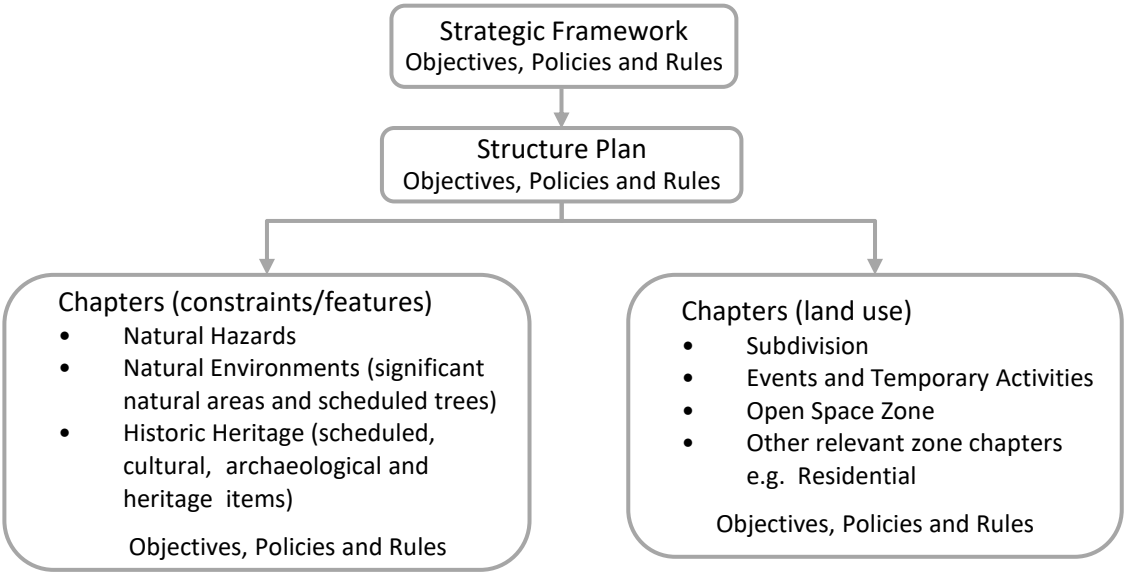
This chapter is subject to the following plan changes:

- *Proposed Plan Change 7 – Rotokauri North Private Plan Change*
- *Plan Change 5 – Peacocke Structure Plan decisions with new text underlined and deleted text removed*

3 Structure Plans

3.1 Purpose

a) This chapter contains objectives and policies relating to current Structure Plan areas (refer to Volume 2, Appendix 2). It also provides objectives, policies and guiding principles for any future Structure Plans which are predominantly within greenfield areas. This chapter must be read in conjunction with other relevant parts such as the Zones chapters.



b) A Structure Plan illustrates the proposed layout of a future development area.

c) The preparation of a Structure Plan is one of the first steps in advancing the development of new urban areas. It illustrates land uses such as residential, commercial, industrial and public open space. Structure plans usually contain broad servicing details such as transport configuration and may include other important key infrastructure features such as Three Waters networks. The level of detail can vary and may also show information such as housing density.

d) The purpose of a Structure Plan is to plan for the future in an integrated manner by:

i. Outlining a vision for the future.

ii. Setting out where growth can be accommodated and setting out a future land use pattern.

iii. Providing for staging of development.

iv. Guiding infrastructure planning including transport corridors, Three Waters, community facilities and public open space.

v. Identifying the financial feasibility of the development from a Council, Infrastructure provider and landowner perspective.

e) A Structure Plan has two main parts which must be incorporated into the District Plan:

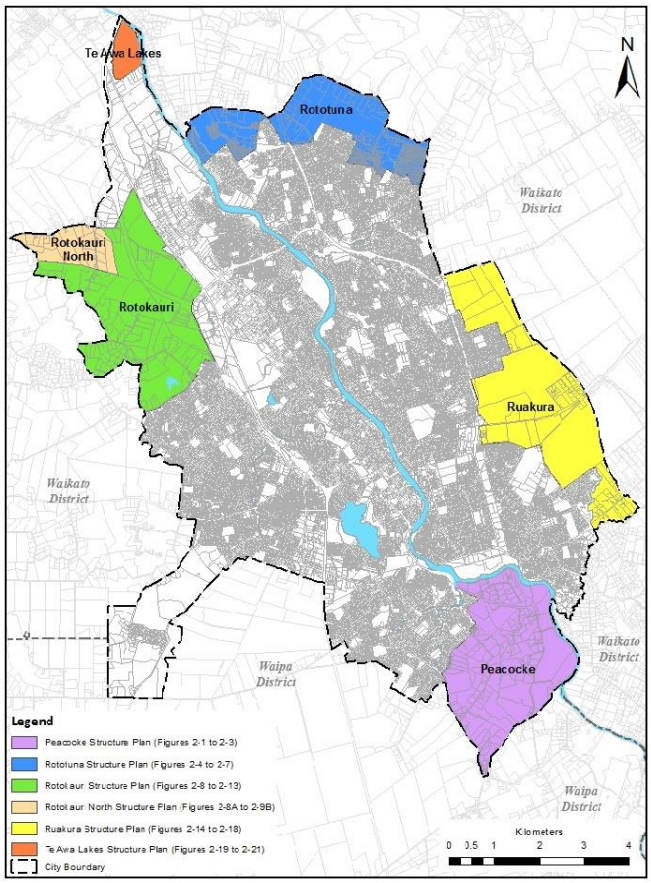
i. Guiding principles including objectives and policies specific to the Structure Plan area.

ii. Map(s) showing the ent. This could include information in respect of the following: transport corridor general location and hierarchy, public reserves and links, areas for preservation, protection or restoration/enhancement, development intensities for residential or other activities, if appropriate, and such other matters as may be relevant to or significant for urban development in the area.

f) The maps or plans are at a high level of information and do not typically go into such detail as individual lot boundaries or the physical form of buildings and structures. Although a Structure Plan indicates future land uses, the rules that control the development of the land are contained in the District Plan zone chapters.

g) Currently prepared Structure Plans are incorporated into the District Plan. Future Structure Plans should also be incorporated into the District Plan, either through a variation or plan change.

Figure 3.1a: Structure Plan Locality Guide



Proposed Plan Change 7: Rotokauri North Private Plan Change - Notified Version

3.2 Principles

To provide consistency across the City, Structure Plans should adopt the following principles where appropriate:

a) Outline planning outcomes for each Structure Plan area, for example:

   i. Development suitability, including any land-use constraints and opportunities such as natural hazards, topography, soil type, contamination, heritage, infrastructure, reverse sensitivity constraints.

   ii. The land uses envisaged in the Structure Plan area.

   iii. Transport network connections and indicative primary transport corridors.

   iv. Reserves (the location of these may be fixed or indicative depending on context).

   v. Other major infrastructure where relevant.

   vi. How existing features of the area, including amenity, landscape, natural character, ecological values, water bodies, high class soils and view catchments, will be managed.

b) Include indicative maps that illustrate the broad planning outcomes sought.

c) Achieve the dwelling density targets set out in the Regional Policy Statement.

d) Provide a high level of connectivity both internally and external to the Structure Plan area.

e) Recognise, protect and enhance natural, built and cultural heritage.

f) Avoid patterns of land use and development that:

   i. Puts vulnerable land uses in areas affected by natural hazards; and

   ii. Exacerbates or creates new natural hazards.

g) Integrate seamlessly into the rest of the District Plan by using District Plan mechanisms, including existing:

   i. Zones.

   ii. Overlays.

   iii. Defined terms.

   iv. Design guides.

   v. Formatting and style.

h) Give effect to the Vision and Strategy for the Waikato River.

3.3 Objectives and Policies: Structure Plans

When consent is required for subdivision and/or development within a Structure Plan area, the proposal must consider where relevant the objectives and policies below and any objectives and policies specific to that Structure Plan area (refer to 3.4 to 3.7).

Objective	Policies
3.3.1 Optimised, long-term, positive environmental, economic, social and cultural effects of greenfield development.	**3.3.1a** Development should be in general accordance with the relevant Structure Plan.
	3.3.1b Development of Structure Plan areas should aim to achieve: i. An overall residential density of 16 dwellings per hectare (excluding transport corridors).
	3.3.1c The design of development should provide population densities that support safe efficient passenger transport and opportunities for walking and cycling.
	3.3.1d Interim land use and development including low density residential development should not compromise the integrity and viability of the land use pattern for the relevant Structure Plan.
Explanation	
The Regional Policy Statement sets dwelling density targets, derived from Future Proof. These will be achieved by managing lot sizes and subdivision yields in Structure Plan areas. Future commercial and industrial land requirements are also identified in the Regional Policy Statement. The targets exclude the Large Lot Residential Zone. *Structure Plans are a mechanism for achieving the future land uses and density targets as set out in the Regional Policy Statement and Future Proof.* *Activities such as land use and subdivision need to be managed in the interim. There is the potential for these to undermine the ability of the Structure Plan area to be implemented.*	
Objective	**Policies**
3.3.2 New urban development is appropriately serviced and properly integrated to minimise City network impacts.	**3.3.2a** The use of land for urban development will not be allowed unless appropriate infrastructure is provided for and the servicing of this land will maintain the efficiency and sustainability of regionally significant existing and planned infrastructure.

	3.3.2b New development is able to be adequately serviced in terms of Three Waters and transport infrastructure.
	3.3.2c Development is co-ordinated with the provision of infrastructure and social infrastructure.
	3.3.2d Staging and sequencing is in general accordance with any staging indicated on the relevant Structure Plan.

Explanation

Infrastructure must be planned in advance of development. Infrastructure includes Three Waters and transport networks, as well as social infrastructure such as libraries and community halls. Infrastructure must be provided not only to service one development but must be of an appropriate size to integrate with the existing and future infrastructure networks.

Council's Long Term Plan or Annual Plan sets out the programme for providing infrastructure to service growth. Where a developer wishes to pursue development ahead of Council's programmes, a Development Agreement will need to be entered into with Council to ensure that the infrastructure is provided in a way which is efficient and sustainable from a city-wide perspective. In these cases it is anticipated that developers will bear the full costs of infrastructure provision.

This approach will enable growth in areas that are not funded for infrastructure to be funded by developers under Development Agreements between all parties. The reason for Council's approach is due to its inability and the inability of other infrastructure providers to invest in infrastructure necessary to support the development of the growth cells all at once. This will enable the sustainable management of growth for the social and economic well-being of the community and meeting the needs of future generations.

Objective	Policies
3.3.3 Effective and integrated management of Three Waters so as to sustainably manage the impact of development on the City's natural and physical resources.	**3.3.3a** Three Waters will be managed in accordance with the relevant Integrated Catchment Management Plan.
	3.3.3b Integrated Catchment Management Plans shall be developed to determine how to manage Three Waters in an effective and integrated manner including by: i. Minimising the effects of urban development on downstream receiving waters. ii. Managing the run-off from the different relief and soil types in an integrated manner.

	iii. Sustaining groundwater levels in peat soils as far as practicable. iv. Safeguarding and enhancing the natural functioning and ecological health of freshwater bodies and areas of indigenous vegetation, water features and habitats. v. Retaining a hydrological cycle close to the pre-development hydrological cycle as far as practicable. vi. Maintaining stormwater discharge from the catchment to at or below pre-development levels. vii. Incorporating Low Impact Urban Design and Development (LIUDD) principles. viii. Identifying and incorporating appropriate water-sensitive techniques. ix. Recognising social, economic, environmental and cultural objectives for the catchment.
Explanation	
Integrated Catchment Management Plans allow the collective consideration of all Three Waters. *Managing the stormwater effects of future subdivision, use and development is critically important. A full Integrated Catchment Management Plan should be prepared iteratively with the development of each Structure Plan.* *Effective management of stormwater will maintain or improve the quality of the stormwater entering the receiving environment. This means maintaining flow regimes, re-vegetating riparian margins, minimising the potential for contaminants to enter water bodies, reducing flows into stormwater networks through the adoption of low-impact stormwater design, and ensuring groundwater levels are maintained.*	
Objective	**Policies**
3.3.4 An integrated and efficient pattern of land use and transportation so as to sustainably manage the impact of development on existing and planned transport infrastructure.	**3.3.4a** Integrated Transport Modelling is undertaken for all Structure Plan areas.
	3.3.4b Movement routes are integrated with surrounding neighbourhoods and existing and planned transport networks.
	3.3.4c Enable connectivity with other undeveloped adjoining sites.
	3.3.4d The transport network supports efficient passenger transport and opportunities for walking and cycling.

	3.3.4e Environmental impacts of building new transport corridor infrastructure are minimised.
	3.3.4f Opportunities for improved safety, accessibility, connectivity and efficiency within the transportation network are provided.

Explanation

Integrated Transport Modelling, utilising the Waikato Regional Transportation Model, is an essential component of the Structure Plan process and land uses and the transport network should be developed iteratively, each informing the other. This modelling should inform any future Integrated Transport Assessment required in structure plan areas.

The transport system must cater for movement into the Structure Plan area from other parts of the City, as well as movement within the Structure Plan area itself.

Objective	Policies
3.3.5 Compatible buildings and activities.	**3.3.5a** Adverse effects of activities near zone boundaries are managed through setbacks, building design, and landscaping.
	3.3.5b Sensitive land uses avoid adverse effects on and from regionally significant infrastructure and regionally significant industry.
	3.3.5c Development to avoid adverse effects on the safe, efficient and effective operation and use of existing or planned infrastructure.

Explanation

This objective recognises the importance of managing both structures and activities at the interface of different land uses. This can be managed by zones through setbacks, design of buildings, and landscaping.

These policies recognise the need to manage residential and other sensitive land uses around regionally significant infrastructure and industry, existing and proposed. The purpose is to manage the effects that sensitive activities and structures can have on the infrastructure, and the adverse effects that the infrastructure and industry can have on sensitive uses.

Regionally significant industry is defined in the Waikato Regional Policy Statement.

Objective	Policies
3.3.6 Development responds to land suitability including topography, landscape, natural features, soil type, natural hazards, heritage features, adjoining land uses.	**3.3.6a** The loss of significant vegetation is minimised.
	3.3.6b Large-scale earthworks and modifications to landforms are avoided where possible to ensure development retains features of the landscape identified on structure plans.
	3.3.6c Road layouts adjacent to identified natural features recognise and retain their natural form where practicable.
	3.3.6d The scale and quantum of development and land use type recognises land characteristics and suitability and adjoining land uses.
Explanation	
Topographical features, significant vegetation, natural features such as soil type, flood hazard, heritage features, bank stability, river and gully systems, adjoining land uses should be identified through the Structure Plan process. Structure planning should acknowledge and appropriately respond to such features.	

Objective	Policies
3.3.7 A range of well-connected, functional public open spaces.	**3.3.7a** The location and size of public open spaces is provided in accordance with Council's Open Space Plan.
	3.3.7b Recreational activities are considered for co-location with: i. Multifunctional stormwater management. ii. Walkways and cycleways. iii. Cultural and heritage sites. iv. Significant Natural Areas.
	3.3.7c Promote appropriate and improved access to the Waikato River to better enable sporting, recreational, and cultural opportunities.
Explanation	
Public open space is usually indicative on Structure Plan maps, and exact sizes and locations will be determined at the time of subdivision consent. The Hamilton City	

Open Space Plan, September 2013 sets out a 50-year strategic direction for Hamilton's parks and open spaces. The Open Space Plan presents a series of goals, priorities and an action plan that responds to the needs, challenges and opportunities facing Hamilton's open spaces.

3.4 Peacocke (See Chapter 3A – Peacocke Structure Plan)

Plan Change 5 Peacocke Structure Plan

3.5 Rototuna

a) The Rototuna Structure Plan area is approximately 490 hectares, and was part of land brought into the City in 1989 to facilitate the City's expansion. The Structure Plan has been developed in order to facilitate an integrated, sustainable approach to the management of the natural and physical resources of the Rototuna growth cell.

b) The Structure Plan promotes urban design concepts and considerations around urban form, identifying proposed land use elements, key natural and physical resources, transport and other infrastructural requirements, parks and reserves, and any potential constraints to development. The Structure Plan considers treatment of key physical features such as gully systems, ridgelines and naturally elevated topography and the river bank, and management options to protect significant features.

c) The Structure Plan provides the basis for discussion of development proposals between council and developers. It is not intended to act as a blueprint, but creates a framework to guide development to ensure that the Rototuna area develops in an integrated and sustainable way in line with the Vision for the area, acknowledging that the final form of development of the area will be determined by the physical development within the parameters of the Structure Plan as set out in the District Plan.

d) The Structure Plan (including the Rototuna Town Centre Concept Plan) needs to be read in conjunction with the Rototuna Town Centre Design Guide, relevant rules, and objectives and policies in the Proposed District Plan. All of these elements must be read and interpreted together to give full understanding and effect to Council's vision for the sustainable management of the natural and physical resources of Rototuna.

Vision

A high quality urban environment that has a local focus, well connected transport modes, a choice of living environments and densities, achieves urban design excellence, and retains significant natural features.

3.5.1 Objectives and Policies

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

Objective	Policies
3.5.1.1 Minimisation of stormwater quantity and increased stormwater quality.	**3.5.1.1a** Development should minimise the amount of stormwater entering the piped drainage system and aid in the replenishment of natural reserves.
	3.5.1.1b Promote onsite management and disposal of stormwater wherever practicable.
	3.5.1.1c Minimise the effects of urban development on the values and functions of the existing hydrological network, water quality and natural habitats.
	3.5.1.1d New development should incorporate a natural environment-based stormwater system.
3.5.1.2 Incorporate low impact urban design measures into developments.	**3.5.1.2a** Avoid or minimise impervious surfaces, minimise earthworks during construction and utilise vegetation for trapping sediments and pollutants.
3.5.1.3 Create a multi-modal transport network.	**3.5.1.3a** Provide a transport network which encourages a choice of transport modes which is well connected and fit for purpose.
3.5.1.4 Create high quality urban developments.	**3.5.1.4a** Encourage increased densities in areas of high amenity and close proximity to community and commercial nodes.
	3.5.1.4b Encourage urban form that reduces dependency on private vehicles.

Objective	Policies
	3.5.1.4c New development should incorporate urban design principles and create high quality and high amenity residential and commercial areas.

3.5.2 Structure Plan Components

The specific land use proposals consist of:

3.5.2.1 Rototuna Town Centre (refer to the Rototuna Town Centre Design Guide in Volume 2, Appendix 1.4.4)

a) The Rototuna Town Centre is to be located at the corner of Resolution Drive and Borman Road. A Concept Plan for the Rototuna Town Centre has been included within the Structure Plan (refer to Chapter 13 and Volume 2, Appendix 7), which is intended to guide the development of the Rototuna Town Centre. Any development in the Centre is required to be in general accordance with the Concept Plan. In addition, the Rototuna Town Centre Design Guide (Volume 2, Appendix 1.4.4) will be an important tool in guiding design-led development in this area.

