APPENDIX C

Plan Change 5

Proposed Amendments to Operative District Plan Provisions

Ko te aaheinga
o te hanga he waahi ataahua he
waahi toiora ki Peacocke

Peacocke
Structure Plan

Weaving together a new community

July 2021

Hamilton City Council
Te kaunihera o Kirikiriroa

Operative District Plan

Volume 1

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Volume 1

Changes to the District Plan provision have been tracked changed (insertions underlined, deletions ~~struck out~~)

Proposed provisions highlighted have immediate legal effect under Section 86B (3) of the RMA

86B - When rules in proposed plans have legal effect

(3) A rule in a proposed plan has immediate legal effect if the rule—

- *(a) protects or relates to water, air, or soil (for soil conservation); or*
- *(b) protects areas of significant indigenous vegetation; or*
- *(c) protects areas of significant habitats of indigenous fauna; or*
- *(d) protects historic heritage; or*
- *(e) provides for or relates to aquaculture activities*

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Chapter 3 - Structure Plans
Chapter 3A -Structure Plan

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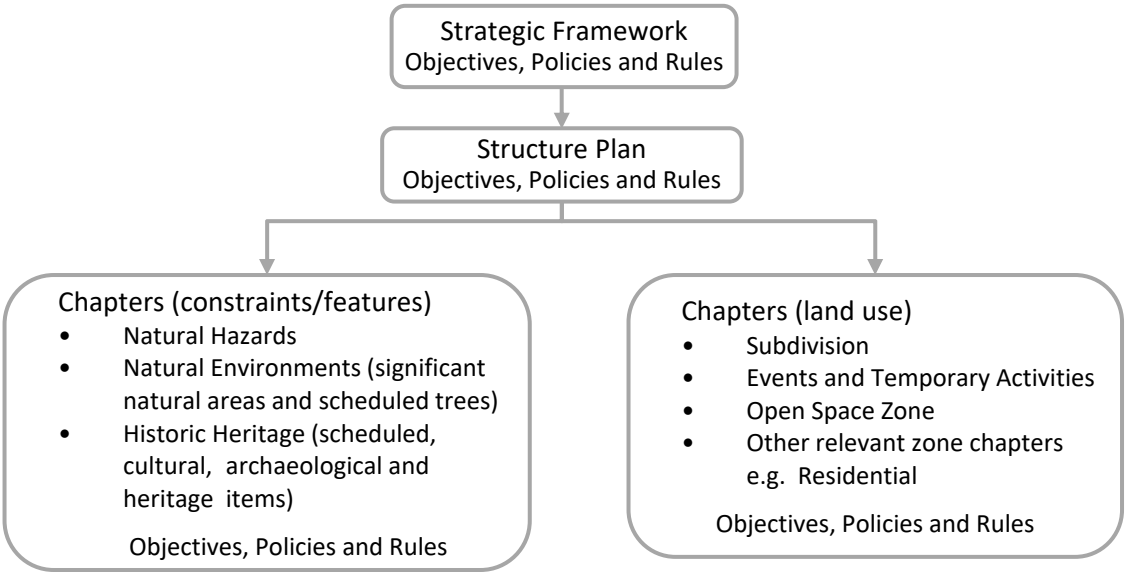
This chapter is subject to the following plan changes:

- *Proposed Plan Change 7 – Rotokauri North Private Plan Change*
- *Plan Change 5 – Peacocke Structure Plan (insertions underlined, deletions ~~struck out~~)*

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:

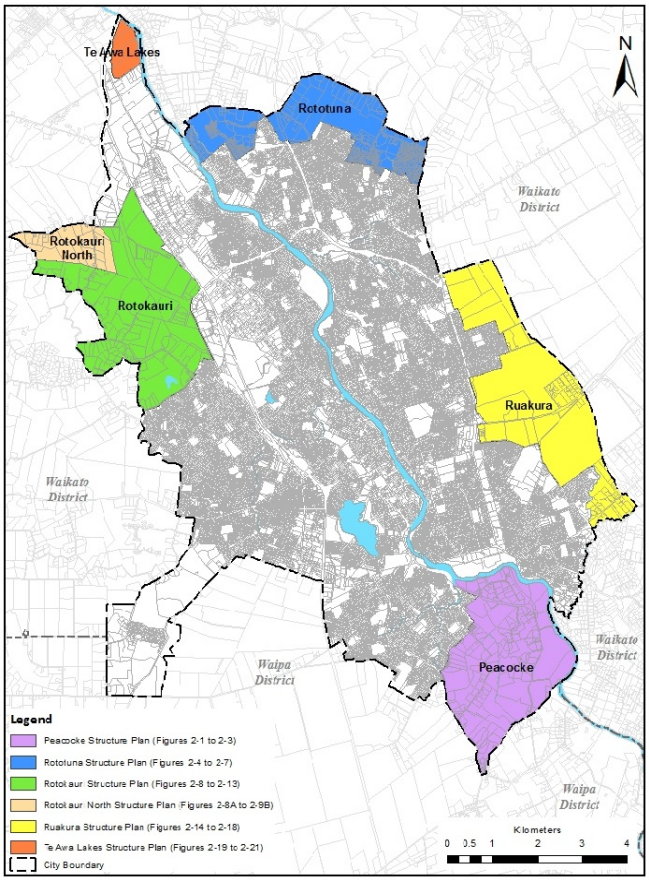
i. Guiding principles including objectives and policies specific to the Structure Plan area.

ii. Map(s) showing the [illegible]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.

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

~~a) The Peacocke area is a 720ha area of rural land to the southeast of the Glenview suburb of Hamilton City. The land was incorporated into the City from the neighbouring Waipa District Council in 1989 for the express purpose of providing for the City's future urban growth.~~

~~b) For this reason the Peacocke Structure Plan has been prepared to provide a resource management framework to guide future use and development of the area and will be used to inform future District Plan changes, develop an infrastructure programme and a basis to provide guidance to development within this Growth Cell prior to the rezoning of the area.~~

~~c) The Peacocke Structure Plan promotes ideas regarding urban design concepts and consideration around urban form, the transport network and the natural environment. These ideas are based on the following key principles:~~

~~**Contextual Design:** Ensure that future development considers the natural environment, built environments and how development fits into the surrounding area as part of the design solution. This will help to establish the quality of development wanted for the area.~~

~~**Concentration:** Ensure that future development is undertaken at an appropriate density and intensity of use that preserves and restores the ecological integrity of the area while improving the quality of life for residents, facilitating a vital economy, and promoting the efficient use of land and community assets.~~

~~**Accessibility and Connectivity:** Ensure that the movement network within the area is legible, permits ease of movement and avoids severing neighbourhoods by ensuring an integrated street network that provides an appropriate block layout that is well connected and integrated with the wider environment.~~

~~**Legibility and Identity:** Ensuring that the future layout is easily understood, through the development of routes, neighbourhoods, nodes, edges and landmarks. Provide neighbourhoods with a distinctive character that allows people to experience, and take ownership, of their unique community.~~

~~**Innovation:** Encourage future development within Peacocke to be innovative and implement best practise methods.~~

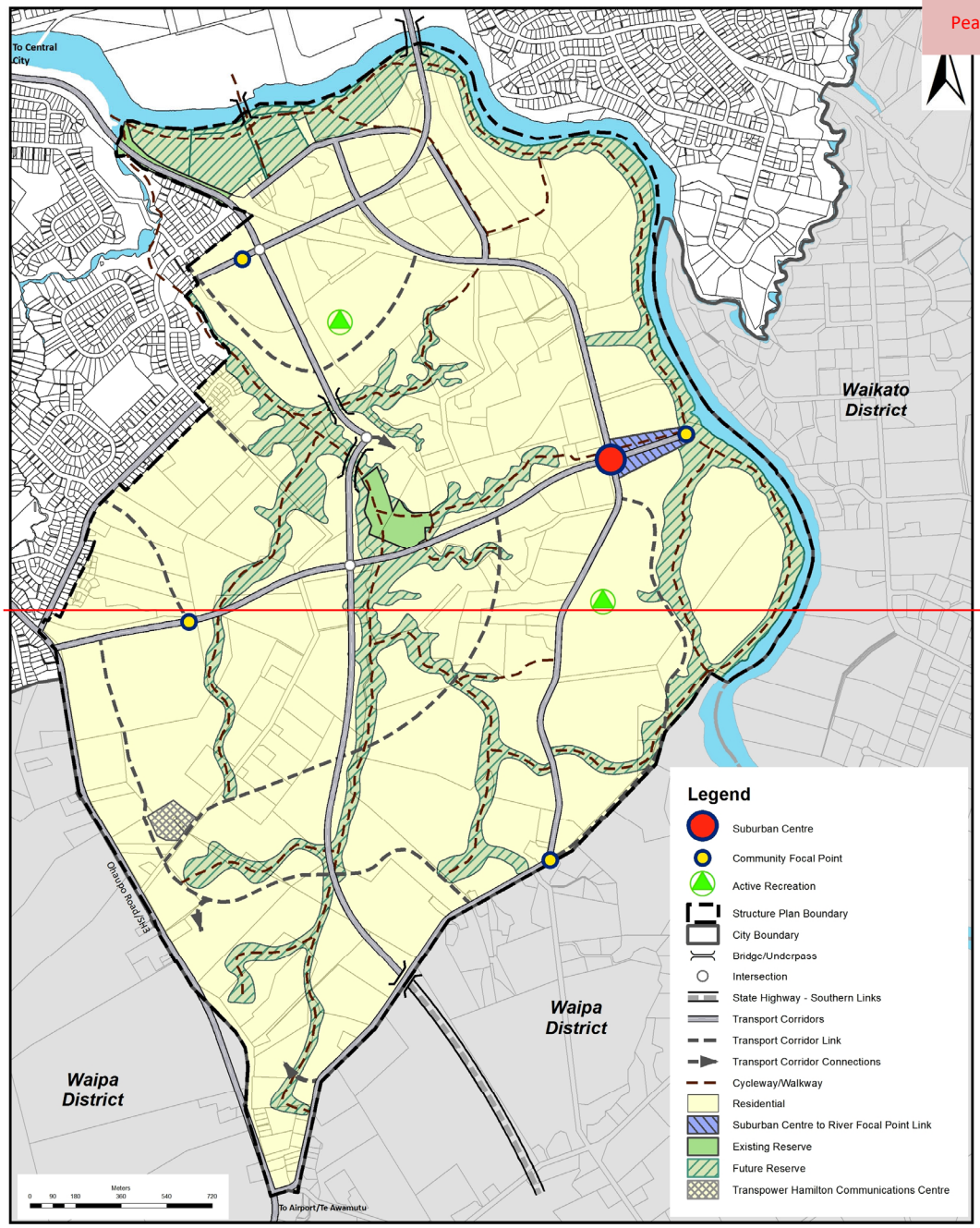
~~Vision~~

~~The vision for the Peacocke area is that it will become a high quality urban environment that is based on urban design best practice, social well-being, and environmental responsibility.~~

~~The goal for Peacocke is that development will respond positively to its natural setting and built form to develop a number of well connected neighbourhoods based on an urban development concept that respects and restores the area's natural environment.~~

~~**Figure 3.4a:** Peacocke Structure Plan – Land Use~~

Plan Change 5
Peacocke Structure Plan



~~3.4.1 Objectives and Policies~~

Plan Change 5
Peacocke Structure Plan

When consent is required for subdivision and/or development within the Peacocke 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).

Peacocke Natural System

To strengthen the natural and ecological environment within Peacocke.

Objectives	Policies
3.4.1.1 Protect and enhance significant natural areas.	3.4.1.1a Protect the physical integrity and ecological and stormwater function of the Mangakotukutuku Gully and Waikato River margins.
	3.4.1.1b Provide an undeveloped open space buffer zone beyond the top edge of the Mangakotukutuku Gully and Waikato River to improve legibility from all parts of the growth cell.
	3.4.1.1c Encourage lower density development (lot sizes of 800m^2+) along the gully network.
	3.4.1.1d Provide for revegetated gullies and river margins.
	3.4.1.1e Manage stormwater to minimise the effect of urban development on Mangakotukutuku stream values and functions, maintain the ability of the stream to continue to provide habitat for threatened aquatic species and minimise adverse effects on the stream water quality and habitat.
3.4.1.2 Create ecological and open space links between gully and river.	3.4.1.2a Provide green corridors between the major arms of the Mangakotukutuku Gully and Waikato River.
	3.4.1.2b Align collector and local street networks to create strong physical and visual connections between the gully system and river.
	3.4.1.2c Provide a green corridor along the Waikato River that provides pedestrian and cycling facilities and amenity.
3.4.1.3 Develop only on suitable slopes and avoid modification of landforms.	3.4.1.3a Slopes steeper than 15 degrees are regarded as unsuitable for development given accessibility, stability and the extent of earthworks required.

Objectives	Policies
	3.4.1.3b Large-scale earthworks and modifications to landforms should be avoided to ensure development responds positively to the landscape and enables the creation of a distinctive urban form.

Peacocke Built Environment

The development of a unique and vibrant urban environment that responds positively to the natural environment, which still portrays liveability, diversity and safety.

Objectives	Policies
3.4.1.4 Integrate movement routes with surrounding neighbourhoods.	3.4.1.4a Extend existing primary movement routes into the growth cell and use new routes to 'stitch' these together. Use these routes to orientate the secondary street network.
	3.4.1.4b Create a high degree of connectivity both within and out of the Structure Plan area.
	3.4.1.4c Enable access to employment, entertainment, retail and recreation through the integrated transport network.
	3.4.1.4d Seek ways to reduce the impact of major movement barriers such as major arterial roads, the Mangakotukutuku Gully and the Waikato River.
3.4.1.5 Ensure that higher density development is linked to social and natural amenity.	3.4.1.5a Increase density around nodes, parks and riverfront areas.
	3.4.1.5b Take advantage of areas of high amenity.
	3.4.1.5c Intersect proposed passenger transport routes with nodes for critical mass of population and efficient interchange capabilities.
	3.4.1.5d Encourage urban form that reduces dependency on the car by focusing on intensification and encouraging walking, cycling and the use of passenger transport.

~~Objectives~~	~~Policies~~
~~3.4.1.6~~ ~~Encourage an overlapping mix of land uses.~~	~~3.4.1.6a~~ ~~Provide a wide variety of land use activities within comfortable walking distance of the highest population densities and amenity.~~
	~~3.4.1.6b~~ ~~Use mixed use planning rules to encourage a diverse and compatible range of activities, both vertically and horizontally.~~
~~3.4.1.7~~ ~~Provide a public edge to the gully and river.~~	~~3.4.1.7a~~ ~~Avoid new development 'turning its back' or privatising edges to major natural features and recreational areas.~~
	~~3.4.1.7b~~ ~~Avoid the creation of access barriers to allow for a wide spectrum of the resident population and visitors to physically access or visually interact with these features.~~
~~3.4.1.8~~ ~~Utilise natural promontories and edges to develop distinct urban areas.~~	~~3.4.1.8a~~ ~~Use natural features to define neighbourhood edges and inform the development of a diverse range of living environments across the growth cell.~~
	~~3.4.1.8b~~ ~~Use these landscape qualities as generators for niche market opportunities.~~
	~~3.4.1.8c~~ ~~Focus on the creation of a stimulating river side urban development that is unique to Hamilton.~~
~~3.4.1.9~~ ~~Locate neighbourhood centres within walking distance to recreational areas.~~	~~3.4.1.9a~~ ~~Development should be contained in distinctive neighbourhoods that are walkable and safe and linked by a high quality open space network.~~
~~3.4.1.10~~ ~~Future-proof the Peacocke Structure Plan area.~~	~~3.4.1.10a~~ ~~Recognition of the role of Peacocke in the City as well as the sub-region.~~

Plan Change 5
Peacocke Structure Plan

~~Peacocke Social Wellbeing~~

~~Create an urban form and public realm that encourages strong and vibrant communities and neighbourhoods that are attractive, safe and well connected.~~

~~Objectives~~	~~Policies~~
~~3.4.1.11~~ ~~Locate large recreation areas on flat sites at the periphery of dense urban areas.~~	~~3.4.1.11a~~ ~~Locate formal sports pitches on slopes less than 1:50 and of sufficient coverage to avoid large quantities of cut and fill.~~
	~~3.4.1.11b~~ ~~Locate large recreational areas on the periphery of higher density areas where a balance can be struck between proximity and the impact these large areas have on critical population catchments.~~
	~~3.4.1.11c~~ ~~Locate formal sports fields on collector or minor arterial routes to ensure the sustainable use of the roading network and limit impact on surrounding neighbourhoods.~~
~~3.4.1.12~~ ~~Develop the neighbourhood as the building block of the area.~~	~~3.4.1.12a~~ ~~Establish an integrated network of neighbourhoods, each distinctive and each with its core and sense of place.~~
	~~3.4.1.12b~~ ~~Focus neighbourhoods around parks, schools, centres, and main streets.~~
~~3.4.1.13~~ ~~Create a continuous network of open space.~~	~~3.4.1.13a~~ ~~Establish a series of green spaces providing connections and meeting places.~~
	~~3.4.1.13b~~ ~~Ensure a high level of public access to the Waikato River corridor.~~
~~3.4.1.14~~ ~~Regenerate existing suburbs through shared amenities.~~	~~3.4.1.14a~~ ~~Utilise new investment as an opportunity to improve or develop new amenities where deficiencies are recognised and allow new residents to 'tap' into and help sustain existing community structures.~~
	~~3.4.1.14b~~ ~~Avoid conflicts with overprovision of amenities and undue competition with existing facilities.~~
	~~3.4.1.14c~~ ~~Integrate into the existing urban form and natural and built environments.~~

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Peacocke Structure Plan

~~Peacocke Cultural Environment~~

~~Through urban and environmental design recognise and celebrate historic and cultural features within the Peacocke area.~~

~~Objectives~~	~~Policies~~
~~3.4.1.15~~ ~~Protect historic and culturally significant sites or features.~~	~~3.4.1.15a~~ ~~Respect known pa sites, borrows pits and other cultural associations with waterways and the land, through the creation of protective reserves or enlightening developers to ways of integrating these features into new developments for the benefit of all stakeholders.~~
	~~3.4.1.15b~~ ~~Culture and heritage can be generally perpetuated through retaining familiar landmarks and also by non-physical means, such as place names.~~
~~3.4.1.16~~ ~~Protect surrounding rural views behind ridgelines, distance views to the City and regional landscape features.~~	~~3.4.1.16a~~ ~~Maintain strategic views from Peacocke Road and the localised knoll near Peacocke Lane to areas outside the growth cell through lower density development and greater building setbacks in these locations.~~
	~~3.4.1.16b~~ ~~Restrict the impact of higher density areas on the rural character by generally containing visual effects within the catchment area of the Mangakotukutuku Gully.~~
	~~3.4.1.16c~~ ~~Provide greater building setbacks along the Ohaupo and Peacocke Road ridgelines and minimise reverse sensitivity effects of rural activities on urban land uses.~~
	~~3.4.1.16d~~ ~~Provide for lower density development (lot sizes of 1000m²+) in areas of undulating topography.~~

Plan Change 5
Peacocke Structure Plan

~~3.4.2 Structure Plan Components~~

~~3.4.2.1 Natural Character Areas~~

~~Development within Peacocke needs to respond to the strong landscape features; including the Mangakotukutuku Gully system, the Waikato River Terrace areas, and the~~

~~Southern Hills area as shown on Figure 2-3 Peacocke Structure Plan, Character Areas and Neighbourhoods in Volume 2, Appendix 2.~~

~~While the urbanisation of the Peacocke area will transform the existing environment, it is essential the extent of earthworks and land modification undertaken is required to ensure that the natural landforms inform the shape of urban development.~~

~~As it is the aim to create an interesting and distinctive urban form based on the underlying landform, the Structure Plan has identified three natural character areas that will guide future development of the Peacocke area. These character areas are:~~

Plan Change 5

Peacocke Structure Plan

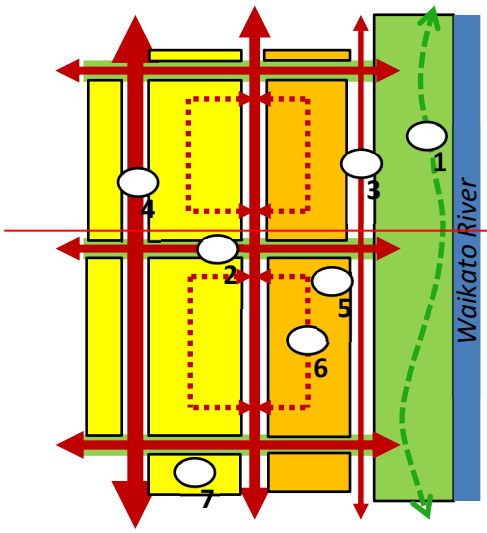
~~**a) Terrace Area**~~

~~i. This area is located adjacent to the Waikato River edge and has a high level of amenity. High density residential development would benefit from location in this area. Residential development will be a combination of general residential development, terrace housing and apartments. Development along the river will be required to create a public frontage to a river esplanade by ensuring dwellings front on to the river and the establishment of a local road or access lane that provides public access along the river will create a safe and usable river esplanade (refer to Figure 3.4.2a).~~

~~ii. Public access to the river will be maintained with the development of 'green streets'. Giving priority to pedestrian circulation and open space over other transportation uses may include sidewalk widening, landscaping, traffic calming, and other pedestrian-oriented features. A green street will enhance and expand the public open space in the immediate area, reinforce desired land use, transportation patterns, and linkages down to the river esplanade (refer to Figure 3.4.2a).~~

~~iii. A master plan will be required for the river frontage prior to any development taking place, in order to ensure the large river frontage is fully utilised, creating an interesting and distinctive urban form.~~

Figure 3.4.2a: Diagram showing the street pattern that encourages increased accessibility to the Waikato River Esplanade



1. River Esplanade – Pedestrian/Cycle network connecting Peacocke to Suburban Centre to Central City
2. 'Green Streets' connecting neighbourhoods to the River Esplanade
3. Local road/access lane fronting River Esplanade providing public access
4. Main traffic route setback from river front
5. Higher density residential development in areas of high amenity
6. Access to residential lots from rear lanes
7. General residential development

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b) Gully Area

i. The environmentally sensitive area of the Mangakotukutuku Gully network runs through the centre of Peacocke. Because of the natural sensitivity of this area lower urban densities are appropriate. Where the topography does not allow connectivity, lots should be arranged around 'cul-de-sac' spurs, limiting the need for the filling in of gullies or the re-contouring land (refer to Figure 3.4.2b).

