
	<p><b>3.7.3.1b</b> Maximise the use of existing infrastructure investment, including the railway network, and align land-use patterns with the area's planned infrastructure investment to achieve integrated transport and land use development; with an emphasis on logistics and freight.</p>
	<p><b>3.7.3.1c</b> Create opportunities for the ongoing development of research, learning and innovation activities; recognising the importance of the University of Waikato, the AgResearch Campus and the Waikato Innovation Park to the City and the Region.</p>
	<p><b>3.7.3.1d</b> Develop comprehensively planned areas of residential housing connecting with Fairview Downs, providing a range of housing choice.</p>
	<p><b>3.7.3.1e</b> Configure land uses around a comprehensive network of well-connected open spaces that will perform multiple functions including recreation, stormwater management, cycle ways and walkways, ecological and amenity.</p>
	<p><b>3.7.3.1f</b></p>

	An area of new development within the City which is integrated and complementary to the existing and planned land use pattern for the City.
<p><b>3.7.3.2</b> Development and land use activities provide for urbanisation in the Ruakura Structure Plan area and are designed, developed and implemented in a manner which protects the amenity values of surrounding communities and facilities.</p>	<p><b>3.7.3.2a</b> Development and land use will:</p> <ul style="list-style-type: none"> <li>i. For existing and future residential activities ensure an appropriate level of amenity; and</li> <li>ii. Ensure an appropriate level of amenity in relation to existing and future facilities in the University of Waikato, Waikato Innovation Park and AgResearch.</li> </ul> <p>This will be achieved by:</p> <ul style="list-style-type: none"> <li>i. Mitigating the adverse effects of noise, vibration, lighting, glare, odour, dust, and air emissions; and</li> <li>ii. Ensuring attractively designed buildings and landscaped frontages to key public frontages; and</li> <li>iii. Screening and landscaping adjoining sensitive activities.</li> </ul>
	<p><b>3.7.3.2b</b> Land use, subdivision and development of the Ruakura Structure Plan will be undertaken in accordance with Figures 2-14, 2-15A and B, 2-16, 2-17 and 2-18 outlined in Appendix 2 Structure Plans.</p>
	<p><b>3.7.3.2c</b> Interim land use and development long-term will not compromise the integrity and viability of the land use pattern of the Ruakura Structure Plan area.</p>
	<p><b>3.7.3.2d</b> The positive effects of logistics, industry, knowledge, residential and open space activities on economic, cultural, social and environmental wellbeing will be encouraged and promoted by providing for these activities.</p>
	<p><b>3.7.3.2e</b> Logistics, industry, knowledge, residential and open space land zoned as identified on Figure 2-14 will be safeguarded for these purposes.</p>
	<p><b>3.7.3.2f</b> Industrial land to support the inland port will be released in stages to ensure that co-location and</p>

	agglomeration benefits of the Inland Port are realised.
<p><b>3.7.3.3</b> New urban development within the Ruakura Structure Plan area is serviced by and integrated with the existing and future infrastructure network (Ruakura Strategic Infrastructure – See Figure 2-15 A and B)</p>	<p><b>3.7.3.3a</b> Land within the Ruakura Structure Plan will not be developed until adequate infrastructure is provided and a commitment to the development of the Ruakura Strategic Infrastructure is secured by an appropriate legal mechanism.</p>
	<p><b>3.7.3.3b</b> Staging and sequencing will ensure the capacity of roading and Ruakura Strategic Infrastructure is not exceeded.</p>
	<p><del><b>3.7.3.3c</b> The use and development of land for urban development is appropriate when a Land Development Consent has been granted by the Council.</del></p>
	<p><del><b>3.7.3.3d</b></del><b>3c</b> Development will not result in incompatible adjacent land uses with respect to existing or planned infrastructure.</p>
<p><b>3.7.3.4</b> An integrated and efficient pattern of land use and transportation.</p>	<p><b>3.7.3.4a</b> Integrated Transport Assessments will be undertaken for each Land Development Plan area<del>Area</del>, and for high traffic generating activities, to manage impacts on existing and planned transport infrastructure including Ruakura Strategic Infrastructure.</p>
	<p><b>3.7.3.4b</b> The transport network supports efficient passenger transport and walking and cycling, including dedicated facilities on arterial routes.</p>
	<p><b>3.7.3.4c</b> Development is staged to coordinate with the extension and/or construction of the Spine Road and provides ongoing connectivity to the existing and future transport network.</p>
	<p><b>3.7.3.4d</b> When road stopping procedures for parts of Ruakura Road and Percival Road are initiated under the Local Government Act to enable the expansion of the Inland Port alternative access proposals shall accord with the following principles:</p> <ul style="list-style-type: none"> <li>i. A route which provides for travel in the general direction of Hillcrest and Silverdale without significant detours in terms of distance, travel</li> </ul>