3.5.2.2 Rototuna West Neighbourhood Centre

a) The Rototuna West neighbourhood centre is located at the intersection of Borman Road and Hare Puke Drive, adjacent to the local sports fields and medium density residential. It is intended to be highly accessible to the local population.

b) The Rototuna West neighbourhood centre is expected to provide for a small number of local convenience stores. Residential accommodation can be located on the first floor to provide added surveillance. The ground floor level will have active frontages facing the street, including extensive use of windows with facades designed to create visual interest and character.

c) A small amount of convenience parking will be located along the frontage with larger parking areas positioned at the rear of the building/s.

d) An area of land zoned Medium Density Residential is located around the western sports park and neighbourhood centre. To ensure quality design outcomes and developments that meet residents' living requirements, development in the Medium Density Residential Area can only take place once Council has approved a Comprehensive Development Plan for a specified area. These Plans need to be in general accordance with the Rototuna Structure Plan and the Rototuna Town Centre Design Guide (Volume 2, Appendix 1.4.4).

3.5.2.3 Rototuna North East Character Zone

The Rototuna North East Zone provisions are designed to provide for a mix of densities that are sympathetic to the specific rolling topography of the area, being a mixture of ridgelines, gullies and flat land; along with recognising the relationship of the area to both the Waikato Expressway designation (Designation E90) and the City. This area is the northern most point of the City forming, through its elevated and prominent landscape a defined boundary edge between the City and Waikato District.

Development within this area should adopt urban design principles to achieve residential development with high levels of amenity that responds to the natural landform, without excessive modification of the ridgelines and gullies, as well as to the presence of the future Waikato Expressway along its southern edge. Principles to be adopted include:

- Responding to the context and existing landform of the area
- Avoiding excessive earthworks and landform modification on steeper land
- Locating roads on ridges or in valleys where possible in order to avoid significant areas of cut or fill in these areas
- Locating roads and reserves in locations that provide maximum benefit for public experience and assist with the creation of place and amenity
- On steeper areas achieving areas to the front of sites with less slope to facilitate building development and access, and accommodating the steeper areas through the rear of sites
- Creating block patterns where lots front streets and back onto the backs of other lots
- Achieving a permeable public network in both the street and reserves
- Incorporating visual buffers, including planting, between the Expressway and residential activities
- Utilising land adjacent to the Expressway for public utilities where practicable.

3.5.2.4 Reserves Network

While providing for local and city-wide recreation needs, reserves also form an important part of the walkway/cycleway network.

a) Sports Parks

These provide for formal active recreation at a level to meet the current standard of provision within the City for the anticipated population of the Rototuna Structure Plan area. Each park provides sports fields suitable for senior grade play, junior fields and training areas, and an area that serves a neighbourhood park function. Whilst they will primarily serve the local population, they will also form part of the city-wide network of sporting facilities.

b) Neighbourhood Reserves

These provide a range of informal recreation facilities including children's play areas and will be required as part of the subdivision process and the establishment of residential neighbourhoods. As such they are not indicated specifically on the Structure Plan map. Neighbourhood reserves complement the range of facilities provided by the Sports Parks and provide a smaller scale focal point for the local community. They serve a catchment area of approximately 500m radius and provide for both local amenity and passive recreation.

In order to provide appropriate levels of accessibility and an even distribution of recreational facilities, each neighbourhood should be provided with a park comprising approximately 0.5 hectares.

In the Rototuna North East Character Zone a neighbourhood reserve along the northern edge of the Waikato Expressway is to be established as part of any subdivision. The reserve is to accommodate stormwater treatment ponds and flood control devices, walking and cycling paths across its length (complemented by landscape planting between the paths and the Waikato Expressway designation) and areas for informal recreation, including a children's play ground.

c) Natural Features

Te Awa O Katapaki Gully, Waikato River and local hills including ridgelines to the north and east, are identifiable landscape features within the Rototuna Structure Plan area. The Te Awa O Katapaki Gully has multiple purposes including acting as an ecological corridor, a stormwater management area and a walkway/cycleway. The local hills provide opportunities for open space vistas. Another important landscape feature is the nationally significant Waikato River. A continuous esplanade reserve beside the Waikato River will provide for an extension of the riverside walkway/cycleway network, ecological enhancement and riverbank stabilisation.

New development will not be allowed to privatise the edges of major natural features and recreational areas such as gullies and the Waikato River. Retention of existing vegetation features will be encouraged where these can help structure and characterise the layout of new developments and create an established character to the growth cell, and required where they embody existing indigenous values or contribute to the viability of ecological fragments.

d) View Points

Specific areas have been identified as view points. Where a view point has been identified, it is anticipated that this land will be acquired as reserve, probably with neighbourhood reserve functions, as part of the subdivision and establishment of residential neighbourhoods.

3.5.2.5 Transportation Network

a) The Structure Plan indicates the location of the minor and major arterial transport corridors. These transport corridors are either existing, designated or yet to be upgraded/constructed.

b) The Waikato Expressway cuts through the north eastern area of the growth cell. The Expressway corridor is approximately 100m wide, however it is prudent to provide for further mitigation and ensure housing is sited away from the immediate boundary through special setbacks and larger site area requirements. It is expected that Kay Road and Horsham Downs Road will continue to provide access to properties to the north east of the Expressway, while pedestrian/cycle access is anticipated in the location shown on the Rototuna Cycle and Walking Network Plan to link this area to the Rototuna Town Centre, recreation areas and schools to the south of the Rototuna North East Character Zone. It is anticipated that in the long term Resolution Drive will connect to the Expressway.

c) The Access Hamilton Strategy recognises a future arterial link from the central interchange on the Te Rapa section of the Waikato Expressway to Resolution Drive, being a "Future Northern River Crossing". Its alignment and connections to other networks will be determined by a future notice of requirement process.

d) Some flexibility is afforded in the alignment of collector streets, but as they have a key role in providing for bus route services, directness will be an important design element to ensure their convenience for bus services. Where possible, use is made of the existing ridgeline transport corridors as future collectors as they provide good connectivity within the area and will help to define local neighbourhoods.

e) The alignment, form and function of Kay Road has potential to change as part of planning for future expansion. It is therefore desirable that proposed land development accessing or fronting Kay Road is developed in close consultation with City Council staff to enable options for future City expansion. The potential future closure of Kay Road is dependent on surrounding development and alternative property access arrangements. Although it is indicated that parts of Sylvester Road are to be closed in the future, it is important that alternative networks are provided in order to achieve a high degree of connectivity.

f) It is essential that all necessary transport corridors within developments are formed and vested as part of the initial stage of site development to ensure good connectivity between adjoining sites and the wider Structure Plan area. All transport corridors shown on the Structure Plan are considered to be critical linkages and developments must show how these connections are to be provided in a timely manner such that there is no interim period where a critical connection is not in place despite adjacent land having been developed.

g) The transport network will be designed to ensure it supports passenger transport services, cycle and pedestrian facilities. In addition, off-road cycle and pedestrian facilities will be integral to the development of the area and a network of off-road facilities is indicated on the Structure Plan.

3.5.2.6 Stormwater

a) Rototuna is made up of four main catchments, including the Te Awa o Katapaki catchment which is the main catchment, the Kirikiriroa catchment, the Otama-ngenge catchment and the Waikato River.

b) Integrated Catchment Management Plans (ICMPs) for all areas of Rototuna will be finalised and will provide a strategic approach to stormwater management throughout the area to ensure that individual stormwater discharge proposals do not adversely affect the ecological values of the receiving water courses. The ICMPs will provide a management framework that ensures that stormwater discharge proposals avoid, remedy or mitigate any adverse effects on the environment.

c) In the interim, indicative locations for centralised key stormwater management facilities are shown on the Structure Plan. The precise location of these stormwater management facilities will be finalised via detailed catchment management planning and modelling at the time of consent. Stormwater management must provide for the management of all stormwater within the land being developed, together with drainage from the entire catchment upstream of the proposed system as per the requirements of the Hamilton City Council Infrastructure Technical Specifications. Developers will need to demonstrate how stormwater from a development will be discharged to the centralised stormwater management facilities, indicated on the Structure Plan.

d) There are a number of high level stormwater principles which form the basis for the approach to stormwater management in the Rototuna area:

i. Stormwater is managed in a manner that minimises the effects of urban development on downstream receiving waters.

ii. Stormwater run-off from the different relief and soil types is managed in an integrated manner.

iii. Stormwater should, as far as practicable, be used to sustain groundwater levels in peat soils.

iv. Stormwater management should seek to safeguard and enhance areas of indigenous vegetation, water features and habitats.

v. Stormwater discharges should, as far as practicable, result in a hydrological cycle as close to the pre-development hydrological cycle as possible.

e) **Te Awa o Katapaki Upper Catchment**

In the upper catchment area, appropriate stormwater treatment will involve stormwater management facilities shown indicatively on the Structure Plan, and a centralised drainage reserve/watercourse through the Rototuna Town Centre, with appropriate flow attenuation measures, along with ground soakage.

The central drainage reserve/watercourse of the Rototuna Town Centre has a principal stormwater function but also provides a key green corridor and walkway/cycleway link, and must be designed as an attractive feature. To the north, the watercourse/drainage reserve will connect with the Active Recreation Reserve and provide a green edge to the playing fields and the secondary school to also accommodate shared pedestrian and cycle routes. The Rototuna Town Centre Design Guide refers to requirements around the design of the drainage reserve/ watercourse corridor through the Rototuna Town Centre. The precise form and function of the drainage reserve/watercourse and corridor will be determined by hydrological requirements and controls. Developments must demonstrate how stormwater will be directed to the drainage reserve/watercourse and stormwater management facilities shown on the Structure Plan (refer to Volume 2, Appendix 2, Figures 2-4, 2-5, 2-6 and 2-7) and Concept Plan (refer to Volume 2, Appendix 7, Figure 7-1).

f) **Te Awa o Katapaki Lower Catchment**

In the lower catchment (the south western area of Rototuna) stormwater must be discharged directly to the Te Awa o Katapaki stream or to ground soakage.

g) **Otama-ngenge Catchment**

The area immediately to the south of Kay Road is a separate catchment which drains north into Waikato District. The proposed location of a main centralised pond in the vicinity of the Rototuna West neighbourhood centre is shown on the Structure Plan map. The proposed pond is required in order to facilitate development of the wider area, and will provide an amenity function for the medium-density housing to be located adjacent.

h) **Kirikiriroa Catchment**

Subdivisions for most of this catchment have been consented. The Council's Te Manatu Drive Management Facility will receive stormwater from the remaining undeveloped areas of the catchment and no further key stormwater facilities are anticipated to be needed.

i) **Waikato River**

Some direct private stormwater discharge occurs to the Waikato River currently and further subdivision of the existing, predominately large sections would result in applications for new discharges to the River.

3.5.2.7 Water and Wastewater

a) A new reservoir is planned to be located on Kay Road and connected to the existing bulk water supply network in Wairere Drive. Trunk water networks from the new reservoir to existing Rototuna trunk networks are planned and will progressively be constructed as development occurs. This water network will improve the security of supply and match the demand for all of the Rototuna Structure Plan area.

b) A wastewater trunk network has been planned to provide wastewater supply for the whole Rototuna Structure Plan area. These networks include other facilities such as pumping station and rising mains. The networks will be progressively constructed as development occurs.

c) Development of both the water and wastewater trunk networks will be timed to occur with urban development, by both the private sector and the HCC network programmes.

d) Early interaction with Council by developers is encouraged to enable the construction of these assets to occur in association with proposed urban development.

3.5.2.8 Schools

a) Within the Rototuna Structure Plan area there are four existing schools, including Rototuna Primary, Waikato Waldorf School, Te Totara School and Hamilton Christian School. There is an existing designation for a secondary school between the sports fields and the Waikato Expressway designation. The location of this secondary school is significant in terms of the role it will play in providing surveillance of the proposed active recreation reserve. Provision of safe walking, cycling and passenger transport links is also critical to the successful functioning of the school.

3.5.3 Provisions in Other Chapters

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

- Chapter 2: Strategic Framework
- Chapter 4: Residential Zones
- Chapter 13: Rototuna Town Centre Zone
- Chapter 16: Community Facilities Zone
- Chapter 23: Subdivision
- Chapter 25: City-wide
- Volume 2, Appendix 1: District Plan Administration

3.6 Rotokauri

a) Development of the Rotokauri Structure Plan has been guided by the following vision:

> "The sustainable expansion of the City into Rotokauri, through a coherent, integrated and people-focused mixed-use development based on best practice urban design principles."

b) In addition to a Structure Plan map indicating the eventual pattern of development within Rotokauri, there are maps indicating the nature and extent of the proposed transportation hierarchy, proposed reserve and open space network, staging plans and a Concept Plan illustrating the relationship between land uses within the suburban centre and future commercial/community focal point.

c) The Rotokauri Structure Plan provides for urban growth with an eventual population of between 16,000 and 20,000 people. It also provides 280ha of industrial land, employment areas, and a neighbourhood centre in Stage 1 that will act as the principal community focal point based around a suburban shopping centre.

d) Chapter 3.6A refines the Rotokauri Structure Plan with respect to the northern area (approximately 140 hectares of land), and in all aspects will supersede the Rotokauri Structure Plan for any land identified in the "Rotokauri North" area.

Proposed Plan Change 7: Rotokauri North Private Plan Change - Notified Version

3.6.1 Objectives and Policies

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

Objective	Policies
3.6.1.1 Preservation of key natural features and topography that are characteristic of Rotokauri.	**3.6.1.1a** Development shall maintain the natural ridgelines.
	3.6.1.1b The central green corridor shall function as the principal stormwater drainage channel and a recreational and transportation corridor connecting the wider network of open spaces and natural features.
Explanation	
The ridgelines of Rotokauri contribute significantly to local character and identity. The relationship of the elevated areas to the flat land containing Lake Waiwhakereke is particularly strong.	

The flat land is currently crossed with numerous agricultural drains and the extent of these indicates a high water table throughout the lower-lying areas that will need careful and comprehensive management. The proposed central green corridor will be a main feature of future stormwater management.

Objective	Policies
3.6.1.2 New urban development in Rotokauri is appropriately serviced.	**3.6.1.2a** Land for development shall not be released until it can be adequately serviced.
Explanation	
Development of the Rotokauri area requires major new infrastructure services and arterial transport network. Provision has been made for this through Council's Long Term Plan and through the programmes of others, such as the NZ Transport Agency. Controls on the release of land are necessary to ensure that development can be adequately serviced and will not have an adverse effect on network services for the remainder of the City.	

3.6.2 Structure Plan Components

3.6.2.1 Suburban Centres Concept Plan

a) Volume 2, Appendix 2, Figure 2-11 Rotokauri Neighbourhood Centre sets out the elements in proximity to the suburban centre area that are to be specifically considered during the development of the area, to ensure the provision of the interface areas and primary frontages, along with the relationship the area is to have with other key activities.

3.6.2.2 Residential

a) Residential development is indicated in four distinct residential environments.

i. Lake Waiwhakareke Landscape Character Area, which seeks to retain the existing landform and create a strong relationship between residences, the lake and to the Waiwhakareke Heritage Park.

ii. The Ridgeline Character Area, which seeks to retain legibility of these locally important landforms in a suburban context.

iii. Medium Density and Interface Areas, for localities within walking distance of the suburban centre. Volume 2, Appendix 2, Figure 2-12 Rotokauri Interface Areas illustrates interface areas in which design controls are imposed to ensure that private development enhances the setting of the adjacent public spaces and provides for increased safety through passive surveillance. The specific standards bring development closer to the public spaces, establish strong visual connections and ensure a visual relationship between the public and private realm. The provisions to manage this interface area are set out in Chapter 4: Residential Zones.

iv. General Residential.

3.6.2.3 Suburban Centre

a) The suburban centre is intended to provide for a wide range of activities but with an emphasis on retailing.

b) The requirement for a Comprehensive Development Plan will ensure that development is fully integrated and will not create areas or features that might present a threat to public safety.

c) Volume 2, Appendix 2, Figure 2-13 Rotokauri Suburban Centre Primary Frontages identifies primary frontages, within which design controls are imposed to ensure that private development enhances the setting for the adjacent public spaces while providing increased safety through passive surveillance. The provisions to manage these primary frontages are set out in Chapter 6: Business 1 to 7 Zones.

d) In addition to the suburban centre area, a future neighbourhood centre node is shown in Stage 2 to serve the day-to-day needs of the future residential community within Stage 2.

3.6.2.4 School Sites

The completion of Stage 1 will likely generate a need for a new primary school at a site in an accessible and convenient location. Secondary schooling serves a wider catchment area and a new school is likely to be needed to serve the future population. Accessibility to the catchment is a critical requirement and therefore a position at the hub of the roading network is ideal. To reduce reliance on car travel the location also needs to be well connected by opportunities for walking and cycling and public transport. The site should relate well to the growth of the southern Neighbourhood Centre. It is anticipated that the Ministry of Education will use the designation process to determine precise site boundaries and to fix the location of school buildings.

3.6.2.5 Open Space Network

a) The open space network develops and connects existing natural features. The Rotokauri open space network comprises:

   i. Waiwhakareke Natural Heritage Park – this park will re-create a range of eco-systems characteristic of the Waikato before human intervention. It will be of city-wide significance and include habitat creation, research, and provide for public access to a natural environment.

   ii. Sports parks – each will provide sports fields suitable for senior grade play, junior fields and training areas, and an area that serves a Neighbourhood Park function.

   iii. Neighbourhood reserves – these provide a range of informal recreation facilities, including children's play areas. As they will be required as part of the subdivision and establishment of residential neighbourhoods, they are not indicated specifically on the Structure Plan map. These will complement the range of facilities provided by the sports parks and provide a smaller scale focal point for the local neighbourhoods. They are intended to serve a catchment area with approximately a 500m radius. In order to provide appropriate levels of accessibility and an even distribution of recreational facilities, each neighbourhood should be provided with a park comprising approximately 0.5 hectare.

   iv. Neighbourhood centre green – this will provide for a range of informal leisure and recreational activities and provide the commercial centre and high density residential areas around it with access to amenity open space.

b) Connectivity between these recreational nodes will be provided by a network that will also serve as a stormwater drainage route. The central green corridor, based on the general alignment of the existing main drain, will be a major feature within the Rotokauri environment. The central north-south collector corridor also has a role in providing connectivity between these nodes.