Figure 3.4.2b: Concept illustrating the use of roading along the gully to make the gully system more legible and reduced densities around the gullies to protect the natural and ecological environment



1. Use cul-de-sacs where connectivity is constrained by topography
2. Roading and Open Space buffer along gully
3. Larger lots along gully 800m² to 1200m²
4. Gully as public reserve land creates a strong feature within the urban fabric

ii. The visual sensitivity of the Mangakotukutuku Gully network needs to be acknowledged. The heavily incised nature of the Mangakotukutuku Gully means it potentially has poor legibility and little visual relationship with the wider urban form, particularly if privatised and enclosed along its edges. To protect against this, an open space buffer running along the top of the banks,

will allow the gully system to be legible and in turn provide definition to the surrounding urban form (refer to Figure 3.4.2b).

iii. Conversely local roads should run along the gully edge in as many places as possible with houses on one side of the street only, or the gully edge be maintained as public reserve land (refer to Figure 3.4.2b).

iv. It is inevitable that some roads will have to cross the gully arms to create a well connected and integrated transport network. However it is envisaged that collector and local roads should generally be routed around the gully arms to minimise modification of the landform and limit ecological damage.

v. In terms of density of development, lot sizes of between 800m² and 1200m² would be more suitable for land immediately adjoining the gully system (refer to Figure 3.4.2b). This will ensure the amount of impervious surface is reduced and provide opportunities for water sensitive techniques to be used. A reduction in density adjoining the gully system will contribute visually to a more open and distinctive urban form, allowing the gully itself to be the dominant organising feature.

Plan Change 5
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c) Hill Area

i. The undulating topography in the southern area of Peacocke is proposed for lower overall density (lot sizes of 1000m²+) with higher intensity arranged along the ridgeline. Steep slopes in this area should be kept in their natural form, through active planting of these areas with indigenous plants. Roads and access ways should follow the contours to ensure minimal disturbance of the natural topography.

ii. The elevated ridges in the southern portion of Peacocke provide a degree of physical and visual containment to the growth cell but they are not prominent skyline ridges needing preservation from urban development. However it is desirable to maintain a more generous open setting along slopes to ensure the views of the hills are not completely obscured. The elevated nature of this area can be used to create distinctiveness.

iii. The localised knoll to the east of Peacocke Lane is the main highpoint in the northern part of Peacocke. There is an opportunity to utilise this to provide a point of difference through design guidance or the possible development of specific provisions for the area to encourage development to respond to the landform. This may involve lessening the density or creating a different urban form in this area. Avoidance of significant roading through or over such features should also be part of this response.

3.4.3 Nodes

3.4.3.1 Community and Recreation Facilities

a) In order to achieve a sustainable balance of land use activities it is important to ensure that a range of formal and informal recreational opportunities are provided to meet the diverse needs of the intended growing population of the Peacocke area.

b) Community facilities such as a public library, passenger transport facilities, schools and other community facilities will be required to support this growing community over time. When required, these facilities will be developed within or close to the commercial and community focal points identified, to ensure they are easily accessible to the residential areas of Peacocke.

c) Recreational facilities for the area, including the parks and reserves network need to meet multiple functions. Thus where possible:

i. Neighbourhood reserves will be integrated with the gullies,

ii. Sports parks may have natural areas, play lots and links to gullies,

iii. Riverside reserves will provide for walkways/cycle ways, may have nodes that serve as neighbourhood parks and will incorporate protection of natural areas,

iv. All parks will provide landscape amenity, and where possible will support environmental values, and

v. Serve as stormwater peak flow detention basins.

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d) The two major sports parks will contain a number of sports pitches (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. Two general locations have been shown, the northern park and the eastern park. The need for large, level, well-drained areas that are accessible will be significant factors in determining their precise location. Consideration will also need to be given to amenity issues with adjacent properties.

e) The sports parks are to be linked into the green corridors which will help to establish a more integrated network of facilities and improve accessibility. Together the sports parks, neighbourhood parks and major features such as the gully network and river corridor will provide a network of recreational facilities catering for the diverse needs of the local community. They will also make a significant contribution to the character and appearance of the area in line with the objectives and policies, creating public open space around key landscape features.

f) A major reserve area, on the south side of the Waikato River, will create a major recreational node along the riverbank and provide for the expansion of Hamilton Gardens.

g) Also neighbourhood parks provide a range of informal recreation facilities, including children's play areas. 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 0.8 hectare.

h) Where possible neighbourhood parks should incorporate existing natural features and be sited in prominent locations where there is scope for passive surveillance, outlooks and a high degree of accessibility. They may also act as a transitional area between different activities. Neighbourhood parks will have an informal

character with little built development. Like the active recreation sports parks, they will be established within residential areas.

i) Criteria for the location of neighbourhood parks are:

i. Distribution across the growth cell,

ii. Respond to the local context and work with the existing landscape,

iii. Integrate CPTED principles into the development of the parks,

iv. Accessibility to a residential catchment,

v. Topography,

vi. Ability to protect or enhance natural features,

vii. Ability to protect cultural and heritage values,

viii. Ability to foster positive neighbourhood identity and provide community focal points,

ix. Ability to provide off-road linkages between residential neighbourhoods and facilities, and

x. Ability to link areas of natural and ecological value.

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j) The exact location of neighbourhood parks will be determined in consultation with landowners at the time of subdivision, taking into account the criteria above and the local road layout.

k) The indicative riverside reserve network is intended to create a continuous walking and cycling network along the river's edge. A number of areas of particular landscape value have been identified where the reserve has been widened to indicate Council's intention to acquire the land. The desired outcome is a vegetated and accessible riverbank corridor that provides a buffer between urban development and the river. As part of the riverside reserve it is proposed that a park be established adjacent to the proposed community focal point, thus providing further recreation amenity associated within the Suburban Centre.

3.4.3.2 Neighbourhoods

a) A key urban design principle for Peacocke is well-connected and walkable residential areas. This means that individual residential neighbourhoods are linked well by local and collector roads, and via off-road walkway and cycleway links. The roading network itself should respond positively to the strong topographical features within each character area such as the arms of the Mangakotukutuku Gully.

b) Walkable neighbourhoods are also about creating attractive residential areas with legibility and clear linkages to key destinations such as the commercial/ community nodes where sports parks, schools and community facilities will be located. Residential densities should be increased around these nodes to concentrate more of the population within easy walking distance of key community infrastructure. In this manner an urban form is more likely to be generated that encourages walking and cycling and a reduced reliance on the private car.

3.4.3.3 Commercial/Community Nodes

~~It is important that the day to day needs of the emerging community of Peacocke is provided for locally and within walking distance of the various residential areas. It is envisaged that there will be five commercial/community nodes within the Peacocke area.~~

~~These Nodes are split into two categories: Suburban Centre and Community Focal Points.~~

~~**a) Suburban Centre**~~

~~i. The Suburban Centre will be the location for a public library, schools, public transport centre and the focus for the majority of commercial activities within Peacocke. It should also be the location for a secondary school, should one be required to serve the Peacocke area. The Suburban Centre is a street-based, mixed-use centre, based around attractive and well functioning public open space and containing a mix of land uses and facilities that would be expected within a conventional suburban centre (refer to Figure 3.4.3a).~~

~~ii. The Suburban Centre's indicative location on a transport route junction will ensure it is easily accessible to the entire growth cell. The size and configuration of the Suburban Centre will be determined in more detail once a retail needs analysis for Peacocke has been developed.~~

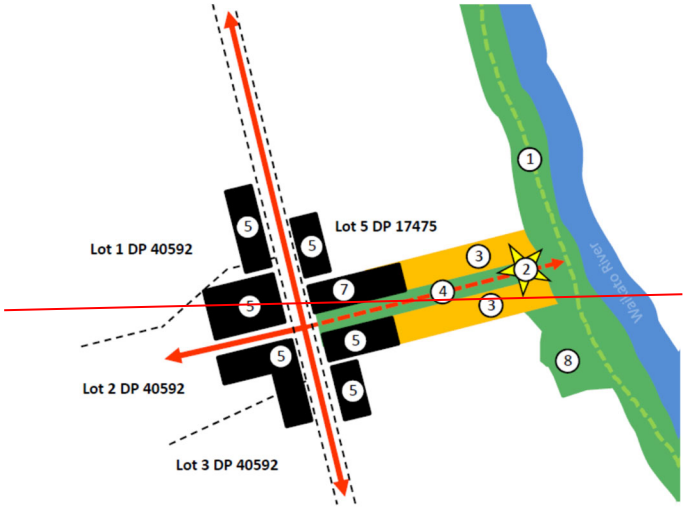
~~iii. Residential activity is a key component of the Suburban Centre. Apartment style development will be encouraged within and beside the Suburban Centre. This could take the form of commercial activity at the ground floor with residential above. The benefit of this is that it injects activity and 'life' into these centres outside of normal working hours.~~

~~iv. The location of the Suburban Centre creates a strong link via a pedestrian orientated 'green street' to a community focal point on the Waikato River. The community focal point will focus on hospitality and small boutique retail as well as encouraging the use of the river esplanade and the river as a potential connection between the growth cell and the Central City and other key destinations (refer to Figure 3.4.3a).~~

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Peacocke Structure Plan

~~**Figure 3.4.3a**: Concept plan showing the proposed Suburban Centre and its relationship to the river and distribution of land uses~~



1. River Esplanade – Pedestrian/Cycle network
2. Land Use that focuses on the river and hospitality
3. Mixed Land Use along link between Suburban Centre and River node
4. Pedestrian orientated 'Green Street'
5. Retail and traffic orientated activities located along arterial routes
6. Suburban Centre located at intersection of Arterial routes to provide greater accessibility
7. Community Facilities and Passenger Transport node
8. River reserve providing Suburban Centre with recreational facilities

Figure does not define the exact location and extent of the suburban centre and is indicative only.

b) Community Focal Points

i. These are small in size and serve a local ft chosen to provide a wide distribution across the growth cell maximising the amount of residential land within a five minute walking distance of the centres. The centres are located at junctions to facilitate public transport and accessibility, and adjacent to neighbourhood parks or other open space. These are intended to be the location for future schools in the Peacocke area making them easily accessible from adjoining residential areas. The final make up and location of these community focal points within the neighbourhood will be finalised through the Master Plan process outlined in Volume 2, Appendix 1.2.2.3.

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3.4.4 Transport Network

a) A fundamental urban design principle is the ease of movement to ensure well connected communities. It is essential that transportation routes are designed to give priority to walking and cycling, and facilitate a seamless web of direct and efficient passenger transport routes that connect neighbourhoods with the central area of the City and other key destinations. In considering the final alignment of the Transport Network the alignment of transport routes needs to be taken into account, as identified in Volume 2, Appendix 2, Figure 2-2 Peacocke Structure Plan Staging and Transport Network.

b) The transport network (refer to Figure 3.4.4a) shown on the Structure Plan is indicative and not intended to show exact alignments. Collector roads in particular are shown conceptually to provide key linkages between different residential neighbourhoods. Their precise alignment will be largely determined as individual subdivisions are progressed.

c) The transportation network is made up of the following:

i. A walkway/cycleway network which wherever possible has been developed as a segregated network (i.e. separated from the carriageway),

ii. An arterial transport network which links destinations, and

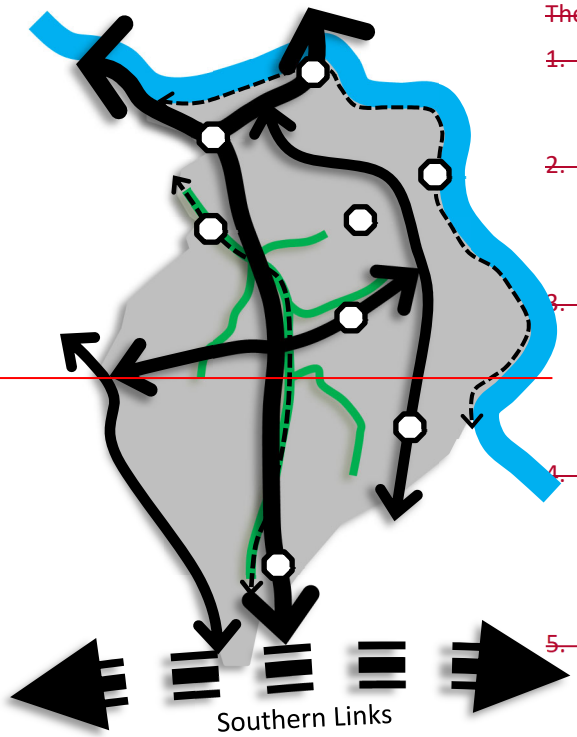
iii. A collector road network which serves to connect residential neighbourhoods together as well as to the arterial roading network.

d) The distribution of roads across Peacocke is based on this hierarchy through linking key nodes and provides a logical passenger transport network. While in the foreseeable future this will be based on buses, it is intended that the arterial routes can potentially accommodate alternative modes of transport such as light rail.

e) Furthermore uncertainty around the precise form and function of the Southern Links state highway network also means the roading network needs to be responsive to changing circumstances and priorities. The final alignment of the arterial network within Peacocke will be established through the designation process. Therefore the alignment of some of the arterial routes is highly indicative, especially the southern section of the central major arterial route (refer to Figure 3.4.4a below).

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Peacocke Structure Plan

Figure 3.4.4a: Proposed Transport Corridors



The key features of the network are:

1. Walkway and cycleway route linking all parts of Peacocke to the Central City via the Mangakotukutuku Gully and Waikato River corridor
2. 'City Link' major arterial route which traverses through the central portion of Peacocke and links with Cobham Drive at the Cobham Bridge, to provide a direct route to the Central City and hospital
3. 'Eastern Link' major arterial route which branches from the City Link route and crosses the Waikato River near Echo Bank Place linking with Cobham Drive and the Hamilton Ring Road, thus providing a direct route to the eastern side of the City
4. 'City Link' major arterial route forms part of the 'Southern Links' network that will likely connect with Kahikatea Drive in the west, and the Waikato Expressway in the east which provides strong connectivity in all directions
5. Minor arterial network that provides a link between the western and eastern sides of the growth cell, and the main north-south corridor for the eastern part of the growth
6. Collector road network that links individual residential neighbourhoods with each other and with the arterial roading network

3.4.5 Interim Subdivision

a) The Structure Plan sets the overarching structure and pattern of development, to which an eventual infrastructure programme will need to reflect. While the concepts are flexible in their application to some extent, there are critical elements of infrastructure that must be provided for, within defined corridors.

b) The probability of the key urban design concepts of the Structure Plan being realised decreases exponentially as the size of allotments decreases. Smaller blocks of land will not be able to achieve the critical mass required to enable neighbourhood centres, or different residential densities to be developed, in a coherent and integrated manner. Essentially this means that the urban form promoted by the Structure Plan may become unachievable if wide-scale interim subdivision occurs.

c) There is however no fundamental objection to interim development of future growth areas provided the ability for further urban development in an acceptable form is preserved. The provisions within Chapter 23 are intended to manage interim subdivision with these principles in mind.

d) This approach will provide a more coherent and coordinated response to the interim development pressures that exist, and provide the optimum platform to manage these issues. This ensures that interim development in Peacocke still enables the City's objective of achieving full urban development in the entirety of the Peacocke area, that is based on good urban design principles and is unique in Hamilton while still providing land owners the opportunity to manage their land sustainably.

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Peacocke Structure Plan

3.4.6 Indicative Infrastructural Development Programme

a) Council's Long Term Plan sets out the infrastructure programme for the City. The infrastructure provision for Peacocke detailed in the Long Term Plan is a programme of roading upgrades, a wastewater storage facility or similar wastewater solution, and extension of water and stormwater services to the area shown as Stage 1 on the Staging plan contained in Volume 2, Appendix 2, Figure 2-2.

b) Stage 2 of the growth cell does not have an established infrastructure programme within the Long Term Plan. Generally however, it is anticipated that over a 20-25 year period once the necessary bulk trunk infrastructure and transport network has been established (i.e. the installation of a bulk wastewater connection to the existing reticulated network to the north of the Waikato River, and a bridge and transport corridor connection constructed across the Waikato River) to join Peacocke to the City's existing infrastructure networks, development will start. However the development of Stage 2 could be brought forward if the necessary bulk infrastructure and transport networks are constructed outside of the Long Term Plan programme.

c) The development of Stage 2 is to be staged from the north in the vicinity of the Water Treatment Plant and then proceed in a southerly direction along Peacocke Road.

3.4.6.1 Rule - Proposed Staging of Residential Development

a) Volume 2, Appendix 2, Figure 2-2 sets out the intended staging of development for Peacocke which at this time consists of a Stage 1 of approximately 85 hectares. The remainder of the growth cell (Stage 2) does not have a staging proposed as infrastructure provision for this area is not within the Long Term Plan.

b) Development within Stage 1 will be staged as follows:

~~Stage 1a and Stage 1b will be required to meet the following:~~

~~i. Stage 1a~~

~~Number of dwellings shall be limited to 500.~~

Plan Change 5
Peacocke Structure Plan

~~ii. Stage 1b~~

~~The development of Stage 1b shall not commence prior to a solution being implemented to mitigate the adverse effects that the combined traffic volumes within Stage 1a and 1b will have on the Dixon Road and State Highway 3 intersection, to the satisfaction of Council.~~

~~c) Any development on Sec 1 SO 57582 or the balance of this parent lot shall be required to:~~

~~i. Upgrade the existing wastewater network to accommodate any development on the site.~~

~~ii. Implement a solution, which is acceptable to Council, to address the adverse transport effects on Dixon Road/State Highway 3 Intersection from the potential traffic volumes from within Stage 1.~~

~~d) Any development that does not comply with the above will be a non-complying activity.~~

~~3.4.7 Provisions in Other Chapters~~

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

- ~~Chapter 2: Strategic Framework~~
- ~~Chapter 5: Special Character Zones~~
- ~~Chapter 23: Subdivision~~
- ~~Chapter 25: City-wide~~
- ~~Volume 2, Appendix 1: District Plan Administration~~

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

DEV01-PSP: DEVELOPMENT AREA 1: PEACOCKE STRUCTURE PLAN

Provisions that are not tracked changed (insertions underlined, deletions ~~struck out~~), have been transferred from the Hamilton Operative District Plan 2017 under s58I of the RMA for the purposes of complying with the format requirement of the National Planning Standards.

DEV01-PSP: OVERVIEW AND VISION

The Peacocke area is a 740ha area of rural land to the southeast of the Glenview suburb of Hamilton City. The land was incorporated into the City from the neighbouring Waipa District Council in 1989 for the express purpose of providing for the City's future urban growth.

For this reason the Peacocke Structure Plan has been prepared to provide a resource management framework to guide future use and development of the area and will be used to inform future District Plan changes, develop an infrastructure programme and a basis to provide guidance to development within this Growth Cell prior to the rezoning of the area.

The structure plan has been developed to "*enable the development of an attractive and sustainable community in Peacocke.*" The following principles have informed the development of the structure plan and the associated plan provisions:

- Enable the development of a range of typologies, enabling housing choice and a range of price points providing diversity in housing, catering for a range of occupants who require a range of housing sizes from one- and two-bedroom apartments to larger single dwellings.
- Create higher density walkable catchments, centred on public transport routes and activity nodes such as the local centre, neighbourhood centres and community facilities such as the sports park, and schools.
- Enable higher density housing to borrow amenity from areas of high amenity such as the Waikato River and Mangakootukutuku gully network.
- Require subdivision to create a connected, legible, and permeable transport network that enables access through the structure plan, particularly for active modes, allowing local trips to be undertaken without reliance on a private vehicle.
- Subdivision should be undertaken, (where topography allows) to maximise access to sunlight for allotments.
- The block pattern and lot arrangement should create streets that are lined with buildings, with public frontages, directing back yards to be located to the rear of the site creating private outdoor living areas.
- Ensuring road frontages are not dominated by carparking, garaging and vehicle access.
- Development should be well designed and provide a high level of on-site amenity for residents, maximising access to sunlight and privacy and a high-quality visual outlook.
- Developments use quality building materials, variation in architectural form and landscaping to contribute positively to the character of the area.

- Subdivision is designed to respond to the gully network and areas of open space ensuring that where these are accessible to the public and they are visible and safe

Vision

The vision for the Peacocke area is that it will become a high-quality urban environment that is based on urban design best practice, social well-being, and environmental responsibility.

The goal for Peacocke is that development will respond positively to its natural setting and built form to develop a number of well-connected neighbourhoods based on an urban development concept that respects and restores the area's natural environment.

The Peacocke area is Hamilton's southern growth cell and is ideally located to provide approximately 20,000 people homes with easy access to destinations such as the Central City and the University of Waikato. The area has special environmental value being dissected by the Mangakotukutuku Gully network and adjacent to the Waikato River. These provide important habitat for a range of species including pekapeka-tou-roa, New Zealand's critically endangered long-tailed bat.

The Southern Links Transport Corridor Designation runs through the growth cell, providing transport connections to the wider Hamilton and Waikato roading network.

These features of the Peacocke area means that it is important land development occurs in such a way that takes advantage of its location, responds to and respects the important ecological values of the area and integrates with the transport network to ensure a high level of accessibility is maintained into and throughout the area.

The Peacocke area will be developed in line with Hamilton's vision for a 20-minute city, which seeks to provide residents access to everything they need within 20 minutes without relying on private motor vehicles. This means establishing a local centre, which will act as the central community hub, supported by a network of smaller neighbourhood centres, providing day to day convenience for residents.

These hubs will be supported by a multi-modal transport network that provides access to frequent public transport on key routes and a direct and accessible walking and cycling network, that is safe and enjoyable to use. The network will be constructed to meet best practice principles related to safety, coherence, directness, attractiveness and amenity which will assist in encouraging mode shift, in particular for shorter trips of less than 3km.

These hubs will be supported by areas of higher density residential development, allowing more people to live within walkable catchments of the centres and the public transport network, efficiently using land and infrastructure. This will create a vibrant centre that will become the heart of the community.

To ensure a high amenity environment, that people enjoy and want to live in, urban design outcomes are prioritised within the structure plan. This will ensure that while a medium and high-density environment is envisaged, it is developed to provide residents with a high level of on-site amenity and a pleasant public realm.

The topography in Peacocke is typically undulating and earthworks will be required to achieve the densities envisaged in the area. It is important that these earthworks are undertaken in a

comprehensive manner that assists in providing a high amenity outcome. This means designing earthworks to minimise the use of retaining walls, and where these are necessary, minimising their height and locating these to be away from the road frontages. Large scale earthworks that enable development should be undertaken with a subdivision consent to ensure a well-designed outcome.

