

# Appendix A – Schedule 1: Proposed Amendments to Operative Hamilton City District Plan



In Appendix A insertions are shown as green highlighted and underlined and deletions are shown as green highlighted, underlined and struck through.

## 4 Residential Zones

### 4.1 Purpose

- a. The Residential Zones assist in creating a compact City. The Central City Zone also contributes significantly to the residential strategy by providing opportunities for higher-density living in the Central City (see Chapter 7: Central City Zone).
- b. The City has a finite amount of residential land. To accommodate more people, Council needs to develop the land it has more efficiently. The key is to provide a range of section sizes and household choices, including smaller sections and more compact living environments (such as townhouses and apartments), as well as the traditional larger lots with backyards.
- c. This District Plan provides for four Residential Zones (shown on the Planning Maps) that promote opportunities for different dwelling densities.
  - i. General Residential Zone.
  - ii. Residential Intensification Zone.
  - iii. Medium-Density Residential Zone.
  - iv. Large Lot Residential Zone.
- d. The provisions of this chapter are designed to assist in meeting the density targets of the Regional Policy Statement.
- e. The District Plan also provides for special character residential areas in Chapter 5: Special Character Zones.

#### 4.1.1 General Residential Zone

- a. The General Residential Zone provides for most of the traditional housing areas. The zone includes established residential suburbs and some greenfield areas.
- b. This zone is intended to be primarily for residential buildings and activities.
- c. The building form is likely to be low (one or two-storey) single dwellings with a high ratio of on-site open space to building. There is an expectation of a high level of private, on-site amenity. Duplex dwellings are a higher density form of development but are acceptable so long as they maintain a sense of open space and private, on-site amenity.
- d. Larger sites will be able to accommodate an ancillary, self-contained residential unit.

#### 4.1.2 Residential Intensification Zone

- a. The Residential Intensification Zone is applied to existing residential areas that have been identified as suitable to accommodate higher density development. The intent is to encourage

site redevelopment, primarily for multi-level and attached housing. These are expected to deliver good urban design outcomes.

- b. The form of housing is likely to be apartments and town houses.
- c. The Residential Intensification Zone has a Visitor Facilities Area (which can be found on the Planning Map 36B) which recognises the existing visitor accommodation around Ulster Street. This area includes the sites fronting Ulster Street, from Mill Street to Beetham Park and provides for a high-density mix of visitor and permanent residential accommodation in the form of multi-unit and apartment developments. Ancillary activities often accompany visitor accommodation, such as conference facilities and restaurants.
- d. The Residential Intensification Zone in Hamilton East (which can be found on the Planning Maps 45B and 46B) has special rules that recognise and protect elements of the streetscape, including site coverage, building height and wall length. In this area, the focus is on the protection of amenity values – the strong ‘green’ backdrop – rather than the character of the existing buildings. This area is defined by that part of the Residential Intensification Zone:
  - i. South of Te Aroha Street, and
  - ii. West of Peachgrove Road, and
  - iii. North of Albert Street, and
  - iv. East of Memorial Drive to Anzac Parade then east of the Waikato River.

### 4.1.3 Medium-Density Residential Zone

- a. The Medium-Density Residential Zone applies to identified greenfield areas within the Rototuna, Rotokauri, Rotokauri North, Ruakura and Te Awa Lakes Structure Plan areas and the Te Rapa Racecourse Medium-Density Residential Precinct. This zone recognises that medium-density housing is more easily achieved when it is comprehensively planned from the start, rather than being retrofitted into an existing urban environment.
- b. A Comprehensive Development Plan or Land Development Consent for Ruakura and Te Awa Lakes must be approved before development in this zone. These plans need to be in general accordance with the relevant Structure Plan and Urban Design Guide.

### 4.1.4 Large Lot Residential Zone

- a. The Large Lot Residential Zone recognises that there are certain locations where a lower density is required to manage the effects of residential development in a sustainable manner. The Large Lot Residential Zone is similar in most respects to the General Residential Zone, with the obvious difference being the size of allotments within the Large Lot Residential Zone. The locations and rationale for this zone in these locations are outlined below.
  - i. Ruakura Structure Plan area (SH26) This location is not serviced and is already characterised by a range of large lot residential and non-residential uses.
  - ii. Ruakura Structure Plan area (Percival/Ryburn Roads)

The area bounded by Percival, and Ryburn Roads, the designation for the Waikato Expressway,

the East Coast Main Trunk railway (ECMT) and the approved inland port (Logistics Zone, Sub–Area A – see Figure 2-14 Ruakura Structure Plan – Land use (Appendix2)) is characterised by a range of large lot residential uses and some rural activities. This area is not serviced and is not intended to be serviced.

This area is planned in the Ruakura Structure Plan area to transition to the Ruakura Logistics Zone in future district plans. To protect amenity a buffer will be necessary at the interface between the land intended to support the expansion of the inland port and future development in the Industrial Park Zone and the residential area. Interface design control measures are therefore adopted to assist in the protection of the residential amenity resulting from the development of the inland port and related activities adjacent to the enclave. The buffer measures are to be detailed in the relevant Land Development Plan and implemented prior to the land being developed. For the avoidance of doubt, the required vegetation is to have been planted prior to development and have established heights and densities.

The conversion of the rural residential area to a Logistics zoning will require a change or variation to be made to the District Plan when there is sufficient information and certainty about the timing and need for the 'new' zoning. This is consistent with the staged industrial land allocation provided in the Regional Policy Statement.

#### 4.1.5 All Residential Zones

- a. Design and layout of residential sites and buildings are critically important. All residential development must address potential adverse environmental effects and ensure a quality urban environment is achieved through high quality urban design.
- b. Good standards of amenity create a pleasant and attractive living environment, and in doing so contribute to wider neighbourhood amenity. Residential amenity means the many qualities and attributes that allow people to enjoy living where they do – such as visual attributes, sunlight, good access, low noise levels and safety.
- c. All Residential Zones are intended to be primarily for residential purposes and other activities need to maintain residential character and amenity.
- d. In addition to residential activities, some small-scale non-residential activities, such as home-based business and home stays, are appropriate in residential areas. A limited range of non-residential activities that support communities, such as schools and health centres, can potentially establish within the zones. However, this is subject to their compatibility with the existing and anticipated residential character and amenity.

## 4.2 Objectives and Policies: Residential Zones

Objective	Policies
<p><b>4.2.1</b> A range of housing types and densities is available to meet the needs of all communities.</p>	<p><b>4.2.1a</b> A variety of housing densities and types should be developed, consistent with the:</p> <ul style="list-style-type: none"> <li>i. Capacity of the existing infrastructure.</li> <li>ii. Target densities promoted by Future Proof and the Regional Policy Statement. Specifically this means achieving, as a minimum, the following average gross density targets (excluding transport corridors) over time in the Residential zones.               <ol style="list-style-type: none"> <li>1. 16 dwellings per hectare for development (excluding the identified Large Lot Residential Areas).</li> <li>2. 30 dwellings per hectare for identified intensification areas.</li> </ol> </li> </ul>
	<p><b>4.2.1b</b> Higher-density residential development should be located within and close to the Central City, suburban and neighbourhood centres, tertiary education facilities and hospital, and in areas serviced by passenger transport.</p>
	<p><b>4.2.1c</b> New residential development shall be able to be adequately serviced in terms of Three Waters infrastructure, with the exception of the Ruakura Structure Plan area Large Lot Residential Zone.</p>
<p><b>Explanation</b></p>	
<p><i>This objective and policies recognise the need for a range of dwelling types and densities to meet the needs of all aspects of the community. These could range from a large family dwelling with plenty of outdoor space to an inner city apartment. Current projections indicate an aging population, as well as an increasing population. Different portions of the community have different housing preferences reflecting income, age, family size, number of children, and cultural factors.</i></p> <p><i>The Regional Policy Statement sets out dwelling density targets, derived from Future Proof. These will be achieved by managing lot sizes in existing developed areas and subdivision yields in Structure Plan areas.</i></p> <p><i>Different density targets are set for greenfield areas and existing urban areas. Greenfield development can be designed to meet a higher-density target from the outset, whereas intensification is harder to achieve in existing urban areas with an</i></p>	

*established land-use pattern. The Large Lot Residential Zone identifies areas where topography and existing land uses do not lend themselves to full urbanisation.*

*The policies require residential development to occur only in those areas identified. This approach ensures stability for established parts of the City and that higher density will not occur where it is not identified and provided for.*

Objective	Policies
<p><b>4.2.2</b> Efficient use of land and infrastructure.</p>	<p><b>4.2.2a</b> Residential development shall use land and infrastructure efficiently by:</p> <ul style="list-style-type: none"> <li>i. Delivering target yields from housing development in both greenfield growth areas and intensification areas, as indicated by rules or Structure Plans.</li> <li>ii. Staging and sequencing the development as indicated by rules or Structure Plans.</li> <li>iii. Otherwise complying with relevant Structure Plans.</li> </ul>
	<p><b>4.2.2b</b> New buildings and activities shall mitigate effects on and from regionally significant infrastructure.</p>
	<p><b>4.2.2c</b> Residential land uses should be managed to avoid potential effects, such as noise, from arterial transport corridors and state highways.</p>
<p><b>Explanation</b></p>	
<p><i>The use of land can be affected by the presence of infrastructure. Not only does residential development need to have an adequate level of servicing available, but it needs to respond to regionally significant infrastructure, such as telecommunication infrastructure or the national electricity grid, either existing or planned.</i></p> <p><i>Complying with staging ensures that infrastructure can be planned in advance of development and the effects of increased densities can be better managed. Infrastructure includes Three Waters and transport networks, as well as social infrastructure like libraries and community halls.</i></p> <p><i>The policies recognise the need to manage residential land uses around regionally significant infrastructure, both existing and proposed – both to manage the effects that residential activities and structures can have on the infrastructure, as well as the adverse effects that the infrastructure can have on residential uses.</i></p>	
Objective	Policies
<p><b>4.2.3</b> Residential development produces good on-site amenity.</p>	<p><b>4.2.3a</b> Residential design shall achieve quality on-site amenity by providing:</p>

	<ul style="list-style-type: none"> <li>i. Private, useable outdoor living areas.</li> <li>ii. Access to sunlight and daylight throughout the year.</li> <li>iii. Adequate service areas to accommodate typical residential living requirements.</li> <li>iv. Insulation to minimise adverse noise effects.</li> <li>v. Any parking and manoeuvring areas on-site to meet the needs, safety and convenience of residents.</li> <li>vi. Energy-efficient and sustainable design technologies where compatible with the scale and form of residential development.</li> </ul>
	<p><b>4.2.3b</b> Residential sites adjacent to public space shall achieve visual and physical connectivity to these areas.</p>
	<p><b>4.2.3c</b> Building design and location shall protect the privacy of adjoining dwellings.</p>
	<p><b>4.2.3d</b> Buildings should be designed to conform to natural topography.</p>
	<p><b>4.2.3e</b> Development in areas identified for medium and high-density residential activities should be in general accordance with the appropriate Design Assessment Criteria.</p>
<b>Explanation</b>	
<p><i>Good design of housing is critically important to on-site and off-site amenity, especially where there is higher-density housing. The policies identify the features important for residential development, regardless of what form the dwelling may take, e.g. single, duplex or apartment.</i></p> <p><i>Important design features include access to sunlight, outdoor living space, storage space, space for waste and recycling, visual connectivity to public spaces such as the street, and privacy. Incorporation of these features will ensure functional and high-quality living environments for the occupants.</i></p>	
<b>Objective</b>	<b>Policies</b>
<p><b>4.2.4</b> The development contributes to good neighbourhood amenity as the area matures.</p>	<p><b>4.2.4a</b> The size and scale of buildings and structures shall be compatible with the locality.</p>
	<p><b>4.2.4b</b></p>

	Buildings should be designed so they do not physically dominate or adversely affect the residential character of the neighbourhood.
	<b>4.2.4c</b> Significant vegetation and trees should be preserved wherever possible.
	<b>4.2.4d</b> Garages, carports and vehicle access points shall be sited to ensure the safety of all road users and the safe and efficient function of the transport corridor.
	<b>4.2.4e</b> Development in the General Residential and Large Lot Residential Zones should not detract from or degrade the existing character of the surrounding area.

### Explanation

*How buildings relate to a street can have a major bearing on people's perception of the safety of an area. Cumulative effects of development should contribute positively to the streetscape and amenity. The urban amenity expected by residents can be positively or negatively altered by development. It is important that any new development is sympathetic to an area's existing character and amenity.*

Objective	Policies
<b>4.2.5</b> Protect and enhance the character values of the Hamilton East portion of the Residential Intensification Zone.	<b>4.2.5a</b> Development shall: <ol style="list-style-type: none"> <li>i. Enable redevelopment opportunities.</li> <li>ii. Ensure that the siting and design of development recognises the strong visual relationship with the streetscape.</li> <li>iii. Be provided with landscaping and planting that enhances on-site and local residential amenity.</li> <li>iv. Ensure that extensive areas of hard-surfacing are avoided, wherever practicable.</li> <li>v. Be consistent with the local context, scale and character.</li> <li>vi. Avoid significant adverse effects on the character of the Hamilton East Area.</li> </ol>

### Explanation

*The Hamilton East Residential Intensification Zone includes 2-storey and multi-unit accommodation in the "sausage block" format typical of the 1970s. As a result of this*



*type of development, setbacks and separation distances are less pronounced than in other Hamilton East developments. Setbacks and separation distances are an important feature because front yard planting contributes to the amenity values the strong green backdrop of this area provides. The focus of the District Plan in this area is on the protection of these amenity values rather than the character of the existing buildings. This zone provides for higher levels of development than elsewhere in Hamilton East. The Hamilton East portion of the Residential Intensification Zone is identified in the Planning Maps.*

Objective	Policies
<p><b>4.2.6</b> Residential activities remain the dominant activity in Residential Zones.</p>	<p><b>4.2.6a</b> Non-residential activities should not establish in residential areas, unless the adverse effects on all zones are avoided, remedied or mitigated.</p>
	<p><b>4.2.6b</b> Visitor facilities such as accommodation and conference facilities should be located primarily in the Visitor Facilities Area.</p>
	<p><b>4.2.6c</b> Home-based businesses shall:</p> <ul style="list-style-type: none"> <li>i. Be ancillary to the residential activity of the site.</li> <li>ii. Avoid adverse effects on the neighbourhood, character, amenity and the transport network.</li> <li>iii. Take place within dwellings or ancillary buildings.</li> <li>iv. Involve no outdoor storage of vehicles, equipment or goods visible from a public place.</li> <li>v. Be compatible with the character and amenity of the locality, in terms of location, type and scale of activity, number of visitors to the site, and hours of operation.</li> </ul>
	<p><b>4.2.6d</b> Community facilities and community support activities (including managed care facilities and residential centres) shall:</p> <ul style="list-style-type: none"> <li>i. Serve a local social or cultural need.</li> <li>ii. Be compatible with existing and anticipated residential amenity.</li> </ul>
	<p><b>4.2.6e</b> Non-residential activities shall be of an appropriate size to maintain character of the site.</p>

<b>Explanation</b>	
<p><i>Non-residential activities have the potential to generate significant adverse effects in residential areas. Provided home-based businesses – where residential uses still occupy the majority of the dwelling – do not generate off-site effects, they are an acceptable form of non-residential activity. Home-based businesses often perform an incubator role that allows small businesses to become established. Once the home-based business has become established and grown to a certain size, it is more appropriate for it to relocate in either a Business or Industrial Zone. The policy seeks to prevent conversion of sites or buildings into purely business use.</i></p> <p><i>Some other non-residential activities may be appropriate in the Residential Zones. These include community facilities that perform a social or cultural function, such as schools, churches and community halls, as well as emergency service facilities.</i></p>	
<b>Objective</b>	<b>Policies</b>
<p><b>4.2.7</b> Activities in Residential Zones are compatible with residential amenity.</p>	<p><b>4.2.7a</b> Adverse effects of activities on the amenity values of the locality shall be minimised including:</p> <ul style="list-style-type: none"> <li>i. Effects of noise, glare, odour, dust, smoke, fumes and other nuisances.</li> <li>ii. Effects on traffic, parking, and transport networks.</li> </ul>
<b>Explanation</b>	
<p><i>This objective ensures that all activities in Residential Zones must be compatible with the amenity reasonably expected by residents. This covers hours of operation, as well as the by-products of the operation itself.</i></p>	
<b>Objective</b>	<b>Policies</b>
<p><b>4.2.8</b> Residential buildings make efficient use of water and energy resources.</p>	<p><b>4.2.8a</b> Development should encourage the efficient use of energy and water, by:</p> <ul style="list-style-type: none"> <li>i. Incorporating water-sensitive techniques.</li> <li>ii. Reducing the use of reticulated electricity.</li> </ul>
<b>Explanation</b>	
<p><i>This objective encourages new residential dwellings to use water and energy-efficient technologies and both will range in scale appropriate to the building. Single dwellings, for example, may wish to install solar panels on the roof and install a rainwater tank. Apartment buildings have the ability to incorporate more sophisticated technologies.</i></p>	
<b>Objective</b>	<b>Policies</b>
<p><b>4.2.9</b> Buildings and activities at the interface of Residential Zones with other zones will be</p>	<p><b>4.2.9a</b> Adverse effects of activities that cross zone boundaries shall be managed through setbacks, building design, and landscaping.</p>

compatible with the form and type of development anticipated in the adjacent zone.	<p><b>4.2.9b</b> Buildings and structures on the boundary between Residential Zones and public areas shall incorporate CPTED principles.</p>
<b>Explanation</b>	
<p><i>This objective recognises the importance of managing both structures and activities where Residential Zones adjoin other zones. In most cases this will be reducing the impact that other zones, such as commercial and industrial, have on residential amenity. This can and will be managed by both zones through setbacks, design of buildings, and landscaping.</i></p> <p><i>This objective also recognises the importance of the interface between Residential Zones and public areas such as roads and reserves.</i></p>	
<b>Objective</b>	<b>Policies</b>
<p><b>4.2.10</b> Protect the amenity values of the Percival – Ryburn Road Large Lot Residential Zone, while providing for the urbanisation for the Ruakura Structure Plan area.</p>	<p><b>4.2.10a</b> Maintain the low density living environment by limiting the subdivision of land for further residential purposes.</p> <p><b>4.2.10b</b> Maintain efficient management of water supply and the treatment and disposal of stormwater and wastewater.</p>
<b>Explanation</b>	
<p><i>This objective recognises that the area is an established rural residential enclave but that there is a need to manage its subdivision, use and development of future residential land uses given the area's central location and ultimately as part of an inland port which once completed will be of a scale that will make it a regionally significant facility.</i></p>	
<b>Objective</b>	<b>Policies</b>
<p><b>4.2.11</b> Further development within the Percival /Ryburn Road Large Lot Residential Zone does not compromise future logistics zoning as provided for in the Regional Policy Statement.</p>	<p><b>4.2.11a</b> Manage the transition to a logistics zoning by a variation or change to the District Plan when there is sufficient information and certainty about the timing and need for this zoning.</p>
<b>Explanation</b>	
<p><i>The large lot residential zoning for the Percival-Ryburn Road area is intended to change to adopt a zoning consistent with the zoning of the adjoining land that serves the operations of the inland port. This will occur as part of a publicly notified planning process.</i></p>	
<b>Objective</b>	<b>Policies</b>
<p><b>4.2.12</b> The Ruakura Medium-Density</p>	<p><b>4.2.12a</b> An Integrated Retail Development limited in size</p>

Residential Zone includes an Integrated Retail Development providing services and community facilities capable of meeting the day to day needs of the immediate neighbourhood.	shall be provided for in a location central to the Ruakura Medium-Density Residential Development.
	<b>4.2.12b</b> Activities within the Integrated Retail Development shall principally serve their immediate neighbourhood.
	<b>4.2.12c</b> The scale and nature of activities within the Ruakura Integrated Retail Development shall not generate significant adverse amenity effects on surrounding residential areas and transport networks.
<b>Explanation</b>	
<i>The Ruakura Integrated Retail Development Centre will provide a range of everyday goods and services and essentially serve a walk-in population. Being situated in a planned residential area it is essential that the range and scale of activities is compatible with neighbouring residential activity and local amenity values.</i>	
<b>Objective</b>	<b>Policies</b>
<b>4.2.13</b> The Te Awa Lakes Medium-Density Residential Zone enables a comprehensively designed residential development incorporating a component of affordable housing and integrated with the adjacent adventure park tourist and recreation attraction, the Waikato River, and nearby communities, all contributing to an attractive gateway to the city.	<b>4.2.13a</b> A range of housing types, including higher densities, are enabled to provide a choice of living environments, connected to other communities through multi-modal and non-motorised transport.
	<b>4.2.13b</b> The development achieves higher density in conjunction with high quality amenity through a masterplanned approach that informs the Te Awa Lakes Structure Plan and related rules.
	<b>4.2.13c</b> The development provides affordable housing through the higher density and by specifying that a minimum percentage of new homes do not exceed a maximum purchase price.
	<b>4.2.13d</b> Development is sensitive to the Waikato River interface through lower density development and building setbacks.
	<b>4.2.13e</b> The development avoids or minimises potential reverse sensitivity effects from its proximity to the adventure park, regionally significant infrastructure, existing industries and future industrial areas through setbacks, building design, open space and landscape treatments.
	<b>4.2.13f</b>

	<p>The development will protect and enhance the ecological and cultural values of the site through protection of an archaeological site, a comprehensive treatment train approach to stormwater treatment, indigenous wetland and landscape planting, maintenance of high water quality in the lakes and ecological restoration of the adjoining gully that conveys stormwater to the Waikato River.</p>
<p><b>Explanation</b></p>	
<p><i>This objective and policies reflect the unique location of the Te Awa Lakes Medium-Density Residential Zone and its integration with the adventure park, the masterplanning that underpins it and the opportunity afforded for it to integrate into its surrounding activities and features and nearby communities, while achieving high levels of residential amenity and ecological protection and enhancement. An important aspect of the policies is to ensure that, as far as practicable, residential development does not result in reverse sensitivity effects on existing and future industrial activities. The zone is consistent with the purpose and principles of the Te Awa Lakes Structure Plan.</i></p>	
<p><b>4.2.14</b> The Rotokauri North Medium-Density Residential Zone enables a medium-density residential environment which has high levels of amenity and allows for a range of housing typologies.</p>	<p><b>4.2.14a</b> Enable a medium-density residential urban form and character which is defined by:</p> <ul style="list-style-type: none"> <li>i. Clearly delineating between public and private spaces;</li> <li>ii. Ensuring building bulk is located towards the road frontage and side boundaries of lots, with less development within the rear yards (excluding rear lane accessed garaging);</li> <li>iii. Ensuring there is sufficient space between the rear of opposing dwellings to provide rear yards for outdoor living with privacy and reasonable solar access;</li> <li>iv. Ensuring opportunities for convenient, comfortable and safe interaction at the public space / private property boundary interface through the provision of low fence heights and enabling visually open porch structures extending into the front yard;</li> <li>v. Providing high quality, safe, interconnected and accessible public spaces rather than relying on large private outdoor spaces.</li> </ul>
	<p><b>4.2.14b</b> Encourage a diverse range of residential developments (including on 280m<sup>2</sup> vacant lots, duplexes and apartments):</p> <ul style="list-style-type: none"> <li>i. Near the Business 6 Zone within the</li> </ul>

	<p>Residential Medium-Density Overlay on the Structure Plan Figure 2-8A; and</p> <p>ii. Near collector roads, natural open space, parks and reserves.</p>
	<p><b>4.2.14c</b> Reduce dependence on cars by limiting the number of onsite car parks required for duplexes and apartments.</p>
	<p><b>4.2.14d</b> Enable higher site coverage for apartments in Rotokauri North Medium-Density Residential Zone where onsite parking is accessed by a rear lane and stormwater is managed appropriately.</p>
	<p><b>4.2.14e</b> Enable duplex housing on sites where:</p> <p>i. There is sufficient road frontage width;</p> <p>ii. There is a combined vehicle crossing where vehicle access is not from a rear lane; and</p> <p>iii. Car parking dominance and adverse effects of car parking on public space and streetscapes are minimised.</p>
	<p><b>4.2.14f</b> Enable apartments that:</p> <p>i. Are on sites:</p> <p>A. Of a sufficient size and dimension to accommodate the proposed number of residential units; and</p> <p>B. Where there is sufficient frontage to public space, and with private space to the rear; and</p> <p>ii. Through site layout, building design and landscaping:</p> <p>A. Clearly delineate public and private space;</p> <p>B. Promote passive surveillance of adjoining public spaces;</p> <p>C. Avoid bland featureless elevations, high blank walls and non-permeable fencing to public spaces; and</p> <p>D. Orientate habitable rooms, balconies and entrances to public space.</p>
	<p><b>4.2.14g</b> Control road façade elements to ensure dwellings relate to the road, including height controls,</p>

	presence of a front door, sufficient glazing, ability to establish verandas / porches, landscaping provision, fencing heights, garage setbacks, and the control of garage in proportion to the façade width
	<b>4.2.14h</b> Enable the development and use of rear lanes, including opportunities for rear garaging/parking and habitable areas above the garage, especially where lot or dwelling frontage widths are narrow.
	<b>4.2.14i</b> Enable the development of ancillary residential units in limited circumstances where located on corner sites and above garages accessed from rear lanes, to enhance passive surveillance of a transport corridor or rear lane and protect amenity.
	<b>4.2.14j</b> Require outdoor living spaces that are: i. Commensurate with medium density development;  ii. Primarily focused at the rear of dwellings for privacy; and  iii. Supported by opportunities to utilise front porches for outdoor living (as transitional spaces and to enable interaction with the street).
	<b>4.2.14k</b> Enable service areas within side and rear yards, carports and garages.
<b>Explanation</b>	

*The objective and policies reflect the overall design approach for the Rotokauri North Medium-Density Residential Zone, which is to create a well-planned medium-density living environment that enables a variety of lifestyle and housing choices (and therefore a range of price points and provision of affordable housing) and where car parking dominance is minimised.*

*The provisions recognise that the environment seeks to create liveable and useable spaces: dwellings are encouraged to create public fronts which address the street and encourage interaction, and back yards are provided for private outdoor living spaces. The achievement of this pattern of development is important to establishing a high-quality medium-density living environment.*

**Te Rapa Racecourse Medium-Density Residential Precinct**

Objective	Policies
<b>4.2.15</b>	<b>4.2.15a</b>

<p>A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.</p> <p>The Te Rapa Racecourse Medium-Density Residential Precinct provides for a variety of housing types and sizes that respond to:</p> <ol style="list-style-type: none"> <li>Housing needs and demand; and</li> <li>The neighbourhood's planned urban built character, including 3 to 5-storey building</li> </ol>	<p>Apply the Medium Density Residential Standards (MDRS) across the Precinct except in circumstances where a qualifying matter is relevant (including matters of significance such as historic heritage and the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, wahi tapu, and other taonga).</p> <p><b>4.2.15b</b> Encourage development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance.</p> <p><b>4.2.15c</b> Enable housing to be designed to meet the day-to-day needs of residents.</p> <p><b>4.2.15d</b> Provide for developments not meeting permitted activity status, while encouraging high-quality developments.</p>
<p><b>4.2.16</b> The Te Rapa Racecourse Medium-Density Residential Precinct enables a medium density residential environment with high levels of amenity and connectivity with nearby urban services and development.</p>	<p><b>4.2.16a</b> Development enables a variety of housing types up to 5-storeys, including terrace housing, duplexes and apartments, together with detached residential units.</p> <p><b>4.2.16b</b> Development includes open space and landscaped areas for amenity, visual mitigation, stormwater treatment and stormwater overland flow paths.</p> <p><b>4.2.16c</b> Development is designed to minimize through traffic.</p> <p><b>4.2.16d</b> Development is designed to minimize reverse sensitivity effects on the adjacent industrial area and the racecourse.</p> <p><b>4.2.16e</b> Development integrates with and connects to the racecourse and existing residential development on the southern boundary.</p>

*The Te Rapa Racecourse Medium-Density Residential Precinct applies to land adjacent to the Te Rapa Racecourse. The site is adjacent to the Te Rapa employment area and is well connected to the Garnett Avenue neighbourhood centre, the Minoque Park/Waterworld large scale recreation facility and to public transport services on Te Rapa Road and Garnett Avenue. The racecourse itself is a regionally significant sporting facility that provides open space and amenity for the Precinct. The purpose of the Precinct is to create a high-quality medium density residential development. It will*



support a walkable community with multi-modal transport options. It integrates with other residential development adjacent to the racecourse on Minogue Drive and Ken Browne Drive.

The Te Rapa Racecourse Medium Density Residential Precinct Plan spatially manages the layout of the area, applying place-based provisions, including setbacks to manage reverse sensitivity effects of adjacent industrial land, a roading layout to discourage through traffic, and a development layout to maintain a relationship with the racecourse as an amenity and recreational feature. It includes open space areas to accommodate an existing stormwater overland flow path and a stormwater wetland to treat and attenuate stormwater discharges.

## 4.5 Rules – Medium-Density Residential Zone

### 4.5.1 Comprehensive Development Plan Process

- a. The Medium-Density Residential Zone is divided into a number of Comprehensive Development Plan Areas (as shown in Appendix 3). This excludes the Ruakura Structure Plan where Figure 2-16 Ruakura Land Development Plan Areas (Appendix 2) identifies Land Development Plan Areas which are subject to Rules within 3.7.4.2 and the Te Awa Lakes Structure Plan where Figure 2-21 identifies Land Development Plan Areas which are subject to Rules within 3.8.5 and 4.5.6.
- b. Development in the Medium-Density Residential Zone should only occur once a resource consent for a Comprehensive Development Plan for the whole subject area has been granted by Council (refer to Volume 2, Appendix 1.2.2.8 for what is required in a Comprehensive Development Plan). However, there are some activities that can occur as Permitted Activities, subject to compliance with relevant standards in Rule 4.6, before the approval of a Comprehensive Development Plan. These are:
  - i. Maintenance, repair and minor alterations or additions to existing buildings (except heritage buildings in Volume 2, Appendix 8, Schedule 8A: Built Heritage).
  - ii. Informal recreation and ancillary buildings.
  - iii. Residential activities.
  - iv. Temporary activities.
  - v. Demolition or removal of existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage).
- c. A Comprehensive Development Plan must be for a whole Comprehensive Development Plan Area as identified in Volume 2, Appendix 3. Activities within an area can proceed on a staged basis if stages have been defined as part of the consent granted.
- d. Unless otherwise stated, a Comprehensive Development Plan for each area identified requires resource consent as a discretionary activity.
- e. The activity status of a Comprehensive Development Plan application will be classified as non-complying if one or more activities that form part of the application:
  - i. Are identified as a non-complying activity in column two of the Activity Status Table (refer to Rule 4.5.3), or
  - ii. Fail to meet one or more of the standards in Rule 4.6 or Rule 4.8.
- f. All activities listed in column one of Rule 4.5.3 are non-complying activities in the

absence of an approved Comprehensive Development Plan unless the activity is listed as permitted in 4.5.1.b.

- g. These rules do not apply to the Rotokauri North Structure Plan area or the Te Rapa Racecourse Medium-Density Residential Precinct.

## 4.5.2 Comprehensive Development Plan Process Once Consent Has Been Granted

- a. All development in an area subject to a Comprehensive Development Plan that has been granted consent is authorised. Changes to the conditions of a Comprehensive Development Plan consent will be considered as a discretionary activity under section 127 of the Act, except where the proposed changes involve different scale, intensity or character or extend the scope of the original application, in which case a new Comprehensive Development Plan consent is required (refer to 4.5.2b).
- b. For a Comprehensive Development Plan that has been granted consent, any changes in use or changes that involve materially different effects or extend the scope of the original application, will require a new Comprehensive Development Plan consent and will be assessed as the same activity status in the original application for a Comprehensive Development Plan. There are some changes that can occur as permitted activities without the need for a new Comprehensive Development Plan consent, subject to compliance with relevant standards in Rule 4.6.
- c. The activity status of changes in use requiring a new Comprehensive Development Plan consent will be classified as non-complying if one or more activities that form part of the application:
- i. Are identified as a non-complying activity in column two (refer to Rule 4.5.3), or
  - ii. Fail to meet one or more of the standards in Rule 4.6 or Rule 4.8.
- d. See Chapter 3.7.4.2 for Land Development Consent process in Ruakura. The activity status for Land Development Consents is identified in Rule 4.5.4.
- e. These rules do not apply to the Rotokauri North Structure Plan area or the Te Rapa Racecourse Medium-Density Residential Precinct.

## 4.5.3 Activity Status Table – Medium-Density Residential Zone (excluding Rotokauri North, Te Rapa Racecourse Medium-Density Residential Precinct, Ruakura and Te Awa Lakes)

Activities	Activity Status for a Comprehensive Development Plan and changes in use once consent has been granted <i>Note: See Rule 4.5.2.a. for once consent granted</i>
<b>Residential Activities and Structures</b>	
a. Accessory buildings	D

b. Apartment buildings	D
c. Ancillary residential unit	D
d. Ancillary residential structures	D P for changes in use
e. Single dwelling	D
f. Duplex dwellings	D
g. Maintenance, repair, minor alterations and additions to existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	P
h. Managed care facilities	D
i. Papakainga	D
j. Residential activities	P
k. Residential centre	D
l. Rest home	D
<b>Commercial Activities and Structures</b>	
m. Childcare facility i. up to 5 children ii. six or more children	D D P for changes in use
n. Dairy	D
o. Tertiary education and specialised training facility	NC
p. Health care services	NC
q. Home-based business	D P for changes in use
r. Homestay accommodation	D P for changes in use
s. Offices	NC
t. Places of assembly	NC
u. Show home	D
v. Visitor accommodation	D
<b>Community Activities and Structures</b>	
w. Community centre	D
x. General recreation	NC
y. Informal recreation and ancillary buildings	P

z. Marae	D
aa. Places of worship	D
bb. School	NC
<b>All Activities and Structures</b>	
cc. Demolition or removal of existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	P
dd. Relocated buildings	D
ee. Emergency service facilities	D
ff. Temporary activities	P

**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.

#### 4.5.4 Activity Status Table – Rotokauri North Medium-Density Residential Zone, Te Rapa Racecourse Medium-Density Residential Precinct, Ruakura Medium-Density Residential Zone and Te Awa Lakes Medium-Density Residential Zone

Activities	Activity Status	
	Ruakura and Te Awa	Rotokauri North and Te Rapa Racecourse
<b>Land Development Activities</b> (refer Rule 3.7.4.2 for the Ruakura Medium-Density Residential Zone and Rule 4.5.6 for the Te Awa Lakes Medium-Density Residential Zone)	RD*	NA
Land Development Activities in Land Development Plan Areas Q and R in the Te Awa Medium-Density Residential Zone.	D	NA
<b>Residential Activities and Structures</b>		
a. Single dwelling	P	P
b. Duplex dwellings and apartments	RD*	See ff. kk. ll. and hh. below
c. Maintenance, repair, minor alterations and additions to existing buildings	P	P
d. Managed care facilities	D	D
e. Papakainga	RD*	RD*

		Except for Te Rapa Racecourse see mm and nn below
f. Residential activities	P	P
g. Residential centre	D	D
h. Rest home	D	D Except for Te Rapa Racecourse see pp below
<b>Commercial Activities and Structures</b>		
i. Childcare facility for up to five children	C	C
j. Childcare facility for six or more children	D	D
k. Dairy	C	D
l. Tertiary education and specialised training facility	D	D
m. Health care services	D	D
n. Home-based business	P	P
o. Homestay accommodation	P	P
p. Places of assembly	D	D
q. Show homes	P	P
r. Visitor accommodation	D	D
s. One Integrated Retail Development in accordance with the general location identified on Figure 2.14 Ruakura Structure Plan – Land Use (Appendix 2)	RD*	NA
t. One Service Station (fronting Pardoia Boulevard)	D	NA
u. Community centre	C	C
v. General recreation	D	D
w. Informal recreation and ancillary buildings	P	P
x. Marae	D	D Except for Te Rapa Racecourse see rr and ss below
y. Places of worship	D	D

z. School	D	D
aa. Demolition or removal of existing buildings (except heritage buildings)	P	P
bb. Relocated buildings	C	C
cc. Emergency service facilities	D	D
dd. Temporary activities	P	P
Additional Residential activities (applicable to Rotokauri North only)		
ee. An ancillary residential unit (to a single dwelling)		P
ff. One duplex dwelling per lot that complies with Rule 4.7.12a.		P
gg. One duplex dwelling per lot that complies with Rule 4.7.12.a i. and ii. but not Rule 4.14		RD*
hh. Apartments		RD*
ii. Accessory building		P
jj. Any other dwellings(s) not provided above and/or any activity listed in ee., ff., gg. or hh. which does not comply with the relevant standard in 4.7		D

Additional Residential activities (applicable to Te Rapa Racecourse Medium-Density Residential Precinct only)

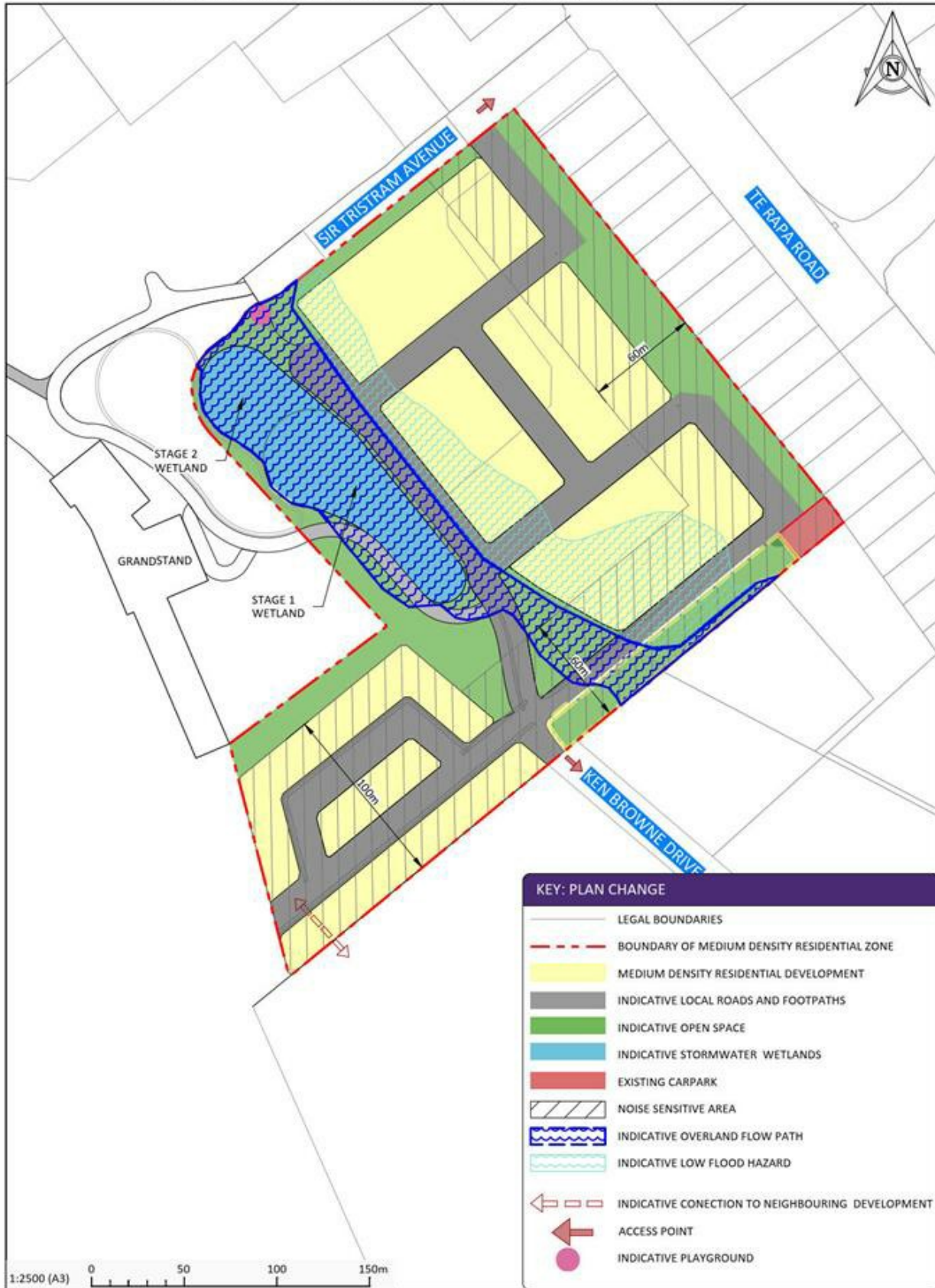
kk. <u>One to three residential units per site</u>		<u>P</u>
ll. <u>Four or more residential units per site</u>		<u>RD</u>
mm. <u>Papakainga containing 1 to 3 residential units</u>		<u>P</u>
nn. <u>Papakainga containing 4 or more residential units</u>		<u>RD</u>
oo. <u>Accessory building</u>		<u>P</u>
pp. <u>Rest home</u>		<u>RD</u>
qq. <u>Retirement village</u>		<u>RD</u>
rr. <u>Marae (except when provided as part of a papakainga development)</u>		<u>D</u>
ss. <u>Marae provided as part of a papakainga development</u>		<u>RD</u>
tt. <u>Ancillary residential structures</u>		<u>P</u>
uu. <u>Any residential unit in this table if they are located within the Noise Sensitive Area shown on the Te Rapa Racecourse Medium-Density Residential Precinct Plan (Figure 4.5-1)</u>		<u>RD</u>
w. <u>Any residential unit in this table if they are</u>		<u>D</u>

<p>located within the Overland Flow Path shown on the Te Rapa Racecourse Medium-Density Residential Precinct Plan (Figure 4.5-1)</p>		
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**Figure 4.5-1: Te Rapa Racecourse Medium Density Precinct Plan**



FIGURE 4.5-1 TE RAPA RACECOURSE MEDIUM DENSITY RESIDENTIAL PRECINCT PLAN



#### 4.5.5 Rule – Ruakura Structure Plan Area – Staging

- a. Notwithstanding Rule 4.5.1 and 4.5.2, activities listed in 4.5.4 Rules – Activity Status Table – Medium-Density Residential Zone which are undertaken in the Ruakura Structure Plan Area shall 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.

#### 4.5.6 Land Development Plan Rules in Te Awa Lakes Medium-Density Residential Zone

- a. A resource consent for a restricted discretionary activity is required for the following activities in the Te Awa Lakes Medium-Density Residential Zone:
  - 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
  - iv. Works related to the establishment of open space areas and the main linear lake.
- b. Land Development Plan applications for activities listed in a) above shall be obtained for the entire development (which may be staged) of not less than one of the Land Development Plan Areas in Figure 2-21, together with any adjacent Land Development Plan Areas or parts of Land Development Plan Areas, in conjunction with land use, subdivision and development under any other rule of the Te Awa Lakes Medium-Density Residential Zone.
- c. A Land Development Plan application shall provide the information required by Rule 1.2.2.21.
- d. Land Development Plan 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.
- e. 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.
- f. Land Development Plan applications shall demonstrate the minimum freeboard heights specified in Rule 22.5.6.c. shall be complied with, based on a level of 16.13m RL for the 1% annual exceedance probability event.
- g. Activities listed in 4.5.4 Rules – Activity Status Table – Medium-Density Residential zone which are undertaken in the Te Awa Lakes Structure Plan Area shall comply with rules 3.8.5.1, 3.8.5.2, 3.8.5.3, 3.8.5.4, 3.8.5.5 and 3.8.6 in Chapter 3, Structure Plans.

## 4.6 Rules – General Standards – Medium-Density Residential Zone

### 4.6.1 Comprehensive or Land Development Plans

- a. All development in an area that is subject to a consented Comprehensive Development Plan shall comply with the terms of that consent.

### 4.6.2 Development Yield

- a. Comprehensive Development Plans shall demonstrate that the yield achieves within 10% of the residential unit total identified in Comprehensive Development Area Residential Unit Yield.

Location	Comprehensive Development Area	Residential Yield – Units per Comprehensive Development Area (+ or - 10%)
Rototuna	A	84
	B	28
	C	28
	D	90
	E	36
	F	200
Rotokauri	A	162
	B	143
	C	78
	D	185
	E	44
	F	168

- b. Land Development Plan applications in Land Development Plan Areas (see Figure 2-21, Volume 2, Appendix 2), for the Te Awa Lakes Medium-Density Residential Zone shall demonstrate that the yield for each Land Development Plan Area achieves within 10% of the residential unit yield total identified below.

Land Development Plan Areas on Figure 2-21	Residential Unit Yield (+ or - 10%)
A	116
B	0
C	162
D	134

E	26
F	42
G	51
H	62
I	0
J	0
K	44
L	47
M	33
N	33
O	32
P	28
Q	42
R	16
S	24
TOTAL	892

- c. No development yield rule is applicable in the Rotokauri North Medium-Density Residential Zone or the Te Rapa Racecourse Medium-Density Residential Precinct.

