3.8 Te Awa Lakes

The Te Awa Lakes Structure Plan area is approximately 62ha and is bounded by the Waikato River, the Waikato Expressway, Te Rapa Road, and Hutchinson Road. It lies at the northen gateway to Hamilton and is located adjacent to the Te Rapa North and Horotiu Strategic Industrial Nodes.

Vision

a. Development of the Te Awa Lakes Structure Plan Area is guided by the following:

   i. Enabling restoration of the whenua and a form of urban development that aligns with and upholds cultural values and cultural re-connectivity, in accordance with Te Ture Whaimana o Te Awa o Waikato (the Vision and Strategy for the Waikato River).

   ii. Enabling the establishment of a regionally significant tourist destination comprising an adventure park, short stay accommodation and tourism/cultural facilities.

   iii. Creating a comprehensively designed residential development to support an active community, integrated with the adventure park.

   iv. Providing appropriate commercial and community facilities to provide services to the local community and visitors.

   v. Creating an attractive northern urban gateway to Hamilton City.

   vi. Achieving innovative and efficient repurposing of a site that has been heavily modified by sand quarrying.

   vii. Integrating the development with the Waikato River, and the Te Awa River Ride path, through open spaces, public access and sensitive residential development.

   viii. Ensuring that the development of the site, and particularly the landform dam that separates the main linear lake from the Waikato River, is undertaken in a manner that is resilient to natural hazard effects, and minimises the potential for health and safety effects for landowners and occupiers.

   ix. Recognising the regionally significant role that nearby industry plays in contributing to the economic, social and cultural wellbeing of people and communities.

   x. Recognising that industry will locate in the wider area because of good access to strategic transport routes (road and rail) and the nearby industrial zoning.

   xi. Recognising the potential for nearby industry to produce effects beyond the boundary of their sites and the need for development within the Structure Plan Area to avoid or minimise the potential for reverse sensitivity effects.

3.8.1 Objectives and Policies

Objective	Policies
3.8.1.1 Development of a tourist and recreational attraction in a regionally strategic location.	**3.8.1.1a** Allocate an area of land sufficient for a range of recreational/leisure activities in a highly accessible location with ready access from the Waikato Expressway.
	3.8.1.1b Utilise land contours and geotechnically difficult land areas from the previous sand quarrying activity for adventure park and recreational/leisure activities.
	3.8.1.1c Manage any adverse noise or visual effects from the recreational/leisure activities on the neighbouring residential area to achieve acceptable amenity.
	3.8.1.1d Ensure the tourist and recreational attraction is integrated with and developed in conjunction with the residential and commercial development.
	3.8.1.1e Implement travel demand management outcomes and provide for public transport, alternative, multi-modal and non-motorised transport infrastructure to support and integrate with existing and planned citywide networks.
	3.8.1.1f Ensure safety, efficiency and long-term sustainability of the transport network.
3.8.1.2 Establish a high-quality medium-density urban residential environment.	**3.8.1.2a** Encourage higher densities in areas of high amenity close to lakes and open spaces.
	3.8.1.2b Create a well-connected open space network that will perform multiple functions including recreation, stormwater management, cycleways, walkways, ecological and amenity and provide public access to the Waikato River.
	3.8.1.2c Use high quality design and landscaping to create an attractive and distinctive gateway into Hamilton.
	3.8.1.2d Incorporate water bodies into the development as amenity, ecological and recreational features.

	3.8.1.2e Provide a range of housing choices to support a diverse and active community.
	3.8.1.2f Staged design and consenting will ensure the main linear lake is designed and built as a central element of the development and at the outset of the residential development sequence, in a manner that minimises the potential for preferential flow paths to be created between the linear lake and the Waikato River, by ensuring a maximum hydraulic gradient of 2% between the linear lake and the Waikato River is maintained at all times.
	3.8.1.2g Utilise the existing water and wastewater infrastructure capacity at Te Awa Lakes.
	3.8.1.2h Implement travel demand management outcomes and provide for public transport, alternative, multi-modal and non-motorised transport infrastructure to support and integrate with existing and planned citywide networks.
	3.8.1.2i Ensure safety, efficiency and long-term sustainability of the transport network.
3.8.1.3 The lakes within Te Awa Lakes Structure Plan area will provide a high level of recreational, amenity and ecological values, with a target of swimmable water quality.	**3.8.1.3a** Implement a comprehensive lake management regime including preparation and implementation of management plans for the main linear lake and the lakes within the Major Facilities Zone.
3.8.1.4 Reverse sensitivity effects are avoided or minimised.	**3.8.1.4a** Require noise sensitive activities to protect themselves from the adverse effects of the operation of industrial activity.
	3.8.1.4b Ensure that reverse sensitivity effects on nearby industry and transport networks are avoided, remedied or mitigated.
	3.8.1.4c Ensure that residential activities in the Business 6 zone are set back from Hutchinson Road.