DEV01-PSP: OBJECTIVES

Urban Environment

Plan Change 5 Peacocke Structure Plan

REFERENCE	OBJECTIVE	RELEVANT POLICIES
DEV01-PSP: O1	Optimised, long-term, positive environmental, economic, social and cultural effects of greenfield development.	DEV01-PSP: P1 DEV01-PSP: P2 DEV01-PSP: P3
DEV01-PSP: O2	Compatible buildings and activities.	DEV01-PSP: P12 DEV01-PSP: P68 DEV01-PSP: P69
DEV01-PSP: O3	Development responds to land suitability including topography, landscape, natural features, soil type, natural hazards, heritage features, and adjoining land uses.	DEV01-PSP: P27 DEV01-PSP: P28 DEV01-PSP: P29
DEV01-PSP: O4	Locate large recreation areas on flat sites at the periphery of dense urban areas.	DEV01-PSP: P9 DEV01-PSP: P10 DEV01-PSP: P11
DEV01-PSP: O5	A range of well-connected, functional public open spaces.	DEV01-PSP: P4 DEV01-PSP: P5 DEV01-PSP: P6
DEV01-PSP: O6	*The Peacocke Structure Plan is developed to deliver required housing supply for Hamilton and creates a connected, well integrated, high amenity, medium density residential environment, with areas of high density established around commercial centres, schools, public transport corridors and areas of open space and natural amenity.*	DEV01-PSP: P13 DEV01-PSP: P14 DEV01-PSP: P15 DEV01-PSP: P16 DEV01-PSP: P22 DEV01-PSP: P25
DEV01-PSP: O7	*Urban development responds to the area's natural environment, ecological values and natural hazards.*	DEV01-PSP: P23 DEV01-PSP: P25 DEV01-PSP: P26
DEV01-PSP: O8	*Business Centres in the Peacocke Precinct are well designed and integrate with surrounding neighbourhoods, provide for multi-level apartment buildings and create distinctive places that are functional, safe, attractive and vibrant.*	DEV01-PSP: P17 DEV01-PSP: P18 DEV01-PSP: P19 DEV01-PSP: P20 DEV01-PSP: P21
DEV01-PSP: O9	*The Peacocke Local Centre is the primary business centre within the structure plan area and provides a range of services to the local community.*	DEV01-PSP: P17 DEV01-PSP: P18 DEV01-PSP: P19 DEV01-PSP: P20 DEV01-PSP: P21
DEV01-PSP: O10	*Neighbourhood centres are located in close proximity to recreational areas and act as activity nodes for walkable catchments, providing access to smaller scale convenience activities.*	DEV01-PSP: P17 DEV01-PSP: P18 DEV01-PSP: P19 DEV01-PSP: P20 DEV01-PSP: P21

DEV01-PSP: O11	*Earthworks in the Peacocke Structure Plan are undertaken in a comprehensive and integrated manner, ensuring a high amenity urban environment that is sympathetic to the areas topographical character.*	DEV01-PSP: P24

Natural Environment

REFERENCE	OBJECTIVE	RELEVANT POLICIES
DEV01-PSP: O12	Provide a public edge to the gully and Waikato River.	DEV01-PSP: P7 DEV01-PSP: P8
DEV01-PSP: O13	*Protect and enhance identified significant habitat of indigenous fauna and significant indigenous vegetation.*	DEV01-PSP: P37
DEV01-PSP: O14	*Create and protect ecological and open space corridors identified in the Peacocke Structure Plan.*	DEV01-PSP: P35 DEV01-PSP: P36 DEV01-PSP: P37
DEV01-PSP: O15	*Enable development adjacent to ecological areas where it is designed to manage the effects of development on the function of these areas.*	DEV01-PSP: P23
DEV01-PSP: O16	*Establish a network of open space, that supports the ecological values of the Peacocke Area and provides passive recreation opportunities where they do not conflict with ecological values.*	DEV01-PSP: P38

Transportation Network

REFERENCE	OBJECTIVE	RELEVANT POLICIES
DEV01-PSP: O17	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.	DEV01-PSP: P40 DEV01-PSP: P41 DEV01-PSP: P42
DEV01-PSP: O18	*The transport system in Peacocke provides a high level of connectivity within the structure plan area and to surrounding neighbourhoods.*	DEV01-PSP: P39 DEV01-PSP: P51
DEV01-PSP: O19	*The transport network reduces car dependency and encourages mode shift by:* *1. Providing a well-connected transport network that prioritises walking and cycling.*	DEV01-PSP: P44 DEV01-PSP: P45 DEV01-PSP: P46 DEV01-PSP: P47 DEV01-PSP: P48

	2. *Designing the transport network to provide safe, direct and universally accessible routes for people walking and cycling throughout the structure plan area.* 3. *Integrating with land use to support the provision of a frequent public transport service.*	DEV01-PSP: P49 DEV01-PSP: P50 DEV01-PSP: P51 DEV01-PSP: P52 DEV01-PSP: P53
DEV01-PSP: O20	*The transport network is designed to be a high amenity environment that incorporates stormwater management.*	PREC1-P P43 PREC1-P P49

Cultural Outcomes

REFERENCE	OBJECTIVE	RELEVANT POLICIES
DEV01 – O21	Protect and celebrate historic and culturally important sites or features	DEV01-PSP: P54 DEV01-PSP: P55
DEV01 – O22	*Identify, communicate and promote the Maaori history of the Peacocke area.*	DEV01-PSP: P54 DEV01-PSP: P55

Infrastructure Network

REFERENCE	OBJECTIVE	RELEVANT POLICIES
DEV01-PSP: O23	New urban development is appropriately serviced and properly integrated to minimise city network impacts.	DEV01-PSP: P55 DEV01-PSP: P56 DEV01-PSP: P57 DEV01-PSP: P58
DEV01-PSP: O24	Effective and integrated management of Three Waters so as to sustainably manage the impact of development on the City's natural and physical resources.	DEV01-PSP: P59 DEV01-PSP: P60
DEV01-PSP: O25	*Development of the Peacocke Structure Plan area occurs in a staged manner that ensures the efficient and effective delivery of infrastructure.*	DEV01-PSP: P55 DEV01-PSP: P56 DEV01-PSP: P57 DEV01-PSP: P58 DEV01-PSP: P59 DEV01-PSP: P60
DEV01-PSP: O26	*The timing, type and intensity of new urban development is integrated and aligns with the planning and provision of network infrastructure.*	DEV01-PSP: P55 DEV01-PSP: P56 DEV01-PSP: P57 DEV01-PSP: P58 DEV01-PSP: P59 DEV01-PSP: P60

DEV01-PSP: POLICIES

Urban Environment

Plan Change 5
Peacocke Structure Plan

DEV01-PSP: P1	Development should be in general accordance with the ~~relevant Structure Plan~~ *Peacocke Structure Plan.*
DEV01-PSP: P2	The design of development should provide population densities that support safe, efficient passenger transport and opportunities for walking and cycling.
DEV01-PSP: P3	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.
DEV01-PSP: P4	The location and size of public open spaces is provided in accordance with Council's Open Space *Provision Policy* ~~Plan~~.
DEV01-PSP: P5	Recreational activities are considered for co-location with: 1. Multifunctional stormwater management. 2. Walkways and cycleways. 3. Cultural and heritage sites. 4. Significant Natural Areas.
DEV01-PSP: P6	Promote appropriate and improved access to the Waikato River to better enable sporting, recreational, and cultural opportunities.
DEV01-PSP: P7	Avoid new development 'turning its back' or privatising edges to major natural features and recreational areas.
DEV01-PSP: P8	Avoid the creation of access barriers to allow for a wide spectrum of the resident population and visitors to physically access or visually interact with these features.
DEV01-PSP: P9	Locate formal sports pitches on slopes less than 1:50 and of sufficient coverage to avoid large quantities of cut and fill.
DEV01-PSP: P10	Locate large recreational areas on the periphery of higher density areas where a balance can be struck between proximity and the impact these large areas have on critical population catchments.
DEV01-PSP: P11	Locate formal sports fields on collector or minor arterial routes to ensure the sustainable use of the roading network and limit impact on surrounding neighbourhoods.
DEV01-PSP: P12	Adverse effects of activities near zone boundaries are managed through setbacks, building design, and landscaping.
DEV01-PSP: P13	*Higher density development in the Peacocke Structure Plan:*

	1. *Shall be established within a walkable distance of the Peacocke Local Centre, neighbourhood centres, identified public transport routes, adjacent to schools, parks and community facilities.* 2. *May be provided along areas of natural open space including the river corridor and gully network.*
DEV01-PSP: P14	*Development of the Peacocke Structure Plan achieves:* 1. *A minimum overall net residential density (excludes roads and open space) of 22 - 30 dwellings per hectare within the Peacocke Medium Density Precinct.* 2. *A minimum overall net residential density (excludes roads and open space) of 35 - 50 dwellings per hectare within the Peacock High Density Overlay.*
DEV01-PSP: P15	*Avoid compromising the future delivery of high-density residential activity around the local centre and identified public transport routes with low density development.*
DEV01-PSP: P16	*Require a variety of housing typologies and densities to be provided throughout the structure plan area.*
DEV01-PSP: P17	*The Local Centre and Neighbourhood Centres are developed in locations consistent with the Peacocke Structure Plan.*
DEV01-PSP: P18	*The Local Centre is to be developed to include a variety of community and commercial activities that establish a high quality, pedestrian focused centre.*
DEV01-PSP: P19	*Incorporate infrastructure to support public transport services in the Local Centre.*
DEV01-PSP: P20	*Neighbourhood centres are located throughout the structure plan and established adjacent to areas of public open space.*
DEV01-PSP: P21	*Activities within the neighbourhood centres are of a scale and size that supports the neighbourhood catchment and do not undermine the role and function of the Peacocke Local Centre.*
DEV01-PSP: P22	*Development is enabled within areas identified for residential land use in a manner that is consistent with the Peacocke Structure Plan.*
DEV01-PSP: P23	*Near identified ecological corridors, ensure the design and location of buildings, infrastructure and lighting is managed throughout the Peacocke Structure Plan in order to maintain their role and function.*
DEV01-PSP: P24	*Enable the development of a medium and high density environment in the Peacocke Structure Plan, while managing earthworks to ensure the development of a high amenity environment by:*

	1. *Managing the use, size, location and style of retaining walls in the area.* 2. *Requiring earthworks to be carried out in conjunction with subdivision to ensure comprehensive, cohesive outcomes are achieved.* 3. *Requiring earthworks to be carried out in a way that is sympathetic to the character of the area.*
DEV01-PSP: P25	*Development within the Peacocke Structure Plan considers the effects of climate change.*
DEV01-PSP: P26	*Ensure development manages the risks associated with natural hazards to ensure the safety of people and structures.*

Natural Environment

DEV01-PSP: P27	The loss of significant vegetation is minimised.
DEV01-PSP: P28	Road layouts adjacent to identified natural features recognise and retain their natural form where practicable.
DEV01-PSP: P29	The scale and quantum of development and land use type recognises land characteristics and suitability and adjoining land uses.
DEV01-PSP: P30	Protect the physical integrity and ecological and stormwater function of the Mangakotukutuku Gully and Waikato River margins.
DEV01-PSP: P31	Provide for revegetated gullies and river margins.
DEV01-PSP: P32	Provide a green corridor along the Waikato River that provides recreational pedestrian and cycling facilities and amenity.
DEV01-PSP: P33	Establish a series of green spaces providing connections and meeting places.
DEV01-PSP: P34	Ensure a high level of public access to the Waikato River corridor.
DEV01-PSP: P35	*Protect bat habitat adjoining the edge of the Mangakotukutuku Gully and Waikato River to ensure long tailed bats are able to continue to utilise these areas.*
DEV01-PSP: P36	*Require development adjacent to the gully network and Waikato River to meet required setbacks to support the ecological function of these areas.*
DEV01-PSP: P37	*Provide ecological corridors between the major arms of the Mangakotukutuku Gully and Waikato River of sufficient width that enables the movement of long tailed bats between the two areas.*

DEV01-PSP: P38	*Residential development away from the gully network and river corridor is supported by open spaces that provide for passive recreation within a walkable distance.*

Transportation Network

DEV01-PSP: P39	Create a high degree of connectivity both within and out of the Structure Plan area.
DEV01-PSP: P40	Enable access to employment, community facilities, retail and recreation through the integrated transport system.
DEV01-PSP: P41	Encourage urban form that reduces dependency on the car by focusing on intensification and encouraging walking, cycling and the use of passenger transport
DEV01-PSP: P42	Intersect proposed passenger transport corridors with activity nodes for critical mass of population and efficient interchange capabilities.
DEV01-PSP: P43	Align collector and local street networks to create strong physical and visual connections between the gully network and the Waikato River.
DEV01-PSP: P44	*Require the transport network to be established in accordance with the Peacocke Structure Plan by designing and locating:* 1. *Transport Corridors to be consistent with the Peacocke Structure Plan.* 2. *Identified public transport routes to accommodate public transport and associated infrastructure.* 3. *Identified cycle routes to provide high quality separated cycleways that encourage cycling.*
DEV01-PSP: P45	*Development is designed to create neighbourhoods that are walkable, safe and linked by a high quality pedestrian and cycling network that incorporates the principles of CPTED.*
DEV01-PSP: P46	*The transport network is designed to enable the delivery of a high quality and accessible public transport services.*
DEV01-PSP: P47	*The transport network is designed using the principles of*: 1. *Minimising the consequences of mistakes made by people travelling.* 2. *Ensure people are safe when using the transport network.* 3. *Consider the needs and requirements of all users of the transport system.*
DEV01-PSP: P48	*The transport network shall be designed to ensure access is provided to all users in a way that is safe, direct and convenient as possible.*
DEV01-PSP: P49	*A continuous and safe walking and cycling network is established that provides direct connections to activity nodes and public transport within the structure plan that minimises the effects of severance of the gully system and major transport corridors.*

DEV01-PSP: P50	*The design and operation of the transport system shall priorities the movement of pedestrians and cyclists over vehicles.*
DEV01-PSP: P51	*Ensure connectivity and integration between developments.*
DEV01-PSP: P52	*On Arterial and Collector Transport Corridor motor-vehicles shall be physically separated from shared paths and cycleways.*
DEV01-PSP: P53	*Transport corridors are designed to provide a high level of amenity and include space to provide for street trees and stormwater management*

Cultural Outcomes

DEV01-PSP: P54	Respect known pa sites, borrows pits and other cultural associations with waterways and the land, through the creation of protective reserves or enlightening developers to ways of integrating these features into new developments for the benefit of all stakeholders.
DEV01-PSP: P55	*Ensure the Maori history of the site is communicated through place names and the design of public spaces and structures.*

Infrastructure Network

DEV01-PSP: P56	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.
DEV01-PSP: P57	New development is able to be adequately serviced in terms of Three Waters and transport infrastructure.
DEV01-PSP: P58	Development is co-ordinated with the provision of infrastructure.
DEV01-PSP: P59	Staging and sequencing is in general accordance with any staging indicated on the relevant Structure Plan.
DEV01-PSP: P60	Three Waters will be managed in accordance with the relevant Integrated Catchment Management Plan.
DEV01-PSP: P61	Integrated Catchment Management Plans shall be developed to determine how to manage Three Waters in an effective and integrated manner including by: *1.* Minimising the effects of urban development on downstream receiving waters. *2.* Managing the run-off from the different relief and soil types in an integrated manner. *3.* Sustaining groundwater levels in peat soils as far as practicable. *4.* Safeguarding and enhancing the natural functioning and ecological health of freshwater bodies and areas of indigenous vegetation, water features and habitats.

	5. Retaining a hydrological cycle close to the pre-development hydrological cycle as far as practicable. 6. Maintaining stormwater discharge from the catchment to at or below pre-development levels. 7. Incorporating Low Impact Urban Design and Development (LIUDD) principles. 8. Identifying and incorporating appropriate water-sensitive techniques. 9. Recognising social, economic, environmental and cultural objectives for the catchment.
DEV01-PSP: P62	Integrated Transport Modelling is undertaken for all Structure Plan areas.
DEV01-PSP: P63	Movement routes are integrated with surrounding neighbourhoods and existing and planned transport networks.
DEV01-PSP: P64	Enable connectivity with other undeveloped adjoining sites.
DEV01-PSP: P65	The transport network supports efficient passenger transport and opportunities for walking and cycling.
DEV01-PSP: P66	Environmental impacts of building new transport corridor infrastructure are minimised.
DEV01-PSP: P67	Opportunities for improved safety, accessibility, connectivity and efficiency within the transportation network are provided.
DEV01-PSP: P68	Sensitive land uses avoid adverse effects on and from regionally significant infrastructure and regionally significant industry.
DEV01-PSP: P69	Development to avoid adverse effects on the safe, efficient and effective operation and use of existing or planned infrastructure.
DEV01-PSP: P70	Manage stormwater to minimise the effect of urban development on Mangakotukutuku stream values and functions, maintain the ability of the stream to continue to provide habitat for threatened aquatic species and minimise adverse effects on the stream water quality and habitat.

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DEV01-PSP: COMPONENTS OF THE PEACOCKE STRUCTURE PLAN

Cultural Values

a) The Peacocke area is significant to mana whenua and has proximity to the Nukuhau Paa which was the most important and significant Pa in the area. The Paa was a centre for training and meetings with the surrounding area extensively cultivated.

b) There are a number of sites of significance to Mana Whenua in the area, which includes land outside of Hamilton City Boundary and demonstrates the long and rich history of occupation by mana whenua. It is important that the Maaori values (history, people and environment) associated with the land are appropriately recognised and commemorated. This may be achieved in consultation with mana whenua to incorporate historical Maori names for areas of open space and road names and through erecting appropriate installations including Pou Whenua, Pau Rahui, and storyboards to convey the history of the area.

c) Sites of significance should be protected. This includes those that have been identified within the district plan and those that may be discovered during development. Archaeological sites within Appendix 8D – Group 2 archaeological sites are able to be modified or destroyed once an authority has bene obtained from Heritage New Zealand.

d) The natural environment should be protected and enhanced, including the Waikato River and local waterways such as the Mangakotuktuku Gully network. The mauri, mana and quality of these waterways should be enhanced to give effect to Te Ture Whaimana o te Awa o Waikato.

e) Opportunities should be taken to reflect Te Ao Maaori in the urbanization of Peacocke. This can be achieved through cultural symbolism in urban design, open spaces and public structures through collaboration with mana whenua.

Natural Environment and Open Space Network

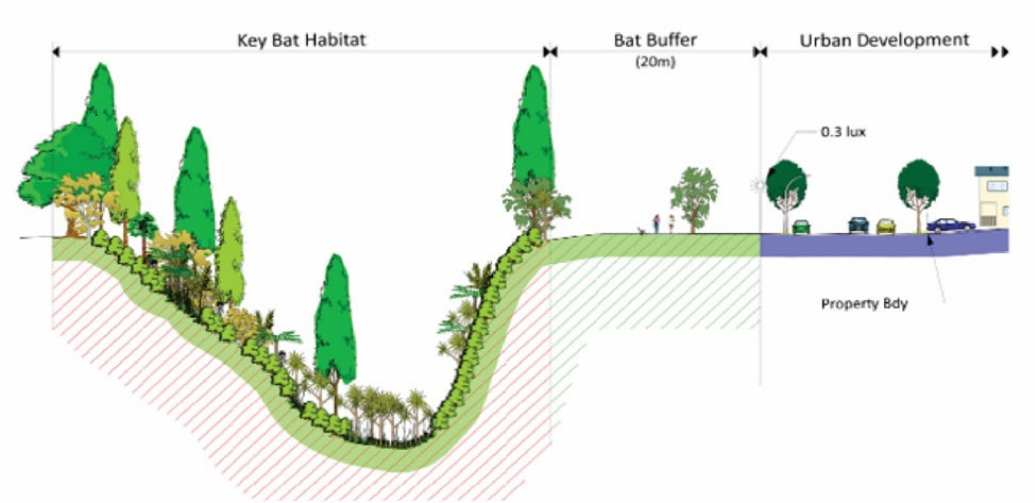
a) The open space network is a defining feature of the Peacocke Structure Plan. The Mangakotukutuku Gully and the Waikato River provide the backbone of the network and are important habitat for the long-tailed bat. The structure plan identifies important corridors that are to be protected and enhanced, completing connections between the gully, the River and the wider area which contain a number of important roosting sites. It is important that these networks are established to continue to allow the long-tailed bats to remain active in the area at levels consistent with, or higher than predevelopment levels. These identified corridors will be the focus of mitigation and enhancement throughout the development of the area.

b) The gully network and river corridor will include walking and cycling facilities, providing green space throughout the structure plan. This will form part of a recreational walking and cycling network, supporting the on-road network.

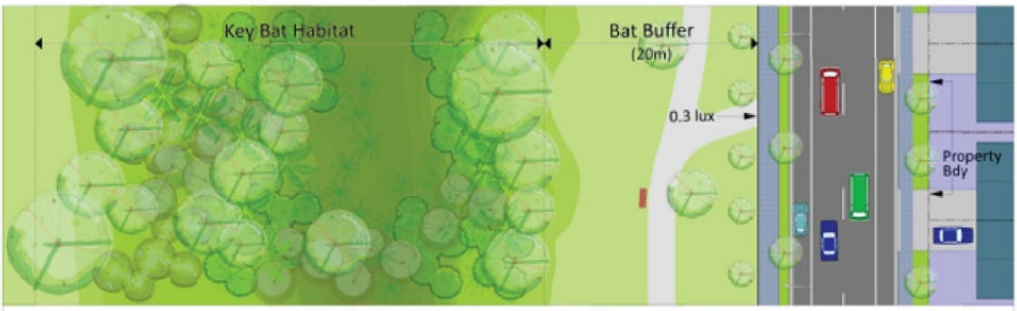
c) The Mangakootukutuku Gully and Waikato River margins comprise a mixture of indigenous and exotic vegetation. These areas provide important habitat for the nationally threatened long-tailed bat and many indigenous bird and fish species. Indigenous animals rely on this exotic habitat as essential components of their life cycles, for breeding or migration, or buffering waterways. This is because indigenous vegetation is so depleted within this landscape that the exotic-dominated habitat is the only habitat available, even if it is of marginal habitat quality.

- **Significant Natural Area:** Where there is existing data that the vegetation or habitat can be clearly delineated by a Significant Natural Area (SNA). Key habitat SNA for bats have been determined on the basis of known roost sites and/or known clearly defined habitats regularly used by bats for foraging or moving through the landscape. These areas will be zoned natural open space with a SNA overlay no development to occur in these areas. The majority of SNAs are located within either the main body of the Mangakootukutuku Gully network or along the Waikato river

- **Bat Habitat Buffer:** A buffer of 20m has been applied to the identified SNAs to prevent anthropogenic disturbance immediately adjacent to these habitats, and hence maintaining the function of these habitats for bats as the surrounding land use changes from rural to urban. The aim is for these areas to remain open space with limited land uses such as pedestrian an cycling paths as well as being potential location for recreational facilities such as children's play grounds.



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KEY BAT HABITAT AND BAT BUFFER

- **Development Setback:** Along with the Bat Habitat Area a 5m development setback is proposed along the interface with the Bat Habitat Area. The setback aims to control any buildngs and assoiated effects on the adjoining bat habitat areas.