### 4.6.3 Height in Relation to Boundary

- a. Where a building is on land that adjoins the General Residential Zone or a Comprehensive Development Plan Area:
- i. No part of any building shall protrude through a height control plane rising at an angle of 28 degrees between northwest (315 degrees) and northeast (45 degrees), and rising at an angle of 45 degrees in all other directions. This angle is measured from 3m above ground level at all boundaries.  
  
Except:
    - ii. Where buildings are attached, no setback is required between those buildings.
    - iii. Where a boundary adjoins a transport corridor or access, the 45-degree angle applies to that boundary, measured 3m above the boundary.
    - iv. Written consent from the owners and occupiers of the adjoining property or Comprehensive Development Plan area is obtained.

**Note**

1. Refer to Figure 4.4.5c for guidance on determining the height control plane when adjoining a transport corridor or access.
2. Rule a. is not applicable in the Rotokauri North Medium-Density Residential Zone or the Te Rapa Racecourse Medium Density Residential Precinct.

### 4.6.4 Residential Unit Size

- a. The minimum floor area required in respect of each residential unit shall be:

Form of residential unit	Floor area
i. Studio unit	Minimum 35m <sup>2</sup>
ii. 1 bedroom unit	Minimum 45m <sup>2</sup>
iii. 2 bedroom unit	Minimum 70m <sup>2</sup>
iv. 3 or more bedroom unit	Minimum 90m <sup>2</sup>

- b. In any one apartment building containing in excess of 20 residential units, the combined number of one bedroom units and studios shall not exceed 70 percent of the total number of apartments within the building.

#### 4.6.5 Permeable Surface

	Medium Density Zone
Permeability across the entire site	Minimum 20%
Front, Corner and Through Sites in the Ruakura and Te Awa Lakes_Medium-Density Residential Zone: Permeability forward of the building line of the dwelling planted in grass, shrubs and trees.	Minimum 50%
Sites in the Rotokauri North Medium-Density Residential Zone: Permeability forward of the building line of the dwelling (including porch) planted in grass, shrubs and trees: <ul style="list-style-type: none"> <li>• Sites 350m<sup>2</sup> or larger</li> <li>• Sites less than 350m<sup>2</sup></li> </ul>	Minimum 50% Minimum 40%
<u>Front, Corner and Through sites in the Te Rapa Medium Density Residential Precinct:</u>	
i. <u>Single residential unit and duplex residential units and apartment buildings</u>	<u>Minimum 50%</u>
ii. <u>Three or more attached units with a residential unit frontage width of 7.5m or greater</u>	<u>Minimum 40%</u>
iii. <u>Three or more attached units with a residential unit frontage width of less than 7.5m</u>	<u>Minimum 30%</u>

#### 4.6.6 Site Coverage

- a. Except as provided for in b. and c., the maximum site coverage within the Rotokauri North Medium-Density Residential Zone, the Te Rapa Racecourse Medium-Density Residential Precinct and Ruakura Medium-Density Residential Zone is 50%.
- b. For any apartments in Rotokauri North Medium-Density Residential Zone where onsite parking is accessed by a rear lane the maximum site coverage is 60%.

- c. For any apartments in the Te Rapa Racecourse Medium Density Residential Precinct the maximum site coverage is 60%.

#### 4.6.7 Building Height

- a. The maximum height of a building or structure in the Rotokauri North Medium-Density Residential Zone (except within the Residential Medium-Density Overlay), Ruakura Medium-Density Residential Zone and Te Awa Lakes Medium-Density Residential Zone is 10m.
- b. The maximum height of any building or structure within the 'Residential Medium Density Overlay' as shown on Figure 2-8A is 14m.
- c. The maximum height of a building in the Te Rapa Racecourse Medium-Density Residential Precinct is 15m. Buildings must not exceed this height, except that 50% of a building's roof in elevation, measured vertically from the junction between the wall and roof, may exceed this height by 1 metre, where the entire roof slopes 15 degrees or more.

#### 4.6.8 Provisions in Other Chapters

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

- Chapter 2: Strategic Framework
- 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

## 4.8 Rules – Specific Standards – Rotokauri North Medium-Density Residential Zone, Te Rapa Racecourse Medium-Density Residential Precinct, Ruakura Medium-Density Residential Zone and Te Awa Lakes Medium-Density Residential Zone

### 4.8.1 One Integrated Retail Development (see Figure 2-14 Ruakura Structure Plan – Land use (Appendix 2))

a. Activities shall only consist of:

- Retail
- Cafes/Restaurants
- Offices
- Healthcare services
- Community facilities
- Childcare facilities

Combined gross floor area of all tenancies	Maximum of 3500m <sup>2</sup>
Gross floor area per tenancy (excluding offices)	Maximum 399m <sup>2</sup>
Gross floor area for office tenancies	Maximum 250m <sup>2</sup>

b. Only one integrated retail development shall be provided within the Medium-Density Residential Zone.

c. Maximum Building Height: 10 metres

d. Where any boundary adjoins a residential boundary, no part of any building shall penetrate a height control plane rising at an angle of 45 degrees beginning at an elevation of 3m above the boundary. Elements such as flues, flagpoles, open balustrades shall be exempt.

e. Building setbacks

Front Boundary: 5 metres when fronting an arterial road.

Side and Rear Boundaries: 1.5 metres where the boundary adjoins a residential boundary or Open Space Zone.

f. A maximum building intensity (floor area Ratio) of 1:1 shall apply.

g. Service Areas

Any building shall provide service areas as follows:

- i. At least one service area of not less than 10m<sup>2</sup> or 1% of the gross floor area of the building, whichever is the greater.
- ii. Any additional service areas shall not:
  - Be less than 5m<sup>2</sup>
  - Have a minimum dimension of less than 2.5m
- iii. Any outdoor service area shall be maintained with an all-weather, dust free surface.
- iv. A service area may be located within a building provided that it is separately partitioned with an exterior door directly accessible by service vehicles.
- v. Any services area shall not encroach on to areas required by this District Plan for other purposes (e.g. parking, loading, landscaping and screening)

h. Outdoor storage

Any outdoor storage area used for storage of goods and materials shall:

- i. Be laid out and used in a manner that does not conflict with vehicle access.
- ii. Be maintained with an all-weather, dust free surface.
- iii. Be located away from public view or otherwise screened by fencing and landscaping.
- iv. Not encroach on areas required by this District Plan for other purposes (e.g. parking, loading, landscaping and screening).
- i. No roller doors, or similar, which may obscure windows or entranceways may be installed on the front of any building fronting a public space.

## 4.8.2 Building Setbacks

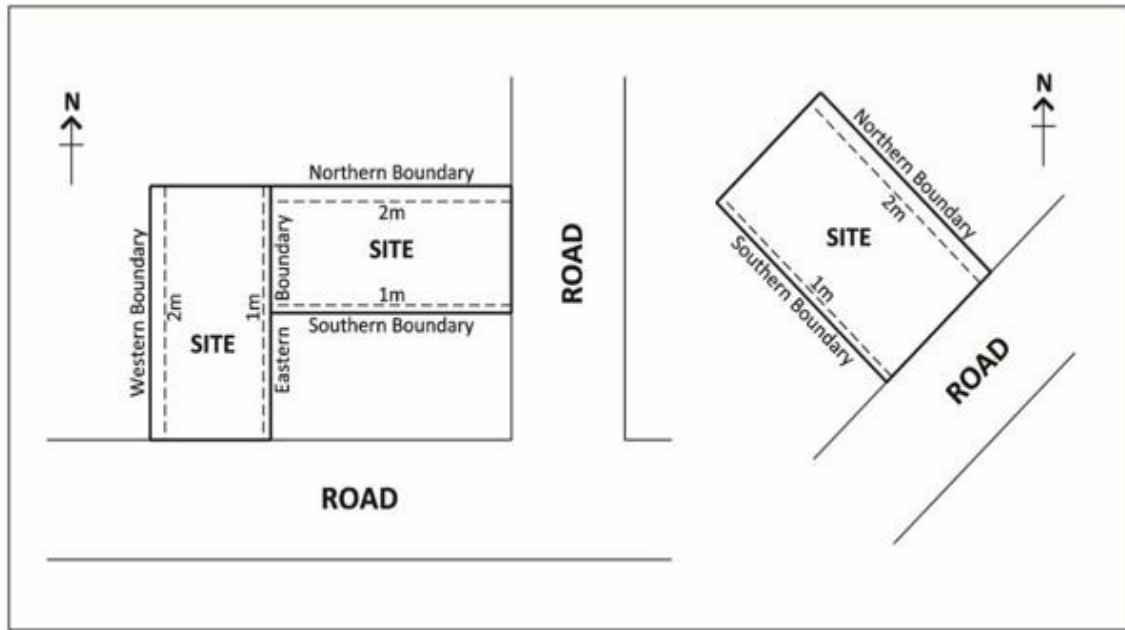
a. Transport corridor boundary – local and collector roads except where a garage provides access to a local or a collector road the garage shall be a minimum of 5m from that transport corridor boundary.	3m
b. Transport corridor boundary – arterial roads	5m
c. Side yards	
i. Side yard east or south	1m
ii. Side yard west or north	2m



iii. As an alternative for either i. or ii. above, a zero lot boundary may be used subject to obtaining neighbours consent which may attach to a dwelling on an adjoining allotment.	
d. Rear yard	3m
e. Waikato Riverbank and Gully Hazard Area	6m (applies to buildings and swimming pools)
f. In the Rotokauri North Medium-Density Residential Zone the following applies:	
i. Transport Corridor boundary A single storey unenclosed verandah / porch space attached to a building; A garage providing access to a legal road Other than provided for above	1m 5m 2.8m
ii. Side yards	1m
iii. One side yard where legal provision is made for access for maintenance of the structure or it is a common / party wall	0m
iv. Rear Yard for: A building exceeding 5m in height A building up to 5m in height and single storey only	8m 3m
v. A building up to 7m high where the site adjoins a rear lane	0m
vi. <u>In the Te Rapa Racecourse Medium-Density Residential Precinct the following setbacks apply:</u>	
a. <u>Transport corridor boundary:</u>	
i. <u>A single storey unenclosed verandah/patio/porch space attached to a residential unit</u>	<u>1m minimum</u>
ii. <u>Other than above</u>	<u>1.5m minimum</u>
b. <u>Side yard</u>	<u>1m minimum</u>
c. <u>Rear yard (does not apply to corner sites)</u>	<u>1m minimum</u>
<u>Standards vi. a, b and c above do not apply to site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed.</u>	
vii. <u>Side and rear yard setbacks may be reduced where the written consent of the owners adjoining the relevant setback or setbacks is obtained.</u>	
viii. <u>In the Te Rapa Racecourse Medium Density Residential Precinct the set back of any residential unit from the boundary of Industrial zoned land.</u>	<u>30m minimum</u>

*Note – refer to chapter 21 and 22 for objectives and policies relevant to the setback from the Waikato Riverbank and Gully Hazard Area.*

Figure 4.8.2: Side Yards



### 4.8.3 Interface between Public and Private

- a. Except in the Rotokauri North Medium-Density Residential Zone the front wall of all accessory buildings that are detached, including carports and garages, should be no further forward of the front building line of the dwelling than 0.5m.
- aa. In the Rotokauri North Medium-Density Residential Zone any garage or carport must be set back at least 1m from the front building line of the dwelling.
- b. The front wall of accessory buildings that are an integral part of the design and construction of the dwelling shall, if the garage door faces the street, be located no further forward of the front building line of the dwelling than 0.5m, except for a single dwelling on a site with a frontage less than 15m wide the garage door shall be setback a minimum of 0.5m from the front building line of the dwelling.
- c. Maximum garage width of 50% of the front building line of the dwelling on a site with a frontage less than 15m wide except in the Rotokauri North Medium-Density Residential Zone.
- cc. In the Rotokauri North Medium-Density Residential Zone:
  - i. On a site where the transportation corridor boundary is 12.5m or greater the garage door width shall not exceed 6m of the front building line.
  - ii. On a site where the transportation corridor boundary is less than 12.5m, only a single garage door up to 3.2m wide is allowed on the front building line.

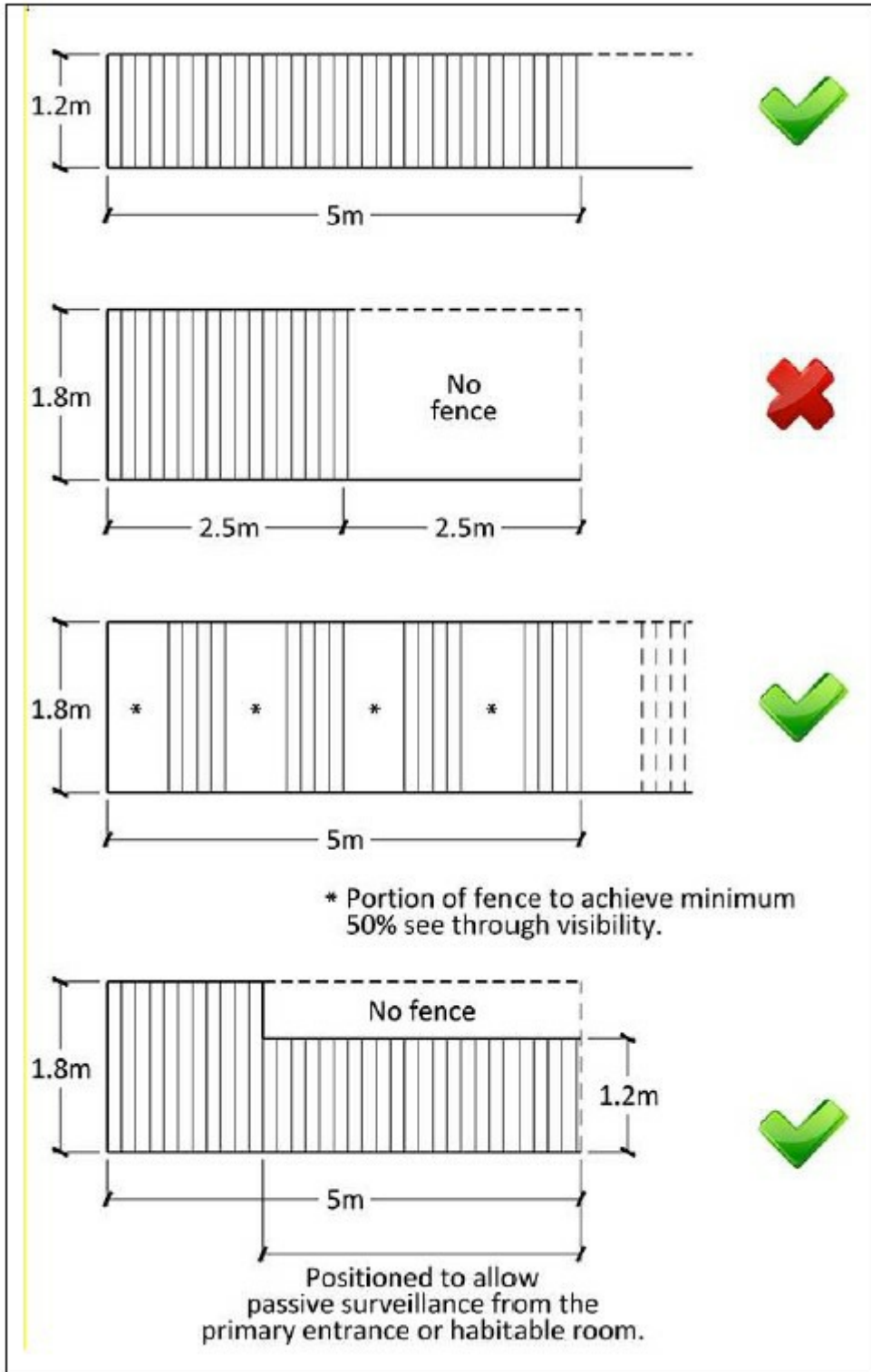
- d. Except in the Rotokauri North Medium-Density Residential Zone any wall, except the wall containing the garage door, of an accessory building facing the street must consist of at least 20% of glazed materials.
- dd. In the Rotokauri North Medium-Density Residential Zone, if the garage door does not face the transport corridor, a minimum of 20% of the garage façade facing the transport corridor must be glazed. This rule does not apply to garages or carports facing a rear lane.
- e. For front sites, the primary entrance on the ground floor shall face the street and provide pedestrian access separated from the driveway.
- f. At least one habitable room shall have a clear-glazed window facing the street. For corner sites and sites with two transport corridor frontages, this is required only on the transport corridor frontage from which vehicular access is provided.
- ff. In the Rotokauri North Medium-Density Residential Zone principal living rooms or the dining room of a residential unit must have the principal glazing associated with that room facing either the transport corridor frontage, or the rear yard (or rear lane if applicable).
- fff. In the Te Rapa Racecourse Medium-Density Residential Precinct any residential unit facing the street must have a minimum of 20% of the street-facing façade in glazing. This can be in the form of windows or doors.

g. Maximum Fence Heights		
i.	Front and side boundary fences or walls located forward of the front building line of the dwelling.	1.2m
ii.	Front and side boundary fences or walls located forward of the front building line of the dwelling surrounding north facing Outdoor Living Areas that face a transport corridor.	1.8m (with 50% or more of the fence visually permeable).
iii.	For sites adjoining an Open Space Area as shown on Figure 2-14: Ruakura Structure Plan – Land Use (Appendix 2), fences or walls located between the dwelling and the Area boundary.	1.5m (with 50% permitted at 1.8m provided 50% of that part over 1.5m is visually permeable).
iv.	Except as provided for in v., all other boundary fences or walls	1.8m.
v.	Within Rotokauri North, any fence between a residential unit and Open Space Zone or open space reserve that will vest in Hamilton City Council shall comply with the following standards:	
	A. Designed and constructed for less than 50% see-through visibility (e.g. close	1.2m maximum height

	paling, masonry, or other opaque material)	
	B. Materials with 50% or more see-through visibility	1.8m maximum height

- Note**
1. Refer to Figure 4.8.3h for examples of acceptable solutions.
  2. Glass, metal bars or louvres are acceptable fence designs to achieve minimum 50% see-through visibility.

**Figure 4.8.3h:** Examples of acceptable solutions



#### 4.8.4 Residential Buildings – Separation and Privacy

- a. Residential buildings shall be set back at least 3m from the nearest part of any other residential building on the same site, except:

- i. No separation is required between buildings that are attached.
  - ii. Where windows are located and designed (including by glazing) to avoid views between rooms in different buildings on the same site, separation distance shall be a minimum of 1.5m.
- b. Rule 4.8.4a. does not apply in the Rotokauri North Medium-Density Residential Zone or in the Te Rapa Racecourse Medium-Density Residential Precinct. In the Rotokauri North Medium-Density Residential Zone, residential buildings which are not attached shall be set back at least 2m from the nearest part of any other residential building on the same site.

## 4.8.5 Outdoor Living Area

- a. Each residential unit shall be provided with an outdoor living area that is:
  - i. For the exclusive use of each residential unit.
  - ii. Readily accessible from a living area inside the residential unit.
  - iii. Free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas.
  - iv. Located on a side of the residential unit which faces north of east or west.
- b. Outdoor living areas for residential units shall be a minimum of 40m<sup>2</sup> capable of containing a 6m diameter circle (except in the Rotokauri North Medium-Density Residential Zone where d. applies and in the Te Rapa Racecourse Medium-Density Residential Precinct where e. applies) and for ancillary residential units shall be 12m<sup>2</sup> capable of containing a 2.5m diameter circle.
- c. The outdoor living area for an ancillary residential unit shall be separate from the outdoor living area provided for the principal residential unit.
- d. In the Rotokauri North Medium-Density Residential Zone the following applies:
  - i. Outdoor living areas for residential units shall be a minimum of 36m<sup>2</sup> capable of containing a 6m diameter circle; or
  - ii. The outdoor living area may comprise two distinct areas where a porch/verandah of minimum 8m<sup>2</sup> and with a minimum dimension of 1.8m is provided at the front of the residential unit, and a minimum 30m<sup>2</sup> living area with a minimum dimension of 5m is provided to the the rear of the residential unit.
  - iii. Any residential unit (excluding its carparking and access) located entirely above ground must be provided with an outdoor living area in the form of a balcony or roof terrace that satisfies the following standards:

	Type of residential unit located entirely above ground (except for	Minimum outdoor living area dimensions
--	--	--

	carparking and access)	
A	A studio unit and one-bedroom residential unit (including an ancillary unit)	5m <sup>2</sup> and with a minimum dimension of 1.8m
B	A residential unit with two or more bedrooms	8m <sup>2</sup> and with a minimum dimension of 1.8m

**Note**

1. Any communal open space is optional and is additional to the above provisions.

e. In the Te Rapa Racecourse Medium-Density Residential Precinct the following applies:

- a. A residential unit at ground floor level must have an outdoor living area that is at least 20 square metres and that comprises ground floor, balcony, patio or roof terrace space that:
  - i. Where located at ground level, has no dimension less than 3m;
  - ii. Where provided in the form of a balcony, patio, or roof terrace, is at least 8 square metres and has a minimum dimension of 1.8m; and
  - iii. Is accessible from the residential unit; and
  - iv. May be grouped cumulatively by area in one communally accessible location, or located directly adjacent to the unit; and
  - v. Is free of buildings, parking spaces, and servicing and manouevring areas.
- b. A residential unit located above ground floor level must have an outdoor living area in the form of a balcony, verandah, porch, patio or roof terrace that:
  - i. Is at least 8 square metres and has a minimum dimension of 1.8m; and
  - ii. Is accessible from the residential unit; and
  - iii. May be grouped cumulatively by area in one communally accessible location, in which case it may be located at ground level or located directly adjacent to the unit.
- c. All residential units in the Noise Sensitive Area on the Te Rapa Racecourse Medium Density Residential Precinct Plan (Figure 4.5-1) must have their outdoor living areas orientated away from the closest Industrial Zone boundaries.

## 4.8.6 Service Areas

### 4.8.6.1 Ruakura Medium-Density Residential Zone and Te Awa Lakes Medium-Density Residential Zone

Description	Minimum Requirements
-------------	----------------------

a. Detached dwellings, duplex dwellings and dwellings in comprehensive residential developments	20m <sup>2</sup> Minimum dimension 3m
b. Service area for ancillary residential unit	Additional 10m <sup>2</sup> Minimum dimension 2.5m
c. All service areas	Readily accessible from each residential unit, not visible from a public place or in a front yard, or yard adjoining the Transport Corridor Zone or Open Space Zone. To be screened from the street and setback a minimum of 2m from primary building frontage.

4.8.6.2 Rotokauri North Medium-Density Residential Zone and Te Rapa Racecourse Medium-Density Residential Precinct

Description	Minimum Requirements
a. Residential units – detached dwellings, duplex dwellings	i. At least 10m <sup>2</sup> , (except for Te Rapa Racecourse which is at least 5m <sup>2</sup> ) and may be made up of two separate areas (to provide for clothes drying and rubbish/recycling storage) ii. Minimum dimension 1.0m
b. Ancillary Residential Unit	i. Additional 5m <sup>2</sup> ii. Minimum dimension 1.0m
c. All service areas	i. Shall not be located within a front yard. ii. Service areas may be located within garages or carports where it is demonstrated that there is enough room to accommodate the minimum area without impeding parking.

4.8.7 River Interface Overlay in Te Awa Lakes Medium-Density Residential Zone

- a. The minimum area of land (net site area) required in respect of each residential unit adjoining any existing or proposed esplanade reserve adjacent to the Waikato River shall be 1,000m<sup>2</sup>.
- b. The maximum height of a building or structure is 8m.
- c. The General Residential Zone Rules in 4.4.2, 4.4.3, 4.4.5, 4.4.6, 4.4.7, 4.4.8, 4.4.9, 4.4.10 and 4.4.11 shall apply.
- d. The following rules do not apply to this overlay 4.8.2, 4.8.3, 4.8.4, 4.8.5 and 4.8.6.



### 4.8.8 Affordable Housing in Te Awa Lakes Medium-Density Residential Zone

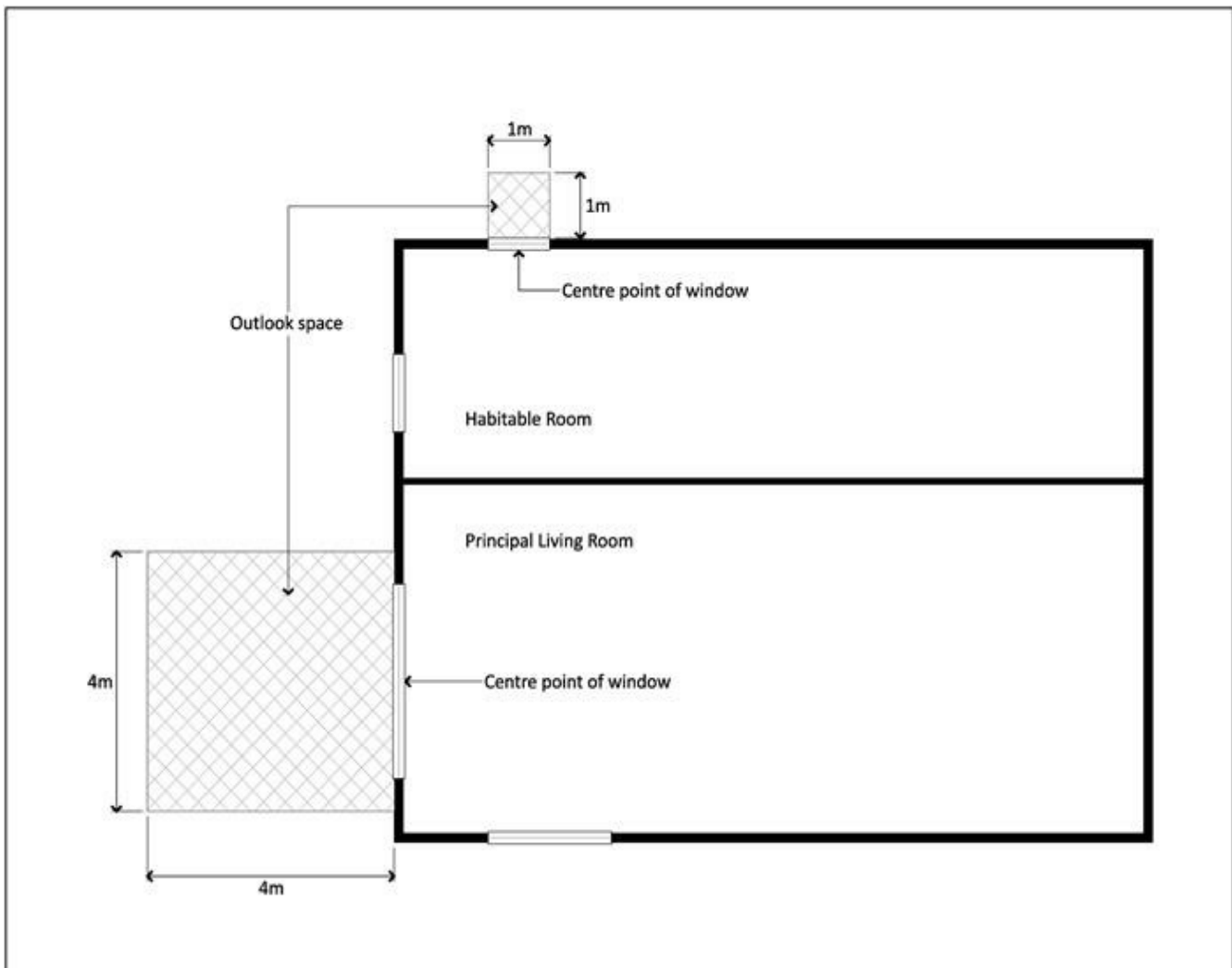
Any non-compliance with this rule shall be a Discretionary Activity.

### 4.8.9 Orientation of Dwellings in Te Awa Lakes Medium-Density Residential zone.

- a. Within 200m of the Waikato Expressway carriageway, habitable rooms in buildings shall be orientated away from the Expressway.

### 4.8.10 Outlook space (per unit) in the Te Rapa Racecourse Medium Density Residential Precinct

- a. An outlook space must be provided from habitable room windows for each residential unit as shown in the diagram below:



- b. The minimum dimensions for a required outlook space are as follows:
  - i. A principal living room must have an outlook space with a minimum dimension of 4m in depth and 4m in width; and
  - ii. All other habitable rooms must have an outlook space with a minimum dimension of 1m in depth and 1m in width.
- c. The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies.
- d. Outlook spaces may be over driveways and footpaths within the site or over a public street or other public open space.
- e. Outlook spaces may overlap where they are on the same wall plane in the case of a multi-storey building.
- f. Outlook spaces may be under or over a balcony.
- g. Outlook spaces required from different rooms within the same building may overlap.
- h. Outlook spaces must:
  - i. Be clear and unobstructed by buildings; and
  - ii. Not extend over an outlook space or outdoor living space required by another residential unit.

#### 4.8.11 Landscaped area in the Te Rapa Racecourse Medium-Density Residential Precinct

- a. A residential unit at ground floor level must have a landscaped area of a minimum of 20% of a developed site with grass or plants, and can include the canopy of trees regardless of the ground treatment below them.
- b. The landscaped area may be located on any part of the development site and does not need to be associated with each residential unit.

#### 4.8.12 Development layout and transport upgrades in the Te Rapa Racecourse Medium-Density Residential Precinct

- a. All development must be in general accordance with the development layout on the Te Rapa Racecourse Medium-Density Residential Precinct Plan (Figure 4.5-1), except that the Stage 2 Wetland is not required to be established.
- b. Prior to the issue of code compliance certificates under section 95 of the Building Act 2004 for more than 60 residential units (or equivalent vehicle movements) or when the internal road network is connected to Sir Tristram Avenue, whichever comes first, the Sir Tristram Avenue/Te Rapa Road intersection must be upgraded to prevent right turns out of Sir Tristram Avenue.

- c. Prior to the issue of any code compliance certificates under section 95 of the Building Act 2004 for any residential units the existing footpath on Ken Browne Drive must be extended to connect to footpaths within the Precinct.
- d. When the internal road network is connected to Sir Tristram Avenue:
  - i. The existing footpath on the northern side of Sir Tristram Avenue must be extended to connect to the bus stop on Te Rapa Road located approximately 110m northwest of Sir Tristram Avenue; and
  - ii. A new walking and cycling shared path must be constructed on the southern side of Sir Tristram Avenue from the road access into the Precinct, along the service lane south-eastwards on Te Rapa Road to a new raised safety platform crossing across the service lane, and to a new mid-block raised safety platform staggered signalized crossing across Te Rapa Road; and
  - iii. No vehicle connection must be provided from Sir Tristram Avenue to Mainstreet Place.
- e. The existing carpark shown on the Te Rapa Racecourse Medium Density Residential Precinct Plan (Figure 4.5-1) must be used only for access and carparking associated with healthcare services on Lot 13 DPS 6240.

## 4.11 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. Assessment Criteria within Volume 2, Appendix 1.3 provide for assessment of applications as will any relevant objectives and policies. In addition, when considering any Restricted Discretionary Activity located within the Natural Open Space Zone, Waikato Riverbank and Gully Hazard Area, or Significant Natural Area, Council will also restrict its discretion to Waikato River Corridor or Gully System Matters (see the objectives and policies of Chapter 21: Waikato River Corridor and Gully Systems).

Activity Specific	Matter of Discretion and Assessment Criteria Reference Number
	<b>(Refer to Volume 2, Appendix 1.3)</b>
i. Duplex dwellings*	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• C – Character and Amenity</li> </ul>
ii. Apartment buildings	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• C – Character and Amenity</li> </ul>
iii. Childcare facility for 6 or more children	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• C – Character and Amenity</li> </ul>
iv. Community centre	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• C – Character and Amenity</li> </ul>
v. Dairy	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• C – Character and Amenity</li> </ul>
vi. Tertiary education and specialised training facility	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• C – Character and Amenity</li> </ul>
vii. Papakainga*	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• C – Character and Amenity</li> </ul>
viii. Places of worship	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• C – Character and Amenity</li> </ul>
ix. Rest home*	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• C – Character and Amenity</li> </ul>
x. New building for the purpose of Health Care Services identified in 4.3.1.r.	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> </ul>
xi. Second and subsequent single dwellings per site*	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• C – Character and Amenity</li> </ul>
xii. Visitor accommodation	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• C – Character and Amenity</li> </ul>
xiii. Emergency service facilities	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> </ul>

	<ul style="list-style-type: none"> <li>• C – Character and Amenity</li> </ul>
xiv. Integrated Residential Development	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• C – Character and Amenity</li> </ul>
<b>Ruakura Medium-Density Residential Zone</b>	
xiv. Land Development Activities*	<ul style="list-style-type: none"> <li>• N – Ruakura and Te Awa Lakes</li> </ul>
xv. Duplex dwellings (other than provided for in 4.5.4.b) above) and apartments*	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• N – Ruakura and Te Awa Lakes</li> </ul>
xvi. One Integrated Retail Development in accordance with the general location identified on Figure 2-14 Ruakura Structure Plan – Land Use (Appendix 2)*	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• H – Function, Vitality, Viability and Amenity of Centres</li> <li>• N – Ruakura and Te Awa Lakes</li> </ul>
xvii. Papakainga*	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• N – Ruakura and Te Awa Lakes</li> </ul>
<b>Te Awa Lakes Medium-Density Residential Zone</b>	
xviii. Land Development Activities*	<ul style="list-style-type: none"> <li>• N - Ruakura and Te Awa Lakes</li> <li>• N13 – Te Awa Lakes Earthworks and Remediation</li> <li>• N14 – Te Awa Lakes Earthworks and Remediation in LDP Areas Q and R</li> <li>• F – Hazards and Safety</li> </ul>
xix. Duplex dwellings (other than provided for in 4.5.4.b. above) and apartments*	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• N – Ruakura and Te Awa Lakes</li> </ul>
xx. Papakainga*	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• N – Ruakura and Te Awa Lakes</li> </ul>
<b>Rotokauri North Medium-Density Residential Zone</b>	
xxi. Any restricted discretionary activity	<ul style="list-style-type: none"> <li>• B – Design and Layout</li> <li>• C – Character and Amenity</li> <li>• O – Rotokauri North</li> </ul>
<b>Te Rapa Racecourse Medium Density Residential Precinct</b>	
xxii. <u>Any restricted discretionary activity</u>	<ul style="list-style-type: none"> <li>• <u>B – Design and Layout</u></li> <li>• <u>C – Character and Amenity</u></li> </ul>
xxiii. <u>Residential units in the Noise Sensitive Area shown on the Te Rapa Racecourse Medium Density Residential Precinct Plan (Figure 4.5-1)</u>	<ul style="list-style-type: none"> <li>• <u>P – Te Rapa Racecourse Medium Density Residential Precinct.</u></li> </ul>

**Note**

1. Refer to Chapter 1.1.9 for activities marked with an asterisk (\*) except for those outlined within the Ruakura Medium-Density Residential Zone which is outlined in 4.12 below.

## 23 Subdivision

### 23.1 Purpose

- a. Subdivision is essentially the process of dividing a parcel of land or a building into one or more further parcels, or changing an existing boundary location. Subdivision by itself is not a use of land, however it often sets the platform for future development and land use.
- b. The development and use of land and buildings can be facilitated by subdivision. As such, the purpose of this chapter is to ensure that subdivision activities within the City are undertaken in a manner that supports the outcomes sought in the underlying zone. It is also to ensure the integrated management of the effects of the use, development or protection of land and associated natural and physical resources.

### 23.2 Objectives and Policies: Subdivision

Objective	Policies
<p><b>23.2.1</b> To ensure that risk to people, the environment and property is not exacerbated by subdivision.</p>	<p><b>23.2.1a</b> Subdivision:</p> <ol style="list-style-type: none"> <li>i. Does not result in increased risk of erosion, subsidence, slippage or inundation.</li> <li>ii. Minimises any adverse effects on water quality.</li> <li>iii. Ensures that a building platform can be accommodated within the subdivided allotment clear of any areas subject to natural hazards.</li> <li>iv. Ensures that any risks associated with soil contamination are appropriately remedied as part of the subdivision process.</li> <li>v. Ensures reverse sensitivity mitigation measures avoid or minimise effects such as noise associated from an arterial transport corridor or State Highway.</li> </ol>
<b>Explanation</b>	
<i>The policies ensure that land is suitable for subdivision and will not increase risks to people, the environment and property.</i>	
Objective	Policies
<p><b>23.2.2</b> Subdivision contributes to the</p>	<p><b>23.2.2a</b> Subdivision:</p>

achievement of functional, attractive, sustainable, safe and well designed environments.

- i. Is in general accordance with Subdivision Design Assessment Criteria to achieve good amenity and design outcomes.
- ii. Is in general accordance with any relevant Structure Plan.
- iii. Is in general accordance with any relevant Integrated Catchment Management Plan.
- iv. Maintains and, where possible, enhances existing amenity values.
- v. Promotes energy, water and resource efficiency.
- vi. Provides for the recreational needs of the community.
- vii. Discourages cross-lease land ownership.
- viii. Ensures that any allotment is suitable for activities anticipated for the zone in which the subdivision is occurring.
- ix. Contributes to the achievement of identified residential yield requirements over time where appropriate.
- x. Avoids or minimises adverse effects on the safe and efficient operation, maintenance of and access to network utilities and the transport network.
- xi. Is avoided where significant adverse effects on established network utilities or the transport network are likely to occur.
- xii. Promotes connectivity and the integration of transport networks.
- xiii. Provides appropriate facilities for walking, cycling and passenger transport usage.
- xiv. Provides and enhances public access to and along the margins of the Waikato River and the City's lakes, gullies and rivers.
- xv. Facilitates good amenity and urban design outcomes by taking existing electricity transmission infrastructure into account in subdivision design, and where possible

	<p>locating compatible activities such as infrastructure, roads or open space under or in close proximity to electricity transmission infrastructure.</p> <p>xvi. Ensures that a compliant building platform can be accommodated within the subdivided allotment outside of the National Grid Yard.</p>
<b>Explanation</b>	
<p><i>Subdivision has a lasting impact on the built form and function of a city. These policies require that the subdivision process respond to the range of form and function matters, such as urban design and resource efficiency, identified in the policy in order to achieve good environmental and built form outcomes in Hamilton City.</i></p>	
<b>Objective</b>	<b>Policies</b>
<p><b>23.2.3</b> Medium-Density Residential Zone (excluding Rotokauri North) and Rototuna Town Centre Zone areas are developed comprehensively.</p>	<p><b>23.2.3a</b> Subdivision that creates additional allotments in the Medium-Density Residential Zone (excluding Rotokauri North) or the Rototuna Town Centre Zone does not occur without an approved Comprehensive Development Plan or Land Development Consents for Ruakura and Te Awa Lakes.</p>
<b>Explanation</b>	
<p><i>Comprehensive Development Plans are a useful tool to ensure a comprehensive approach to the layout and design of medium-density development. The Board of Inquiry Decision for Ruakura included a Land Development Consent process to ensure a comprehensive approach to layout and design within the medium density development occurs.</i></p>	
<b>Objective</b>	<b>Policies</b>
<p><b>23.2.4</b> To ensure the provision of infrastructure services as part of the subdivision process.</p>	<p><b>23.2.4a</b> Subdivision:</p> <ul style="list-style-type: none"> <li>i. Provides an adequate level of infrastructure and services appropriate for the proposed development.</li> <li>ii. Takes into account and shall not compromise the infrastructural needs of anticipated future development.</li> <li>iii. Does not occur unless appropriate infrastructure and/or infrastructure capacity is available to service the proposed development.</li> <li>iv. Ensures that the capacity, efficiency, performance and sustainability of the wider</li> </ul>



	<p>infrastructure network is not compromised.</p> <p>v. Uses public infrastructure ahead of private infrastructure where appropriate.</p>
<b>Explanation</b>	
<p><i>Acceptable means of compliance for the provision, design and construction of infrastructure is contained within the Hamilton City Infrastructure Technical Specifications. The Ruakura Structure Plan area includes two areas of Large Lot Residential Zones which are not anticipated to be serviced with Three Waters infrastructure, and should accommodate on-site servicing. Parts of the Future Urban Zone, where rural uses are to predominate, will also contain on-site servicing.</i></p>	
<b>Objective</b>	<b>Policies</b>
<p><b>23.2.5</b> Subdivision occurs in a manner that recognises historic heritage and natural environments.</p>	<p><b>23.2.5a</b> Subdivision avoids, remedies or mitigates adverse effects on:</p> <ul style="list-style-type: none"> <li>i. Scheduled heritage items.</li> <li>ii. Scheduled archaeological and cultural sites.</li> <li>iii. Scheduled significant trees.</li> <li>iv. Scheduled significant natural areas.</li> <li>v. The Waikato River and gullies and river banks, lakes, rivers and streams.</li> </ul>
	<p><b>23.2.5b</b> Subdivision protects, and where possible enhances any:</p> <ul style="list-style-type: none"> <li>i. Landforms and natural features.</li> <li>ii. Vegetation.</li> </ul>
	<p><b>23.2.5c</b> Subdivision of land which protects and enhances the riparian margins of the Waikato River and the City's lakes, gullies and rivers.</p>
<b>Explanation</b>	
<p><i>Subdivision and the associated development of land often involves modification and this has the potential to cause or exacerbate adverse effects. These effects should be managed through the location and design of subdivision.</i></p>	
<b>Objective</b>	<b>Policies</b>
<p><b>23.2.6</b> Subdivision of an existing, or an approved, development shall have suitable instruments in</p>	<p><b>23.2.6a</b> To ensure that any subdivision is supported by management structures and legal mechanisms that provides certainty of,</p>

place to manage individual ownership, and any shared rights and interests in common.	and enables effective ongoing, management, maintenance and operation of land, structures, services, apartment buildings, and common areas.
<b>Explanation</b>	
<i>The objective and policy ensures that the type of land tenure proposed is the most appropriate to the nature and configuration of underlying development. In the case of fee simple subdivision of apartment buildings, the means by which shared and common components are to be managed by multiple parties is clearly demonstrated and established at the time of application for subdivision.</i>	
<b>Objective</b>	<b>Policies</b>
<p><b>23.2.7</b> Subdivision in Rotokauri North is designed comprehensively to ensure a medium-density environment with a high standard of urban design quality.</p>	<p><b>23.2.7a</b> Enable subdivision in Rotokauri North that:</p> <ol style="list-style-type: none"> <li>i. Creates lots that are generally rectangular in shape with a greater depth than width;</li> <li>ii. Provides lots of a suitable shape and size for apartment developments;</li> <li>iii. Forms a well-connected block structure that avoids: <ul style="list-style-type: none"> <li>• rear lots wherever possible; and</li> <li>• culs-de-sac, except where there is no practical alternative (e.g., adjoining the green spine) and pedestrian connectivity can still be achieved;</li> </ul> </li> <li>iv. Maximises street or pedestrian frontage to public spaces, including at least one side of streams or drainage reserves that are longer than 250m;</li> <li>v. Maximises land efficiency to promote affordable housing while achieving clauses iii and iv above;</li> <li>vi. Can accommodate a permitted activity duplex dwelling.</li> </ol>
<b>Explanation</b>	

*The objective reflects the overall design approach for Rotokauri North, which is to create a well-planned medium-density living environment that enables a variety of lifestyle and housing choices (and therefore a range of price points and provision of affordable housing). It recognises that the environment must create liveable and useable spaces. The policies require the development of urban blocks and interconnected roading networks at the time of subdivision, and for dwellings to create public fronts which address the street and encourage interaction, whilst generally ensuring that back yards are provided for private outdoor living spaces.*

*Achieving the Rotokauri North subdivision pattern of development through lot and urban block layout is important to establishing a high-quality medium-density living environment, and ensuring the integration of subdivision and land use outcomes, particularly where these relate to the creation of vacant fee simple lots and their subsequent development with individual houses.*

## 23.3 Rules – Activity Status Tables

**Table 23.3a:** General Residential, Residential Intensification, Large Lot Residential, Central City, Business 1 to 7, Industrial, Knowledge, Ruakura Logistics, Ruakura Industrial Park, Future Urban, All Open Space, Major Facilities, Community Facilities and Transport Corridor Zones and All Hazard Areas