3.8.2 Structure Plan Components

This section provides an explanation of the main land use elements to achieve the vision described in 3.8.a. These elements are incorporated in land use zones and overlays as shown on the Planning Maps.

3.8.2.1 Adventure Park

This area is a proposed regional destination adventure park. This provides for a range of outdoor and indoor recreational/leisure activities with a core of water-based activities. A lake in the same location as an existing waterbody will be used as a cable ski lake with a further opportunity for an adjoining waterbody to be used as an aqua park. The adventure park is located adjacent to Te Rapa Road where it is highly accessible and access can be shared with the service centre slip lane and Hutchinson Road through the mixed use area. This allows the second eastern connection to Hutchinson Road to primarily accommodate residential demands, separate from the adventure park traffic. This area will be zoned Major Facilities and ~~a Concept Development Consent will need to be approved before any development. The~~the cable ski lake and other water bodies in the Adventure Park will be privately owned.

3.8.2.2 Adventure Park Visitor Accommodation

This area is comprised of short stay accommodation with the objective to support the regional need for visitor accommodation. It is likely to be resort-style accommodation. The central location of the site to a number of key tourist destinations in the central North Island is strengthened by the close proximity to the Waikato Expressway and combination with the proposed regional destination of adventure park, tourist and cultural hub.

The Adventure Park Visitor Accommodation Overlay is also located within the Major Facilities Zone generally between the permanent residential land uses and the Adventure Park. This forms a visual and aural buffer between the two elements spatially as well as physically to transition informally from the major recreation/leisure facility to residential.

All visitor accommodation buildings are required to be acoustically treated to mitigate the effects of noise, to avoid or minimise reverse sensitivity effects.

3.8.2.3 Mixed Use

The mixed-use area contains the existing service centre and an adjoining mixed-use block directly to the east (within the Business 6 Zone). This area consolidates retail functions to the south west of the landholding utilising the direct connection to and from Hutchinson Road and Te Rapa Road and provides a buffer, along with a collection of rural/lifestyle blocks, to the Fonterra site to the south. It will include neighbourhood shops of a size and scale to service residents and visitors plus small-scale offices and service industries.

The mixed-use block will serve the Te Awa Lakes community’s needs and offer opportunity for live-work type units.

An existing gas easement bisects the mixed-use block restricting the development potential over it. Opportunity for building frontage to the street network has been

retained by positioning the block so the gas easement alignment passes through the centre where carparking, lane access or courtyards can be employed preserving the public realm quality to the street.

To minimise the potential reverse sensitivity effects on existing industrial activities, residential activities are set back at least 25m from Hutchinson Road.

3.8.2.4 Medium-Density Residential

The residential area consists of a medium-density residential zoning in order to deliver a number and range of dwelling types to provide the needed capacity. High quality design will be achieved through a series of ~~Land Development Plan approvals~~land use consents, based on eighteen separate ~~Land~~ Development ~~Plan areas~~Areas within the area. Each ~~Land~~ Development ~~Plan area~~Area has a dwelling yield target, with a total target of 892 dwellings (plus or minus 10%), as shown on the ~~Land~~ Development ~~Plan~~ Area figure (Figure 2-21).

The blocks are typically orientated in a north-south direction allowing for east-west lots that will receive good solar access.

The street orientation and block sizes form a legible, fine grain urban fabric that encourages dwellings to have strong street frontage and provide, in combination with the open space network, a high level of permeability through the landholding. Alternative paths and greater choice are created in this movement network improving interest, directness and user safety while encouraging active healthier lifestyles.