	<p>times or connectivity;</p> <ul style="list-style-type: none"> <li>ii. A route which enables use of alternative modes of transport (particularly walking and cycling); and</li> <li>iii. A route which avoids severance effects for the Percival / Ryburn Road community.</li> <li>iv. A route which maintains north-south connectivity for all modes across the East Coast Main Trunk railway line for Percival Road and Ryburn Road properties until an appropriate connection via the Spine Road is operational.</li> <li>v. A route that avoids direct connection to industrial or logistics properties from Percival Road or Ryburn Road.</li> </ul>
	<p><b>3.7.3.4e</b> There will be no direct connection to properties in the Ruakura Logistics Zone (Land Development Plan(Development Area P) and the Ruakura Industrial Park Zone (Land Development Plan(Development Area F) from the currently formed Percival and Ryburn Roads north of the East Coast Main Trunk railway.</p>
	<p><b>3.7.3.4f</b> Opportunities for improved safety, accessibility, connectivity and efficiency within the transportation network are provided including dedicated facilities on arterial routes.</p>
<p><b>3.7.3.5</b> Development maintains or enhances indigenous biodiversity values and mitigates adverse effects on indigenous biodiversity.</p>	<p><b>3.7.3.5a</b> Development will avoid adverse effects on significant indigenous biodiversity in the first instance, and where effects cannot be avoided, they should be remedied, mitigated or offset in order to maintain indigenous biodiversity values.</p>
	<p><b>3.7.3.5b</b> Protect, and where appropriate enhance, the water quality of adjacent streams and gully systems in order to maintain or enhance indigenous biodiversity values.</p>
	<p><b>3.7.3.5c</b> Encourage improved indigenous biodiversity outcomes through restoration and enhancement.</p>
	<p><b>3.7.3.5d</b> Create a greenway which provides opportunities for improved habitat and ecological benefits in the</p>

	<p>Ruakura Structure Plan and in the downstream receiving environment. The greenway open space and road corridor shall include linear wetlands, their vegetated margins, storage basins, low flow channels, indigenous vegetation planting and amenity planting.</p>
	<p><b>3.7.3.5e</b> Retain and re-establish viable populations of the black mudfish, longfin eel, shortfin eel, and indigenous lizards within the Ruakura Structure Plan, by the establishment and management of linear wetlands and riparian vegetation.</p>
	<p><b>3.7.3.5f</b> <del>The Land Development Consent</del> Any resource consent will include methods to ensure maintenance or enhancement of indigenous biodiversity values and mitigation of adverse effects on indigenous biodiversity.</p>
<p><b>3.7.3.6</b> Land use and development in the Ruakura Structure Plan occurs in a manner which does not compromise the vitality, functions and amenity of the central city and maintains a hierarchy of business centres in Hamilton.</p>	<p><b>3.7.3.6a</b> The distribution, type, scale and intensity of commercial development in the Ruakura Structure Plan will not undermine the vitality, functions, and amenity of the central city.</p>
<p><b>3.7.3.7</b> The creation of a regionally significant inland port and logistics hub in Hamilton.</p>	<p><b>3.7.3.7a</b> Logistics, freight handling services and supportive activities and infrastructure shall be provided for in the Ruakura Knowledge Zone.</p>
	<p><b>3.7.3.7b</b> The positive environmental economic and social effects of logistics and freight handling activities and infrastructure shall be recognised and supported.</p>
<p><b>3.7.3.8</b> The continued development of a research, education, innovation and technological activity precinct in a manner which does not compromise the Central City.</p>	<p><b>3.7.3.8a</b> Research, education, innovation and technological activities and supporting activities and infrastructure shall be supported and co-located within the Ruakura Knowledge Zone.</p>
	<p><b>3.7.3.8b</b> The manufacture and development of prototype goods, where such activities will complement the primary role of research, education and innovation, shall be provided for.</p>
	<p><b>3.7.3.8c</b> Activities ancillary to and which support the</p>