Activity	General Residential, Residential Intensification, Large Lot Residential, Central City, Business 1 – 7, Industrial, Knowledge, Ruakura Logistics and Ruakura Industrial Park Zones	Future Urban Zone	All Open Space Zones, Major Facilities, Community Facilities, Transport Corridor Zones	All Hazard Areas
<b>For Medium-Density Residential, Rototuna Town Centre Zone and Te Rapa North Industrial Zone see Table 23.3b below. For Special Character Zones see Table 23.3c below. For Rotokauri North see Table 23.3d below.</b>				
i. Boundary adjustments	P	RD	P	RD
ii. Amendments to cross-lease, unit-titles and company lease plans for the purpose of showing alterations to existing buildings or additional lawfully established buildings	P	P	P	P
iii. Conversion of cross-lease titles into fee simple titles	P	P	P	P
iv. Subdivision to accommodate a network utility service or transport corridor	RD	RD	RD	D

v. Fee simple subdivision* (includes fee simple subdivision of apartment buildings)	RD*	RD*	RD*	D
vi. Cross-lease subdivision	NC	NC	NC	NC
vii. Company-lease subdivision*	RD*	RD*	RD*	D
viii. Unit-title Subdivision*	RD*	RD*	RD*	D
ix. Leasehold Subdivision	RD	RD	RD	D
x. Subdivision involving any allotment within the Electricity National Grid Corridor	RD	RD	RD	D
xi. Any subdivision of an allotment containing a Scheduled Historic Heritage Site identified in Volume 2, Appendix 8, {Link, 10178,Schedules 8A} and 8B	D	D	D	D
xii. Any subdivision of an allotment containing a Significant Natural Area identified in Volume 2, Appendix 9, Schedule 9C	D	D	D	D

**Table 23.3b:** Medium-Density Residential Zones (excluding Rotokauri North and Te Rapa Racecourse Medium-Density Residential Precinct) and Rototuna Town Centre Zones, and Te Rapa North Industrial Zone

Activity	Medium-Density Residential and Rototuna Town Centre Zones		Ruakura Te Rapa North Industrial Zone and Te Awa Lakes Medium-Density Residential Zone				
	Without an approved CDP	As part of or after a CDP has been approved	With an approved LDC or an LDC with subdivision activity	Deferred industrial outside of Stage 1A	Within Stage 1A without a CDP	Within Stage 1A after a CDP	Te Rapa Dairy Manufacturing Site?
<b>For General Residential, Residential Intensification, Large Lot Residential, Central City, Business 1 to 7, Industrial, Knowledge, Ruakura Logistics and</b>							

**Ruakura Industrial Park, Future Urban, all Open Space, Major Facilities, Community Facilities and Transport Corridor Zones, and all Hazard Areas see Table 23.3a above. For Special Character Zones see Table 23.3c below.**

i. Boundary adjustments Inclusive where no LDC exists for Ruakura and Te Awa Lakes Medium-Density Residential Zone	P	P	P	P	P	P	P
ii. Amendments to cross-lease, unit-titles and company lease plans for the purpose of showing alterations to existing buildings or additional lawfully established buildings	P	P	P	P	P	P	P
iii. Conversion of cross-lease titles into fee simple titles	P	P	P	P	P	P	P
iv. Subdivision to accommodate a network utility service or transport corridor inclusive where no LDC exists for Ruakura and Te Awa Lakes Medium-Density Residential Zone	RD	RD	RD	RD	D	RD	RD
v. Fee simple subdivision	NC	D	RD*	NC	D	RD*	RD*

vi. Cross-lease subdivision*	NC	NC	NC	NC	NC	NC	NC
vii. Company-lease subdivision	NC	RD	RD	NC	D	RD	RD
viii. Unit-title Subdivision*	NC	RD*	RD*	NC	D	RD*	RD*
ix. Leasehold Subdivision	NC	RD	RD	NC	D	RD	RD
x. Subdivision involving any allotment within the Electricity National Grid Corridor	NC	RD	RD	RD	D	RD	RD
xi. Any subdivision of an allotment containing a Scheduled Historic Heritage Site identified in Volume 2, Appendix 8, Schedules 8A and 8B	NC	D	D	NC	D	D	D
xii. Any subdivision of an allotment containing a Significant Natural Area identified in Volume 2, Appendix 9, Schedule 9C	NC	D	D	NC	D	RD	RD

Table 23.3c: Special Character Zones

Activity	All Special Character zones			Special Natural Zone		Rototuna North East Character Zone, Special
	Temple View Zone	Peacocke Character Zone		Lot 2 DP425316		
		Without	As part	Without	As part	

		an approved Master Plan	of or after a Master Plan has been approved	an Approved CDP	of an application for a CDP or after a CDP has been approved	Residential Zone, Special Heritage Zone and Special Natural Zone
<b>For Medium-Density Residential, Rototuna Town Centre Zone and Te Rapa North Industrial Zone see Table 23.3b above. For General Residential, Residential Intensification, Large Lot Residential, Central City, Business 1 – 7, Industrial, Knowledge, Ruakura Logistics and Ruakura Industrial Park, Future Urban, all Open Space, Major Facilities, Community Facilities, and Transport Corridor Zones, and all Hazard Areas see Table 23.3a above.</b>						
i. Boundary adjustments	RD	RD	RD	RD	RD	P
ii. Amendments to cross-lease, unit-titles and company lease plans for the purpose of showing alterations to existing buildings or additional lawfully established buildings	P	P	P	-	P	P
iii. Conversion of cross-lease titles into fee simple titles	P	P	P	-	-	P
iv. Subdivision to accommodate a: - network utility service or - transport corridor	RD RD	RD RD	RD RD	RD NC	D D	RD RD
v. Fee simple subdivision*	D	-	-	NC	D	RD*
a. Fee Simple	-	RD	RD	-	-	-

Subdivision within the Peacocke Character Zone for lots greater than 10ha						
b. Fee Simple Subdivision within the Peacocke Character Zone for lots between 10ha and 2ha in the Terrace Area and between 10ha and 5000m <sup>2</sup> in the Gully and Hill Areas	-	D	D	-	-	-
c. Fee Simple Subdivision within the Peacocke Character Zone for lots less than 2ha in the Terrace Area and less than 5000m <sup>2</sup> in the Gully and Hill Areas	-	NC	D	-	-	-
d. Subdivision within the Peacocke Character Zone to establish a Master	-	D	D	-	-	-



Plan neighbourhood area according to Volume 2, Appendix 2, Figure 2-3 Peacocke Structure Plan – Character Areas and Neighbourhoods						
e. Boundary relocation	-	D	D	D	D	-
vi. Cross-lease subdivision	NC	NC	NC	NC	NC	NC
vii. Company-lease subdivision*	D	NC	D	NC	D	RD*
viii. Unit-Title subdivision*	D	NC	D	NC	D	RD*
ix. Leasehold subdivision	D	NC	D	NC	D	RD
x. Subdivision involving any allotment within the Electricity National Grid Corridor	-	-	-	-	-	RD
xi. Any subdivision of an allotment containing a Scheduled Historic Heritage Site identified in Volume 2, Appendix 8, Schedule 8A and 8B	D	D	D	D	D	D
xii. Any subdivision of an allotment	D	D	D	NC	D	D

containing a Significant Natural Area identified in Volume 2, Appendix 9, Schedule 9C						
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**Table 23.3d:** All zones in Rotokauri North

Activity	Activity Status
i. Boundary adjustments	P
ii. Amendments to unit-titles and company lease plans for the purpose of showing alterations to existing buildings or additional lawfully established buildings	P
iii. Subdivision to accommodate a network utility service or transport corridor	RD
iv. Cross-lease subdivision	NC
v. Company-lease subdivision*	RD*
vi. Unit-title Subdivision*	RD*
vii. Leasehold Subdivision	RD
viii. Any subdivision of an allotment containing a Significant Natural Area identified in Volume 2, Appendix 9, Schedule 9C	RD
ix. Fee simple subdivision*:	RD*
a. Any subdivision not in accordance with the Rotokauri North Structure Plan (Figure 2-8A)	D
b. Any fee simple subdivision which creates a rear lot	NC
c. Creation of any vacant lots not meeting the minimum lot size specified in Rule 23.7.1 below	NC
d. Creation of any vacant lots not meeting the minimum lot dimensions specified in Rule 23.7.8 below	D
e. Any subdivision not meeting the block layout dimensions or minimum specified in Rule 23.7.8 below	D
f. Any subdivision with access not meeting Rule 23.7.8 below	D
g. Any subdivision to create road to vest that	D

does not meet the minimum widths in 23.7.8	
x. Any subdivision which results in a permanent cul-de sac	D
xi. Subdivision in accordance with a land use consent	RD*
xii. Subdivision of a duplex which meets Rule 4.7.12.a to create fee simple titles	RD*
xiii. Subdivision of apartments to create fee simple or unit titles.	RD*

**Table 23.3e: Te Rapa Racecourse Medium Density Residential Precinct**

Activity	Activity Status
i. <u>Boundary adjustments</u>	<u>P</u>
ii. <u>Amendments to unit-titles and company lease plans for the purpose of showing alterations to existing buildings or additional lawfully established buildings</u>	<u>P</u>
iii. <u>Subdivision to accommodate a network utility service or transport corridor</u>	<u>RD</u>
iv. <u>Cross-lease subdivision</u>	<u>NC</u>
v. <u>Company-lease subdivision</u>	<u>RD</u>
vi. <u>Unit-title Subdivision</u>	<u>RD</u>
vii. <u>Leasehold Subdivision</u>	<u>RD</u>
viii. <u>Fee simple subdivision that creates vacant lots</u>	<u>RD</u>
ix. <u>Any subdivision not in general accordance with the Te Rapa Racecourse Medium-Density Residential Precinct Plan (Figure 4.5-1)</u>	<u>D</u>
x. <u>Creation of any vacant lots not complying with the minimum lot size specified in Rule 23.7.1 below</u>	<u>D</u>
xi. <u>Creation of any vacant lots not complying with the minimum lot dimensions specified in Rule 23.7.9 below</u>	<u>D</u>
xii. <u>Any subdivision to create roads to vest or rear lanes that do not meet the minimum widths in Rule 23.7.9 below</u>	<u>D</u>
xiii. <u>Subdivision in accordance with a land use consent that is determined concurrently with the subdivision consent if the applicant for the resource consent demonstrates that:</u>	<u>C</u>

<p>a. <u>It is practicable to construct on every allotment within the proposed subdivision a residential unit as a permitted activity or in accordance with the concurrent land use consent; and</u></p> <p>b. <u>Each residential unit complies with any other relevant rules in the Te Rapa Racecourse Medium Density Residential Precinct; and</u></p> <p>c. <u>No vacant allotments are created.</u></p>	
<p>xiv. <u>Subdivision of existing duplexes to create fee simple or unit titles</u></p>	<p><u>C</u></p>
<p>xv. <u>Subdivision of existing apartments to create fee simple or unit titles.</u></p>	<p><u>C</u></p>
<p>xvi. <u>Any subdivision to create lots within the Low Flood Hazard Area shown on the Te Rapa Racecourse Medium Density Residential Precinct Plan (Figure 4.5-1)</u></p>	<p><u>RD</u></p>

**Note**

1. Consultation with Transpower New Zealand Limited (or its successor) is advised when considering subdivision within the Electricity National Grid Corridor. Transpower New Zealand will be an affected party for any development requiring resource consent for a subdivision under or adjacent to high voltage transmission lines.
2. Refer to Chapter 1.1.9 for activities marked with an asterisk (\*).
3. For any activity not identified above, see Section 1.1.8.1.

## 23.4 Rules – Application of the Transport Corridor Zone

- a. After 13 November 2012 land that is vested in the Council or the Crown as road pursuant to any enactment or provision in this plan, and has been formed as road to Council's required standards, then from the date of formation of the road, the land shall be subject to the rules in the Transport Corridor Zone but shall retain its current zoning.

## 23.5 Rules – General Standards

### 23.5.1 Telecommunication, Electricity, Gas and Computer Media

- a. Telecommunication, electricity, gas and ducting for computer media shall be provided at the time of subdivision, in accordance with the requirements of the relevant network utility operator and the relevant standards of the applicable zone.
- b. Telecommunication, electricity, gas and ducting for computer media shall be underground where possible.

**Note**

1. *Acceptable means of compliance for the provision, design and construction of infrastructure is contained within the Hamilton City Infrastructure Technical Specifications.*

## 23.5.2 Provision of Esplanade Reserves and Strips

- a. An Esplanade Reserve or Esplanade Strip of not less than 20m measured from the edge of any river or lake shall be set aside and vested in Council in accordance with section 231 of the Act where any subdivision of land results in the creation of an allotment that adjoins the banks of:
  - i. The Waikato River.
  - ii. The margins of Lake Rotoroa (Hamilton Lake).
  - iii. Any watercourse where the average width of the bed is 3m or more where the river flows through or adjoins an allotment.
  - iv. Where a reserve or road of less than 20m width already exists along the edge of any river or lake, then additional land shall be vested to increase the minimum width to 20m.

## 23.5.3 Provisions in Other Chapters

- a. The provisions of the following chapters apply to activities within this chapter where relevant.
  - Chapter 3: Structure Plans
  - Chapter 25: City-wide

## 23.6 Rules – Specific Standards

- a. The standards of Rule 23.6 shall not apply to the subdivision of land to accommodate a network utility service.

### 23.6.1 Subdivision in the Ruakura Structure Plan Area

- a. Any subdivision which creates new allotments in the Ruakura Structure Plan area cannot initiate land use or development which is contrary to Rules 3.7.4.1 to 3.7.4.5 and Rule 3.7.5 of Chapter 3: Structure Plans, except as provided for within the Large Lot Residential Zone.
- b. A consent notice may be registered against the title of any new allotment to ensure compliance with the Ruakura Structure Plan area rules in Rules 3.7.4.1 to 3.7.4.5 and Rule 3.7.5 of Chapter 3: Structure Plans.
- c. Any subdivision which creates new allotments, and is in accordance with (a) and (b) above where applicable, shall be in accordance with the zoning of the land as identified on the Planning Maps and in accordance with Rule 3.7.4.1.

## 23.6.2 Company Leases and Unit Title Subdivision

- a. Where an allotment is subject to an application for subdivision consent by way of company lease or unit title subdivision the following rules shall apply.
  - i. All existing buildings to which the subdivision relates shall have:
    - Existing use rights.
    - Been erected in accordance with a resource consent or certificate of compliance and building consent has been issued.
    - Comply with any relevant standards.
- b. All areas to be set aside for the exclusive use of each building or unit shall be shown on the survey plan, in addition to any areas to be used for common access or parking or such other purpose.
- c. In all staged subdivisions, provision shall be made for servicing the building or buildings and all proposed future buildings on the allotment.
- d. Where subdivision consent has been approved, no alterations shall be made to the position of the boundary lines delineated on the survey plan, or otherwise defined, without further subdivision consent.
- e. A design report shall be submitted detailing the effects of the proposed subdivision on the existing buildings pursuant to Section 116A of the Building Act 2004.
- f. If alterations to buildings are necessary to fulfil the requirements of the Building Act or conditions of subdivision consent, they shall be undertaken in terms of a building consent and completed before the issue of a certificate under Section 224 of the Resource Management Act 1991. Such alterations shall comply with the relevant standards of the relevant zone and this chapter.

## 23.6.3 Amendments to a Cross-lease, Company Lease or Unit Title Plan

- a. The amendments shall be for the purpose of showing alterations to existing buildings or additional lawfully established buildings.
- b. The alteration shall be either permitted or otherwise lawfully established.

## 23.6.4 Cross-lease to Fee Simple Subdivision

- a. The proposed boundaries shall align with those exclusive use area boundaries on the cross-lease plan. Where no exclusive use areas are shown on the cross lease plan the boundaries shall align with the exclusive and established pattern of occupation associated with the existing underlying development.
- b. Where required to protect services, easements shall be provided.
- c. Rule 23.7 – Subdivision Design Standards shall not apply to subdivisions under this rule.

- d. The relevant land use rules in the respective zones (excluding Chapter 25.13 Three Waters) shall not apply to existing legally established buildings.

### 23.6.5 Leasehold Subdivision

Where an allotment is subject to an application for subdivision consent by way of leasehold subdivision the following rules shall apply where relevant.

- a. Section 23.4 Application of the Transport Corridor
- b. Section 23.5 Rules - General Standards
- c. Section 23.6 Rules - Specific Standards
- d. Section 23.7 Subdivision Design Standards

### 23.6.6 Boundary Adjustments

- a. Any boundary adjustment shall not result in the creation of additional allotments, except in circumstances where a boundary adjustment creates an additional allotment or allotments which are required to be held together with another allotment or allotments by way of compulsory amalgamation condition.
- b. Any boundary adjustment shall not alter the size of an existing allotment by greater than 10% of the registered allotment size.
- c. Any allotment subject to a boundary adjustment shall comply with all relevant development and performance standards.
- d. Where required to protect services, easements shall be provided.

### 23.6.7 Subdivision Activities within the Electricity National Grid Corridor

- a. Any subdivision which creates new allotments within the Electricity National Grid Corridor shall identify a building envelope, compliant with the relevant zone standards and the standards of this Chapter and clear of the National Grid Yard.
- b. Failure to comply with the above standard will result in the proposal being assessed as a non-complying activity.

### 23.6.8 Subdivision in the Medium-Density Residential Zones and Rototuna Town Centre Zone (excluding Rotokauri North Medium Density Residential Zone and Te Rapa Racecourse Medium Density Residential Precinct)

- a. Subdivision shall only take place in conjunction with a Comprehensive Development Plan or Land Development Plan application or after a Comprehensive Development Plan or Land Development Plan application has been granted. References to Land Development Plan in this rule relate to the Te

### Awa Lakes Medium-Density Residential Zone.

- b. Allotment area and configuration shall conform to the allotment areas approved as part of the land-use consent.
- c. A consent notice shall be registered against the title of each allotment to ensure compliance with the terms of the land-use consent.
- d. The standards in Rule 23.6.8.a to c. do not apply to subdivision to accommodate a network utility service or transport corridor.
- e. Subdivision in Land Development Plan Areas Q and R and Area X in the Business 6 Zone, shown on Figure 2-21 in Appendix 2 Structure Plans, that does not comply with a. above is a prohibited activity.

#### Note

1. Refer to Rule 23.6.1 for Medium-Density Residential Subdivision in the Ruakura Structure Plan area

## 23.6.9 Subdivision in the Te Rapa North Industrial Zone

- a. Subdivision occurring in Stage 1A shall only occur over the following land areas:
  - i. Post the Te Rapa section of the Waikato Expressway being open for public use, and prior to 1 January 2021 no more than 7ha of land shall be able to be subdivided; 7ha only in Stage 1A.
  - ii. After 1 January 2021 a maximum of 23ha of land shall be able to be subdivided, 23ha in Stage 1A, being additional to the 7ha provided for Stage 1A prior to 2021.

## 23.6.10 Subdivision Within Stage 1 of the Peacocke Structure Plan Area

- a. As part of any subdivision of Sec 1 SO 57582 or the balance of this parent lot, the following infrastructure requirements shall be met and certified by Council.
  - i. Upgrading of the existing wastewater network to provide for future development on the site.
  - ii. Implement a solution at the Dixon Road and State Highway 3 intersection that mitigates the adverse effects of potential traffic volumes from within Stage 1.
  - iii. Any subdivision that does not comply with i. and ii. above will be a non-complying activity.

## 23.6.11 Subdivision in the Peacocke Character Zone

Activity	Standards	
	Terraced Area	Gully Area and Hill Areas
a. Fee Simple	180m frontage onto a formed and sealed legal road forming	



Subdivision for lots greater than 10ha	part of the City's transport network	
b. Fee Simple Subdivision for lots between 10ha and 2ha in the Terrace Area and between 10ha and 5000m <sup>2</sup> in the Gully and Hill Areas	1. Lots between 10ha and 2ha <ul style="list-style-type: none"> <li>i. Only applies to allotments created prior to 1 September 2011 or if the allotment was created by an acquiring authority, or by boundary adjustment</li> <li>ii. Limited to one new lot per parent title, other than for utility and access allotments</li> </ul>	2. Lots between 10ha and 5000m <sup>2</sup> <ul style="list-style-type: none"> <li>i. Only applies to allotments created prior to 1 September 2011 or if the allotment was created by a requiring authority, or by boundary adjustment</li> <li>ii. Average lot Size = 1ha</li> <li>iii. Limited to one new lot per parent title other than for utility and access allotments</li> </ul>
<p><b>Note</b></p> <ol style="list-style-type: none"> <li>1. A simple Integrated Transport Assessment (ITA) is required as part of the subdivision consent information requirements (refer {Link, 6163,Rule 25.14.3})</li> <li>2. A Subdivision Concept Plan is required as part of the subdivision consent information requirements (refer Volume 2, Appendix 1.2.2.2c)</li> </ol>		
c. Fee Simple Subdivision for lots less than 2ha in the Terrace Area and less than 5000m <sup>2</sup> in the Gully and Hill Areas	1. Lots Less than 2ha <ul style="list-style-type: none"> <li>i. Provide full urban infrastructure</li> <li>ii. Connection to the existing wastewater network to the satisfaction of Council</li> <li>iii. Provision of a transport corridor connection across the Waikato River to join with the existing transport network</li> </ul>	2. Lots less than 5000m <sup>2</sup> <ul style="list-style-type: none"> <li>i. Provide full urban infrastructure</li> <li>ii. Connection to the existing wastewater network to the satisfaction of Council</li> <li>iii. Provision of a transport corridor connection across the Waikato River to join with the existing transport network</li> </ul>
<p><b>Note</b></p> <ol style="list-style-type: none"> <li>1. A Master Plan is required as part of the subdivision consent information requirements (refer Volume 2, Appendix 1.2.2.3)</li> </ol>		
d. Boundary Relocation Subdivision	<ul style="list-style-type: none"> <li>i. Minimum lot size of 5000m<sup>2</sup></li> <li>ii. Shall not create any additional certificates of title.</li> <li>iii. All lots involved in the subdivision shall have formed and legal vehicle access</li> <li>iv. A concept plan shall be prepared showing how the allotments in the subdivision can be subsequently re-subdivided in accordance with Volume 2, Appendix 1.2.2.2</li> </ul>	

e. Any subdivision, other than for urban purposes, shall be required to have a consent

notice placed on all titles issued from the subdivision (including the parent lot) requiring the payment of any outstanding development contributions prior to the subdivision of the title for urban purpose being allowed.

- f. Except that the lots approved via subdivision consents (Council Consent Reference Numbers: 11.2009.20620, 11.2009.20621, 11.2099.20769, 11.2009.20770, 11.2007.18574, and 11.2011.22366) granted over the land described as Pt Lot 6 DP 34164, Lot 1 DPS 12991, Lot DPS 78023, Lot 1 DPS 76734, Lot 5 DPS 45202, Lot 2 DP 23381, Lot 5 DP 17475 Lot 8 DP 34164, Allotment 87, Pt Allotment 93 and Pt Allotment 94 Te Rapa PSH, Lot 3 DPS 45202, lots 1, 2 and 3 DPS 40592 and Lots 1, 2, 3, and 4 DPS 81210 can be used to create up to 52 lots for urban purposes without complying with Rule 23.6.10.c.1 or 2 provided that:
- i. A wastewater system sufficient to service urban purposes is provided and certified by Council.
  - ii. A stormwater disposal solution is provided and certified by Council.
  - iii. A Master Plan for the area of not less than one neighbourhood, as identified within Volume 2, Appendix 2, Figure 2-3. Refer to Volume 2, Appendix 1.2.2.3 for information requirements.
  - iv. No further subdivision creating additional allotments is permitted unless Rule 23.6.11.c.1 or 2 is complied with.
- g. Any subdivision for urban purposes that is in accordance with an approved Master Plan shall not be required to prepare an Integrated Catchment Management Plan.
- h. Any subdivision for urban purposes that is in accordance with an approved Master Plan shall not be required to prepare an Integrated Transport Assessment.
- i. Any subdivision within the Peacocke Character Area which does not comply with the standards in Rule 23.6.11 will be a non-complying activity.

### 23.6.12 Subdivision in the Rototuna North East Character Zone

- a. The maximum development yield shall be 1100 residential units.
- b. The provision of a neighbourhood park area:
  - i. The first subdivision of land adjoining the Waikato Expressway designation (Designation E90) shall submit for approval as part of the subdivision, a neighbourhood park concept plan, consisting of detailed plans and supporting documentation for the entire future reserve area as located on the Rototuna Structure Plan.
  - ii. The neighbourhood park shall:
    - Ensure varied widths no less than 20m.
    - Address and accommodate topographical constraints to ensure usability of

the area for informal recreation.

- Include flat open spaces for informal recreational.
  - Include one area of between 300m<sup>2</sup> and 800m<sup>2</sup> for the provision of a children's play area. The location and design of this plan area shall ensure the safe operation of the playground and shall have regard to any stormwater attenuation areas and the roading and cycling network. Where necessary, additional safety measures will be taken, such as fencing.
  - Include landscaping areas to provide an interesting and varied visual amenity for the area. These areas are to include varied vegetated areas (with the exception of the proposed Cycle and Walking access point across the Waikato Expressway, stormwater attenuation areas and identified viewing areas shown on the Rototuna Structure Plan) having a minimum planting width of 2m when parallel to the boundary of the Waikato Expressway, and consisting of native vegetation capable of reaching heights of at least 8m at maturity.
  - Reflect the principles of Crime Prevention Through Environmental Design (CPTED).
  - Include both a walking and cycling network in accordance with the Rototuna Structure Plan.
  - Show how the area will relate to its surrounding area, including the Waikato Expressway.
- iii. Any subdivision of land adjoining the Waikato Expressway (Designation E90) shall have regard to and implement the portion of the approved neighbourhood concept plan over the land area the subdivision is for at the time of subdivision.
- c. At the time of subdivision of land and only if either the location of the carriageway within the designation corridor of the Waikato Expressway has been confirmed in writing by the Requiring Authority; or confirmed through an Outline Plan of Works approval under S.176A of the RMA; or construction is underway or completed; the following shall be identified on the subdivision plan to be submitted for consent:
- i. A 55dB<sub>L</sub>Aeq(24hr) contour line from the Waikato Expressway carriageway boundary utilising the following criteria:
    - Traffic flow of 12700 vpd
    - 10%HCV
    - Vehicle speed of 100km/hr (or the posted speed limit if that is lower)
    - Noise mitigation as confirmed by an approved Outline Plan of Works for Designation E90
    - Finished ground levels based on the proposed subdivision design

- ii. Identification of all lots where any boundary is intersected by the 55  $\text{dB}_{\text{LAeq}(24\text{hr})}$  contour line.

### 23.6.13 Subdivision of Lot 2 DP425316 Lake Waiwhakareke Landscape Character Area

Subdivision shall only take place in conjunction with a Comprehensive Development Plan application or after a Comprehensive Development Plan application has been granted.

### 23.6.14 All Subdivision in the Te Awa Lakes Structure Plan area

- a. A consent notice shall be registered against the title of each allotment to ensure compliance with the terms of the land use consent relating to the management and eradication of alligator weed.

## 23.7 Subdivision Design Standards

- a. The standards of Rule 23.7 shall not apply to the subdivision of land to accommodate a network utility service.
- b. The standards of Rule 23.7.1 shall not apply to:
  - i. The unit title subdivision of existing lawfully established buildings; or
  - ii. The fee simple subdivision of existing lawfully established duplex dwellings Provided that all relevant development and performance standards are met in relation to the proposed boundaries around that building or unless otherwise authorised by resource consent.

### 23.7.1 Allotment Size and Shape

Zone	Minimum Net Site Area	Max Net Site Area	Min Shape Factor
a. General Residential Zone (unless otherwise stated)	400m <sup>2</sup>	-	15m-diameter circle
b. General Residential Zone (within the Rototuna Structure Plan Area)	400m <sup>2</sup>	-	15m-diameter circle
c. General Residential Zone (adjoining)	1000m <sup>2</sup>	-	-

the Waikato Expressway)			
d. Residential Intensification Zone	350m <sup>2</sup>	-	-
e. Special Residential Zone	Front, corner or through site – 600m <sup>2</sup>	-	15m-diameter circle
	Rear Site – 400m <sup>2</sup>	-	15m-diameter circle
f. Large Lot Residential – SH26, Ruakura Structure Plan area	2500m <sup>2</sup>	-	15m-diameter circle
g. Large Lot Residential – Percival/Ryburn Rd, Ruakura Structure Plan area	2ha Except for Lot 8 DP 9210-5000m <sup>2</sup>	-	Rule 23.7.1.w. applies
h. Rototuna North East Character Zone	500m <sup>2</sup>	-	15m-diameter circle
i. Special Heritage Zone (unless otherwise stated)	600m <sup>2</sup>	-	15m-diameter circle
j. Special Natural Zone (Lake Waiwhakareke Landscape Character Area)	350m <sup>2</sup>	800m <sup>2</sup> where a boundary to a site is adjoining the Lake Waiwhakareke Heritage Park or is separated from it only by a road reserve.	15m-diameter circle
k. Special Natural Zone (Ridgeline Character Area)	600m <sup>2</sup>	-	15m-diameter circle
l. Peacocke Character Zone (Terrace Area)	200m <sup>2</sup>	-	15m-diameter circle Medium-Density Residential – N/A
m. Peacocke Character Zone (Gully Area)	800m <sup>2</sup>	-	15m-diameter circle
n. Peacocke Character Zone	400m <sup>2</sup>	800m <sup>2</sup>	15m-diameter circle

(Hill Area where slopes are less than 5 Degrees)			
o. Peacocke Character Zone (Hill Area where slopes are greater than 5 Degrees)	800m <sup>2</sup>	-	15m-diameter circle
p. Temple View Zone (Within the Character Areas)	600m <sup>2</sup>	-	15m-diameter circle
q. Temple View Zone (As part of a Duplex within precinct 1, 2, 3 and 4)	Duplex dwelling = 200m <sup>2</sup> per unit (400m <sup>2</sup> per duplex)	-	-
r. Central City Zone, Knowledge Zone, Business 1 to 7 Zones	1,000m <sup>2</sup>	-	20m-diameter circle
s. Industrial Zone, Rotokauri Employment Area and Riverlea Industrial Area	Front, corner or through site – 1,000m <sup>2</sup>	-	Rule 23.7.1.bb. applies
	Rear sites – 500m <sup>2</sup>	-	Rule 23.7.1.bb. applies
t. Te Rapa North Industrial Zone	500m <sup>2</sup>	-	Rule 23.7.1.bb. applies
u. Ruakura Logistics Zone	3000m <sup>2</sup>	-	Rule 23.7.1.bb. applies
v. Ruakura Industrial Park Zone	3000m <sup>2</sup> Except up to a maximum of 20% of sites for each subdivision stage shall have a minimum net site area of 1000m <sup>2</sup> for front sites and 500m <sup>2</sup> for rear sites.	-	Rule 23.7.1.bb. applies
w. Ruakura Industrial Park Zone LDP	Front, corner or through site- 1000m <sup>2</sup>	-	Rule 23.7.1.bb. applies

Areas T & G	Rear Sites – 500m <sup>2</sup>	-	Rule 23.7.1.bb. applies
x. Future Urban Zone	10ha	-	-
y. Te Awa Lakes Medium-Density Residential Zone lots that adjoin any existing or proposed esplanade reserve adjacent to the Waikato River (River Interface Overlay)	1000m <sup>2</sup>	-	15m diameter circle
z. Rotokauri North Medium-Density Residential Zone <u>and Te Rapa Racecourse Medium Density Residential Precinct</u> - applies to vacant lots only	280m <sup>2</sup>		

- aa. Where the shape factor circle standard applies to any subdivision, unless otherwise specified, each allotment shall be of a shape that can accommodate a circle of the specified diameter in a position which does not infringe any required front yard requirements of the respective zone.
- bb. Allotments in the Industrial, Te Rapa North Industrial, Ruakura Logistics and Ruakura Industrial Park Zones shall be of such a shape as to contain a 20 meter diameter circle. The circle shall not infringe any required front setback or any setback adjoining a residential, special character or open space zone.
- cc. The location of the shape factor circle for each allotment in the Rototuna North East Character Zone, in addition to Rule 23.7.1.zaa shall be positioned so not to require land modification in excess of 40m<sup>3</sup>.
- dd. Allotments in the Rototuna North East Character Zone, adjoining the Waikato Expressway Designation (Designation E90), and prior to either the location of the carriageway within the designation corridor of the Waikato Expressway has been confirmed in writing by the Requiring Authority; or confirmed through an Outline Plan of Works approval under S.176A of the RMA; or construction is underway or completed the location of the shape factor circle for each allotment shall not

infringe the 65m habitable building setback (refer to Figure 5.4.6a).

### 23.7.2 Subdivision Suitability

- a. All subdivisions creating fee simple allotments shall ensure that new allotments (excluding any utility, road or reserve allotment, or allotment subject to amalgamation) are of a size and shape to enable activities anticipated in the zone.
- b. Where allotments are proposed that contain existing development on the existing title,
  - i. The applicable general and specific standards for the zone and activity under consideration shall be complied with for each allotment; and
  - ii. The applicable standards in Chapter 25 – City Wide shall be complied with for each allotment.

**Note**

For the avoidance of doubt, Rule 23.7.2.b does not apply to an infringement that has existing use rights or was approved under a Land Use Resource Consent.

- c. Where allotments are proposed that contain development that has been approved under separate land use consent, compliance with the approved layout shall be achieved as part of the subdivision.
- d. Where b. or c. is not complied with, a concurrent application for land use consent for the identified areas of non-compliance with the applicable general and specific standards, or the approved layout shall be made.

### 23.7.3 General Residential Zone, and All Special Character Zones

a. Minimum transport corridor boundary length for a front site (except in the Terrace area of the Peacocke Character Zone and within the Character Areas of the Temple View Zone)	15m
b. Minimum transport corridor boundary length for a front site within the Terrace area of the Peacocke Character Zone and within the Character Areas of the Temple View Zone	10m
c. Minimum rear boundary length of a front site	10m
d. Maximum number of allotments served by a single private way	20
e. Minimum private way width serving 1-6 allotments	3.6m
f. Minimum private way width serving 7 – 20 principal units where access forms common property under a unit title arrangement or, 7-9 units (where access is part of a fee simple subdivision)	6m
g. Minimum width of vehicle access (to be formed and vested as public road) serving 10-20 fee simple lots	16m



h. Minimum width of vehicle access to be formed and vested as public road: i. Serving more than 20 allotments (Local Road) ii. Serving more than 20 allotments (Collector Road on Structure Plan)	20m 23m
i. Maximum private way gradient	1:5m
j. Maximum private way length	100m (with passing every 50m)
k. Maximum cul-de-sac length, including private way	150m
l. Maximum number of private ways accessing directly on to a cul-de-sac turning head	1
m. Maximum number of culs-de-sac accessing directly on to a cul-de-sac	0
n. Maximum pedestrian accessway length through a block	80m
o. Minimum pedestrian accessway width through a block	40m or less in length: 6m wide 41m – 60m in length: 9m wide 61m – 80m in length: 12m wide
p. The ability for any proposed lot in a subdivision to comply with the vehicle crossing separation distance requirements in Rule 25.14.4.1.a and 25.14.4.1.c shall be demonstrated.	-

**Note**

*Standard 23.7.3 only has immediate legal effect when subdivision occurs in the Special Heritage Zone or Heritage Area of the Temple View Zone, as shown on Planning Map 60B.*

## 23.7.4 Large Lot Residential Zone

a. Minimum transport corridor boundary length for a front site	40m
b. Minimum rear boundary length of a front site	10m
c. Maximum number of allotments served by a single private way	6
d. Minimum private way width serving 1-6 allotments	3.6m
e. Public road serving 7 – 20 allotments	16m
f. Public road serving more than 20 allotments (Local Road)	20m
g. Public road serving more than 20 allotments (Collector Road)	23m
h. Maximum private way gradient	1:5m
i. Maximum private way length	100m with passing

	every 50m
j. Maximum cul-de-sac length	150m
k. Maximum number of private ways accessing directly on to a cul-de-sac turning head	0
l. Maximum number of culs-de-sac accessing directly on to a cul-de-sac	0
m. Maximum pedestrian accessway length through a block	80m
n. Minimum pedestrian accessway width through a block	40m or less in length: 6m wide 41m – 60m in length: 9m wide 61m – 80m in length: 12m wide
o. The ability for any proposed lot in a subdivision to comply with the vehicle crossing separation distance requirements in Rule 25.14.4.1.a and 25.14.4.1.c shall be demonstrated.	-

### 23.7.5 Residential Intensification Zone

a. Minimum transport corridor boundary length for a front site	15m
b. Minimum rear boundary width of a front site	10m
c. Minimum private way width serving 1-4 allotments	3.5m
d. Minimum private way width serving 7 – 20 principal units where access forms common property under a unit title arrangement	6m
e. Minimum width of vehicle access (to be formed and vested as public road) serving 7-20 fee simple lots	16m
f. Minimum width of vehicle access to be formed and vested as public road <ul style="list-style-type: none"> <li>i. Serving more than 20 allotments (Local Road)</li> <li>ii. Serving more than 20 allotments (Collector Road)</li> </ul>	20m 23m
g. Maximum private way gradient	1:5
h. Maximum private way length	100m
i. Maximum pedestrian accessway length through a block	80m
j. Minimum pedestrian accessway width through a block	40m or less in length: 6m wide 41m – 60m in length: 9m wide 61m – 80m in length:

	12m wide
k. The ability for any proposed lot in a subdivision to comply with the vehicle crossing separation distance requirements in Rule 25.14.4.1.a and 25.14.4.1.c shall be demonstrated.	-

### 23.7.6 Business 1 to 7 Zones, Te Rapa North Industrial Zone, Ruakura Industrial Park Zone, Ruakura Logistics Zone and Industrial Zone

a. Minimum transport corridor boundary length	8m
b. Minimum transport corridor boundary length adjoining a major arterial transport corridor	20m
c. Minimum access or private way width serving an allotment with a net site area of less than 2000m <sup>2</sup>	8m
d. Minimum access or private way width serving an allotment with a net site area of 2000m <sup>2</sup> –5000m <sup>2</sup>	10m
e. Minimum access or private way width serving an allotment with direct access to a major arterial transport corridor	10m
f. Minimum private way width serving 1-5 allotments	10m
g. Maximum private way gradient	1:8
h. Maximum private way length	100m
i. Maximum pedestrian accessway length	80m
j. Minimum pedestrian accessway width	40m or less in length: 6m wide 41m – 60m in length: 9m wide 61m – 80m in length: 12m wide
k. The ability for any proposed lot in a subdivision to comply with the vehicle crossing separation distance requirements in Rule 25.14.4.1.a and 25.14.4.1.c shall be demonstrated.	-

### 23.7.7 Ruakura and Te Awa Lakes Medium-Density Residential Zone

a. Minimum lot width of front and rear boundary for front sites; except up to a maximum of 10% of sites for each subdivision stage shall be no less than 10m.	12m
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### 23.7.8 Rotokauri North

#### a. Vacant fee simple residential lots:

i. Minimum transport corridor boundary length	12.5m
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ii. Minimum transport corridor boundary length if: <ul style="list-style-type: none"> <li>• A legal mechanism (consent notice) restricts the width of a garage and vehicle crossing for any subsequent building development to a single car width up to 3.2m; OR</li> <li>• A rear lane provides legal vehicle access</li> </ul>	10m
iii. Minimum lot depth	28m
iv. For corner lots only one transport corridor boundary needs to meet the minimum length and the minimum depth needs only be achieved along one side boundary.	

b. Vacant fee simple lot subdivisions:

i. Maximum urban block length	250m
ii. Maximum urban block perimeter (bounded by roads)	750m
iii. For clarity the measurements above may be curvilinear and include frontage to a green linkage or reserve or proposed reserve	

c. All rear lanes and roads:

i. Minimum legal width of a two-way rear lane	7m
ii. All rear lanes to be formed and drained with a permanent sealed or paved all-weather, dust-free surface and in a manner suitable for the type and quantity of vehicles using the site, except permeable pavements are permitted where hydraulic connectivity of the soil, the depth of the water table below ground level and the freeboard available at the site are appropriate.	
iii. Each rear lane shall: <ul style="list-style-type: none"> <li>• Be connected to a transport corridor at at least two locations.</li> <li>• Have a legal mechanism for ownership and ongoing maintenance of the lane.</li> </ul>	
iv. Local Road minimum legal width (to be vested)	16.6m
v. Collector Road minimum legal width (to be vested)	20.8m

### 23.7.9 Te Rapa Racecourse Medium-Density Residential Precinct

- a. All subdivision must be in general accordance with the development layout on the Te Rapa Racecourse Medium-Density Residential Precinct Plan (Figure 4.5-1).
- b. Any subdivision of lots within the Low Flood Hazard Area shown on the Te Rapa Racecourse Medium-Density Residential Precinct Plan (Figure 4.5-1) must include a flood risk assessment report in accordance with the Information Requirements in Volume 2, Appendix 1.2.2.9 that demonstrates that suitable building sites will be created and the resulting level of flood risk is acceptable.

c. All subdivision must comply with the following standards:

i. <u>Minimum Local Road legal width (to be vested)</u>	<u>16m</u>
ii. <u>Minimum legal width of two-way rear lane</u>	<u>7m</u>
iii. <u>Minimum transport corridor boundary length</u>	<u>10m</u>
iv. <u>Minimum lot depth</u>	<u>28m</u>

## 23.8 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. Assessment Criteria within Volume 2, Appendix 1.3 provide for assessment of applications as will any relevant objectives and policies. In addition, when considering any Restricted Discretionary Activity located within the Natural Open Space Zone, Waikato Riverbank and Gully hazard Area, or Significant Natural Area Council will also restrict its discretion to Waikato River Corridor or Gully System Matters (see the objectives and policies of Chapter 21: Waikato River Corridor and Gully Systems).

Activity Specific	Matter of Discretion and Assessment Criteria Reference Number (Refer to Volume 2, Appendix 1.3)
i. Boundary adjustments	<ul style="list-style-type: none"> <li>• C – Character and Amenity</li> </ul>
ii. Subdivision involving any allotment within the Electricity National Grid Corridor	<ul style="list-style-type: none"> <li>• I – Network Utilities and Transmission</li> <li>• N – Ruakura</li> </ul>
iii. Subdivision in a Hazard Area	<ul style="list-style-type: none"> <li>• F – Hazards and Safety</li> </ul>
iv. Subdivision that may require the provision of Esplanade Reserves and Strips	<ul style="list-style-type: none"> <li>• C – Character and Amenity</li> <li>• D – Natural Character and Open Space</li> </ul>
v. Subdivision to accommodate a network utility service or transport corridor inclusive where no LDC exists for Ruakura Medium-Density Residential Zone	<ul style="list-style-type: none"> <li>• C – Character and Amenity</li> <li>• I – Network Utilities and Transmission</li> <li>• N – Ruakura</li> </ul>
vi. Fee simple subdivision*	<ul style="list-style-type: none"> <li>• C – Character and Amenity</li> </ul>
vii. Company-lease subdivision*	<ul style="list-style-type: none"> <li>• C – Character and Amenity</li> </ul>
viii. Unit-title subdivision*	<ul style="list-style-type: none"> <li>• C – Character and Amenity</li> </ul>
ix. Leasehold Subdivision	<ul style="list-style-type: none"> <li>• C – Character and Amenity</li> </ul>
x. Fee Simple Subdivision in the Peacocke Character Zone for lots greater than 10ha	<ul style="list-style-type: none"> <li>• C – Character and Amenity</li> <li>• E – Heritage Values and Special Character</li> </ul>
xi. Subdivision of an allotment containing	<ul style="list-style-type: none"> <li>• D – Natural Character and Open Space</li> </ul>

a Significant Natural Area identified in Volume 2, Appendix 9, Schedule 9C, within Stage 1A after a CDP in the Te Rapa North Industrial Zone	
xii. Fee Simple subdivision and Boundary Adjustment (within Special Character Zones)	<ul style="list-style-type: none"> <li>• C – Character and Amenity</li> <li>• E – Heritage Values and Special Character</li> </ul>
xiii. Subdivision to accommodate a network utility service or transport corridor (within Special Character Zones)	<ul style="list-style-type: none"> <li>• C – Character and Amenity</li> <li>• E – Heritage Values and Special Character</li> <li>• I – Network Utilities and Transmission</li> </ul>
xiv. Any restricted discretionary activity subdivision in Rotokauri North (excluding subdivision of a duplex which meets Rule 4.7.12.a)	<ul style="list-style-type: none"> <li>• C - Character and Amenity</li> <li>• O – Rotokauri North</li> </ul>

**Note**

1. Refer to Chapter 1.1.9 for activities marked with an asterisk (\*).

## 23.9 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 / Non-notification Rules
- Rules Having Early or Delayed Effect

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

- Definitions and Terms Used in the District Plan
- Information Requirements
- Controlled Activities – Matters of Control
- Restricted Discretionary, Discretionary and Non-Complying Activities Assessment Criteria
- Design Guides
- Other Methods of Implementation

## 25.8 Noise and Vibration

### 25.8.1 Purpose

- a. Noise and vibration can have an adverse effect on amenity values, adversely affecting people's health, interfering with communication and disturbing sleep and concentration. Under the Act, noise includes vibration, so the objectives and policies on noise cover vibration as well, unless the context requires otherwise.
- b. District Plan standards for noise are important in determining when resource consents will be required for land uses and the assessment of applications. The District Plan provisions are subject to Section 16 of the Act, which requires everyone carrying out activities to adopt the best practicable option to ensure that noise does not exceed a reasonable level.
- c. The duty to adopt the best practicable option is not always avoided by compliance with a District Plan rule on noise. Noise may be deemed to be unreasonable even though the District Plan does not require resource consent. Enforcement action for unreasonable noise will usually be based on the noise enforcement provisions of the Act, but may be based on exceeding the District Plan standards.

