

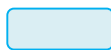
**This chapter is subject to the following plan changes:**

Proposed new text in Notified Plan Change 12 - underlined with green highlighting.

Proposed deleted text in Notified Plan Change 12 - ~~striketrough with red highlighting~~.

Recommended amendments to Notified Plan Change 12:

- New text - underlined.
- Deleted Operative Plan text – ~~striketrough~~.
- Deleted Notified Plan Change 12 text – ~~striketrough~~.



Submission Points relating to recommended amendments.

## 11 Ruakura Industrial Park Zone

### 11.1 Purpose

- a. The Ruakura Industrial Park Zone is an important component of the overall development concept for Ruakura. Ruakura is strategically located and is of an appropriate scale to enable the development of a large, structure planned urban extension. The core to the development concept is the creation of an Inland Port (Sub Area A (Inland Port)) and a logistics hub (Sub Area B (Logistics)).
- b. Key attributes of the three areas for the Ruakura Industrial Park Zone include its location adjoining strategic infrastructure, including the expressway, the Spine Road, the Inland Port, and key educational, research and innovation facilities and the co-locational benefits for businesses that are derived from these facilities. Its location means it also has an important role as a gateway into Hamilton.
- c. There are three industrial park areas. One fronts onto Wairere Drive and the proposed Fifth Avenue extension (Fifth Avenue Industrial Park). The second is in the vicinity of the Silverdale area, south of the Waikato Expressway connection (Silverdale Industrial Park). The third is north of the Large Lot Residential Zone (Percival and Ryburn Roads) and bounded by the Waikato Expressway on the eastern side and will have access off the Spine Road in the vicinity of Fairview Downs.
- d. The industrial park concept will be achieved by requiring a high standard of design for all buildings, landscaping and buffer areas and restricting certain types of industrial activities. This includes requiring setbacks from sensitive land uses including a 40m setback from existing residential development to the south-east of the Structure Plan area, and by putting in place an Interface Design Control Area around the periphery of the zone.
- e. The provisions also seek to ensure that the Ruakura Industrial Park Zone is not occupied by land uses that are non-industrial, unless they are either ancillary to industrial use, support industrial uses, or are more appropriately located within an industrial environment than a business centre. This will reduce the potential for industrial land to be diluted by non-industrial uses, resulting in pressure for new industrial land to be zoned elsewhere, and for existing industrial land to be rezoned to commercial use.

## 11.2 Objectives and Policies: Ruakura Industrial Park Zone

Objective	Policies
<b>11.2.1</b> Industrial land uses, appropriate to the Industrial Park and surrounding environment, are able to establish and operate in an efficient and effective manner.	<b>11.2.1a</b> Industrial activities and supportive activities and infrastructure shall be provided for, subject to the land allocation set out in the Table under 3.7h), and the provision of required infrastructure, including roading and Three Waters.
	<b>11.2.1b</b> Noxious or offensive activities shall be avoided.
	<b>11.2.1c</b> Non-industrial uses shall establish and operate only where they are ancillary and supportive to industrial activities.
	<b>11.2.1d</b> Non-industrial uses shall not adversely affect the industrial use of the Ruakura Industrial Park Zone and shall avoid adverse effects on function, vitality and amenity of the central city and other centres.
<b>Explanation</b>	
<p><i>The area has excellent accessibility to other areas of Hamilton and to infrastructure including the Waikato Expressway, the national rail network and the inland port. The key to success will be maximising the strategic and co-locational benefits of the land.</i></p> <p><i>Some industrial activities are to be excluded from the Ruakura Industrial Park Zone. Activities to be excluded are heavy industries or noxious and offensive activities which would be more suited to a less sensitive industrial environment.</i></p> <p><i>Within the Ruakura Industrial Park Zone activities that are non-industrial and that are provided for in other parts of the City should in general not be carried out within the zone. The District Plan sets as the key principle in this regard that industrial land should be preserved for industrial activities, but also includes provision for a range of non-industrial activities considered to be ancillary to industrial activity, that support industrial activities, or specific forms of commercial activity that are acceptable within industrial environments, and/or due to their characteristics are better located within an industrial environment.</i></p>	
Objective	Policies
<b>11.2.2</b> The creation of a high amenity industrial environment.	<b>11.2.2a</b> High amenity levels within the Ruakura Industrial Park Zone shall be developed through well designed buildings in the Interface Design Control Area, front yard requirements, setbacks from roads, Open Space Zones and residential areas, and through landscaping and screening.
<b>Explanation</b>	
<p><i>The industrial park concept will be achieved by requiring a high standard of design for all buildings, landscaping and buffer areas and restricting certain types of industrial activities.</i></p> <p><i>The Industrial Park Zone will enable a high amenity employment area. The purpose of this is to create a gateway to the City, a functional and attractive employment area, maintain an appropriate</i></p>	