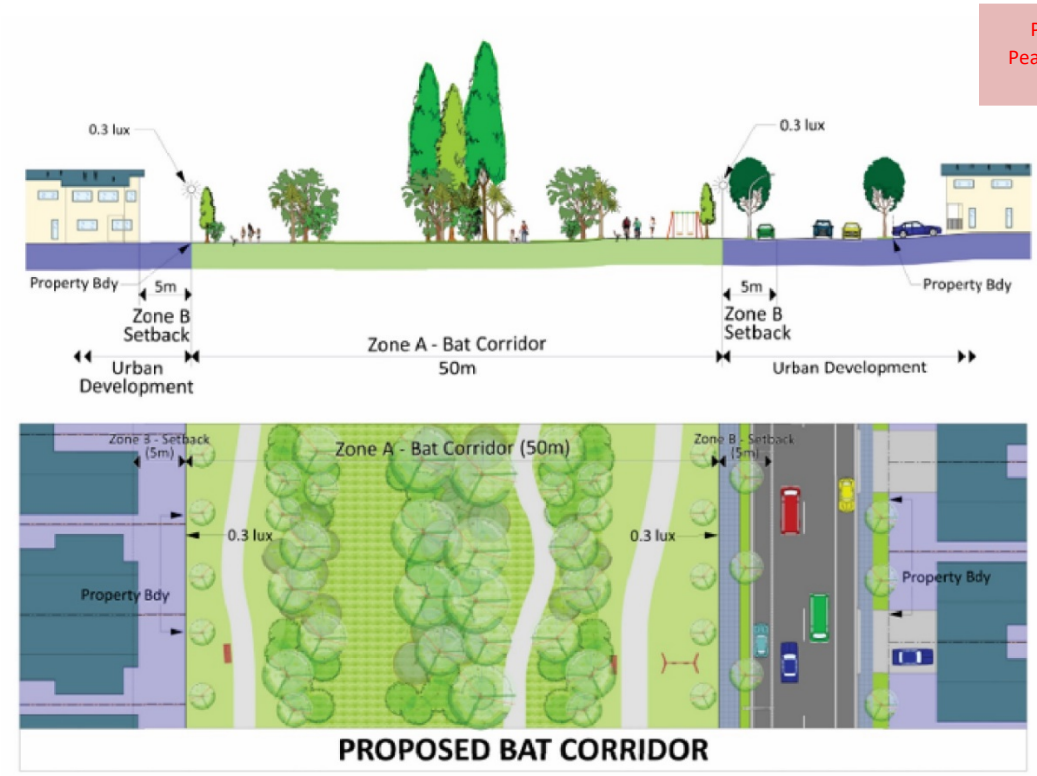
- **Lighting Controls:** Controls over lighting to protect the functional attributes of the habitats in relation to surrounding land use change from rural to urban. These controls relate to managing the impact lighting may have on the ability for the Bat Habitat Areas to remain dark spaces allowing bats to continue to use these areas as Peacocke urbanises.

- **Bat Corridors**: It is proposed that bat corridors be established to retain connectivity between core habitat for bats in the Peacocke area. In terms corridor habitat, the most important general principle is that wide swathes of land are required to be set aside as bat corriodrs in order to retain a permeable and functioning landscape for long-tailed bats.

  Public use of buffer or corridor bat habitats need not be restricted as long as the structural and functional elements of these areas for bats are maintained, and could include amenity, community and green infrastructure activities, or constructed stormwater treatment wetlands. Public uses within high value bat habitats may require further restrictions than for buffer zones and corridors to ensure functional habitat is protected, but could also

include low-impact, unlit footpaths and cycle ways, which avoid any vegetation clearance that is important for bat habitat.

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The structural characteristics of these areas are important for the bat's ability to use them. Ideally, the vegetation within these areas is mature and dense, and there is an inter-laced network of mature corridors. These corridors will assist in supporting not only the long-tailed bat, but other indigenous flora and fauna.

d) To achieve a sustainable balance of land use activities it is important to ensure that a range of formal and informal recreational opportunities are provided to meet the diverse needs of the intended population of the Peacocke area.

e) The intent of the opens space network within the structure plan is to provide places for activity and engagement, for peace and enjoyment, for freedom and relief from the built environment and an opportunity to connect with nature and heritage. It will contribute to the social, health, economic and environmental well- being of the future Peacocke community as well as the wider Hamilton community.

f) Recreational facilities for the area, including the parks and reserves network need to meet multiple functions. Thus where possible:

- Neighbourhood reserves will be integrated with the gullies,
- Sports parks may have natural areas, play lots and links to gullies,
- Riverside reserves will provide for walkways/cycle ways, may have nodes that serve as neighbourhood parks and will incorporate protection of natural areas,
- All parks will provide landscape amenity, and where possible will support environmental values, and
- Serve as stormwater peak flow detention basins.

- **Major Sports Park**: The major sports park will contain a number of sports pitches (suitable for senior grade play, junior fields and training areas) and an area that serves a neighbourhood park function. Whilst the park will primarily serve the local population, they will also form part of the city-wide network of sporting facilities.

  The sports park~~s~~ ~~are~~ is to be linked into the green corridors which will help to establish a more integrated network of facilities and improve accessibility. Together the sports park~~s~~, neighbourhood parks and major features such as the gully network and river corridor will provide a network of recreational facilities catering for the diverse needs of the local community. They will also make a significant contribution to the character and appearance of the area in line with the objectives and policies, creating public open space around key landscape features

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- **Community Park:** A Community Park is shown on the structure plan as future reserve. It will be a large multifunctional park that provides informal recreation, socialising and event space for the wider community and serve a neighbourhood park function as well. The final design, location and extent of the open space network will be determined at the detailed design stage, which accompanies subdivision.

- **Neighbourhood Park:** ~~Also~~ Neighbourhood parks will provide a range of informal recreation facilities, including children's play areas. 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.

  Where possible neighbourhood parks should incorporate existing natural features and be sited in prominent locations where there is scope for passive surveillance, outlooks and a high degree of accessibility. They may also act as a transitional area between different activities. Neighbourhood parks will have an informal character with little built development. Like the active recreation sports parks, they will be established within residential areas.

  Criteria for the location of neighbourhood parks are:

  a. Distribution across the growth cell,

b. Respond to the local context and work with the existing landscape,
c. Integrate CPTED principles into the development of the parks,
d. Accessibility to a residential catchment,
e. Topography,
f. Ability to protect or enhance natural features,
g. Ability to protect cultural and heritage values,
h. Ability to foster positive neighbourhood identity and provide community focal points,
i. Ability to provide off-road linkages between residential neighbourhoods and facilities, and
j. Ability to link areas of natural and ecological value.

The exact location of neighbourhood parks will be determined in consultation with landowners at the time of subdivision, taking into account the criteria above and the local road layout.

The indicative riverside reserve network is intended to create a continuous walking and cycling network along the river's edge. A number of areas of particular landscape value have been identified where the reserve has been widened to indicate Council's intention to acquire the land. The desired outcome is a vegetated and accessible riverbank corridor that provides a buffer between urban development and the river. As part of the riverside reserve it is proposed that a park be established adjacent to the Local centre ~~proposed community focal point~~, thus providing further recreation amenity associated within the ~~Suburban~~ Local c~~C~~entre

- **Community facilities:** such as a public library, passenger transport facilities, schools and other community facilities will be required in the future to support this growing community over time. When required, these facilities will be developed within or close to the local centre or neighbourhood centres ~~commercial and community focal points identified~~, to ensure they are easily accessible to the residential areas of Peacocke.

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Peacocke Transportation network

A fundamental urban design principle is the ease of movement to ensure well connected communities. It is essential that transportation routes are designed to give priority to walking and cycling, and facilitate a seamless web of direct and efficient passenger transport routes that connect neighbourhoods with the central area of the City and other key destinations. In considering the final alignment of the Transport Network the alignment of transport routes needs to be taken into account, as identified in Volume 2, Appendix 2, Figure 2-~~2~~3 Peacocke Structure Plan Staging and Transport Network.

The transport network (refer to Figure 3.4.4a) shown on the Structure Plan is indicative and not intended to show exact alignments. Collector roads in particular are shown conceptually to provide key

linkages between different residential neighbourhoods. Their precise alignment will be largely determined as individual subdivisions are progressed.

The Peacocke transport network will provide for all modes, with an emphasis on mode shift away from the private vehicle by creating an urban environment that is walkable and cyclable. This will provide the infrastructure to ensure that it is convenient and easy to walk and cycle to nodes of activities such as the Local Centre, neighbourhood centres, schools, community facilities and open space. Public transport will be provided along key routes in the structure plan, providing access to the employment, education and commercial areas within the wider Hamilton. The transport network includes on and off-road walking and cycling networks that provide for commuting, access to schools, general errands and recreational users. Paths will make use of the substantial gully network, and will be located at the top of the gully. It is expected that walking and cycling routes will be designed to provide a high quality walking and cycling experience that is safe and accessible for a range of users.

The Southern Links designation runs through the structure plan, providing access to the wider city and beyond to the arterial and state highway network. It also represents a severance challenge for the structure plan as it dissects the area. In order to ensure people are able to move through the area, it is important that crossing locations are provided for pedestrians and cyclists.

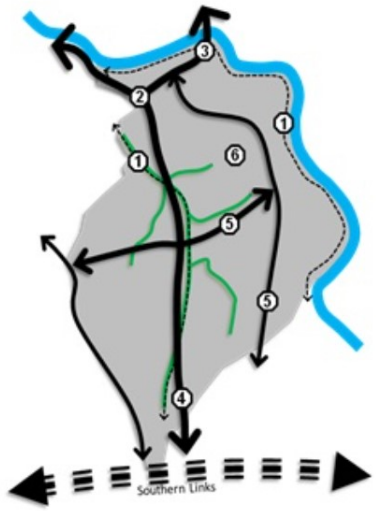
The objectives of the Peacocke Structure Plan seek to establish an urban environment that enables a range of residential density outcomes and supports mode shift and prioritises residents access their community through walking, cycling and public transport.

A fundamental urban design principle is the ease of movement to ensure well connected communities. It is essential that transportation routes are designed to give priority to walking and cycling and facilitate a seamless web of direct and efficient public transport corridors that connect neighbourhoods within the structure plan area and with the rest of the city and other key destinations. In considering the final alignment of the Transport Network the alignment of transport corridors needs to be taken into account, as identified in Volume 2, Appendix 2, Figure 2-3 Peacocke Structure Plan Transport Network.

The transport network (refer to Figure 3.4.4a) shown on the Structure Plan is indicative and not intended to show exact alignments. It is important that the Arterial and Collector networks are established in general accordance with the structure plan in order to deliver a well-connected network that provides a high level of service for public transport and walking and cycling. The final alignment will be largely determined as individual subdivisions are progressed.

The key features of the network are:

Figure 3.4.4a: Proposed Transport Corridors



1. Walkway and cycleway route linking all parts of Peacocke to the Central City via the arterial and collector networks and along the Mangakotukutuku Gully and Waikato River corridors.
2. 'City Link' major arterial route which traverses through the central portion of Peacocke and links with Cobham Drive at the Cobham Bridge, to provide a direct route to the Central City and hospital.
3. 'Eastern Link' major arterial route which branches from the City Link route and crosses the Waikato River near Echo Bank Place linking with Cobham Drive and the Hamilton Ring Road, thus providing a direct route to the eastern side of the City.
4. 'City Link' major arterial route forms part of the 'Southern Links' network that will connect with Kahikatea Drive in the west, and the Waikato Expressway in the east which provides strong connectivity in all directions.
5. Minor arterial network that provides a link between the western and eastern sides of the structure plan, and the main north-south corridor for the eastern part of the structure plan.
6. Collector network that links individual residential neighbourhoods with each other and with the arterial roading network.

All transport networks shown on the Structure Plan are considered to be key linkages and future developments must show how these connections are to be provided and how future integration is to be ensured with surrounding land parcels to ensure that integrated and permeable development that avoids the used of Culs-de-sac. Collector roads and key Local Roads in particular are shown conceptually to provide key linkages and ensure integration between land parcels within and between different residential developments.

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The transport network will be staged as development progresses within Peacocke. The principles for the transport network are:

- Priorities residents of Peacocke's mobility and accessibility to places within Peacocke and to the rest of Hamilton, including employment areas
- provide clear, safe and direct access for residents to community facilities, commercial areas, places of recreation and other neighbourhoods.

- provides people with transport choices (is multi modal) by promoting Public Transport and active modes, at expense of level of service (LOS) for private car if necessary.
- Maximise network efficiency for Public Transport, buses, High Occupance Vehicles (HOV) and active modes through design
- Flexible design to cater for evolution & steps changes in transport system

The transportation network is made up of the following:

a) **Walkway and cycleway:** To ensure a safe and convenient walkway/cycleway network it should be developed as a segregated network on high volume transport routes (i.e. separated from the carriageway), as well as ensure connectivity with the network along the edge of the Mangakootukutuku Gully and Waikato River corridor. The purposed of this integrated network is to promote walking and cycling as the key mode of movement within Peacocke and join key activities nodes in the most direct way.

Plan Change 5 Peacocke Structure Plan

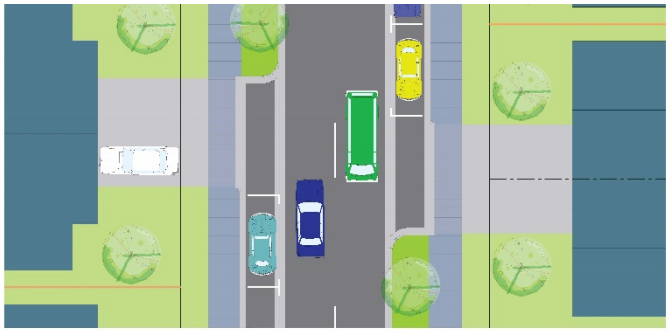
Key Design Principles

- Separate walking and cycling where possible.
- Provide facilities near destination such as commercial areas, bus stops and schools.
- Short block lengths to create a permiable urban form that the most direct routes for cycling andA local road network that prioritises walking and cycling and promotes safe vehicle speeds.

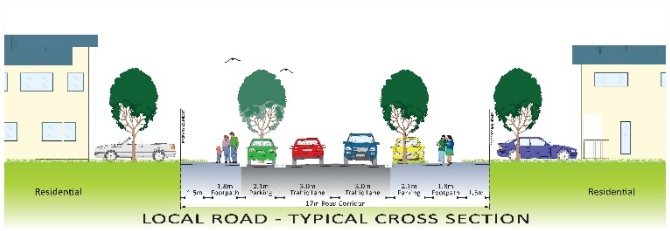
b) **Local Transport network:** Local streets have low traffic volumes, as well as travel speeds of 10 to 30 km/h. They are largely residential streets with occasional commercial uses. These streets should have friction (trees, green infrastructure, parking, etc.) on either side of the street to slow speeds and allow for mix of traffic and cycling. Local streets are some of the most important street types, as this is where people live and play. Walking and cycling should be prioritised as the fundamental units of movement within the local road network by designing low traffic streets. The needs of a wide variety of people throughout their lifetime should be considered during the design of these street (Universal Access provisions). Local street should be multi-purpose streets that are a community asset. They are spaces used for gathering, play, and support the built form through the provision of amenity (street trees).

Key Design Principles

- Design speed of 30km/hr
- Distinctly marked entry treatments
- Fine-grained street design
- Provide amenity
- Controlled parking
- Short blocks



LOCAL ROAD - PLAN VIEW



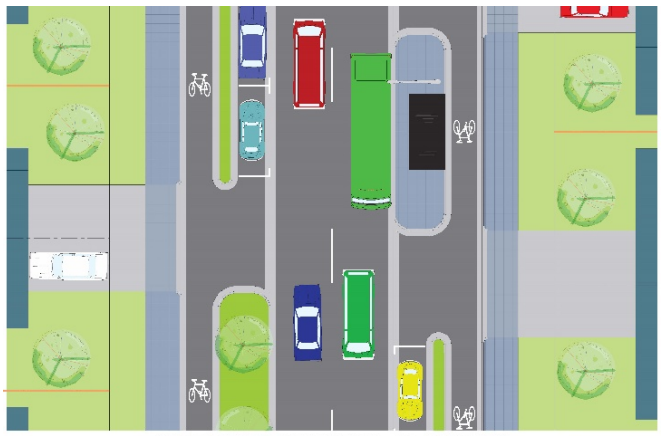
LOCAL ROAD - TYPICAL CROSS SECTION

c) **A Collector Transport network:** The collector network serves to connect local neighbourhoods together as well as linking neighbourhoods to the to the wider arterial roading network. Some flexibility is anticipated in the alignment of the collector streets network shown on the structure plan, however as the collector roads play a key role in providing for a public transport services as well as being part of a wider walking and cycling network, the ability to provide a direct and efficient connection between nodes will be an important design element when considering the collector road alignment. Cycling and walking facilities within the collector corridor should be separated to ensure a safe and efficient pedestrian and cycling network that promotes active modes of transport. Where separated cycle and walking facilities are provided along the collector network vehicle crossing should be minimised to aviod conflict between cyclists/Pedestrians and vehicles crossing the cycling and walking network. Where possible, the existing transport corridors should be used as future collectors as they provide good connectivity within the area and will help to define local neighbourhoods.

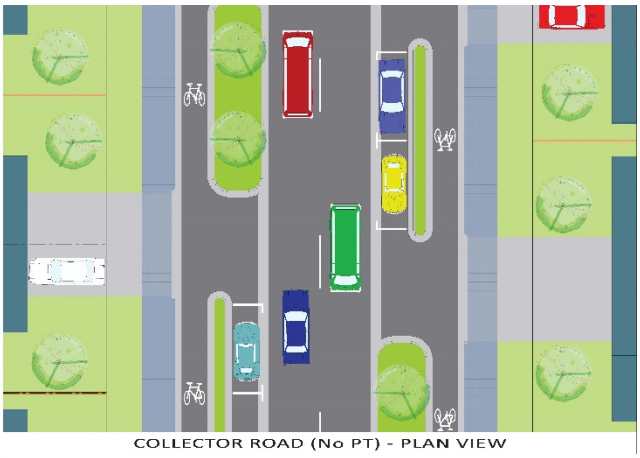
Key Design Principles

- Medium speed environment (<40 km/h).
- Defined on-street parking near centres
- Location of Public Transport routes
- Separated cycle facilities and pedestrian routes.
- Provide high level of amenity

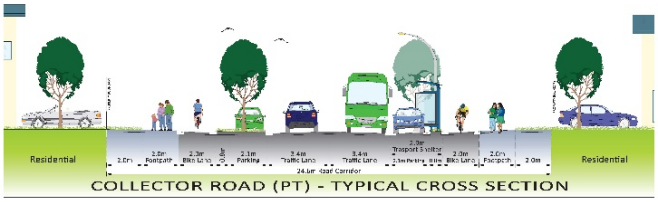
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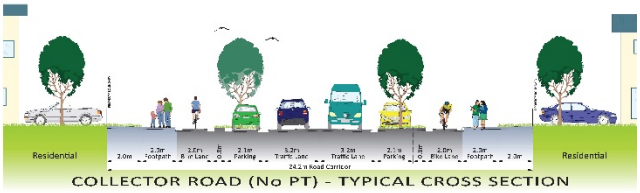
COLLECTOR ROAD (PT) - PLAN VIEW



COLLECTOR ROAD (No PT) - PLAN VIEW



COLLECTOR ROAD (PT) - TYPICAL CROSS SECTION



COLLECTOR ROAD (No PT) - TYPICAL CROSS SECTION

d) **Minor Arterial Transport Network**: The minor arterial network is characterised by high traffic volumes, with some limited destination types such as offices, shops and residences. Large volumes of mixed traffic are anticipated on these routes, including frequent public transport services. Public transport should be given priority. Safety of vulnerable users moving along and across the road should be ensured. Due to the high volumes of traffic on this network a seperated cycling network need to be pro-vided along with pedestrian facilities.

The Minor arterial transport joins the neighbourhoods within Peacocke to the local centre as well as key area outside of Peacocke.

Key Design Principles

- Higher speed environment
- Allow for a high level of intersection density to reduce speeds
- Separated cycle facilities and pedestrian routes.
- High frequency public transport service with priority
- Pedestrian crossings near bus stops and key land uses

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e) **Major Arterial Transport Network:** The arterial transport network, while connecting Peacocke to key destinations outside of Peacocke such as the central city, hospital, university and employment area, is part of a wider regional transport network that connects Hamilton to areas in the south such as Hamilton Airport and Te Awamutu.

The 'North-South' major arterial route which traverses through the central portion of Peacocke and links with Cobham Drive at the Cobham Bridge, will provide a direct route to the Central City and hospital. This route is identified as a possible mass transit route in the future joining the Hamilton airport in the south to the central city in the north.

This major arterial route along with the Mangkootukutuku Gully creates significant severance issues for the development of Peacocke. To minimise this impact for both vehicles and pedestrians access to and across the major arterial routes needs to be provided.

'Eastern Link' major arterial route which branches from the north-south route and crosses the Waikato River near Echo Bank Place linking with Cobham Drive and Wairere Drive, thus providing a direct route to the eastern side of the City.

Key Design Principles

- Highest speed environment (50, 60-80 km/h in peri-urban areas with no accesses)
- Good parallel routes for local traffic and cycling
- No parking
- Keep high amounts of visibility

The distribution of roads across Peacocke is based on this hierarchy through linking key nodes and provides a logical public transport network. While in the foreseeable future this will be based on buses, it is intended that the arterial routes can potentially accommodate alternative modes of transport such as light rail or a high-speed frequent transport service.

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Residential Environment

The majority of the Peacocke residential zone will be a medium density environment delivering a range of typologies between 2 and 3 storeys. This will provide for a range of housing typologies and densities, establishing a mix of housing tenure and a diverse community. It is anticipated that the topography of the area will influence the development of houses and the density will vary according to constraints of the site.

A higher density area, which is anticipated to have a mix of terrace dwellings and apartment buildings between 2 and 5 storeys, has been identified for locations within close proximity of the identified local centre, schools, community facilities and transport routes identified for frequent public transport. The higher density will assist in supporting public transport and creating a viable and vibrant local centre.

Due to the higher densities anticipated, more control over subdivision, layout and the built form is embedded in the plan. The purpose of this is to ensure a high-quality urban environment that will provide a pleasant place to live for the long term. It will also ensure that the area is developed in an integrated fashion, connecting neighbourhoods, ensuring the area is easy to walk and cycle through.

Business Centres

It is important that the day to day needs of the emerging community of Peacocke is provided for locally and within walking distance of the various residential areas. It is envisaged that there will be ~~five~~ eight commercial/community nodes within the Peacocke area.

These Nodes are split into two categories: ~~Suburban~~ Local Centre and Neighbourhood Centres ~~Community Focal Points~~.

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a) The business centres in the Peacocke Structure Plan will provide the community and surrounding neighbourhoods access to their day to day needs and act as the social focal points for the community. These spaces are to be well designed and attractive places for people, easy to walk or cycle to, with engaging public spaces.

   The commercial and community hub of the structure plan is located in the Peacocke Local Centre. It is anticipated that this centre will include a supermarket and a range of other commercial activities that provide for the needs and wellbeing of the community. It is important that the centre is easy to access on foot and on bike and is well serviced by public transport. The built environment should focus on the pedestrian and create active street frontages that are universally accessible.

The location of the local centre has the potential to create a strong link to the Waikato River. The establishment of commercial activities focusing on hospitality and small boutique retail will encouraged the use of the river esplanade and the river as a potential connection between Peacocke and the central city and other key destinations in the future.