### 25.8.2 Objectives and Policies: Noise and Vibration

Objective	Policies
<p><b>25.8.2.1</b> Activities have minimal adverse noise and vibration effects on other activities and sites, consistent with the amenity values of the receiving environment.</p>	<p><b>25.8.2.1a</b> The amenity values of the surrounding neighbourhood and adjoining activities, especially noise-sensitive activities, shall be protected from the effects of unreasonable noise.</p>
	<p><b>25.8.2.1b</b> Construction, maintenance and demolition activities shall be required to minimise potential adverse effects on the surrounding neighbourhood and adjoining activities.</p>
	<p><b>25.8.2.1c</b> Noise effects arising from new and altered roads should be managed using best practicable options to ensure noise levels received by existing premises and facilities that are sensitive to noise are reasonable.</p>
	<p><b>25.8.2.1d</b> Commercial, industrial and community activities shall ensure that noise received at the boundary of Residential and Special Character Zones is consistent with the residential noise environment.</p>
	<p><b>25.8.2.1e</b> Noise from non-residential activities in residential</p>

	<p>areas shall not unduly adversely affect residential amenity values.</p> <p><b>25.8.2.1f</b> Temporary events shall minimise noise impacts on residential activities when taking into account the level and duration of the noise.</p>
<b>Explanation</b>	
<p><i>The policies ensure that noise levels will be appropriately managed to protect the amenity values of receiving environments.</i></p> <p><i>Management of the interface between areas is important to ensure that noise is within a reasonable expectation for the zoning and noise levels meet accepted minimum standards for the receiving environment. Within industrial and commercial areas, higher noise levels are accepted, but will be controlled to prevent unreasonable noise from transferring between sites.</i></p> <p><i>The policies will capture changes to the noise environment arising from new and altered roads. The Plan aims to limit people's exposure to traffic noise from new transport corridors by reducing noise at the source, and requiring insulation for new development beside busy transport corridors (see Objective 25.8.2.2).</i></p> <p><i>Many construction activities are inherently noisy but methods are available which can control the emission and impact of this noise. Noise experienced during construction is of a temporary nature and provided that noise at inconvenient times can be mitigated or avoided, reasonable levels of construction noise can be accommodated.</i></p>	
<b>Objective</b>	<b>Policies</b>
<p><b>25.8.2.2</b> Reduce reverse-sensitivity effects arising from new noise-sensitive activities locating:</p> <ul style="list-style-type: none"> <li>i. Within the Central City, Business, Industrial, Te Rapa North Industrial, Ruakura Logistics and Ruakura Industrial Park Zones.</li> <li>ii. Near to transport networks.</li> <li>iii. Within a defined helinoise boundary.</li> <li>iv. Within the noise emission boundary of the Te Rapa Dairy Manufacturing Site.</li> </ul>	<p><b>25.8.2.2a</b> Noise-sensitive activities locating within the Central City, Business, Industrial, Ruakura Logistics, Te Rapa North, Te Awa Lakes Major Facilities and Ruakura Industrial Park Zones or within an existing defined helinoise boundary or within the Te Rapa Dairy Manufacturing Site Noise Emission Boundary should include design and materials to reduce interior noise to acceptable levels.</p>
	<p><b>25.8.2.2b</b> Noise-sensitive activities locating near transport corridors that carry high traffic volumes, or railways, should include design and materials to reduce interior noise to acceptable levels.</p>
	<p><b>25.8.2.2c</b> Noise-sensitive activities located within the Rototuna North East Character Zone adjacent to the Waikato Expressway (Designation E90) within</p>



<p>v. Within the Te Awa Lakes Structure Plan Area, recognising the proximity of Te Awa Lakes residential development to regionally significant and other industry (including industry located in the Waikato District) and regionally significant infrastructure.</p>	<p>the habitable building setback should provide sufficient acoustic treatment to protect its residential noise environment.</p>
<p><b>25.8.2.2d</b> In the Te Awa Lakes Business 6 zone, residential activities and associated outdoor living areas shall be set back from Hutchinson Road to avoid or minimise the potential for reverse sensitivity effects on regionally significant and other industry.</p>	
<p><b>Explanation</b></p>	
<p><i>The objectives and policies recognise that some areas of the City contain a diverse range of activities, and that there is increased potential for conflict over noise, particularly when noise-sensitive activities locate near existing noisy activities.</i></p> <p><i>The objective and policies recognise that noise-sensitive activities establishing in these areas will require appropriate design and materials, such as acoustic insulation, to achieve an acceptable internal noise environment.</i></p> <p><i>The objectives and policies also recognise that the noise levels within the Te Rapa Dairy Manufacturing Site Noise Emission Boundary were agreed through an appeal settlement on the Waikato District Plan and the area around the Dairy Manufacturing Site was subsequently transferred into Hamilton City. Noise sensitive activities locating within the Dairy Manufacturing Site Noise Emission Boundary need to be aware of the existing noise levels within the Noise Emission Boundary.</i></p> <p><i>In the Rotorua North East Character Zone, the use of a specific building setback provision pre and post the construction of the Waikato Expressway (Designation E90) negates the need for additional acoustic mitigation of dwellings beyond the setback and provides protection for the outdoor amenity of residential properties within the setback. However, habitable buildings located within the setback do have an increased potential to be affected. Accordingly noise-sensitive activities establishing in this area will require appropriate design and materials, such as acoustic insulation, to achieve an acceptable internal noise environment.</i></p>	
<p><b>Objective</b></p>	<p><b>Policies</b></p>
<p><b>25.8.2.3</b> Reduce reverse-sensitivity vibration effects arising from new development locating near to the rail transport network.</p>	<p><b>25.8.2.3a</b> New buildings locating near to the rail network should include design and materials to reduce vibration to acceptable levels.</p>
<p><b>Explanation</b></p>	
<p><i>The objectives and policies recognise that in some areas of the City near to the rail network there is potential for vibration effects. The objective aims to ensure that new buildings locating near to the rail are designed to recognise the environment in which they are located.</i></p>	

### 25.8.3 Rules – Specific Standards

### 25.8.3.1 Measurement and Assessment of Noise

- a. Noise levels shall be measured in accordance with NZS 6801:2008 “Acoustics – Measurement of Environmental Sound” and assessed in accordance with NZS 6802:2008 ‘Acoustics – Environmental Noise’. These apply unless otherwise stated.

### 25.8.3.2 Construction Noise

- a. All construction noise shall comply with the relevant noise levels stated in NZS6803: 1999, section 7.2 ‘Recommended numerical limits for construction noise’ and shall be measured and assessed in accordance with NZS 6803:1999 ‘Acoustics – Construction Noise’.

### 25.8.3.3 Construction Vibration

- a. Construction vibration received by any building on any other site shall comply with the provisions of and be measured and assessed in accordance with German Standard DIN 4150-3:1999 Structural vibration – Effects of vibration on structures.

### 25.8.3.4 Design and Construction of New and Altered Roads

- a. Application of this standard.
  - i. This standard shall apply only to new and altered roads predicted to carry at least 2000 annual average daily traffic (AADT) at the design year.
- b. This standard shall not apply:
  - i. In circumstances where NZS 6806: 2010 does not apply, as listed in paragraph 1.3.1 of NZS 6806: 2010.
  - ii. To local transport corridors identified within Volume 2, Appendix 15-4, Figures 15-4b to 15-4f.
  - iii. To altered roads where the vertical or horizontal alignment changes relate solely to providing pedestrian footpaths, cycleways, dedicated passenger transport or high-occupancy vehicle lanes, vehicle stopping or parking whereby that part of the carriageway dedicated to usual vehicle movement does not move closer to any protected premises and facilities.
- c. Road-traffic noise shall be measured and assessed in accordance with NZS 6806:2010 ‘Acoustics – Road traffic noise – New and altered roads’.
- d. Subject to 25.8.3.4.a and b. above, new or altered roads are designed and constructed to mitigate road-traffic noise in compliance with NZS 6806: 2010 ‘Acoustics – Road traffic noise – New and altered roads’.

**Note**

1. *This rule mainly affects road controlling authorities such as Council and the New Zealand Transport Authority, but sometimes may affect a private developer building or altering a road*

*in a subdivision designed to carry the requisite traffic volumes. The practical effect of the standard is that traffic noise received at 'protected premises and facilities' will be reduced by design features such as quieter road surfaces.*

#### 25.8.3.5 Helicopter Landing Area Noise

- a. Helicopter noise from helicopter landing areas shall be measured and assessed in accordance with NZS 6807:1994 'Noise management and land-use planning for helicopter landing areas'.

##### Note

1. An activity that does not comply with NZS6807:1994 in Rule 25.8.3.5 will require consent, and the operator may be required to establish a helinoise boundary around the helicopter landing area, as described in NZS 6807:1994 via a change to the District Plan in accordance with the first schedule of the Act. Any new 'noise-sensitive activities' inside a defined helinoise boundary may be subject to the noise insulation requirements of NZS 6807:1994.
2. In addition to District Plan requirements, helicopter operation is subject to civil aviation controls.

#### 25.8.3.6 Events and Temporary Activities

- a. The relevant zone noise standards shall apply to all events and temporary activities, except as provided in Rule 25.3.5.2.c and 25.3.5.3.e.

#### 25.8.3.7 Noise Performance Standards for Activities in all Zones Except Major Facilities, Knowledge, Open Space, Ruakura Logistics and Ruakura Industrial Park Zones

- a. Activities in all Zones except Major Facilities, Knowledge, Open Space, Ruakura Logistics and Ruakura Industrial Park Zones, and sites in Industrial Zones that have a common boundary with the Te Rapa Racecourse Medium-Density Residential Precinct, shall not exceed the following noise levels at any point within the boundary of any other site in the:

- i. Residential Zones.
- ii. Special Character Zone.

Time of day	Noise level measured in $L_{Aeq}$ [15 min]	Noise level measured in $L_{AFmax}$
iii. 0600 – 0700 hours	45 dB	75 dB
iv. 0700 – 2000 hours	50 dB	-
v. 2000 – 2300 hours	45 dB	-
vi. 2300 – 0600 hours	40 dB	75 dB
vii. 2300 – 0600, within that part of Te Awa Lakes Medium-Density Residential zone located within 200m of the carriageway of the	45dB	75 dB

Waikato Expressway		
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- b. Activities in all zones except the Major Facilities, Knowledge and Open Space Zones shall not exceed the following noise levels at any point within the notional boundary of any other site in the Future Urban Zone.

Time of day	Noise level measured in $L_{Aeq}$ [15 min]	Noise level measured in $L_{AFmax}$
i. 0700 – 2200 hours	55 dB	-
ii. 2200 – 0700 hours	40 dB	75 dB

- c. Any activity within the Industrial and Te Rapa North Industrial zones shall not exceed a noise level of 65dBA ( $L_{Aeq}$  [15 min]) at any point within the boundary of any other site within that zone. This standard does not apply to sites held in common ownership with the site containing the activity generating the noise. This standard applies to Stage 1A of the Te Rapa North Industrial Zone, but does not apply to the remainder of the Te Rapa North Industrial Zone until such time as the Deferred Industrial Zone overlay is removed.

- d. Activities in the Te Awa Lakes Business 6 Zone shall not exceed the following levels within any other Business 6 zoned site or within any site in the Te Awa Lakes Visitor Accommodation Overlay area:

Time of Day	Limit ( $L_{Aeq}$ [15 min])	Limit ( $L_{AFmax}$ )
0700 – 2300 hours	60 dB	-
2300 – 0700 hours	55 dB	75 dB
	60 dB at 63 Hz $L_{eq}$	
	55 dB at 125 Hz $L_{eq}$	

- The 63Hz and 125Hz octave band limits shall not apply to fixed mechanical plant.
- Adjustments for noise containing Special Audible Characteristics in accordance with New Zealand Standards NZS 6802:2008 “Acoustics – Environmental Noise” only apply to A-weighted levels.

- e. Activities in Industrial Zones that have a common boundary with the Te Rapa Racecourse Medium-Density Residential Precinct shall not exceed a noise level of 65dB  $L_{Aeq}$  at any point within the boundary of the Te Rapa Racecourse Medium-Density Residential Precinct.

- f. Application of this standard.

- This standard does not apply to activities provided for by Rule 25.3.5.2.c and 25.3.5.3.e.
- This standard does not apply to helicopter noise at helicopter landing areas, road traffic noise, or construction noise.
- This standard does not apply to residential activities, including the use of

garden equipment (such as lawnmowers, chainsaws or wood chippers) ancillary to residential activities. Short duration use at reasonable times will usually be acceptable.

- iv. This standard does not apply to noise from temporary emergency use of generators for continued power supply provided that the best practicable option to control the noise is adopted.
- v. This standard does not apply to activities within the Te Rapa Dairy Manufacturing Site.
- vi. This standard applies to all other activities, including home-based businesses, pool pumps, air conditioning units and domestic wind turbines.

**Note**

1. *The Te Rapa North Deferred Industrial Area, excluding Stage 1A, is assessed against the Future Urban noise standards until such time as the Deferred Industrial Zone overlay is removed.*

### 25.8.3.8 Te Rapa Dairy Manufacturing Site Noise Emission Boundary

- a. Any activity within the Te Rapa Dairy Manufacturing Site shall be designed and conducted so that noise from site activities, other than construction noise, measured at the Te Rapa Dairy Manufacturing Site Noise Emission Boundary shown on Planning Maps 1B, 2B, 6B and 7B and Figure 6-4 in Volume 2 shall not exceed 45 dB  $L_{Aeq}$  (15 min).

### 25.8.3.9 Noise Performance Standards for Activities in the Major Facilities Zone, Knowledge Zone and Open Space Zones

- a. Activities within the Major Facilities Zone, Knowledge Zone and Open Space Zones shall not exceed the following noise levels at any point within the notional boundary of any other site within the:
  - i. Future Urban Zone.

Or, any point within the boundary of any other site in the:

  - ii. Residential Zones.
  - iii. Special Character Zone.

Time of day	Noise level measured in $L_{Aeq}$ [15 min]	Noise level measured in $L_{AFmax}$
iv. 0700 – 2300 hours	55dB	-
v. 2300 – 0600 hours	40dB	75 dB
vi. 0600 – 0700 hours	45dB	75 dB

- vii. Rule 25.8.3.9.a.vi shall not apply to the Knowledge Zone and the Ruakura Open Space Zone (excluding Lot 3 DPS 66853), in which case the application of

night noise limit of Rule 25.8.3.9a.v shall be extended to apply between the hours of 2300 hours to 0700 hours.

- viii. Activities on any site within Te Awa Lakes Major Facilities Zone must not exceed  $L_{Aeq[15min]}$  65 dB at any point within the boundary of any other site within Te Awa Lakes Major Facilities Zone.

b. Rule 25.8.3.9.a shall not apply to crowd noise from events.

c. For Seddon Park, Waikato Stadium, Claudelands Events Centre and Te Rapa Racecourse the noise standards outlined in Rule 25.8.3.9.a shall apply except for six days per calendar year when the following standards shall apply.

- i. The noise (including practice or testing) does not exceed the following noise levels at any point within the boundary of any site in the:

- Residential Zone
- Special Character Zone

Time of day	Noise levels measured in $L_{Aeq [15 min]}$	Noise levels measured in $L_{AFmax}$
ii. 1000 – 2300 hours	75 dB 70 dB at 63Hz 65 dB at 125Hz	85 dB
iii. On New Year's Eve these noise levels shall apply up to 0030 hours the following day (January 1).		

- iv. Rule 25.8.3.9.c.i shall not apply to crowd noise from events.
- v. The noise event does not exceed four hours' duration, except on two of the six occasions when the duration of the noise event must not exceed seven hours, exclusive of practice and sound checks.
- vi. Practice or testing involving the use of electronic sound amplification must not exceed two hours.
- vii. The public is notified at least 14 days before the noise event, including information about:
- The nature of the noise event and the fact that the noise limits for general activities may be exceeded.
  - Proposed dates and start and finish time of the event itself, and the expected times of any testing or practice.
  - Contact details before and during the noise event.
  - Possible alternative dates in the event of postponement.

**Note**

1. A suitable method for achieving compliance with this standard is the publishing of a public notice containing the required information in a newspaper with a circulation that covers the entire area affected by the proposal.
- viii. Provide a noise management plan to Council at least one month before the event to demonstrate compliance with the relevant noise standards.
- d. Application of this standard:
- i. This standard does not apply to activities provided for by Rule 25.3.5.2.c and 25.3.5.3.e
  - ii. This standard does not apply in relation to noise received from the Te Rapa Racecourse at the Te Rapa Racecourse Medium-Density Residential Precinct or the following existing sites on Minogue Drive.
    - Pt Lot 1 DP 311765
    - Lot 5 DP 443687
    - Section 3 SO 318174
  - iii. This standard does not apply to noise from helicopter noise at helicopter landing areas, road traffic noise, or construction noise.

#### 25.8.3.10 Noise-sensitive Activities – Activities in all Zones except Ruakura Logistics Zone, Ruakura Industrial Park Zone and the Knowledge Zone

- a. The standards in Rule 25.8.3.10.e, f. and g. shall apply to the construction of new buildings to be used for noise-sensitive activities and to additions of habitable rooms to existing buildings, within:
  - i. The Central City Zone, Business 1 to 7 Zones, Industrial Zone, Te Rapa North Industrial Zone, the Te Rapa Dairy Manufacturing Site Noise Emission Boundary, Rototuna Town Centre Zone and the Te Awa Lakes Business 6 Zone and the Te Awa Lakes Major Facilities Zone and within the area shown as Noise Sensitive Area on the Te Rapa Racecourse Medium-Density Residential Precinct Plan (Figure 4.5-1).
  - ii. All sites, near existing and proposed transport corridors that carry high traffic volumes, as defined in 25.8.3.10.b, and c. below.
  - iii. All sites, near a railway line, as defined in 25.8.3.10.d below.
  - iv. The Rototuna North East Character Zone, where the residential activity is within the 55dB  $L_{Aeq(24hr)}$  contour line from the Waikato Expressway, established via subdivision in accordance with 23.6.12.c Where habitable rooms are located outside of the 55dB  $L_{Aeq(24hr)}$  contour, no acoustic treatment is required even if one or more boundaries of the lot is intersected by the noise contour.
- b. “Near existing and proposed transport corridors that carry high traffic volumes”

applies to noise sensitive activities where the building line of the building containing the activity is within 40m of the nearest edge of the carriageway (not being a state highway) of:

i. Either:

Any existing arterial transport corridor or any of the following collector transport corridors

- Bader Street
- Bankwood Road- South of Comries Road
- Beerescourt Road
- Brooklyn Road
- Bryant Road
- Cambridge Road
- Clyde Street- East of Wairere Drive
- Collins Road- West of Ohaupo Road
- Comries Road
- Grandview Road- Avalon Drive to Hyde Street
- Knighton Road- Clyde Street to Ruakura Road
- Maeroa Road- Ulster Street to Norton Road
- Naylor Street- Grey Street to Wairere Drive
- New Castle Road
- Palmerston Street- Pembroke Street to Cobham Drive
- Pukete Road
- Rifle Range Road
- Sandwich Road
- Seddon Road- Tainui Street to Norton Road
- Silverdale Road

**Note**

For the avoidance of doubt, only the Collector or Arterial portion of the transport corridors listed above are covered by this rule.



Or

On transport corridors that carry an average annual daily traffic level (AADT) of

- 5,000 AADT where the posted speed limit is  $\leq 50$ km/hr.
  - 2,000 AADT where the posted speed limit is  $> 50$ km/hr
- ii. A designated transport corridor that is predicted to carry an annual average daily traffic level (AADT) at the design year of at least:
- 5,000 AADT where the posted speed limit is  $\leq 50$ km/hr.
  - 2,000 AADT where the posted speed limit is  $> 50$ km/hr.
- iii. Under Rule 25.8.3.10b.ii the 40m distance shall be measured from either:
- a. The nearest designation boundary if the location of the carriageway has not been confirmed in writing by the Requiring Authority or through an outline plan of works approval under s176A of the RMA; or
  - b. The nearest location of the carriage way confirmed if the location has been confirmed in writing by the Requiring Authority or through an outline plan of works approval under s176 of the RMA.
- c. “Near existing and proposed transport corridors that carry high traffic volumes” also applies to noise sensitive activities where the building line of the building containing the activity is within:
- i. 100m of the Waikato Expressway (Designations E90, E90a, E99a and E81a), except that this standard does not apply to:
    - 1. the land zoned Rototuna North East Character Zone – see Rule 25.8.3.10a.iv above; or
    - 2. feeder roads serving the expressway interchanges where the noise sensitive activity is more than 100m from the Waikato Expressway proper or any of its interchanges; or
  - ii. 80m of any other state highway where the speed limit is equal to or greater than 70km/hour, or where the speed limit is less than 70 km/hour and the AADT is at least 10,000 vehicle per day; or
  - iii. 40m of any state highway where the speed limit is less than 70km/hour and the AADT is less than 10,000 vehicles per day;
  - iv. Where the distances specified in i., ii. and iii. above shall be measured from the edge of the carriageway, or the designation boundary if the carriageway location has not been confirmed in writing by the Requiring Authority; and
  - v. Where the speed limit specified in ii. and iii. above shall be the posted speed limit in the case of an existing state highway, or the speed limit confirmed in writing by the Requiring Authority for a proposed state highway; and

- vi. Where the AADT specified in ii. and iii. above shall be the current AADT for an existing state highway, or the predicted AADT in the design year confirmed in writing by the Requiring Authority for a proposed state highway.
- d. "Near a railway line" applies to noise sensitive activities where the building line of the building containing the activity is within 40m of the boundary of a designation for Railway Purposes (Designations F1 and F1a).
- e. Where this standard applies (as defined by Rule 25.8.3.10.a to d. above) any habitable room in the building containing the noise sensitive activity shall be protected from noise arising from outside the building by ensuring the building is designed and constructed to meet an indoor design sound level of 35dB  $L_{Aeq}(24hr)$  in bedrooms and 40dB  $L_{Aeq}(24hr)$  in all other habitable rooms. Where only 25.8.3.10.a. applies, the outdoor noise level shall be the level incidental on the residential activity based on the noise level prediction parameters in Rule 23.6.12.c except that for buildings in the Te Rapa Racecourse Medium-Density Residential Precinct the outdoor noise level incidental on the building shall be based on the noise limit in Rule 25.8.3.7 e.
- f. Compliance with Rule 25.8.3.10.e shall be achieved by:
  - i. An acoustic design certificate that describes the proposed design of the building that will achieve compliance with the internal noise design standards in Rule 25.8.3.10.e.; or
  - ii. An existing solid building or landform blocking the line of sight from all parts of all windows and doors of any new habitable room(s) to any part of the carriageway, or the designation if the carriageway location has not been confirmed in writing by the Requiring Authority, within the relevant distance specified in:
    - 1. Rule 25.8.3.10.b for transport corridors that are not state highway, or
    - 2. Rule 25.8.3.10.c for transport corridors that are state highway, and any habitable room is set back at least 40m from any part of the carriageway, or the designation if the carriageway location has not been confirmed in writing by the Requiring Authority.
- g. Where the internal noise design standards in Rule 25.8.3.10.e can only be achieved in a habitable room with windows and doors closed, an alternative ventilation system shall be installed that complies with the requirements of Section G4 – Ventilation of the New Zealand Building Code 2011.

#### 25.8.3.11 Noise-sensitive Activities – Ruakura Logistics Zone, Ruakura Industrial Park Zone and Knowledge Zone

- a. Buildings to be used for noise-sensitive activities shall not be constructed with any part of the building within 40m of the designation for the Waikato Expressway. This requirement shall not apply to the feeder roads serving the Pardoia Boulevard and Ruakura interchanges.

- b. The following standards in this rule shall apply to the construction of new and altered buildings to be used for noise-sensitive activities within:
- i. The Ruakura Logistics Zone, the Ruakura Industrial Park Zone and the Knowledge Zone.
  - ii. All sites, near existing and proposed transport corridors that carry high traffic volumes, as defined in Rule 25.8.3.11.c and d. below.
  - iii. All sites, near a railway line, as defined in Rule 25.8.3.11.e below.
- c. “Near existing and proposed transport corridors that carry high traffic volumes” applies to noise sensitive activities where the building line of the building containing the activity is within 40m of the nearest edge of the carriageway of:
- i. All existing transport corridors, and
  - ii. Designated transport corridors (where the designation defines the location of the carriageway), that are predicted to carry an annual average daily traffic level (AADT) at the design year of at least:
    - 5,000 AADT where the posted speed limit is  $\leq 50$ km/hr.
    - 2,000 AADT where the posted speed limit is  $> 50$ km/hr.
- d. “Near existing and proposed transport corridors that carry high traffic volumes” also applies to noise-sensitive activities where the building line of the building containing the activity is within 100m of the boundary with the Waikato Expressway designation, except for parts of the feeder roads serving the Pardoia Boulevard and Ruakura Interchanges beyond 100m from these interchanges”
- e. “Near a railway line” applies to noise sensitive activities where the building line of the building containing the activity is within 40m of the boundary of a designation for Railway Purposes.
- f. Where this standard applies, either:
- Any room in a building shall be protected from noise arising from outside the building by ensuring the external sound insulation level achieves the minimum performance standard of  $D_{2m,nT,w} + C_{tr} > 30$  dB, or
  - Where only Rule 25.8.3.11.b.ii. and iii. apply, an acoustic design certificate signed by a suitably qualified acoustic engineer shall state the outdoor noise levels will not exceed 55 dB  $L_{Aeq(1h)}$  for rail noise or 57 dB  $L_{Aeq(24h)}$  for road-traffic noise at the building facade.
- g. Where Rule 25.8.3.11.f applies, a supplementary source of air shall be provided to achieve a minimum ventilation as specified in Section G4 Ventilation of the New Zealand Building Code 2011 and provide cooling. The ventilation system shall generate less than 35dB  $L_{Aeq}$  measured at 1 metre from the internal grill/diffuser.

### 25.8.3.12 Operational Vibration from Rail Lines – Activities in All Zones

- a. Any new building developed for a vibration sensitive activity within 20m of a boundary of a designation for railway purposes shall comply with Class C vibration limits in NS 8176E:2005 – Vibration and Shock: Measurement of Vibration in Buildings from Land Based Transport and Guidance to Evaluation of its Effects on Human Beings.
- b. Where Rule 25.8.3.12.a applies a design report prepared by an acoustics engineer, demonstrating compliance with the vibration criteria, shall be submitted to the Council prior to construction of the building.

**Note**

1. *Some properties more than 20m from a rail line may experience vibration from passing trains. Factors such as soil ground conditions, distance from rail lines and building design will affect the amount of vibration received. For more information, professional advice can be sought from engineers before undertaking building work near the rail corridor.*

### 25.8.3.13 Noise Performance Standards for Activities in the Ruakura Logistics and Ruakura Industrial Park Zones

- a. Activities shall not exceed the following noise limits
  - i. At or within the notional boundary of any residential unit on any other site within the Ruakura Logistics Zone or within the Ryburn Road and Percival Road Large Lot Residential Zone (as identified in Appendix 14-1).
  - ii. At or within the boundary of any site in the Residential Zones and Knowledge Zone, except as provided for in i. above.

Time of day	Noise levels measured in $L_{Aeq}$ [15 min]	Noise levels measured in $L_{AFmax}$
0700 – 2000 hours	55 dB	-
2000 – 2300 hours	50 dB	-
2300 – 0700 hours	40 dB	75 dB

- b. Any activity within the Ruakura Logistics and Ruakura Industrial Park Zones shall not exceed a noise limit of 70dB ( $L_{Aeq}$  [15 min]) within the boundary of any other site within that Zone. This standard does not apply to sites held in common ownership with the site containing the activity generating the noise.
- c. Application of this standard.
  - i. This standard does not apply to temporary activities.
  - ii. This standard does not apply to noise from helicopters at helicopter landing areas, road noise, or construction.
  - iii. This standard does not apply to residential activities, the use of garden equipment (such as lawnmowers, chainsaws or wood chippers) ancillary to residential activities. Short duration use at reasonable times will be acceptable.

- iv. This standard applies to all other activities, including home-based businesses, pool pumps, air conditioning units and site based wind turbines.
  - v. Assessment of the standard shall be in accordance with NZS6801:2008 and NZS6802:2008 including a reference time interval (t) of 15 minutes.
- d. A noise barrier shall be provided to ensure that the noise limits in Rule 25.8.3.13.a are met and in accordance with the following:
- i. The barrier shall be constructed at, or to the north of, the northern-most limit of the Inland Port operations area (Sub Area A (Inland Port)) and in any other locations necessary to ensure the noise limits in Rule 25.8.3.13.a will be met.
  - ii. The barrier may be constructed in stages to suit staged development of the Inland Port (Sub Area A (Inland Port)).
  - iii. The barrier shall be designed and constructed in accordance with best practice and certified by a suitably qualified expert.
  - iv. The barrier shall be designed to avoid or minimise the reflection of noise from passing trains onto residential properties on Ryburn Road.
  - v. The noise barrier shall form part of the Noise Management Plan for each stage of development of the Inland Port (Sub Area A (Inland Port)).

#### 25.8.3.14 Non-Conformity with Standards in the Ruakura Logistics Zone

- a. Any activity in the Inland Port (Sub Area A (Inland Port)) which is between 40  $dBL_{Aeq}(15 \text{ min})$  and 45  $dBL_{Aeq}(15 \text{ min})$  between 2300 and 0700 hours when measured under 25.8.3.13.a is a restricted discretionary activity. This shall be considered without notification or the need to obtain approval from affected persons, except as provided for by sections 95A(2)(b) and (c), 95B(2) and (3) and 95C(1) to (4) of the Act.
- b. Any activity in the Inland Port (Sub Area A (Inland Port)) which exceeds 45  $dBL_{Aeq}(15 \text{ min})$  between 2300 and 0700 hours when measured under 25.8.3.13.a is a non-complying activity.

### 25.8.4 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 / Non-notification Rules
- Rules Having Early or Delayed Effect

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

- Definitions and Terms Used in the District Plan
- Information Requirements
- Controlled Activities – Matters of Control
- Restricted Discretionary, Discretionary and Non-Complying Activities Assessment Criteria
- Design Guides
- Other Methods of Implementation

## 1.2 Information Requirements

Where noted and relevant the following information may be required to be supplied with applications for resource consents and certificates of compliance.

Any information and plans provided must be in writing and in sufficient detail and accuracy to enable a full assessment of compliance with the District Plan and to evaluate any environmental effects of the proposal.

### **Note**

1. *Wherever possible application material should also be provided in an electronic format. Checklists, forms, templates and guides are available from Council. Further general guidance on the Act and its processes is available from the Ministry for the Environment website: [www.mfe.govt.nz/rma/index.html](http://www.mfe.govt.nz/rma/index.html)*

### 1.2.1 All Applications

The following information must be supplied with all applications for resource consent and certificates of compliance, as relevant, at the time of lodgement.

#### **a. Description of the proposal**

An introductory background providing a clear description of:

- i. The proposed activity and how it is intended to operate (including information such as hours of use, numbers of users, etc).
- ii. The proposed use of all existing and proposed buildings on the site.
- iii. The current use of the site.
- iv. Resource consents applied for, identifying what aspects of the proposal do not comply with relevant standards and assessment criteria within the District Plan (including any plan changes or variations).

#### **b. Legal description of the subject site**

- i. Street address, legal description and allotment area(s) of the subject site.
- ii. A copy of the current Certificate of Title(s) for the subject site and documents detailing any associated:
  - Consent notices
  - Easement documents
  - Hamilton City Council covenants
  - Building line restrictions

### **Note**

1. *Certificates of Title may be obtained from Land Information New Zealand. Please ensure*

*that the Certificate of Title consists of both the cover page and attached pages showing the survey plan.*

### **c. Locality plan**

A locality plan or aerial photograph showing the physical location of the subject site in relation to adjoining roads and sites.

#### **Note**

1. One copy at a scale of 1:500 is required with all applications.

### **d. Site plan/s**

Showing the following.

- i. North point.
- ii. Allotment boundaries and dimensions.
- iii. Date the plans were drawn.
- iv. Any historic or natural feature identified in Appendix 8 or Appendix 9 as follows:
  - Schedule 8A: Built Heritage (structures, buildings and associated sites)
  - Schedule 8B: Group 1 Archaeological and Cultural Sites
  - Schedule 8C: Group 2 Archaeological and Cultural Sites
  - Schedule 9C: Significant Natural Areas
  - Schedule 9D: Significant Trees
- v. Other natural features (e.g. wetlands, springs, streams, location of banks).
- vi. Frontages to public road (noting the road's hierarchy in the Transport Corridor Hierarchy Plans in Appendix 15, Figures 15-4b to 15-4f).
- vii. Locations and layout of existing and proposed buildings (including key dimensions from buildings to boundaries).
- viii. Floor plans showing the internal room layout and identifying the floor area and any habitable rooms (the outline of any upper storey should be indicated on the site plan).
- ix. Access and vehicle crossings from road boundaries to any parking, loading and manoeuvring areas.
- x. Location of buildings on adjoining sites.
- xi. Location, layout and dimensions of existing and proposed:
  - Any parking spaces (cars, motorbikes, bicycle, accessible)
  - Loading spaces
  - Service areas
  - Living court areas



- Storage areas
- xii. Location, layout, dimensions and description of existing (noting any that are to be retained or removed) and any proposed:
  - Landscaping and vegetation
  - Walls or fences
  - Signs (including sign design)
  - Utility services (e.g. water lines, street lights), which may also require details about connections to Three Waters infrastructure (including size, depth at boundary, grade and distance to boundary pegs)

**Note**

1. *This may need to include features beyond the property boundary (e.g. utility services along the road frontage which may affect the desirable location of proposed vehicle accesses).*

- viii. Original and proposed future contours of the site with contours marked at 0.5m intervals.
- ix. Nature and extent of any:
  - Proposed earthworks (e.g. cut or fill, quantities)
  - Designations affecting the site (refer Volume 1, Chapter 26: Designations)
  - Natural hazards (including hazard layers identified by the District Plan – refer Volume 1, Chapter 22: Natural Hazards and the Planning Maps)

**Note**

1. *Two copies at a scale of 1:100, and one reduced A4 copy is required with any application.*

**e. Elevation drawings**

Elevation drawings of all buildings to be constructed or altered, showing the relationship, design and appearance of proposed buildings, including:

- i. The natural ground level, and the nature and extent of any proposed earthworks (e.g. cut or fill, quantities).
- ii. Existing and finished ground levels.
- iii. Maximum building height and relevant height control plane angles.
- iv. Ground floor levels in relation to the top of the kerb at entry locations from any adjoining transport corridor.
- v. Height above floor level of any upper-storey windows.
- vi. Floor levels in relation to the depth of a 1% annual exceedance probability flood event.

**Note**

1. *Two copies at a scale of 1:50, 1:100 or 1:200, and one reduced A4 copy is required with any application.*

**f. Other specialist information specifically required by the District Plan**

This may include Integrated Transport Assessments, Acoustic Design Certificates, and Landscape and Planting Plans. Specific information required is referred to in the following Sections 1.2.2.

**g. Other resource consents/permits**

A description of whether any additional resource consents are required for the proposal and whether these have been applied for (e.g. Regional Council Discharge Permits, Regional Council Water Take Permit if the proposal is likely to involve a commercial or industrial-type activity that is likely to consume more than 15m<sup>3</sup> of water per day).

**h. Assessment of environmental effects**

- i. An assessment of the environmental effects (AEE) of a proposal shall be provided with applications for resource consents. Any AEE shall be prepared in accordance with the Fourth Schedule of the Act and shall discuss all the actual and potential effects of the proposal on the environment.
- ii. The amount of detail provided must reflect the scale and nature of the effects. For example, if there are major effects arising from the proposal, a detailed analysis and discussion of these effects should be included. It may require the provision of information from a suitably qualified and experienced practitioner (e.g. a traffic engineer, planner, geotech engineer or acoustic consultant). If the effects of the proposal are small, then a less detailed AEE may be appropriate.
- iii. The AEE should identify how any adverse environmental effects are to be avoided, remedied, or mitigated, and shall also ensure that the following matters are addressed.
  - Consultation undertaken with affected parties
  - Effects of the proposal on the natural environment (including existing vegetation and natural land form), neighbourhood amenity, and infrastructure
  - Heritage issues (such as waahi tapu)
  - Site constraints (such as flooding)
  - External impacts (such as discharges)
  - Construction impacts (such as noise)
  - Other matters associated with the proposal
- iv. In the case of controlled and restricted discretionary activities the AEE need address only those matters which Council has retained control over or restricted its discretion to in the District Plan.

## 1.2.2 Additional Information Requirements

In addition to the information specified in 1.2.1 above the information in the following

section may also be required for applications for resource consent, to enable the full assessment and determination of the proposal.

If in the following sections the words “must” or “shall” are used, the relevant information must be supplied with the application at the time of lodgement.

### 1.2.2.1 General

- a. Plans, reports or information may also be required to be provided in relation to:
  - i. Details and outcomes of any consultation undertaken (e.g. Waikato iwi and local hapu, Kiwi Rail, Transpower, Waka Kotahi New Zealand Transport Agency, Heritage New Zealand Pouhere Taonga, Waikato Regional Council).
  - ii. Potential future subdivision of site.
  - iii. How the proposal will promote any design guidance referenced in the District Plan.
  - iv. Details about previous uses of the site and an assessment on whether the National Environmental Standard on Assessing and Managing Contaminants in Soil to Protect Human Health applies.
  - v. Any other relevant rules or provisions in the District Plan, such as any overlay provisions and bonus provisions.
- b. Reports and management plans demonstrating how adverse environmental effects associated with the proposed activity are to be avoided, remedied or mitigated with respect to:
  - i. Nuisances such as noise, dust, odour, glare, and vibration.
  - ii. Stormwater disposal and sediment control measures.
  - iii. Hazardous facilities and substances.
  - iv. Discharges of contaminants.
- c. Concept Engineering design plans should be included for any proposed infrastructure.

#### **Note**

1. *Historical and cultural sites and natural features are of significance to iwi and local hapu. In respect of any developments or activities requiring a resource consent, or for plan changes it is advisable that iwi representatives are notified at the earliest stages of planning. This will assist with the identification and mitigation of any potential adverse effects that may impact on cultural values. It is also advisable that before any archaeological surveys or investigations are undertaken iwi representatives are consulted.*
2. *It is recognised that traditional iwi/hapu customary processes are a complementary method of control outside the District Plan for activities that can adversely affect cultural values associated with natural features (such as the pollution of waterways that are used as important food-gathering sites). Customary processes may vary in different situations and could include:*

- *Mauri* – the notion of respect towards the health and wellbeing of significant sites
  - *Rahui* – an embargo or restriction on access to a site until it is lifted (usually in relation to a polluted or hazardous site)
3. Consultation with iwi can assist in identifying any appropriate customary processes to be followed where special tangata whenua values are identified.
  4. Guidance on engineering plan information requirements is contained within the Hamilton City Infrastructure Technical Specifications.

### 1.2.2.2 Subdivision

#### a. General

Any subdivision application shall include plans, reports, and other information to show how the proposed allotments and access can adequately accommodate the development potential of the site.

#### b. Scheme Plan

A Scheme Plan covering the following matters should be provided.

- i. Unit site area of each proposed allotment.
- ii. Net site area of each proposed allotment.
- iii. Dimensions of all:
  - Existing boundaries
  - Proposed boundaries
- iv. Shape factor shown on all proposed allotments, including those with existing buildings.
- v. Schedule of existing easements.
- vi. Memorandum and dimensions of proposed easements.
- vii. Existing and proposed land contours at 0.5m intervals and/or sufficient spot heights to allow accurate representation of the land surface.
- viii. Existing trees and other vegetation proposed for retention or removal.
- ix. All existing buildings (plan views of roof and wall outlines).

#### Note

1. Documents should also be provided to show that existing buildings have been legally established.
- x. All proposed buildings and building platforms (including buildings being re-positioned on site).
- xi. Service areas, living areas, storage areas, any vehicle parking areas and loading areas for all existing buildings.

- xii. Any parking spaces (cars, motorbikes, bicycle, accessible) and loading spaces.
- xiii. Vehicle manoeuvring tracking curves.
- xiv. Vehicle queuing areas.
- xv. Distance of building eaves from abutting accessway or right-of-way boundaries.
- xvi. Vertical cross-section of building eaves/stairs/doors and windows that encroach accessway/right of way boundaries/unit title common areas.
- xvii. Existing and proposed Three Waters reticulation.
- xviii. All existing and proposed vehicle crossings.
- xix. Sight distances of all existing and proposed vehicle crossings.
- xx. Distance of all existing and proposed vehicle crossings from intersections or railway crossings.
- xxi. Distance between all existing and proposed vehicle crossings (including adjoining sites).
- xxii. Location of proposed roads, reserves, easements, and essential services.
- xxiii. Land to be vested in the Crown, Council, or network utility operator.
- xxiv. Nature and standard of existing and proposed roads and network utility services such as sewage disposal, stormwater management, water supply, telecommunications and electricity supply.
- xxv. Proposed final legal status (e.g. freehold, cross-lease, unit title).

**Note**

1. *A checklist is provided by Council outlining all the information required with a subdivision application. Staged subdivisions should have each stage shown on a separate scheme plan, as well as a scheme plan showing the complete subdivision.*

**c. Subdivision Concept Plan**

A Subdivision Concept Plan shall accompany subdivision applications for the following.

- Any single or staged subdivision creating more than 10 additional lots
- Any subdivision creating additional lots within Stage 1 of the Peacocke Structure Plan

The information provided as part of a Subdivision Concept Plan must demonstrate

how the proposal meets, is consistent with, or otherwise satisfies:

- a. Objectives and Policies of:
  - i. The relevant zone.
  - ii. Chapter 3: Structure Plans (as relevant to specific Structure Plan Areas).
  - iii. Chapter 23: Subdivision.
- b. Relevant standards
- c. Relevant design guides in Appendix 1.4
- d. A subdivision concept plan shall specifically include the following information:
  - i. The location and width of proposed roads and carriageways and the integration of the roads with the existing transport network
  - ii. The location and dimension of public reserves.
  - iii. The location and dimension of shared-use pedestrian/cycle accessways
- e. Concept plans within the Peacocke Structure Plan Area shall be prepared in accordance with the neighbourhoods identified in Appendix 2.3

### 1.2.2.3 Master Plan for Peacocke Character Zone Neighbourhoods

A Master Plan shall accompany subdivision applications for in the Peacocke Character Zone for Fee Simple Subdivision where lots created are less than 2ha in the Terrace Area and less than 5000m<sup>2</sup> in the Gully and Hill Areas.

Master Plans shall be prepared in accordance with the neighbourhoods identified in Appendix 2-3 and the Peacocke Structure Plan (refer to Volume 1, Chapter 3: Structure Plans).

A Master Plan will also be required to include a Subdivision Concept Plan (refer to Appendix 1.2.2.2d)), an analysis over all adjoining neighbourhoods to the subject site to ensure issues impacting on the development are understood and address the following matters.

#### a. Transport Network

The Master Plan will need to outline the street pattern as well as set out the street typologies that will be used in the development, the pedestrian and cycle network and how this links with the City's/area's transport network and open space network. As part of the Master Plan a broad Integrated Transport Assessment will be required (refer to Rule 25.14.4.3).

#### b. Infrastructure and Servicing

The Master Plan will need to identify the approach to the provision of infrastructure and services which is aligned with the structure plan and the wider city infrastructure development program. Incorporate a low impact urban design and development approach in association with the development of an Integrated Catchment Management Plan, as set out in Appendix 1.2.2.6, for the stormwater catchment area in which the Master Plan neighbourhood or neighbourhoods are located. Demonstrate the integration of any short term infrastructure solutions created under Rule 23.6.11.f into the overall infrastructure solution for the Peacocke Structure Plan area as identified by the Master Plan.

#### **c. Natural Environment Network**

The Master Plan will need to identify the natural and ecological systems within the area and demonstrate how these areas have been either integrated into the urban design or how they are to be protected. The integration of the natural environment into the urban form has strong links to how the open space system is developed and the establishment of the land use patterns.

#### **d. Open Space Network**

The Master Plan will need to demonstrate how the open space links with the natural environment, the Waikato River esplanade, the transport network, and land uses; how the pedestrian and cycle networks have been integrated into the open space network and river esplanade.

#### **e. Land Use**

The Master Plan will need to identify the location of commercial and community facilities as well as residential densities. It will need to also develop the street pattern taking into account the open space, natural environment and transport network. The street pattern will also need to take into consideration the development principles set out in the structure plan and the transport corridor hierarchies.