*relationship with surrounding land uses and to contribute to raising amenity levels within the City generally.*

Objective	Policies
<b>11.2.3</b> Adverse effects of industrial activities are avoided or mitigated.	<b>11.2.3a</b> The adverse effects of industrial activities shall be avoided or mitigated by: <ul style="list-style-type: none"> <li>i. Ensuring an appropriate location and type of development in accordance with Figure 2-14.</li> <li>ii. Ensuring that development visible from residential and key transport corridors and open spaces meets appropriate bulk and location and design standards.</li> <li>iii. Imposing amenity controls to avoid vehicle access to industrial sites from Percival Road to ensure that the adverse effects of industrial activities on adjoining facilities or existing residential areas are avoided or mitigated.</li> </ul>
<b>Explanation</b>	
<i>Industrial activities can generate adverse amenity effects beyond the boundaries of the zone, such as noise, lighting and glare. These should not have an impact on residential and open space areas where expectations for amenity are far higher. Council has an obligation under the Act to ensure the objectives, policies and rules are met.</i>	

### 11.3 Rules — Activity Status Table

Activity	Class
a. Land Development Activities (refer Rule 3.7.4.2)	RD*
b. New buildings and development	P
c. New buildings and associated development (within an Interface Design Control Area)	C*
d. Industrial activities excluding activities g. to k. and hh. below	P
e. Any activity requiring an air discharge consent under the Waikato Regional Plan within 100m of residential activities	RD
f. Logistics and freight-handling activities	P
g. Any noxious or offensive activity	NC
h. Motor vehicle dismantling and repair	NC
i. Recycling plants including the associated storage of metals, plastics, glass, electronic components or batteries prior to processing	NC
j. Processes involving the flaring or incineration of trade wastes or refuse	NC
k. The manufacture or blending of bulk products of fertiliser, animal feed, roading materials, gardening materials, concrete and aggregate	NC
l. Ancillary offices	P

m. Wholesale retail and trade supplies	RD*
n. Transportation service centre	RD*
o. Drive-through services	RD*
p. Commercial motor vehicle sales and servicing	RD*
q. Yard-based retail other than as provided for as a permitted activity	NC
r. Food and beverage outlets and dairies not exceeding 250m <sup>2</sup> gross floor area	P
s. Ancillary retail	P
t. Emergency service facilities	RD*
u. <del>Passenger transport facilities</del> Public transport facilities	P
v. Transport depot	RD*
w. Parking lots and parking buildings	P
x. Accessory buildings	P
y. Minor works to an existing building	P
z. Alterations and additions to existing buildings (other than minor works) outside the Interface Design Control Area	P
aa. Alterations and additions to existing buildings (other than minor works) within an Interface Design Control Area	C*
bb. Ancillary residential unit	RD*
cc. Childcare facilities	RD*
dd. Permitted activities which fail to meet the criteria Specific Standards in Rule 11.5	D
ee. Any activity not complying with the Transportation Service Centre access standard in Rule 11.5.2	D
ff. Any permitted, controlled or restricted discretionary activity listed above generating 1500 or more vehicle movements per day	RD*
gg. The demolition and removal of existing buildings except heritage buildings	P
hh. The slaughter and processing of meat products	NC
ii. Any road connection that severs the landscape buffer area along Percival Road to the Ruakura Industrial Park Zone	NC

**Note**

1. For activities and buildings in the Electricity National Grid Corridor see Chapter 25.7: City-wide - Network Utilities and the Electricity National Grid Corridor.
2. For any activity not identified above, see Section 1.1.8.1.