Figure 19 Peacocke Local Centre Design Concept identifies spatially the design principles intended for the development of the local centre, within which design controls are imposed to ensure development creates an active from within key locations of the centre as well as ensures that development enhances the interface between the urban development and adjacent public spaces while providing increased safety through passive surveillance.

The development of the Local Centre should take into account the following key design principles:

- Orienting buildings to public spaces and transport corridors
- Creating active frontages at street level, minimising blank walls
- Establishing a finer grain, walkable environment
- Locating parking and vehicle access as to not dominate the streetscape
- Integrate centre with walking and biking connections and providing bike parking
- Creating a high amenity interface with adjacent land uses
- Where applicable, emphasing street corners through building placement and design
- Incorporating the principles of CPTED into design of buildings and spaces
- Incorporating Inclusive Access into the design of buildings, streets and places.
- Using architectural design and detail to create an interesting streetscape
- Incorporate the local history of the area into the design of public space and community facilities
- Position vehicle parking and service areas to the rear of buildings
- Minimising vehicle crossing within the centre

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b) The network of neighbourhood centres will provide for the day-to-day convenience needs of the surrounding residents and act as community hubs, encouraging daily interaction within the community. These are anticipated to be located in close proximity to neighbourhood parks,

creating opportunities for recreation and community interaction. These are to be of a small scale and size as to not undermine the role and function of the Local Centre.

Eight neighbourhood centres providing approximately 2,600m2 GFA between them, ranging from 300m2 - 800m2 of GFA have been identified within the Peacocke area. These are small in size and serve a local function only. The locations have been chosen to provide a wide distribution across the growth cell maximising the amount of residential land within a five-minute walking distance of the centres. Location is important for neighbourhood centres, which depend on being highly accessible to their immediate catchments for their success and to adequately provide for community needs. The location would enable neighbourhood centres to be comprised of approximately three to seven stores in size and would provide good accessibility to the majority to the Peacocke area population.

The centres are strategical located to facilitate public transport and accessibility, and adjacent to neighbourhood parks or other open space. Residential accommodation can be located on the first floor to provide added surveillance and support vibrancy of the centres. Along with apartments being incorporated into the development of the site it is anticipated that there will be a higher concentration of residential development in close proximity to these centres to encourage walking and cycling and support the development of sustainable neighbourhood centres. The ground floor level should have active frontages facing the street, including extensive use of windows with facades designed to create visual interest and character.

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Peacocke Infrastructure and Staging

A staging programme has been developed to ensure urbanisation does not occur out of sequence with the delivery of key strategic infrastructure.

The staging of development in Peacocke starts in the north in the vicinity of the Water Treatment Plant and then proceeds in a southerly direction along Peacocke Road and in the west from the newly completed Ohaupo Road/SH3 and East/West minor arterial roundabout. Development shall occur in accordance with the infrastructure staging plan (Appendix 2 – figure 2-3a). This plan sets out the intended stages of development for Peacocke reflecting the sequenced delivery of strategic infrastructure.

Stage*	Preceding stage(s) required**	Strategic Infrastructure Required***			
		Transportation	Wastewater	Water****	Stormwater
A					• Centralised stormwater management devices relevant to the sub-catchment(s) and Integrated Catchment Management Plan to be available • Provision for overland flow paths
B		• East-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout	• Mains extension along east-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout	• Distribution mains extension along east-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout	
C		• Waikato River Bridge, Wairere Drive extension, to the north-south major arterial • Peacocke Road urban upgrade to local standard north of intersection with Wairere Drive extension • Peacocke Road urban upgrade to minor arterial standard south of intersection with Wairere Drive extension • Weston Lea Drive urban upgrade • New collector road linkage from Plateau Drive to Wairere Drive extension (for western catchment)	• N4 and N4a pump stations and connecting mains • Fitzroy Diversion • Waikato River Bridge and Transfer Main to far eastern interceptor at Gordonton Road, Wairere Drive, Crosby Road intersection.	• Distribution mains along Peacocke Road • Distribution mains along Weston Lea Drive	
D		• East-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout • New collector road (if connecting to Hall Road then Hall Road urban upgrade to collector standard and upgrades to Hall Road/ SH3 intersection will also be required)	• N17 pump station • N4 and N4a pump stations and connecting mains • Fitzroy Diversion • Waikato River Bridge and Transfer Main to far eastern interceptor at Gordonton Road, Wairere Drive, Crosby Road intersection.	• Distribution mains extension along east-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout	
E	C	• East-west minor arterial to Peacocke Road from Ohaupo Road/SH3 roundabout	• Mains extension along north-south major arterial corridor and east-west minor arterial (stage 2)	• Distribution mains along Peacocke Road (from Stage F) • Distribution mains along East-west	

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Stage*	Preceding stage(s) required**	Strategic Infrastructure Required***			
		Transportation	Wastewater	Water****	Stormwater
		• Peacocke Road urban upgrade to minor arterial standard (from Stage F) • Hall Road urban upgrade to collector standard and connection to east-west minor arterial, and upgrades to Hall Road/ SH3 intersection • Peacocke Lane urban upgrade to collector standard • New collector road linkages in the south-eastern catchment	• Diversion of flows from Stage D to Stage E network • N9 (and N11 for the western catchment, and N10 for the south-eastern catchment) pump stations and connecting mains	minor arterial (stage 1 and 2) to Peacocke Road • Distribution mains along Hall Road and connections to close the loop with Stage B and D mains	
F	C	• Peacocke Road urban upgrade to minor arterial standard • New north-south collector road	• N3 pump station and connecting mains	• Distribution mains along Peacocke Road	
G	C, F	• Peacocke Road urban upgrade to minor arterial standard • New collector road linkages	• N7 (for the eastern catchment) and N8 (for the southern catchment) pump stations and connecting mains	• Distribution mains along Peacocke Road	
H	C, E	• North-south major arterial (full length) and Cobham Drive Bridge upgrading • Peacocke Road urban upgrade to minor arterial standard (including from Stage F and G) • New collector road linkages including linkages to Hall Road	• N12 (and N13 for the eastern catchment) pump stations and connecting mains	• Distribution mains along North-south major arterial • Distribution mains along Peacocke Road • Distribution mains along Hall Road	
I	C, E, H	• Peacocke Road urban upgrade to minor arterial standard	• Connecting mains to N12 pump station	• Distribution mains completing loop along North-south	

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Stage*	Preceding stage(s) required**	Strategic Infrastructure Required***			
		Transportation	Wastewater	Water****	Stormwater
		(including from Stage F, G and H) • New collector road linkages		major arterial, Hall Road, Peacocke Road and Ohaupo Road/SH3	

* *Stage boundaries take into account a range of factors including existing contours, existing and planned water and wastewater network sub-catchments, and transportation infrastructure networks and connectivity.*

** *Strategic infrastructure from these preceding stages will be requiring, including relevant connections.*

*** *In addition, localised and on-lot infrastructure and connections will be required. This should generally not influence sequencing of other stages. The delivery of most strategic infrastructure is expected to be Council-led. However, some of the infrastructure identified, such as new and upgraded collector roads, stormwater infrastructure, and various pumpstations and distribution mains, are expected to be developer-delivered to Council specifications.*

**** *A new reservoir, and associated feed lines and connecting mains, and Water Treatment Plant upgrades (e.g. High-lift pumpstation) will be needed as the growth demands approaches the operational limits of the Hamilton South reservoir and plant.*

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Chapter 4 - Residential Zones

Chapter 4A - Peacocke Medium Density Residnetial Zone

Hamilton City Council
Te kaunihera o Kirikiriroa

4A Medium Density Residential Zone – MRZ

MRZ – PREC1-PSP: Medium Density Residential Zone Peacocke Precinct

Provisions that are not tracked changed (insertions underlined, deletions ~~struck out~~), have been transferred from the Hamilton Operative District Plan 2017 under s58I of the RMA for the purposes of complying with the format requirement of the National Planning Standards.

The following provisions have immediate legal effect under Section 86B (3) of the RMA

MRZ – PREC1-PSP: ISSUES

The Medium Density Zone applies to identified greenfield areas that will provide for a higher density than is currently established in the General Residential Zone. Medium density development provides a number of benefits, including a more efficient use of land and infrastructure and the ability to foster walkable communities, which provide for access to services, jobs and daily needs within a walkable or cyclable distance.

The Peacocke Precinct provides for increased density across the entire structure plan with the vision to create a high quality urban neighbourhood. The precinct/development area is subject to its own planning framework due to the different outcomes that are envisaged throughout the structure plan compared to Hamilton City's other Medium Density Zone locations and the unique environmental features that are present in the area. The Peacocke Precinct applies in the Peacocke Development Area. It spatially identifies and manages the area, applying additional place-based provisions to refine the policy direction and standards that apply to development in the area. The policy direction for the Peacocke Precinct recognises the unique qualities of the Peacocke area and the need to deliver a high amenity greenfield development that focuses on the creation of a walkable and cyclable environment.

Increased density supports public transport and viable commercial centres, increasing the number of people within a walkable catchment. It also provides more housing options, such as one or two person homes, smaller families and opportunities for retirees to downsize. For this reason, the Peacocke Precinct includes a high density overlay which is located within walkable distances from the suburban centre, identified public transport routes and areas of amenity including the river and gully network, parks and community facilities. This overlay enables the delivery of higher density housing and in combination with the objectives and policies of the plan, will create a walkable environment that provides ease of access to facilities and amenities and public transport.

In order to ensure a pleasant living environment, it is important that higher density housing is well designed. This is because, when compared to lower density housing, there is less space to provide onsite amenity for individual properties and generally less flexibility to arrange smaller sites. For this reason,

council reserves discretion over the development of multi-unit housing including duplex dwellings, terrace dwellings and apartments throughout the zone.

MRZ – PREC1-PSP: OBJECTIVES

Land use and development

REFERENCE	OBJECTIVE	RELEVANT POLICIES
MRZ - PREC1-PSP: O1	A range of housing types and densities is available to meet the needs of all communities.	MRZ - PREC1-PSP: P1
MRZ - PREC1-PSP: O2	Residential activities remain the dominant activity in Residential Zones.	MRZ - PREC1-PSP: P2 MRZ - PREC1-PSP: P3 MRZ - PREC1-PSP: P4 MRZ - PREC1-PSP: P15
MRZ - PREC1-PSP: O3	Buildings and activities at the interface of Residential Zones with other zones will be compatible with the form and type of development anticipated in the adjacent zone.	MRZ - PREC1-PSP: P17 MRZ - PREC1-PSP: P18
MRZ - PREC1-PSP: O4	*The Peacocke Precinct establishes a high amenity, medium density residential environment with areas of high density around identified activity nodes, corridors and areas of natural amenity.*	MRZ - PREC1-PSP:P5 MRZ - PREC1-PSP: P21 MRZ - PREC1-PSP: P22
MRZ - PREC1-PSP: 05	*Development in Peacocke provides a range of housing typologies that are consistent with the neighbourhood's planned urban built character of two to three-storey buildings in the medium density zone and two – five storey buildings within the high-density area.*	MRZ – PREC1-PSP: P5 MRZ - PREC1-PSP: P21 MRZ - PREC1-PSP: P22

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Amenity

REFERENCE	OBJECTIVE	RELEVANT POLICIES
MRZ - PREC1-PSP: O6	Residential development produces good on-site amenity.	MRZ - PREC1-PSP: P7 MRZ - PREC1-PSP: P8 MRZ - PREC1-PSP: P9 MRZ - PREC1-PSP: P10
MRZ - PREC1-PSP: O7	The development contributes to good neighbourhood amenity as the area matures.	MRZ - PREC1-PSP: P11 MRZ - PREC1-PSP: P12 MRZ - PREC1-PSP: P13

		MRZ - PREC1-PSP: P14
MRZ - PREC1-PSP: O8	Activities in Residential Zones are compatible with residential amenity.	MRZ - PREC1-PSP: P3 MRZ - PREC1-PSP: P15 MRZ - PREC1-PSP: P16
MRZ - PREC1-PSP: O9	*Residential dwellings within the Peacocke Precinct are designed and developed to create an attractive and safe urban environment, providing a high level of amenity:* *1. On site for residents;* *2. On adjoining sites; and* *3. For the transport corridor and public open spaces.*	MRZ -PREC1-P: P7 MRZ -PREC1-P: P19 MRZ -PREC1-P: P20

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Infrastructure

REFERENCE	OBJECTIVE	RELEVANT POLICIES
MRZ - PREC1-PSP: O10	Efficient use of land and infrastructure	MRZ - PREC1-PSP: P6 MRZ - PREC1-PSP: P23 MRZ - PREC1-PSP: P24 MRZ - PREC1-PSP: P25
MRZ - PREC1-PSP: O11	Residential buildings make efficient use of water and energy resources.	MRZ - PREC1-PSP: P26

MRZ – PREC1-P: POLICIES

Land use and development

MRZ - PREC1-PSP: P1	Higher-density residential development should be located within and close to the Central City, suburban and neighbourhood centres, tertiary education facilities and hospital, and in areas serviced by passenger transport.
MRZ - PREC1-PSP: P2	Non-residential activities should not establish in residential areas, unless the adverse effects on all zones are avoided, remedied or mitigated.
MRZ - PREC1-PSP: P3	Home-based businesses shall: 1. Be ancillary to the residential activity of the site. 2. Avoid adverse effects on the neighbourhood, character, amenity and the transport network. 3. Take place within dwellings or ancillary buildings. 4. Involve no outdoor storage of vehicles, equipment or goods visible from a public place. 5. Be compatible with the character and amenity of the locality, in terms of location, type and scale of activity, number of visitors to the site, and hours of operation.
MRZ - PREC1-PSP: P4	Community facilities and community support activities (including managed care facilities and residential centres) shall: 1. Serve a local social or cultural need. 2. Be compatible with existing and anticipated residential amenity.
MRZ - PREC1-PSP: P5	*Ensure the efficient development of land by requiring development to demonstrate it is consistent with the Peacocke Structure Plan.*

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Amenity

MRZ - PREC1-PSP: P6	Residential land uses should be managed to avoid potential effects, such as noise, from arterial transport corridors and state highways.
MRZ - PREC1-PSP: P7	Residential design shall achieve quality on-site amenity by providing: 1. Private, useable outdoor living areas that are located to the rear of the site. 2. Access to sunlight and daylight throughout the year. 3. Adequate service areas to accommodate typical residential living requirements. 4. Insulation to minimise adverse noise effects. 5. *Where offered,* parking and manoeuvring areas on-site ~~to~~ meet the needs, safety and convenience of residents. 6. Energy-efficient and sustainable design technologies where compatible with the scale and form of residential development. *7. Principal living areas with sufficient outlook to create a sense of space.*
MRZ - PREC1-PSP: P8	Residential sites adjacent to public space shall achieve visual and physical connectivity to these areas.
MRZ - PREC1-PSP: P9	Building design and location shall protect the privacy of adjoining dwellings.
MRZ - PREC1-PSP: P10	Development in areas identified for medium and high-density residential activities should be in general accordance with the appropriate Design Assessment Criteria.
MRZ - PREC1-PSP: P11	The size and scale of buildings and structures shall be compatible with the locality.
MRZ - PREC1-PSP: P12	Buildings should be designed so they do not physically dominate or adversely affect the residential character of the neighbourhood.
MRZ - PREC1-PSP: P13	Significant vegetation and trees should be preserved wherever possible.
MRZ - PREC1-PSP: P14	Garages, carports and vehicle access points shall be sited to ensure the safety of all road users and the safe and efficient function of the transport corridor.
MRZ - PREC1-PSP: P15	Non-residential activities shall be of an appropriate size to maintain character of the site.
MRZ - PREC1-PSP: P16	Adverse effects of activities on the amenity values of the locality shall be minimised including: 1. Effects of noise, glare, odour, dust, smoke, fumes and other nuisances. 2. Effects on traffic, parking, and transport networks.
MRZ - PREC1-PSP: P17	Adverse effects of activities that cross zone boundaries shall be managed through setbacks, building design, and landscaping.

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MRZ - PREC1-PSP: P18	Buildings and structures on the boundary between Residential Zones and public areas shall incorporate CPTED principles.
MRZ - PREC1-PSP: P19	*Dwellings within the Peacocke Structure Plan are designed and constructed to provide a high amenity environment by:* *1) Providing passive surveillance of public spaces (including roads and areas of open space) and creating a clear delineation between public and private spaces through the use of low fence heights, landscaping, glazing and clear pedestrian entrances.* *2) Encouraging buildings to be located towards the front of the site, so they front the street and enable space for private outdoor living areas that have access to sunlight.* *3) Providing high quality front yard landscaping that adds amenity to the streetscape.* *4) Ensuring the visual dominance of garage doors and carparking is minimised.* *5) Designing the facades of dwellings to provide visual interest and engage with the street; including through the provision of front porches, low fences, glazing, setbacks, direct pedestrian access and the management of parking.*
MRZ -PREC1-PSP: P20	*Ensure vehicle crossings are minimised on road frontages where narrow dwellings are proposed and where shared paths and separated cycle ways are located.*
MRZ - PREC1-PSP: P21	*Residential development is designed to manage effects of lighting on adjacent areas of Natural Open Space.*
MRZ - PREC1-PSP: P22	*Residential development considers and responds to the future effects of climate change.*

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Infrastructure

MRZ - PREC1-PSP: P23	New residential development shall be able to be adequately serviced in terms of Three Waters infrastructure.
MRZ - PREC1-PSP: P24	Residential development shall use land and infrastructure efficiently by: 1. Delivering target yields from housing development in both greenfield growth areas and intensification areas, as indicated by rules or Structure Plans. 2. Staging and sequencing the development as indicated by ~~rules or~~ the Peacocke Structure Plans. 3. Otherwise complying with the Peacocke Structure Plan. ~~relevant Structure Plans~~.
MRZ - PREC1-PSP: P25	New buildings and activities shall mitigate effects on and from regionally significant infrastructure.
MRZ - PREC1-PSP: P26	Development should encourage the efficient use of energy and water, by: 1. Incorporating water-sensitive techniques. 2. Reducing the use of reticulated electricity. *3. Utilizing solar energy.* 4. *Providing for electric bikes and charging network throughout the area.*

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MRZ – PREC1-PSP: RULES – ACTIVITY STATUS

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

Refer to Appendix 1.3 Assessment Criteria for matters of discretion.

MRZ - PREC1-PSP: R1	**Accessory Buildings**	
Medium density residential zone – Peacocke Precinct	Activity Status: Permitted Where the following are complied with: PER-1 1. PREC1-P R36 – R48.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria

MRZ - PREC1-PSP: R2	**Ancillary residential structure**	
Medium density residential zone – Peacocke Precinct	Activity Status: Permitted Where the following are complied with: PER-1 1. PREC1-P R36 – R48.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria

MRZ - PREC1-PSP: R3	**Single Dwelling on a site**	
Medium density residential zone – Peacocke Precinct	Activity Status: Permitted Where the following are complied with: PER-1 1. Only one dwelling is provided per site. 2. PREC1-P R36 – R48.	Activity Status where compliance is not achieved with PER-1-1: Restricted Discretionary. Matters of discretion are restricted to: 1. *B – Design and Layout* 2. *C – Character and Amenity* 3. *P – Peacocke Structure Plan*

		Activity Status where compliance is not achieved with PER-1-2: Restricted Discretionary. Matters of discretion are restricted to: 1. A – General

MRZ - PREC1-PSP: R4	**Managed care facilities**	
Medium density residential zone – Peacocke Precinct	Activity Status: Permitted Where the following are complied with: PER-1 1. PREC1-P R36 – R48. PER-2 2. No more than 9 people, including staff and their dependents reside on site. PER-3 3. Within one calendar month of its occupancy, the Agency/person(s) responsible for the Managed Care Facility shall provide the residents of the properties adjoining the site and Council's Planning Department a written information pack. The information pack shall include an overview of the Agency and the range of services provided (if relevant), and the type of care and programs to be provided within the Managed Care Facility and shall include the following. a) Proposed number of residents. b) The anticipated number of visitors to the site per week and daily visiting hours.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General Activity status where compliance is not achieved with PER-2: Discretionary Activity Status where compliance is not achieved with PER-3 – PER-7: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

	c) Anticipated full time equivalent staff at the facility. d) Regular and emergency contact details to enable prompt and effective contact if necessary. e) The policies for the management of possible emergency situations including the management of neighbour relations in an emergency situation. PER-4 4. The outdoor living area shall be provided communally which shall comprise: a) At least 15m² per resident in the General Residential Zone. b) At least 12m2 per resident in the Residential Intensification Zone. c) A minimum dimension of not less than 4m. d) An area capable of containing a 6m diameter circle. e) At least 60% at ground level, and any outdoor living space that is not at ground level is provided on upper floor decks wider than 1m. f) Comprise not more than 35% impermeable surface area. g) For the exclusive use of the residents. h) Readily accessible for all residents. i) Free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas. PER-5 5. A service area shall be provided that has: a) A minimum area of 20m² with a minimum dimension of 3m. b) In cases where a fully equipped laundry (washing and drying machines) is provided, then the service area can be reduced to a minimum of 16m² with a minimum dimension of 2m.	

	PER-6 6. Staff providing supervision for managed care facilities accommodating eight or more residents shall be present on site at all times that residents are in occupation. Per-7 7. No part of any site or premises used as a managed care facility shall contain a secure unit.	