#### **f. Detailed Development Response**

The approach proposed for the urban form of the neighbourhood will need to be developed. This will demonstrate the urban design and architectural responses to the opportunities and constraints within the neighbourhood and will need to consider the design guides set out in Appendices 1.4.1, 1.4.2 and 1.4.3.

#### **g. Staging**

The plan will need to identify the staging of development to demonstrate how any urban development created under Rule 23.6.11.f is integrated into the overall master plan for the neighbourhood.

### **1.2.2.4 Landscaping Plan**

Any development that is required to provide landscaping and screening under Chapter

25.5 shall provide a plan which identifies the location of the required or proposed landscaping or screening.

### 1.2.2.5 Water Impact Assessments

- a. As part of an assessment of environmental effects the information required for a Water Impact Assessment is:

**Table 1.2.2.5a:** Information required for each type of Water Impact Assessment

Information to be provided	Type of Water Impact Assessment and what information is to be provided (✓ = required)	
	Type 1 (Residential activities)	Type 2 (Other activities)
i. How the proposal is consistent with, or otherwise complies with, the recommendations, measures and targets of any relevant Integrated Catchment Management Plan.	✓	✓
ii. An assessment of any potential effects (including cumulative effects) of the development in relation to its catchment.	✓	✓
iii. Details of what water-sensitive techniques are proposed.	✓	✓
iv. Details of the expected water efficiency benefits arising from the proposed water-sensitive techniques compared to the same development without using those water-sensitive techniques.		
v. Details of how the water-sensitive techniques will be operated and maintained to ensure ongoing water efficiency benefits.		
vi. Where no water-sensitive techniques are proposed, an assessment containing reasons and justification for not incorporating water-sensitive techniques, having particular regard to the objectives and policies of the Volume 1, Chapter 25.13: City-wide – Three Waters.		
vii. Confirmation of available Three Waters infrastructure and capacity to appropriately service the proposal.	✓	✓
viii. Details of the water demand (flow and pressure) and water sources.	✓	✓
ix. Where the water demand of the proposal is greater than 15m <sup>3</sup> of water per day, details of a programme		✓



<p>explaining how the proposal intends to reduce its water consumption to achieve that level.</p> <p><b>Note</b> Consent from the Regional Council for an increased water take may be required where a proposal is to take in excess of 15m<sup>3</sup> of water per day.</p>		
x. Information on how wastewater (including trade waste) will be managed to minimise any impacts on the reticulated network.		✓
xi. A list of measureable targets and performance indicators to allow the efficient and effective monitoring of the proposal's compliance with any conditions arising from the Water Impact Assessment.		✓

b. The information required in a Water Impact Assessment shall be in such detail as appropriate to the scale and significance of the potential effects that the activity may have on the environment, and only if relevant to the proposal.

**Note**

1. The extent and degree of assessment needed for a Water Impact Assessment may be greater when without an existing Integrated Catchment Management Plan.
2. As an outcome of the Water Impact Assessment, conditions may be applied to the development. These may include financial contributions, monitoring and the requirement for the installation of specific water sensitive techniques.

### 1.2.2.6 Integrated Catchment Management Plans (ICMP)

All ICMPs shall be developed in consultation with Council and Waikato Regional Council and completed in accordance with the requirements set out below. Each ICMP shall be lodged with Council, and Council shall review the content of the ICMP and certify whether it complies with the requirements of this Rule set out below.

There are three different types of ICMPs, which each have different information requirements – see Table 1.2.2.6a.

**Table 1.2.2.6a:** Types of ICMPs and where to find their Information requirements

Type of ICMP	Where to find the information requirements
Full ICMP	Table 1.2.2.6b
Sub-catchment ICMP for Greenfield Areas See Note 1	Table 1.2.2.6b
Sub-catchment ICMP for areas other than Greenfield Areas	Table 1.2.2.6c

**Note**

1. Greenfield Areas include the Future Urban Zone, Temple View Zone, Te Rapa North Industrial Zone, Large Lot Residential Zone and all Structure Plan Areas identified in

## Appendix 2.

**Table 1.2.2.6b:** Information requirements for Full ICMPs and Sub-catchment ICMPs for Greenfield Areas

<p>a. Maps/drawings identifying for the relevant hydrological catchment (or sub-catchment):</p> <ul style="list-style-type: none"> <li>i. the catchment boundary;</li> </ul> <p><i>(Note: In the case of a full ICMP, this will be used in relation to determining future compliance with Rule 25.13.4.1.b);</i></p> <ul style="list-style-type: none"> <li>ii. Natural features, surface water bodies, existing drainage systems and infrastructure;</li> <li>iii. Existing development and land uses (see f.vi. below);</li> <li>iv. Proposed future development and land uses (see d. below); and</li> <li>v. The extent of the infrastructure networks that have been assessed and the location of any network constraints (see f.vii below).</li> </ul>
<p>b. Classification of the surface water bodies within the catchment (or sub-catchment) as detailed in the Waikato Regional Plan.</p>
<p>c. The social, economic, ecological, amenity and cultural objectives being sought for the catchment (likely to stem from a structure planning process). See Note 1</p>
<p>d. A description of proposed urban growth, development and land use intensification within the catchment (or sub-catchment).</p>
<p>e. A list of the key stakeholders associated with the catchment (or sub-catchment), details of the consultation undertaken, and details of their respective views on providing for new stormwater diversion and discharge activities with the catchment (or sub-catchment).</p>
<p>f. An assessment of the current state of the catchment (or sub-catchment) and stormwater receiving environment/s, and the provision of catchment baseline information (including maps/drawings) on:</p> <ul style="list-style-type: none"> <li>i. Topography;</li> <li>ii. Soils and geology;</li> <li>iii. Receiving environment – <ul style="list-style-type: none"> <li>a. Erosion;</li> <li>b. Ecology, including ecological sensitivity;</li> <li>c. Water quality (including contaminant load);</li> <li>d. Sediment quality; and</li> </ul> </li> </ul>

- e. Hydrology;
- iv. Hydrogeology;
- v. Flooding (including overland flow paths);
- vi. Existing development and land uses;
- vii. Existing three waters infrastructure and water source(s), including their capacity to appropriately service the proposed urban growth, development and landuse intensification within the catchment (or sub-catchment); and
- viii. All relevant existing resource use authorisations (including, for example, consents issued by the Waikato Regional Council for water take, wastewater and stormwater diversion and discharge activities).

g. The effects of climate change.

- h. An assessment of the environmental effects, including cumulative effects over time, of all proposed water take, wastewater management and stormwater diversion and discharge activities on the catchment (or sub-catchment) and stormwater receiving environment/s. The assessment shall include maps/drawings and be in such detail as corresponds with the scale and significance of the effects on the catchment (or sub-catchment) including, but not limited to, effects on the following, taking into account the effects of climate change:
- i. Natural features, surface water bodies and aquifers, including water sources;
  - ii. Sites of cultural and/or historical significance;
  - iii. Public health;
  - iv. Flooding hazards, including overland flow;
  - v. Receiving water hydrology, including base flows and peak flows in rivers and streams and long-term aquifer levels;
  - vi. Receiving water sediment and water quality;
  - vii. Receiving water habitat, ecology and ecosystem health, including an explanation of how they will be maintained and enhanced;
  - viii. Receiving water riparian vegetation;
  - ix. The extent and quality of open stream channels, including erosion and sedimentation;
  - x. Fish passage for indigenous and trout fisheries (refer to the Waikato Regional Plan Water Management Classes for applicability);
  - xi. The natural and amenity values of stormwater receiving waters, including the management of litter than becomes entrained in stormwater;

xii. Existing infrastructure; and
xiii. Existing authorised resource use activities.
i. In response to the environmental effects assessment, a description and assessment of the available options for managing the effects of all proposed water take, wastewater management and stormwater diversion and discharge activities within the catchment (or subcatchment).
j. Identification of a recommended integrated catchment management approach that is based on the Best Practicable Option to avoid as far as practicable and otherwise minimise or offset actual and potential adverse effects of all proposed water take, wastewater management and stormwater diversion and discharge activities on the catchment (or sub-catchment) and its infrastructure, while ensuring the proposed urban growth, development and landuse intensification has an appropriate and sustainable water source and receives appropriate three-water services.
k. Education initiatives to support the integrated catchment management approach recommended in the ICMP. See Note 1
l. Maps/drawings, a description, and a prioritised schedule of the infrastructure works to be carried out to implement the integrated catchment management approach recommended in the ICMP.
m. A list of performance measures by which the implementation of the integrated catchment management approach recommended in the ICMP will be gauged. See Note 1
n. The need for any changes (including designations) or variations to the relevant District Plan, as a result of the findings and approach of the ICMP. See Note 1
o. Identification of the water sensitive techniques that are appropriate, and those that are unsuitable, within the catchment or any sub-catchment.
p. All ICMPs shall be of sufficient scope and detail to inform development of Water Impact Assessments.

**Note**

1. Information requirements c, k, m, and n in the table above do not apply to sub-catchment ICMPs for greenfield areas, but do apply to full ICMPs.
2. Council will hold some information and modelling data that may assist in preparing any type of ICMP.
3. Anyone preparing an ICMP will need to collaborate closely with Council. Council's guidance should be sought prior to commissioning any ICMP work. Council will define appropriate methodologies and deliverables for the technical components of an ICMP and how the information and assessments are to be presented. See also the Three Waters Management Practice Notes on Council's website.
4. Catchment boundaries will not always follow the boundary of a site. Some sites may fall within more than one hydrological catchment. Water supply, wastewater and stormwater networks often cross hydrological catchment boundaries.

**Table 1.2.2.6c:** Information requirements for Sub-catchment ICMPs for areas other than Greenfield Areas

A Water Impact Assessment in accordance with Appendix 1.2.2.5 that also includes details of how adverse effects arising from the following will be avoided, remedied or

mitigated:

- a. Flood hazards;
- b. Stormwater disposal;
- c. Discharges of contaminants; and
- d. Identified network constraints.

**Table 1.2.2.6d:** Completion of Full ICMP Preparation

Preparation of a full ICMP shall be considered complete when the ICMP has received technical certification by:

- a. Council that the ICMP complies with the relevant information requirements; and
- b. Waikato Regional Council that the guidance within the ICMP for stormwater diversion and discharge activities is to an acceptable standard.

### 1.2.2.7 Historic Heritage – Schedule 8A and 8B Sites (Historic Heritage)

Any activity requiring a resource consent relating to Schedule 8A or 8B sites (refer Volume 2, Appendix 8) shall include as part of the resource consent application:

- a. Written advice from an appropriately qualified person or body concerning the effects of the proposed activity on the cultural and heritage values identified for the site and outlining possible mitigation measures.
- b. In the case of the site having identified tangata whenua values, advice from relevant iwi.
- c. Where the site history indicates that there may be historical artefacts or other physical remains, advice from a suitably qualified and experienced archaeologist.
- d. Advice that the necessary authority to modify or damage an archaeological site has been obtained from Heritage New Zealand Pouhere Taonga under the Heritage New Zealand Pouhere Taonga Act 2014.

**Note**

1. *An archaeological assessment, advice from Heritage New Zealand Pouhere Taonga, or consultation with iwi will not be required where there is documentary evidence held by Council that this has previously been carried out for the site, and that the proposed new work is covered by that documentary evidence.*

### 1.2.2.8 Comprehensive Development Plan

- a. All CDP applications shall show the total expected development for the identified Comprehensive Development Plan area (even if the development is to proceed in stages) through plans and explanatory text.
- b. Where a CDP area is to be developed in stages, the information required for each

stage of the CDP process must be sufficient to enable assessment of the application in terms of the Concept Plan (Rototuna), Structure Plan and the Urban Design Guide.

- c. Any staged application for the development of a CDP area shall include an overall development framework setting out the following for the entire CDP area:
- i. Staging,
  - ii. Main block pattern,
  - iii. Roads and access ways,
  - iv. Stormwater solutions,
  - v. Reserves, and
  - vi. Bulk and scale of the buildings.

The application for the development of a specific stage within a CDP area shall provide detailed information, including the design of urban spaces, buildings and their service infrastructure as set out in the table below.

- d. For CDP applications in the Industrial Zone refer to Rule 9.3.3 and 9.3.4.
- e. CDP applications (except those in the industrial zone) shall include where relevant, but not be limited to the following:

**Note**

1. Depending on the nature of the development and the stage it is at, not all information maybe required as part of the CDP.

Information Requirements	Rototuna Town Centre Zone	All other CDPs (excluding the Industrial Zone)
a. Demonstrating how the land-use pattern and features proposed in the relevant Structure Plan will be achieved.	✓	✓
b. Demonstrating via an urban design assessment how the proposed development is in general accordance with the relevant assessment criteria and design guide.	✓	✓
c. Demonstrating how the standards of the zone will be met and the extent to which the relevant assessment criteria is achieved.	✓	✓
d. Defining the exact boundaries between the precinct and adjoining precincts.	✓	
e. The method by which the development of each Comprehensive Development Plan Area is to be		✓

managed, and how it will relate to surrounding land, and the wider Structure Plan area.		
f. The method by which the development of each precinct is to be managed, and how precincts will relate to each other, surrounding land and the wider Rototuna Town Centre area.	✓	
g. How transportation and other infrastructure is to be provided to enable the efficient, safe, effective, functional and sustainable delivery of infrastructure. This must take into account the subject Comprehensive Development Plan Area, integration with the surrounding CDP areas and the wider Structure Plan area.		✓
h. How transportation and other infrastructure is to be provided to enable the efficient, safe, effective, functional and sustainable delivery of infrastructure. This must take into account the subject Comprehensive Development Plan Area, integration with the surrounding CDP areas, the wider Rototuna Town Centre and the wider Structure Plan area.	✓	
i. Showing the exact location and design of proposed areas of open space, ecological links and natural features which are to be retained or enhanced, and the areas to be developed for stormwater purposes.	✓	✓
j. Site development. Illustrate:		
i. Activity types	✓	✓
ii. Building footprints	✓	✓
iii. Individual shop and business tenancy sizes	✓	
iv. The number of residential units proposed	✓	✓
v. External layout and floor areas of residential units	✓	✓
vi. How the identified yield is to be met	✓	✓
vii. Pedestrian walkways and cycleways	✓	✓
viii. Any carparking areas and vehicular circulation	✓	✓
ix. Vehicular access points between the site and public roads	✓	✓
x. Landscaping areas	✓	✓
xi. Service areas with appropriate screening	✓	✓
xii. Outdoor living courts		✓
xiii. Position of any existing buildings on adjacent land	✓	✓
xiv. How the proposal integrates with adjacent properties in terms of contributing to an overall		✓

urban design and streetscape character including treatment of building frontages, and relationship between internal boundaries of Comprehensive Development Areas (e.g. glazing and orientation)		
xv. How the proposal integrates with adjacent properties in terms of contributing to an overall urban design and streetscape character including treatment of building frontages (e.g. glazing and orientation)	✓	
k. Development staging: Explain if the development of the Comprehensive Development Area is to be staged, the manner and proposed timeframes for the staging and the means of managing any vacant land during the staging process.	✓	✓
l. Elevations. Illustrate: <ul style="list-style-type: none"> <li>i. Building height and orientation, building exterior design features, any balconies, any artificial lighting to exterior walls and features, and how the proposed development will integrate with adjacent properties in terms of overall urban design, streetscape character and amenity.</li> </ul>	✓	✓
ii. Verandas	✓	
m. Signs. Give details on number, dimensions, location, content, means of support and attachment. This includes signs of the names of the residential development if applicable.	✓	✓
n. Transportation. Carry out an Integrated Transport Assessment (ITA) which addresses: <ul style="list-style-type: none"> <li>i. Provision for pedestrians, cyclists and passenger transport</li> <li>ii. Consistency with Access Hamilton and associated action plans</li> <li>iii. On-site provision of any car parking, servicing and manoeuvring space</li> <li>iv. How any car parking is to be provided, taking into account surrounding land uses and the opportunities for shared car parking</li> <li>v. Safe and efficient provision of entry and exit, including safety for all road users</li> <li>vi. Safe sight visibility distance for access points</li> <li>vii. Safe separation of access points from intersections</li> </ul>	✓	✓



<p>and other access points</p> <p>viii. Impact of access on safe and efficient traffic flow on the transport network</p> <p>ix. Impact on the capacity and performance of the transport network.</p>		
<p>o. Possible transport and accessibility modelling to assist in the preparation of the ITA. Applicants must also demonstrate whether a Travel Plan is required to mitigate any transport impacts from the development.</p>	✓	✓
<p>p. Servicing. Explain the provision, staging, location and capacity of network utilities and integration with existing and planned network utilities, quantity and quality of stormwater and proposed stormwater treatment, management and disposal facilities. Prepare an assessment of the impact on the infrastructure including network capacity and tolerance to support the development including future maintenance requirements.</p>	✓	✓
<p>q. Road Design. Provide details of:</p> <p>i. Form, function and design of internal roads including the integration with the existing transport network</p> <p>ii. Pavement and surfacing materials</p> <p>iii. Location of parking areas</p> <p>iv. Planting and street furniture</p> <p>v. Provision for pedestrians and cyclists</p> <p>vi. Location of passenger transport facilities, including corridors or priority treatments</p> <p>vii. Provision for road lighting</p> <p>viii. Proposed speed limit and design speed</p> <p>ix. The location and concept design of the roads (including typologies).</p>		✓
<p>r. Pedestrian and Cycle Links. Provide details of the position of walkways and cycle ways, links to adjacent sites, consideration of passive surveillance and other CPTED principles, and any artificial lighting to be used within these areas.</p>	✓	✓
<p>s. Planting and Screening. Provide details of:</p>	✓	✓

<ul style="list-style-type: none"> <li>i. The type of landscaping to be established in yards, carparking areas, and other landscape areas</li> <li>ii. Identification of the plant and tree species to be used</li> <li>iii. Size of the vegetation</li> <li>iv. Number of plants to be used</li> <li>v. Artificial lighting or screening to be used</li> <li>vi. Consideration of passive surveillance and other CPTED principles</li> <li>vii. Maintenance provisions.</li> </ul>		
<p>t. Public Square: Show the type of landscaping and materials to be used, taking into consideration CPTED and lighting for safety, amenity and ambience. Consideration must be given to the multifunctional use of the square and its relationship with surrounding buildings and features.</p>	✓	
<p>u. Gateways: Show how the areas defined as gateways in the Rototuna Town Centre Design Guide will be treated in terms of opportunities for landmark buildings, structures, and public art to announce the sense of arrival and departure.</p>	✓	
<p>v. ICMP: Show how the development takes into account and addresses a completed and approved ICMP.</p>		

### 1.2.2.8a Temple View Precincts

- a. All applications for resource consent for activities within a Temple View Precinct shall show the total anticipated development for the Precinct area through plans and explanatory text, regardless of whether the application relates to all or part of the Precinct.

Where an application for resource consent for activities within a Temple View Precinct relates to part of the Precinct, the level of information regarding anticipated development for the balance of the precinct area may be indicative but shall provide sufficient detail to demonstrate that the proposed development integrates with the existing development within the Precinct (where relevant) and the anticipated development for the entire Precinct area.

- b. Where a Temple View Precinct is to be developed in stages through the progressive lodgement of multiple resource consent applications, the information required for each stage of the Precinct process must be sufficient to enable assessment of the application against the purpose of the specific Precinct (in the context of the Character Area and/or the Heritage Area), and the Urban Design Guide.

- c. Notwithstanding a. and b. above, all applications for resource consent for the development of a Temple View Precinct shall include an overall development framework which sets out the following for the entire Precinct:
- i. Staging,
  - ii. Main block pattern,
  - iii. Roads and access ways,
  - iv. Stormwater solutions,
  - v. Reserves, and
  - vi. Bulk and scale of the buildings.

All applications for resource consent for activities within a Temple View Precinct shall provide, as a minimum, detailed information relating to the design of urban spaces, proposed buildings and service infrastructure for the proposed activities.

- d. In addition to the mandatory information requirements stated above any application for resource consent for activities within an identified Temple View Precinct shall include the information listed in the table below, where the information is identified for the specific Precinct.

**Note**

1. This information requirement applies to all resource consent applications for activities within a Precinct, whether the application relates to the entire Precinct or whether the application is for a particular stage of development within that Precinct.
2. Applicants may provide additional information where considered appropriate.
3. All applications for resource consent must also comply with the requirements of the Resource Management Act 1991, including Schedule 4.

Information Requirements	Temple View Zone				
	Precinct 1	Precinct 2	Precinct 3	Precinct 4	Precinct 5
a. Demonstrate via an urban design assessment how the proposed development addresses the relevant assessment criteria and design guide.	✓	✓	✓	✓	✓
b. Demonstrate how the standards of the zone will be met and the extent to which the relevant assessment criteria are achieved.	✓	✓	✓	✓	✓
c. Demonstrate how the proposed activities will integrate with the anticipated development for the entire Precinct and the surrounding Precincts	-	✓	✓	✓	✓
d. Demonstrate how infrastructure, including transportation links, will be	✓	✓	✓	✓	✓

provided which is safe, functional and sustainable; and which will integrate with development within the Precinct as well as surrounding Precincts.					
e. Identify the location and design of proposed areas of open space, ecological links and natural features which are to be retained or enhanced, and the areas to be developed for stormwater purposes.	✓	✓	✓	✓	✓
f. Details of the proposed development, including:	-	-	-	-	-
i. Activity types	✓	✓	✓	✓	✓
ii. Building footprints	✓	✓	✓	✓	✓
iii. Individual shop and business tenancy sizes	✓	-	-	-	-
iv. The number of residential units	✓	✓	✓	✓	✓
v. External layout and floor areas of residential units	✓	✓	✓	✓	✓
vi. Pedestrian walkways and cycleways	✓	✓	✓	✓	✓
vii. Any carparking areas and vehicular circulation	✓	✓	✓	✓	✓
viii. Vehicular access points between the site and public roads	✓	✓	✓	✓	✓
ix. Landscaping areas	✓	✓	✓	✓	✓
x. Service areas with appropriate screening	✓	✓	✓	✓	✓
xi. Outdoor living courts	✓	✓	✓	✓	✓
xii. Position of any existing buildings on adjacent land	✓	✓	✓	✓	✓
xiii. How the proposal integrates with adjacent properties in terms of contributing to an overall urban design and streetscape character including building frontages, and relationship between precinct boundaries (e.g. glazing and orientation)	✓	✓	✓	✓	✓
g. Development staging: Explain if the development of the Precinct is to be staged, the manner and proposed timeframes for the staging and how	✓	✓	✓	✓	✓

<p>any vacant land will be managed over time until all stages of the development are complete [where this is known and/or the Precinct land is owned by a single land owner or where a single enterprise has control over development across the entire Precinct].</p>					
<p>h. Building height and orientation, building exterior design features, any balconies, any artificial lighting to exterior walls and features, and how the proposed development will integrate with adjacent Precinct properties in terms of overall urban design, streetscape character and amenity.</p>	✓	✓	✓	✓	✓
<p>i. Signs: Give details on number, dimensions, location, content, means of support and attachment. This includes signs of the names of the residential development if applicable.</p>	✓	✓	✓	✓	✓
<p>j. Transportation: Require the preparation of an ITA as set out in Chapter 25, Rule 25.14.4.3</p>	✓	✓	✓	✓	✓
<p>k. Servicing: Explain the provision, staging, location and capacity of network utilities and their integration with existing and planned network utilities. Provide details (to an appropriate level, commensurate with the nature and scale of the development), of the quantity and quality of stormwater; and any proposed stormwater treatment, management and disposal facilities. Provide an assessment of the impact on the infrastructure including network capacity and tolerance to support the development including future maintenance requirements.</p>	✓	✓	✓	✓	✓
<p>l. Road Design: Provide details of:</p> <ul style="list-style-type: none"> <li>i. Form, function and design of internal roads including the integration with the existing transport network</li> <li>ii. Pavement and surfacing materials</li> </ul>	✓	✓	✓	✓	✓

<ul style="list-style-type: none"> <li>iii. Location of parking areas</li> <li>iv. Planting and street furniture</li> <li>v. Provision for pedestrians and cyclists</li> <li>vi. Location of passenger transport facilities, including corridors or priority treatments</li> <li>vii. Provision for road lighting</li> <li>viii. Proposed speed limit and design speed</li> <li>ix. The location and concept design of the roads (including typologies).</li> </ul>					
<p>m. Pedestrian and Cycle Links: Provide details of the position of walkways and cycle ways, links to adjacent sites, consideration of passive surveillance and other CPTED principles, and any artificial lighting to be used within these areas.</p>	✓	✓	✓	✓	✓
<p>n. Planting and Screening: Provide details of:</p> <ul style="list-style-type: none"> <li>i. The type of landscaping to be established in yards, carparking areas, and other landscape areas</li> <li>ii. Identification of the plant and tree species to be used</li> <li>iii. Size of the vegetation</li> <li>iv. Number of plants to be used</li> <li>v. Artificial lighting or screening to be used</li> <li>vi. Consideration of passive surveillance and other CPTED principles</li> <li>vii. Maintenance provisions.</li> </ul>	✓	✓	✓	✓	✓
<p>o. Demonstrate how the development of the Precincts will integrate with the heritage items and Archaeological site within the Temple View Zone that are</p>	✓	✓	✓	✓	✓

listed in Appendix 8A and Appendix 8B to ensure the retention of the heritage values associated with these items.					
p. Demonstrate how reverse sensitivity will be managed; and how the proposed development will address the interface between the urban activities within Hamilton City and the rural activities within Waipa District.	-	-	✓	-	-

### 1.2.2.9 Flood Risk Assessment Report

Any application for subdivision consent creating additional lots within a Flood Hazard Area is to undertake a flood risk assessment report as outlined below.

This report is a site specific flood assessment supporting proposed subdivision, use or development of land which may be affected by flooding. Its purpose is to provide information about the subject site, the proposed activity, the likelihood, nature and extent of the relevant flood hazard and an explanation as to whether the resulting level of flood risk is acceptable. It can be used to provide a more site specific assessment of flood hazards than the broad flood hazard categorisation identified on the Planning Maps and implemented by rules in Volume 1, Chapter 22: Natural Hazards.

The flood hazard modelling information used by Council to identify Flood Hazard Areas should be used to inform this report.

- a. The report must be prepared by an appropriately experienced and qualified practitioner and consider up to at least a 1% annual exceedance probability event.
- b. The report must include, but may not be limited to, the following matters, where applicable.
  - i. The existing use and development of the site.
  - ii. An outline of the likelihood and effects of flooding on the site.
  - iii. A site layout plan showing:
    - Land potentially affected by flooding in a flood event, including areas of overland flow paths on the subject site and all adjoining sites.
    - The location of the proposed activity, including any proposed building platforms, in relation to the land potentially affected by flooding.
  - iv. Whether there is a reasonable or practicable alternative to locating the proposed use or development on land within a Flood Hazard Area.
  - v. The sensitivity of the proposed activity to the adverse effects of flooding.
  - vi. The potential risk to life, health and safety, and property during a flood event including consideration of:

- Frequency, duration, extent, depth and velocity of flooding on the site and any access to the proposed activity,
  - Cumulative risks from interactions with any other natural hazard affecting that site (e.g. geotechnical conditions),
  - Any available flood warning time, and
  - The ability to access or evacuate the site and the danger to residents and emergency service personnel if the site or access to the proposed activity is affected by flooding.
- vii. The positive or adverse effect of the proposed activity on:
- Overland flow paths (e.g. obstructing or diverting),
  - Hydrological capacity (e.g. reduced flood water storage capacity),
  - Flood water depths, and
  - Flood water velocities.
- viii. Whether the proposed activity creates a new or exacerbates an existing natural hazard both on or off site.
- ix. Options to avoid or mitigate the adverse effects of flood hazards and reduce risk to the proposed activity to an acceptable level, including consideration of the appropriateness of any mitigation measures proposed. This may require:
- An elevation plan showing freeboard heights in relation to the top water flood level of a 1% annual exceedance probability event.
  - Information confirming that the proposed design of sub-floor structures, walls or fences allows for the free passage of flood waters.
  - Information confirming that the design of proposed structures or buildings is sufficient to withstand inundation by flood waters.
- c. If the report relies on flood hazard modelling information other than that used by Council to identify the Flood Hazard Areas in the Planning Maps then the report must include detail about the model methodology, assumptions and limitations, validation and any peer review.
- d. The report may recommend the refinement of the extent of the Flood Hazard Areas depicted in the Planning Maps to reflect a greater level of topographical detail than that used in Council's flood hazard modelling. An explanation of the methodology used and the nature, extent and effect of the refinement is required.

**Note**

1. *Recommended refinements cannot alter the activity status of the proposal.*

### 1.2.2.10 Site Management Plan (Waikato Riverbank and Gully Hazard Area)



Any application for resource consent for subdivision, use or development within the Waikato Riverbank and Gully Hazard Area or any activity not complying with standards in Rule 20.4.1, must be accompanied by a Site Management Plan prepared by an appropriately experienced and qualified practitioner. This will include, but may not be limited to:

- a. Location, extent and form of all existing and proposed:
  - i. Buildings and structures.
  - ii. Landscaping (including retaining walls and fences).
  - iii. Sealed and impermeable ground surfaces.
- b. Existing and proposed site contours at 0.5m intervals.
- c. Location, extent and species of:
  - i. Existing vegetation being removed.
  - ii. Existing vegetation being retained.
  - iii. Any proposed new vegetation.
- d. The location of vehicle access, manoeuvring and any parking areas.
- e. The nature of the ground conditions and the suitability of the proposal having regard to these ground conditions.
- f. Any risk mitigation measures proposed.
- g. Land stability, erosion, earthquake (amplification and liquefaction) or any other natural hazard, including any modification to landforms and removal of vegetation.
- h. Methods proposed for site management of earthworks and stormwater.

In relation to Peat Lakes, Wetlands and Peat Lake Catchments:

A description of the measures to be undertaken to help prevent or reduce effects on:

- Ecosystems, plants and animals any any disturbance of habitats
- Any natural watercourse including any discharge of sediment to the waterway and any effect on water quality, water clarity and in-stream habitats.

#### 1.2.2.11 Stormwater Disposal Report

Any application for resource consent for subdivision, use or development within the Waikato Riverbank and Gully Hazard Area or any activity not complying with standards in Rule 20.4.1, must be accompanied by a Stormwater Disposal Report prepared by an appropriately experienced and qualified practitioner. This will include, but may not be limited to:

- a. A description of the site, including:
  - i. Natural drainage patterns and any other drainage features (including any spring or groundwater seepage).
  - ii. Its relationship to broader stormwater catchments.
  - iii. Ground conditions and any particular geotechnical vulnerabilities.
- b. Existing stormwater consent constraints (if any) and whether these impact on the proposal.
- c. An assessment of the wet season (winter) water table that establishes the minimum capacity of the ground to absorb water.
- d. An assessment of post-development stormwater flows and the means to be employed to match these to predevelopment flows.

#### 1.2.2.12 Hazardous Facilities

Any application for resource consent for Hazardous Facilities shall include as part of the resource consent application the following information.

Any application for resource consent for Hazardous Facilities shall include as part of the resource consent application the following information.

- a. The proposed site and layout, with a description of the nature and scale of the proposed hazardous facility and associated operations.
- b. Quantities of hazardous substances proposed to be used, stored, transported or disposed of on the site.
- c. Site drainage and off-site infrastructure, including the biophysical characteristics of the site and surrounding areas (e.g. stormwater systems, transport corridors).
- d. Design and location of site access to provide safe access to and from the transport network.
- e. The sensitivity of the surrounding human, natural and physical environment and proposed measures to protect them.
- f. Separation distances from neighbouring activities and people potentially at risk from the hazardous substance facility, including consideration of the proximity to people oriented activities (e.g. childcare facilities, hospitals, schools, rest homes).
- g. Identification of on-site hazards and exposure pathways from the proposed facility, including a description of the environment actually or potentially affected by the proposal.
- h. Potential cumulative effects with neighbouring facilities.

- i. Preliminary hazard and risk assessment that systematically addresses the site hazards, likely accident scenarios, exposure pathways, receiving environments and potential environmental effects.
- j. Management of wastes containing hazardous substances, including a waste management plan.
- k. Fire safety and fire water management.
- l. Proposed contingency measures and emergency plans.
- m. Proposed monitoring and maintenance schedules.
- n. **Risk assessment.** For any activity that requires discretionary activity consent under Chapter 25.4 City-wide – Hazardous Facilities, the Assessment of Environmental Effects must contain a risk assessment that systematically addresses site hazards, likely accident scenarios, exposure pathways, receiving environments and potential environmental effects. The detailed hazard analysis and risk assessment of installations, operations and processes involving hazardous substances is to be appropriate to the type and scale of the proposed facility. For significant facilities a quantitative risk assessment may be required. This assessment should place emphasis on:
  - i. Identification of potential hazards, failure modes and exposure pathways; assessment of the probability and potential consequences of an accident leading to a release of a hazardous substance or loss of control, including, as applicable, cumulative or synergistic effects.
  - ii. Acceptability of the assessed risks, including cumulative risks.
  - iii. Residual risks after applying proposed risk control and mitigation measures.
- o. **Alternatives.** For any activity that requires discretionary activity consent under Chapter 25.4 City-wide – Hazardous Facilities, the Assessment of Environmental Effects must also contain an evaluation of alternatives (sites or locations, substances, quantities, processes or equipment, site management, etc) to determine whether there are any alternatives to the proposal, particularly where it is possible that the activity is likely to result in significant environmental effects.
- p. **Risk mitigation and control.** For any activity that requires discretionary activity consent under Chapter 25.4 City-wide – Hazardous Facilities, the Assessment of Environmental Effects must clearly identify proposed risk control and mitigation measures, with emphasis on sensitive land-use activities and environments, including, as applicable:
  - i. Equipment, systems and engineered safety measures such as containment devices, fire safety apparatus and spill contingency or clean-up equipment.
  - ii. Emergency management plans, monitoring and maintenance schedules, and training programmes.

### 1.2.2.13 Events

Any event requiring resource consent shall, as part of the resource consent application, provide a waste management plan, transport management plan and noise management plan prepared by suitably experienced and qualified practitioners, as outlined below:

#### a. Waste Management Plan

The Waste Management Plan shall outline:

- i. An estimate of the types and volumes of waste to be generated by the event.
- ii. Any opportunities for waste minimisation.
- iii. Steps to be taken to maximise the use and collection of recyclables or re-usable materials.
- iv. Waste and recyclables collection, storage and transportation equipment to be provided.
- v. The method of and person responsible for the collection and disposal of waste generated by the event.
- vi. The arrangements made for the provision of post-event waste analysis and reporting of that information to the Council.
- vii. The arrangements made for the provision of litter minimisation, collection, and removal from within the event site and its immediate surrounds.

#### b. Transport Management Plan

The Transport Management Plan shall outline:

- i. On and off street parking provisions.
- ii. Travel plan including (but is not limited to):
  - i. Provision for access on and off the site for walking, cycling, passenger transport and the mobility impaired.
  - ii. Promotion of options for travel.
  - iii. Incentives for using passenger transport, walking or cycling.
  - iv. Cycle-parking facilities.
  - v. Map for ease of route planning.
- iii. A Temporary Traffic Management Plan prepared in accordance with the Waka Kotahi NZTA Code of Practice for Temporary Traffic Management.
- iv. The outcome of consultation with Waka Kotahi NZTA, NZ Police, emergency services, directly affected residents/businesses and Waikato Regional Council

(passenger transport), wherever relevant.

- v. A contingency plan which specifies a clear set of roles and procedures in the case of a traffic accident or emergency.

### c. Noise Management Plan

The Noise Management Plan shall outline:

- i. Days and times of pre-event sound testing and practice, and of the main event.
- ii. Identification of likely noise sources and the nature of noise emissions (including frequency of occurrence and duration and any special audible characteristics).
- iii. The applicable noise performance standards.
- iv. Identification of likely affected persons and any special needs of those persons.
- v. Community consultation and notification of affected persons.
- vi. Mitigation measures, including for any pre-event sound testing and practice.
- vii. Monitoring of sound levels during the event to ensure compliance with the noise performance standards.
- viii. Complaints management procedure.
- ix. Contact details of key personnel.
- x. Reporting of monitoring results to Council.

#### 1.2.2.14 Concept Development Consents and Consents for Te Awa Lakes Adventure Park for Major Facilities and Provision of Concept Plans

Any application for a Concept Development Consent and consents for Te Awa Lakes Adventure Park for major facilities shall show the total expected development of the facility (even if the development in that area is to proceed in stages) through plans and explanatory text which may include the following information (as relevant).

- a. How the proposal is in general accordance with the urban design approach objectives and policies in Volume 1, Chapter 25.15: City-wide – Urban Design.
- b. Demonstrate how the objectives, policies and rules in Volume 1, Chapter 17: Major Facilities Zone have been met.
- c. Demonstrate how the relevant assessment criteria have been met.
- d. Details of any consultation undertaken.
- e. A Concept Development Consent application and resource consent applications for Te Awa Lakes Adventure Park shall include a concept plan which shows

diagrammatically, in the form of precincts:

- i. The general distribution of activities, buildings, open space and any parking facilities.
  - ii. Provision for access to and movement within the site for vehicles.
  - iii. Pedestrian and cycle links. Show the position of existing and proposed walkway and cycleway links within the site and to adjacent sites.
  - iv. The interrelationships with the surrounding locality, including buffer areas, links to local centres and access to passenger transport.
  - v. Future development areas, major landscaping areas and protected natural heritage and cultural features.
  - vi. The parameters to which development in different areas will be subject, in terms of the general configuration and bulk of existing and proposed buildings.
  - vii. Development Staging. Explain if development of the major facility is to be staged, the manner and proposed timeframes for the staging (if known) and the means of managing any vacant land during the staging process.
  - viii. How Interface Areas on site are being appropriately planned for in the development of Concept Development Consents.
  - ix. In the case of Waikato Stadium a shading diagram showing the extent and duration of shading resulting from new development proposals over any neighbouring properties.
- f. Any other information that may be needed to assess the application.
- g. New Concept Development Consents and resource consents for Te Awa Lakes Adventure Park shall include a Broad ITA in accordance with Appendix 15-2. In Te Awa Lakes Adventure Park the ITA shall assess the levels of traffic generation to determine the implementation of transport infrastructure improvements and their staging and timing in accordance with clause 3.8.3 and Rule 3.8.5.3 in Section 3.8, Te Awa Lakes Structure Plan. The ITA shall include information describing the proposed walking and cycling network and its connections to existing shared paths in the locality. The ITA shall include evidence of consultation with Waka Kotahi NZTA and how the outcomes of that consultation have been addressed.
- h. In Te Awa Lakes Adventure Park, a Travel Demand Management (TDM) Plan that outlines the measures to be implemented to achieve:
- Leadership of travel demand management by the consent holder;
  - Collaborative participation with Hamilton City Council, Waikato Regional Council and the local Te Awa Lakes community;
  - Strong mode shift outcomes to alternative, non-motorised and public transport utilisation:

- Integration with existing and future public transport outcomes;
  - Multi-modal ride share alternatives and associated infrastructure;
  - Cycle network integration and enhancement;
  - Pedestrian network integration and enhancement; and
  - Minimisation of external private trip making.
- i. In Te Awa Lakes Adventure Park a management plan for the cable ski lake, and any other water bodies in the Adventure Park designed for immersion in water, including swimming, that has a purpose of achieving a swimmable water quality. The management plan is to include:
- A plan for monitoring water inflows and water quality to provide sufficient data to adaptively manage the water bodies to meet a swimmable water quality;
  - A series of triggers and actions including the use of chlorophyll-*a* as a metric, to maintain the water quality;
  - Details of who will be responsible for undertaking the monitoring and any actions to maintain the water quality of the water bodies; and
  - An Operations and Maintenance Manual for the ongoing maintenance of the water bodies.
- j. An alligator weed management plan prepared by a suitably qualified person incorporating methods to manage and control alligator weed during construction and on an ongoing basis after subdivision and development. The management plan is to include:
- i. Objectives that focus on eradication of the weed from the site but provide for an adaptive approach of stopping its spread and reducing its density if that proves impracticable;
  - ii. Identification of measures for the safe disposal or removal off site of soil or other material infested with alligator weed;
  - iii. Identification of the need for any of the management and control measures to be implemented on an ongoing basis following subdivision and development, and to be incorporated into conditions of consent and through consent notices; and
  - iv. Evidence of consultation with Waikato Regional Council and Hamilton City Council (as asset manager), including how the outcomes of that consultation have been addressed, and a copy of any Weed Hygiene Plan that is in place in accordance with the provisions of the Waikato Regional Pest Management Plan.

**Note:** *The Te Awa Lakes site contains alligator weed which is defined as a 'progressive containment' pest plant in the Waikato Regional Pest Management Plan. That Plan includes rules that apply to land that is to be subdivided or developed and includes pest plants. The*

*Waikato Regional Pest Management Planis administered by Waikato Regional Council.*

- k. In Te Awa Lakes Adventure Park, the design and layout of activities, structures and the provision of landscaping or other screening adjacent to the Waikato Expressway and Te Rapa Road frontages of the site so as to avoid, as far as practicable, distraction to road users.

#### 1.2.2.15 Centre Assessment Report

- a. Any applicant for a resource consent for office or retail activities that are not listed permitted activities on any sites outside the Central City or Business Zones shall provide a detailed Centre Assessment Report as part of the application excluding for a Dairy in the General Residential Zone.
- b. Any applicant for a resource consent for office or retail activities within the Central City or Business Zones may be required to provide a detailed Centre Assessment Report as part of the application, excluding:
  - i. Ancillary retail and offices in any Central City or Business zone
  - ii. Any retail activity in the Central City Zone
  - iii. Any office activity in the Central City Zone (Downtown Precinct)
  - iv. Yard based retail
  - v. Building Improvement Centres
  - vi. Wholesale and trade retail supplies
  - vii. Any office or retail activity that is provided for in the Zone Activity Status Table as Permitted but requires resource consent due to failure to comply with one or more General Standard(s).

#### c. Purpose

To address the potential effects associated with a proposal for retail or office activity in terms of the specified restricted discretionary activity criteria set out in Appendix 1 – clause 1.3.3H

The content and detail of the Centre Assessment Report shall correspond with the scale, nature and potential adverse effects of the proposal. A detailed assessment may not be required if the applicant can clearly demonstrate that the proposed development is unlikely to have any significant adverse effects in relation to the matters referred to in the assessment criteria 1.3.3H.

#### d. Information requirements

The information shall include:

- i. A summary of the methodology and data sources used to prepare the assessment.



- ii. The following comparative indicators on the current vitality, functions and amenity of the Central City and sub-regional centres for the activity and a summary analysis of discernible trends:
  - Retail expenditure patterns
  - Floorspace and activity mix
  - Employment by type
  - Pedestrian environment and flows
  - Parking and public transport services and connections
  - Retail and office demand and supply, including vacancy levels.
- iii. The existing and consented development located outside of the Central City and/or sub-regional centres, which has been taken into account when assessing the potential adverse effects of the development.
- iv. Any external non-development factors such as macroeconomic trends or site specific factors that could influence the above indicators
- v. Information should be included to demonstrate the appropriateness of the timeframes used to demonstrate trends and future predictions.

#### 1.2.2.16 Ruakura Logistics Zone

- a. Applications for Freight-handling activities and Logistics and Freight-handling infrastructure within the Inland Port (Sub Area A (Inland Port)), see Figure 2-14, shall be accompanied by a Noise and Vibration Management Plan for the relevant stage of the Inland Port which shall include the following:
  - i. The result of any noise monitoring undertaken to demonstrate that earlier stages of Inland Port development and logistics activities, if any, meet noise performance standards, with an analysis of compliance as necessary.
  - ii. A recalibrated model based on the results of the above monitoring.
  - iii. The identification of construction and operational noise and vibration sources and the noise emissions associated with each stage of the development of the Inland Port (Sub Area A (Inland Port)), including refrigerated containers.
  - iv. The applicable noise performance standards to be achieved at different times of the day.
  - v. The applicable vibration performance standards.
  - vi. Operational strategies and configurations adopted for each stage based on modelling which achieve compliance with the noise and vibration performance standards set out in Chapter 25.8.
  - vii. Plans and diagrams sufficient to illustrate the location, scale and dimensions of the noise barrier designed to achieve compliance with the noise performance standards set out in Chapter 25.8.
  - viii. Strategies and configurations to be adopted during construction which achieve

compliance with the noise and vibration performance standards set out in Chapter 25.8.