3.6.2.6 Passenger Transport Facility

a) Stage 1 will be the most sufficiently served by the extension of bus services as the road network is progressively constructed. It is envisaged that longer term, development could support a connection to rail. A location on Tasman Road, adjacent to The Base has been identified as the preferred site to accommodate the progressive development of a bus-based passenger transport facility (PT Facility) and its longer term integration with rail.

b) There is also the potential for a second PT facility further north at the junction of Te Kowhai Road and Tasman Road, to integrate the passenger transport network with the surrounding land use activities.

c) Figures 3.6.2a and 3.6.2b illustrate how the establishment of an integrated bus/rail facility could be achieved in the Tasman Road location adjacent to The Base. The illustrations provide for an eventual facility accommodating:

i. Space for three urban bus and two long distance coach platforms.

ii. Space for a covered waiting area, with conveniences and kiosk.

iii. Space for a rail platform.

iv. A bus turning circle (in advance of completion of the surrounding road network).

d) Both of the illustrated locations would eventually require land outside of the current road and rail reserve. Consequently, it is anticipated that the additional land requirements may need to be safeguarded through the designation process. A decision of the timing of each facility and any progress associated with the designation of land will be made through the Long Term Plan process, taking account of projected growth within the area.

3.6.2.7 Transportation Network

a) The transportation network is based on a hierarchy at the top of which are State Highways and the rail corridor providing for high volume inter-regional traffic and freight movements.

b) Next in the hierarchy, the arterial transport corridor networks are designed to cater for high-volume traffic and provide the key connections with the wider City and regional network, including the Te Rapa section of the Waikato Expressway. Development of the arterial network is likely to be staged, reflecting the growth in traffic volumes as development occurs. While the necessary transport corridors will be secured in advance, the final design and construction of roads within them will be timed to coincide with demand.

c) It is anticipated that Council will use the designation process to determine the precise alignment and design of new arterial corridors. Illustrations of the possible road cross-sections in the vicinity of the suburban centre are provided in Figures

3.6.2c-3.6.2g. The locations of where the various cross sections apply are shown on Figure 2-8 and Figure 2-11.

d) Some collector transport corridor through the Residential zone will be designed to accommodate stormwater swales on the lower-lying areas. An illustration of the possible cross-section for this street is provided in Figure 3.6.2e.

3.6.2.8 Industrial

a) The Structure Plan provides for two areas of industrial activity separated by the Te Rapa section of the Waikato Expressway. To the east of the Te Rapa section the area is separated from sensitive uses and relates to the existing industrial zone in the Te Rapa/Wairere/Mangaharakeke corridor.

b) To the west, in the Employment Area, the physical environment includes the central green stormwater and recreational corridor linking Lake Waiwhakareke and Lake Rotokauri. Large parts of the area adjoin the residential zone and have a direct interface with it.

3.6.2.9 Staging

a) Constraints on the availability of infrastructure and network capacity limit the extent to which land can be released for development. Until capacity and services are available, it is essential the development potential of the remaining Rotokauri area is not compromised by interim development.

b) Council's Long Term Plan or Annual Plan sets out the programme for providing infrastructure to service growth. Where a developer wishes to pursue development ahead of Council's programmes a Development Agreement will need to be entered into with Council to ensure that the infrastructure is provided in a way which is efficient and sustainable from a city wide perspective. In these cases it is anticipated that developers will bear the full cost of infrastructure provision.

This approach will enable growth in areas that are not funded for infrastructure to be funded by developers under Development Agreements between all parties.

Figure 3.6.2a: The Base Site Layout Plan Stage 1

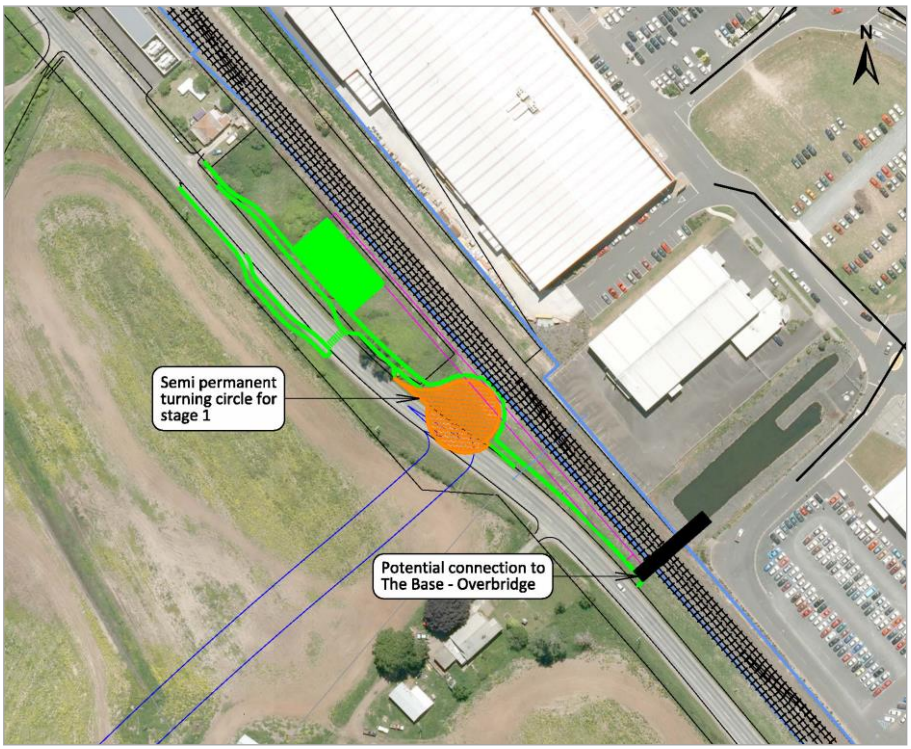
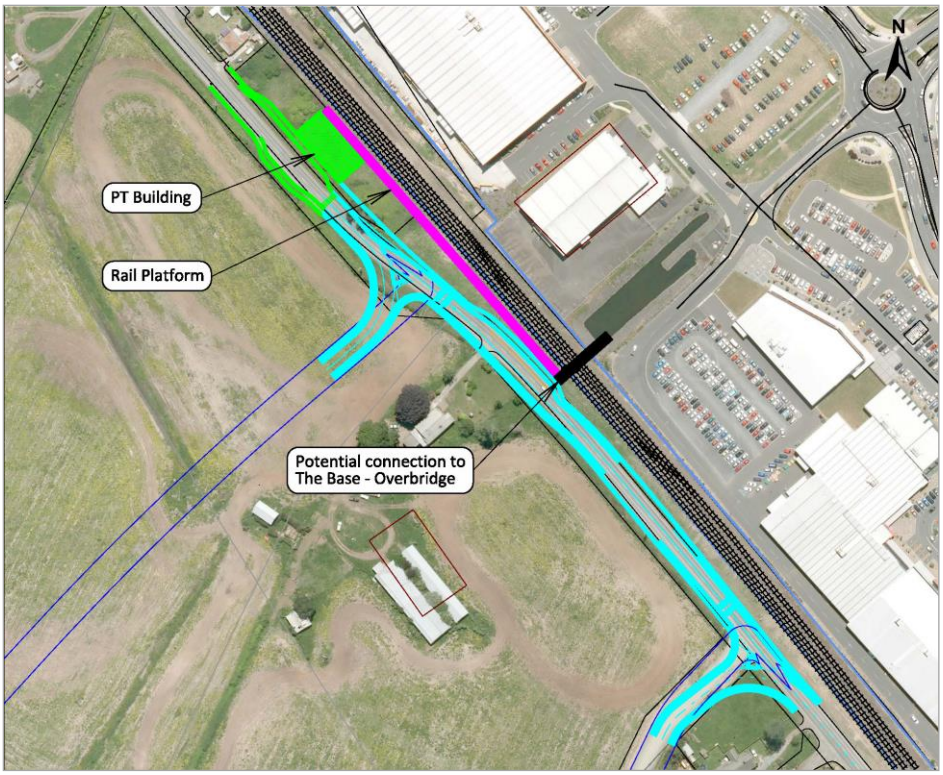


Figure 3.6.2b: The Base Site Layout Development Complex



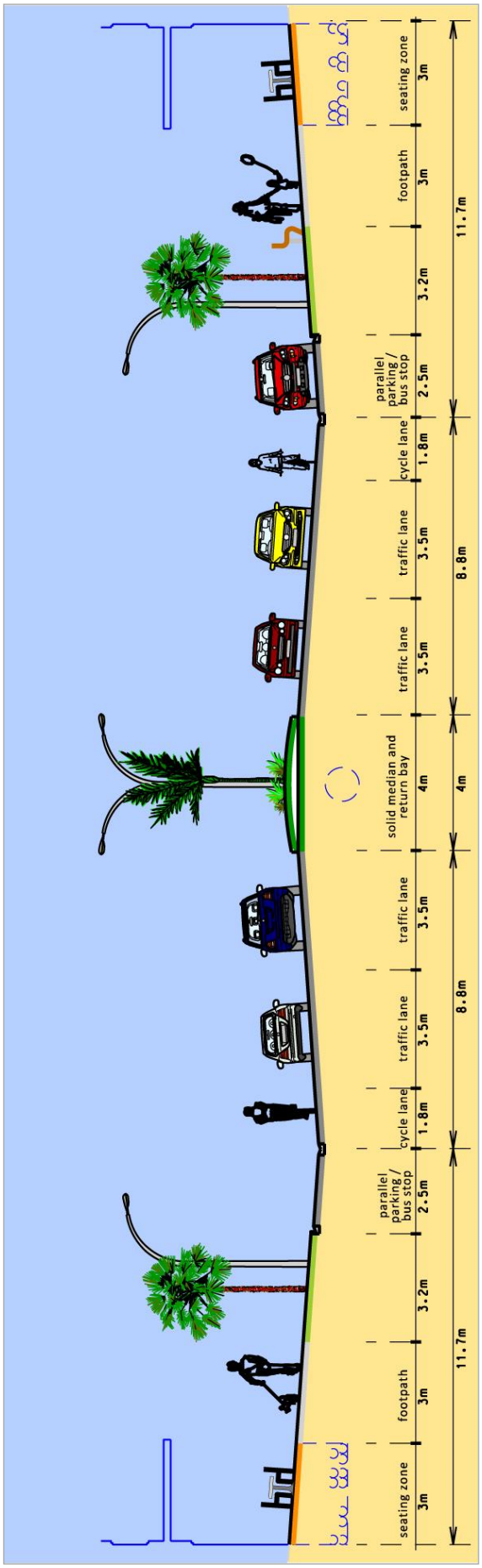


Figure 3.6.2c: Rotokauri Cross-sections – Major Arterial

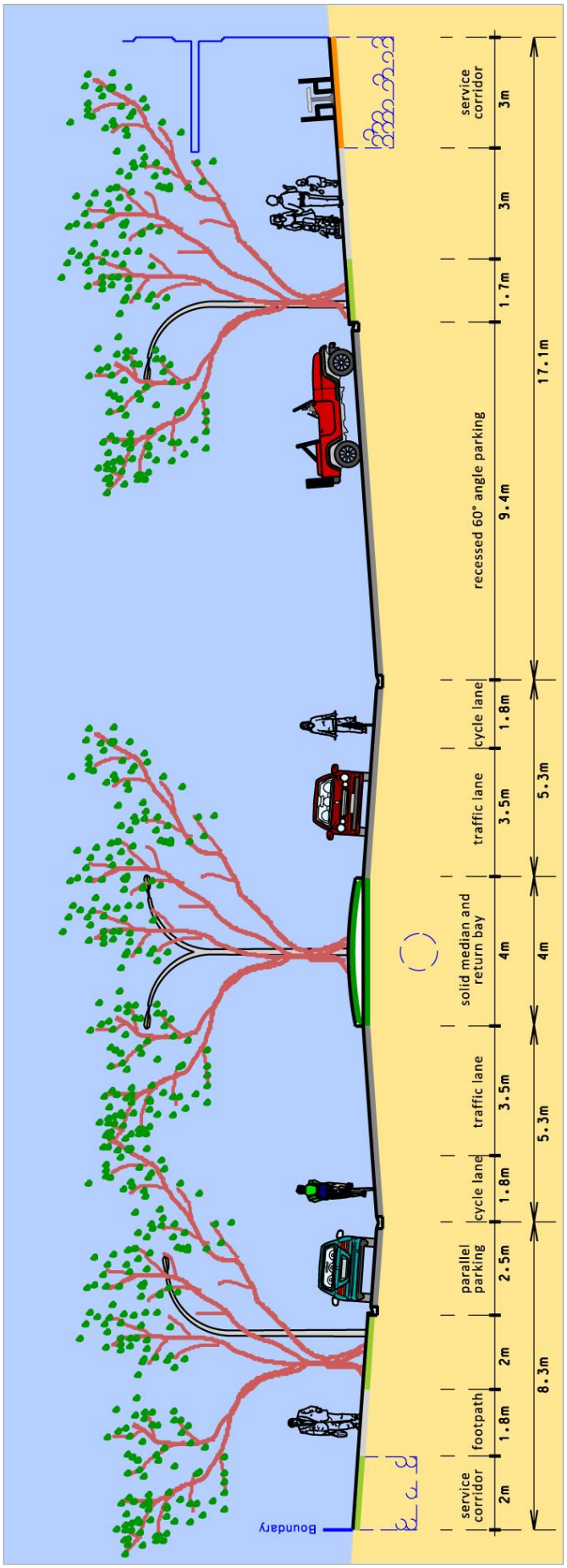
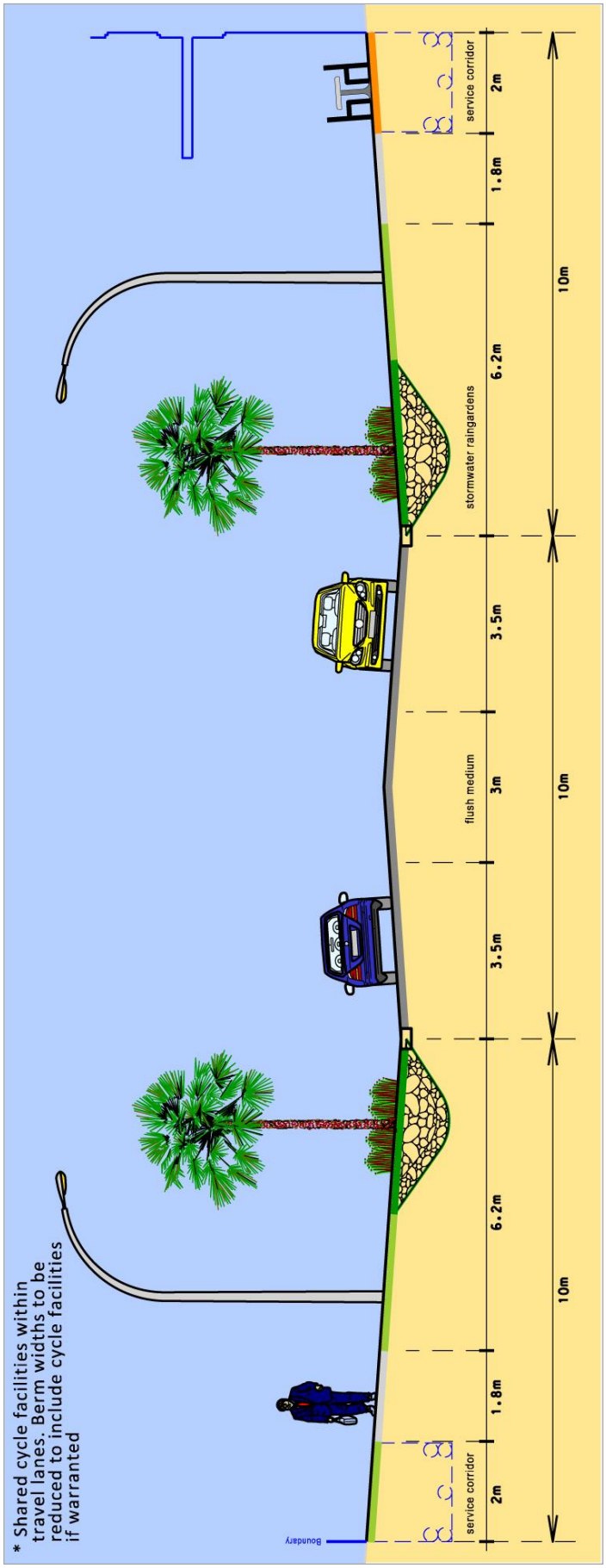


Figure 3.6.2d: Rotokauri Cross-sections – Minor Arterial


service corridor
2m
1.8m
10m
stormwater raingardens
6.2m
3.5m
flush medium
3m
3.5m
6.2m
1.8m
service corridor
2m
10m
10m
10m
Boundary
* Shared cycle facilities within travel lanes. Berm widths to be reduced to include cycle facilities if warranted