MRZ - PREC1-PSP: R5	**Emergency housing**	
Medium density residential zone – Peacocke Precinct	Activity Status: Permitted Where the following are complied with: PER-1 1. PREC1-P R36 – R48. PER-2 1. No more than 10 people, including staff and their dependents reside on site.	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General Activity status where compliance is not achieved with PER-2: Non Complying

MRZ - PREC1-PSP: R6	**Residential activities**	
Medium density residential zone – Peacocke Precinct	Activity Status: Permitted Where the following are complied with: PER-1 1. PREC1-P R36 – R48.	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

MRZ - PREC1-PSP: R7	Home based business	
Medium density residential zone – Peacocke Precinct	Activity Status: Permitted Where the following are complied with: PER-1 1. For the avoidance of doubt, if an activity does not comply with all of the standards specified, it is not a home-based business. Home-based businesses shall: 2. Employ no more than 2 people, one of whom must reside on the site on a permanent basis. 3. Not exceed 30% of the total gross floor area of buildings on the site. 4. Not generate any trips by a heavy motor vehicle. 5. Not generate vehicle trips or pedestrian traffic between 2000 to 0800 hours. 6. Not display any indication of the activity from outside the site including the display or storage of materials, except for permitted signs. 7. Retail only those goods which have been manufactured, repaired, renovated or otherwise produced on the site. 8. Not create electrical interference with television and radio sets or other types of receivers in adjacent residential units. 9. Not generate nuisances, including smoke, noise, dust, vibration, glare, and other noxious or dangerous effects – these shall be measured at the boundaries of the site. 10. Have only one sign with a maximum area of 0.6m², a maximum dimension of 1m and having no part higher than 2m above the adjacent ground level. The sign must be attached to either a fence, wall or building.	Activity Status where compliance not achieved with PER-1: Non complying

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MRZ - PREC1-PSP: R8	Homestay accommodation	
Medium density residential zone – Peacocke Precinct	Activity Status: Permitted Where the following are complied with: PER-1 1. PREC1-P R36 – R48.	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

MRZ - PREC1-PSP:R9	Show homes	
Medium density residential zone – Peacocke Precinct	Activity Status: Permitted Where the following are complied with: PER-1 1. PREC1-P R36 – R48. 2. Shall be staffed by a maximum number of two staff at any time. 3. Shall be located on a front, corner or through site. 4. Shall have a maximum activity duration of two years from the time of first occupation.	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

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MRZ - PREC1-PSP: R10	Informal recreation	
Medium density residential zone – Peacocke Precinct	Activity Status: Permitted Where the following are complied with: PER-1 1. PREC1-P R36 – R48.	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

MRZ - PREC1-PSP: R11	Organised recreation	
Medium density residential zone – Peacocke Precinct	Activity Status: Permitted Where the following are complied with: PER-1 1. PREC1-P R36 – R48.	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

MRZ - PREC1-PSP: R12	Demolition or removal of existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	
Medium density residential zone – Peacocke Precinct	Activity Status: Permitted Where the following are complied with: PER-1 1. PREC1-P R36 – R48.	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

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MRZ - PREC1-PSP: R13	Maintenance, repair and alterations and additions to existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	
Medium density residential zone – Peacocke Precinct	Activity Status: Permitted Where the following are complied with: PER-1 1. PREC1-P R36 – R48.	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

MRZ - PREC1-PSP: R14	Relocated buildings	
Medium density residential zone – Peacocke Precinct	Activity Status: Permitted Where the following are complied with: PER-1 1. PREC1-P R36 – R48.	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to:

	2. Any relocated building intended for use as a dwelling (excluding previously used accessory buildings) must have previously been designed, built and used as a dwelling. 3. A building inspection report shall accompany the application for a building consent. That report is to identify all reinstatement works that are to be completed to the exterior of the building. 4. All reinstatement work required by the building inspection report and the building consent to reinstate the exterior of any relocated dwelling shall be completed within six months of the building being delivered to the site. Reinstatement work is to include connections to all infrastructure services and closing in and ventilation of the foundations. 5. The proposed owner of the relocated building must certify that the reinstatement work will be completed within the six month period.	1. A - General

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MRZ - PREC1-PSP: R15	**Duplex Dwelling***	
Medium density residential zone – Peacocke Precinct	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. PREC1-P R36 – R48. Matters of discretion are restricted to: 1. B – Design and Layout 2. C – Character and Amenity 3. P – Peacocke Structure Plan	Activity Status where compliance is not achieved with RDIS-1-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

MRZ - PREC1-PSP: R16	Terrace dwelling (Peacocke Precinct)*	
Medium density residential zone – Peacocke Precinct	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 The maximum number of units in a building is no more than 6. RDIS-2 1. PREC1-P R36 – R48. Matters of discretion are restricted to: 4. B – Design and Layout 5. C – Character and Amenity 6. P – Peacocke Structure Plan	Activity Status where compliance not achieved with RDIS-1 1): Restricted Discretionary Matters of discretion are restricted to: 1. A - General Activity Status where compliance is not achieved with RDIS-2-2: Restricted Discretionary. Matters of discretion are restricted to: 1. A - General

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MRZ - PREC1-PSP: R17	Apartment Building (Peacocke Precinct)*	
Medium density residential zone – Peacocke Precinct	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. PREC1-P R36 – R48. Matters of discretion are restricted to: 1. B – Design and Layout 2. C – Character and Amenity 3. P – Peacocke Structure Plan	Activity Status where compliance is not achieved with RDIS-1-1: Restricted Discretionary. Matters of discretion are restricted to: 2. A - General

MRZ - PREC1-PSP: R18	Papakainga*	
Medium density residential zone – Peacocke Precinct	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. PREC1-P R36 – R48. *Matters of discretion are restricted to:* *1. B – Design and Layout* *2. C – Character and Amenity* 3. *P – Peacocke Structure Plan*	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

MRZ - PREC1-PSP: R19	Rest Home*	
Medium density residential zone – Peacocke Precinct	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. PREC1-P R36 – R48. 2. Maximum occupancy shall be 10 residents (including live-in staff). 3. The maximum density for rest homes shall be: a. One person per 50m² of net site area. 4. An outdoor living area shall be provided that: a. Is for the exclusive use of the residents. b. Is readily accessible to all residents. c. Is free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas. d. Has a maximum area of impermeable surfaces not exceeding 60% of the outdoor living area.	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

Plan Change 5 Peacocke Structure Plan

	5. The outdoor living area shall be provided communally which shall comprise: a. At least 12m2 per resident. b. A minimum dimension of not less than 4m. c. At least capable of containing a 6m-diameter circle. d. At least 60% provided at ground level, and any outdoor living space that is not at ground level is provided on upper floor decks wider than 1m. 6. A service area shall be provided with areas and dimensions as follows: a. Minimum area of 20m². b. Minimum dimension of 3m. c. Provided that where a fully equipped laundry (both washing and drying machines) is provided in rest home, then the service area can be reduced to a minimum of 16m² with a minimum dimension of 2m *Matters of discretion are restricted to:* 1. *B – Design and Layout* 2. *C – Character and Amenity* 3. *P – Peacocke Structure Plan*	
MRZ - PREC1-PSP: R20	**Dairy**	
Medium density residential zone – Peacocke Precinct	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. PREC1-P R36 – R48. 2. The gross floor area of retail activity on the site shall not exceed 100m². 3. The hours of operation shall be 0700-2200 hours. *Matters of discretion are restricted to:*	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

	1. *B – Design and Layout* 2. *C – Character and Amenity* 3. *P – Peacocke Structure Plan*	

MRZ - PREC1-PSP: R21	**Childcare facility**	
Medium density residential zone – Peacocke Precinct	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. PREC1-P R36 – R48. 2. The Childcare Facility shall not be part of a multiunit residential development. 3. The activity shall be located on a front, corner or through site. 4. The activity shall have a maximum gross floor area for all buildings of 250m^2. *Matters of discretion are restricted to:* 1. *B – Design and Layout* 2. *C – Character and Amenity* 3. *P – Peacocke Structure Plan*	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

MRZ - PREC1-PSP: R22	**Visitor accommodation**	
Medium density residential zone – Peacocke Precinct	Activity Status: Restricted Discretionary Where: RDIS-1 1. PREC1-P R36 – R48. 2. The maximum occupancy for visitor accommodation shall be 12 guests. 3. Visitor accommodation shall not provide for the sale of liquor through an ancillary facility such as a bar or a restaurant.	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

	Matters of discretion are restricted to: 1. *B – Design and Layout* 2. *C – Character and Amenity* 3. *P – Peacocke Structure Plan*	

MRZ - PREC1-PSP: R23	**Emergency service facilities**	
Medium density residential zone – Peacocke Precinct	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. PREC1-P R36 – R48. *Matters of discretion are restricted to:* 1. *B – Design and Layout* 2. *C – Character and Amenity* 3. *P – Peacocke Structure Plan*	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

MRZ - PREC1-PSP: R24	**Community centre**	
Medium density residential zone – Peacocke Precinct	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. PREC1-P R36 – R48. 2. The maximum gross floor area of all buildings on a site shall not exceed 250m^2. 3. The hours of operation shall be restricted to 0700 – 2200 hours. 4. Once per calendar year a special event may operate from 0700-0200 hours.	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

	5. The display or storage of materials, except for permitted signage shall not be visible from outside the table. *Matters of discretion are restricted to:* *1. B – Design and Layout* *2. C – Character and Amenity* 3. *P – Peacocke Structure Plan*	

MRZ - PREC1-PSP: R25	**Place of worship**	
Medium density residential zone – Peacocke Precinct	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. PREC1-P R36 – R48. 2. The maximum gross floor area of all buildings on a site shall not exceed 250m^2. 3. The hours of operation shall be restricted to 0700 – 2200 hours. 4. Once per calendar year a special event may operate from 0700-0200 hours. 5. The display or storage of materials, except for permitted signage shall not be visible from outside the table. *Matters of discretion are restricted to:* *1. B – Design and Layout* *2. C – Character and Amenity* 3. *P – Peacocke Structure Plan*	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

MRZ - PREC1-PSP: R26	**Retirement Village***	
Medium density residential zone – Peacocke Precinct	*Activity Status: Restricted Discretionary* *Where the following are complied with:* *RDIS-1* *2. PREC1-P R36 – R48.*	*Activity Status where compliance is not achieved with RDIS-1-1: Restricted Discretionary.* *Matters of discretion are restricted to:*

	Matters of discretion are restricted to: 1. *B – Design and Layout* 2. *C – Character and Amenity* 3. *P – Peacocke Structure Plan*	1. *A - General*

MRZ - PREC1-PSP:R27	**Residential centre**	
Medium density residential zone – Peacocke Precinct	Activity Status: Discretionary *Where the following are complied with:* *DIS-1* 1. *PREC1-P R36 – R48.*	Activity Status where compliance not achieved: Discretionary

MRZ - PREC1-PSP: R28	**School**	
Medium density residential zone – Peacocke Precinct	Activity Status: Discretionary *Where the following are complied with:* *DIS-1* 1. *PREC1-P R36 – R48.*	Activity Status where compliance not achieved: Discretionary

MRZ - PREC1-PSP: R29	**Marae**	
Medium density residential zone – Peacocke Precinct	Activity Status: Discretionary *Where the following are complied with:* *DIS-1* 1. *PREC1-P R36 – R48.*	Activity Status where compliance not achieved: Discretionary

MRZ - PREC1-PSP: R30	**Office**	
Medium density residential zone – Peacocke Precinct	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

MRZ - PREC1-PSP: R31	**Retail**	
Medium density residential zone – Peacocke Precinct	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

MRZ - PREC1-PSP: R32	**Places of assembly**	
Medium density residential zone – Peacocke Precinct	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

MRZ - PREC1-PSP: R33	**Health care services**	
Medium density residential zone – Peacocke Precinct	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

MRZ - PREC1-PSP: R34	**Tertiary Education and specialised training facility**	
Medium density residential zone – Peacocke Precinct	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

MRZ – PREC1-PSP: RULES – DEVELOPMENT STANDARDS

MRZ - PREC1-PSP: R36 Maximum site coverage

1)	*The maximum site coverage for:* *a) Single dwellings* *b) Duplex dwellings*	*50%*
2)	*The maximum site coverage for:* *a) Terraced Houses (Peacocke Precinct)* *b) Apartment buildings (Peacocke Precinct)*	*60%.*

MRZ - PREC1-PSP: R37 Permeable surfaces and landscaping

1)	Minimum permeable surface required across the entire site	Minimum 20%
2)	On front, corner and through sites, landscaping planted in grass, shrubs and trees required forward of the front building line. *a) Single dwellings and Duplex dwellings and apartment buildings (Peacocke Precinct).* *b) Terrace dwelling (Peacocke Precinct) with a dwelling width 6m or greater.* *c) Terrace dwelling (Peacocke Precinct) with a dwelling width of less than 6m*	 *Minimum 50%.* *Minimum 40%* *Minimum 30%*
3)	*Specimen trees shall be planted within the front yard landscaping area required by R39-2 at a planted size of 80L as required below:*	
	a) Single dwelling	One per dwelling unit.
	b) Duplex dwelling	One per dwelling unit.
	c) Terrace dwellings (Peacocke Precinct) and Apartment Buildings (Peacocke Precinct)	Minimum of one tree per site with an additional tree for every 10m of frontage.

MRZ - PREC1-PSP: R38 Building height

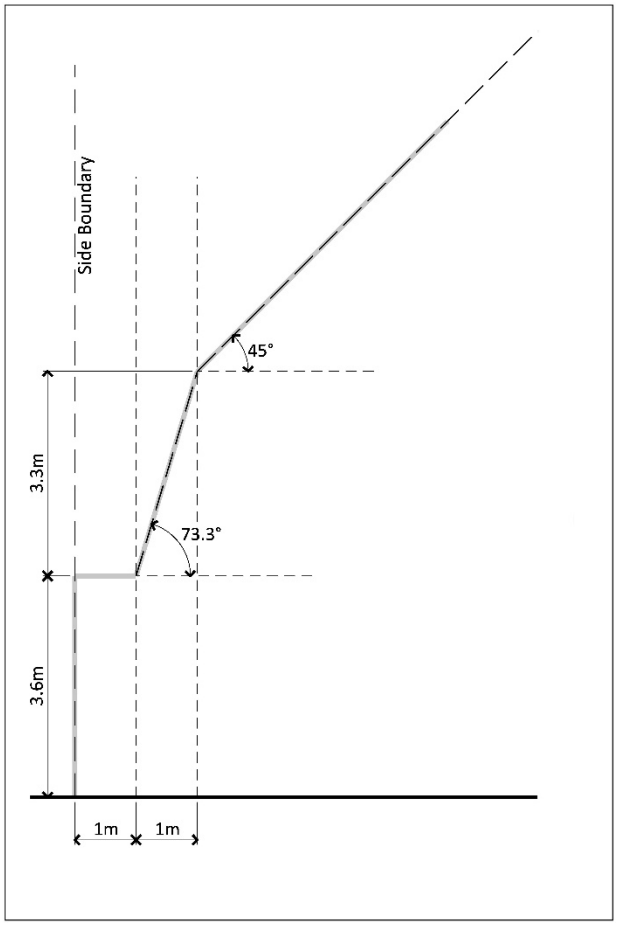
	Location	***Height limit (maximum)***
1)	*Peacocke Precinct*	*12m – Maximum of 3 storeys*
2)	*Peacocke Precinct High Density Overlay*	*16m*

MRZ - PREC1-PSP: R39 Setbacks

	Boundary	***Minimum Distance***
1)	*Transport corridor boundary*	*3m*
2)	*Garage door or carport facing towards a transport corridor shall be set back from the transport corridor boundary*	*5m*
3)	*Side yards*	*1m*
4)	*One side yard per site where:* *a) Legal provision is made for access and maintenance; and* *b) Neighbours consent is obtained; and* *c) The opposite side yard is a minimum of 2m.* *OR* *d) It is a common/party wall;*	*0m*
5)	*Rear yard*	*1m*
6)	*Rear yard where it adjoins a rear lane.*	*0m*
7)	*Waikato Riverbank and Gully*	*6m (applies to buildings and swimming pools)*
8)	*Significant Bat Habitat Area boundary.*	*5m*

MRZ - PREC1-PSP:R40 Height in relation to boundary

1)	For the transport corridor boundary: a) The top storey of any building over 10m in height shall be set back by a minimum of 3m.	
2)	For side and rear boundaries, no part of any building shall protrude through a height control plane rising at an angle of 45 degrees. This angle is to be measured from 3m above ground level at all boundaries. Except that no height control plane shall apply: a) Where a boundary adjoins a rear lane. b) Where there is existing or proposed internal boundaries within a site. c) Where there is an existing or proposed common wall between two buildings on adjacent sites.	
3)	As an alternative to R42(2), the following alternative height in relation to boundary may be used for development that is within 20m of the transport corridor boundary. Any buildings or parts of buildings within 20m of the site frontage must not exceed a height of 3.6m measured vertically above ground level at side and rear boundaries. Thereafter, buildings must be set back 1m and then 0.3m for every additional metre in height (73.3 degrees) up to 6.9m and then 1m for every additional metre in height (45 degrees).	

	Alternative height in relation to boundary  	

MRZ - PREC1-PSP: R41 Public interface

1	a. For single dwellings, duplex dwellings and terrace dwellings, each dwelling unit must have a separate pedestrian access, separate from any driveway, that is provided from the transport corridor or an area of public open space. b. For apartment buildings, a pedestrian access, separate from any driveway, must be provided from the transport corridor or an area of public open space to the entrance to the building.
2	At least one habitable room of the residential unit shall have a clear glazed window facing the transport corridor from which the transport corridor is not blocked by any accessory building.
3	Any wall facing the street must consist of at least 20% glazing (If a garage door is contained in the wall facing the street the area of the garage door is not to be included in the calculation of the 20% glazing area).

***MRZ - PREC1-PSP:* R42 Accessory buildings and Parking**

1	*Parking, whether provided in an accessory building, or parking pad, shall form no more than 50% of the width of the ground floor front façade of the residential unit that is visible from the transport corridor, except where R42 – 4 applies.*
2	*Any accessory building must be setback at least 1m from the front building line of the dwelling.*
3	*Where the width of any duplex dwelling unit or terrace dwelling unit is less than 7.5m, no accessory building shall be located on the façade facing the primary transport boundary and garaging is to be provided by a rear lane.*
4	*For dwellings with a width of less than 7.5m, that comply with the requirements of R37-* ***Permeable surfaces and landscaping*** *and R41, one external carpark may be provided in the front yard.*

MRZ - PREC1-PSP:R43 Outlook Space

1	*An outlook space must be provided from the face of a building containing windows to a habitable room. If a room has two or more external faces with windows, the outlook space must be provided from the face with the largest area of glazing.*
2	*The main living room of a dwelling must have an outlook space with a minimum dimension of 6m depth and 4m width.*
3	*The principal bedroom of a dwelling must have an outlook space with a minimum dimension of 3m in depth and 3m in width.*
4	*All other habitable rooms must have an outlook space of 1m in depth and 1m in width.*
5	*The depth of the outlook space is measured at right angles to and horizontal from the window to which it applies.*
6	*The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies*
7	*The height of the outlook space is the same as the floor height, measured from floor to ceiling, of the building face to which the standard applies.*
8	*Outlook spaces may be within the site, over a public street, or other public open space.*
9	*Outlook spaces required from different rooms within the same building may overlap.*
10	*Outlook spaces may overlap where they are on the same wall plane*
11	*Outlook spaces must:* *a) be clear and unobstructed by buildings;* *b) not extend over adjacent sites, except for where the outlook space is over a public street or public open space as outlined in R44-8 above; and* *c) not extend over an outlook spaces or outdoor living space required by another dwelling.*

***MRZ - PREC1-PSP:* R44 Outdoor living area**

1	These standards do not apply to managed care facilities or rest homes.		
2	Each residential unit, except for when a communal area is provided, shall be provided with an outdoor living area that is: a. For the exclusive use of each residential unit. b. Readily accessible from a living area inside the residential unit. c. Free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas		
3	Communal open space for 4 or more residential units and apartment buildings (Peacocke Precinct) shall comply with R45-2 c) as well as being: a. For the shared use of all residents on site, and b. Readily accessible from all residential units on site.		
4	*Outdoor living areas shall have minimum areas and dimensions as follows:*		
	Typology	***Outdoor Living area per residential unit***	***Shape***
a.	*Single residential dwellings,* *Duplex dwellings* *Terrace dwelling* *(Peacocke Precinct)*	*i) 35m$^{2;}$* *ii) Or where located in the High Density Overlay: 20m^2*	*No width contributing to the complying area less than 4.0m.* *Outside the High Density Overlay, as an alternative, the open space may be split, allowing a front courtyard of at least 8m^2 with a minimum depth of 1.8m, the balance shall be provided in the rear yard with no dimension less than 4.0m.*
b.	*Apartment Building (Peacocke Precinct)*	*i) Ground Floor: 20m^2* *ii) Where the sole outdoor living area is above ground floor:* - *A studio unit and one-bedroom residential unit: 5m^2* - *A residential unit with two or more bedrooms: 12m^2*	*i) No dimension less than 2.5m* *ii) No dimension less than 1.8m*

MRZ - PREC1-PSP: R45 Service Areas

1	*Each residential unit, except for when a communal area is provided shall be provided with a service area that is:*	
Typology		*Minimum requirements per Residential unit:*
2	*Single dwellings and Duplex dwellings*	*a. A minimum of 10m² that may be made up of two separate areas incorporating:* *i. 6m² for clothes drying* *ii. 4m² for rubbish storage.* *b. Service areas shall have a minimum dimension of 1.5m*
3	*Terrace dwellings and Apartment buildings (Peacocke Precinct).*	*Individual or communal* *a. A minimum of 10m²* *b. Minimum dimension of 1.5m*
4	*Community centres, visitor accommodation, conference facilities*	*a. A minimum of 10m²* *b. Minimum dimension of 1.5m*
5	*Dairies (may be indoor or outdoor)*	*a. Minimum 10m2* *b. Minimum dimension 1.5m* *c. Readily accessible to service vehicles* *d. Indoor service area separately partitioned.* *e. Outdoor service area; all-weather dust-free surface.*
6	*All service areas*	*a. Clothes drying areas shall be readily accessible from each residential unit* *b. Not visible from a public place unless screened from view by vegetation or fencing in accordance with Section 25.5.* *c. Rubbish and recycling areas required for each residential unit shall be located where bins can be moved for roadside collection without requirement for them to be moved through the residential unit (excluding garages).* *d. Service areas may be located within garages where it is demonstrated that there is sufficient room to accommodate the minimum area without impeding parking.*

MRZ - PREC1-PSP: R46 Fences and Walls

Rule		*Requirement*
1	*Front and side boundary fences or walls located forward of the front building line of the dwelling.*	*Maximum height 1.2m*
2	*Fences or walls adjoining Open Space Zone.*	*Maximum height 1.5m*
3	*All other boundary fences or walls.*	*Maximum height 1.8m*
4	Any retaining wall which is higher than 1.5m and load bearing is not subject to this standard and will be considered, for the purpose of assessment, as a building.	
5	Any fence and/or wall that is taller than 2.5m is not subject to this standard and will be considered, for the purpose of assessment, as a building.	
6	This rule shall not apply to any fence and/or wall which: following construction will be located at or below the natural ground level of the land that existed prior to construction commencing; or is internal to a proposed development and does not result in any fence or wall which has a height of 1.8m or more in relation to natural ground level of any adjoining external property boundary not in common ownership.	
	Note 1. For the purpose of the Building Act 2004 any retaining wall with a fall height greater than 1.0m requires the provision of a fall protection fence or similar of not less than 1.0m high. For the purpose of this rule this fall protection will be considered as an integral part of the retaining wall and the combined height will be assessed as the overall height of both structures.	

MRZ - PREC1-PSP: R47 Separation and Privacy

1	*Residential buildings shall be set back at least 3m from the nearest part of any other residential building on the same site, except:*
	a. No separation is required between buildings that are attached.
	b. Where windows are located and designed (including by glazing) to avoid views between rooms in different buildings on the same site, separation distance shall be a minimum of 1.5m.