- ix. A signed statement by its author stating that the measures identified will enable the activity to comply with the noise and vibration performance standards set out in Chapter 25.8.
- x. A subsequent signed statement by the designer of the noise barrier that it has been constructed in a way that makes it fit for purpose.
- xi. Identification of persons potentially affected by noise and vibration from the operation and construction of the Inland Port (Sub Area A (Inland Port)) (including but not limited to members of the Inland Port Community Liaison Committee required under Rule 10.5.1), a record of meetings held and consultation undertaken with such potentially affected persons, and responses to matters raised in consultation.
- xii. Procedures for monitoring noise levels to ensure compliance with the noise performance standards in Chapter 25.8.
- xiii. Management of noise emissions at night, with particular emphasis on the methods to effectively manage the noise effects on noise sensitive activities and which avoid or minimise sudden and/or loud noises at night.
- xiv. Procedures for receiving and addressing noise complaints.
- xv. Methods for updating the Noise and Vibration Management Plan as appropriate to respond to changing requirements.
- xvi. Contact details of key personnel, including the name of the person with overall responsibility for ensuring noise limits are met.
- xvii. An independent peer review report prepared by a suitably qualified and experienced expert acceptable to the Council that considers all aspects of the Noise and Vibration Management Plan, in particular the accuracy of modelling, the matters of discretion listed in Appendix 1.3.3 N2 Ruakura and compliance with noise and vibration performance standards.

#### 1.2.2.17 Knowledge Zone Precinct C - Centre Assessment Report

##### a. Purpose

To address the potential effects associated with a proposal for retail, office and other activities in terms of the specified restricted discretionary activity criteria set out in Appendix 1.3.3H- Functionality, Vitality and Amenity of Centres and 1.3.3 N Ruakura.

The content and detail of the Centre Assessment Report shall correspond with the scale, nature and potential adverse effects of the proposal. A detailed assessment may not be required if the applicant can clearly demonstrate that the proposed development is unlikely to have any significant adverse effects in relation to the matters referred to in the assessment criteria 1.3.3H.

## b. Information requirements

The assessment shall include the following information:

- i. A summary of the methodology and data sources used to prepare the assessment.
- ii. The following comparative indicators on the current vitality, functions and amenity of the Central City and sub-regional centres for the activity and a summary analysis of discernible trends:
  - Retail expenditure patterns
  - Floorspace and activity mix
  - Employment by type
  - Pedestrian environment and flows
  - Parking and public transport services and connections
  - Retail and office demand and supply, including vacancy levels.
- iii. The existing and consented development located outside of the Central City and/or subregional centres, which has been taken into account when assessing the potential adverse effects of the development.
- iv. Any external non-development factors such as macroeconomic trends or site specific factors that could influence the above indicators.
- v. Information should be included to demonstrate the appropriateness of the timeframes used to demonstrate trends and future predictions.

### 1.2.2.18 Land Development Plans - Ruakura

#### Land Development Consent

An application under Rule 3.7.4.2 shall be accompanied by a Land Development Plan including the following information:

#### **General**

- a. The exact boundaries between the Land Development Plan and adjoining Land Development Plan Areas.
- b. The exact boundaries of any Open Space Zone included in the Land Development Plan.
- c. Where an application for Land Development Consent is made for part of a Land Development Plan Area (as shown on Figure 2-16), pursuant to Rule 3.7.4.2.b the following indicative information for the balance area of each Land Development

Plan Areas shall be provided as part of that application:

- i. The location and width of proposed roads and carriageways and their integration with the existing and future transport networks;
- ii. The location of proposed Ruakura Strategic Infrastructure to ensure connectivity across the entire structure plan and adjacent Land Development Plan areas;
- iii. The National Grid electricity transmission network;
- iv. Where the Land Development Plan contains any part of the Inland Port (Sub Area A (Inland Port)) an indicative layout plan showing internal roads, hardstand and impermeable areas, crossing points under transmission lines, indicative building locations, future rail sidings and connections to the East Coast Main Trunk railway and clearances between finished surface levels of the Inland Port and the National Grid electricity transmission network;
- v. The location and size of storm water treatment and control measures; and
- vi. The location, size and purpose of open spaces.

### **Concept Layout Plan**

- d. The location, width and design of proposed roads and carriageways (including lighting, street furniture and signs) and the integration of roads with the existing and future transport network and the National Grid electricity transmission network.
- e. The location of proposed Ruakura Strategic Infrastructure to ensure connectivity across the entire structure plan and adjacent land development plan areas.
- f. Within the Inland Port (Sub Area A (Inland Port)) – an indicative layout plan showing internal roads, hardstand and impermeable areas, crossing points under transmission lines, indicative building locations, future rail sidings and connections to the East Coast Main Trunk Railway and clearances between finished surface levels of the Inland Port and the National Grid electricity transmission network.
- g. The location and design of storm water treatment and control measures.
- h. The location and dimension of open spaces, and the total area provided for each open space purpose consistent with the purpose of the Ruakura Open Space Zone and Ruakura Structure Plan area.
- i. The location and dimension of pedestrian and cycle ways.
- j. Existing and proposed Three Waters infrastructure necessary to service the Land Development Area.
- k. Existing and proposed ground levels and associated earthworks (Note: consent for earthworks within a National Grid Yard may also be required under Rule 25.2.3 or 25.7.4).

- l. Methods to provide public access to and use of the Open Space, except as may need to be limited for safety reasons.
- m. Consistency with the overall strategic infrastructure network for the structure plan as shown on Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2).

### **Landscape Concept and Ecological Enhancement Plan**

- n. A Landscape Concept and Ecological Enhancement Plan that includes the following:
  - i. A landscape concept for the area of open space included in the Land Development Plan, consistent with the purpose of the Ruakura Open Space Zone and Ruakura Structure Plan area.
  - ii. Details of landscape treatment of streets, footpaths and cycleways.
  - iii. Details of landscape treatment of storage basins, swales and linear wetlands, which show at a minimum the following:
    - a. 100% cover of indigenous wetland vegetation in linear wetlands associated with arterial, collector roads and local roads in Industrial Park Zone; and
    - b. 80% cover of indigenous wetland vegetation in linear wetlands associated with the main greenway corridor, including the Silverdale Road to Mangaonua greenway and the corridor adjoining the expressway in the Logistics and Industrial Park Zones.
  - iv. Details of the Landscape Buffer Areas in the Inland Port (Sub Area A (Inland Port)) required in Rule 10.5 and as shown on Figure 2-17 Inland Port Building Setbacks and Landscape Controls (Appendix 2). These details shall include:
    - a. Measures to ensure that filled ground provides optimum growing conditions such as avoiding the placement of compacted fill and installing topsoil that has been stripped and stockpiled according to sound practice.
    - b. Plant types and species, sizes at time of planting and spacing sufficient to achieve the screening purpose of the buffer areas.
    - c. The selection of quick growing trees that are capable of achieving the planting heights (other than understorey and edge planting) specified on Figure 2-17 Inland Port Building Setbacks and Landscape Controls (Appendix 2) according to the following growth rates:
      - Year 1 = 2m
      - Year 5 = 6m-8m
      - Year 8 = 8m-10m
      - Year 10 = 10m-12m

- d. Details of ongoing maintenance to ensure the planting achieves the best possible growth rates.
- v. Details of the Landscape Buffer Areas for Percival Road required under Rules 10.5.4.3 and 11.5.3 and as shown on Figures 10.5.4.3a and 11.5.3a. These details shall include those as outlined in iv., a., b. and d. above.
- vi. Measures to ensure the implementation and ongoing maintenance of the Landscape and Ecological Concept Plan. In particular, the Landscape and Ecological Concept Plan shall detail the proposed timeframes for the implementation of the planting in the Landscape Buffer Areas in the Inland Port (Sub Area A (Inland Port)) relative to the proposed development and operation of logistics and freight-handling activities and infrastructure.
- vii. A design statement, and details of plant species<sup>1</sup> and materials including indigenous trees and shrubs bordering the linear wetland to improve the ecological function without hindering their treatment functions.

**<sup>1</sup> Note:**

*On the basis of the soil type within the storage basin to be planted, shrubland and forest species shall be selected from Clarkson B D, Clarkson B R and Downs T M, 2005: Indigenous Vegetation Types of Hamilton Ecological District, CBER Contract Report 58. The percentage vegetation cover of the storage basins shall be consistent with Hamilton City Council Infrastructure Technical Specifications October 2013 or its replacement.*

- viii. Methods in the design and layout of Open Space to provide for the amenity of adjoining and adjacent activities.
- ix. The design of the linear wetlands to support black mudfish, shortfin eels and longfin eels, including a range of vegetation suitable to support these fish species without hindering the treatment functions of the linear wetland. The design shall take account of risk factors for black mudfish including competition from pest fish, lack of suitable peat soils, drying out, lack of cavities for mudfish to aestivate (sleep over summer) and inappropriate pH of water due to lack of peat. This may necessitate retention or incorporation of peat soils in the construction of the linear wetlands.
- x. Methods to ensure implementation of a Native Fish Management Plan for the Land Development Plan Area consistent with the requirements of the Structure Plan Area-wide Native Fish Management Plan.
- xi. Methods to ensure implementation of a Native Lizard Management Plan for the Land Development Plan Area consistent with the requirements of the Structure Plan Area-wide Native Lizard Management Plan.
- xii. The Native Fish Management Plan and Native Lizard Management Plan prepared by suitably qualified and experienced ecologist and shall include:
  - a. containment and translocation methods for at risk species;
  - b. methods to ensure adequate separation between black mudfish and longfin eels;

- c. adaptive management, monitoring and response process to determine the success or otherwise and to implement a contingency plan if necessary; and
- d. an analysis of risk relating to timing of collection, containment and translocation.

### **Water Impact Assessment**

- o. A Water Impact Assessment based on anticipated development in the Land Development Plan that includes the following:
  - i. How the proposal is consistent with, or otherwise complies with, the recommendations, measures and targets of any relevant Integrated Catchment Management Plan.
  - ii. Where there is no relevant Integrated Catchment Management Plan, how the proposal is consistent with the development of and gives effect to Ruakura Strategic Infrastructure including as shown on Figures 2-15A and B in Appendix 2 for the entire structure plan area.
  - iii. How the Land Development Plan provides for the eventual diversion of any temporary connections to strategic infrastructure, including timing or triggers for such diversions.
  - iv. An assessment of any potential effects (including cumulative effects) of the development in relation to its catchment. In particular, the assessment should include consideration of potential construction effects and the potential effects of new stormwater devices on adjacent private property.
  - v. Details of what water-sensitive techniques are proposed and methods of implementation.
  - vi. Details of the expected water efficiency benefits arising from the proposed water-sensitive techniques compared to the same development without using those water-sensitive techniques.
  - vii. Details of how the water-sensitive techniques will be operated and maintained to ensure ongoing water efficiency benefits.
  - viii. Confirmation of available Three Waters infrastructure and capacity, existing and proposed, to appropriately service anticipated development in the Land Development Plan area and the wider structure plan area.
  - ix. Details of the water demand (flow and pressure) and water sources.
  - x. An assessment of the effect that any staged or interim development and infrastructure has on the strategic network described in Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2) including an assessment of when any diversion to that strategic network is required to restore the city wide network capacity that was being used on an interim basis.

**Note:**

*Consent from the Regional Council for an increased water take may be required where a development proposal is to take in excess of 15m<sup>3</sup> of water per day.*

**Integrated Transport Assessment**

- p. An Integrated Transport Assessment (ITA) for anticipated development within the Land Development Plan area, prepared in accordance with the requirements of Rule 25.14.4.3 and confirming that the anticipated levels of development will comply with Rule 3.7.4.3 Staging and Traffic Requirements. Prior to approving an ITA or Land Development Plan for the first stage of the Inland Port (Sub Area A (Inland Port)), the upgrading requirements of Ruakura Road from, and including, the Silverdale Road intersection to Wairere Drive shall be reviewed. Any upgrading required shall be agreed with the Hamilton City Council, and be completed in accordance with the agreement before operation of the Inland Port (Sub Area A (Inland Port)) or other development commences.
- q. Details of how the Land Development Plan has been designed to align with the Cyclist and Pedestrian Network Plan in Figure 2-18 Ruakura Cyclist and Pedestrian Network Plan in (Appendix 2), including the grade separation of facilities on arterial routes.
- r. Details of any proposed crossing of the East Coast Main Trunk Railway by the Spine Road, which show how it will be grade-separated.

**Mitigation of Adverse Land Development Effects on Habitats**

- s. Details of how land development avoids, remedies or mitigates adverse effects on, or where possible enhances, any significant habitats of indigenous fauna.

**Medium Density Residential Zone**

- t. The layout of roads, public spaces and lots, showing how compliance with a minimum net density of 16 dwellings per hectare will be achieved.
- u. The specific location and extent of the Integrated Retail Development consistent with that shown on Figure 2-14 Ruakura Structure Plan – Land use (Appendix 2).

**Open Space Provisions**

The following components of the open space network are to be considered when developing a Land Development Plan to ensure the various functions are not compromised. The Land Development Plan shall demonstrate the maintenance and development of:

- v. Greenway - In addition to the stormwater management function, the greenway shall create opportunities for improved habitat and ecological benefits in the Ruakura Structure Plan area and in downstream receiving environments.
- w. Gullies - Layout of the residential area is to be designed to provide opportunities for the restoration and enhancement of the Kirikiriroa Stream headwaters.



- x. Visual amenity and buffer between incompatible activities – in particular the following open space areas identified on the Ruakura Structure Plan are intended to provide a buffer function: (See Figure 2.14 Ruakura Structure Plan – Land use (Appendix 2))
- The greenway;
  - The area to the north of the proposed Ruakura Industrial Park Zone that adjoins the General Residential Zone;
  - The transmission corridor between Ruakura Road and the Knowledge Zone
  - The area between the realigned Ruakura Road and Silverdale Road, and between the Ruakura Industrial Park Zone and the existing General Residential Zone to the south;
  - The area between the logistics and industrial activities, and the residential neighbourhoods in Silverdale and the University of Waikato.
  - The area between Fairview Downs residential area and the Spine Road.
- y. Neighbourhood reserves – these will be required as part of the subdivision process and the establishment of residential neighbourhoods. As such the location of the neighbourhood reserves on Figure 2-14 Ruakura Structure Plan – Land use (Appendix 2) is indicative only. Each neighbourhood reserve shall be an area of approximately 0.5ha and serve a catchment area of approximately 500m radius. Neighbourhood reserves complement the range of facilities provided by the Ruakura Open Space Zone and provide a focal point for, and contribute to the visual amenity of the local community.
- z. Connectivity – a concept layout plan at Land Development Plan stage will show the location and dimension of pedestrian and cycle ways in accordance with Figure 2-18 Cyclist and Pedestrian Network Plan (Appendix 2) as well as the landscape treatment of streets, footpaths and cycleways.

### **Ruakura Strategic Infrastructure (as shown on Figures 2-15A and B)**

- aa. Consistency with Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2) 3.7.2.6 Connections to Ruakura Strategic Infrastructure and 3.7.4.4 Ruakura Strategic Infrastructure Rules, where relevant.

#### **1.2.2.19 Staging and Traffic Requirements**

- a. The application shall be accompanied by an Integrated Transport Assessment (ITA) prepared in accordance with Rule 25.14.4.3.
- b. All ITAs required shall be prepared by suitably qualified professionals and should generally follow the approach and guidelines of Waka Kotahi New Zealand Transport Agency's "Research Report 422: Integrated Transport Assessment Guidelines, November 2010", or its replacement.

### 1.2.2.20 Concept Plan Consent for Knowledge Zone (excluding Precinct C)

Any application for a Concept Plan Consent for Precinct A, B or D in the Knowledge Zone shall show the total expected development of the facility (even if the development in that area is to proceed in stages) through plans and explanatory text which may include the following information (as relevant).

- a. How the proposal is in general accordance with the urban design approach objectives and policies in Volume 1, {Link, 6435,Chapter 25.15: City-wide – Urban Design.
- b. Demonstrate how the objectives, policies and rules in Volume 1, Chapter 8: Knowledge Zone have been met.
- c. Demonstrate how the relevant assessment criteria have been met.
- d. Details of any consultation undertaken.
- e. A Concept Plan shall be provided as part of a Concept Plan Consent that shows diagrammatically, in the form of sub areas:
  - i. The general distribution of activities, buildings, open space and any parking facilities.
  - ii. Provision for access to and movement within the site for vehicles.
  - iii. Pedestrian and cycle links. Show the position of existing and proposed walkway and cycleway links within the site and to adjacent sites.
  - iv. The interrelationships with the surrounding locality, including buffer areas, links to local centres and access to passenger transport.
  - v. Future development areas, major landscaping areas and protected natural heritage and cultural features.
  - vi. The parameters to which development in different areas will be subject, in terms of the general configuration and bulk of existing and proposed buildings.
  - vii. Development Staging. Explain if development of the precinct is to be staged, the manner and proposed timeframes for the staging (if known) and the means of managing any vacant land during the staging process.
  - viii. How Interface Areas on site are being appropriately planned for in the development of Concept Plans as part of a Concept Plan Consent.
- f. Any other information that may be needed to assess the application.
- g. New Concept Plan Consents shall include a Broad ITA in accordance with {Link, 6327,Rule 25.14.4.3.

**Note**

*A Concept Plan Consent may include a condition which requires the consent holder to submit a*

*detailed building design, prior to construction commencing. This is to ensure quality outcomes for the Knowledge Zone in circumstances where a CPC identifies building envelopes. The matters which may be required to be addressed will be based on Assessment Criteria B – Design and Layout in Appendix 1.3.3.*

#### 1.2.2.21 Land Development Consent - Te Awa Lakes Medium-Density Residential Zone

An application under Rule 4.5.6.c shall be accompanied by a Land Development Plan including the following information. All information shall demonstrate consistency with the Te Awa Lakes Structure Plan.

- a. The boundaries between the Land Development Plan and adjoining Land Development Plan Areas.
- b. The boundaries of any Open Space Zone included in the Land Development Plan.
- c. Where an application for Land Development Consent is made for part of a Land Development Plan Area (as shown on Figure 2-21) pursuant to Rule 4.5.6.b.), the following indicative information for the balance area of each Land Development Plan Area shall be provided as part of that application:
  - i. The location of proposed roads and their integration with the existing and future transport networks;
  - ii. The location and size of stormwater treatment and control measures; and
  - iii. The location, size and purpose of open spaces.
- d. The location, width and design of proposed roads and carriageways (including lighting, street furniture and signs), and including measures that achieve safe speed environments, and the integration of roads with the existing and future transport network.
- e. The location and design of stormwater treatment and control measures.
- f. The locations and dimensions of the main linear lake and any relevant components of open space described in 3.8.2.8, in accordance with Figure 2-19 and Rule 3.8.5.4 in Section 3.8 Te Awa Lakes Structure Plan. In addition, for the main linear lake, the details of engineering measures to be implemented at the northern and southern outlets of the lake to ensure a maximum hydraulic gradient of 2% between the linear lake and the Waikato River is maintained at all times. For the avoidance of doubt, any engineering measures required to ensure compliance with this rule shall take precedence over any other engineering provisions in the District Plan and the requirements of the Regional Infrastructure Technical Standards (RITS).
- g. The location and dimensions of pedestrian and cycleways including details of how the Land Development Plan has been designed to align with the Walking and Cycling Network in Figure 2-19 Framework Plan in Section 3.8 Te Awa Lakes Structure Plan and to connect to the walking and cycling paths referred to in clause 3.8.3 in Section 3.8 Te Awa Lakes Structure Plan, including their integration with existing and future pedestrian and cycleways.

- h. Existing and proposed Three Waters infrastructure necessary to service the Land Development Plan Area and in accordance with any relevant Full ICMP. If there is no relevant Full ICMP, prepare and include a sub-catchment ICMP in accordance with Appendix 1.2.2.6.
- i. Existing and proposed ground levels and associated earthworks.
- j. A landscape concept plan, incorporating an indigenous landscape plan, that includes:
  - i. A landscape concept for any areas of open space, including neighbourhood reserves and esplanade reserves.
  - ii. Details of landscape treatment of streets, footpaths and cycleways.
  - iii. Details of landscape treatment of stormwater swales, wetlands, detention basins and lake riparian margins.
  - iv. Details of landscape treatment to provide a buffer adjacent to the Waikato Expressway.
  - v. Details of plant types and species and sizes at time of planting, including eco-sourcing of plants from within the Waikato Basin and choice of species that reflect the history of the area.
  - vi. Details of ongoing maintenance to ensure the planting achieves the best possible growth rates.
  - vii. Use of indigenous plant species and landscape design that reflect cultural perspectives including valued food gathering species and those that support habitat for mahinga kai, native birds and lizards.
  - viii. Details of any interpretation materials communicating the history and significance of places and resources and any tangata whenua inspired artwork or structures.
  - ix. Evidence of consistency with the Ecological Rehabilitation and Management Plan required by Rule 1.2.2.21.k.
  - x. Evidence of engagement with tangata whenua in preparation of the landscape concept plan, including how the outcomes of that engagement have been addressed.
- k. An Ecological Rehabilitation Management Plan (ERMP). The objective of the ERMP is to enhance ecological values where practicable and if not, to avoid, remedy or mitigate potential adverse effects on freshwater and terrestrial ecological values. It is to include the following, and the methods to implement them:
  - i. An indigenous fish management plan, including a summary of fish habitat and species present, a summary of planned works, permitting requirements, procedures for dealing with pest fish, biosecurity protocols, timing of works, procedures for recovering indigenous fish prior to and during works, roles and

- responsibilities of parties, reporting requirements and any specific mitigation measures.
- ii. Planting of trees for bat habitat, including tall tree species such as Kahikatea and Totara, in areas where bat habitat utilisation is likely to be high, except for LDP Areas Q and R, and area X in the Business 6 zone, where smaller species will have less geotechnical risk.
  - iii. Lighting design that is sensitive to bat habitat including minimal lighting in areas close to the Waikato River, avoidance of upward-facing lighting and UV lighting, and avoidance of lighting in wetland and riparian margin areas.
  - iv. Restoration planting to include wetland restoration, habitat enhancement and riparian buffer zones.
  - v. Provision of passage into the main linear recreational lake for indigenous fish if practicable, while excluding exotic pest fish species.
  - vi. Main linear recreational lake bathymetry that is sufficient to help reduce wind-driven sediment resuspension and excessive growth of nuisance weeds.
  - vii. Incorporating diversity into the main linear recreational lake shore habitat including built areas, wetland plants and beach areas.
  - viii. Ensuring sufficient water flow through the main linear lake or other methods to maintain high water quality, having particular regard to avoidance of nuisance phytoplankton blooms.
  - ix. Ensuring new stream habitat mimics natural systems.
  - x. A specific ecological rehabilitation plan to restore and enhance the unnamed tributary to the Waikato River that is the southern stormwater outlet of the site. The stream runs through the adjacent Lot 1 DPS 57602 and Part Lot 1 DPS 11080, and the plan is to apply to its full length and incorporate as a minimum:
    - Creation of a diverse and variable habitat and channel complexity over time to allow for differences in flow velocities.
    - Provision of vegetative cover, woody debris or other in-stream structures.
    - Fish passage by way of lined ramp or similar to enable native climbing species.
    - A meandering channel.
    - Creation of pool-riffle-run sequences.
    - Proposals for ongoing maintenance and management.
    - Avoidance of instream works during peak fish migration periods (August-December)
  - xi. Evidence of engagement with tangata whenua during preparation of the ERMP

including how the outcomes of that engagement have been addressed.

- I. Within 200m of the Waikato Expressway carriageway, the layout of roads and lots to generally achieve orientation of habitable rooms in buildings away from the Expressway.
- m. Within 100m of Hutchinson Road the design of residential dwellings to demonstrate that their main living area outlook and their outdoor living spaces are not orientated to the south.
- n. A Water Impact Assessment that demonstrates how the proposal is consistent with the recommendations, measures and targets of the relevant Integrated Catchment Management Plan or Subcatchment Integrated Catchment Management Plan.
- u. An alligator weed management plan prepared by a suitably qualified person incorporating methods to manage and control alligator weed during construction and on an ongoing basis after subdivision and development. The management plan is to include:
  - i. Objectives that focus on eradication of the weed from the site but provide for an adaptive approach of stopping its spread and reducing its density if that proves impracticable.
  - ii. Identification of measures for the safe disposal or removal off site of soil or other material infested with alligator weed.
  - iii. Identification of the need for any of the management and control measures to be implemented on an ongoing basis following subdivision and development, and to be incorporated into conditions of consent and through consent notices.
  - iv. Evidence of consultation with Waikato Regional Council and Hamilton City Council (as asset manager), including how the outcomes of that consultation have been addressed, and a copy of any Weed Hygiene Plan that is in place in accordance with the provisions of the Waikato Regional Pest Management Plan.

**Note:** *The Te Awa Lakes site contains alligator weed which is defined as a 'progressive containment' pest plant in the Waikato Regional Pest Management Plan. That Plan includes rules that apply to land that is to be subdivided or developed and includes pest plants. The Waikato Regional Pest Management Plan is administered by Waikato Regional Council.*

- v. In Land Development Plan Areas Q and R, and area X in the Business 6 Zone, the following additional information to address residual natural hazard risks resulting from future activities, is required:
  - i. Location, extent and form of all existing and proposed:
    - Buildings and structures.
    - Landscaping (including retaining walls and fences) in accordance with the Landscape Concept Plan required by Rule 1.2.2.21.j).

- Sealed and other impermeable ground surfaces.
- ii. Existing and proposed site contours at 0.5m intervals.
- iii. Location, extent and species of:
  - Existing vegetation being removed.
  - Existing vegetation being retained.
  - Any proposed new vegetation.
- iv. The location of vehicle access, manoeuvring and parking areas where relevant.
- v. The nature of ground conditions and a description of proposed remediation and ground improvement measures.
- vi. Details of proposed ground surface levels to ensure underground services can be installed sufficiently above ground water levels.
- vii. Evidence of consultation with underground service providers on required service installation depths and how that information has informed the final ground surface design.
- viii. Landform design to direct surface water towards the lake rather than the river.
- ix. Details of the use of any low permeability lining to be placed over the base of services trenches.
- x. Details of combined services trenches.
- xi. Specific geotechnical designs of structures.
- xii. Details of any rainwater reuse tanks and their overflow paths and discharge locations.
- xiii. Methods to mitigate any land stability, erosion, earthquake (amplification and liquefaction) or any other natural hazards.
- xiv. An assessment and design to demonstrate how the proposed landform width in LDP Areas Q and R minimises the risk of piping erosion or other ground failure.
- xv. Any mitigation measures proposed.
- xvi. Methods for site management of earthworks and stormwater.
- w. In Land Development Plan Areas I and J (the main linear lake), Q and R, and area X in the Business 6 zone, the outcomes of an independent engineering peer review commissioned by the applicant in consultation with Hamilton City Council.

#### 1.2.2.22 Resource Consents - Te Awa Lakes Business 6 Zone

An alligator weed management plan prepared by a suitably-qualified person incorporating methods to manage and control alligator weed during construction and on an ongoing basis after subdivision and development. The management plan is to include:

- i. Objectives that focus on eradication of the weed from the site but provide for an adaptive approach of stopping its spread and reducing its density if that proves impracticable.
- ii. Identification of measures for the safe disposal or removal off site of soil or other material infested with alligator weed.
- iii. Identification of the need for any of the management and control measures to be implemented on an ongoing basis following subdivision and development, and to be incorporated into conditions of consent and through consent notices.
- iv. Evidence of consultation with Waikato Regional Council and Hamilton City Council (as asset manager), including how the outcomes of that consultation have been addressed, and a copy of any Weed Hygiene Plan that is in place in accordance with the provisions of the Waikato Regional Pest Management Plan.

**Note:** *The Te Awa Lakes site contains alligator weed which is defined as a 'progressive containment' pest plant in the Waikato Regional Pest Management Plan. That Plan includes rules that apply to land that is to be subdivided or developed and includes pest plants. The Waikato Regional Pest Management Plan is administered by Waikato Regional Council.*

#### 1.2.2.23 Rotokauri North

- a. Subdivision of a Duplex
  - i. For any restricted discretionary activity subdivision of a permitted activity duplex (which meets Rule 4.7.12.a), applicants need not provide a site analysis (otherwise provided for in 1.2.2.2.c above).
- b. Any subdivision in Rotokauri North
  - i. Identify whether approval of the subdivision consent would exceed a development trigger or upgrade threshold specified in 3.6A.4.2.
  - ii. The ability for any proposed lot in a subdivision to comply with the vehicle crossing separation distance requirements in Rule 25.14.4.1a. and 25.14.4.1c. shall be demonstrated.
- c. Rotokauri North Ecological Rehabilitation Management Plan (ERMP)

For any subdivision where the footprint of the subdivision area includes land within the 'Green Spine' identified in Appendix 2 Figure 2-8A, and/or land for stormwater management devices to vest not identified on Figure 2-8A an ERMP shall be provided with the application and shall meet the following requirements (to apply to the application footprint of the proposed subdivision only):

- i. The objective of the ERMP is to restore, protect and enhance aquatic and



terrestrial ecological values within the site of the existing stream corridor and proposed stormwater treatment wetlands within the Green Spine.

ii. The plan shall incorporate:

A. Habitat that mimics natural systems including:

- Fish passage
- Diverse and variable habitat and channel complexity over time to allow for differences in flow velocities
- A meandering channel
- Pool-riffle-run sequences
- Woody debris or other in-stream structures

B. Measures to protect native fish during stream restoration work including but not limited to recovery and holding of fish during works, procedures for dealing with pest fish, permitting requirements, reporting requirements and any specific mitigation measures.

C. Indigenous wetland and riparian planting, to include the stormwater wetlands, habitat enhancement and riparian buffer zones.

D. Ongoing maintenance and management.

E. Evidence of engagement with mana whenua during preparation of the ERMP including how the matters mana whenua raised in that engagement have been addressed.

d. Protected long-tailed bats, indigenous bird and lizard species:

Long-tailed bats, indigenous bird and lizard species regardless of threat status are protected under the Wildlife Act 1953 from killing or injuring. Long-tailed bats are vulnerable to killing and injury while roosting, birds while nesting and lizards during any site clearance that includes habitat where they are present. It is advisable for any subdivision applicant to be aware of their obligations under the Wildlife Act 1953 when clearing land of vegetation and structures.

For any subdivision application in Rotokauri North provide supporting explanation that these requirements have been considered.

e. Kereru Reserve Management Plan (KRMP)

For any subdivision application in Rotokauri North that includes land within the Kereru Reserve Significant Natural Area (SNA) within the subdivision footprint (identified in Appendix 2, Figure 2-8A, as 'Natural Open Space'), a KRMP shall be provided with the application and shall meet the following requirements (to apply to the application footprint of the proposed subdivision only):

- i. The objective of the KRMP is to provide for the protection and enhancement of the vegetation and fauna within Kereru Reserve SNA
- ii. As a minimum, the KRMP is to include the following:

- A. Proposed management measures including the removal of weed species, pest management and enrichment planting.
  - B. Evidence of engagement with mana whenua during preparation of the KRMP, including how the matters mana whenua raised in that engagement have been addressed.
- f. Rotokauri North Landscape Plan – Reserves to Vest

For any subdivision application in Rotokauri North involving a proposal to vest any land for reserve or local purpose access or involving the creation of a landscape buffer against SH39, a Landscape Plan shall be provided with the application and shall meet the following requirements (applying to the application footprint of the proposed subdivision only):

- i. The objectives of the Landscape Plan are to identify opportunities to enhance amenity values and provide for the recreation needs of the community through the provision of public parks and reserves.
- ii. The Landscape Plan shall include:
  - A. Use of indigenous species and landscape design that reflect mana whenua cultural perspectives including species that are valued as customary food or for traditional uses, and those that support indigenous biodiversity and provide habitat for mahinga kai, native birds and lizards.
  - B. Details of plant species and sizes at time of planting proposed within the subdivision site, including eco-sourcing of plants from within the Hamilton Ecological District and choice of species that reflect the history of the area.
  - C. Details of ongoing maintenance to ensure the planting achieves the best possible growth rates.
  - D. Details of how the landscape plan will support cultural harvest.
  - E. Details of any interpretation materials communicating the history and significance of places and resources and any mana whenua inspired artwork or structures.
  - F. Evidence of engagement with mana whenua in preparation of the Landscape Plan, including how the matters mana whenua raised in that engagement have been addressed.
  - G. Consistency with the Ecological Rehabilitation and Management Plan and the Keruru Reserve Management Plan.
  - H. Evidence of consistency with any existing landscape development plan that has been prepared for any other subdivisions within Rotokauri North.
  - I. Pedestrian and cycle connections within reserves and to the roading network.

- g. In addition to the ITA content specified in 25.14.4.3 m., any ITA prepared in relation to development within Rotokauri North shall include:
- i. Specific consideration of demand, safety, levels of service and options for mitigation at the following intersections and transport corridors:
    - A. Exelby Road / State Highway 39 (SH39) intersection;
    - B. Collector 1 / State Highway 39 intersection;
    - C. Te Kowhai Road / State Highway 39 / Burbush Road intersection;
    - D. Burbush Road;
    - E. Exelby Road between Rotokauri North and the Rotokauri Road / Exelby Road intersection inclusive; and
    - F. Exelby Road / Lee Road intersection.
  - ii. Evidence of the following consultation and responses to the issues raised in that consultation:
    - A. Consultation with Waikato District Council on the parts of Exelby Road and Te Kowhai Road that are in that Council's jurisdiction.
    - B. Consultation with Waka Kotahi (the New Zealand Transport Agency) regarding the interface with SH39 including any intersections.
    - C. Consultation with the owner(s) of 336, 338 and 360 Te Kowhai Road in relation to the intersection design planned in proximity with particular regard to achieving safe access to these properties and ensuring the intersection design does not exacerbate existing water runoff/flooding that occurs at the southern frontage of these properties.
  - iii. An ITA addressing the intersections listed in clause i shall be provided where the cumulative total of consented lots/units reach 700.

#### 1.2.2.24 Te Rapa Racecourse Medium Density Residential Precinct

- a. All subdivision applications that include subdivision of land to create any of the open spaces shown on the Te Rapa Racecourse Medium-Density Residential Precinct Plan (Figure 4.5-1) must include a landscape plan for that area of open space that includes:
- i. Landscape design for areas of public open space and stormwater management;
  - ii. Details of landscape treatment to integrate the site with the Te Rapa Racecourse and to provide a visual buffer between the Precinct and adjoining Industrial-zoned land, including trees capable of growing heights to achieve visual screening to the extent practicable;

- iii. Details of plant types and species, including use of indigenous plants wherever practicable;
- iv. Details of solid fencing not less than 1.8m high on any common boundary with Industrial zoned land;
- v. Identification of any areas for public access and areas that are not public and the legal mechanisms to secure and maintain public access;
- vi. Details of any trees on Sir Tristram Avenue that need to be removed to provide access, and details of replacement tree planting.
- vii. Details of implementation and ongoing maintenance plans and maintenance responsibilities; and
- viii. Evidence of consistency with any other landscape plans approved under this rule.

## 1.3 Assessment Criteria

### 1.3.1 Guide to Using the Criteria

This chapter provides a range of Assessment Criteria that are to be used, where relevant, in the assessment of activities that require resource consent.

Specifically:

1. Controlled Activities will be assessed against the matters over which Council has reserved control. The assessment criteria are provided within section 1.3.2 with the section headings being the Matters of Control.
2. Restricted Discretionary Activities that are restricted solely due to failed standards will be assessed against the effects resulting from an activity not complying with any relevant standard(s) in this District Plan (refer section 1.3.3.A1 of this appendix).

To assist with assessing the effects of the non-compliance, there may be specific criteria within {Link, 9193,section 1.3.3 of this appendix that could be of use in assessing the application.

3. Restricted Discretionary Activities that are restricted solely due to being listed in the chapters as a Restricted Discretionary Activity will be assessed against the specific matters of discretion which are identified against each activity in the chapter.
4. Restricted Discretionary Activities that are restricted by virtue of being listed in the chapter as a Controlled Activity and also fail standards will be assessed against the relevant criteria as outlined in points 1 & 2 above.
5. Restricted Discretionary Activities that are restricted by virtue of being listed in the chapter as a Restricted Discretionary Activity and also fail standards will be assessed against the relevant criteria as outlined in points 2 and 3 above.
6. Discretionary and Non-Complying Activities may use the criteria in {Link, 9193,section 1.3.3 as a guide with specific reference to the general criteria in A2.

### 1.3.2 Controlled Activities – Matters of Control

The following section contains matters over which Council has reserved control for Controlled activities. These are referenced in other parts of the District Plan.

**Note**

1. Example: chapters in this District Plan may include a section titled “Controlled Activities – Matters of Control” and a table like the example below.

Activity	Matter of Control Reference Number
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	(Refer to Volume 2, Appendix 1.1)
i. Teaching and research laboratories	A. Hazardous Facilities

In this example the controlled activity is “i. Teaching and research laboratories”. The matters of control are identified by the reference “A”. These references align with the lists below. In this example “A” is associated with Hazardous Facilities with the relevant matters of control listed beneath.

<b>A.</b>	<b>Hazardous Facilities</b>	
	The extent to which the effects on, and risks to, the health and safety of people, property and the environment are appropriately managed, including:	
	i.	Matters referred to in the relevant standards in Rule 25.4.4 of Chapter 25.4 City-wide – Hazardous Facilities.
	ii.	Safe access to and from the transport network.
	iii.	Effects due to the sensitivity of the surrounding natural, human and physical environment.
	iv.	Separation distances and the type of environment/number of people potentially at risk from the proposed facility.
	v.	Potential hazards and exposure pathways arising from the proposed facility.
	vi.	Potential cumulative hazards presented in conjunction with neighbouring facilities.
	vii.	Proposed:
		<ul style="list-style-type: none"> <li>● Fire safety and fire water management</li> </ul>
		<ul style="list-style-type: none"> <li>● Spill contingency and emergency planning</li> </ul>
		<ul style="list-style-type: none"> <li>● Monitoring and maintenance schedules</li> </ul>
		<ul style="list-style-type: none"> <li>● Waste disposal management</li> </ul>
		<ul style="list-style-type: none"> <li>● Hazardous substance transport arrangements</li> </ul>
	viii.	Compliance with relevant Standards and Codes of Practice.
	ix.	Any other measures to avoid or mitigate risks posed by the activity.
	<p><b>Note</b>  <i>Relevant Standards and Codes of practice referred to above may include:</i></p> <ul style="list-style-type: none"> <li>● <i>Below Ground Stationary Container Systems for Petroleum – Design and Installation HSNOCOP 44, Environmental Protection Agency, May 2012</i></li> <li>● <i>Below Ground Stationary Container Systems for Petroleum – Operation HSNOCOP 45, Environmental Protection Agency, May 2012</i></li> <li>● <i>Guidelines for Assessing and Managing Petroleum Hydrocarbon Contaminated Sites in New Zealand, Ministry for the Environment, 1999</i></li> <li>● <i>Environmental Guidelines for Water Discharges from Petroleum Industry Sites in New Zealand, Ministry for the Environment, 1998</i></li> <li>● <i>NZS8409: 2004 Management of Agrichemicals</i></li> <li>● <i>AS/NZS 1596: 2008 – Storage and Handling of Liquid Petroleum Gas</i></li> <li>● <i>AS/NZS 2982: 2010 – Laboratory Design and Construction</i></li> <li>● <i>AS/NZS 2243.1: 2005 – Safety in Laboratories – Planning and Operational</i></li> </ul>	

	<p><i>Aspects</i></p> <ul style="list-style-type: none"> <li>• AS/NZS 2243.2: 2006 – Safety in Laboratories – Chemical Aspects</li> <li>• AS/NZS 2243.3: 2010 – Safety in Laboratories – Microbiology</li> <li>• AS/NZS 2243.5: 2004 – Safety in Laboratories – Non-ionising Radiation</li> <li>• AS/NZS 2243.6: 2010 – Safety in Laboratories – Plant and Equipment Aspects</li> <li>• AS/NZS 2243.8: 2006 – Safety in Laboratories – Fume Cupboards</li> <li>• AS/NZS 2243.9: 2009 – Safety in Laboratories – Recirculating Fume Cabinets</li> <li>• AS/NZS 2243.10: 2004 – Safety in Laboratories – Storage of Chemicals</li> </ul>	
<b>B.</b>	<b>Industrial Zone</b>	
<b>a.</b>	<b>Building Design, External Appearance and Site Layout</b>	
	i.	The extent to which any activity involving buildings adjoining an identified transport corridor and buildings within the Rotokauri Employment Area presents an attractive visual appearance, including minimising:
		<ul style="list-style-type: none"> <li>• Large featureless building façades facing the transport corridor.</li> </ul>
		<ul style="list-style-type: none"> <li>• The placement of any plant or machinery on the front of the building or within the front yard setback (with the exception of machinery displayed for sale, hire, or plant associated with on-site security).</li> </ul>
		<ul style="list-style-type: none"> <li>• Over-dominant illuminated signage within the site.</li> </ul>
		<ul style="list-style-type: none"> <li>• Front fences, walls and signs that detract from an active visual relationship between the site and street/primary transport corridor.</li> </ul>
		<ul style="list-style-type: none"> <li>• The location of the service and outdoor storage areas within the front setback.</li> </ul>
	ii.	For ancillary residential activities, the extent to which:
		<ul style="list-style-type: none"> <li>• Outdoor living areas or balconies are contiguous with the internal living areas.</li> </ul>
		<ul style="list-style-type: none"> <li>• The design, size and location of the private and/or communal open space, parking, loading spaces and driveways on the site achieves a high standard of amenity, noise and visual privacy for residents, whilst effect from dust, fumes and light glare are minimised.</li> </ul>
<b>b.</b>	<b>Site Layout</b>	
	iii.	Within the Rotokauri Employment Area, the extent to which the adverse effects of the location of buildings, parking areas and outside storage areas minimise their potential impact on the amenity of any adjoining Residential, Special Character or Open Space Zones.
	iv.	For ancillary residential activities and within the Rotokauri Employment Area, the extent to which the development has been designed and located so that the potential for reverse sensitivity effects (including noise) is avoided, remedied or mitigated.
	v.	The extent to which the site layout incorporates Crime Prevention

		Through Environmental Design, to develop a positive relationship with the street and improve passive surveillance.
	vi.	The extent to which landscaping is incorporated within the site layout, to visually reduce the bulk of new development and mitigate adverse visual effects, particularly from the front boundary and those parts of the site visible from public spaces.  <b>Note</b> <i>This is particularly important in relation to the setback from the front boundary and those parts of the site visible from public spaces and interfaces along state highways and arterial transport corridors.</i>
	vii.	Within the Rotokauri Employment Area, the extent to which landscaping enhances amenity at key interfaces such as State Highway 1, green corridors, arterial transport corridors, Wintec Rotokauri Campus and the Rotokauri Suburban Centre.
<b>C.</b>	<b>Knowledge Zone and Major Facilities Zone</b>	
<b>a.</b>	<b>Building Design, External Appearance and Configuration</b>	
	i.	The extent to which the external appearance, scale and design of buildings:
		1. Contributes to compatibility between buildings and their integration with other development on the site, adjacent sites and surrounding public spaces.
		2. Contributes to the active frontage along public streets and open space, particularly at corner sites.
		3. Minimises, as practicable, effects on adjacent public spaces (including footpaths) in terms of shading and daylight.
	ii.	The cumulative effect of buildings and the extent to which opportunities have been taken to cluster buildings and/or ensure that areas are left free from buildings.
	iii.	The extent to which parking, manoeuvring areas, driveways and outdoor service areas are designed and located to be safe and efficient, and to protect amenity values of the streetscape and adjoining sites.
	iv.	The extent to which the building design and development:
		1. Makes a positive contribution to the local character of the site and surrounding area.
		2. Improves large façades (including side walls) that are visible from public places by ensuring they are treated in a way that provides visual interest and reduces the apparent bulk of the building.
	v.	The extent to which Crime Prevention Through Environmental Design principles have been incorporated.
	vi.	Encourage easy and safe pedestrian access and circulation for



		those not arriving by vehicle.
<b>b.</b>	<b>Landscaping</b>	
	vii.	The extent to which landscaping is incorporated within the site layout to reduce the bulk of new development and mitigates adverse visual effects.  <b>Note</b> <i>This is particularly important in relation to setback from the front boundary and those parts of the site visible from public spaces and interfaces along state highways, arterial transport corridors and City gateways.</i>
<b>In addition to the above general matters, the following relate to site specific matters of control.</b>		
<b>University of Waikato</b>		
	viii.	The extent to which existing linkages between land uses are reinforced by the layout of buildings and transport corridors. New connections created should seek to enhance accessibility through the zone and have regard to connectivity to the adjoining University of Waikato campus.
	ix.	The extent to which high rise buildings are concentrated on the Hillcrest Road ridge.
	x.	The extent to which the location of buildings maintains the safe and efficient operation of network utilities, including high voltage transmission lines.
<b>Knowledge Zone</b>		
	xi.	The extent to which the open space character of the northwest sector of the site is maintained.
<b>Claudelands Event Centre</b>		
	xii.	The extent to which the open space character of the eastern part of the site is maintained including the maintenance of a suitable buffer adjoining Jubilee Park.
<b>Te Rapa Racecourse/Thoroughbred Business Park</b>		
	xiii.	The extent to which development of the site retains views between the racecourse and Minogue Park.
<b>Waikato Hospital</b>		
	xiv.	The extent to which activities of an industrial nature and the heliport are grouped in the south-western sector of the site.
	xv.	The extent to which high rise buildings are concentrated towards the centre of the hospital complex.
<b>Waikato Stadium and Seddon Park</b>		
	xvi.	The extent to which future buildings and the enhancement of facilities including any provision for office, retail and visitor accommodation provides for functional integration with the site.