	primary purpose of the zone, such as retail and community activities, shall be recognised and provided for.
	<b>3.7.3.8d</b> The shared use of infrastructure, including car parking and buildings to maximise efficiencies of use, shall be encouraged.
<b>3.7.3.9</b> The creation of a high quality Industrial Park in Ruakura.	<b>3.7.3.9a</b> Industrial development shall be well designed and of high quality in the Ruakura Industrial Park Zone.
	<b>3.7.3.9b</b> No provision is made for noxious or offensive industrial activities within the Ruakura Industrial Park Zone.
<b>3.7.3.10</b> An integrated, well-planned residential environment.	<b>3.7.3.10a</b> Residential areas shall be comprehensively planned and developed in co-ordination with transport network connections.
	<b>3.7.3.10b</b> Residential areas shall be integrated with and connected to Fairview Downs.
	<b>3.7.3.10c</b> A range of housing choice shall be provided.
<b>3.7.3.11</b> A centre for locally based retail facilities capable of meeting the day to day needs of the immediate surrounding neighbourhoods.	<b>3.7.3.11a</b> Activities within the neighbourhood centre shall principally serve the immediate neighbourhood.
	<b>3.7.3.11b</b> The scale and nature of activities within the neighbourhood centre shall not generate significant adverse amenity effects on the surrounding residential area and transport network.

## 3.7.4 Rules

### 3.7.4.1 Ruakura Structure Plan Area

All land use and development within the Ruakura Structure Plan area shall be in accordance with:

- a. The Ruakura Structure Plan area as set out in section 3.7 of this Chapter, and
- b. Ruakura Structure Plan area Figures in Volume 2, Appendix 2, Figures 2-14 to 2-18.
- c. **Land Development Rules 3.7.4.2**

- d. Staging and Traffic Rules 3.7.4.3
- e. Ruakura Strategic Infrastructure Rules 3.7.4.4
- f. General Matters 3.7.4.5.

### 3.7.4.2 Land Development Rules

- a. A resource consent for a restricted discretionary activity is required for the following activities in the Ruakura Structure Plan:
  - i. Preparation of land for development purposes including earthworks and vegetation removal.
  - ii. Construction of roads, pedestrian paths and cycle routes.
  - iii. Installation of Three Waters infrastructure (including linear wetlands and storage basins).
  - iv. Works related to the establishment of open space areas.
  - v. Screen planting associated with the Inland Port (Sub Area A (Inland Port) - see Figure 2-17 Inland Port Building Setbacks and Landscape Controls (Appendix 2)).
- b. ~~Land Development Consent~~ Resource consents shall be obtained for the entire ~~Land Development Plan Area~~ as shown in Figure 2-16, in conjunction with land use, and subdivision and development resource consent under any other rule of the Ruakura Structure Plan.
- c. Alternatively, ~~Land Development Consent~~ resource consent for activities listed in Rule 3.7.4.2.a may be applied for in relation to part of a Development ~~Plan Area~~ shown on Figure 2-16 or in combination with all or part of any other ~~Land Development Plan Area~~; provided that the indicative information for the balance areas of each ~~Land Development Plan Area~~ is included in the application, as detailed in Appendix 1.
- d. The boundaries of the ~~Land Development Plan (as shown on Land Development Plan which is submitted as part of any Land Development Consent application)~~ Area may differ from the areas shown on Figure 2-16, except that for an application for any part of ~~Land Development Plan Area D or F~~, the full extent of the Spine Road included in those Areas as shown on Figure 2-16 must be included in the ~~Land Development Plan and the Land Development Consent~~ resource consent application.
- e. ~~A Land Development Plan~~ An application for resource consent shall provide the following information as detailed in Appendix 1.2.2.18 Information Requirements – ~~Land Development Plans~~ Ruakura.
- f. ~~Land Development Consent~~ Resource consent applications will be assessed in accordance with the functions of the Hamilton City Council prescribed in Section 31 of the Resource Management Act. Consents may also be required from