MRZ - PREC1-PSP: R48 Residential unit size

1	*The minimum floor area required in respect of each residential unit shall be:*

Form of Residential Unit	***Floor Area***
Studio unit	*Minimum 35m^2*
1 bedroom unit	*Minimum 45m^2*
2 bedroom unit	*Minimum 55m^2*
3 or more bedroom unit	*Minimum 90m^2*

MRZ – PREC1-P: OTHER RESOURCE CONSENT INFORMATION

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

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

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

- Definitions and Terms Used in the District Plan
- Information Requirements
- Discretionary and Non-Complying Activities Assessment Criteria
- Design Guides
- Other Methods of Implementation

Chapter 5 - Special Character Zone

Hamilton City Council
Te kaunihera o Kirikiriroa

This chapter is subject to the following plan changes:

- *Plan Change 5 – Peacocke Structure Plan (insertions underlined, deletions ~~struck out~~)*

5 Special Character Zones

5.1 Purpose

a) There are areas of Hamilton City that are recognised as having a distinctive and special character. Character is influenced by the natural and built environment, architectural styles, the layout of streets and residential lots (and their size), land use, the trees, fences, landscaped areas and open space and the heritage and cultural values. Both public and private spaces contribute to defining the character of an area. The unique character or values of these areas can be compromised by site redevelopment, infill development, demolition of character homes, additions and alterations of existing buildings and the design and location of structures such as fences, if these have little regard to the area's dominant character.

b) The intention of the Special Character Zones is to protect, maintain and enhance the respective 'special' characteristics of those areas. Five special zones are provided in this District Plan:

i. Special Residential Zone.

ii. Special Heritage Zone.

iii. Special Natural Zone.

iv. Temple View Zone.

~~v. Peacocke Character Zone.~~

v~~i~~. Rototuna North East Character Zone.

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Peacocke Structure Plan

c) Design and layout of residential sites and buildings are critically important. All residential development must address potential adverse environmental effects and ensure a good quality urban environment is achieved through urban design.

d) Good standards of amenity create a pleasant and attractive living environment, and in doing so contribute to wider neighbourhood amenity. Residential amenity means the many qualities and attributes that allow people to enjoy living where they do – such as visual attributes, sunlight, good access, low noise levels and safety.

e) Special Character Zones other than the Temple View Zone are intended to be primarily for residential purposes and any other activities need to maintain residential character and amenity. In particular, the character and amenity of established residential areas need to be, where possible, enhanced by both public and private development.

f) In addition to residential activities, some small-scale non-residential activities, such as home-based business and home stays, are appropriate in residential areas. A limited range of non-residential activities that support communities, such as schools and health centres, can potentially establish within the zones. ~~A~~

~~suburban centre is also provided for within the Peacocke Character Zone to serve the local community.~~ However, non-residential activities are subject to several considerations, particularly their compatibility with the existing and anticipated residential character and amenity of the residential area.

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g) Special Character Zone, Temple View Zone is intended to provide for the repurposing of the identified area that places a strong focus on the area's character and historic heritage while enabling a mix of residential and non-residential activities that do not compromise the characteristics of the area.

5.1.1 Special Residential Zone

a) The Special Residential Zone comprises:

i. Claudelands West

ii. Hamilton East

iii. The Dwelling Control Area

5.1.1.1 Claudelands West

a) Claudelands West comprises that part of the Special Residential Zone:

i. South of Boundary Road

ii. West of Heaphy Terrace

iii. North of Te Aroha Street

iv. East of the Waikato River

b) Claudelands West derives its character largely from period housing providing links with the City's early settlement, including bungalows, Arts and Crafts houses and villas. The area also contains the 'sausage style' apartment blocks that dominated infilling in the 1960s – 70s and detached second infill development units; commercial activities that support the area are located on the fringe of the area. Overall the area is characterised by its predominately low-density development. Areas of mature vegetation (including street trees) and front yard gardens are also a significant element.

c) The character of Claudelands West can be maintained in several ways. The low-density housing pattern is an important element, as is ensuring that any new buildings are compatible with houses constructed before 1939. This means height, scale and bulk similar to the existing built form. The front yard and the streetscape are important and can be maintained by buildings set back from the road and low front fences. This ensures that the building line is preserved and there are opportunities for front-yard gardens and tree planting.

5.1.1.2 Hamilton East

a) Hamilton East comprises that part of the Special Residential Zone:

i. South of Te Aroha Street

ii. West of Dey Street

iii. North of Cobham Drive

iv. East of the Waikato River

b) Hamilton East is the City's oldest suburb. The original framework of streets laid out on a grid pattern in the 1860s provided the basis for early subdivision into uniform 1-acre lots. The area continued to develop over successive generations and now contains a variety of building styles. The wider neighbourhood has retained the original, regular configuration of allotments.

c) Sites typically have generous front and side yard setbacks resulting in relatively low building coverage. The variety of building styles, predominantly single-storeyed, avoids a uniform or regimented appearance but the unifying feature is large setbacks from a heavily vegetated streetscape and from each other. There are similarities with siting, scale, height, building design and orientation, and vegetation. Garages and accessory buildings are generally located to the rear of a site, maintaining a strong relationship between the dwelling and the street.

d) There is significant planting within private properties and major reserves such as Steele Park and Galloway Park. One of the defining features of Hamilton East is the extensive mature trees and planted berms.

e) It is not intended that the elements that contribute to the character and amenity values of the neighbourhood be 'frozen in time' and that new development mimic existing building styles. What is intended is that development as a whole is sympathetic to, and respects, the neighbourhood's special qualities.

f) While some dwellings are identified and protected for their heritage values, those pre-dating 1940 contribute to the local character without necessarily being of heritage value individually.

5.1.1.3 The Dwelling Control Area

a) The Dwelling Control Area is defined in the Planning Maps (also refer to Volume 2, Appendix 4, Figure 4-1).

b) The Dwelling Control Area is an area where specific 'character homes', generally pre-1940 dwellings, make a significant contribution to the character and amenity values of the area.

c) These pre-1940 dwellings are concentrated in the blocks that surround the Hamilton East part of the Residential Intensification Zone (refer to Volume 2, Appendix 4, Figure 4-1) and the streets immediately south of Te Aroha Street. Demolition and removal of these dwellings needs to be controlled as they make a significant contribution to the character of these streets and the wider neighbourhood and help to retain a sense of history.

d) The 'Soldiers' Cottages' situated on Cook Street are Californian bungalow-style properties constructed between 1922 and 1935 (Art Deco). This enclave of five properties is unusual, even within Hamilton East, although their value is due to local interest rather than historic heritage value. The building style is similar to other examples in Hamilton East but the section sizes and setbacks are smaller which results in a more intimate relationship between buildings and the street. Although some have been substantially modified over the years, they still retain a strong element of visual and architectural unity.

5.1.2 Special Heritage Zone

a) The Special Heritage Zone has been identified for heritage values derived from a combination of a number of built elements (rather than individual items) and the spatial pattern between them.

b) The Special Heritage Zone comprises:

i. Frankton Railway Village

ii. Hayes Paddock

iii. Hamilton East Villas

5.1.2.1 Frankton Railway Village

a) Frankton Railway Village, as shown in Volume 2, Appendix 4, Figure 4-4, comprises that part of the Special Heritage Zone:

i. South of Lincoln Street

ii. North of Massey Street

iii. East of Rifle Range Road

b) It is one of the last and largest remaining railway settlements in the country and is considered nationally significant. It represents a historical reminder of one of the busiest railway junctions in New Zealand. The area has been identified as worthy of protection for the following heritage characteristics:

i. It provides a relatively unmodified example of a planned railway settlement, representing design elements of the 'garden suburb' movement, fashionable at that time (with the hall and central open space for workers).

ii. It contains a number of different design variations on the railway house, which is a basic villa design, with front porch, horizontal weather boarding, and galvanised corrugated iron roofing.

iii. It comprises predominately separate, single-storey residential dwellings.

iv. It has consistent building setback from the street frontage with houses orientated to the street.

5.1.2.2 Hayes Paddock

a) Hayes Paddock, as shown in Volume 2, Appendix 4, Figure 4-2, comprises that part of the Special Heritage Zone:

i. West of MacFarlane Street

ii. East of the Waikato River

b) Hayes Paddock is a surviving example of a former state housing area, designed and built by the first Labour Government from the late 1930s following the design principles of the 'garden suburb' movement. The layout of the neighbourhood and design of individual houses reflected the economic circumstances and social ideals of the time in terms of the provision of high-quality worker housing. The area has been identified as being worthy of protection for the following heritage characteristics:

i. It provides a relatively intact example of a planned state housing neighbourhood, providing high-quality worker housing constructed before 1945 and following contemporary design elements of the 'garden suburb' movement.

ii. Dwellings exhibit a wide variety of design detailing but retain a high degree of visual unity through common use of a limited palette of materials and colours.

iii. Dwellings are typically, but not exclusively, single-storey with solid hipped and tiled roofing.

iv. The relatively narrow curving street pattern with berms and street trees discourages through traffic and reinforces a distinct residential character.

v. Services, including electricity supply and telephone lines are underground.

vi. Walkways provide connectivity between streets and the recreational reserve areas.

vii. The location of the existing cafe and access to the riverside reserve at Jellicoe Drive and Plunkett Terrace reflects the historical focal point of the area, being the location of the original shop units.

viii. The area still displays the original characteristic setback and separation between dwellings.

ix. The design concept that the street scene, comprising the road, berms, gardens and dwellings, should be viewed as a whole is still clearly evident.

x. Section sizes are typically about 600m^2 creating a distinctly low-density residential character.

5.1.2.3 Hamilton East Villas

a) Hamilton East villas are located in that part of the Special Heritage Zone:

i. South of Albert Street

ii. West of Nixon Street

iii. North of Naylor Street

iv. East of Grey Street

And are shown in Volume 2, Appendix 4, Figure 4-3.

b) The area has a high concentration of villa-style houses and has historical significance as it reflects the popularity of the villa throughout Hamilton East in the late Victorian and Edwardian periods. The dates of the villas in the area are between 1891 and 1916. The area has been identified as worthy of protection for the following heritage characteristics:

i. Consistency with the villa style, including a main gable facing the street, with ornate decoration in and/or supporting the gable, under eaves and on verandas.

ii. Main entrance facing the street with front bay or gable.

iii. Buildings are predominately single storey.

iv. Consistent building setback from the street frontage with houses orientated to the street.

v. Buildings are constructed with a timber frame, weatherboards and joinery with predominately corrugated iron roofs.

vi. Most buildings have double-hung sash windows.

vii. Most buildings have bays or double bays.

viii. Most villas have verandas.

5.1.3 Special Natural Zone

a) The Special Natural Zone identifies those areas of the City where a combination of natural, cultural and recreational values are of such significance to warrant the imposition of specific controls on development to protect, maintain and, where possible, enhance the special natural values of the area.

b) The Special Natural Zone comprises:

i. Lake Waiwhakareke Landscape Character Area

ii. Rotokauri Ridgeline Area

5.1.3.1 Lake Waiwhakareke Landscape Character Area

a) The Lake Waiwhakareke Landscape Character Area comprises that part of the Special Natural Zone:

i. South of Rotokauri Road

ii. North of Baverstock Road

iii. East of Brymer Road

b) It derives its character from a combination of elements – its topography, the Lake Waiwhakareke Natural Heritage Park and the natural, cultural and recreational values of the area. The significance of these character elements warrants the imposition of specific controls on residential development in order to create, maintain and enhance the character of this area. The zone aims to create a residential area that is distinctive and responds to Lake Waiwhakareke Landscape Character Area.

5.1.3.2 Rotokauri Ridgeline Character Area

a) The Ridgeline Character Area comprises that part of the Special Natural Zone:

i. North of Rotokauri Road

ii. East of Lee Road and Exelby Road

b) It identifies a locally significant landscape feature in the western hills of Rotokauri. The area warrants special landscape management and planning provisions to retain the legibility of the ridgelines and achieve a form and density of development that enables a sense of the underlying landform to be retained. The Ridgeline Character Area comprises a primary ridgeline that runs from north to south and follows the alignment of Exelby Road; and ridgelines (or spurs) aligned in a generally east-west direction.

c) The Ridgeline Character Area is made up of a number of key visual and physical characteristics, the pattern of which create a backdrop to the western edge of the City.

5.1.4 Temple View Zone

a) The Zone identifies those areas of Temple View which, through a combination of built and landscaped features deriving significant influence from the facilities built by The Church of Jesus Christ of Latter-day Saints, has produced a distinctive character. The zone comprises two broad areas consisting of 5 precincts:

i. Temple View Heritage Area

ii. Temple View Character Area

5.1.4.1 Temple View Heritage Area

a) The Heritage Area is defined on Planning Map 60B. It consists of one precinct ('Heritage Area') only, identified in Volume 2, Appendix 4, Figure 4-5 as Precinct 5.

b) The heritage values of this area are derived from the combination of the built and landscaped environment immediately surrounding the Temple of the Church of Jesus Christ of Latter-day Saints. The Temple itself was the first in the Southern Hemisphere and is the focal point of the Church of Jesus Christ of Latter-day Saints in New Zealand.

c) The siting, design and landscape treatment of the Temple emphasise the vertical proportions of the building and create an impression of a monument. Other buildings within the Heritage Area include the Visitor Centre, which has a strong visual relationship with the north elevation of the Temple, and other elements such as dormitory accommodation on the eastern side, the central parking area and the Temple President's house, which is visually connected by the walled car parking area to the south of the Temple. Landscaping and tree planting emphasises the dramatic and dominant position of the Temple in the local landscape and also includes trees that mark periods of occupation before development of the site by the Church.

d) The Heritage Area is contiguous with the Character Areas, in which buildings were built with the same locally manufactured concrete blocks by the same missionary programme and retains a strong visual relationship with this area, particularly through the continuous curtilage walling adjacent the road frontage. Some of the features within the Heritage Area are separately identified and protected through specific rules, recognising the group value of these features within their wider site context.

e) The Heritage Area provisions anticipate a range of activities that are compatible with and will enhance the purpose and nature of the Heritage Area.

5.1.4.2 Temple View Character Area

a) The Temple View Character Area is defined in the Planning Maps (see Maps 51B and 60B), and is divided into four precincts (1-4) identified in Volume 2, Appendix 4, Figure 4-5.

b) As a result of site planning, development and subsequent management by the Church of Jesus Christ of Latter-day Saints, the area contains elements of the built

and landscaped environment which have combined to produce a distinctive character.

c) The provisions in the Character Area have been designed to enable a range of different activities within each precinct. The intention of the specific mix is to enhance and complement the adjacent Heritage Area while retaining the distinctive features of the Temple View Character Area. The four precincts have either a residential and commercial, or a residential and community focus.

d) The Character Area straddles Tuhikaramea Road and includes a number of Heritage Items and Significant Trees that are individually protected through District Plan provisions, but the Character Area values extend beyond these individual items. The character of the area originates from the widespread use of certain key elements such as colour, materials, landscape treatment, consistency of building form and design, and internal roading.

e) Through features such as siting, design, and proportions there is considerable cohesiveness between different areas of activity. This cohesiveness is carried through into the treatment of buildings, boundary walls, landscaping and roadways within the adjoining Heritage Area.

f) The built form within the former teacher housing corridor on either side of Tuhikaramea Road creates a distinctive gateway approach to the Temple. The corridor displays a unique spatial pattern which is articulated through uniformity in the height, bulk, architecture, materials and vernacular style of its buildings and other structures. The spacing between buildings, set back from the road and open campus-style setting, all contribute to the character of the area. New development, which is compatible in scale, materials, form and design, and provides a similar spatial treatment, will enhance and maintain this special character.

g) The distinctive values of the heritage buildings listed in the District Plan should be reflected in new development.

~~5.1.5 Peacocke Character Zone~~

~~a) The Peacocke Character Zone identifies the unique natural area within the Peacocke area that has strong landscape features. These include the Managakotukutuku Gully network, the Waikato River, and the strong natural topography found in the south of the area. The development of the Peacocke area needs to respond positively to these landscape features. The aim is to create an interesting and distinctive urban form based on these natural areas. The Peacocke Character Zone comprises:~~

~~i. Terrace Area~~

~~ii. Gully Area~~

~~iii. Hill Area~~

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~~b) The elements that make up the three areas have been identified in the Peacocke Structure Plan in Chapter 3. Along with setting out the components of the Structure Plan it provides a number of objectives that guide the development of the Peacocke area.~~

5.1.~~6~~5 Rototuna North East Character Zone

a) The Rototuna North East Character Zone identifies the natural rolling topography of the area north of the Waikato Expressway (Designation E90). The area visually links back into the City creating a backdrop to Rototuna and the City. It is also a distinctive edge of the City rising to the ridgeline that forms the City boundary with Waikato District Council as well as accommodating both Kay and Horsham Downs Roads. The development of this area needs to respond positively to the natural land form for the area and the Waikato Expressway. The aim is to create an interesting and distinctive urban form based on the strong natural form of the area while being fully incorporated into the overall context of the Rototuna area.

5.2 Objectives and Policies: Special Character Zones

All Special Character Zones

Objective	Policies
5.2.1 The Special Character Zones retain and enhance their identified values.	**5.2.1a** Cumulative adverse effects on the character of the area are avoided wherever practicable.
	5.2.1b Development is consistent with the reasons for the site being included within a Special Character Zone.
	5.2.1c The size and scale of buildings and structures is compatible with the amenity of the locality.
	5.2.1d Buildings are designed so they do not physically dominate or adversely affect the residential character of the neighbourhood.
	5.2.1e Significant vegetation and trees should be preserved.
	~~**5.2.1f**~~ ~~New urban development in the Peacocke Structure Plan area should demonstrate consistency with the urban design guide for the development and create residential and commercial areas of high amenity which respond positively to the area's natural environment.~~
	5.2.~~1g~~1f Urban development in the Rototuna North East Character Zone maintains the natural pattern of the area's landforms as a key feature of

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	residential development along with ensuring that development retains upper hill slope as legible features of the area's skyline.

Explanation

All the areas which have been identified as Special Character Zones have particular features which make them unique within the City. It is important that these unique features are identified and any new development does not harm these characteristics.

~~*For the Peacocke Character Zone new development will result in a change in character from rural to urban. The resulting urban development will need to achieve the vision for the Peacocke area which is to create a high quality urban environment that is based on urban design best practice, social well-being and environmental responsibility.*~~

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The landscape feature of the north eastern area of Rototuna is locally significant in the context of the remaining growth cell areas of the Rototuna Structure Plan, resulting in the need for special landscape management and planning provisions to retain the character while achieving a form and density of the development that enables a sense of the underlying landform to be retained.

Objective	Policies
5.2.2 Residential development produces good on-site amenity.	**5.2.2a** Residential design achieves quality on-site amenity by providing: i. Private, useable outdoor living areas. ii. Access to sunlight and daylight throughout the year. iii. Adequate storage space and service areas to accommodate typical residential living requirements. iv. Insulation to avoid or mitigate adverse noise effects. v. Parking and manoeuvring areas on-site to meet the needs and convenience of residents. vi. Energy-efficient and sustainable design characteristics and technologies where compatible with the scale and form of residential development.
	5.2.2b Residential sites adjacent to public space should achieve visual and physical connectivity to these areas.
	5.2.2c Building design and location should protect the privacy of adjoining sites.

	5.2.2d Buildings should be designed to conform to natural topography.

Explanation
Good design of housing is critically important to on-site and off-site amenity. The policies identify the features important for each residential unit, regardless of what form the dwelling may take. Important design features include access to sunlight, outdoor living space, storage space, visual connectivity to public spaces such as the street, privacy, and off-road parking. Incorporation of these features will ensure functional and high-quality living environments for the occupants.

Special Residential Zone

Objective	Policies
5.2.3 Recognise, protect and, where possible, enhance the values of the identified Special Residential Zone.	**5.2.3a** Development is consistent with the generally low intensity and low-density residential character of the area through: i. Providing front and side yard setbacks. ii. Providing a low level of site coverage. iii. Being consistent with the existing dwelling densities.
	5.2.3b Development should retain a strong visual relationship to the streetscape through: i. Ensuring any front yard fencing enables visibility with the streetscape. ii. Orienting buildings to overlook the street. iii. Ensuring the design of buildings avoids creating blank facades facing public spaces.
	5.2.3c Mature trees and other vegetation should be retained, particularly in the front yard.
	5.2.3d The local context, scale and character are retained.
	5.2.3e Existing valued character elements shall be protected and enhanced by: i. Retaining pre-1940 dwellings within the dwelling control area. ii. Retaining pre-1939 dwellings within the Claudelands West area.

	iii. Ensuring alterations or additions to the streetscape façade of pre-1940 dwellings in the dwelling control area do not adversely affect the special character of the area.
	5.2.3f New buildings and structures are compatible with the form, height and bulk of houses constructed before 1939 in Claudelands West.
	5.2.3g Non-residential activities should not establish in any Special Residential Zone unless potential adverse effects are less than minor.
	5.2.3h Buildings are located only within the front yard setback where other sitings are proven to be impracticable. Buildings located within the front yard setback shall provide mitigation by provision of planting and screening and minimising the prominence of the building in relation to the main dwelling when viewed from the transport corridor.
Explanation	
These policies identify the important elements that lend the Special Residential Zone its uniqueness.	

Special Heritage Zone

Objective	Policies
5.2.4 Recognise, protect and, where, possible enhance the heritage values of the identified Special Heritage Zone.	**5.2.4a** Development should: i. Maintain the predominately low-intensity and density characteristics of the area. ii. Be compatible with the site layout, site size and dimensions, building form, height, design, materials, scale and other heritage values of the area. iii. Ensure that original buildings and structures are retained on the site. iv. Provide landscaping in keeping with local residential amenity. v. Avoid any significant adverse effects on the heritage values of the Special Heritage Zone. vi. Encourage the protection and ongoing maintenance of the Special Heritage Zone. vii. Avoid any significant adverse effects on the streetscape appearance of the area. viii. Avoid removal of any significant vegetation in the Special Heritage Zone. ix. Reflect the characteristic separation of original dwellings including their open aspect to the streetscape. x. Ensure that any car parking, servicing, lighting and sign requirements do not adversely affect the heritage character of the area or the relationship of a building with the streetscape. xi. Ensure that the front and side elevations (including roofs) of new buildings and structures are consistent with the design, fenestration, materials and finishes of neighbouring original dwellings.
	5.2.4b Within the Frankton Railway Village, buildings should be single storey with a low-pitched gable roof.

	5.2.4c The demolition or removal of a building is allowed only where it has been demonstrated to be the only practicable option.
	5.2.4d Non-residential activities should not establish in any Special Heritage Zone unless potential adverse effects are less than minor.
Explanation	
These policies identify the important elements that lend the Special Heritage Zone its uniqueness. A specific policy is identified for the Frankton Railway Village.	