	<b>Wintec Rotokauri</b>	
xvii.		The extent to which development of the site has regard to the future development of the Rotokauri Area and the relationship of the site with Lake Waiwhakareke.
<b>D.</b>	<b>Te Rapa North Industrial Zone</b>	
<b>a.</b>	<b>Concept Development Consent for Stage 1A</b>	
i.		The extent to which it identifies the total area not exceeding 30ha available for industrial development within Stage 1A.
ii.		The extent to which it defines the location and extent of the development area not exceeding 7ha pursuant to Rule 12.6.1.
iii.		The extent to which it defines the general location and extent of the development area not exceeding 23ha pursuant to Rule 12.6.1.
iv.		The extent to which it demonstrates connectivity and sequential development between the 7ha and 23ha land release areas and adjacent sites.
v.		The extent to which it provides an indicative internal road layout and it provides for alternative modes of transport including public transport, pedestrian and cycle linkages within and between the 30ha and adjacent land.
vi.		The extent to which it considers and responds to the recommendations and proposed conditions of an Integrated Transport Assessment prepared in accordance with Rule 25.14.4.3.
vii.		The extent to which it specifies methods by which vehicle movements will be managed to achieve compliance with Rule 12.4.7.b.
viii.		The extent to which it identifies any existing indigenous vegetation and areas of ecological value including recognition of existing gully systems and proposals for their management.
ix.		The extent to which it provides for any landscaping and screen planting including landscaping buffers where land adjoins the Waikato Expressway designation boundary.
x.		The extent to which it provides a report which demonstrates the extent to which the provision of reticulated infrastructure for the entire 30ha within the Stage 1A development area will occur; provided that existing infrastructure available from the Te Rapa Dairy Manufacturing Site and/or Council infrastructure and headworks (water and wastewater only) may be relied on for the 7ha development under Rule 12.3.3.f.
		<p><b>Note</b></p> <p><i>The above does not involve:</i></p> <ul style="list-style-type: none"> <li>• <i>Activities requiring an air discharge consent under the Regional Plan (except on land situated to the north of Hutchinson Road, east of Te Rapa Road)</i></li> <li>• <i>Hazardous waste reprocessing, disposal or storage, except for temporary</i></li> </ul>

		<p><i>storage of waste from commercial activities awaiting collection</i></p> <ul style="list-style-type: none"> <li>• <i>An extractive industry</i></li> <li>• <i>Offices, except those that are ancillary to industrial uses</i></li> <li>• <i>Hospitals, day care facilities, and educational institutions</i></li> <li>• <i>Retail activities, except for food outlets less than 200m<sup>2</sup></i></li> <li>• <i>Residential activities unless associated with a lawfully established activity.</i></li> </ul>
<b>E.</b>	<b>Historic Heritage</b>	
<b>a.</b>	<b>Management of effects on, and risks to the heritage value of the historic heritage building or structure, including:</b>	
	i.	Effects to the exterior of the historic heritage building or structure.
	ii.	Potential loss of the heritage values of the building or structure.
	iii.	Any other measures to avoid or mitigate risks proposed by the activity.
	iv.	Works compatible with and reflect the original fabric of the historic heritage building or structure.
	v.	Earthquake strengthening not detracting from the appearance and integrity of the historic heritage building or structure.
	vi.	Demonstration of the conservation principles of the International Council on Monuments and Sites (ICOMOS) New Zealand.
<b>F.</b>	<b>Ruakura</b>	
<b>a.</b>	<b>Interface Design Control Area</b>	
	<b>Landscaping</b>	
	i.	Ruakura Logistics Zone - Subject to biosecurity requirements, landscaping should be incorporated within the site layout to reduce the bulk of new development and mitigate adverse visual effects. This is particularly important in relation to setbacks from the front boundary and those parts of the site visible from public spaces and interfaces along state highways, arterial transport corridors, and the Ruakura Open Space Zone and City gateways.
	ii.	In relation to the Waikato Expressway, whether landscaping along the boundary with the Expressway Designation is of appropriate scale and density so as to soften views from the Expressway of industrial development.
	iii.	Ruakura Industrial Park Zone – Landscaping and screening should be incorporated within the site layout to reduce the bulk of new buildings and associated development, and to mitigate adverse visual effects - particularly from storage, loading and operational areas likely to be visible from residential areas. This is also important in relation to setbacks from the front boundary and those parts of the site visible from public spaces and interfaces along state highways, arterial transport corridors, and the Ruakura Open Space Zone and city gateways.
	iv.	Ruakura Industrial Park Zone – In relation to buildings and

		associated development on sites that adjoin the Ruakura Open Space Zone and abutting the northern boundary of properties on Sheridan Street and Nevada Road or are adjacent to Silverdale Road, proposed landscaping and screening is subject to specific assessment and the standards in Rule 25.5.3.1 are to be used as a guide only.
<b>b.</b>	<b>Crime Prevention Through Environmental Design</b>	
	i.	Buildings and the site layout shall be designed to: <ul style="list-style-type: none"> <li>a. Provide surveillance from offices over main access, car parks and the adjacent street.</li> <li>b. Ensure a clear distinction between visitor areas and operational areas.</li> <li>c. Provide direct, legible and well lit visitor routes.</li> <li>d. Avoid opportunities for concealment.</li> </ul>
<b>c.</b>	<b>Temporary Logistics Activities in Sub Area A</b>	
	i.	Conditions shall be imposed to ensure that the location of buildings associated with logistics is temporary, the future rail spur corridor is not compromised and that buildings and activities do not preclude the future full development of the Inland Port.
<b>d.</b>	<b>Medium Density Residential Zone</b>	
	i.	Impact of building design, external appearance and configuration on the public realm particularly when viewed from the Ruakura Open Space Zone and arterial corridor.
	ii.	Site layout.
	iii.	Landscaping.
	iv.	The extent to which the amenity and safety of future occupiers will be protected.

### 1.3.3 Restricted Discretionary, Discretionary and Non-Complying Assessment Criteria

The following section contains assessment criteria under subject headings that relate to the 'Matters of Discretion' for Restricted Discretionary activities. These are referenced in other parts of the District Plan.

**Note**

*Example: Chapters in this District Plan may include a section titled "Restricted Discretionary Activity – Matters for Discretion, Assessment Criteria and Non-Notification Rule" and a table like the example below.*

Activity Specific	Matter of Discretion and Assessment Criteria Reference Number
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	<b>(Refer to Volume 2, Appendix 1.2)</b>
i. Vegetation clearance	D. - Natural character and open space

In this example the restricted discretionary activity is “i. Vegetation clearance”. The matters to which discretion has been restricted to are identified by the subject heading of “D - Natural character and open space”.

A range of criteria are provided under that heading in this section and where these criteria are relevant they can be used to assess the application. All criteria under the identified subject heading do not need to be assessed, only those relevant to the application.

Discretionary and Non-Complying Activities may use the criteria in this section as a guide, with specific reference to the general criteria in A3.

<b>A</b>	<b>General Criteria Restricted Discretionary Activities due to Performance Standard Non-Compliance</b>		
A1	The effects resulting from an activity not complying with any relevant standard(s) in this District Plan. Guidance on the assessment of effects may be derived from: <ul style="list-style-type: none"> <li>a. Any relevant criteria within section 1.3.3 of this appendix; and</li> <li>b. Any relevant design guidelines contained within this Plan.</li> </ul>		
A2	The extent to which any adverse effects would be offset by benefits to the community or the natural environment.		
	<b>Discretionary &amp; Non-Complying Activities - General Criteria</b>		
A3	Without restricting the exercise of its discretion to grant or refuse consent or impose conditions, the Council shall have regard to the assessment criteria set out below when considering any application under sections 104 and 104B of the Act. Discretionary activities and Non-Complying activities shall be assessed against, but not limited to the following assessment criteria:		
	a.	Assessment against relevant objectives and policies including Chapter 2 Strategic Framework	
	b.	The extent to which the proposal is consistent with relevant:	
		i.	Standards in this Plan.
		ii.	Assessment Criteria, listed in this plan.
		iii.	Design Guides.
		iv.	Structure Plans.
		v.	Comprehensive Development Consents.
		vi.	Concept Plans or Concept Development Consents.
		vii.	Reserve Management Plans.

		viii.	Iwi or Hapu Management Plans.
		ix.	Waikato River Vision and Strategy.
		x.	Master Plans.
		xi.	Temple View Precincts
<b>B</b>	<b>Design and Layout</b>		
	<b>General</b>		
B1	Whether the proposed building design and / or site layout is consistent with the intent of any relevant design guide in Appendix 1 Section 1.4.  <b>Note</b> <i>If an activity is a Restricted Discretionary Activity in relation to Design and Layout matters and there is a relevant design guide, then the activity should seek to address the outcomes sought in the design guide as a priority over relevant criteria in this section.</i> <i>Where an application is for a Concept Plan Consent in the Knowledge Zone, the Design and Layout assessment criteria will focus on building precincts / sub-areas, development and infrastructure layout rather than individual buildings.</i>		
B2	Whether the external appearance, scale and design of buildings and structures:		
	a.	Are consistent with the purpose of the zone, and enhance the character and amenity of the surrounding area, streetscape qualities and adjoining land uses.	
	b.	For corner sites, where appropriate, provide active frontages along both elevations.	
	c.	Incorporate Crime Prevention Through Environmental Design principles.	
B3	The extent to which the proposed design provides or continues to provide for informal surveillance of public spaces within and adjacent to the development by:		
	a.	Locating doors, windows and other openings associated with living and working areas, so that they overlook and interact with public spaces.	
	b.	Locating primary entrances to buildings to face the transport corridor frontage, with the main entrance located adjacent to the frontage with the most pedestrian traffic.	
B4	The extent to which building design will add visual interest and vitality to the streetscape and avoids large, featureless façades. For example, through articulation of a façade, attention to fenestration and rooflines, the design of verandas and balconies and the careful choice of materials and colour.		
B5	The extent to which parking, manoeuvring areas, driveways and outdoor service areas have been designed and located:		
	a.	To protect amenity values of the streetscape and adjoining sites, including through the use of appropriate screening and landscaping.	

	b.	To not be visually dominant.
	c.	To be away from the front of the site and buildings.
	d.	To integrate with adjacent activities and development in terms of the provision of entrances, publicly accessible spaces, verandas, parking, loading areas, access to public transport and pedestrian linkages.
B6	The extent to which the activity, including landscaping, has been designed in a manner that supports and enhances pedestrian and cyclists movements, including access to the transport network and along frontages considered important for shopping or entertainment activities.	
<b>Landscaping and Screening</b>		
B7	The extent to which planting and landscaping is used to:	
	a.	Establish and maintain a well vegetated environment that is compatible with the zone and existing character.
	b.	Visually reduce the bulk of new development and mitigate adverse visual effects particularly from the front boundary and those parts of the site visible from public spaces.
	c.	Create an attractive environment that maintains safety and amenity for pedestrians.
<b>Waste Management</b>		
B8	The extent to which developments provide for goods handling, storage, waste and recycling areas that are:	
	a.	Easily accessible for collection agencies and avoid adverse visual, noise or odour effects.
	b.	Consistent with the amenity values of the site and avoid causing nuisance for neighbouring residential activities.
	c.	Suitable for the demand expected by the activity.
<b>Business Zones</b>		
B9	Whether the proposed building setback adversely affects the use and safety of public spaces, or the continuity of shopping frontages.	
B10	Whether development of a site adjoining the riverbank encourages pedestrian access to and facilitates public use and enjoyment of, the promenade and environs of the Waikato River.	
B11	In relation to the setbacks from internal boundaries at upper levels (i.e. fourth level and above), the extent to which the proposal minimises shadowing and loss of natural light on existing adjacent buildings by providing adequate separation between the proposed development and any existing residential development.	
<b>Knowledge Zone</b>		
B12	The extent to which public spaces and streets have been designed to be accessible and open to the public at all times (except where closed for	

	operational safety or security reasons).	
	<b>University of Waikato</b>	
B13	The extent to which existing linkages between land uses are reinforced by the layout of buildings and transport corridors. New connections created should enhance accessibility through the zone and have regard to connectivity to the adjoining University of Waikato campus.	
B14	The extent to which high rise buildings are concentrated on the Hillcrest Road ridge.	
B15	The extent to which the open space character of the northwest sector of the site is maintained.	
	<b>Sites Adjoining the Waikato Riverbank</b>	
B16	The extent to which development of a site adjoining the riverbank:	
	a.	Provides a scale and design of any building or structure that maintains or enhances street and reserve areas, the character and amenity, and the heritage or open space values of the adjoining riverbank area.
	b.	Makes provision for building design and configuration, site layout and/or landscaping which enhances the visual and physical relationship with the Waikato River.
	c.	Mitigates the impact of large developments and vehicular oriented activities on the amenity values of the riverbank environment.
	<b>Development within a Structure Plan Area</b>	
B17	The extent to which the proposal is consistent with any relevant objectives of any structure plan or could prejudice or foreclose options for future urban development and in particular with the proposals shown on the relevant Structure Plan for the area.	
B18	The extent to which the proposed transport network promotes opportunities to achieve:	
	a.	A legible and logical pattern of development in accordance with the planned transport network identified within the relevant structure plan or the ability to extend existing transport networks, and
	b.	The future transport network within the relevant structure plan area for which more precise design, location and layout has been approved.
B19	The extent to which the proposal takes into account new information or policies (including but not limited to ICMPs) that will result in outcomes that are more beneficial than those shown on the Structure Plan.	
	<b>Dairies in General Residential and Special Character Zones</b>	
B20	The extent to which the site can adequately accommodate the dairy, any associated residential activity, parking, planting, service areas and signage, whilst ensuring that the building would not dominate the streetscape.	
<b>C</b>	<b>Character and Amenity</b>	



	<b>General</b>
C1	The extent to which the activity:
a.	Makes adequate provision to protect the visual and acoustic privacy of abutting residential and community uses, including through building and site design and hours of operation.
b.	Is compatible with the location in terms of maintaining and enhancing the character and amenity of the surrounding streetscape and urban form.
c.	Is able to avoid, remedy or mitigate adverse effects on the existing and foreseeable future amenity of the area, particularly in relation to noise, traffic generation, material deposited on roads, dust, odour and lighting.
	<b>Reverse Sensitivity</b>
C2	The extent to which the development (including residential development) has been designed and located so that the potential for reverse sensitivity effects (including noise) are avoided, remedied or mitigated.
C2a	In the Te Awa Lakes Medium-Density Residential zone and the Te Awa Lakes Business 6 zone, within 100m of Hutchinson Road, the extent to which the main living area outlook is oriented to the north, away from Hutchinson Road.
C2b	In the Te Awa Lakes Medium-Density Residential Zone, within 200m of the Waikato Expressway, the extent to which the main living area outlook is oriented away from the Waikato Expressway.
C2c	In the Te Awa Lakes Medium-Density Residential Zone, and the Te Awa Lakes Business 6 Zone, the extent to which the development (including residential development and visitor accommodation) has been designed so that the potential for reverse sensitivity effects on industrial activities in the wider environment are avoided, remedied or mitigated.
	<b>Residential Zone</b>
C3	The extent to which the cumulative effects of a non-residential activity together with other non-residential activities will result in an adverse effect to the residential character of the neighbourhood.
	<b>Central City &amp; Business Zones</b>
C4	The extent to which the level of non-retail activity within a shopping frontage would adversely affect the attraction of shoppers and visitors.
C4a	In Te Awa Lakes Business 6 zone the extent to which the recommendations of an alligator weed management plan in accordance with Rule 1.2.2.22 are to be implemented.
	<b>Future Urban Zone</b>
C5	The extent to which the location and siting of effluent storage and disposal can avoid effects to dwellings or adjoining sites.
C6	The extent to which the rural activity remains the predominant activity on the

	site.
C7	The extent to which any intensive farming activity avoids adverse effects of noise, odour, vermin and other potential health hazards or mitigates these through management practices, site layout (placement and orientation), design of buildings, screening and landscaping.
C8	The measures to be adopted to avoid, remedy or mitigate potential effects on residential activities on the site and adjoining properties.
	<b>Non-Industrial Activities in the Industrial Zone</b>
C9	The extent to which the non-industrial activity, within an Industrial Zone, serves the needs of an industrial area and adjoining areas, or is more appropriate to an industrial location than in other areas having regard to the nature of the activity, travel demand characteristics and amenity expectations.
	<b>Residential activities in Figure 9.3a</b>
C10	For managed care facilities, retirement villages, and rest homes, the extent to which:
	a. The siting, scale, design and layout of buildings ensures compatibility between buildings and their integration with other sensitive development on the site, adjacent sites and surrounding public spaces such as Ashurst Park.
	b. The design, size and location of the private and/or communal open space, parking, loading spaces and driveways on the site achieves a high standard of on-site amenity, noise and visual privacy for residents, and ensures that effects from dust, fumes and light glare are minimised.
	c. Outdoor living areas or balconies are contiguous with the internal living areas.
	d. The location of buildings, window and door placement, parking areas and outside amenity areas avoid reverse sensitivity effects on any adjoining industrial activities.
	e. Existing linkages between land uses are reinforced by the layout of buildings and their positive interface with the proposed linkage road between Maui Street and Karewa Place.
	<b>Subdivision</b>
C11	The extent to which the proposal is consistent with any relevant design guidance in Appendix 1 Section 1.4.
C12	The extent to which any boundary adjustment would have potential adverse effects on the site or the surrounding area.
C13	Whether the subdivision creates lots that are appropriate for their intended use.
C14	The extent to which subdivision or subsequent building design, including the location of transport corridors and reserves, provides for existing electricity lines and their corridors.

C15	The extent to which the proposal is consistent with objectives of any relevant structure plan or could prejudice or foreclose options for future urban development and in particular with the proposals shown on the relevant Structure Plan for the area.	
C16	The extent to which the proposal (including the proposed transport network) promotes opportunities to achieve:	
	a.	A legible and logical pattern of development in accordance with the planned transport network identified within the relevant structure plan or the ability to extend existing transport networks, and
	b.	The future transport network within the relevant structure plan area for which more precise design, location and layout has been approved.
<b>Ancillary retailing and offices in the Industrial Zone</b>		
C17	In assessing the suitability for ancillary retail or office activity to expand over the thresholds denoted in the Plan, regard shall be given to the following:	
	a.	Whether the ancillary use is integral to the continuing operation of the principal activity on the site.
	b.	Whether the ancillary use remains incidental and subordinate to the principal activity on the site.
	c.	Whether the principal activity continues to be of an industrial character and nature.
<b>Fee simple subdivision of apartment buildings</b>		
C18	The suitability of a fee simple subdivision of either an existing, or an approved land use consented, apartment building, is where:	
	a.	Appropriate provision is made for access, services, open space and car parking.
	b.	Subdivision layout clearly outlines areas of individual ownership and areas of shared rights and interests in common.
	c.	Easements, access lots, covenants or similar legal instruments that manage individual ownership and any shared space or common 'elements' to the subdivision, are provided at time of resource consent application for subdivision.
	d.	Appropriate provision made for infrastructure, particularly where shared between lots or crossing several lots.
	e.	The subdivision layout of the proposed sites does not result in new or increased non-compliance with other city-wide and/or zone rules, and the extent of non-compliance with an approved resource consent for the apartment development.
<b>D</b>	<b>Natural Character and Open Space</b>	
	<b>General</b>	
D1	The extent to which buildings, earthworks, developments and site layout and clustering:	

	a.	Complements and retains the underlying landform and the legibility of the ridgeline features including views to and from ridgelines, having regard to both immediate and cumulative effects.
	b.	Provides a sufficient area of open space to enable a sense of the underlying landform to be retained.
	c.	Retains and incorporates natural features and established mature and indigenous vegetation into the design.
D2	The extent to which the site for a proposed building or structure integrates with the site features of the open space.	
	<b>Activities Affecting Scheduled Trees or a Significant Natural Area</b>	
D3	The extent to which activities associated with the proposal will:	
	a.	Adversely affect any identified value of the tree.
	b.	Adversely affect the health of the tree.
	c.	Adversely affect any identified value of the Significant Natural Area.
	d.	Adversely affect the health of the Significant Natural Area.
	e.	Cause the loss of habitat that provides a key life-cycle function or the physical disturbance of indigenous species listed as 'threatened' or 'at risk' in the New Zealand Threat Classification Systems Lists.
D4	The extent to which impermeable surfaces adversely affect water quality, and the surrounding watertable.	
D5	The extent to which vegetation removal adversely affects the natural character or landscape value of any lake or wetland and the ability to offset such effects through restoration or enhancement.	
D6	The extent to which any earthworks will adversely affect the surrounding water table and water quality and the opportunity to mitigate the loss of water from the site.	
D7	The extent to which earthworks exacerbate or contribute to flooding, both on-site and off-site.	
D8	Whether the removal of peat soils can be mitigated to protect the surrounding water table.	
D9	Where it is clearly impractical to dispose of stormwater to ground the provision of other mitigation measures to maintain the water table and protect water quality.	
D10	The extent to which undertaking the activity will enable replacement or enhancement of existing vegetation, natural values, or the improvement of riparian margins.	
	<b>Non-emergency Works to, Removal or Transplanting of, a Scheduled Tree</b>	
D11	The extent to which the tree is causing serious damage to structures or the tree constitutes a hazard to human health, property and infrastructure.	

D12	Whether the tree's chance of survival, in the case of transplanting, is better than in its existing location.	
D13	Whether alternative developments avoiding the need to remove the tree(s) have been adequately considered.	
	<b>Surface of Water</b>	
D14	The extent to which water flows are impeded and the potential for debris to be snagged.	
D15	The extent of the effect of the proposal on:	
	a.	Natural character, ecological values, riparian habitat, recreational values, landscape quality and amenity values of the waterway.
	b.	Public access to the waterway and on the surface of water.
	c.	Adjacent scheduled historic buildings, structures and sites, significant natural areas and significant trees.
	d.	Land-based activities.
	e.	Other users of the water body including recreational and other commercial activities.
	f.	Health and safety and effects on navigation.
	g.	Stirring sediment, transporting weeds and aquatic pests.
	h.	Bank erosion.
D16	The extent to which the effects of flow levels of the river have been taken into account. (Events should not take place when the Waikato River is in flood, or in low-flow condition.)	
D17	The extent to which the design of a pontoon, jetty or boat ramp allows for the operation of the Waikato Hydro System between the lower and upper operating levels for the System.	
	<b>Esplanade Reserves and Strips</b>	
D18	Any reduction in the required width of esplanade reserve or strip may be considered where:	
	a.	Topography or the location of an existing building dictates a practical boundary less than 20m.
	b.	Reduction of part is offset with a compensatory increased width elsewhere.
		<b>Note</b> <i>For any stream, the purpose of the reserve can be met by a lesser width but should not be considered less than 4m.</i>
	And, whether the varied width of the esplanade reserve or strip is such that:	
	c.	There is adequate public access to any river, lake or stream and their margins to enable the public to meet any social, recreational or cultural needs.
	d.	The natural habitats of flora and fauna in, on or surrounding the

		river, lake or stream are not adversely affected.
	e.	Any Significant Historic Heritage sites identified in Schedule 8A or 8B of Appendix 8 are protected from encroaching development.
	f.	Any adverse impacts on water quality are adequately and efficiently mitigated.
D19	In assessing whether an esplanade strip should be set aside, the Council will consider:	
	a.	Whether there is a need to retain public access because the opportunity to acquire an esplanade reserve is unlikely to arise.
	b.	Whether public benefits can be achieved.
D20	The banks of any river, lake or stream can be adequately and efficiently maintained.	
<b>E</b>	<b>Heritage Values and Special Character</b>	
	<b>General</b>	
E1	The extent to which the proposal, development, excavation or subdivision of a historic heritage site or place:	
	a.	Is consistent with the identified heritage values, including scale, design, form, style, bulk, height, materials and colour, and retains, protects or enhances the historic context.
	b.	Provides for design, layout or location of the activity, including associated building platforms, vehicle access and services on site in a manner that will minimise the disturbance of the site.
	c.	Provides for the on-going maintenance of the site to ensure that the site is preserved and that damage does not occur.
	d.	In Schedule 8A of Appendix 8 maintains visual linkages between the building or structure and the street.
	e.	Is compatible with the reasons for inclusion of the building, structure or site and its significance in Schedules 8A or 8B, of Appendix 8.
	f.	Addresses cumulative effects on heritage values.
	g.	Considers the irreversibility of an effect (e.g. the loss of unique features)
	h.	Considers the opportunities for remediation and the costs and technical feasibility of remediation.
	i.	Considers the resilience of the heritage feature to change (e.g. the ability of the feature to assimilate change, or the vulnerability of the feature to change).
	j.	Adheres to the conservation principles of International Council on Monuments and Sites (ICOMOS) New Zealand Charter (2010) for the Conservation of Places of Cultural Heritage Value, where applicable.
	k.	Includes consultation with Heritage New Zealand Pouhere Taonga.

	l.	In the event of relocation, has adequately considered whether the relocation is necessary and whether appropriate measures are proposed to ensure any potential adverse effects on heritage values are avoided, remedied or mitigated.
	m.	Incorporates proposed planting, fencing and identification (e.g. signage) sufficient to ensure site recognition.
E2		The extent to which the heritage values of any buildings or places identified in Schedules 8A or 8B of Appendix 8 would be adversely affected by the proposal.
E3		The extent to which the proposal including modification, re-use, renovation or restoration to the building or structure:
	a.	Contributes positively to the character of the surrounding area and maintains the relationship of the building or structure with its setting.
	b.	Will maintain and enhance environmental, social, or cultural effects for the wider community.
	c.	Considers the extent to which the primary façade of a scheduled building is proposed to be altered, and whether the main determinants of the style and character, and the heritage significance, of the building are maintained or restored.
	d.	Ensures new buildings respect the design, scale and materials of any original façade.
E4		The extent to which it is practicable to provide noise insulation to the required standard without compromising the heritage significance and fabric of the building.
E5		The extent to which the addition of an awning would likely detract from the original character of an identified heritage building in Schedule 8A and 8B of Appendix 8.
		<b>Temple View Heritage Area</b>
E6		The extent to which new development or earthworks (including the planting or removal of vegetation and trees) would adversely affect the landscape setting and views of the Temple from Tuhikaramea Road.
E7		The extent to which works to a transport corridor or parking area continue the consistent use of materials and kerb edging used throughout the Heritage Area.
E8		The extent to which provision has been made for the investigation, recording or preservation of any archaeological deposits or features.
		<b>Temple View Character Area</b>
E9		The extent to which development maintains the characteristic setback of buildings from the transport corridor, visibility between the dwelling and the transport corridor and high levels of landscaping and permeable surfaces within the front building setback.
E10		The extent to which the proposed development, building, structure, alteration or addition is compatible with the scale, form, style, bulk, height, colour or

	materials of surrounding buildings or structures within the Temple View Character Area.
E11	Whether removal of any building or structure within Precinct 1, 2 and 4 will affect the gateway appearance of the Temple View Character Area.
E12	The extent to which the generous spacing between single dwellings is maintained.
E13	Whether it has been clearly demonstrated that demolition of any heritage building in Schedule 8A of Appendix 8 is necessary, considering alternatives for the refurbishment or re-use of the building, financial cost and technical feasibility.
E14	Any immediate or cumulative effects of the loss, alteration or removal of any buildings on the overall coherence of the Temple View Character Area.
E15	The extent to which new development or earthworks would adversely affect the landscape setting and views of the Temple View Character Area.
E16	The extent to which new development maintains a coherent character within the Temple View Character Area and, where relevant, integrates with development within the subject Precinct, and any adjacent Precinct.
	<b>Peacocke Special Character Zone</b>
E17	The extent to which provision for effluent and stormwater disposal mitigates any risk of landslip or erosion and avoids adverse effects on water quality as it relates to ground water, the Waikato River, and the Mangakotukutuku gully ecosystem.
E18	The extent to which the proposed development takes into account existing rural activities, the location of existing use building platforms and the proposed arterial transport corridors as shown on the Peacocke structure Plan.
E19	Whether the placement of buildings would facilitate future urban re-subdivision particularly with regards to achieving a cohesive urban layout anticipated by the Peacocke Structure Plan and does not compromise the economic provision of future infrastructure.
E20	The extent to which the development provides for the avoidance of natural hazards.
E21	The extent to which a development could have an adverse effect on the consistency and amenity of the area or the presence of mature vegetation.
E22	Any positive impacts to the neighbourhood or the wider community, including the extent to which the activity might enhance the amenity of the area.
E23	Any cumulative effects from the activity, whether on its own or in combination with other activities in the area.
E24	The extent to which the proposed development is compatible with the intent of the consented Master Plan.
	<b>Rototuna North East Character Zone</b>
E25	The extent to which any proposed development or building is consistent with the development controls for the Rototuna North East Character Zone and



	responds to the existing landform, including the extent to which it avoids excessive earthworks including significant cutting and filling, and does not adversely affect the natural topography, the construction or operation of the Waikato Expressway (Designation E90) or Council infrastructure.
E26	The extent to which the development is compatible with the landform and size of the site, having regard to the intended open space and character of the area.
E27	The relationship between the scale of any buildings on the site and existing residential development, having regard to the intended character of the area.
E28	The extent to which the subdivision creates a block pattern with lots fronting streets and backing onto the rear of other lots, addressing the natural landform of the area and on the steeper land, the shape factor circle is located to the front of the sites with low gradients to facilitate building development and access, transitioning the slope to the steeper areas to the rear of the site.
E29	The extent of any positive impacts to the neighbourhood or the wider community, including the extent to which the activity might enhance the amenity of the area.
E30	The extent to which the design of the dwelling or building within the 65m setback from the Waikato Expressway (Designation 90) considers effects from the Waikato Expressway, particularly:
	i. The extent of a reasonable internal noise environment
	ii. The siting of any principal outdoor living area to mitigate future traffic noise
	iii. The extent of any acoustic mitigation to new buildings or additions for habitable uses to mitigate noise.
E31	The extent to which any principal outdoor living area within the 65m setback from the Waikato Expressway (Designation 90) is sited to mitigate the traffic noise of the future Waikato Expressway, including whether it is located to the north of the dwelling to utilise noise attenuation provided by the building form.
E32	The extent to which the acoustic mitigation of new residential buildings or additions to existing residential buildings for habitable uses will result in mitigating any noise issues generated from the operation of the Waikato Expressway (Designation 90).
	<b>Railway Park</b>
E33	The extent to which any new building or additions or alterations to an existing building in Railway Park (Lot 1 DP S37471) is compatible with the material, form and design of the surrounding residential development and existing buildings within Railway Park, in particular the Frankton Junction NZ Railways Institute Hall (Refer to Appendix 8, Schedule 8A, H44).
<b>F</b>	<b>Hazards and Safety</b>
	<b>General</b>
F1	The extent to which the size, location and design of the proposed building, infrastructure, structures, stored goods and materials, fences or walls:

	a.	Affects the scale, location and orientation of any overland flow path.
	b.	Provides for sufficient permeability:
	i.	So as not to obstruct any overland flow, and
	ii.	To mitigate the likelihood of debris becoming trapped.
	c.	Has sufficient height clearance to mitigate the risk of being affected by inundation.
	d.	Has the structural integrity to withstand inundation.
F2	The extent to which an appropriate building platform can be provided free from any identified hazard area.	
F3	The extent to which the applicant has demonstrated, through the use of an engineering design report:	
	a.	That the risk of ground failure can be reduced to avoid the effects on the safety of occupiers and neighbours.
	b.	That any structure will perform safely under hazard conditions for the life of the structure.
	c.	That any work to be carried out maintains the stability of the river bank or gully and does not increase the risk of ground instability on the subject site or adjacent sites.
F4	The extent to which a flood risk assessment report submitted, with the proposal, contains recommended refinements to the extent of any Flood Hazard Area as a result of additional flood hazard modelling or site specific topographical analysis.	
	<b>Earthworks</b>	
F5	The extent to which the earthworks:	
	a.	Will obstruct or provide overland flow paths or natural surface ponding areas.
	b.	Are managed, designed and constructed to:
	i.	Provide any sediment control measures necessary to control the discharge of sediments.
	ii.	Remain safe and stable for the duration of the intended land use.
	iii.	Provide safe and accessible building sites and infrastructure.
	iv.	Provide for the adequate control of stormwater, cater for natural groundwater flows, and avoid adverse effects from changes to natural water flows and established drainage paths.
	v.	Avoid exacerbating the effects of natural hazards and ecological effects arising from additional sediment release.
	<b>Hazardous Facilities</b>	

F6	The extent to which the proposed site design, construction and operation of a hazardous facility are appropriate to:	
	a.	Avoid the accidental release, or loss of control, of hazardous substances, and whether adequate emergency and spill contingency plans are provided; and
	b.	Avoid and mitigate any adverse effects resulting from activities on the site involving hazardous substances on people, property and environmentally sensitive areas.
F7	The extent to which off-site transport of hazardous substances has been adequately addressed, and the extent to which vehicles transporting hazardous substances use appropriate routes and do not use local transport corridors in residential areas.	
F8	The extent to which the waste management plan adequately addresses the management of significant quantities of wastes containing hazardous substances, including procedures for disposal practices and use of waste contractors.	
F9	Where appropriate, the extent to which alternative locations have been considered adequately.	
F10	The extent to which the risks presented by the hazardous facility to humans, the environment and property have been assessed fully and systematically, and whether they are able to be avoided or minimised satisfactorily.	
	<b>Nuisance and Health</b>	
F11	The extent to which industrial activities giving rise to nuisance can be adequately managed or sited so as to reduce the impact on neighbouring sites.	
F12	The extent to which noise effects have been addressed in a noise management plan, including the location of specific noise generating activities, hours of amplified sound and the potential mitigation proposed.	
F13	The extent to which the activity may have adverse effects on the environment including water discharges, air pollution, noise and other emissions.	
F14	The extent to which any habitable rooms are located, oriented or designed in such a way that would make noise insulation to the required standards unnecessary.	
<b>G</b>	<b>Transportation</b>	
	<b>General</b>	
G1	The extent to which the proposal:	
	a.	Integrates with, and minimises adverse effects on the safe and efficient functioning of the transport network and infrastructure.
	b.	Minimises conflicts between users both within the site and any adjoining transport corridor.
	c.	Encourages easy and safe access and circulation for those not

		arriving by vehicle.
	d.	Provides for the accessibility needs of all users of the site.
	e.	Provides convenient and safe circulation for connections and/or the provision of facilities for passenger transport modes of travel relative to the scale of the proposal.
	f.	Provides for integration with neighbouring activities to reduce the need for separate traffic movements on the transport network.
		<b>Note</b> <i>Acceptable means of compliance for the provision, design and construction of infrastructure is contained within the Hamilton City Infrastructure Technical Specifications.</i>
G2	The extent to which the proposal and the traffic (including nature and type of the traffic, volume and peak flows, travel routes) generated by the proposal:	
	a.	Requires improvements, modifications or alterations to the transport network and infrastructure to mitigate its effects.
	b.	Achieves efficient connectivity and accessibility of transport corridors, pedestrian accessways, cycleways, public reserves and green corridors.
	c.	Adversely affects the streetscape amenity, particularly in relation to sensitive land use environments (e.g. residential land use environments identified within Table 15-4a of Appendix 15).
	<b>Integrated Transport Assessment</b> <b>Note</b> <i>In addition to the specific ITA criteria outlined in G3 to G6 below, the balance of criteria contained within Section G may be used to assess a simple or broad ITA where considered relevant.</i>	
G3	The extent to which the proposal considers and responds to:	
	a.	The issues, opportunities and shared outcomes in the Access Hamilton Strategy and its associated Action Plans.
	b.	Relevant:
		i. Waka Kotahi New Zealand Transport Agency guidelines
		ii. Kiwirail guidelines
		iii. Regional and national transport and growth strategies
	c.	The recommendations and proposed conditions of any integrated transport assessment prepared to accompany the application.
	d.	Issues and outcomes arising from consultation with the relevant road controlling authorities and/or Kiwirail.
G4	The extent to which the proposal incorporates travel demand management and is well-located to be served by passenger transport, or encourages other active modes of travel such as walking or cycling.	
G5	The extent to which an integrated transport assessment assesses how the proposal and any mitigation measures ensure that the safety and efficiency	

	of the transport network is maintained or enhanced.
G6	Whether access restrictions, auxiliary lanes or other measures are necessary to provide for the safe and efficient operation of key transport corridors such as:
a.	Major arterial transport corridors
b.	Transport corridors that are part of the Strategic Network
c.	Transport corridors carrying more than 20,000 vehicles per day or with four or more vehicle lanes.
G6a	Provision of safe walking and cycling connectivity between the Waikato Expressway and the Te Awa Lakes Structure Plan area.
	<b>Access</b>
G7	The extent to which the proposal minimises the number of vehicle access points to transport corridors, taking into account:
a.	Opportunities that exist for shared access with adjoining sites.
b.	The hierarchy of the fronting transport corridor and opportunities that exist for access to transport corridors of a lower status (e.g. collector or local transport corridors or service lanes).
c.	Traffic generated by the proposal.
d.	The siting of the access points with respect to adjacent access points, visibility and flow.
e.	The operational requirements of the proposal.
f.	Potential obstruction for access to network utilities.
g.	The appropriateness of restricting types of movements (e.g. left in/out only, entry or exit only).
h.	The impact of multiple vehicle entrances (which break up berm, landscaping, footpath and cycleway continuity) on streetscape amenity, retail frontage areas and pedestrian and cycle movements.
i.	The cumulative effects on traffic safety and efficiency from multiple vehicular accesses on to major arterial routes and whether this can be adequately addressed.
	<b>Parking</b>
G8	Except in the Central City Zone the extent to which the proposal provides for anticipated parking demand to meet current and future needs.
G9	In assessing the number of parking spaces and the adequacy of end-of-journey facilities, regard may be had for the following:
a.	The anticipated parking demand generated by the proposal including typical operating and peak conditions.
b.	The hours of operation relative to other activities on the site or on adjoining sites and opportunities for sharing parking spaces.
c.	The ability and appropriateness of adjacent transport corridors

		being used to accommodate on-road parking, particularly in regard to the safe and efficient operation of the transport network and the protection of local character.
	d.	The availability of appropriate off-road public parking in the locality.
	e.	Options for providing additional parking if required in the future.
	f.	The extent to which the provision of end-of-journey facilities, such as bicycle parking, showers, changing rooms and lockers are provided.
	g.	The extent to which provision for active modes of transport or travel planning has been made.
	h.	The availability of passenger transport services in the locality, the proximity of the proposed activity to passenger transport stops and the extent to which those passenger transport services are suited to providing for the transport needs of the proposed activity.
G10		In assessing whether the parking demand for a particular proposal may be provided on other sites, regard shall be given to the following:
	a.	Whether off site parking is in close proximity with clear, safe and convenient access.
	b.	Whether shared parking provision is acceptable particularly where hours of operation are different.
	c.	The desirability of avoiding vehicular access to the site because of the effects on traffic safety or pedestrian amenity.
	d.	The convenience and safety of those using the parking spaces especially the general public.
	e.	Any arrangement for alternative parking provision is adequately secured by a legally binding mechanism.
	f.	The extent to which the safe and efficient functioning of the transport corridor is affected.
	<b>New Transport Corridor Design</b>	
G11		The extent to which transport corridor design provides design elements identified in or otherwise contrary to any criteria contained in Table 15-6a)ii of Appendix 15.
G12		The extent to which the transport corridor design meets the traffic needs of the area and the wider transport network, taking into account the function of the corridor in the transport corridor hierarchy.
G13		The extent to which the width and alignment of the transport corridor is sufficient to accommodate, in a safe and efficient manner, the volume and type of traffic likely to use it, including service and emergency vehicles and heavy vehicles.
G14		The adequacy of provision for the movement of pedestrians, cyclists, physically impaired and transport disadvantaged and any implications for their safety.

G15	The adequacy of provision within the transport corridor for parking spaces relative to existing and potential developments on adjoining land.
G16	The extent to which the extension to an existing, new or an upgraded transport corridor 'matches' the rest of the existing transport network (e.g. levels, design, construction).
G17	The extent to which the design of the road allows for easy installation and maintenance of non-transport infrastructure and amenity tree planting.
G18	The extent to which the design of the transport corridor recognises the character and amenity values of the adjacent land use.
	<b>Note</b> <i>In considering the above matters Council may have regard to relevant parts of Austroads Design Guides and NZS 4404:2010 Land Development and Subdivision Infrastructure, and the Hamilton City Infrastructure Technical Specifications.</i>
<b>H</b>	<b>Functionality, Vitality and Amenity of Centres</b>
H1	The extent to which the proposed retail or office activity (having regard to its size, composition and characteristics), in conjunction with other established or consented retail or office activity:
	a. Avoids adverse effects on the vitality, function and amenity of the Central City and sub-regional centres that go beyond those effects ordinarily associated with competition on trade competitors.
	b. Avoids the inefficient use of existing physical resources and promotes a compact urban form.
	c. Promotes the efficient use of existing and planned public and private investment in infrastructure.
	d. Reinforces the primacy of the Central City and the functions of other centres in the business hierarchy.
H2	Whether and to what extent the proposed Supermarket activity in the Industrial, Business 1 or 4 zones:
	a. Avoids adverse effects on the vitality, function and amenity of the Central City and sub-regional centres that go beyond those effects ordinarily associated with competition on trade competitors.
	b. Avoids the inefficient use of existing physical resources and promotes a compact urban form.
	c. Promotes the efficient use of existing and planned public and private investment in infrastructure.
	d. Is located within a catchment where suitable land is not available within the business centres.
	e. Reinforces the primacy of the Central City and does not undermine the role and function of other centres within the business hierarchy where they are within the same catchment as the proposed supermarket.
<b>I</b>	<b>Network Utilities and Transmission</b>

<b>Network Utilities</b>	
11	The extent to which alternative technologies and techniques have been considered.
12	The extent to which co-location of overhead electricity and telecommunication lines is technically, economically and practically reasonable.
13	The extent to which the proposal is in accordance with relevant industry standards and meets specified clearance requirements for operational and safety reasons.
14	The extent to which the proposal will adversely affect the amenity values of the site and locality.
15	The extent to which there are difficult ground conditions, topography or obstructions which make undergrounding impractical.
16	The extent to which it is necessary for the proposed site to provide and maintain essential network utility services.
<b>Electricity Transmission</b>	
17	The extent to which the location, height, scale, orientation and use of buildings and structures is appropriate to manage the following effects.
a.	The risk to the structural integrity of the transmission line.
b.	The effects on the ability of the transmission line owner to access, operate, maintain and upgrade the transmission network.
c.	The risk of electrical hazards affecting public or individual safety, and risk of property damage.
d.	The extent of earthworks required, and use of mobile machinery near transmission lines, which may put the line at risk.
e.	Minimising adverse effects including reverse sensitivity, visual and nuisance effects and from transmission lines.
<p><b>Note</b>  <i>Consultation with Transpower New Zealand Ltd (or its successor) is advised when considering construction within Transmission Corridors A or B. The New Zealand Electrical Code of Practice NZECP 34:2001 contain restrictions on the location of structures in relation to lines.</i></p>	
18	The extent of separation between specified building envelopes and existing lines ensures any adverse effects on and from the Electricity Transmission network and on public safety are appropriately avoided, remedied or mitigated.
19	The extent of separation between the location of any proposed trees and existing lines, taking into account:
a.	The likely mature height of the trees,
b.	Whether they have potential to interfere with the lines, and
c.	Whether an alternative location for the trees would be more suitable to meet the operational requirements of the lines' owner.