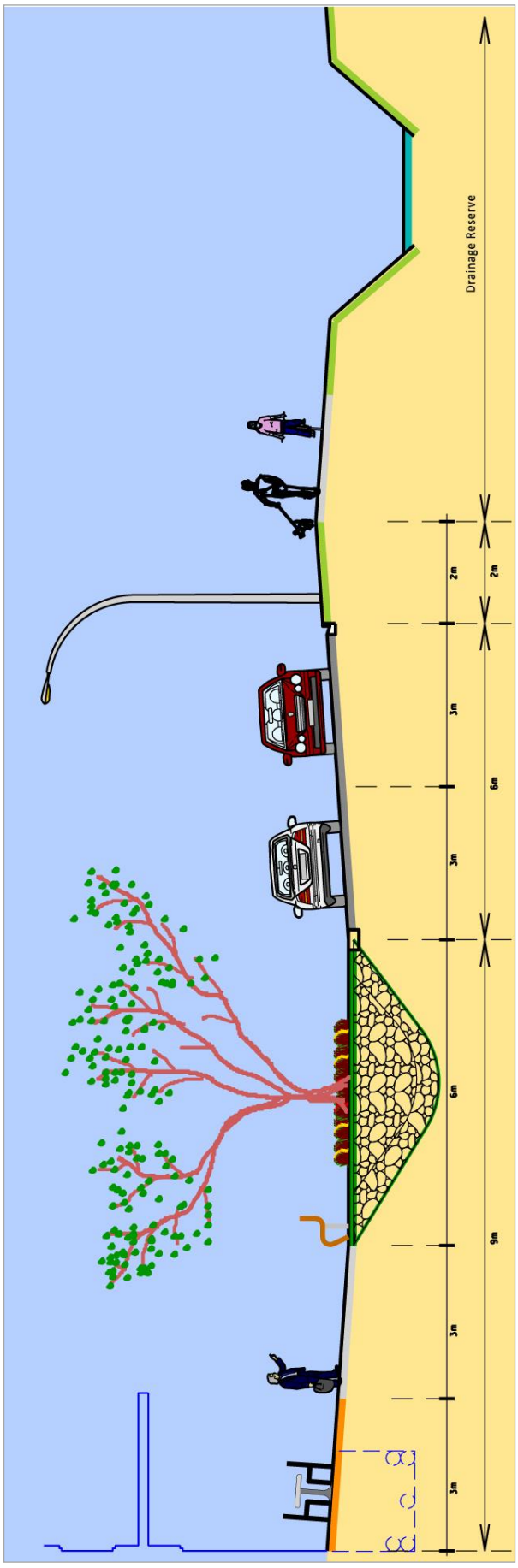


Figure 3.6.2f: Rotokauri Cross-sections - Local

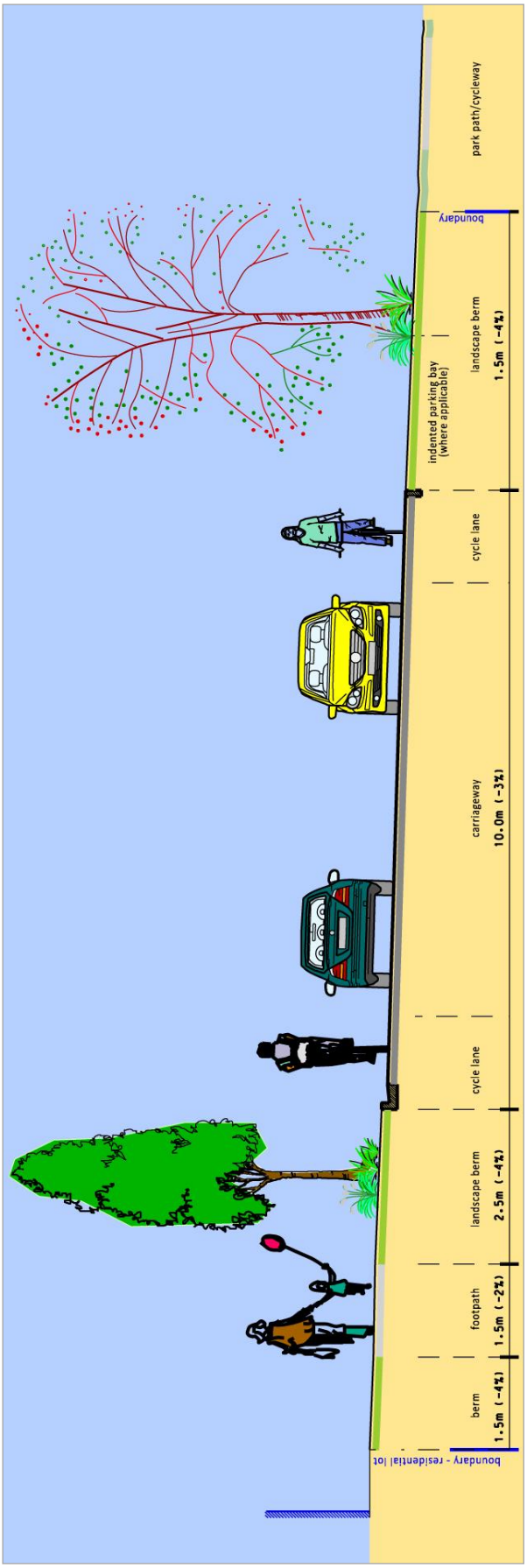


Figure 3.6.2g: Rotokauri Cross-sections – Park Edge Street

3.6.3 Indicative Infrastructural Development Programme (Volume 2, Appendix 2, Figure 2-9)

3.6.3.1 Water, Wastewater and Stormwater Services

a) Progressive development will be serviced by generally extending water supply, wastewater and stormwater services as indicated in the following sections. There is a strong relationship between the routes needed for the three water services and the alignment of proposed roads, as the programme aims to align works as closely as possible to deliver a coordinated and efficient infrastructure programme.

b) Water Supply

i. The Rotokauri area is characterised by elevated hill terrain with several high areas above ridge line (RL) 50 metres. These elevated areas require a higher pressure water supply than is typically required in Hamilton, so it is intended that a special high-pressure water supply zone will be created to provide an adequate level of service. A pressure boost pumping station will be built near the intersection on Baverstock and Brymer Roads with the high-pressure zone pipeline extending northwards along Brymer, Rotokauri and Exelby Roads, and eastwards as necessary to supply the areas of hill terrain.

ii. The flat low lying terrain will be supplied by extending existing watermains northwards and westwards from Rotokauri Road, the intersection of Te Wetini Drive/Arthur Porter Drive/Wairere Drive, Tasman Road, and the Te Kowhai Road Tasman Road intersection. Generally the new pipelines required will be installed in conjunction with roadway construction.

c) Wastewater

i. A new wastewater interceptor pipeline has already been laid from the Pukete Wastewater Treatment Plant westwards across the railway line and along the Te Rapa section of the Waikato Expressway. This pipeline is intended to be the main wastewater pipeline for the whole of the Rotokauri area. The pipeline will be extended westwards beyond the Te Rapa section to Te Wetini Drive, and then southwards. Ultimately this pipeline will also be used to supplement the western interceptor in its role of conveying wastewater from southern and western parts of the City. Lateral pipelines laid both westwards and eastwards to this interceptor pipeline will provide servicing to the proposed employment and residential areas. The laterals may require pumping stations to traverse the central green drainage corridor.

d) Stormwater

i. Rotokauri poses some special challenges in managing stormwater; there are no natural outfalls for stormwater in the area. Rotokauri has three main sub-catchments:

- Mangaheka
- Lake Rotokauri
- Ohote

Figure 3.6.3a identifies the indicative location of the boundaries of the three sub-catchments within the broader Rotokauri Catchment. The final location of these sub-catchments' boundaries will be determined following the completion of the full Integrated Catchment Management Plan (ICMP) for the Rotokauri catchment, in accordance with the Council's Comprehensive Stormwater Discharge Consent.

The integrated catchment management plan for Rotokauri will be developed to include the strategic and integrated approach to stormwater management throughout the Rotokauri growth cell. The integrated catchment management plan will provide a management framework that ensures that individual stormwater discharge proposals will not adversely affect the ecological values of the receiving watercourses and lakes. The following principles will be used to guide the formulation of the integrated catchment management plan.

- Stormwater is managed in a manner that minimises the effects of urban development on downstream receiving waters.
- Stormwater is managed to ensure that water being disposed of into Lake Rotokauri does not further degrade that water body.
- Areas of significant indigenous vegetation, water features and habitats will be safeguarded and enhanced.
- A combination of low impact stormwater design solutions and conventional piped drains will be utilised in an integrated manner to suit the soil and topographical characteristics of particular areas.

ii. **Mangaheka Catchment**

This catchment comprises land to the east of the Te Rapa section. The Mangaheka catchment stormwater management will comprise the following key elements:

- Managed flows will be directed into the existing Mangaheka Stream drainage network;
- A series of open swales discharging into a stormwater detention wetlands with individual lot and piped trunk drainage directed into the swales.

iii. **Lake Rotokauri Catchment**

This catchment comprises the bulk of the Rotokauri Structure Plan area to the west of the Te Rapa section, extending north to the northern-most extent of the central green corridor. A key part of the stormwater drainage plan is to provide constructed floodways through the area. Overland-flow swales, wetlands and conventional piped drains will collect stormwater and discharge to the floodways. The floodways will be sized to store stormwater during storms with controlled release to receiving waters in Lake Rotokauri, and Te Kowhai and Te Rapa streams. The flat topography will be characterised by shallow drains and high groundwater levels. Conventional piped stormwater drains will be used on the hill terrain discharging to the collector swales on the flat land.

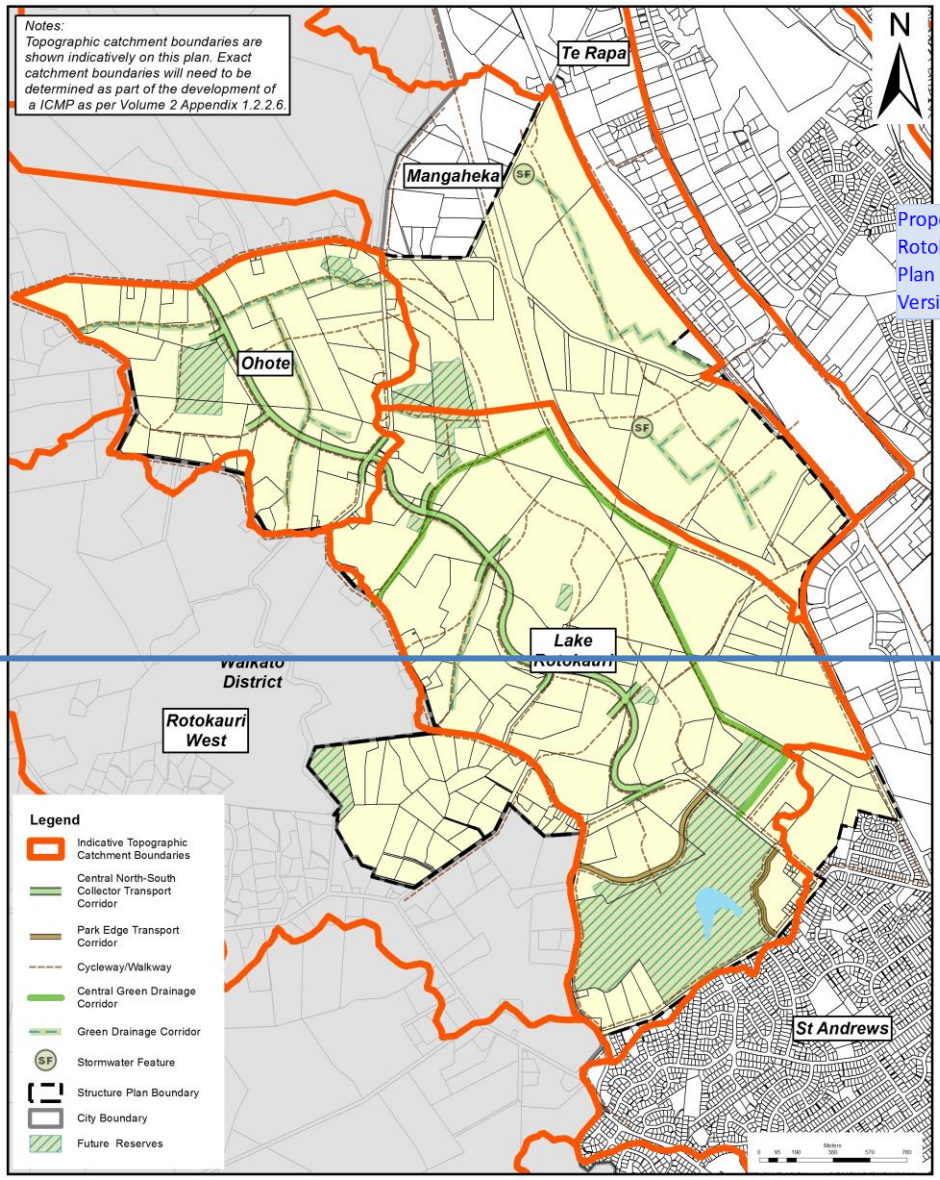
The existing open drain from Lake Waiwhakareke to Lake Rotokauri will serve as the main drain in the greater part of the developed Rotokauri catchment, although it will be subject to some adjustment to its alignment to achieve an improved relationship to eventual land use. This floodway is intended to be a

component of an 'ecological corridor' between the two lakes effectively linking Waiwhakareke heritage reserve with Lake Rotokauri. The ecological corridor will also provide planted open space, walking and cycling pathways. The improved drainage channel and ecological corridor will be formed as development takes place along its length. The floodway needs to have continuity of shape and alignment from one property to the next.

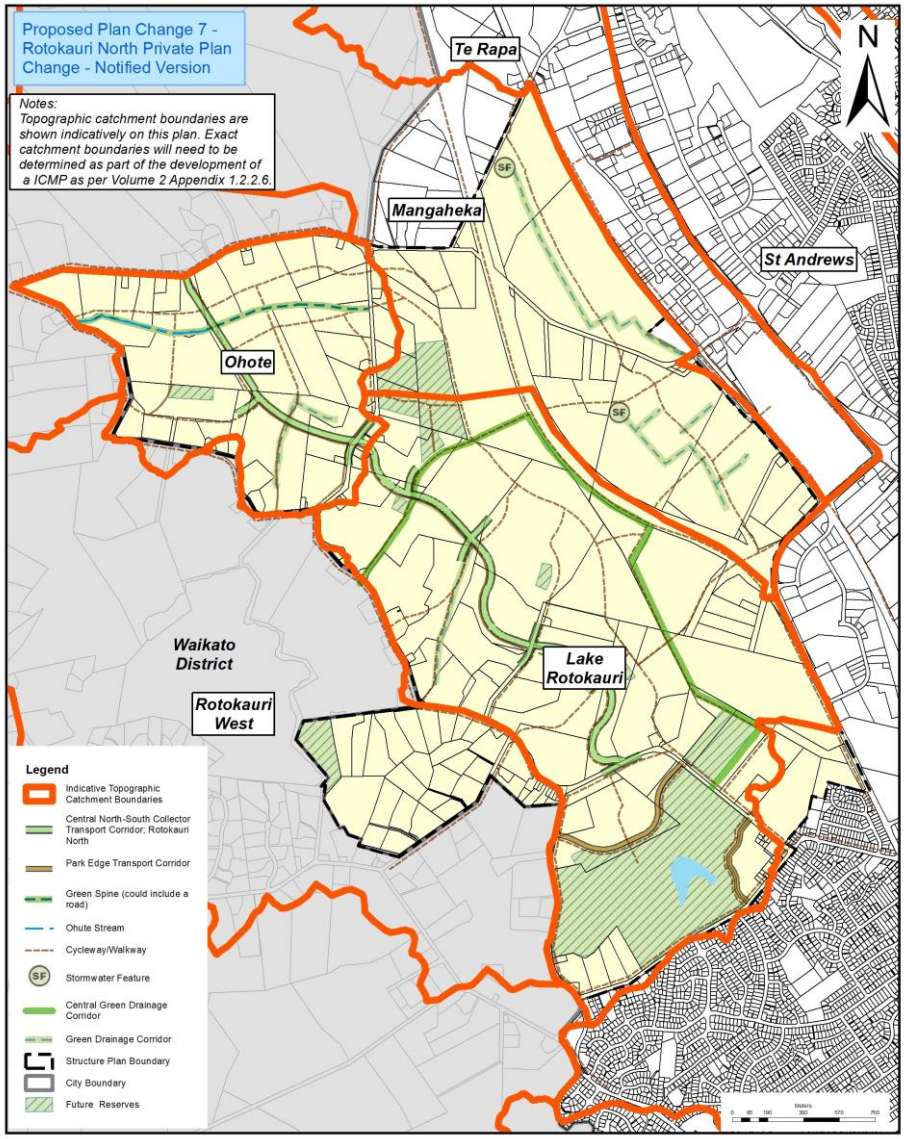
iv. **Ohote Catchment**

The Ohote Catchment comprises an area at the northern extent of the structure plan area, to the west of the Te Rapa section and north of the central green corridor. This catchment will be treated similarly to the Lake Rotokauri catchment except its discharge location is to the existing culvert to the northern end of Exelby Road. The east-west green drainage corridor parallel to Te Kowhai Road will be sized to accommodate the full Ohote catchment.

Figure 3.6.3a: Rotokauri Catchment Boundaries



Proposed Plan Change 7: Rotokauri North Private Plan Change - Notified Version



3.6.3.2 Roading

a) The Rotokauri Structure Plan area has a critical relationship to the City's arterial transport network. Te Rapa Road, Wairere Drive and Mangaharakeke Drive are heavily trafficked and growth is anticipated as the routes are the key corridors to the City's industrialised 'western corridor' and direct access to key regional facilities such as the Central City, the hospital, educational campuses and the inland freight village at Crawford Street.

b) Traffic growth assessments support the development of Stage 1A based on specific transport corridors and connections being in place.

c) The works necessary to support the development of State 1A consist of the following package.

i. Collector Road connection between Ruffell Road and Te Kowhai Road. (Developer to provide.)

ii. Collector Road connection between Te Wetini Drive/Arthur Porter Drive/Wairere Drive intersection and Te Kowhai Road at a point 300m west of the North Island Main Trunk Railway (NIMTR). (Developer to provide.)

iii. Te Wetini/Akoranga intersection to Rotokauri Road arterial connection.

iv. Rotokauri Road urban upgrade between Baverstock Road and new Rotokauri residential arterial.

d) The release of land beyond Stage 1A will be contingent upon the availability of network capacity which may arise as a result of traffic generation being less than anticipated in the traffic growth assessments, or from completion of new infrastructure. Proposals for the development of land in 'Area B' on Figure 15-7a will require careful scrutiny to ensure that adequate network capacity exists to support the development, or will be provided as part of the development and they will not compromise the development of land in 'Area A' on Figure 15-7a. Development will require:

i. Construction of the Rotokauri Minor Arterial Road northwards from the neighbourhood centre, to connect with the extension of the Te Kowhai Road arterial shown on Diagram 15-7b.

ii. The following roading upgrades will be required to service the specific residential growth cells adjacent to Baverstock Road, Brymer Road, Exelby Road, Rotokauri Road and Lee Road. The works are to be undertaken in generally the following sequence as identified on Figure 15-7b:

A. Upgrade of western end of Baverstock Road including the intersection of Brymer Road and north to the Hamilton Zoo entrance.

B. Upgrade of Rotokauri Road between the new residential arterial transport corridor and Brymer Road.

C. Upgrade of Brymer Road from the Hamilton Zoo entrance, northwards to Lee Road.

D. Upgrade of Lee Road.

e) The development of land outside Areas 'A' and 'B' (Figure 15-7a) will need to coincide with the northwards extension of Rotokauri Minor Arterial Road to connect with Te Kowhai Road at the City Boundary.

3.6.4 Provisions in Other Chapters

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

- Chapter 2: Strategic Framework
- Chapter 4: Residential Zone
- Chapter 15: Open Space Zones
- Chapter 20: Natural Environments
- Chapter 21: Waikato River Corridor and Gully Systems
- Chapter 22: Natural Hazards
- Chapter 23: Subdivision
- Chapter 24: Financial Contributions
- Chapter 25: City-wide
- Volume 2, Appendix 1: District Plan Administration

Proposed Plan Change 7: Rotokauri North Private Plan Change - Notified Version

3.6A Rotokauri North

Overview & Vision

The Rotokauri North Structure Plan area is approximately 140 hectares, which previously fell within the Rotokauri Structure Plan area. This chapter refines the Rotokauri Structure Plan with respect to the northern area, and in all aspects will supersede the Rotokauri Structure Plan for any land identified in the "Rotokauri North" area.

The Rotokauri North Structure Plan resulted from the majority of this area being recommended by Council as a Special Housing Area in accordance with the Housing Accords and Special Housing Areas Act 2013. It brings forward the planned growth area associated with part of Stage 2 of the Rotokauri Structure Plan, establishing a new structure plan specific to Rotokauri North, along with objectives, policies and rules. Rotokauri North provides for a Medium Density Residential Zone, and a neighbourhood centre (Business 6 Zone). Rotokauri North is also identified as providing 10% of its housing yield as affordable housing.