Proposed residential dwellings are separated from the expressway by a 40m landscape setback in addition to acoustic building treatment to reduce the effects of expressway traffic noise. A walking and cycle connection through this setback provides a parallel off-street route to the lake, neighbourhood park, river and Te Awa River Ride path.

Within this area clusters of higher density are likely to be established in close proximity to the mixed-use area, the spine road, lake and key open space areas such as the stormwater reserve in the existing gully, which will provide a high-quality outlook. The ~~Land Development Plan approach~~resource consent process will provide flexibility in the size and location of these higher-density clusters.

3.8.2.5 River Interface

This area overlooks the Waikato River and esplanade reserve, which has a minimum width of 20 metres. The Te Awa River Ride path is located on the esplanade reserve. This development is to be of a lower density to reduce the perceived bulk of the built edge when viewed from across the river and from the river. This land will be zoned Medium Density Residential with a River Interface Overlay. It is also included in the ~~Land~~ Development ~~Plan~~ Areas (Figure 2-21). The River Interface Overlay requires a minimum lot size of 1000m^2 with a typical depth of 40m to encourage homes to be set back further from the river.

Regular breaks in the block are proposed connecting the street and open space network with the esplanade reserve, improving legibility, movement, directness, choice

and encouraging community interaction with the Waikato River. These regular breaks will also further reduce the perceived bulk of the built edge along the river frontage.

3.8.2.6 Tourism and Cultural

An extension to Hutchinson Road provides access and frontage opportunity for a tourism and cultural hub near the river. This area adjoins the mixed-use block extending the public attractions the length of Hutchinson Road and capitalising on the direct access from Te Rapa Road. Its extent is likely to be flexible as some of the activities may also occur in the mixed-use area and it will be subject to the same Business Zone.

The proximity to the river positions the tourism and cultural facilities as a gateway to Hamilton by both land and water from the north, where a showcase of regional attractions can take place and a connection to other riverside cultural institutions is made.

3.8.2.7 Main Lake

This area includes the main linear lake that extends through the residential areas and the stormwater wetland in the north. The location and orientation of this water body has been influenced by the previous quarrying activity and land contour that exists within the Structure Plan area to provide an amenity and recreational resource.

Starting at the northern end of the Structure Plan area, the top of the lake is positioned in the foreground of views into the site from the southbound lanes of the Waikato Expressway. This gateway experience is the first glimpse of Hamilton City for travellers heading south.

The main lake, which will be less than 8ha in area, is to be fed principally by site stormwater through stormwater treatment devices. The lake is to have informal recreation functions encouraging community activity and providing a safer alternative to the river. The main linear lake will be privately owned, but accessible to the public. Its owner will be responsible for its maintenance, including maintenance of its water quality suitable for recreational use.

The main linear lake will be separated from the Waikato River by a landform that varies in width. At the southern end closest to Hutchinson Road, the landform narrows, which creates the potential for natural hazard effects (including those associated with the potential movement of groundwater such as land instability) to be generated by the proximity of the lake to the Waikato River. As a result, the formation of the linear lake and its discharge points need to be the subject of careful engineering design to address these potential issues.

3.8.2.8 Open Space Network

The open space network is shown in Figure 2-19 and has the following components and functions:

a. The neighbourhood park will provide an informal recreation and socialising space within easy walking distance for residents of Te Awa Lakes Structure Plan Area.

b. The Riverside Esplanade will provide for pedestrian and cycle access alongside the Waikato River.

c. River access locations as shown on Figure 2-20 will provide people with direct access to the Waikato River.

d. Off-road cycle and pedestrian connections form a network of routes for pedestrians and cyclists. These connections provide for informal recreation opportunities as well as utility and commuting trips.

e. The gully area located in the south-eastern part of Te Awa Lakes will be restored with native vegetation and function as part of the stormwater and pedestrian/cycleway networks.

f. Wetlands, swale areas and lakes will accommodate stormwater management.

g. Open space areas and associated planting will provide visual amenity and a buffer between different types of land uses.

h. The main linear lake will include a variety of adjoining open spaces to provide public and private access and to reflect the varied edge treatments of the lake.