	<b>Note</b> <i>All trees/vegetation planted in the transmission corridor must achieve compliance with the Electricity (Hazards from Trees) Regulations 2003.</i>	
I10	The extent to which appropriate safeguards are in place to avoid contact or flashovers from lines, and effects on the stability of support structures.	
	<b>Note</b> <i>All earthworks, including the use of mobile plant, must comply with the requirements of the New Zealand Electrical Code of Practice 34:2001 (NZECP 34:2001).</i>	
I11	The extent to which appropriate safeguards are in place to avoid contact or flashovers from lines, and effects on the stability of support structures.	
<b>J</b>	<b>Three Waters Capacity and Techniques</b>	
J1	The extent to which the proposal:	
	a.	Can be adequately serviced by capacity within existing Three Waters infrastructure, including access to and use of an appropriate and sustainable water source.
	b.	Can dispose of stormwater and wastewater without adversely affecting the surrounding environment.
J2	Whether the servicing needs of the proposal would necessitate additional public investment in Three Waters infrastructure, services or amenities.	
	<b>Note</b> <i>Information requirements relating to Water Impact Assessment or ICMP applications are outlined in Volume 2, Appendix 1.2.</i>	
J3	The extent to which the proposal is consistent with the provisions of any Integrated Catchment Management Plan (ICMP) relevant to the site and a consideration of consent conditions imposed in order to achieve that consistency.	
J4	Where there is no ICMP, the extent to which the proposal incorporates sustainable management techniques and controls to:	
	a.	Protect water quality.
	b.	Protect the integrity and health of any water courses.
	c.	Maintain land stability.
	d.	Limit erosion and sedimentation.
	e.	Limit water wastage.
	f.	Limit the generation of stormwater and wastewater.
	g.	Limit water usage.
J5	Where there is no ICMP, for all new industrial and commercial users with a requirement for high volumes and pressures, the extent to which onsite water storage is provided.	
J6	Where there is no ICMP, for development that will create a trade waste discharge:	

	a.	The extent to which suitable and safe practices will be employed.
	b.	The extent to which such waste can be treated or pre-treated onsite to improve the quality of the waste or decrease the amount of the waste, prior to any discharge to the municipal wastewater treatment network.
J7	Where there is no ICMP, for development that will create a trade waste discharge:	
<b>K</b>	<b>Major Facility Concept Development Consent Consistency</b>	
	<b>General</b>	
K1	The extent to which the proposal is consistent with the approved Concept Development Consent for the Major Facility.	
	<b>Concept Development Consent Concept Development Consent</b>	
K2	The extent to which the preparation of a Concept Development Consent or an update to an existing Concept Development Consent has given regard to the following.	
	a.	The extent to which the major facility integrates with surrounding land uses and transport network.
	b.	The extent to which the development has been designed to minimise, as far as practicable, any adverse effects on adjoining activities, particularly residential activities.
	c.	The extent to which any large façades (including side walls) that are visible from public places have been modulated, articulated, detailed or visually treated in a way that reduces the apparent bulk of the building or provides visual interest.
	d.	The extent to which the proximity of facilities intended to accommodate events are sited close to residential areas.
	e.	The extent to which the provision for vehicular and pedestrian access and circulation facilitates ready dispersal of vehicles and patrons from large events.
	f.	The extent to which provision for vehicular and pedestrian access and circulation prioritises pedestrian safety.
	g.	The extent to which appropriate, convenient provisions enable public transport to service the site, recognising the need for such services to directly access the Central City area.
	h.	The extent to which signage is directed primarily at the patrons attending the venues and television audiences and the extent to which visibility is limited from any public space or near-by site, with the exception of signage associated with the naming of the major facility and signs that advertise coming events.
	i.	The extent to which the adverse effects of earthworks are managed.
K3	The extent to which the following have been applied as part of a new	

	Concept Development Consent, an update to an existing Concept Development Consent or in the absence of a Concept Development Consent within the Interface Areas of all Major Facility Sites.	
	a.	Built Form and Layout
	i.	<p>The extent to which the external appearance, scale and design of buildings</p> <ul style="list-style-type: none"> <li>• Contributes to compatibility between buildings and its integration with other development on the site, adjacent sites and surrounding public spaces</li> <li>• Contributes to active frontage along public streets and open space, particularly for corner sites</li> <li>• Minimises, as practicable, effects on adjacent public spaces (including footpaths) in terms of shading and daylight.</li> </ul>
	ii.	<p>The extent to which building design and development</p> <ul style="list-style-type: none"> <li>• Makes a positive contribution to the local character of the site and surrounding areas</li> <li>• Ensures large façades are well designed to provide visual interest and reduce the apparent bulk of buildings within the Interface Area.</li> </ul>
	iii.	The extent to which Crime Prevention Through Environmental Design principles have been incorporated.
	b.	Landscaping
	i.	Incorporation of landscaping within the site layout to reduce the bulk of new development and mitigate adverse visual effects of development within the Interface Area, particularly as they interact with public spaces.
	ii.	Incorporates landscaping to maintain and enhance the character and amenity of the site and surrounding areas.
	<b>Claudlands Events Centre</b>	
K4	The extent to which the open space character of the eastern part of the site is maintained and in particular whether a suitable buffer is provided adjoining Jubilee Park.	
	<b>Te Rapa Racecourse</b>	
K5	The extent to which development of the site retains views between the racecourse and Minogue Park.	
	<b>Waikato Hospital Complex</b>	
K6	The extent to which activities of an industrial nature and the heliport are grouped in the south-western sector of the site.	
K7	The extent to which high rise buildings are concentrated towards the centre of the hospital complex.	
	<b>Waikato Stadium and Seddon Park</b>	
K8	The extent to which future buildings and the enhancement of facilities,	

	including any provision for office, retail and visitor accommodation, ensure a high degree of functional integration within the site.
K9	The extent to which security fencing is unobtrusive and maintains views of the Stadia grounds from surrounding streets, accepting that no views will be available of the principal playing surfaces and that the Stadia need to ensure the security of the venues as 'charge grounds'.
K10	The extent to which the bulk and location of additional buildings at Waikato Stadium and Seddon Park has been designed and constructed to minimise the extent and duration of shading cast over residential sites.
K11	The extent to which the design and appearance of any replacement grandstand or a substantial alteration to an existing grandstand aims to create an enduring statement and identity, which reflects the pre-eminent role of these sites in hosting international events. Additionally, the extent to which recognition is provided for the cultural heritage of the Whatanoa Gateway.
K12	The extent to which the Mill Street frontage of the Waikato Stadium, including the Mill Street Field, is maintained as open space to continue the historical association with the West Town Belt, providing an attractive vista, enhancing links with the Central City area and the Stadium building.
K13	The extent to which development and landscaping proposals provide for the retention of the existing Kahikatea trees on the Seddon Road frontage of the Waikato stadium and the existing mature trees on the Norton Road and Tristram Street frontages of Seddon Park.
	<b>Wintec Rotokauri Campus</b>
K14	The extent to which development of the site has regard to the future development of the Rotokauri Area and the relationship of the site with Lake Waiwhakareke and the Rotokauri Suburban Centre.
K15	The extent to which farming activities are adequately buffered from neighbouring Residential or Special Character Zones.
	<b>Te Awa Lakes Adventure Park</b>
K16	The extent to which implementation of the management plan required under Appendix 1.2.2.14.h will maintain the water quality in the cable ski lake, and other water features involving swimming, to a standard appropriate to their use.
K17	The extent to which the noise effects of activities are avoided, remedied or mitigated, including through: <ul style="list-style-type: none"> <li>● Management practices</li> <li>● Site layout (location and orientation)</li> <li>● Design of buildings and screening</li> <li>● Hours of operation</li> <li>● Lower noise producing equipment and methods have been investigated and incorporated.</li> </ul>
K18	The extent to which the recommendations of any alligator weed management plan are to be implemented.

K19	The extent to which the design and layout of activities and structures and the provision of landscaping and other screening avoids distraction to road users on the Waikato Expressway and Te Rapa Road.	
L	<b>Central City – Design and Layout</b>	
L1	The extent to which the streetscape appearance, scale and design of the building (including material and colour):	
	a.	Will add visual interest and vitality to the streetscape and avoids large, featureless façades. For example, through articulation of a façade, attention to fenestration and rooflines, the design of verandas including continuity with adjoining buildings, the design of balconies and the careful choice of materials and colour.
	b.	Will, where practicable, enable informal surveillance of public spaces including streets, parks, plazas and through-site links.
	c.	Are compatible with heritage or open space values of the Riverfront Overlay area and adjoining riverbank area, where sites are within those areas.
	d.	Activates the site frontage on sites adjoining a defined Primary or Secondary Active Frontage (Volume 2, Appendix 5, Figure 5-7).
	e.	Enhances the experience of the Waikato riverside and Garden Place, where sites are adjacent.
	f.	Enhance those parts of a site adjoining a defined view and vista on Figure 5-6 (Volume 2, Appendix 5).
	g.	Enhance the visual amenity of sites identified as Key Development Sites on Figure 5-9, or Pedestrian Connections and Gateway locations identified on Figure 5-4 (Volume 2, Appendix 5).
	h.	Will, where practicable, provide for public entrances to be on frontages with the highest pedestrian traffic.
L2	The extent to which any proposed building setback will adversely affect the definition, use or safety of public spaces, or the continuity of defined primary or secondary active frontages (Volume 2, Appendix 5, Figure 5-7).	
L3	The extent to which the addition of an awning would detract from the original character of an identified heritage building in Schedule 8A and 8B of Appendix 8.	
L4	<p>The extent to which the proposed building design and/or site layout is consistent with the intent of any relevant design guide in Appendix 1, Section 1.4.</p> <p><b>Note</b>  <i>If an activity is a Restricted Discretionary Activity in relation to Design and Layout matters and there is a relevant design guide, then the activity should seek to address the outcomes sought in the design guide as a priority over relevant criteria in this section.</i></p>	
L5	The extent to which the external appearance, scale and design of buildings and structures:	
	a.	Enhance the character and amenity of the surrounding area and

		streetscape qualities.
	b.	Incorporate Crime Prevention Through Environmental Design principles.
L6	The extent to which parking, manoeuvring areas, driveways and outdoor service areas have been designed and located:	
	a.	To protect amenity values of the streetscape and adjoining sites, including through the use of appropriate screening and landscaping.
	b.	To not be visually dominant.
	c.	Where appropriate, to integrate with adjacent activities and development in terms of the provision of entrances, publicly accessible spaces, verandas, parking, loading areas, access to public transport and pedestrian linkages.
L7	Where opportunity is available, and it is practicable, the extent to which any proposal provides or enhances pedestrian and cycle connectivity between streets and other public areas.	
L8	Where required, the extent to which planting and landscaping is used to:	
	a.	Visually reduce the bulk of new development and mitigate adverse visual effects particularly from the front boundary and those parts of the site visible from public spaces.
	b.	Create an attractive environment that maintains safety and amenity for pedestrians.
L9	The extent to which developments provide for goods handling, storage, waste and recycling areas that are located and designed to minimise adverse effects.	
L10	The extent to which development encourages pedestrian access to, and facilitates public use and enjoyment of, the promenade and environs of the Waikato River.	
L11	On those identified streets (Volume 2, Appendix 5, Figure 5-3) the extent to which a proposed street wall or alternative design elements of any proposed building frontage will:	
	a.	Provide consistency in built form and scale with adjoining built form.
	b.	Maintain a human scale when perceived from the street level.
	c.	Maintain sunlight penetration at street level, particularly footpaths.
L12	In relation to the setbacks from internal boundaries at upper levels (i.e. fourth level and above), the extent to which the proposal minimises shadowing and loss of natural light on existing adjacent residential buildings.	
L13	The extent to which development of a site adjoining the riverbank:	
	a.	Provides a scale and design of any building or structure that maintains or enhances street and reserve areas, the character and amenity, and the heritage or open space values of the adjoining riverbank area.

	b.	Makes provision for building design and configuration, site layout and/or landscaping which enhances the visual and physical relationship with the Waikato River.
	c.	Mitigates the impact of large developments and vehicular oriented activities on the amenity values of the riverbank environment.
<b>M</b>	<b>Drive-through Services (Business Zones and Central City Zone - City Living Precinct only), Building Improvement Centre (Business 3 and 5 Zones) and Supermarkets (Central City, Business and Industrial Zones)</b>	
	<b>Design and Layout</b>	
M1	The extent to which the external appearance, scale and design of buildings (including material and colour), equipment and structures:	
	a.	Provide visual interest through a variety of styles and forms in terms of footprint, design and height.
	b.	Maintain streetscape amenity and continuity of built form.
	c.	Within the Central City Zone, whether any proposed building setback will adversely affect the definition, use or safety of public spaces, or the continuity of defined primary or secondary active frontages (Volume 2, Appendix 5, Figure 5-7).
M2	The extent to which parking, manoeuvring areas, driveways and outdoor service areas have been designed and located:	
	a.	To appropriately manage any adverse effects resulting from the location and interrelationship between these areas on streetscape amenity.
	b.	To ensure traffic generation avoids, remedies or mitigates adverse effects on amenity values.
	c.	So as not to compromise the safe use of the footpath adjacent to the site.
	d.	To integrate with adjacent activities and development in terms of the provision of entrances, publicly accessible spaces, parking, loading areas, access to public transport and pedestrian linkages.
	<b>Landscaping and Screening</b>	
M3	The extent to which planting and landscaping is used to:	
	a.	Mitigate adverse visual effects particularly from the front boundary and those parts of the site visible from public spaces and interfaces along state highways, arterial transport corridors and City gateways.
	b.	Create an attractive environment that maintains safety and amenity for pedestrians.
	<b>Waste Management</b>	
M4	The extent to which developments provide for goods handling, storage, waste and recycling areas that are:	

	a.	Easily accessible for collection agencies and avoid adverse visual, noise or odour effects.
	b.	Consistent with the amenity values of the site and avoid causing nuisance for neighbouring residential activities.
	c.	Suitable for the demand expected by the activity.
<b>Character and Amenity</b>		
M5	The extent to which the activity makes adequate provision to protect the visual and acoustic privacy of abutting sites including through building and site design.	
M6	Considering whether the relationship of buildings and their associated parking, storage and service areas to the street helps to maintain the amenity values of public spaces and streets.	
M7	The extent to which any parking or service area is provided, landscaped, screened and maintained in a form which mitigates any adverse effects to adjacent activities and does not detract from the streetscape.	
<b>Drive-through Services</b>		
M8	For the purpose of assessing the above criteria, regard shall be had to the following operational and functional requirements:	
	a.	The drive-through lane is an integral feature of the site layout.
	b.	Customer car parking access is preferably distinct from drive-through lanes.
	c.	Adequate and accessible servicing areas that are preferably separated from customer vehicle traffic, drive-through lanes and pedestrian movements.
<b>Building Improvement Centres</b>		
M9	For the purpose of assessing the above criteria, regard shall be had to the following operational and functional requirements:	
	a.	Where large-format building formats are required, there is provision for some solid façades to facilitate internal racking of bulky products.
	b.	The provision of appropriate customer car parking, which is clearly visible from the local road network.
	c.	Adequate and accessible servicing areas that are preferably separated from customer vehicle traffic, timber trade sales access and pedestrian movements.
<b>Supermarkets</b>		
M10	For the purpose of assessing the above criteria, regard shall be had to the following operational and functional requirements:	
	a.	Store visibility that is easily identifiable when viewed from the street and surrounding area.
	b.	The provision of appropriate customer car parking, which is clearly



		visible and accessible to motorists approaching the store from the local roading network and to customers on-site.
	c.	Where large-format building formats are required, there is provision for some solid façades to facilitate internal shelving and fresh produce display.
	d.	Adequate and accessible servicing areas that are preferably separated from customer vehicle traffic and pedestrian movements.
<b>N</b>	<b>Ruakura and Te Awa Lakes</b>	
<b>N1</b>	<b>Land Development Plans</b>	
	In determining the application for resource consent for a restricted discretionary activity, Council shall reserve its discretion to the following matters, where relevant.	
	a.	Integration with and effects on transport and Three Waters infrastructure.
	b.	Consistency with any relevant Integrated Catchment Management Plan or regional discharge consent.
	c.	Effects on significant habitats of indigenous fauna and habitat values of natural water courses.
	d.	Open Space and road reserve design, layout and use.
	e.	Consistency with the Ruakura Strategic Infrastructures network for the structure plan as shown on Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2); or consistency with the Te Awa Lakes Framework Plan Figure 2-19 (Appendix 2).
	f.	Where staged development of any Land Development Area is sought then the following information for the balance area shall be provided: <ul style="list-style-type: none"> <li>i. The indicative location and width of proposed roads and carriageways and their integration with the existing and future transport network;</li> <li>ii. The indicative location of proposed Ruakura Strategic Infrastructure to ensure connectivity across the entire structure plan and adjacent Land Development Plan Areas.</li> </ul>
	g.	Construction effects.
	h.	Effects of new stormwater ponds and wetlands (excluding swales) on private property.
	hh.	In the Te Awa Lakes Structure Plan Area, reverse sensitivity effects on the transport network and existing industrial activities.
	In determining the application, the Council shall consider the following assessment criteria:	
	hhh.	In the Te Awa Lakes Structure Plan Area, whether the Land Development Plan is consistent with the objectives and policies for

		the Te Awa Lakes Structure Plan Area.
	i.	Whether there is appropriate Three Waters infrastructure and capacity, existing and proposed, to appropriately service anticipated development in the Land Development Plan area. For new stormwater ponds and wetlands, the extent to which the following adverse effects of the works on adjacent private property are avoided: <ul style="list-style-type: none"> <li>i. Flooding and adverse effects on ground water levels; and</li> <li>ii. Creating habitat for mosquitoes and other undesirable insects.</li> </ul>
	j.	Whether the proposal is consistent with, or otherwise complies with, the recommendations, measures and targets of any relevant Integrated Catchment Management Plan.
	k.	Whether anticipated development in the Land Development Plan area integrates with, and minimises adverse effects on the safe and efficient functioning of the transport network and transport infrastructure, having regard to the cumulative traffic effects of other approved Land Development Plans. The extent to which the Land Development Plan provides for the sequential extension of the Spine Road for Ruakura.
	l.	Whether the Land Development Plan is consistent with Figure 2-18 Cyclist and Pedestrian Network Plan (Appendix 2) for Ruakura and Figure 2-19 Framework Plan for Te Awa Lakes.
	m.	The ITA matters for assessment set out in Appendix 1.3.3 G.
	n.	Whether the Land Development Plan considers and responds to the recommendations and proposed conditions of the Integrated Transport Assessment and Water Impact Assessment prepared to accompany the application, and for Te Awa Lakes Land Development Plans, the extent to which it achieves the Travel Demand Management plan and its outcomes specified in 1.2.2.21.s).
	o.	The potential for cumulative construction noise effects to adversely affect individual residential properties, and the mitigation methods proposed to minimise such effects.
	oo.	In the Te Awa Lakes Structure Plan Area the extent to which noise sensitive activities protect themselves from effects resulting from the operation of industrial activities and the transport network through a combination of acoustic insulation, orientation of habitable areas and outdoor living spaces, and other methods to avoid, remedy or mitigate reverse sensitivity effects.
	p.	Whether the Land Development Plan considers and responds to issues and outcomes arising from consultation with relevant road controlling agencies, Waka Kotahi New Zealand Transport Agency and, where relevant, KiwiRail and Fonterra Limited.
	q.	Whether appropriate consideration has been given to electrical hazards and earthworks and ground level changes associated with

		the installation of underground Infrastructure within 12 metres of a National Grid support structure for Ruakura and consideration of the high pressure gas pipeline for Te Awa Lakes.
	r.	Where land development will cause loss of significant habitats of indigenous fauna (including but not limited to, black mudfish, shortfin eels and longfin eels), require that unavoidable adverse effects on such habitat are remedied or mitigated through: <ul style="list-style-type: none"> <li>i. Replacing significant habitat; or</li> <li>ii. Creating new habitat; or</li> <li>iii. Enhancing areas of alternative habitat supporting similar ecological values and/or significance; and</li> <li>iv. Legal and physical protection.</li> </ul>
	s.	Whether land development will adversely affect the flooding, water quality and habitat values of adjoining natural water courses.
	t.	Whether the Landscape Concept and Ecological Enhancement Plan provides for a comprehensive and connected section of Open Space and road reserves, which incorporates, as necessary: <ul style="list-style-type: none"> <li>i. connectivity of open space and streets;</li> <li>ii. passive and active recreation opportunities;</li> <li>iii. Crime Prevention Through Environmental Design principles;</li> <li>iv. pedestrian and cycle paths forming a network with adjacent parts of the Open Space network;</li> <li>v. general amenity planting and amenity for adjoining properties, including use of specimen trees in roads;</li> <li>vi. street furniture;</li> <li>vii. provision for habitats;</li> <li>viii. lighting design that does not deter bat movement; and</li> <li>ix. stormwater management.</li> </ul>
	u.	Whether the Land Development Plan will appropriately provide for indigenous <ul style="list-style-type: none"> <li>i. fish and lizards; and</li> <li>ii. bats for Te Awa Lakes.</li> </ul>
	v.	Whether the Land Development Plan includes a greenway that provides for improved habitat and ecological benefits for Ruakura.

	w.	Whether the Landscape Concept and Ecological Enhancement Plan provides for a greenway to enhance long term ecological function for Ruakura.
	x.	Where the boundaries of a Land Development Plan Area in application for Land Development Consent differ from those shown on Figure 2-16 for Ruakura or Figure 2-21 for Te Awa Lakes, 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 infrastructure such as the Spine Road for Ruakura is 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 2-16. Where an application includes part of a Land Development Plan Area in Figure 2-16 (Ruakura) or Figure 2-21 (Te Awa Lakes) it shall be demonstrated that granting consent to that part will not prevent the integrated development of the balance of that Area.
	xa.	For Te Awa Lakes the extent to which the recommendations of the alligator weed management plan are to be implemented.
	xb.	For Te Awa Lakes the extent to which the Ecological Rehabilitation and Management Plan (ERMP): <ul style="list-style-type: none"> <li>i. Replaces significant habitat or creates new habitat or enhances areas of alternative habitat supporting similar ecological value and/or significance and provides legal and physical protection.</li> <li>ii. Provides comprehensive and connected open spaces that incorporate provision for habitats and stormwater management.</li> <li>iii. Provides for indigenous fauna.</li> <li>iv. Provides for improved habitat and ecological benefit.</li> <li>v. Provides for enhanced long-term ecological function.</li> <li>vi. Provides for appropriate monitoring and review.</li> </ul>
<b>Additional Matters for Open Space</b>		
	y.	Whether the layout and design of Open Space: <ul style="list-style-type: none"> <li>i. Creates an informal parkland character;</li> <li>ii. Integrates with the landscape design of roads within the Land Development Plan area;</li> <li>iii. Applies Crime Prevention Through Environmental Design principles;</li> <li>iv. Utilises planting to soften the views of industrial development;</li> <li>v. Contains pedestrian and cycle paths forming a network with</li> </ul>

		adjacent parts of the Open Space Network; vi. Provides for the amenity of adjoining and adjacent activities; vii. Integrates linear wetlands and stormwater treatment devices.
	z.	Whether provision has been made to ensure public access to and use of the Open Space, except as may need to be limited for safety reasons.
	aa.	The extent to which the different functions of Open Space are clearly identified and provided for in the Land Development Plan application.
<b>Additional Matters for the Medium Density Residential Zone</b>		
	bb.	The extent to which the street network promotes a high degree of connectivity and permeability through the following:  i. A grid-like street layout.  ii. Block sizes that promote permeability for pedestrians/cyclists as well as for vehicles.  iii. Connections to the City-wide arterial networks.  iv. Paths to the Open Space Network.
	cc.	Street amenity shall be provided by the location of specimen trees and landscaped areas interspersed by kerb-side parking.
	dd.	When assessing the suitability for residential buildings to be within the side yards, regard shall be given to the following:  i. The extent to which reasonable sunlight and daylight access to adjacent dwellings and outdoor living areas will be affected.  ii. The extent to which pedestrian access to the rear of the site will be hindered.  iii. The extent to which on-site amenity is maintained.
<b>Additional Matters for Precinct C within the Knowledge Zone - Ruakura</b>		
	ee.	The extent to which the street network is:  i. Orientated toward the Ruakura Retail Centre.  ii. Permeable for pedestrians/cyclists as well as for vehicles.  iii. Legible with a simple and readily understood street pattern.  iv. Provides a connected path network to the Ruakura Open Space Zone.

	ff.	The extent to which blocks and lots are configured to facilitate walking and accommodate operational areas in rear yards.
<b>Additional Matters for the Logistics Zone (Inland Port) - Ruakura</b>		
	gg.	Whether the planting of the Landscape Buffer Areas will achieve the purpose of screening the Inland Port (Sub Area A (Inland Port)) from Ryburn and Percival Roads.
	hh.	The effects of the planting of the Landscape Buffer Areas on the operation, maintenance, upgrading and development of the National Grid transmission network and the requirements of the Growth Limit Zones Schedule of the Electricity (Hazards from Trees) Regulations 2003.
	ii.	Whether Level of Service D will be achieved at the intersections of Silverdale Road and Knighton Road with Ruakura Road when Stage 1 of the Inland Port (Sub Area A (Inland Port)) is operational.
<b>Construction - Ruakura</b>		
	jj.	<p>Whether appropriate conditions can be placed on the resource consent to manage adverse effects associated with construction of the activities proposed in the Land Development Plan. This will be satisfied by a condition requiring the lodgement of a Construction Management Plan for Council approval, prior to the commencement of the works.</p> <p>The Construction Management Plan shall include at a minimum:</p> <ul style="list-style-type: none"> <li>i. Details of the works, their timing and duration.</li> <li>ii. Methods to control dust, debris on roads and silt laden runoff during construction.</li> <li>iii. Anticipated truck movements and routes to and from the site during construction.</li> <li>iv. Means to ensure compliance with the Construction Noise Standards in Rule 25.8.3.2 and Construction Vibration Standard in Rule 25.8.3.3.</li> <li>v. Contact details for the contractor, including a process for complaints and remedying concerns.</li> </ul> <p>The Construction Management Plan shall also ensure that:</p> <ul style="list-style-type: none"> <li>vi. Prior to the opening of the Waikato Expressway (Hamilton Section) and the realignment of Ruakura Road to traffic, construction traffic arising from the Land Development Plan area shall be managed to ensure that the capacity of local roads, as determined by normal Hamilton City Council traffic management design criteria, is not exceeded.</li> <li>vii. Once the Waikato Expressway (Hamilton Section) and realigned Ruakura Road are open for traffic, construction traffic</li> </ul>

		arising from the Land Development Plan area shall, to the extent reasonable and practicable, be directed to use the Waikato Expressway (Hamilton Section) to minimise effects on local roads.
N2	<b>Construction Noise and Operation Noise of the Inl and Port (Sub Area A) - Ruakura</b>	
	a.	The extent to which: <ul style="list-style-type: none"> <li>i. The construction and operation of the Inland Port avoids or mitigates adverse noise and vibration effects on adjoining facilities, existing residential dwellings and/or Large Lot Residential zoned areas.</li> <li>ii. Measures to avoid where possible, and otherwise minimise sudden and/or loud noises at night have been incorporated.</li> <li>iii. Lower noise producing equipment and methods have been investigated and incorporated.</li> <li>iv. The location and orientation of refrigerated containers have been selected to minimise noise effects on residential properties.</li> <li>v. The accuracy of the noise model used for predicting noise levels in Stages 2 and 3 of the development of the Inland Port, taking into account recalibration based on monitoring of previous stages.</li> </ul>
	b.	The adequacy of the consideration of alternative methods that would meet the night time noise limits set out in Rule 25.8.3.13 and their costs and benefits.
	c.	At individual residential properties where noise levels would exceed the night-times noise limits set out in Rule 25.8.3.13, the extent to which the ambient night-time noise levels at those properties exceed 40 dBL <sub>Aeq(15)</sub> once the Waikato Expressway is operational.
N3	<b>Ruakura Retail Centre</b>	
	a.	Staged development should be in accordance with an overall master plan for the Ruakura Retail Centre which shall show the location of the Ruakura Retail Centre Mainstreet, building footprints, circulation network, public open space and provision for parking.
	b.	A Ruakura Retail Centre Mainstreet shall be provided and should be orientated towards and integrate with the location of the proposed transport interchange.
	c.	Buildings should directly align and address the street network and provide a constant and intact edge to streets and public places.
d.	Buildings should be located and designed to avoid extensive or inactive edges with entrances designed to maximise pedestrian flow and to support active street frontages.	

	e.	Building frontages to the Ruakura Retail Centre Mainstreet should incorporate a high proportion of glazing and provide veranda canopies over footpaths and a high level of ground floor architectural detail.
	f.	Building design should create a varied fine grained pattern of development through the modulation of height and roof form, façade depth and relief and variety in materials and colours.
	g.	Site Layout should provide options for pedestrian, cycling and vehicular circulation and permeability within and to adjoining areas.
	h.	Footpaths should be legible and be of a sufficient width with quality paving and detailing, including footpaths to and from the centre and Open Space Areas.
	i.	Where public open space is provided, it should be centrally located adjacent to main pedestrian flows and shall be highly visible.
	j.	Public outdoor spaces should be sheltered and sunny with provision for summer shade and shall be anchored by active building edges.
	k.	Carparks should be landscaped to define the street boundary and adjacent spaces.
	l.	Carparking should avoid interrupting active frontages and pedestrian circulation along the Ruakura Retail Centre Mainstreet.
	m.	Loading and service areas should not interrupt active edges and should be separated from public circulation where possible.
N4	<b>Concept Plan for Precincts A, B and D in the Knowledge Zone - Ruakura</b>	
	a.	<b>General</b>
		The extent to which the proposal is consistent with the approved Concept Plan for the Precinct within the Knowledge Zone.
	b.	<b>Concept Plan Development</b>
	i.	The extent to which the preparation of a Concept Plan or an update to an existing Concept Plan has given regard to the following.
		a. The extent to which the precinct integrates with surrounding land uses and the transport network.
		b. Whether the development has been designed to minimise any adverse effects on adjoining activities, particularly residential activities.
		c. The degree to which any large façades (including side walls) that are visible from public places have been modulated, articulated, detailed or visually treated in a way that reduces the apparent bulk of the building or provides visual interest.
		d. The extent to which the proximity of facilities intended



			<p>to accommodate events are sited close to residential areas.</p> <p>e. The extent to which the provision for vehicular and pedestrian access and circulation facilitates ready dispersal of vehicles and patrons from large events.</p> <p>f. The extent to which provision for vehicular and pedestrian access and circulation prioritises pedestrian safety.</p> <p>g. The extent to which appropriate, convenient provisions enable public transport to service the site, recognising the need for such services to directly access the Central City area.</p>
	ii.		<p>The extent to which the following have been applied as part of a new Concept Plan, an update to an existing Concept Plan or in the absence of a Concept Plan within the Interface Areas of Precincts A, B and D.</p> <p>a. Built Form and Layout</p> <p>i. The extent to which the external appearance, scale and design of buildings:</p> <ul style="list-style-type: none"> <li>● Contributes to compatibility between buildings and its integration with other development on the site, adjacent sites and surrounding public spaces;</li> <li>● Contributes to active frontage along public streets and open space, particularly for corner sites;</li> <li>● Minimises, as practicable, effects on adjacent public spaces (including footpaths) in terms of shading and daylight.</li> </ul> <p>ii. The extent to which building design and development:</p> <ul style="list-style-type: none"> <li>● Makes a positive contribution to the local character of the site and surrounding areas;</li> <li>● Ensure large facades are well designed to provide visual interest and reduce the apparent bulk of buildings within the Interface Area;</li> <li>● The extent to which crime prevention through environmental design principles have been incorporated.</li> </ul> <p>b. Landscaping</p>

			<p>i. Incorporation of landscaping within the site layout to reduce the bulk of new development and mitigate adverse visual effects of development within the Interface Area, particularly as they interact with public spaces.</p> <p>ii. Incorporates landscaping to maintain and enhance the character and amenity of the site and surrounding areas.</p>
N5	<b>Ruakura Open Space Zone</b>		
	a.	For new stormwater ponds and wetlands, the extent to which adverse effects of the works on adjacent private property are avoided in relation to:	
		i.	Flooding and adverse effects on groundwater levels; and
		ii.	Creating habitat for mosquitoes and other undesirable insects
N6	<b>Development within a Greenfield Area – Ruakura</b>		
	a.	The extent to which the proposal is consistent with an approved Land Development Plan or could prejudice or foreclose options for future urban development and in particular with the proposals shown on Figure 2-14, Ruakura Structure Plan – Land use (Appendix 2).	
<b>National Grid Corridors – Ruakura</b>			
N7	For crossing points for Mobile Plant that are a Restricted Discretionary Activity in Table 25.7.4, the matters to which the Council shall restrict its discretion are limited to the actual and potential effects of crossing points on the scale and efficient operation and maintenance of the National Grid.		
N8	In determining any application for resource consent for crossing points, the Council shall have regard to the following matters:		
	a.	Suitable mechanisms are in place to ensure that mobile plant and machinery moving in the National Grid Yard can not infringe safe clearance distances specified in NZECP 34:2001. This may include physical, operational or electronic measures and will be deemed satisfied by overhead gate structures (e.g. hurdles) being erected no closer than 4.5 metres from the lowest sag of the line at maximum operating temperature.	
	b.	Crossings are approximately perpendicular to the National Grid Yard.	
	c.	Crossings and any associated traffic management structures are located no closer than 12 metres from the outer visible edge of a National Grid support structure.	
	d.	Any overhead gate structure (e.g. hurdle) is constructed to a suitable engineering standard to withstand vehicle (including mobile plant transporting containers) impact travelling at normal operating speed.	

	e.	Appropriate management and operational methods to ensure safe procedures are specified in the resource consent conditions and followed when crossing beneath the lines.
N9		For the unloading and loading of containers, stacking containers, container stacks, operation of mobile plant associated with these activities and Light Towers, noise walls and fences greater than 2.5 metres high, the matters to which the Council shall restrict its discretion are limited to the actual and potential effects of these structures, buildings and activities on the safe and efficient operation and maintenance of the National Grid. In determining any applications for resource consent for these structures, buildings and activities, the Council shall have regard to the following matters.
	a.	Any operational procedures and physical measures to ensure compliance with NZECP 34:2001, including layout and allowable height limits for container stacking.
	b.	Light towers shall ensure sufficient clearances in accordance with NZECP 34:2001 are provided including any setback requirements for mobile plant required for maintenance and lamp replacement.
	c.	Suitable mechanisms are in place to ensure that mobile plant and machinery moving in the National Grid Corridor can not infringe safe clearance distances specified in NZECP 34:2001. This may include physical, operational or electronic measures.
N10		For earthworks that are a Restricted Discretionary Activity the matters to which the Council shall restrict its discretion are limited to:
	a.	The effects of the earthworks on the operation, maintenance, upgrading, and development of the National Grid transmission network.
N11		For Subdivision that is a Restricted Discretionary Activity the matters to which the Council shall restrict its discretion are limited to:
	a.	The extent to which the subdivision design, including the location of roads and reserves, landscaping and building platforms, allows for activities to be set back from National Grid transmission lines to ensure adverse effects on, and from, the National Grid and on public safety are appropriately avoided, remedied or mitigated.
	b.	The extent to which the subdivision design/layout and consequential development will minimise the potential reverse sensitivity on, and amenity and nuisance effects of, the National Grid.
	c.	The provision for on-going inspection, operation, maintenance and development of the National Grid, including continued reasonable access.
	d.	The extent to which the design and development will minimise the risk of injury and/or property damage from such lines.
	e.	Compliance with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).
	f.	Outcomes of any consultation with Transpower New Zealand

	Limited.
<b>Te Awa Lakes: Lake Management</b>	
N12	In determining the application for a resource consent for a restricted discretionary activity, Council shall reserve its discretion to the following matters, where relevant.
a.	The extent to which implementation of the management plan required under Appendix 1.2.2.21.n.) will maintain a high level of water quality for recreational use in the main linear lake, including the extent to which a target of swimmable quality will be achieved.
b.	The extent to which any delay in establishing the main linear lake will affect residents' and visitors' ability to undertake recreational activities within or on the lake, considering possible changing seasonal demands for different types of activities.
<b>Te Awa Lakes Earthworks and Land Remediation</b>	
N13	In determining the application for Land Development Activities as a Restricted Discretionary Activity, Council shall reserve its discretion to the following matters, together with reference to Objectives 22.2.1 and 25.2.2.1, where relevant:
a.	The extent to which appropriate building platforms can be provided free from any identified hazards.
b.	The extent to which the applicant has demonstrated through the use of an engineering design report: <ul style="list-style-type: none"> <li>i. That the risk of ground failure can be minimised to avoid effects on the safety of occupiers and neighbours.</li> <li>ii. That any structure will perform safely under hazard conditions for the life of the structure.</li> <li>iii. That any work to be carried out maintains the stability of the site, including the riverbank and gully and does not increase the risk of ground instability on the subject site or adjacent sites.</li> <li>iv. That the potential for preferential flow paths to be created between the linear lake and the Waikato River is minimised by ensuring a maximum hydraulic gradient of 2% between the linear lake and the River is maintained at all times.</li> </ul>
c.	The extent to which the land development activities: <ul style="list-style-type: none"> <li>i. Provide any sediment control measure necessary to control the discharge of sediment.</li> <li>ii. Remain safe and stable for the duration of the intended land use.</li> <li>iii. Provide safe and accessible building sites and infrastructure.</li> <li>iv. Provide for the adequate control of stormwater, cater for natural</li> </ul>

	<p>groundwater flows, and avoid adverse effects from changes to natural water flows and established drainage paths.</p> <p>v. Avoid exacerbating the effects of natural hazards and ecological effects arising from additional sediment release.</p>
	<p><b>Te Awa Lakes Earthworks and Land Remediation: Land Development Plan Areas Q and R, and Area X in the Te Awa Lakes Business 6 Zone</b></p>
N14	<p>The purpose of these assessment criteria is to ensure that temporary and long-term residual risks of piping erosion or other ground failure resulting from future activities on Areas Q and R, and Area X in the Business 6 zone, are mitigated and minimised to the fullest extent practicable.</p> <p>In determining the application for Land Development Activities as a Discretionary Activity in Land Development Plan Areas Q and R, and resource consents for a Discretionary Activity in Area X in the Business 6 zone, Council shall, in addition to N13, take into account:</p>
a.	The extent to which the landform design directs surface water towards the lake rather than the river.
b.	The results of appropriate assessment and design to demonstrate the required landform width in Areas Q and R and Area X minimises to the fullest extent practicable the long-term residual piping erosion and land stability risks resulting from future activities on Areas Q and R and Area X.
c.	Design of the final ground surface level to ensure services are able to be located above the groundwater table.
d.	The extent to which measures such as low permeability lining are proposed to be placed over the base of services trenches to prevent infiltration of water to the ground via permeable backfill.
e.	The extent to which combined services trenches are proposed to minimise the risk of unintended water flow and flow-induced erosion from multiple service trenches.
f.	The extent to which the landscape concept plan required by Rule 1.2.2.21.j. includes suitable tree sizes and vegetation species on land adjoining Areas Q and R and Area X.
g.	The extent to which any roads and accessways should remain in private ownership and management to ensure an appropriate management body manages service installations, renewals and maintenance in a manner to minimise any risk of unintended water flows and flow-induced erosion, and the proposed details of any private ownership and management entity
h.	The extent to which rainwater re-use tanks are avoided unless overflows are directed by pipe or over impermeable surfaces to the lake, and the extent to which this requirement is to be implemented on an ongoing basis through consent notices or other legal mechanism.
i.	The extent to which the Landscape Concept Plan required under Rule 1.2.2.21.j. is extended to apply to proposed lots to ensure suitable tree sizes and vegetation species are established, and the

		extent to which the Plan should be implemented on an ongoing basis through consent notices or other legal mechanism.
	j.	Whether specific geotechnical designs of all structures are provided.
	k.	The extent to which any of items a. to j. should take precedence over any other engineering provisions in the Plan and the requirements of the Regional Infrastructure Technical Standards (RITS).
	l.	Any other measures proposed to ensure that temporary and long-term residual natural hazard risks resulting from future activities on Areas Q and R and Area X fulfil the purpose of these assessment criteria.
<b>O</b>	<b>Rotokauri North</b>	
O1	a.	The landscape buffer and associated planting will provide visual amenity and screening between State Highway 39 (SH39) and Rotokauri North and contribute to indigenous biodiversity.
	b.	The extent to which the proposed private legal entity that will own the landscape buffer will ensure the buffer's on-going protection and maintenance.
O2	For the creation of a private rear lane, the extent to which:	
	a.	An appropriate legal mechanism for ownership and ongoing maintenance of the lane will be established, and including any requirement for indemnity for collection of solid waste and recycling (where these are proposed to enter the rear lane).
	b.	The lane is designed to accommodate the passage of large rigid trucks such as fire, furniture removal, refuse and recycling-collection trucks (where these are proposed to enter the rear lane).
	c.	The rear lane's design including traffic calming measures to promote slow vehicle speeds and provide a safe shared space.
O3	All restricted discretionary, discretionary and non-complying activities	
	a.	The extent to which the proposal gives effect to the objectives and policies of the Rotokauri North Structure Plan within Chapters 3, 4 and 23.
	b.	The extent to which the proposal avoids, remedies or mitigates adverse effects on, or where possible enhances, any significant habitats of indigenous fauna.
	c.	Provides for, is consistent with, or could prejudice or foreclose options for, future development of the elements identified on the Structure Plan
	d.	Restores and enhances aquatic and terrestrial ecological values associated with springs, streams, waterways, wetlands and their margins in Rotokauri North.
	e.	Restores and enhances the natural, cultural, heritage and amenity values of Rotokauri North's open spaces.

	f.	Recognises and provides for mana whenua values and relationships with Rotokauri North and their aspirations for the area, including interpretation of the landscape's significance, protection and preservation of sites of significance.
	g.	Reflects the area's character and heritage.
	h.	Has been planned with the active involvement of mana whenua.
	i.	The design and construction of walking and cycling infrastructure, including in the Green Spine, and the extent to which this infrastructure provides alternative means of travel to the private car, and for recreational use, and connects to the transport network.
	j.	The extent that subdivision provides an interconnected transport network that achieves pedestrian and cycle connectivity east to west and vice versa (particularly in the northern half of the structure plan area) to avoid these movements on SH39.
O4	For any subdivision of a duplex which meets Rule 4.7.12.a, the Council will restrict its discretion to the following matters:	
	a.	Whether the sites can be appropriately serviced for infrastructure and access.
O5	For any duplex complying with Rule 4.7.12.a.i and ii but not the Rotokauri North Acceptable Solutions Code in Rule 4.14 the Council will restrict its discretion to the following matter:	
	a.	Whether the alternatives provided will result in the same or a better urban design outcome than that envisaged by the Rotokauri North Acceptable Solutions Code.
O6	The creation or upgrading of all or part of a Collector or Minor Arterial transport corridor:	
	a.	The extent to which the design has allowed for the provision of public transport to be included in the transport corridor (including facilities for pedestrians to cross roads to access public transport stops, carriageway width, turning facilities, accessible bus stops) as identified indicatively on Figure 2-9C.
	b.	The outcome of any consultation with the Waikato Regional Council regarding public transport.
O7	Where service areas are for apartments consideration will be given to:	
	a.	Whether sufficient space can be provided for service activities and rubbish collection such that each unit has either individual space or access to appropriately sized communal spaces.
	b.	Whether sufficient screening can be achieved for communal areas of rubbish storage particularly where these can be viewed from public spaces.
O8	a.	Neighbourhood parks should be dispersed within Rotokauri North so that no residential unit is more than 500 metres walking distance from a neighbourhood park, or any other park and/or reserve which provides for the same or a similar level of passive and active

		recreation opportunity.
	b.	Neighbourhood parks should generally be: approximately 5000 m <sup>2</sup> in area; have at least 50% of the total neighbourhood park boundary to a transport corridor frontage (unless accommodated within the Green Spine); on land that is generally flat and able to accommodate a 30m <sup>2</sup> area.
O9		<p>Where stormwater infrastructure is provided “commensurate with that required to service that stage of development”, the stormwater infrastructure being provided:</p> <ul style="list-style-type: none"> <li>• Is consistent with the sub-catchment ICMP required by Rule 3.6.A.4.2e.i.;</li> <li>• Includes an adequate area to establish the Rotokauri North Structure Plan’s ‘green spine’ concept;</li> <li>• Meets the storage volume, conveyance and treatment requirements of the sub-catchment ICMP required by Rule 3.6.A.4.2e.i.; and</li> <li>• Addresses any interim and permanent stormwater related effects on flow, water levels, water quality and ecology on the upstream and downstream areas.</li> </ul>
<b>P</b>		<b>Te Rapa Racecourse Medium-Density Residential Precinct</b>
	a.	<u>The extent to which buildings in the Noise Sensitive Area shown on the Te Rapa Racecourse Medium Density Residential Precinct Plan (Figure 4.5-1) adjacent to Industrial zoned land create a contiguous built form so as to act as an acoustic barrier between the Industrial zoned land and the balance of the Precinct.</u>
	b.	<p><u>The extent to which the subdivision and development layout:</u></p> <ol style="list-style-type: none"> <li><u>gives effect to Objective 4.2.16 and Policies 4.2.16 a-e;</u></li> <li><u>is consistent with the development layout on Figure 4.5-1;</u></li> <li><u>does not foreclose options for future development of the balance of the Te Rapa Racecourse land;</u></li> <li><u>implements Crime Prevention Through Environmental Design (CPTED) principles;</u></li> <li><u>integrates landscape design with the adjacent Te Rapa Racecourse;</u></li> <li><u>provides a visual buffer between residential development and the adjacent Industrial zoned land;</u></li> <li><u>avoids incompatible development within the Overland Flow Path area.</u></li> </ol>