It is intended to be a medium density residential community, centred on opportunities to establish a neighbourhood centre, connect to surrounding employment opportunities and provide a connected roading, pedestrian and cycle network. Urban design and form outcomes are prioritised through specific rules relating to this Structure Plan which seek a higher quality of subdivision outcomes, with urban blocks, the avoidance of rear lots and cul-de-sacs wherever possible, and the establishment of an interconnected urban roading network.

A number of specific methods are proposed for Rotokauri North. These implement the Rotokauri North objectives and policies outlined in this chapter. For simplicity, these new objectives and policies are included in Chapter 3, however are implemented through the methods in Chapters 3, 4, 23 and 25.

In the event that there is a conflict between the outcomes and objectives and policies of 3.6A and any other objective/policy in the District Plan, the outcomes sought for Rotokauri North and described in section 3.6A.1 and the objectives and policies in 3.6A.2 shall be afforded a greater weighting.

3.6A.1 Structure Plan Components

3.6A.1.1 Residential

a) Residential development is planned across the majority of the Structure Plan area via the Medium-Density Residential Zone to provide for a variety of site sizes and housing typologies, creating a community with a mixed demographic and opportunities for more affordable living. The Rotokauri North area also includes specific rules to contribute "affordable" housing for First Home Buyers.

b) A Medium Density Overlay A is included on the Structure Plan for sites within 400m of the Business 6 Zone (being a convenient walkable distance). Within the Overlay a greater building height is enabled to support opportunities for intensification of housing opportunities, along with providing a wider range of housing typologies.

c) Duplex dwellings are encouraged across the residential area, as a specific means to achieve land efficiencies to give effect to the affordable housing requirements and elsewhere to provide a variety of housing typologies. An acceptable solution code approach has also been development for a specific high quality duplex

typology to ensure that these integrate with the planned form of development. The specific duplex typology is a permitted activity on eligible lots, while all other designs for duplexes require resource consent.

d) The integration of specific subdivision and land use controls for the Structure Plan area creates a traditional neighbourhood character which comprises public fronts and interface with the street. Specific subdivision controls to ensure high quality urban form outcomes, including establishing urban blocks that relate to an interconnected roading network and avoid rear lots. This ensures that all lots have an appropriate frontage to a street, maximising opportunities to create high quality streetscapes and public places. Minimum lot and urban block dimensions ensure that each lot is capable of accommodating an appropriate dwelling that achieves a high quality interface with the street, supporting building mass towards the street to provide opportunities for rear yards to accommodate private outdoor living courts. Controls to achieve this outcome start at the subdivision stage, where the lot and block shape and dimensions are controlled to ensure that the intended urban form outcomes can be achieved when applying the development controls for residential dwellings.

3.6A.1.2 Neighbourhood Centre

a) A neighbourhood centre of approximately 1.14 hectares is shown within the Structure Plan area, which utilises the Business 6 zone provisions.

b) The neighbourhood centre is intended to serve the day-to-day needs of the residential community.

3.6A.1.3 Open Space Network

The open space network shown on the Structure Plan is intended to provide for a range of functions including stormwater and ecology, and neighbourhood reserves for passive and informal recreation. The following are key components of the open space network as shown on the Structure Plan:

i. Significant Natural Area protection –this includes the existing scheduled SNA 11 Kereru Reserve.

ii. Neighbourhood reserves – three (3) neighbourhood reserves are shown in indicative locations on the Structure Plan. The intention of the neighbourhood reserves are to provide for a range of informal recreation facilities and provide small focal points for the neighbourhood.

iii. Streams and stormwater networks – corridors are shown along identified permanent streams within the site, and along major overland flow conveyance channels. It is anticipated that the corridors will be primarily used for stream enhancement and stormwater management purposes (conveyance, treatment and detention) as required by the sub-catchment ICMP, and may as a secondary function provide opportunities for informal and passive recreation.

The final design, location and extent of the open space network will be determined at detailed design stage which accompanies subdivision. The provision of a sports park is a matter to be pursued through Council's powers and functions within the Local Government Act 2002 to acquire land for district-wide recreational purposes.

3.6A.1.4 Transportation Network

a) The transportation network is based on a hierarchy which includes (in order):

i. State Highway 39 (upgrades proposed as new intersections with the Structure Plan area);

ii. Minor Arterial Road;

iii. Collector Roads; and

iv. Local Roads.

b) The road network is also anticipated to include cycling facilities (either via off road shared paths or on-road) for Minor Arterial and Collectors, and all roads are expected to have pedestrian facilities. Where dedicated cycle facilities or 3m shared paths are proposed, no vehicle crossings over these facilities can be established. This is to support the development of these facilities and to establish safe and convenient pedestrian and cycle networks. Alternative vehicle access using rear lanes, access lots or access from side roads is required.

c) Roads may also be designed to accommodate a swale on the lower lying areas (and in lower parts of the catchment).

d) Illustrations of the road cross-sections are provided in Figures 3.6A-1 to 3.6A-7. These are expected to work in tandem with the Chapter 23 – Subdivision Rules (and take precedence over Appendix 15 guidelines).

3.6A.2 Objectives and Policies

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

Objective	Policies
3.6A.2.1 Development within the Rotokauri North Structure Plan area achieves a medium density residential environment which has high levels of amenity and allows for a range of housing densities and typologies.	**3.6A.2.1a** Enable a medium density residential urban form and character which is defined by: i. a clear definition between public and private spaces, including roads, recreation reserves and drainage reserves; ii. building bulk and massing is focused towards the road frontage and side boundaries of lots, with less development within the rear yards (excluding rear lane accessed garaging); iii. ensuring there is sufficient space between the rear of opposing dwellings to provide privacy and rear yards for outdoor living, along with maintaining reasonable solar access to rear yards; iv. ensuring opportunities for convenient, comfortable and safe interaction at the public / private road boundary interface through the provision of low fence heights, and enabling visually open porch structures extending into the front yard.

Objective	Policies
	v. a reliance on high quality and safe interconnected roads and public open spaces in preference to large private outdoor spaces.
	3.6A.2.1b Enable a diverse range of options for residential development (including smaller vacant lots, duplexes and multi-unit apartment residential developments) which: i. is encouraged by a height overlay on the Structure Plan where in proximity to the Business 6 Zone ii. outside of the overlay is encouraged in close proximity to collector roads and recreation reserves; iii. is supported by the opportunity to reduce dependence on cars by a reduction in the number of onsite car parks for duplexes and apartments; and iv. acknowledge that additional site coverage is required to achieve higher density outcomes, particularly where onsite parking is accessed by a rear lane.
	3.6A.2.1c Enable appropriate duplex housing that support an urban street frontage character: i. on sites with a sufficient road frontage width; ii. where there is a combined vehicle crossing; iii. the dominance of car parking is minimised; and Otherwise evaluate other duplex housing opportunities based on their ability to minimise the adverse effects of car parking on building setbacks and the dominance of these elements to an urban streetscape.
	3.6A.2.1d Control road façade elements to ensure dwellings relate to the road, including height controls, 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.
	3.6A.2.1e 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.
	3.6A.2.1f Enable outdoor living spaces which:

Objective	Policies
	i. Are commensurate with medium density development, ii. Are primarily focused at the rear of dwellings for privacy iii. Are supported by opportunities to utilise front porches for outdoor living (as transitional spaces and to enable interaction with the street)
	3.6A.2.1g Recognise the opportunity for service functions within side yards, garages and rear lanes.
3.6A.2.2 Opportunities for a neighbourhood centre are enabled	**3.6A.2.2a** The neighbourhood is supported by a neighbourhood centre to service the day-to-day needs of the residents and future employees of adjoining industrial areas, and to enable local employment.
	3.6A.2.2b Support the neighbourhood centre by directing retail activities to the Business 6 Zone and discouraging them within the residential zones.
3.6A.2.3 Subdivision shall be designed comprehensively to deliver a well-planned medium density environment	**3.6A.2.3a** Subdivision in the Rotokauri North Structure Plan supports medium density housing and is designed to: i. Create lots which are rectangular in shape and have a greater depth than width. ii. Enable superlots (i.e. large vacant lots) of suitable shape and size to provide for apartment developments; ii. Form a well-connected block structure that avoids rear lots wherever possible and minimises cul-de-sac streets to only where there is no practical alternative or where adjoining the green spine, and where pedestrian connectivity can still be achieved; iii. Maximises street or pedestrian frontage to public open spaces, and where possible at least one side of streams or any drainage reserves longer than 250m; iv. Maximises land efficiency so as to promote affordable housing whilst achieving clauses i and ii above; v. Enables subdivision of a permitted activity duplex dwelling; vi. Enables subdivision around an approved land use consent;

Objective	Policies
	vii. Is consistent with the Rotokauri North Structure Plan.
3.6A.2.4 Encourage a legible roading layout that supports a range of travel modes, whilst: (a) minimising effects on the State Highway; (b) providing a strong definition of public spaces; and (c) reinforcing a clear differentiation between the private and public realm. (d) managing speeds with the Rotokauri North roading network (excluding the State Highway)	**3.6A.2.4a** The roading network maximises vehicular, cycling and pedestrian amenity, connectivity and permeability wherever possible, consistent with the roading hierarchy, and that the local road network is designed to achieve a low speed environment.
	3.6A.2.4b Encourage roads to form urban blocks and to front public open spaces.
	3.6A.2.4c Avoid driveway crossings over dedicated protected cycle lanes or 3m wide shared paths on the minor arterial and collector roads identified on the structure plan by enabling access from side roads, access lots or rear lanes.
	3.6A.2.4d Avoid new driveway crossings onto the State Highway, or new roading connections which are not identified on the Structure Plan.
	3.6A.2.4e Encourage vehicle crossings serving two dwellings to be combined, and otherwise co-located to maximise lengths of footpath unencumbered by crossing.
3.6A.2.5 Subdivision and development is coordinated with the delivery of infrastructure.	**3.6A.2.5a** Require subdivision and development to coordinate and undertake the commensurate level of infrastructure design, funding and implementation.

Objective	Policies
	3.6A.2.5b Require subdivision and development to implement the Rotokauri North Sub-Catchment Integrated Catchment Management Plan.
3.6A.2.6 To promote availability of affordable housing to First Home Buyers.	**3.6A.2.6a** For new developments containing 15 or more individual residential housing units or involving the creation of 15 or more fee simple titled sections, 10 percent of the new individual residential housing units should be affordable for First Home Buyers, with the purchase price to be set relative to the average QV house price in Hamilton at the time of sale to the First Home Buyer.
Explanation *The objectives reflect 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).* *The objectives recognise that the environment must create liveable and useable spaces, and the policies and associated methods 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. The achievement of this pattern of development 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.* *Subdivision need not meet policy 23.2.3a, instead the comprehensive development of the area is achieved by specific lot and urban block dimensions rules for achieving the layout on the Rotokauri North Structure Plan.* *In recognition of the affordable housing requirement that underpins Rotokauri North, the rules support the development and subdivision of duplex dwellings and apartments where these have frontage to the road network and are on fee simple titles.*	

3.6A.3 Provisions in Other Chapters

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

- Chapter 2: Strategic Framework
- Chapter 4: Residential Zones
- Chapter 5: Business 1-7 zones

- Chapter 19: Historic Heritage
- Chapter 21: Waikato River Corridor and Gully Systems
- Chapter 22: Natural Hazards
- Chapter 23: Subdivision
- Chapter 24: Financial Contributions
- Chapter 25: City-wide
- Volume 2, Appendix 1: District Plan Administration
- Volume 2, Appendix 15 Transportation

3.6A.4 Other Specific Provisions/Rules

3.6A.4.1 Affordable Housing

1) New residential developments containing 15 or more individual residential housing units/ fee simple titled sections must provide for affordable dwellings that will meet the following requirements:

i. All resource consent applications requiring the provision of affordable individual residential housing units / fee simple titled sections must be accompanied by details of the location, number and percentage of affordable individual residential housing units / fee simple titled sections.

ii. Where parent fee simple titled sections or superlots are proposed for future duplex or terrace dwellings to meet these requirements for affordable housing, the yield and future subdivision opportunity for individual fee simple titled sections needs to be identified and included in the total yield calculation.

iii. At least 10% of the individual residential housing units in the resource consent application are to be built/ on provided on their own exclusive fee simple titled sections (and are not unit titles under the Unit Titles Act 2010).

iv. The affordable house is sold on the open market to a First Home Buyer, being a person that has not previously held a fee simple title in a residential property, either solely or jointly with another person (including as a trustee of a trust). A person is not a first home buyer if that person is directly or indirectly controlled by, or an affiliate of, a person that would not be a first home buyer.

v. Each affordable house is sold to a First Home Buyer at a price that is no more than 90% of the average Hamilton city residential house value, as shown in the most recently released June figure published by Quotable Value (www.qv.co.nz) at the date of the sale and purchase agreement (to transfer the property to the First Home Buyer).

vi. For resource consents involving stages, a proportionate number of affordable individual residential housing units and/or fee simple titled sections must be provided at each respective stage on a pro rata basis and spread throughout the development.

vii. If the calculation of the percentage of dwellings (and/or fee simple titled sections) that must be affordable dwellings (and/or fee simple titled sections) results in a fractional dwelling (or fee simple titled sections) of one-half or more, that fraction

is counted as 1 dwelling (or vacant site), and any lesser fraction may be disregarded.

viii. A consent notice must be placed on the computer freehold register for the respective affordable individual residential housing units and/or fee simple titled sections at the time of subdivision s224(c) requiring the above criteria be met for three years from the date of the transfer to the eligible First Home Buyer.

ix. Any non-compliance with the above shall be assessed as a Discretionary Activity.

For the avoidance of doubt, subdivision applications creating blocks/lots which are capable of containing multiple dwellings should utilise the total expected number of dwellings to result in that stage as the total number of dwellings/lots to be created in that stage for the purposes of calculating the relevant proportional number of affordable dwellings, and allocate a specific number of affordable units to any superlot.

For the purpose of this rule, terrace dwellings mean three or more attached residential dwellings not in vertical apartment configuration.

3.6A.4.2 Staging and Infrastructure Provision

Any development in the Rotokauri North Structure Plan Area beyond Stage One shall be undertaken in accordance with the following.

a) Wastewater

i. Prior to any development requiring wastewater infrastructure (or connection to existing infrastructure) beyond Stage One occurring, a report prepared by a suitably independent, experienced and qualified person shall be submitted with any resource consent application for such development, which outlines the quantum of residential development beyond Stage One that can be satisfactorily serviced in terms of wastewater with the Stage One interim transfer main and a single pump station (WWPS1) as shown in Appendix 2 Figure 2-9A.

ii. Once development has reached the threshold identified in that report, any resource consents for development requiring wastewater infrastructure (or connection to existing infrastructure) shall include and provide for the following:

a. Construction and commissioning of a second pump station (WWPS2);

b. Extension of the wastewater reticulated network in the permanent alignment shown in Appendix 2 Figure 2-9A 2 with a 600 mm diameter wastewater main (or any other alignment or pipe size as agreed with Hamilton City Council in writing prior to lodging any such consent) from Burbush Road connecting to the Far Western Interceptor; and

c. Decommissioning and removal of the interim Stage One wastewater infrastructure (as shown in Appendix 2 Figure 2-9A being the interim transfer main along Te Kowhai Road and connection with the Far Western Interceptor).

b) Water

i. Resource consents for development requiring water supply infrastructure (or connection to existing infrastructure) beyond Stage One shall include and provide for the following:

a. Extension of the water supply network by the completion of a 450mm diameter pipeline from Arthur Porter Drive to the North-South Minor Arterial (Strategic Infrastructure, east of Burbush Road,) as shown in Appendix 2 Figure 2-9A and from there through the Rotokauri North Structure Plan along an alignment and with the pipeline diameters as agreed with Hamilton City Council in writing prior to lodging any such consent.

c) Stormwater

i. Prior to any development requiring stormwater infrastructure (or connection to existing infrastructure) beyond Stage One occurring, a sub-catchment integrated catchment management plan for Rotokauri North (the RNICMP) prepared by a suitably independent, experienced and qualified person shall be submitted with any resource consent application for such development (as required by Rule 25.13.4.1).

ii. Any resource consents for development requiring stormwater infrastructure (or connection to existing infrastructure) shall include and provide for construction and commissioning of the stormwater infrastructure as required by the RNICMP commensurate with that required to service that stage of development, including any amendment to the RNICMP as is agreed with Hamilton City Council in writing prior to lodging any such consent.

d) Transport

i. Prior to any development beyond Stage One occurring, an Integrated Transport Assessment (ITA) report prepared by a suitably independent, experienced and qualified person shall be submitted with any resource consent application for such development (as required by Rule 25.14.4.3). The purpose of the ITA is to identify the number of lots/dwellings that can be developed beyond Stage One, prior to the construction of the strategic transport corridors identified below.

Note: it is acknowledged that as a staged development the construction of the strategic transport corridors may not necessarily be required at the same time, therefore the "triggering" of specific thresholds identified in the ITA may be dependent on the sequence of staging.

ii. Once development has reached the threshold identified in the ITA report (as relevant to "triggering the necessary strategic transport corridor"), any resource consents for further residential lots/dwellings shall include and provide for the following:

a. Extension of the primary east-west collector route (as shown in Appendix 2 Figure 2-9B) from Stage One in an eastwards direction connecting to Burbush Road; and

b. Construction of the north-south arterial corridor (as shown in Appendix 2 Figure 2-9B) that lies within the Rotokauri North Structure Plan area.

3.6A.4.3 Staging Activity Status

a) Any application for resource consent not in accordance with Rule 3.6A.4.2 is a discretionary activity.

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

i. Whether the works have been otherwise authorised, including by way of a resource consent.

ii. The extent to which alternative provision for water, wastewater or stormwater has been incorporated into development proposals that are in non-compliance with Rule 3.6A.4.2, as supported by technical reports that demonstrate additional infrastructure provision is not required.

iii. The extent to stormwater management proposals are consistent with the RNICMP and more broadly the Rotokauri Integrated Catchment Management Plan and/or the Mangaheka Integrated Catchment Management Plan (whichever is the relevant document for the Catchment).

iv. The extent to which additional traffic arising from development that is in non-compliance with Rule 3.6A.4.2 will adversely impact on the efficiency and safety of Exelby Road and Burbush Road.

v. Mitigation works to ensure that development does not result in long term adverse effects on the efficiency, safety and functioning of the existing and planned transport network.

vi. Certainty of timing over the construction of the Rotokauri north-south minor arterial corridor and the extent to which this enables a departure from the provisions of Rule 3.6A.4.2.

vii. Where development has occurred outside of Stage One ahead of the lots/dwellings planned for this area, that this be considered as a relevant mitigating factor.

viii. The timing of any other planned local network upgrades that would contribute to the offset of the effects of traffic generation.

c) Any discretionary application for resource consent not in accordance with Rule 3.6A.4.2 shall be considered in accordance with the normal tests for notification under the RMA.