Waikato Regional Council under the Waikato Regional Plan e.g. for stormwater discharge.

- g. Except as provided for by sections 95A(2)(b) and (c), 95B(2) and (3) and 95C(1) to (4) of the Act applications for any Restricted Discretionary Activity identified with an asterisk (\*) in the relevant zone chapter shall be considered without notification or the need to obtain approval from affected persons except that applications for all:

- i. ~~Land Development Consents~~ Resource consents under Rule 3.7.4.2; and
- ii. Activities generating 1500 or more vehicle movements per day

shall be limited notified to the following unless they have given their affected party approval:

- Waka Kotahi New Zealand Transport Agency provided that the requirement for affected party approval shall not apply to activities with an asterisk (\*) in the Residential Zones with the exception of ~~LDP Development Area O~~.
- Further to clause (e), all activities within the Inland Port (Sub Area A (Inland Port)- see Figure 2-14 Ruakura Structure Plan – Land use (Appendix 2) classified as a Restricted Discretionary Activity by Rule 25.8.3.14.a shall be considered without notification or the need to obtain approval from affected persons.

### 3.7.4.3 Staging and Traffic Rules

#### 3.7.4.3.1 Spine Road Construction Trigger

- a. The full extent of that section of the Spine Road (Figure 2-15A Ruakura Strategic Infrastructure-Transport (Appendix 2)) that is within or abuts ~~LDPa Development Area~~ (Figure 2-16 Ruakura ~~Land Development Plan Area~~ (Appendix 2)) shall be constructed as part of the development authorised by ~~the Land Development Consent~~ any land use or subdivision consent for any part of that LDP Development Area; and
- b. Development shall not commence in ~~LDP Development Area I~~ until the Spine Road is constructed along the full extent of ~~LDP Development Area M~~; and
- c. Development shall not commence in ~~LDP Development Area K~~ until the Spine Road is constructed along the full extent of ~~LDP Development Areas L and M~~.
- d. Development shall not commence in ~~LDP Development Area G~~ until the Spine Road is constructed along the full extent of ~~LDP Development Areas T, L and M~~.
- e. Development shall not commence in ~~LDP Development Area R~~ until the Spine Road is constructed along the full extent of ~~LDP Development Areas S, T, L and M~~; and
- f. Development shall not commence in ~~LDP Development Areas D, F or P~~ until such time as the Spine Road is constructed along the full extent of ~~LDP areas Development Areas A, D, F~~ and that part of ~~LDP Development Area B~~ that connects F to D.

### 3.7.4.3.2 North South Connectivity – Percival Road and Ryburn Road

- a. North-south connectivity for all modes across the East Coast Main Trunk railway line shall be maintained for Percival Road and Ryburn Road properties until a connection via the Spine Road is operational. There shall be no direct connection to industrial or logistics properties from Percival Road or Ryburn Road.
- b. The North-south route required under a) above shall not exceed a length of 2750 metres, measured from the intersection of the centrelines of Percival Road and Ryburn Road to the intersection of the centrelines of Ruakura Road and Silverdale Road.

**Note:** The north, central and south sections of the Spine Road are defined in 3.7.2.1 and shown in Figure 2-15A Ruakura Strategic Infrastructure-Transport (Appendix 2)

### 3.7.4.3.3 Industrial Land Stage 1 (RPS 2021 Allocation)

- a. Up to 80 hectares of land within the Ruakura Structure Plan may be developed before 1 January 2021, with general industrial not exceeding 30 hectares.