3.8.3 Proposed Movement Network

The creation of a masterplanned greenfield development of 62ha size with single ownership, provides the opportunity to comprehensively design for and deliver multi-modal transport options. Within the new community, the layout of the street network and the open space network has been designed to promote walking and cycling. The proposal provides a well-connected fine grain block pattern to encourage slow speeds and allow for legible connections for the community and visitors to key features of the development.

Vehicle access to the mixed-use and adventure park areas is achieved via the slip lane on Te Rapa Road and two access points on Hutchinson Road. The slip lane was constructed as part of the service centre along with the first 150m of the eastern connection from Hutchinson Road.

The proposed western connection from Hutchinson Road, in conjunction with the slip lane, will primarily service mixed-use and adventure park activities. This western connection aligns with the gas easement in the adventure park area providing the opportunity to extend vehicle access into the adventure park over this, therefore efficiently utilising the land.

The residential community will be serviced via local and neighbourhood roads connecting into a main spine road that joins the existing eastern connection to Hutchinson Road. It is anticipated that this will be the primary route into and out of the Structure Plan area for the residents. By providing alternative accesses for the differing land uses the demand is shared over the network and conflict between them minimised.

Separated on-road cycling is proposed from Hutchinson Road along the eastern

collector road into the residential development. This crosses a proposed vehicle bridge over the main lake and terminates at the River Interface. On-road cycling will take place on the smaller scale local and neighbourhood streets.

A walking and cycling network is created off-street, providing a comfortable alternative to the street network. A setback landscape strip along the north-western boundary, an open space edge to the western side of the lake and the esplanade reserve create corridors for walking and cycling trails to move through the site. Mid-block connections to these main corridors create a high level of permeability and legibility throughout the Structure Plan area.

This walking and cycling network will connect to the existing Te Awa River Ride shared path along the Waikato River and the existing shared path along the Te Rapa section of the Waikato Expressway. These provide onward connections to the wider area including Te Rapa and the central city.

Appropriate facilities for public transport, alternative, multi-modal and non-motorised transport will be integrated into the transport network.

A future connection across the river for non-motorised transport that could connect high frequency public transport services on either side of the river is not precluded by the development. The internal road layout and walking and cycling network would allow for this connection if it was provided by others in the future.

Transport assessments have confirmed that traffic generated from the Structure Plan area principally travels to and from the Hamilton central city, and follows a number of routes, dispersing its effects the further distance is travelled from the site. The roading network is capable of accommodating the effects except that the following infrastructure upgrades will be triggered or require monitoring and subsequent actions in accordance with Rule 3.8.5.3:

The development of the Structure Plan area will be subject to a series of ~~Land Development Consents and~~ resource consents in the Te Awa Lakes Major Facilities zone and the Te Awa Lakes Business 6 zone. These will require Integrated Transport Assessments that will enable assessment, identification and confirmation of the need for implementation of the above transportation infrastructure improvements and their timing together with any other infrastructure determined by the Integrated Transport Assessments. A Private Developer Agreement (PDA) between the developer and the Council will allocate financial responsibility for the upgrades or improvements where there are shared benefits or only contributory effects.

The Framework Plan (Figure 2-19 in Volume 2, Appendix 2) illustrates the proposed movement network, open space network and other key design features.

3.8.4 Proposed Infrastructure

Water and wastewater services were installed to the site in 2014 when the service centre was developed and 30ha of industrial development was approved. Those services were designed to service industrial development of the whole site. Similarly, a stormwater consent was obtained from Waikato Regional Council to collect, treat and dispose of stormwater from the whole site to the Waikato River. This stormwater

consent has been varied to allow for the Te Awa Lakes land use mix. It is intended to utilise the capacity in this existing infrastructure to service the Structure Plan area.

Capacity is available in the short to medium term for the required water flows with residual pressures exceeding the minimum requirements. Within this period the development is not expected to affect the water network within the city and existing water reticulation to the site is large enough to supply the development in the 2021 models with capacity left over. In the long term, by 2061, the water reticulation to the site and its surrounding area will need to be augmented to ensure minimum pressure requirements are met. This may occur from the creation, extension and connection of other water reticulation provided as part of development of the surrounding greenfields areas.

Capacity is available for wastewater within the Far Western Interceptor for flows from the development. As the development progresses and flows increase, upgrades will be required to convey flows to an identified discharge point with sufficient capacity.