## 11.4 Rules – General Standards

### 11.4.1 Permitted Activities

Permitted activities listed in Table 11.3 shall:

- a. Comply with the general standards in Rule 11.4 and, where relevant, the specific standards in Rule 11.5, and
- b. Comply with Rules 3.7.4.1, 3.7.4.2, 3.7.4.3, 3.7.4.4, 3.7.4.5 and 3.7.5 in Chapter 3: Structure Plans

## 11.4.2 All Other Activities

All activities listed in Table 11.3, other than permitted activities, shall:

- a. Comply with the general standards in Rule 11.4 and, where relevant, the specific standards in Rule 11.5,
- b. Comply with Rules 3.7.4.1, 3.7.4.2, 3.7.4.3, 3.7.4.4, 3.7.4.5 and 3.7.5 in Chapter 3: Structure Plans, and
- c. Be assessed against the assessment criteria in Rule 11.6 and 11.7 and Section 1.3 of Volume 2, Appendix 1: District Plan Administration — Assessment Matters and Criteria.

## 11.4.3 Building Setbacks

Building setback from	Minimum distance
a. Transport corridor boundary — local and collector transport corridors	5m
b. Transport corridor boundary — arterial transport corridors	15m
c. Waikato Expressway (Designation E90a)	40m from the edge of the expressway designation for noise sensitive activities 15m from designation boundary for other buildings
d. Any boundary adjoining any Open Space Zone	8m
e. Other boundaries	0m
f. Any boundary adjoining a Residential Zone	40m

## 11.4.4 Building Height

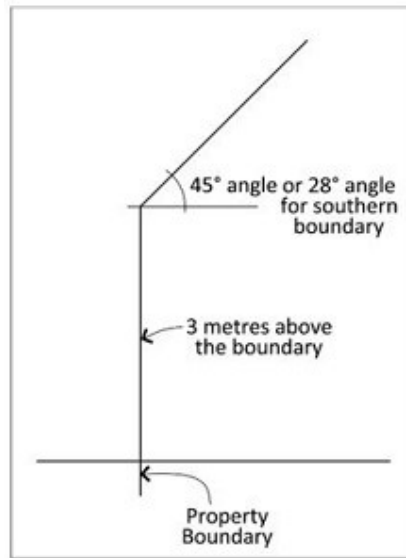
a. Maximum building height	20m
b. Maximum container stacking height	6m

## 11.4.5 Height in Relation to Boundary

- a. No part of a building may penetrate a height control plane rising at an angle of 45 degrees (except for the southern boundary where it is measured at 28 degrees) starting at an elevation of 3m above the boundary of any adjoining Residential, Special Character or Open

Space Zones (refer to Figure 11.4.5b).

**Figure 11.4.5b:** Height control plane for boundaries adjoining any Residential, Special Character or Open Space Zones



#### 11.4.6 Site Coverage

Maximum 75%.

#### 11.4.7 Site Landscaping

- a. In addition to the requirements for planting and buffer strips, 20% of the site area shall be landscaped. This requirement may be reduced to 10% of each site where:
  - i. The reduction in landscaping is used for car parking purposes.
  - ii. Such car parking is designed in such a way as to be substantially hidden from view from the road and adjoining properties by either:
    1. Excavation
    2. Mounding
    3. Landscape planting or
    4. A combination of one or more of the foregoing, so as to be visually integrated into the remaining landscaped area.
  - iii. Except that landscaping shall always be provided for in required yards adjoining public open space reserve vested in Council and stormwater treatment and control areas.
  - iv. Front yard fences (other than fencing of side yards to the street front) shall be located at or behind the façade of the building facing the street.