This can be made up with a combination of the following land allocations:

#### Ruakura Logistics Zone

- i. up to 20 ha of Ruakura Logistics Zone; or
- ii. up to 40 ha of land in Ruakura Logistics Zone subject to:
  - a. Signalisation of the existing intersection of Ruakura Road/Knighton Road; and
  - b. Signalisation of the intersection of Ruakura Road/Silverdale Road; and
  - c. Total weekday average peak hour generation for the area for each morning and evening peak periods based on a minimum two week continuous traffic count is less than 180 vph.
- iii. up to 80 ha of Ruakura Logistics Zone subject to:
  - a. Signalisation of the existing intersection of Ruakura Road/Knighton Road; and
  - b. Signalisation of the intersection of Ruakura Road/Silverdale Road; and
  - c. Ruakura Road being realigned and connected from the existing Ruakura Road (east of Silverdale Road) to the existing Ruakura Road (north of Vaile Road), and open to traffic; and
  - d. Formation of a priority controlled intersection where the realigned Ruakura Road meets the old Ruakura Road in the block between Holland Road and Vaile Road; and

- e. Total weekday average peak hour generation for the Ruakura Logistics Zone for each morning and evening peak periods based on a minimum two week continuous traffic count is less than 180 vph.

Ruakura Industrial Park Zone  
and/or

- iv. Up to 16 ha of Ruakura Industrial Park Zone to the north of AgResearch provided the overall level of development within the Industrial Land Stage 1 shall not exceed 80 ha; or
- v. Up to 30 ha of land within the Ruakura Industrial Park Zone to the north of AgResearch, provided the overall level of development within the Industrial Land Stage 1 shall not exceed 80 ha; and
  - a. Total weekday average peak hour generation for the Zone for each morning and evening peak periods based on a minimum two week continuous traffic count is less than 15 vph per gross developed hectare; and
  - b. An approved ~~Land Development Plan~~ resource consent for ~~Land Development Plan Area A~~ being stage 1 of the Inland Port, south of the East Coast Main Trunk railway and west of Percival Road, and associated logistics activities; and
  - c. Commencement of development within ~~Land Development Plan~~ Area A (being Stage 1 of the Inland Port (Sub Area A (Inland Port)) and associated logistics activities). For the purpose of this rule commencement of development will be as a minimum, water, and wastewater connections, stormwater solutions and transportation access to the Inland Port consistent with the approved ~~Land Development Consent~~ resource consent for the Inland Port, and consistent with any staging and interim infrastructure solution identified and provided for in the ~~Land Development Plan~~. These connections will be identified in the ~~Land Development Consent~~ resource consent.

#### 3.7.4.3.4 Industrial Land Stage 2 (RPS 2021 - 2041 Allocation)

- a. An additional 115ha of land within the Ruakura Logistics Zone and Ruakura Industrial Park Zone may be developed post 1 January 2021 subject to:
  - i. The Waikato Expressway (Hamilton section) having been completed and directly connected to the Ruakura Structure Plan area, via an interchange at a realignment of Ruakura Road and the direct connection between Pardoia Boulevard Interchange and Wairere Drive.
  - ii. Weekday average peak hour traffic volume, including the traffic generated by the proposed development, not exceeding 1,200 vehicles per hour (vph) (one way) on Ruakura Road (east of Wairere Drive) and 1,400 vph (one-way) on Wairere Drive (south of Ruakura Road). Where the volume is in excess of either of these thresholds this area can be developed only when the Spine Road is connected and open to traffic from Ruakura Road to Fifth Avenue Extension.

- iii. The traffic generation and network performance for Stage 1 Activities is in accordance with Rule 3.7.4.3.3.