3.6A.4.4 Explanation to Rules

Rotokauri North was initiated under the Special Housing Policy. The development of the area is out of sequence with HCC's urban growth strategy and is not funded in the Councils 2018-28 10-year plan. Rotokauri North requires off site infrastructure works associated with wastewater disposal, roading, water supply and onsite-works to provide for

stormwater. A private development agreement exists between Council and developers that enables the development of this area ahead of programme subject to provision of adequate infrastructure. These rules ensure that adequate infrastructure is in place (or will be in place prior to the issue of 224(c) for any development) to service development at Rotokauri North as it occurs.

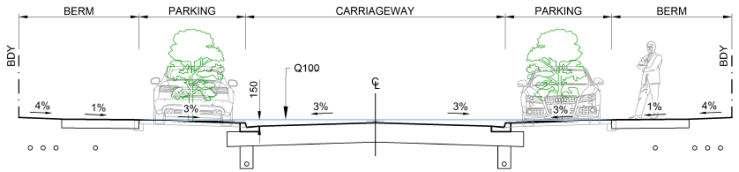


Figure 3.6A-1 **INDICATIVE LOCAL ROAD CROSS SECTION**

NOTE: THIS SECTION ONLY APPLIES FOR CATCHMENTS UP TO 1.5 ha

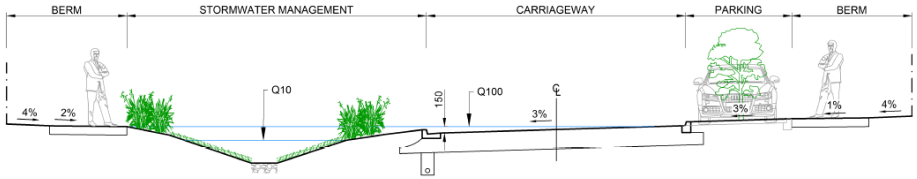


Figure 3.6A-2 **INDICATIVE LOCAL ROAD CROSS SECTION OPTION WITH PARKING ONE SIDE**

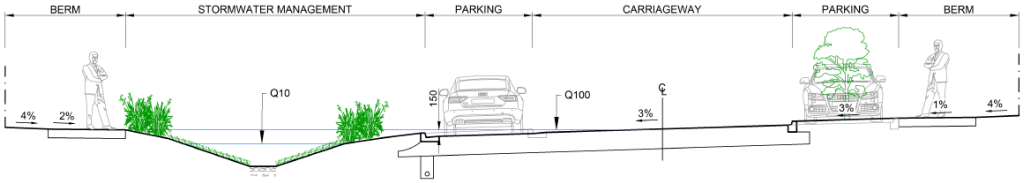


Figure 3.6A-3 **INDICATIVE LOCAL ROAD CROSS SECTION OPTION WITH PARKING BOTH SIDES**

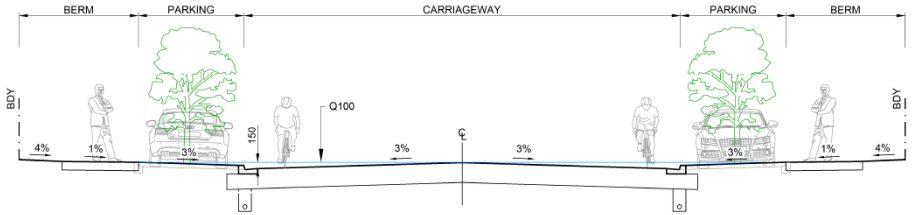


Figure 3.6A-4 **INDICATIVE COLLECTOR ROAD CROSS SECTION WHERE NO SWALE IS REQUIRED**

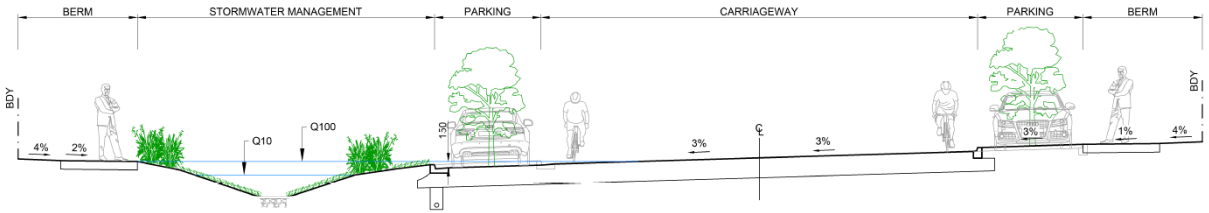


Figure 3.6A-5 **INDICATIVE COLLECTOR ROAD CROSS SECTION WITH SIDE SWALE**

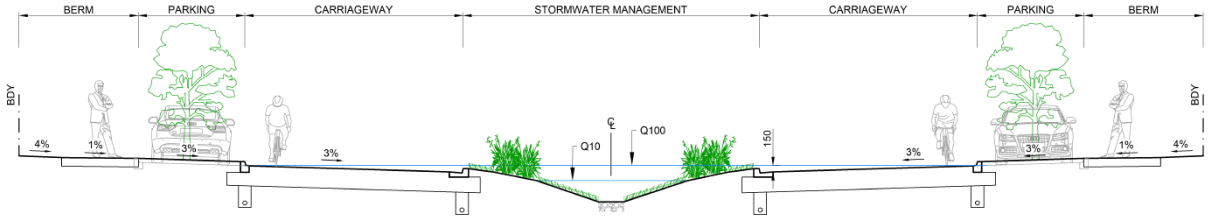


Figure 3.6A-5 **INDICATIVE COLLECTOR ROAD CROSS SECTION WITH CENTRAL SWALE**

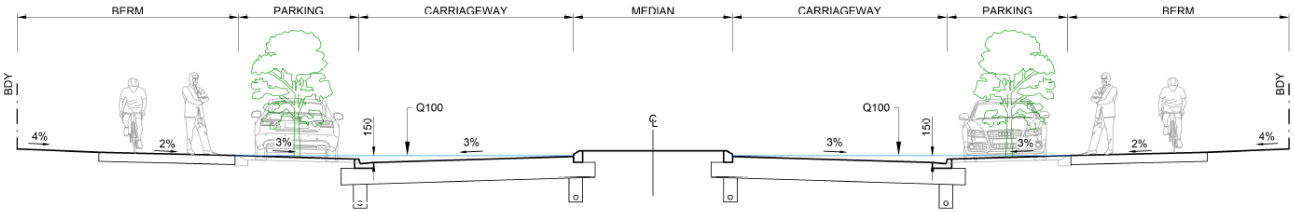


Figure 3.6A-6 **TYPICAL MINOR ARTERIAL ROAD CROSS SECTION (WHERE SWALE IS NOT REQUIRED)**

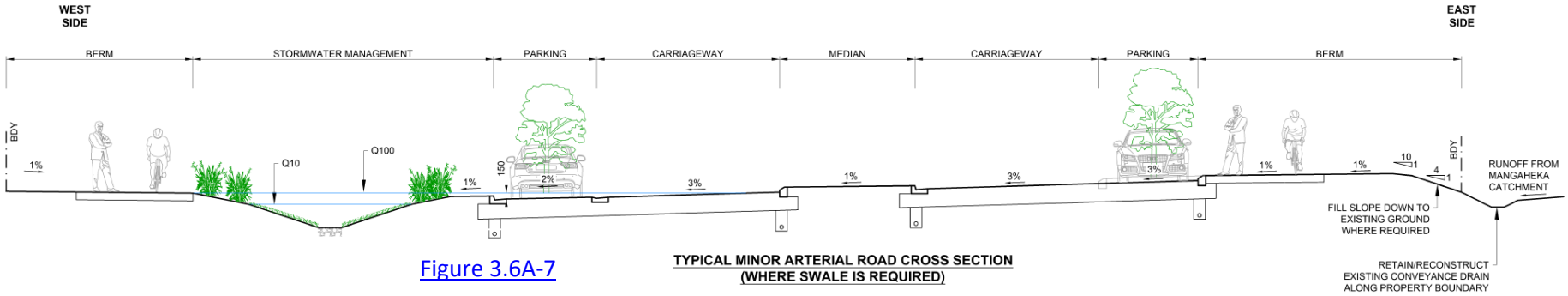


Figure 3.6A-7 **TYPICAL MINOR ARTERIAL ROAD CROSS SECTION (WHERE SWALE IS REQUIRED)**

3.7 Ruakura

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

Vision

a) Development of the Ruakura Structure Plan area has been guided by the following vision.

   i. The expansion of the City to provide a significant new employment area based around the development of an inland port and regional logistics hub which will form a catalyst for further development and attract a wider range of business to the City.

   ii. Maximise the use of existing infrastructure investment, including the railway network, and align land use patterns with the area's planned infrastructure investment to achieve integrated transport and land use development; with an emphasis on logistics and freight.

   iii. Create opportunities for the ongoing development of research, learning and innovation activities and in doing so recognising the importance of the University of Waikato, the AgResearch Campus and the Waikato Innovation Park to the City and the Region.

   iv. Develop comprehensively planned areas of residential housing connecting with Fairview Downs, providing a range of housing choice.

   v. Configure land uses around a comprehensive network of well-connected open spaces that will perform a range of functions including stormwater and ecological management, providing pedestrian and cycle routes, and enabling passive and informal recreation.

   vi. An area of new development within the City which is integrated and complementary with the existing and planned land use pattern for the City.

b) The Ruakura Structure Plan area provides 405ha of employment land incorporating an inland port, regional logistics hub, industrial park and other employment land. It also provides 77ha for research and innovation activities, allowing for the expansion of the existing Waikato Innovation Park and maximising opportunities for connectivity and interaction between the University of Waikato and AgResearch.

c) The Ruakura Structure Plan area provides for an eventual population of approximately 1800 households.

d) The Structure Plan includes the development of the Ruakura Retail Centre which will have unique characteristics and functions to warrant its own classification within the business hierarchy for the City. Located within the Knowledge Zone the centre will support the zone's role as the principal focal point for research and innovation activities, provide retail services to these activities and to adjacent suburbs and will anchor a future passenger transport interchange at its northern end.

e) The Structure Plan creates employment opportunities centred on an inland port and freight and logistics hub and is a strong economic anchor for the City and region, but does not compromise the function, viability and vibrancy of the Central City.

f) The Structure Plan sets out the development concept for the long-term growth of Ruakura over the period to 2061. The area's progressive development will be triggered by the co-ordinated provision of Ruakura Strategic Infrastructure including transport corridors, and extensions to Three Waters supply. Ruakura Strategic Infrastructure which is to be provided in advance of certain development includes:

i. A wastewater network.

ii. Water storage and supply network.

iii. Stormwater management network.

iv. Transport corridor, pedestrian and cycleway connections.

g) The relevant Ruakura Structure Plan area Figures in Appendix 2 indicate the eventual pattern of development within Ruakura whereby infrastructure and open space areas are to be confirmed through detailed design. It includes:

i. Figure 2-14 Ruakura Structure Plan – Land Use (Appendix 2 which shows the land use zoning and open space areas;

ii. Figures 2-15 A and B Ruakura Strategic Infrastructure (Appendix 2):

A shows the strategic infrastructure for the transport network within the Ruakura Structure Plan area;

B shows the strategic three waters network within the Ruakura Structure Plan area;

iii. Figure 2-16 Ruakura Land Development Plan Areas (Appendix 2) which shows the different areas for staged development within the Ruakura Structure Plan;

iv. Figure 2-17 Inland Port Building Setbacks and Landscape Controls (Appendix 2) which shows the setbacks and controls for the Inland Port; and

v. Figure 2-18 Ruakura Cyclist and Pedestrian Network Plan (Appendix 2) which shows the connectivity of the proposed and existing cycle and pedestrian network within the Ruakura Structure Plan area and to surrounding areas.

h) Explanation to Rules

i. The Land Development Consent (see Rule 3.7.4.2) is the key tool to aid the staged process for urbanisation in the Ruakura Structure Plan. All land use, subdivision and development for urban purposes will require resource consent first, being the provision of below ground or at ground infrastructure and services before built development will be considered.

ii. In addition, Staging and Traffic Requirements (see Rule 3.7.4.3) are provided that align with the strategic land allocation for industrial development in the Waikato Regional Policy Statement. This is to ensure that the arterial network has capacity and the safety, efficiency and functioning of the transport network is maintained through the progressive release of land for development.

iii. Land use in the Ruakura Logistics Zone and Ruakura Industrial Park Zone in the Ruakura Structure Plan Area will roll out in three stages in accordance with the Regional Policy Statement's industrial land allocation in the Future Proof Area which is as follows:

Industrial Land Allocation in the Future Proof Area

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

[1] Gross Developable Area includes land for building footprint, parking, landscaping, open space, bulk and location requirements and land for infrastructure including transport corridors, stormwater and wastewater facilities.
[2] Development beyond the 2021 period is subject to completion of the Hamilton section of the Waikato Expressway.

a. The three stages of land use and development in the Ruakura Logistics Zone and Ruakura Industrial Park Zone in the Ruakura Structure Plan area are provided for in Rule 3.7.4.3 of this District Plan.

b. The 405ha identified above comprises the Ruakura Inland Port and Logistics Zone (approximately 195ha) and Ruakura Industrial Park (approximately 210 ha). The staging and timing identified provides for Stage 1 of the Inland Port and logistics zone (shown as A on Figure 2-16 Ruakura Land Development Plan Areas (Appendix 2)) and up to 30 hectares of industrial development within the Ruakura Industrial Park to 2021. The Ruakura Structure Plan area is linked to the development of Hamilton section of the Waikato Expressway. Further development beyond the initial 80ha identified for the 2010-2021 period should not occur until the Hamilton section of the Waikato Expressway is completed and connected to the Ruakura land in a manner that does not undermine the efficient functioning and safety of the transport network, or another infrastructure solution has been demonstrated to satisfy the relevant criteria for alternative land release in Method 6.14.3 of the Waikato Regional Policy Statement.

iv. Land use in the General Residential Zone and the Medium Density Residential Zone in the Ruakura Structure Plan area will roll out in accordance with the provision of all necessary network infrastructure.

v. Land use in Precinct C of the Knowledge Zone in the Ruakura Structure Plan area will roll out in accordance with the provision of Ruakura Strategic Infrastructure and associated network connections.

vi. The boundaries of zones for the proposed land uses within the Ruakura Structure Plan area are defined by the planning maps. Open Space at Ruakura consists of indicative and fixed areas on Figure 2-14 Ruakura Structure Plan – Land use (Appendix 2). The final location of open space notated as indicative will be addressed as part of a Land Development Consent. Any change from the Structure Plan will need to ensure that the alternative provides for the connected and multifunctional purpose of the Ruakura Open Space Zone.

3.7.1 Structure Plan Components

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

3.7.1.1 Ruakura Logistics Zone – Inland Port

a) Ruakura is strategically located to satisfy increasing national demand for facilities to efficiently handle freight, particularly that originating at the Port of Tauranga and the Port of Auckland.

b) The port will be intermodal so freight can be transferred from and to rail and road transport. Railway facilities include sidings, platforms, container hardstand areas, lighting towers, security infrastructure and fire and hazardous substance management facilities and quarantine facilities. It also involves infrastructure including CCTV, communications and data management infrastructure and stormwater management.

c) A full diamond interchange from the Waikato Expressway will service the road-based freight traffic associated with the inland port. In the initial phase, it is envisaged that the inland port will consist of primarily road-based freight until the rail infrastructure is developed.

3.7.1.2 Ruakura Logistics Zone – Logistics

a) This generally comprises large warehouse buildings and large areas of hardstand. Logistics and freight-handling activities include all aspects of freight handling.

b) Due to the costs involved in developing the inland port, and the nature of the infrastructure (such as security and MAF/Customs facilities), it is important that the freight and logistics area is occupied by businesses which use the facilities provided by the inland port rather than more general industrial or employment activities.

3.7.1.3 Ruakura Industrial Park Zone

a) Beyond the area identified for the inland port and logistics is more general industrial land for a wider range of employment and economic activities. This land use is facilitated through a new Industrial Park Zone which encourages industrial activities that support the primary purpose of a port and logistic area, while

avoiding offensive and noxious activities. It is intended that this industrial area will deliver a higher standard of amenity than would ordinarily be associated with an industrial zone.

3.7.1.4 Knowledge Zone

a) The Knowledge Zone provides further employment opportunities and is situated to capitalise on the location of the Waikato Innovation Park, AgResearch Campus and the University of Waikato. The Knowledge Zone is divided into Precincts which reflect these significant land uses. It will provide for a comprehensive range of education, research and development activities with supporting retail and mixed-use activities, all set within a strong landscaped precinct.

b) The Knowledge Zone is strategically important. While the existing Waikato Innovation Park, University and AgResearch Campus are all located within reasonably close proximity, they lack strong connectivity and a common focal area. There are significant opportunities to create an environment which supports the existing primary economic base of the region, along with the potential for new research and innovation activities related to the inland port and logistics hub, in a manner which does not compromise the Central City.

3.7.1.5 Ruakura Retail Centre

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

3.7.1.6 Residential Zones

a) The Ruakura residential area provides for a mixture of development that aligns with the densities proposed for General Residential, Medium-Density Residential and Large Lot Residential Zones. The intention is to provide an area with various housing choices, including site size and housing typologies. Residential development in the General Residential and Medium-Density Residential Zones is positioned to maximise existing connectivity from Fairview Downs and the Hamilton Ring Road. One Integrated Retail Development is provided for within the Ruakura Medium Density Residential Zone to serve the surrounding catchment (see Figure 2-14 Ruakura Structure Plan – Land use (Appendix 2).

b) The area bounded by Percival and Ryburn Roads and the Waikato Expressway is identified on the structure plan as future logistics area (see Figure 2-14 Ruakura Structure Plan – Land Use (Appendix 2). This is to ensure the Regional Policy Statement's industrial land allocation requirements can be given effect to. However, the staged development of this 35 hectare area as part of the inland port is unlikely to be required during the current planning period. A Large Lot Residential Zone has been retained for this area until such time as any future plan

change rezones this area for logistics purposes. Development controls apply to the Inland Port, Logistics and Industrial Park Zones to provide an appropriate level of residential amenity.