The stormwater management strategy for the site addresses quantity (extended detention for erosion protection), quality (water quality volume for stormwater treatment), primary conveyance and secondary conveyance systems for overland flows. A toolbox of at source and centralised methods will be implemented to meet the land use requirements and the level of service expectations of the landowners, asset owners and end users. An integrated treatment train approach to treat the water quality volume (WQV) is proposed. This may include at source treatment services such as raingardens followed by a central wetland. In terms of extended detention volume (EDV) all runoff will be conveyed to the recreational lakes which will then discharge to the Waikato River via the existing consented stream outlet. Therefore, the provision of EDV will be integrated into the stormwater management system, and in particular the design of the lakes, to protect the receiving environment from erosion.

The secondary system will be an overland flow path that largely utilises the road reserves to allow for conveyance of a 100-year rainfall event to the lakes.

3.8.5 Rules

3.8.5.1 Te Awa Lakes Structure Plan Area

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

a. The Te Awa Lakes Structure Plan as set out in Section 3.8 of this chapter; and

b. Te Awa Lakes Structure Plan area figures in Volume 2, Appendix 2, Figures 2-19, 2-20 and 2-21.

3.8.5.2 Staging Rules for Development of Te Awa Lakes Structure Plan Area

a. A resource consent for ~~Land~~ Development ~~Plan~~ Areas I and J (the main linear lake), Q and R, and Area X in the Business 6 zone, on Figure 2-21, shall be obtained before any other resource consents for ~~Land~~ Development Areas (except for Area A) are granted.

3.8.5.3 Staging Rules for transportation infrastructure improvements

3.8.5.3.1 All ~~Land Development Consent applications, and~~ resource consent applications for development in the Te Awa Lakes Business 6 zone and the Te Awa Lakes Major Facilities zone (except for ~~Land Development Consents~~land use consents for ~~Land~~ Development ~~Plan~~ Areas B, I and J) shall include provision for and staging of the relevant transportation infrastructure improvements as follows:

a. Prior to any section 223 certificate for subdivision under the Resource Management Act being issued in the Medium Density Residential zone or the Business 6 zone, or prior to any building being occupied or open for use in the Major Facilities zone, the following improvements are to be completed:

   i. The Te Rapa Road/McKee Street intersection is to be signalised, including any additional works to address adverse transferred effects associated with the signalisation, at the Te Rapa Road/Kapuni Street intersection;

   ii. A pedestrian crossing facility is to be constructed at the existing bus stops on Te Rapa Road adjacent to the Structure Plan area and a bus shelter is to be constructed at the western bus stop location;

   iii. The Te Awa River Ride path from and within the Structure Plan area to Pukete Road is to be upgraded in accordance with CPTED principles. In addition, as much existing cycle route that is within the road corridor as practicable is to be replaced with riverside cycle path from the Structure Plan area to Pukete Road; and

   iv. Te Rapa Road on-road cycle safety improvements including targeted road markings, signage and road surfacing work between Hutchinson Road and Church Road.

b. Prior to any section 223 certificate for subdivision under the Resource Management Act being issued in the Medium Density Residential zone or the Business 6 zone or prior to any building being occupied or open for use in the Major Facilities zone, that will generate more than 500 vehicle movements in the peak hour measured cumulatively across all zones, Hutchinson Road is to be upgraded to a minor arterial/collector standard, including pedestrian and cycle facilities.

3.8.5.3.2 All ~~Land Development Plan consent applications, and~~ resource consent applications in the Te Awa Lakes Adventure Park Major Facilities Zone ~~(except for Land Development Consents for Land Development Plan Areas B, I and J)~~ shall include a Broad ITA. Resource consents in the Business 6 zone shall include a Broad ITA. All ITAs shall identify and evaluate the effects of all cumulative development in the Structure Plan area on the infrastructure identified for improvements in Section 3.8.3. Where consented development will result in more than 500 vehicle movements in the peak hour, measured cumulatively across all zones, the ITA shall identify, evaluate the effects and where necessary propose mitigation for cumulative effects on the following:

a. Te Rapa Road between the Fonterra Interchange and Hutchinson Road to determine whether an additional northbound lane is required;

b. Te Rapa Road between the Fonterra Interchange and Ruffell Road to determine whether an additional southbound land is required;

c. the Te Rapa Road/Hutchinson Road intersection to determine if upgrading is required; and

d. the Horotiu Interchange to determine if upgrading is required.