#### 3.7.4.3.5 The Knowledge Zone Precinct C (including the Ruakura Retail Centre, but excluding Precincts A, B and D) Staging

- a. Up to 16 ha of land within Precinct C (including the Ruakura Retail Centre) may be developed subject to:
  - i. A connection being formed between Precinct C and Ruakura Retail Centre and the signalised intersection of Ruakura/Knighton Roads.
  - ii. Weekday average peak hour traffic volume, including the traffic generated by the proposed development, not exceeding 1,200 vehicles per hour (vph) (one way) on Ruakura Road (east of Wairere Drive) and 1,400 vph (one-way) on Wairere Drive (south of Ruakura Road). Where the volume is in excess of either of these thresholds this area can only be developed when the Spine Road is connected and open to traffic from Ruakura Road to Fifth Avenue Extension.

Or

- iii. Suitable arterial network capacity can be demonstrated or established in a manner that maintains the efficiency, safety and functioning of the transport network.

Provided that:

- iv. No more than 5ha can be developed unless the Spine Road is connected and open to traffic from Ruakura Road to Fifth Avenue Extension.

#### 3.7.4.3.6 Staging Activity Status

- a. Any application for resource consent not in accordance with Rules 3.7.4.3.1 – 3.7.4.3.5 is a discretionary activity.  
The Council's discretion shall include, but not be limited to, the following assessment criteria:
  - i. Consistency with the Industrial Land Allocation or alternative land release criteria specified in any operative or proposed Regional Policy Statement including any approved alternative land release provided for.
  - ii. Mitigation works to ensure that development does not result in long term adverse effects on the efficiency, safety and functioning of the transport network.
  - iii. The timing of any other planned local network upgrades that would contribute to the offset of the effects of traffic generation.
  - iv. Certainty of timing over the construction of the Hamilton section of the Waikato Expressway and the extent to which this enables a departure from the

provisions of Rule 3.7.4.3.1.

- v. The ITA matters for discretion set out in Appendix 1.3.3 N Ruakura.
  - vi. For industrial development in excess of 16ha in the Industrial Park Zone in ~~LDP~~Development Areas B and D or for any industrial development outside of this area: whether a ~~Land Development Consent~~resource consent for Area A (being Stage 1 of the Inland Port (Sub Area A (Inland Port)) and associated logistics activities) has been approved and the necessary infrastructure connections for the Inland Port are in place.
  - vii. Where the boundaries of a ~~Land Development Plan~~ Area in an application for ~~Land Development Consent~~a resource consent differ from those shown on Figure 2-16, the extent of the ~~Land Development Plan~~ Area shall be developed in an integrated manner. This shall include the provision for and connectivity to infrastructure, and ensure that key transport infrastructure such as the Spine Road is developed in a manner that provides at least the same levels of efficiency, effectiveness and safety anticipated through a ~~land development~~resource consent in accordance with Figure 2-16. Where an application includes part of a ~~Land Development Plan~~ Area in Figure 2-16 it shall be demonstrated that granting consent to that part will not prevent the integrated development of the balance of that Area.
- b. Except as provided for by Section 95A (2)(b) and (c), 95B(2) and (3) and 95C(1) to (4) of the Act, an application under this rule shall be considered without notification or the need to obtain approval from affected persons except that the application shall be limited notified to the following unless the persons have given their affected party approval:
    - Waka Kotahi New Zealand Transport Agency.

#### 3.7.4.3.7 Traffic Generation

- a. Any activity generating 1500 or more vehicle movements per day (vpd) requires resource consent as a restricted discretionary activity.
- b. This rule does not apply to events and temporary activities where a temporary traffic management plan has been approved by the relevant road controlling authority.
- c. If an affected party under Rule 3.7.4.2.e has provided their written approval for a ~~Land Development Consent~~resource consent then no further approval is required for any additional Integrated Transport Assessment for activities generating 1500 or more vehicle movements per day, except where the trip generation was not considered as part of the original Integrated Transport Assessment.