3.7.2 Ruakura Strategic Infrastructure

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

3.7.2.1 Transportation Network

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

a) The **Waikato Expressway** forms the eastern boundary of the Structure Plan area. There are two interchanges to the Waikato Expressway connecting to major arterials within the City's network at the Pardoa Boulevard interchange in the north, and the re-aligned Ruakura Road interchange in the south.

b) **Pardoa Boulevard** will initially be two-lane with provision for a four-lane major arterial City Gateway route connecting the Waikato Expressway to the City's Ring Road at Wairere Drive/Crosby Road roundabout. Access is provided via the Spine Road intersection. Strategic water and wastewater infrastructure should co-locate in this corridor.

c) The **Spine Road (North)** is a minor arterial to the north of Pardoa Boulevard and provides strategic connectivity to the future residential development in the north. This will be a two-lane minor arterial road, with direct property access on the western side and intersection only access on the eastern side of the Spine Road. The road corridor will provide for public transport, on-street parking, a shared walking and cycle path and swales for stormwater management. Strategic wastewater and water infrastructure should co-locate within the corridor, coupled with the underground 110kv Transpower transmission line.

d) The **Spine Road (Central)** will be a two-lane minor arterial road south of Pardoa Boulevard to the Fifth Avenue extension. The road corridor provides for public transport, parking, shared footpath and cycle path and a swale area for stormwater management. Strategic wastewater and water infrastructure should co-locate within this road corridor, coupled with the underground 110kv Transpower transmission line through the Medium Density Residential Zone north of Fairview Downs. There is a requirement for staged completion of sections of the Spine Road (Central) prior to development of Land Development Plans.

e) **Fifth Avenue Extension** will initially be two-lane with provision for a four-lane major arterial road extending the Cross City Connector arterial network from Wairere Drive to the Spine Road. It provides for public transport, a shared walking and cycle path and a swale area for stormwater management.

f) The **Spine Road (South)** will initially be two-lane with provision for a four-lane major arterial road from Fifth Avenue south to Ruakura Road West. This extends the Cross City Connector arterial to the Ruakura Industrial Park area. This section includes a road bridge over the East Coast Main Trunk Railway. It provides for public transport, shared footpath and cycleway and a swale area for stormwater

management. Strategic wastewater and water infrastructure will co-locate within the road corridor.

g) **Ruakura Road (Urban)** will continue to function as a two-lane minor arterial road between the Wairere Drive Ring Road and the Spine Road. It provides for public transport and shared footpath and cycle path.

h) **Ruakura Road West** will initially be a two-lane minor arterial road with provision for a four-lane major arterial City Gateway route, connecting the Spine Road major arterial to the Waikato Expressway. A series of signalised intersections will provide access to the Inland Port Ruakura Logistics Zone north, Ruakura Industrial Park Zone and the proposed service centre to the south. The corridor provides for public transport, shared footpath and cycle path and swale area for stormwater management.

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

3.7.2.2 Open Space Network

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

a) Greenway – the green corridor that runs from the north west along Pardoa Boulevard and down adjacent to the Spine Road to link to open space along Silverdale Road and the Mangaonua gully to the south. The greenway includes linear wetlands and vegetated margins, storage basins, low-flow channels, indigenous vegetation plantings, and buffer and interface amenity planting. The greenway will also provide for other functions including pedestrian and cyclist paths, and passive recreation such as seating areas.

b) Gullies – at the northern end (Kirikiriroa Stream headwaters) and southern end (Mangaonua gully) of the structure plan area are gullies which will be protected in the same manner as those across the rest of the City in accordance with Chapter 21 Waikato River Corridor and Gully Systems.

c) Visual amenity and buffer between incompatible activities – open space areas and planting shall provide an effective/suitable buffer, between different types of land uses.

d) Neighbourhood reserves - these provide a range of informal recreation facilities including children's play areas, and spaces for passive and active recreation. Each neighbourhood reserve is expected to provide an area of 0.5 ha and serve a population of 500m radius.

e) Connectivity – open space at Ruakura is intended to contribute to a well-connected network for pedestrians and cyclists.

3.7.2.3 Stormwater

a) The structure plan sits across four hydrological catchments, being the Kirikiriroa, Komakorau, Hamilton East and Mangaonua catchments. Due to the flat topography, most public stormwater devices will be provided for within the

swale/linear wetland network adjacent to the transport network or underneath the national grid transmission lines where opportunities for other land uses are limited. In addition to these linear wetlands and swales, on-site stormwater management devices will also be required to mitigate effects of development. The precise nature and location of these stormwater facilities will be finalised through detailed catchment management planning and modelling undertaken as part of preparing Land Development Consent applications for the growth cell (through Water Impact Assessments) or arising from a full Integrated Catchment Management Plan.

b) Stormwater must be managed in an integrated manner across all catchments with individual developments contributing towards wider network and catchment outcomes.

c) Figure 2-15B Ruakura Strategic Infrastructure – Three Waters (Appendix 2) shows the recommended stormwater discharge points to three of the four catchments (excluding Komakorau). Discharge consents will be required from the Waikato Regional Council prior to the discharge of any stormwater into these catchments from the Structure Plan area.

3.7.2.4 Water and Wastewater

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

b) Any Land Development Consent application will need to be supported by an assessment of options taking account of the whole of life costs for any proposed public infrastructure.

c) The strategic wastewater solution at Wairere Drive/Crosby Road has been developed to service future development needs for the Ruakura Structure Plan area. This wastewater interceptor is to be extended east and then south along the Spine Road to a point south of the East Coast Main Trunk railway line. Beyond the Ruakura Structure Plan area the wastewater interceptor will continue to service growth areas for the City.

d) It is Council's expectation that the entire structure plan area will be serviced in a manner that seeks to avoid the need for any vested pumping stations.

3.7.2.5 Indicative Infrastructure Development Programme

a) Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2) illustrate the Ruakura Strategic Infrastructure. Rules 3.7.4.3 and 3.7.4.4 detail the nature and staging of transportation and three waters infrastructure requirements. Land Development Consents are expected to further refine these transportation and three waters infrastructure needs. It is expected that the provision of the strategic three waters infrastructure network would be integrated, constructed and vested

concurrent with the development of the transport network including the incremental development of the Spine Road.

b) Where strategic infrastructure is developed on land not held by Council, easements in favour of Hamilton City Council will be required to secure access to any public infrastructure. It is Council's expectation that all Ruakura Strategic Infrastructure will be vested in Council.

3.7.2.6 Connections to Ruakura Strategic Infrastructure

a) The Structure Plan sets the overarching pattern of development, which is supported by strategic infrastructure. While the concepts are flexible in their application to some extent, the pattern of development shall be sequenced in accordance with the Ruakura Strategic Infrastructure as shown on Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2). There are critical elements of strategic infrastructure that must be provided for within defined corridors and locations.

b) There is no interim water capacity for the remainder of the Ruakura Structure Plan. Once the reservoir is operational, existing and subsequent development within the Structure Plan will be required to connect to the distribution network from the reservoir which will be serviced from both the existing main connections at Wairere Drive and Peachgrove Road.

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

3.7.3 Objectives and Policies

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

Objective	Policies
3.7.3.1 Land within the Ruakura Structure Plan area will be developed in accordance with the vision for the Ruakura Structure Plan area set out in 3.7 and 3.7.1.	**3.7.3.1a** The expansion of the City to provide a significant new employment area based around the development of an inland port and regional logistics hub which will form a catalyst for further development and attract a wider range of business to the City.
	3.7.3.1b Maximise the use of existing infrastructure investment, including the railway network, and align land-use patterns with the area's planned infrastructure investment to achieve integrated

Objective	Policies
	transport and land use development; with an emphasis on logistics and freight.
	3.7.3.1c Create opportunities for the ongoing development of research, learning and innovation activities; recognising the importance of the University of Waikato, the AgResearch Campus and the Waikato Innovation Park to the City and the Region.
	3.7.3.1d Develop comprehensively planned areas of residential housing connecting with Fairview Downs, providing a range of housing choice.
	3.7.3.1e Configure land uses around a comprehensive network of well-connected open spaces that will perform multiple functions including recreation, stormwater management, cycle ways and walkways, ecological and amenity.
	3.7.3.1f An area of new development within the City which is integrated and complementary to the existing and planned land use pattern for the City.
3.7.3.2 Development and land use activities provide for urbanisation in the Ruakura Structure Plan area and are designed, developed and implemented in a manner which protects the amenity values of surrounding communities and facilities.	**3.7.3.2a** Development and land use will: i. For existing and future residential activities ensure an appropriate level of amenity; and ii. Ensure an appropriate level of amenity in relation to existing and future facilities in the University of Waikato, Waikato Innovation Park and AgResearch. This will be achieved by: i. Mitigating the adverse effects of noise, vibration, lighting, glare, odour, dust, and air emissions; and ii. Ensuring attractively designed buildings and landscaped frontages to key public frontages; and iii. Screening and landscaping adjoining sensitive activities.

Objective	Policies
	3.7.3.2b Land use, subdivision and development of the Ruakura Structure Plan will be undertaken in accordance with Figures 2-14, 2-15A and B, 2-16, 2-17 and 2-18 outlined in Appendix 2 Structure Plans.
	3.7.3.2c Interim land use and development long-term will not compromise the integrity and viability of the land use pattern of the Ruakura Structure Plan area.
	3.7.3.2d The positive effects of logistics, industry, knowledge, residential and open space activities on economic, cultural, social and environmental wellbeing will be encouraged and promoted by providing for these activities.
	3.7.3.2e Logistics, industry, knowledge, residential and open space land zoned as identified on Figure 2-14 will be safeguarded for these purposes.
	3.7.3.2f Industrial land to support the inland port will be released in stages to ensure that co-location and agglomeration benefits of the Inland Port are realised.
3.7.3.3 New urban development within the Ruakura Structure Plan area is serviced by and integrated with the existing and future infrastructure network (Ruakura Strategic Infrastructure – See Figure 2-15 A and B)	**3.7.3.3a** Land within the Ruakura Structure Plan will not be developed until adequate infrastructure is provided and a commitment to the development of the Ruakura Strategic Infrastructure is secured by an appropriate legal mechanism.
	3.7.3.3b Staging and sequencing will ensure the capacity of roading and Ruakura Strategic infrastructure is not exceeded.
	3.7.3.3c The use and development of land for urban development is appropriate when a Land Development Consent has been granted by the Council.
	3.7.3.3d Development will not result in incompatible adjacent land uses with respect to existing or planned infrastructure.

Objective	Policies
3.7.3.4 An integrated and efficient pattern of land use and transportation.	**3.7.3.4a** Integrated Transport Assessments will be undertaken for each Land Development Plan area, and for high traffic generating activities, to manage impacts on existing and planned transport infrastructure including Ruakura Strategic Infrastructure.
	3.7.3.4b The transport network supports efficient passenger transport and walking and cycling, including dedicated facilities on arterial routes.
	3.7.3.4c Development is staged to coordinate with the extension and/or construction of the Spine Road and provides ongoing connectivity to the existing and future transport network.
	3.7.3.4d When road stopping procedures for parts of Ruakura Road and Percival Road are initiated under the Local Government Act to enable the expansion of the Inland Port alternative access proposals shall accord with the following principles: i. A route which provides for travel in the general direction of Hillcrest and Silverdale without significant detours in terms of distance, travel times or connectivity; ii. A route which enables use of alternative modes of transport (particularly walking and cycling); and iii. A route which avoids severance effects for the Percival / Ryburn Road community. iv. A route which maintains north-south connectivity for all modes across the East Coast Main Trunk railway line for Percival Road and Ryburn Road properties until an appropriate connection via the Spine Road is operational. v. A route that avoids direct connection to industrial or logistics properties from Percival Road or Ryburn Road.

Objective	Policies
	3.7.3.4e There will be no direct connection to properties in the Ruakura Logistics Zone (Land Development Plan Area P) and the Ruakura Industrial Park Zone (Land Development Plan Area F) from the currently formed Percival and Ryburn Roads north of the East Coast Main Trunk railway.
	3.7.3.4f Opportunities for improved safety, accessibility, connectivity and efficiency within the transportation network are provided including dedicated facilities on arterial routes.
3.7.3.5 Development maintains or enhances indigenous biodiversity values and mitigates adverse effects on indigenous biodiversity.	**3.7.3.5a** Development will avoid adverse effects on significant indigenous biodiversity in the first instance, and where effects cannot be avoided, they should be remedied, mitigated or offset in order to maintain indigenous biodiversity values.
	3.7.3.5b Protect, and where appropriate enhance, the water quality of adjacent streams and gully systems in order to maintain or enhance indigenous biodiversity values.
	3.7.3.5c Encourage improved indigenous biodiversity outcomes through restoration and enhancement.
	3.7.3.5d Create a greenway which provides opportunities for improved habitat and ecological benefits in the Ruakura Structure Plan and in the downstream receiving environment. The greenway open space and road corridor shall include linear wetlands, their vegetated margins, storage basins, low flow channels, indigenous vegetation planting and amenity planting.
	3.7.3.5e Retain and re-establish viable populations of the black mudfish, longfin eel, shortfin eel, and indigenous lizards within the Ruakura Structure Plan, by the establishment and management of linear wetlands and riparian vegetation.

Objective	Policies
	3.7.3.5f The Land Development Consent will include methods to ensure maintenance or enhancement of indigenous biodiversity values and mitigation of adverse effects on indigenous biodiversity.
3.7.3.6 Land use and development in the Ruakura Structure Plan occurs in a manner which does not compromise the vitality, functions and amenity of the central city and maintains a hierarchy of business centres in Hamilton.	**3.7.3.6a** The distribution, type, scale and intensity of commercial development in the Ruakura Structure Plan will not undermine the vitality, functions, and amenity of the central city.
3.7.3.7 The creation of a regionally significant inland port and logistics hub in Hamilton.	**3.7.3.7a** Logistics, freight handling services and supportive activities and infrastructure shall be provided for in the Ruakura Knowledge Zone.
	3.7.3.7b The positive environmental economic and social effects of logistics and freight handling activities and infrastructure shall be recognised and supported.
3.7.3.8 The continued development of a research, education, innovation and technological activity precinct in a manner which does not compromise the Central City.	**3.7.3.8a** Research, education, innovation and technological activities and supporting activities and infrastructure shall be supported and co-located within the Ruakura Knowledge Zone.
	3.7.3.8b The manufacture and development of prototype goods, where such activities will complement the primary role of research, education and innovation, shall be provided for.
	3.7.3.8c Activities ancillary to and which support the primary purpose of the zone, such as retail and community activities, shall be recognised and provided for.
	3.7.3.8d The shared use of infrastructure, including car parking and buildings to maximise efficiencies of use, shall be encouraged.

Objective	Policies
3.7.3.9 The creation of a high quality Industrial Park in Ruakura.	**3.7.3.9a** Industrial development shall be well designed and of high quality in the Ruakura Industrial Park Zone.
	3.7.3.9b No provision is made for noxious or offensive industrial activities within the Ruakura Industrial Park Zone.
3.7.3.10 An integrated, well-planned residential environment.	**3.7.3.10a** Residential areas shall be comprehensively planned and developed in co-ordination with transport network connections.
	3.7.3.10b Residential areas shall be integrated with and connected to Fairview Downs.
	3.7.3.10c A range of housing choice shall be provided.
3.7.3.11 A centre for locally based retail facilities capable of meeting the day to day needs of the immediate surrounding neighbourhoods.	**3.7.3.11a** Activities within the neighbourhood centre shall principally serve the immediate neighbourhood.
	3.7.3.11b The scale and nature of activities within the neighbourhood centre shall not generate significant adverse amenity effects on the surrounding residential area and transport network.

3.7.4 Rules

3.7.4.1 Ruakura Structure Plan Area

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

a) The Ruakura Structure Plan area as set out in section 3.7 of this Chapter, and

b) Ruakura Structure Plan area Figures in Volume 2, Appendix 2, Figures 2-14 to 2-18.

c) Land Development Rules 3.7.4.2

d) Staging and Traffic Rules 3.7.4.3

e) Ruakura Strategic Infrastructure Rules 3.7.4.4

f) General Matters 3.7.4.5.

3.7.4.2 Land Development Rules

a) A resource consent for a restricted discretionary activity is required for the following activities in the Ruakura Structure Plan:

i. Preparation of land for development purposes including earthworks and vegetation removal.

ii. Construction of roads, pedestrian paths and cycle routes.

iii. Installation of Three Waters infrastructure (including linear wetlands and storage basins).

iv. Works related to the establishment of open space areas.

v. Screen planting associated with the Inland Port (Sub Area A (Inland Port) - see Figure 2-17 Inland Port Building Setbacks and Landscape Controls (Appendix 2)).

b) Land Development Consent shall be obtained for the entire Land Development Plan Area as shown in Figure 2-16, in conjunction with land use, subdivision and development consent under any other rule of the Ruakura Structure Plan. Alternatively, Land Development Consent for activities listed in Rule 3.7.4.2 a) may be applied for in relation to part of a Development Plan Area shown on Figure 2-16 or in combination with all or part of any other Land Development Plan Area : provided that the indicative information for the balance areas of each Land Development Plan Area is included in the application, as detailed in Appendix 1. The boundaries of the Land Development Plan (as shown on Land Development Plan which is submitted as part of any Land Development Consent application) may differ from the areas shown on Figure 2-16, except that for an application for any part of Land Development Plan Area D or F, the full extent of the Spine Road included in those Areas as shown on Figure 2-16 must be included in the Land Development Plan and the Land Development Consent application.

c) A Land Development Plan shall provide the following information as detailed in Appendix 1.2.2.20 Information Requirements – Land Development Plans.

d) Land Development Consent applications will be assessed in accordance with the functions of the Hamilton City Council prescribed in Section 31 of the Resource Management Act. Consents may also be required from Waikato Regional Council under the Waikato Regional Plan e.g. for stormwater discharge.

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

i. Land Development Consents under Rule 3.7.4.2; and

ii. Activities generating 1500 or more vehicle movements per day

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

- New Zealand Transport Agency provided that the requirement for affected party approval shall not apply to activities with an asterisk (*) in the Residential Zones with the exception of LDP Area O.

f) Further to clause (e), all activities within the Inland Port (Sub Area A (Inland Port)- see Figure 2-14 Ruakura Structure Plan – Land use (Appendix 2) classified as a

Restricted Discretionary Activity by Rule 25.8.3.14a) shall be considered without notification or the need to obtain approval from affected persons.

3.7.4.3 Staging and Traffic Rules

3.7.4.3.1 Spine Road Construction Trigger

a) The full extent of that section of the Spine Road (Figure 2-15A Ruakura Strategic Infrastructure-Transport (Appendix 2)) that is within or abuts LDP Area (Figure 2-16 Ruakura Land Development Plan Area (Appendix 2)) shall be constructed as part of the development authorised by the Land Development Consent for that LDP Area; and

b) Development shall not commence in LDP Area I until the Spine Road is constructed along the full extent of LDP Area M; and

c) Development shall not commence in LDP Area K until the Spine Road is constructed along the full extent of LDP Areas L and M.

d) Development shall not commence in LDP Area G until the Spine Road is constructed along the full extent of LDP Areas T, L and M.

e) Development shall not commence in LDP Area R until the Spine Road is constructed along the full extent of LDP Areas S, T, L and M; and

f) Development shall not commence in LDP Areas D, F or P until such time as the Spine Road is constructed along the full extent of LDP areas A, D, F and that part of LDP Area B that connects F to D.

3.7.4.3.2 North South Connectivity – Percival Road and Ryburn Road

a) North-south connectivity for all modes across the East Coast Main Trunk railway line shall be maintained for Percival Road and Ryburn Road properties until a connection via the Spine Road is operational. There shall be no direct connection to industrial or logistics properties from Percival Road or Ryburn Road.

b) The North-south route required under a) above shall not exceed a length of 2750 metres, measured from the intersection of the centrelines of Percival Road and Ryburn Road to the intersection of the centrelines of Ruakura Road and Silverdale Road.