### 11.4.8 Site Layout

- a. No more than 50% of the area between a building on the site (where that building is within 15m of the front boundary) and the front boundary of the site shall be used for car parking and/or vehicle manoeuvring. Rear sites are excluded from this requirement.
- b. No plant or machinery (including air-conditioning units) relating to the activity shall be placed within any building setback.
- c. Front yards shall not be used for Industrial operational activities (other than access and carparking) or storage areas.
- d. Offices ancillary to industrial buildings shall be located at the front of building and facing the road. On corner sites, offices are only required to face one road.

### 11.4.9 Interface Standards

- a. No storage, loading or unloading of containers shall take place forward of the front building line of any building fronting a transport corridor or the Waikato Expressway.

### 11.4.10 Provisions in Other Chapters

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

- Chapter 3: Structure Plans
- Chapter 19: Historic Heritage
- Chapter 20: Natural Environments
- Chapter 21: Waikato River Corridor and Gullies
- Chapter 22: Natural Hazards
- Chapter 23: Subdivision
- Chapter 24: Financial Contributions
- Chapter 25: City-wide

## 11.5 Rules – Specific Standards

### 11.5.1 Ancillary Retail

- a. Ancillary retail activity shall not occupy more than 10% of the floor space of the principal industrial activity on the site.

### 11.5.2 Transportation Service Centres

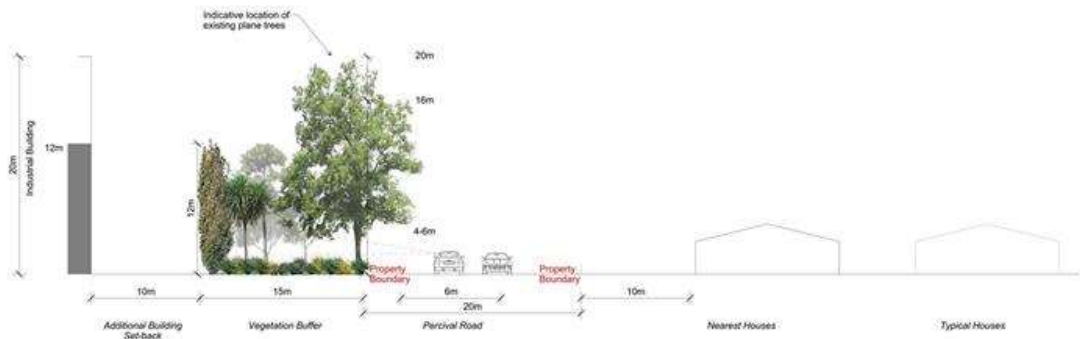
- a. Transportation Service Centres shall be provided with access directly from a State Highway or shall have frontage to a major arterial road.

### 11.5.3 Landscape Screening

- a. A Buffer Area outlined in Appendix 2 Figure 2-14 Ruakura Structure Plan — Land Use

- (Appendix 2) and Appendix 17 Planning Maps shall be provided in accordance with the rule below.
- b. The Buffer Area (as indicated in Figure 11.5.3a below) shall have been planted no later than the end of the 2030 planting season and is to include:
    - i. Retention of the existing plane trees (and planting of additional trees to fill the gaps) and replacement planting where necessary;
    - ii. On the boundary of Landscape Buffer Area (i.e. the furthest from Percival Road) a dense evergreen hedge to no less than 12m in height;
    - iii. A 15m setback consisting of an informal band of indigenous vegetation to provide understory planting between the hedge and the road boundary for the full length of Percival Road;
    - iv. A 10m building setback within the relevant Ruakura Industrial Park Zone from the edge of the 15m indigenous vegetation outlined in 11.5.3.b.iii above;
  - c. No vehicle access is to be provided to any site through the 15m landscaped width of the Buffer Area identified in b)ii and iii above and no car parking is permitted within this section of the buffer. Any departure of this rule c. is to be considered as a non-complying activity (see 11.3.ii).
  - d. Undertaking the planting required by this rule does not require consent for Land Development under rule 3.7.4.2 however the landscaped area shall be included in the Land Development Plan for the adjoining area.

Figure 11.5.3a: Landscape Buffer Area



11.6                      Controlled Activities: Matters of Control

- a. In determining any application for resource consent for a controlled activity, the Council shall reserve its control over the following matters.