#### 3.7.4.3.8 Explanation to Rules

- a. The staging conditions relate to the provisions of the RPS and in particular Table 6-2 which sets out the strategic industrial land allocation for the Waikato Region. Ruakura is identified for the staged release of land to provide for up to 405ha of industrial land by 2061. The rules are aimed at ensuring compliance with this land

release but still picking up key triggers and levels of tolerance where network upgrades and other constraints lie.

- b. Due to the size of the site and the development timescale the roll out, and specific mix of Ruakura Logistics and Ruakura Industrial Park land uses are not yet understood. Ruakura Logistics activities are expected to have a significantly lower level of traffic generation than Industrial Park Activities. Rules accommodate a range of development options and environmental effects. While the location and final layout of these activities are fixed, the take up of the land will depend on the market demand and, so some staging flexibility is appropriate.
- c. The Industrial Stage 2 development and the Precinct C development within the Knowledge Zone are subject to the Waikato Expressway (Hamilton section) being completed and connected to the Ruakura Structure Plan area or suitable arterial network capacity being demonstrated or established in a manner that maintains the efficiency, safety and functioning of the transport network. Where construction is underway and a completion date is available some flexibility on further land release may be appropriate to ensure benefits are obtained from infrastructure at the earliest possible date and development to cater for market demand is not unduly delayed.

#### 3.7.4.4 Ruakura Strategic Infrastructure Rules

All land use and development within ~~Land~~ Development Areas shall meet the following performance standards.

##### 3.7.4.4.1 Potable Water Supply

- a. Connection to the Ruakura water reservoir via a new distribution network in a manner consistent with the Ruakura Strategic Infrastructure as provided for in Figure 2-15B Ruakura Strategic Infrastructure – Three Waters (Appendix 2), with the following exception:
  - i. Prior to the operation of the Ruakura reservoir, up to 1250 residential lots in the Ruakura Structure Plan may be serviced from the existing Pardoia Boulevard / Wairere Drive water connection. Once the Ruakura water reservoir is operational, all existing and proposed residential development within the structure plan area shall be connected to the reservoir via a new distribution network.

##### 3.7.4.4.2 Wastewater Network

- a. The wastewater network shall be extended along the Spine Road corridor to the full extent of the ~~Land Development Plan~~ Area boundary in accordance with Figure 2-15B Ruakura Strategic Infrastructure (Appendix 2).
- b. The wastewater network shall discharge into the Ruakura Strategic Infrastructure wastewater network.

##### 3.7.4.4.3 Stormwater Network

- a. All stormwater management infrastructure shall be in accordance with an approved ICMP where available, or with an approved Water Impact Assessment. In particular, in absence of a relevant ICMP, stormwater management infrastructure shall be subject to specific catchment management planning through a Water Impact Assessment and be consistent with the stormwater discharge points shown on Figure 2-15B Ruakura Strategic Infrastructure – Three Waters (Appendix 2).

#### 3.7.4.4.4 Explanation to Rules

Refer to 3.7.2. Ruakura Strategic Infrastructure

#### 3.7.4.5 General Matters

All land use and development within the Ruakura Structure Plan area shall be subject to all infrastructure requirements identified as part of the assessment criteria set out in the relevant rules of:

- a. Chapter 4: Residential Zones
- b. Chapter 8: Knowledge Zone
- c. Chapter 10: Ruakura Logistics Zone
- d. Chapter 11: Ruakura Industrial Park Zone
- e. Chapter 15: Open Space Zones
- f. Volume 2, Appendix 1.3.3 Restricted Discretionary Activity – Matters for Discretion and Assessment Criteria

### 3.7.5 Provisions in Other Chapters

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

- Chapter 4: Residential Zone
- Chapter 8: Knowledge Zone
- Chapter 10: Ruakura Logistics Zone
- Chapter 11: Ruakura Industrial Park Zone
- Chapter 15: Open Space Zones
- Chapter 20: Natural Environments
- Chapter 21: Waikato River Corridor and Gully Systems
- Chapter 22: Natural Hazards
- Chapter 23: Subdivision
- Chapter 24: Financial Contributions
- Chapter 25: City-wide
- Volume 2, Appendix 1: District Plan Administration