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

3.7.4.3.3 Industrial Land Stage 1 (RPS 2021 Allocation)

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

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

Ruakura Logistics Zone

i. up to 20 ha of Ruakura Logistics Zone; or

ii. up to 40 ha of land in Ruakura Logistics Zone subject to:

   a. Signalisation of the existing intersection of Ruakura Road/Knighton Road;

and

b. Signalisation of the intersection of Ruakura Road/Silverdale Road; and

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

iii. up to 80 ha of Ruakura Logistics Zone subject to:

a. Signalisation of the existing intersection of Ruakura Road/Knighton Road; and

b. Signalisation of the intersection of Ruakura Road/Silverdale Road; and

c. Ruakura Road being realigned and connected from the existing Ruakura Road (east of Silverdale Road) to the existing Ruakura Road (north of Vaile Road), and open to traffic; and

d. Formation of a priority controlled intersection where the realigned Ruakura Road meets the old Ruakura Road in the block between Holland Road and Vaile Road; and

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

Ruakura Industrial Park Zone

and/or

iv. Up to 16 ha of Ruakura Industrial Park Zone to the north of AgResearch provided the overall level of development within the Industrial Land Stage 1 shall not exceed 80 ha; or

v. Up to 30 ha of land within the Ruakura Industrial Park Zone to the north of AgResearch, provided the overall level of development within the Industrial Land Stage 1 shall not exceed 80 ha; and

a. Total weekday average peak hour generation for the Zone for each morning and evening peak periods based on a minimum two week continuous traffic count is less than 15 vph per gross developed hectare; and

b. An approved Land Development Plan for Land Development Plan Area A being stage 1 of the Inland Port, south of the East Coast Main Trunk railway and west of Percival Road, and associated logistics activities; and

c. Commencement of development within Land Development Plan Area A (being Stage 1 of the Inland Port (Sub Area A (Inland Port)) and associated logistics activities). For the purpose of this rule commencement of development will be as a minimum, water, and wastewater connections, stormwater solutions and transportation access to the Inland Port consistent with the approved Land Development Consent for the Inland Port, and consistent with any staging and interim infrastructure solution provided for in the Land Development Plan. These connections will be identified in the Land Development Consent.

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

a) An additional 115ha of land within the Ruakura Logistics Zone and Ruakura Industrial

Park Zone may be developed post 1 January 2021 subject to:

i. The Waikato Expressway (Hamilton section) having been completed and directly connected to the Ruakura Structure Plan area, via an interchange at a realignment of Ruakura Road and the direct connection between Pardoa Boulevard Interchange and Wairere Drive.

ii. Weekday average peak hour traffic volume, including the traffic generated by the proposed development, not exceeding 1,200 vehicles per hour (vph) (one way) on Ruakura Road (east of Wairere Drive) and 1,400 vph (one-way) on Wairere Drive (south of Ruakura Road). Where the volume is in excess of either of these thresholds this area can be developed only when the Spine Road is connected and open to traffic from Ruakura Road to Fifth Avenue Extension.

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

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

a) Up to 16 ha of land within Precinct C (including the Ruakura Retail Centre) may be developed subject to:

i. A connection being formed between Precinct C and Ruakura Retail Centre and the signalised intersection of Ruakura/Knighton Roads.

ii. Weekday average peak hour traffic volume, including the traffic generated by the proposed development, not exceeding 1,200 vehicles per hour (vph) (one way) on Ruakura Road (east of Wairere Drive) and 1,400 vph (one-way) on Wairere Drive (south of Ruakura Road). Where the volume is in excess of either of these thresholds this area can only be developed when the Spine Road is connected and open to traffic from Ruakura Road to Fifth Avenue Extension.

Or

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

Provided that:

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

3.7.4.3.6 Staging Activity Status

a) Any application for resource consent not in accordance with Rules 3.7.4.3.1 – 3.7.4.3.5 is a discretionary activity.

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

i. Consistency with the Industrial Land Allocation or alternative land release criteria specified in any operative or proposed Regional Policy Statement including any approved alternative land release provided for.

ii. Mitigation works to ensure that development does not result in long term adverse effects on the efficiency, safety and functioning of the transport network.

iii. The timing of any other planned local network upgrades that would contribute to the offset of the effects of traffic generation.

iv. Certainty of timing over the construction of the Hamilton section of the Waikato Expressway and the extent to which this enables a departure from the provisions of Rule 3.7.4.3.1.

v. The ITA matters for discretion set out in Appendix 1.3.3 N Ruakura.

vi. For industrial development in excess of 16ha in the Industrial Park Zone in LDP Areas B and D or for any industrial development outside of this area: whether a Land Development Consent for Area A (being Stage 1 of the Inland Port (Sub Area A (Inland Port)) and associated logistics activities) has been approved and the necessary infrastructure connections for the Inland Port are in place.

vii. Where the boundaries of a Land Development Plan Area in an application for Land Development Consent differ from those shown on Figure 2-16, the extent of the Land Development Plan Area shall be developed in an integrated manner. This shall include the provision for and connectivity to infrastructure, and ensure that key transport infrastructure such as the Spine Road is developed in a manner that provides at least the same levels of efficiency, effectiveness and safety anticipated through a land development consent in accordance with Figure 2-16. Where an application includes part of a Land Development Plan Area in Figure 2-16 it shall be demonstrated that granting consent to that part will not prevent the integrated development of the balance of that Area.

b) Except as provided for by Section 95A (2)(b) and (c), 95B(2) and (3) and 95C(1) to (4) of the Act, an application under this rule shall be considered without notification or the need to obtain approval from affected persons except that the application shall be limited notified to the following unless the persons have given their affected party approval:

- New Zealand Transport Agency.

3.7.4.3.7 Traffic Generation

a) Any activity generating 1500 or more vehicle movements per day (vpd) requires resource consent as a restricted discretionary activity.

b) This rule does not apply to events and temporary activities where a temporary traffic management plan has been approved by the relevant road controlling authority.

c) If an affected party under Rule 3.7.4.2e) has provided their written approval for a Land Development Consent then no further approval is required for any additional Integrated Transport Assessment for activities generating 1500 or more vehicle movements per day, except where the trip generation was not considered as part of the original Integrated Transport Assessment.

3.7.4.3.8 Explanation to Rules

a) The staging conditions relate to the provisions of the RPS and in particular Table 6-2 which sets out the strategic industrial land allocation for the Waikato Region. Ruakura is identified for the staged release of land to provide for up to 405ha of

industrial land by 2061. The rules are aimed at ensuring compliance with this land release but still picking up key triggers and levels of tolerance where network upgrades and other constraints lie.

b) Due to the size of the site and the development timescale the roll out, and specific mix of Ruakura Logistics and Ruakura Industrial Park land uses are not yet understood. Ruakura Logistics activities are expected to have a significantly lower level of traffic generation than Industrial Park Activities. Rules accommodate a range of development options and environmental effects. While the location and final layout of these activities are fixed, the take up of the land will depend on the market demand and, so some staging flexibility is appropriate.

c) The Industrial Stage 2 development and the Precinct C development within the Knowledge Zone are subject to the Waikato Expressway (Hamilton section) being completed and connected to the Ruakura Structure Plan area or suitable arterial network capacity being demonstrated or established in a manner that maintains the efficiency, safety and functioning of the transport network. Where construction is underway and a completion date is available some flexibility on further land release may be appropriate to ensure benefits are obtained from infrastructure at the earliest possible date and development to cater for market demand is not unduly delayed.

3.7.4.4 Ruakura Strategic Infrastructure Rules

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

3.7.4.4.1 Potable Water Supply

a) Connection to the Ruakura water reservoir via a new distribution network in a manner consistent with the Ruakura Strategic Infrastructure as provided for in Figure 2-15B Ruakura Strategic Infrastructure – Three Waters (Appendix 2), with the following exception:

   i. Prior to the operation of the Ruakura reservoir, up to 1250 residential lots in the Ruakura Structure Plan may be serviced from the existing Pardoa Boulevard / Wairere Drive water connection. Once the Ruakura water reservoir is operational, all existing and proposed residential development within the structure plan area shall be connected to the reservoir via a new distribution network.

3.7.4.4.2 Wastewater Network

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

b) The wastewater network shall discharge into the Ruakura Strategic Infrastructure wastewater network.

3.7.4.4.3 Stormwater Network

a) All stormwater management infrastructure shall be in accordance with an approved ICMP where available, or with an approved Water Impact Assessment. In particular,

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

3.7.4.4.4 Explanation to Rules

Refer to 3.7.2. Ruakura Strategic Infrastructure

3.7.4.5 General Matters

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

a) Chapter 4: Residential Zones

b) Chapter 8: Knowledge Zone

c) Chapter 10: Ruakura Logistics Zone

d) Chapter 11: Ruakura Industrial Park Zone

e) Chapter 15: Open Space Zones

f) Volume 2, Appendix 1.3.3 Restricted Discretionary Activity – Matters for Discretion and Assessment Criteria

3.7.5 Provisions in Other Chapters

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

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

3.8 Te Awa Lakes

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

Vision

a) Development of the Te Awa Lakes Structure Plan Area is guided by the following:
   i. Enabling restoration of the whenua and a form of urban development that aligns with and upholds cultural values and cultural re-connectivity, in accordance with Te Ture Whaimana o Te Awa o Waikato (the Vision and Strategy for the Waikato River).
   ii. Enabling the establishment of a regionally significant tourist destination comprising an adventure park, short stay accommodation and tourism/cultural facilities.
   iii. Creating a comprehensively designed residential development to support an active community, integrated with the adventure park.
   iv. Providing appropriate commercial and community facilities to provide services to the local community and visitors.
   v. Creating an attractive northern urban gateway to Hamilton City.
   vi. Achieving innovative and efficient repurposing of a site that has been heavily modified by sand quarrying.
   vii. Integrating the development with the Waikato River, and the Te Awa River Ride path, through open spaces, public access and sensitive residential development.
   viii. Ensuring that the development of the site, and particularly the landform dam that separates the main linear lake from the Waikato River, is undertaken in a manner that is resilient to natural hazard effects, and minimises the potential for health and safety effects for landowners and occupiers.
   ix. Recognising the regionally significant role that nearby industry plays in contributing to the economic, social and cultural wellbeing of people and communities.
   x. Recognising that industry will locate in the wider area because of good access to strategic transport routes (road and rail) and the nearby industrial zoning.
   xi. Recognising the potential for nearby industry to produce effects beyond the boundary of their sites and the need for development within the Structure Plan Area to avoid or minimise the potential for reverse sensitivity effects.

3.8.1 Objectives and Policies

Objective	Policies
3.8.1.1 Development of a tourist and recreational attraction in a regionally strategic location.	**3.8.1.1a** Allocate an area of land sufficient for a range of recreational/leisure activities in a highly accessible location with ready access from the Waikato Expressway. **3.8.1.1b** Utilise land contours and geotechnically difficult land areas from the previous sand quarrying activity for adventure park and recreational/leisure activities. **3.8.1.1c** Manage any adverse noise or visual effects from the recreational/leisure activities on the neighbouring residential area to achieve acceptable amenity. **3.8.1.1d** Ensure the tourist and recreational attraction is integrated with and developed in conjunction with the residential and commercial development. **3.8.1.1e** Implement travel demand management outcomes and provide for public transport, alternative, multi-modal and non-motorised transport infrastructure to support and integrate with existing and planned citywide networks. **3.8.1.1f** Ensure safety, efficiency and long-term sustainability of the transport network.

3.8.1.2 Establish a high-quality medium-density urban residential environment.	**3.8.1.2a** Encourage higher densities in areas of high amenity close to lakes and open spaces. **3.8.1.2b** Create a well-connected open space network that will perform multiple functions including recreation, stormwater management, cycleways, walkways, ecological and amenity and provide public access to the Waikato River. **3.8.1.2c** Use high quality design and landscaping to create an attractive and distinctive gateway into Hamilton. **3.8.1.2d** Incorporate water bodies into the development as amenity, ecological and recreational features. **3.8.1.2e** Provide a range of housing choices to support a diverse and active community. **3.8.1.2f** Staged design and consenting will ensure the main linear lake is designed and built as a central element of the development and at the outset of the residential development sequence, in a manner that minimises the potential for preferential flow paths to be created between the linear lake and the Waikato River, by ensuring a maximum hydraulic gradient of 2% between the linear lake and the Waikato River is maintained at all times. **3.8.1.2g** Utilise the existing water and wastewater infrastructure capacity at Te Awa Lakes. **3.8.1.2h** Implement travel demand management outcomes and provide for public transport, alternative, multi-modal and non-motorised transport infrastructure to support and integrate with existing and planned citywide networks.

	3.8.1.2i Ensure safety, efficiency and long-term sustainability of the transport network.
3.8.1.3 The lakes within Te Awa Lakes Structure Plan area will provide a high level of recreational, amenity and ecological values, with a target of swimmable water quality.	**3.8.1.3a** Implement a comprehensive lake management regime including preparation and implementation of management plans for the main linear lake and the lakes within the Major Facilities Zone.
3.8.1.4 Reverse sensitivity effects are avoided or minimised.	**3.8.1.4a** Require noise sensitive activities to protect themselves from the adverse effects of the operation of industrial activity.
	3.8.1.4b Ensure that reverse sensitivity effects on nearby industry and transport networks are avoided, remedied or mitigated.
	3.8.1.4c Ensure that residential activities in the Business 6 zone are set back from Hutchinson Road.

3.8.2 Structure Plan Components

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

3.8.2.1 Adventure Park

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

3.8.2.2 Adventure Park Visitor Accommodation

This area is comprised of short stay accommodation with the objective to support the regional need for visitor accommodation. It is likely to be resort-style accommodation. The central location of the site to a number of key tourist destinations in the central

North Island is strengthened by the close proximity to the Waikato Expressway and combination with the proposed regional destination of adventure park, tourist and cultural hub.

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

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

3.8.2.3 Mixed Use

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

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

An existing gas easement bisects the mixed-use block restricting the development potential over it. Opportunity for building frontage to the street network has been retained by positioning the block so the gas easement alignment passes through the centre where carparking, lane access or courtyards can be employed preserving the public realm quality to the street.

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

3.8.2.4 Medium-Density Residential

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

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

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

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

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

3.8.2.5 River Interface

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

Regular breaks in the block are proposed connecting the street and open space network with the esplanade reserve, improving legibility, movement, directness, choice and encouraging community interaction with the Waikato River. These regular breaks will also further reduce the perceived bulk of the built edge along the river frontage.

3.8.2.6 Tourism and Cultural

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

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

3.8.2.7 Main Lake

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

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

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

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

3.8.2.8 Open Space Network

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

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

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

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

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

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

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

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

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

3.8.3 Proposed Movement Network

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

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

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

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

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

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

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

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

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

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

- The Te Rapa Rd/McKee St intersection will need to be signalised from commencement of development.

- The Te Rapa Rd/ Kapuni St intersection will need to be assessed at the time of the Te Rapa Rd/ McKee St upgrade to ensure no adverse transferred effects from the Te Rapa Rd/McKee St intersection upgrade.
- A pedestrian crossing facility (potentially signalised) and bus shelter at the Te Rapa Rd bus stops adjacent to Te Awa Lakes will be needed from commencement of development.
- Te Awa River Ride will need to be upgraded from the site to Pukete Rd at commencement of development to maximise off-road sections and improve CPTED, visibility, surveillance and lighting. As this will have wider benefits, a Private Developer Agreement (PDA) is proposed.
- Te Rapa Rd on-road cycle safety improvements between Hutchinson Rd and Church Rd will be needed from commencement of development.
- In addition to the upgrades identified in Rule 3.8.5.3, additional assessments and possible mitigation will be required as follows:
    - Hutchinson Rd will be upgraded to a minor arterial/collector road standard, including pedestrian/cycle facilities, once a threshold of 500 vehicle movements in the peak hour is reached.
    - The Hutchinson Rd/Te Rapa Rd intersection will be assessed and upgraded if required once a threshold of 500 vehicle movements in the peak hour is reached.
    - Te Rapa Rd, between the Fonterra interchange and Hutchinson Rd, will be assessed once a threshold of 500 vehicle movements in the peak hour is reached to assess the potential need for an additional northbound lane, and upgraded if required.
    - The Horotiu Interchange will be assessed and upgraded if required once a threshold of 500 vehicle movements in the peak hour is reached.
    - Te Rapa Rd, between the Fonterra Interchange and Ruffell Rd, will be assessed once a threshold of 500 vehicle movements in the peak hour is reached to assess the potential need for an additional southbound lane, and upgraded if required.

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

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

3.8.4 Proposed Infrastructure

Water and wastewater services were installed to the site in 2014 when the service centre was developed and 30ha of industrial development was approved. Those services were designed to service industrial development of the whole site. Similarly, a stormwater consent was obtained from Waikato Regional Council to collect, treat and dispose of stormwater from the whole site to the Waikato River. This stormwater consent has been varied to allow for the Te Awa Lakes land use mix. It is intended to utilise the capacity in this existing infrastructure to service the Structure Plan area.

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

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

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

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

3.8.5 Rules

3.8.5.1 Te Awa Lakes Structure Plan Area

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

a) The Te Awa Lakes Structure Plan as set out in Section 3.8 of this chapter; and
b) Te Awa Lakes Structure Plan area figures in Volume 2, Appendix 2, Figures 2-19, 2-20 and 2-21.

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

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

3.8.5.3 Staging Rules for transportation infrastructure improvements

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

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

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

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

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

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

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

3.8.5.3.2 All Land Development Plan consent applications, and resource consent applications in the Te Awa Lakes Adventure Park Major Facilities Zone (except for Land Development Consents for Land Development Plan Areas B, I and J) shall include a Broad ITA. Resource consents in the Business 6 zone shall include a Broad ITA. All ITAs shall identify and evaluate the effects of all cumulative development in the Structure Plan area on the infrastructure identified for improvements in Section 3.8.3. Where

consented development will result in more than 500 vehicle movements in the peak hour, measured cumulatively across all zones, the ITA shall identify, evaluate the effects and where necessary propose mitigation for cumulative effects on the following:

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

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

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

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

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

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

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

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

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

3.8.5.4 Open Space Network Rules

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

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

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

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

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

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

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

3.8.5.5 Staging Activity Status

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

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

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

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

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

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

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

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

3.8.6. Provisions in Other Chapters

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

- Chapter 2: Strategic Framework
- Chapter 4: Residential Zones
- Chapter 15: Open Space Zones
- Chapter 17: Major Facilities Zone
- Chapter 19: Historic Heritage
- Chapter 21: Waikato River Corridor and Gully Systems
- Chapter 22: Natural Hazards
- Chapter 23: Subdivision

- Chapter 24: Financial Contributions
- Chapter 25: City-wide
- Volume 2, Appendix 1: District Plan Administration