Activity	Matter of Control (Refer to Volume 2, Appendix 1.3.2)
i. New buildings and associated development (within an Interface Design Control Area)*	<ul style="list-style-type: none"><li>• B — Industrial</li><li>• F — Ruakura</li></ul>



- |  |   |
|--|---|
| ii. Alterations and additions to existing buildings (other than minor works) within the Interface Design Control Area* | <ul style="list-style-type: none"> <li>• B — Industrial</li> <li>• F — Ruakura</li> </ul> |
|--|---|

## 11.7 Restricted Discretionary Activities: Matters of Discretion and Assessment Criteria

- a. In determining any application for resource consent for a restricted discretionary activity, Council shall have regard to the matters referenced below, to which Council has restricted the exercise of its discretion.

Activity Specific	Matter of Discretion and Assessment Criteria Reference Number (Refer to Volume 2, Appendix 1.3.3)
i. Any activity requiring an air discharge permit under the Waikato Regional Plan within 100m of residential	<ul style="list-style-type: none"> <li>• C — Character and Amenity</li> <li>• F — Hazards and Safety</li> </ul>
ii. Wholesale retail and trade supplies*	<ul style="list-style-type: none"> <li>• C — Character and Amenity</li> <li>• F — Hazards and Safety</li> </ul>
iii. Transportation service centre*	<ul style="list-style-type: none"> <li>• C — Character and Amenity</li> <li>• F — Hazards and Safety</li> </ul>
iv. Drive-through services*	<ul style="list-style-type: none"> <li>• C — Character and Amenity</li> <li>• F — Hazards and Safety</li> <li>• G — Transportation</li> </ul>
v. Commercial motor vehicle sales and servicing*	<ul style="list-style-type: none"> <li>• C — Character and Amenity</li> <li>• F — Hazards and Safety</li> </ul>
vi. Transport depot*	<ul style="list-style-type: none"> <li>• C — Character and Amenity</li> <li>• F — Hazards and Safety</li> </ul>
vii. Ancillary residential units*	<ul style="list-style-type: none"> <li>• C — Character and Amenity</li> <li>• F — Hazards and Safety</li> </ul>
viii. Childcare facilities*	<ul style="list-style-type: none"> <li>• C — Character and Amenity</li> <li>• F — Hazards and Safety</li> </ul>
ix. Emergency services facilities*	<ul style="list-style-type: none"> <li>• C — Character and Amenity</li> <li>• F — Hazards and Safety</li> </ul>
x. Any permitted, controlled or restricted discretionary activity generating 1500 or more vehicle movements per day*	<ul style="list-style-type: none"> <li>• G — Transportation</li> </ul>
xi. Land Development Activities (refer Rule 3.7.4.2)*	<ul style="list-style-type: none"> <li>• N - Ruakura</li> </ul>

## 11.8 Notification Rule

- a. 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 table above and activity status table 11.3 will be considered without notification or the need to obtain approval from affected persons except that applications for:

- i. Land Development Activities
- ii. Drive Through Services and
- iii. 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

## 11.9 Discretionary and Non-complying Activities

- a. In determining any application for a discretionary or a non-complying activity, Council shall have regard to all matters identified in Volume 2, Appendix 1.3: District Plan Administration — Discretionary Activity Assessment Criteria.

## 11.10 Other Resource Consent Information

Refer to Chapter 1: Plan Overview for guidance on the following.

How to Use this District Plan  
 Explanation of Activity Status  
 Activity Status Defaults  
 Notification Defaults  
 Rules Having Early or Delayed Effect

Refer to Volume 2, Appendix 1: District Plan Administration for the following.

Controlled Activities — Matters of Control  
 Restricted Discretionary Activities — Matters for Discretion and Assessment Criteria  
 Discretionary Activity Assessment Criteria  
 Design Guides and Design Assessment Criteria  
 Information Requirements  
 Acronyms Used in the District Plan  
 Definitions Used in the District Plan  
 Other Methods of Implementation