3.8.5.3.3 In addition to the matters identified in Tables 15-3a and 15-3b of Appendix 15: Transportation, the ITA is to include evidence of consultation with Waka Kotahi NZ Transport Agency, Ports of Auckland Ltd, Fonterra Limited, AFFCO New Zealand Limited and the Waikato Regional Council and how any feedback from Waka Kotahi NZ Transport Agency, Ports of Auckland Ltd, Fonterra Limited and the Waikato Regional Council has been addressed.

3.8.5.3.4 For any ~~Land Development Plan~~resource consent applications in the Medium Density Residential zone and ~~resource consent applications in~~ the Major Facilities zone and Business 6 zone that include any part of the Indicative Primary Collector Road shown on Structure Plan Figure 2-21, the ITA is also to include evidence of consultation with Waikato Regional Council and Hamilton City Council on the provision of public transport. In particular it is to include:

a. The location, alignment and corridor cross-section dimensions of the Indicative Primary Collector Road; and

b. Connection opportunities to a potential future transit connection over the Waikato River (connecting Te Awa Lakes in the west to River Road in the east).

Evidence of how that feedback has been addressed is to be included in the ITA.

3.8.5.4 Open Space Network Rules

a. A neighbourhood park with an area of at least 5,000m^2, excluding the adjoining linear open space areas, shall be centrally located to serve, within a 500m walking catchment, the Te Awa Lakes Structure Plan area.

b. The Riverside Esplanade shall be at least 20m wide, but shall be wider where necessary to include the existing cycleway and a buffer at least 3m wide between the near edge of the path and any boundary shared with adjacent residential properties on the western side.

River access locations shall be in accordance with the Te Awa Lakes Structure Plan, Figure 2-20.

c. Access connections between roads and linear open space shall be at least 6m wide.

d. Open space areas shall provide effective buffers between different types of land uses.

e. The linear open space buffer adjoining the Waikato Expressway shall be at least 40m wide.

f. The open space network around the main linear lake shall be in accordance with Figure 2-19. The Recreational Walking-Cycling Network shall be located as shown on Figure 2-19 and be available for public use together with the Neighbourhood Reserve and other open space adjoining the lake shown on Figure 2-19.

3.8.5.5 Staging Activity Status

a. Any ~~Land Development Consent or~~ resource consent not in accordance with Rule 3.8.5.2.a is a prohibited activity.

b. Any application for ~~Land Development Plan Consent or~~ resource consent in the Te Awa Lakes Business 6 Zone or the Te Awa Lakes Major Facilities zone not in accordance with Rule 3.8.5.3 is a discretionary activity.

c. The Council's discretion shall include, but not be limited to, the following assessment criteria:

   i. Mitigation works to ensure development does not result in long-term adverse effects on the efficiency, safety and functioning of the transport network or three waters infrastructure.

   ii. The timing of any other planned local infrastructure network upgrades that would contribute to offsetting the effects of the development.

   iii. The ITA matters for discretion set out in Appendix 1.3.3N Ruakura and Te Awa Lakes.

   iv. Where the boundaries of a ~~Land~~ Development ~~Plan~~ Area in an application for ~~Land Development Consent~~resource consent differ from those shown on Figure 2-21, 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 ensuring that key transport infrastructure such as the collector roads are developed in a manner that provides at least the same levels of efficiency, effectiveness and safety anticipated through a ~~land~~ development consent in accordance with Figure 2-21. Where an application includes part of a ~~Land~~ Development ~~Plan~~ Area in Figure 2-21, it shall be demonstrated that granting consent to that part will not prevent the integrated development of the balance of that area.

   v. The matters set out in Appendix 1.3.3, N1~~, Land Development Plans~~.

3.8.6 Provisions in Other Chapters

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

- Chapter 2: Strategic Framework
- Chapter 4: Residential Zones

- Chapter 15: Open Space Zones
- Chapter 17: Major Facilities Zone
- Chapter 19: Historic Heritage
- 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