Special Natural Zone

Objective	Policies
5.2.5 Create a distinctive residential environment that recognises, protects and enhances water quality, ecological, natural, cultural, landscape and recreational values.	**5.2.5a** Subdivision and development should: i. Protect and enhance ecological connections to Lake Waiwhakareke as part of improving its ecological functioning and resilience. ii. Maximise visual and physical connections with Lake Waiwhakareke and the Waiwhakareke Natural Heritage Park, including long-distance views of the park from public spaces on the ridgelines iii. Encourage planting schemes that complement the Natural Heritage Park in the Lake Waiwhakareke Landscape Character Area. iv. Encourage safety and surveillance of public spaces, including the street, through: • Ensuring the form and design of fencing sharing a boundary with public spaces does not obstruct visibility. • Orienting buildings to overlook public spaces. v. Ensure that development contributes to the retention and enhancement of the ridgelines and upper hill slopes as legible features of the Rotokauri skyline. vi. Maximise the public amenity value of existing ridgeline roads to provide viewing opportunities of the City and surrounding rural landscape.

	vii. Be consistent with the Rotokauri Structure Plan. viii. Be consistent with the Lake Waiwhakareke Landscape Character Area Design Guide. ix. Ensure that development avoids any adverse effects on the water quality or ecological values of Lake Waiwhakareke.
	5.2.5b Non-residential activities should not establish in any Special Natural Zone unless potential adverse effects are less than minor.
Explanation	
The Lake Waiwhakareke Landscape Character Area and Rotokauri Ridgeline Area are unique in that they are greenfield areas with special natural landscape characteristics. It is important the new development in these areas recognises the natural values and enhances them. These areas are also in close proximity to Lake Waiwhakareke a Significant Natural Area and development in the surrounding area needs to ensure that adverse effects on water quality and ecological values of the Lake are avoided.	

Temple View Zone

Objective	Policies
5.2.6 To ensure that development within the Temple View Heritage Area maintains and enhances the special heritage characteristics of the area.	**5.2.6a** The continued use of the Heritage Area as a focus for the Church of Jesus Christ of Latter-day Saints is provided for.
	5.2.6b Development within the Heritage Area is sensitive in terms of scale, form and design with the existing heritage characteristics of the area.
	5.2.6c Fragmentation through subdivision is prevented.
	5.2.6d Development should ensure that the siting and design of new buildings and structures are sensitive to the setting and significance of the Temple as a spiritual and physical landmark.
	5.2.6e The maintenance and repair of buildings, curtilage wall, landscapes, roads, tracks and car parking areas should have regard to the distinctive character of the precinct and the pre-eminence of the Temple building.

	5.2.6f Additions and alterations to buildings and curtilage wall should be consistent with the character of the precinct and the pre-eminence of the Temple building.
	5.2.6g Demolition should not adversely impact on the landscape significance of the Temple.
	5.2.6h Works that would adversely affect the strong relationship between the Temple, Visitor Centre and Temple President's house are avoided.
	5.2.6i Re-contouring or modification of the landscape recognises the high visibility and prominence of the Temple and provides for the management of effects on archaeological deposits or features.
	5.2.6j The landscape characteristics and qualities of the Heritage Area are retained, including open and structured spaces, in particular the formal front entry staircases, lawns, walls and planting boxes.
Explanation	
The policies aim to enable the ongoing use of the Temple View Heritage Area by the Church or other organisations for a wide range of activities, subject to controls that ensure that the overall coherence and integrity of the area, the pre-eminence of the Temple itself and the key characteristic elements of the area are properly recognised and provided for. As a building in active use for religious purposes, it is recognised that proposals may be made for the erection of religious symbolism and effigies in the future, in addition to works needed to ensure compliance with building design standards and the functionality and appearance of the Temple.	

Objective	Policies
5.2.7 To ensure development within the Temple View Character Area maintains and enhances its special character.	**5.2.7a** Development maintains the character, appearance and relationship to Tuhikaramea Road and the Temple View Village.
	5.2.7b The design of new buildings and structures in terms of their height, materials, scale and form is in keeping with the scale and character of the area.

	5.2.7c New buildings and structures within the former teacher housing corridor are located to retain the existing set back from Tuhikaramea Road established by the First House.
	5.2.7d New buildings and structures are located to retain generally consistent spatial character along the Tuhikaramea road corridor.
	5.2.7e New structures, such as fences and walls, within the setback of the former teacher housing corridor fronting Tuhikaramea Road are consistent with the original colour and materials used throughout the Character Area.
	5.2.7f The existing low brick walls in the front yard of houses fronting Tuhikaramea Road are retained or rebuilt as required.
	5.2.7g Additions, alterations and renovations of buildings within the former teacher housing corridor are implemented in a sensitive and sympathetic manner that retains the form and style of existing buildings and the appearance of the streetscape.
	5.2.7h Works that may affect the treatment of open spaces and boundaries are managed.
	5.2.7i The heritage buildings in Volume 2, Appendix 8, Schedule 8A: Built Heritage are used and developed in a manner that maintains their distinctive heritage values.

Explanation
A significant characteristic of the corridor along Tuhikaramea Road is based on the subservient and simple architectural style of the early missionary houses, that were used as teacher housing. These buildings were set within an open, campus-style landscape. The corridor forms an important gateway to the New Zealand Temple of the Church of Jesus Christ of Latter-day Saints and the adjoining former Church College Campus. *The style of the houses along Tuhikaramea Road and separation distances between them was similar, giving consistency in form. The uniformity in scale and space was*

reinforced by the extensive use of the standardised cream-coloured brickwork throughout Temple View and the low cement brick wall, which enclosed the front yards of the houses on both sides of Tuhikaramea Road. In providing for future use and development of the former Church College campus and the teacher housing corridor, it is important to recognise the significant contribution that these characteristics made to the diversity and appeal of the City's built environment. Although the school has closed, the Church College campus and former teacher houses provide an opportunity to open a new chapter in the development of the local community and its environment.

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~~Peacocke Character Zone~~

~~Objective~~	~~Policies~~
~~5.2.8~~ ~~To ensure urban development within the Peacocke Character Zone delivers high levels of residential amenity, respects and restores the area's natural environment, and is sustainably integrated with the city as a whole.~~	~~5.2.8a~~ ~~Ensure through master planning that urban development is not compromised through inappropriate land use activities.~~
	~~5.2.8b~~ ~~Ensure the appropriate nature, scale and intensity of urban development is undertaken in an efficient and coordinated manner in order that integrated and efficient development occurs within and between the neighbourhoods and the City as a whole.~~
	~~5.2.8c~~ ~~Ensure that development is consistent with the Peacocke Structure Plan and any master plan prepared for the area.~~
	~~5.2.8d~~ ~~Ensure that development of non-residential activities are located in areas identified in the Peacocke Structure Plan or any approved master plan that provides for such activities.~~
~~*Explanation*~~	
~~*The character to be established is a high quality urban environment that is based on the urban design principles outlined in the Peacocke Structure Plan and which recognises a number of specific natural character elements. A master plan approach has been developed to achieve this by ensuring that infrastructure provisions and staging are integrated with development while enabling flexibility and innovation in design.*~~ ~~*Urban development within the Peacocke Character Zone is limited until the necessary bulk trunk infrastructure and transport networks have been established to join Peacocke to the City's existing infrastructure network. It is limited by the capacity of existing infrastructure.*~~	

Rototuna North East Character Zone

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Objective	Policies
5.2.~~9~~8 To recognise the local significance of the Rototuna ridgeline as a landscape feature and ensure that the form and pattern of residential development in the northeastern area (Rototuna North East Character Zone) of the Rototuna Structure Plan helps retain this underlying landform and is not incompatible with the future operation of the Waikato Expressway or the City's infrastructure.	**5.2.~~9a~~8a** Maintain the public amenity value of existing ridgeline roads and the identified viewing points shown on the structure plan within the open space area as viewing opportunities of the City and surrounding rural landscape.
	5.2.~~9b~~8b Ensure development does not constrain the development, construction or operation of the future Waikato Expressway (Designation E90).
	5.2.~~9c~~8c Ensure development does not constrain the operation of the City's infrastructure.
	5.2.~~9d~~8d Provide a maximum development yield and minimum average lot size to ensure the character of the natural topography of the area is maintained and the sustainable use of the City's land resource is promoted while mitigating against the effects from the development of this area of land on the City's infrastructure.
	5.2.~~9e~~8e Promote a connection across the Waikato Expressway designation (Designation E90), such as an underpass, to facilitate walking and cycle network connectivity between the Rototuna North East Character Zone and the remaining Rototuna Structure Plan area.

Explanation
As a landscape feature, the north eastern area of Rototuna is locally significant in the context of the Rototuna growth cell. The mixed nature of the landscape, bounded by Horsham Downs Road (as the boundary edge between Hamilton City and Waikato District Councils) to the north and the Waikato Expressway designation to the south helps to physically and visually define the area's character. In particular, the Horsham Downs Road ridgeline is a strong feature that differentiates the urban edge of the Rototuna Growth Cell from the adjoining rural landscape of Waikato District. *This area warrants special landscape management and planning provisions to retain the character of the elevated landscape to achieve a form and density of development that enables a sense of the underlying landform to be retained. The Rototuna North East Character Zone comprises a primary ridgeline that runs from west to east*

direction. The area also contains a number of inner areas that have lower lying topography.

The zone is made up of a number of key visual and physical characteristics. These are as follows:

- *Distinctive pattern of ridges that constitute a coherent and discrete topographic feature of the north eastern part of the Rototuna Growth Cell;*
- *The differentiation between the elevated hill area from the surrounding lower flat land;*
- *The role of the primary ridgeline in defining the boundary between the growth cell and the adjoining rural parts of the Waikato District to the north;*
- *The role of the ridgelines and hills in defining a series of basins and associated flats on the lower lying ground and flat plateaus on the elevated areas;*
- *The visual and physical connection with the rest of the Rototuna Growth Cell, specifically the Rototuna Town Centre Zone and with the City beyond the Waikato Expressway Designation, notwithstanding that the designation to an extent visually separates the Rototuna North East Character Zone from the rest of the Rototuna Growth Cell.*

The opportunity exists to promote development that responds positively to the underlying landscape facilitating greater legibility and the creation of a distinctive urban character.

5.3 Rules – Activity Status Table

5.3.1 Activity Status – Special Residential, Special Heritage, Special Natural Zones and Rototuna North East Character Zone

Activity	Special Residential Zone	Special Heritage Zone	Special Natural Zone	Rototuna North East Character Zone
Residential Activities and Structures				
a) Accessory buildings	P	P	P	P
b) Alterations and additions (excluding as provided for by c), d) and e) and heritage buildings in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	P	P	P	P
c) Alterations and additions forward of the front building line to a pre-1940 dwelling on a front, corner or through site within the Hamilton East Dwelling Control Area (refer to Volume 2, Appendix 4, Figure 4-1)	RD	-	-	-
d) Alterations and additions forward of the front building line to a pre-1939 dwelling on a front, corner or through site within the Claudelands West Area Dwelling Control Area (refer to Volume 2, Appendix 4, Figure 4-7)	RD			-
e) Alterations and additions forward of the rear building line on a front, corner or through site to: i. Frankton – original railway houses (refer to Volume 2, Appendix 4, Figure 4-4) ii. Hayes Paddock – original state houses (refer to Volume 2, Appendix 4, Figure 4-2) iii. Hamilton East Villa Precinct – villas (refer to Volume 2, Appendix 4, Figure 4-3)	-	D	-	-
f) Apartments	NC	NC	D	D
g) Ancillary residential unit	P	RD*	RD*	P
h) Ancillary residential structures	P	P	P	P
i) Single dwelling: First residential unit per site	P	D	P	P
j) Single dwelling: Second and subsequent residential unit per site	RD*	D	RD*	RD*
k) Duplex dwellings – excluding Hayes Paddock	NC	NC	RD*	RD*
l) Duplex dwellings – Hayes Paddock only (refer to Volume 2, Appendix 4, Figure 4-2)	-	(D)	-	-
m) Managed care facilities				
i. For up to 9 residents	P	P	P	P
ii. For up to 10 residents (excluding emergency housing)	D	D	D	D
iii. For 11 or more residents (including emergency housing)	D	D	D	D
n) Emergency housing for up to 10 residents	P	P	P	P

Activity	Special Residential Zone	Special Heritage Zone	Special Natural Zone	Rototuna North East Character Zone
o) Papakainga	NC	NC	D	RD
p) Residential activities	P	P	P	P
q) Residential centre	D	NC	D	D
r) Rest home	D	NC	D	RD*
Commercial Activities and Structures				
s) Childcare facility				
i. For up to five children	P	P	P	P
ii. For six or more children	RD	D	RD	RD
t) Dairy	D	NC	RD	D
u) Tertiary education and specialised training facility	D	NC	RD	NC
v) Health care service	D	NC	D	NC
w) Home-based business	P	P	P	P
x) Homestay accommodation	P	P	P	P
y) Office, other than as a home-based business	NC	NC	D	NC
z) Places of assembly	D	NC	D	NC
aa) Show homes	P	D	P	P
bb) Visitor accommodation	D	NC	D	D
Community Activities and Structures				
cc) Community centre	D	NC	RD	D
dd) Marae	NC	NC	D	D
ee) Places of worship	D	NC	D	D
ff) School	D	NC	D	NC
All Activities and Structures				
gg) Demolition or removal of existing buildings (excluding as provided for by (gg) to (hh) and heritage buildings in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	P	P	P	P
hh) Demolition or removal of existing dwellings on a front, corner or through site: i. Frankton – original railway houses (refer to Volume 2, Appendix 4, Figure 4-4) ii. Hayes Paddock – original state houses and commercial building on Lot 129 DPS 930 (refer to Volume 2, Appendix 4, Figure 4-2) iii. Hamilton East Villa Precinct – villas (refer to Volume 2, Appendix 4, Figure 4-3)	-	NC	-	-

Activity	Special Residential Zone	Special Heritage Zone	Special Natural Zone	Rototuna North East Character Zone
ii) Demolition or removal of a pre-1940 dwelling on a front, corner or through site within the Hamilton East Dwelling Control Area (refer to Volume 2, Appendix 4, Figure 4-1)	D	-	-	-
jj) Demolition or removal of a pre-1939 dwelling on a front, corner or through site within the Claudelands West Dwelling Control Area (refer to Volume 2, Appendix 4, Figure 4-7)	NC	-	-	-
kk) Relocated buildings	P	D	P	P
ll) Informal recreation	-	-	-	P
mm) Organised recreation	-	-	-	P
nn) Any activity not listed above	NC	NC	NC	NC

Note

1. Consultation with Heritage New Zealand
   A notified resource consent application will be served on Heritage New Zealand by Council for any application which affects any historic area registered under the Heritage New Zealand Pouhere Taonga Act 2014 (formerly the Historic Places Act 1993). The Frankton Railway Village is registered as a historic area.
   For a non-notified resource consent application, any development relating to a historic area registered under the Heritage New Zealand Pouhere Taonga Act 2014 (formerly the Historic Places Trust Act 1993), consultation with Heritage New Zealand is recommended before an application is submitted to Council and Council may then require that written approval be obtained from Heritage New Zealand.
   For a fuller understanding of the notification requirements of the Act, reference should be made to the Act itself, in particular section 95.
2. Hamilton East Villas
   The provisions of the Special Heritage Zone apply to the villa properties marked in Volume 2, Appendix 8, Schedule 8A: Built Heritage. For those unmarked properties located within this area and for non-villas (in respect of dwellings) situated on the same site as a villa, the provisions of the Special Residential Zone shall apply.

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~~5.3.2 Activity Status – Peacocke Character Zone~~

~~5.3.2.1 Master Plan – Process within the Peacocke Character Zone~~

~~a) Urban development in the Peacocke Character Zone will be subject to the preparation and approval of a Master Plan. (Refer to Volume 2, Appendix 1.2.2.3 for what is required in a Master Plan.)~~

~~b) The Peacocke Character Zone has been divided into a number of neighbourhood areas (Volume 2, Appendix 2, Figure 2-3), each of which is required to have a Master Plan prepared prior to urban development occurring.~~

~~c) The Master Plan must be prepared for the whole neighbourhood according to Volume 2, Appendix 1.2.2.3. The development of the master planned~~

neighbourhood can proceed on a staged basis if staging has been defined as part of the consent granted for the Master Plan.

d) Land use consents required under 5.4.13 may be incorporated into the consent process for a Master Plan as Discretionary Activities.

5.3.2.2 Master Plan – Status of Activities

a) The activity status of activities in the Peacocke Character Zone is contained within the Activity Status Table (refer to Rule 5.3.2.3):

i. Column A identifies the activity status of activities in the absence of a Master Plan.

ii. Column B identifies the activity status for activities that are part of a Master Plan application process and approval.

iii. Column C identifies the activity status for activities that are inconsistent with the approved Master Plan.

b) The activity status for the preparation of or amendment to a Master Plan application within the Peacocke Character Zone will be deemed non-complying if an activity that forms part of the application:

i. Is identified as a non-complying activity in the related Column B of the Activity Status Table (refer to Rule 5.3.2.3).

c) Once a consent for a Master Plan has been granted and implemented, any activity within that neighbourhood is permitted, provided it:

i. Is in general accordance with an approved Master Plan for the neighbourhood; or

ii. Any activity that is listed in Column C as a permitted activity is permitted, subject to compliance with relevant standards in Rule 5.4.

d) Unless otherwise stated, a Master Plan for each area identified in the Peacock Character Zone requires resource consent as a discretionary activity.

e) All activities identified in Column A of Rule 5.3.2.3 are non-complying activities in the absence of an approved Master Plan unless the activity is identified as a permitted activity.

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f) Activities identified as part of an approved Master Plan within the Peacocke Character Zone shall not be required to prepare an Integrated Transport Assessment as stated under Rule 25.14.4.3.

g) Activities identified as part of an approved Master Plan within the Peacocke Character Zone shall not be required to prepare an Integrated Catchment Management Plan as stated under Rule 25.13.4.1.

h) Activities identified in Chapter 25 City Wide that have been addressed as part of an approved Master Plan are not required to obtain a separate resource consent.

i) Retail activities identified as part of an approved master plan within the Peacocke Character Zone are required to comply with the standards set out in Chapter 6: Business 5 and 6 Zones.

5.3.2.3 Activity Status Table – Peacocke Character Zone

Activity	Peacocke Character Zone		
	A	B	C
	In the absence of a Master Plan	Forming part of the Master Plan process and approval	Inconsistent with an approved Master Plan
Residential Activities and Structures			
a) Accessory buildings	P	P	RD
b) Apartments	NC	D	D
c) Ancillary residential unit	P	D	D
d) Ancillary residential structures	P	P	P
e) Single dwelling: first residential unit per site	P	P	D
f) Single dwelling: second and subsequent residential units per site	NC	D	D
g) Duplex dwellings	NC	D	D
h) Managed care facilities			
i. For up to nine residents	NC	P	P
ii. For up to 10 residents (excluding emergency housing)	NC	D	D
iii. For 11 or more (including emergency housing)	NC	D	D
i) Emergency housing for up to 10 residents	NC	P	P
j) Papakainga	NC	D	D
k) Residential activities	P	P	P
l) Residential centre	NC	D	D
m) Rest home	NC	D	D
Commercial Activities and Structures			
n) Childcare facility			
i. For up to 5 children	NC	P	P
ii. For 6 or more children	NC	D	D
o) Dairy	NC	D	D
p) Tertiary education and specialised training facility	NC	D	NC
q) Health care service	NC	D	D
r) Home-based business	P	P	P
s) Homestay accommodation	P	P	P
t) Office, other than as a home-based business	NC	D	D

Activity	Peacocke Character Zone		
	A	B	C
	In the absence of a Master Plan	Forming part of the Master Plan process and approval	Inconsistent with an approved Master Plan
u) Places of assembly	NC	D	NC
v) Retail activity, other than as a home-based business	NC	D	D
w) Show homes	NC	D	D
x) Visitor accommodation	NC	D	D
Community Activities and Structures			
y) Community centre	NC	D	D
z) Activities ancillary to any permitted activity, including health care services, library, offices, retail, workshops, depots, storage	NC	D	NC
aa) General Recreation	NC	D	NC
bb) Informal recreation and ancillary buildings	P	P	P
cc) Marae	NC	D	NC
dd) Places of worship	NC	D	D
ee) School	NC	D	NC
All Activities and Structures			
ff) Alterations and additions to any building except: i. Heritage buildings and structures in Volume 2, Appendix 8, Schedule 8A: Built Heritage	P	P	P
gg) Demolition or removal of existing buildings (excluding as provided for by (hh), and heritage buildings scheduled in Schedule 8A, Appendix 8: Historic Heritage)	P	P	P
hh) Demolition or removal of an accessory building	P	P	P
ii) Interior alterations	P	P	P
jj) Maintenance and repair to existing buildings and structures	P	P	P
kk) Production stalls	P	NC	NC
ll) Relocated buildings	P	P	P
mm) Rural Production	P	NC	NC
nn) Rural industry	D	NC	NC
oo) Intensive farming	NC	NC	NC
pp) Walkways and cycleways	RD*	D	D
qq) Any activity not listed above	NC	NC	NC

5.3.~~3~~2 Activity Status Table – Temple View Zone

5.3.~~3~~2.1 Development within the Temple View Zone

a) The types of activities in the five precincts within the Temple View Zone (see Volume 2, Appendix 4, Figure 4-5) establish the anticipated mix of activities and how the five precincts interact and are connected.

b) Any development shall maintain and enhance the heritage values of the area whilst being consistent with and maintaining the overall character of the zone.

c) Any development of Precinct 3 in the Temple View Zone shall be designed to mitigate adverse effects on the flood and groundwater levels on the surrounding agricultural land within the Waipa District adjoining the northern and eastern boundaries of Precinct 3.

5.3.~~3~~2.2 Activity Status Table – Temple View Zone

Activity	Temple View Zone				
	Character Area				Heritage Area
	Precinct 1	Precinct 2	Precinct 3	Precinct 4	Precinct 5
Residential Activities and Structures					
a) Accessory buildings	RD	RD	RD	RD	D
b) Apartments	RD	RD	RD	RD	NC
c) Ancillary residential unit	RD	RD	RD	RD	NC
d) Ancillary residential structures	RD	RD	RD	RD	NC
e) Single dwelling: first residential unit per site	RD	RD	RD	RD	NC
f) Single dwelling: second and subsequent residential units per site	RD	RD	RD	RD	NC
g) Duplex dwellings	RD	RD	RD	RD	NC
h) Managed care facilities					
i. For up to nine residents	RD	D	D	D	NC
ii. For up to 10 residents (excluding emergency housing)	RD	D	D	D	NC
iii. For 11 or more (including emergency housing)	RD	D	D	D	NC
i) Emergency housing for up to 10 residents	RD	D	D	D	NC
j) Papakainga	NC	NC	NC	NC	NC
k) Residential activities (except Heritage Area)	RD	RD	RD	RD	-
l) Residential activities in the Heritage Area (Map 60B)	-	-	-	-	NC

Activity	Temple View Zone				
	Character Area				Heritage Area
	Precinct 1	Precinct 2	Precinct 3	Precinct 4	Precinct 5
m) Residential centre	NC	NC	NC	NC	NC
n) Rest home	RD	RD	RD	NC	NC
Commercial Activities and Structures					
o) Childcare facility					
i. For up to 5 children	RD	RD	RD	NC	NC
ii. For 6 or more children	RD	RD	D	NC	NC
p) Dairy	RD	NC	NC	NC	NC
q) Tertiary education and specialised training facility	RD	NC	NC	NC	NC
r) Health care service	RD	RD	RD	NC	NC
s) Home-based business	P	P	P	P	P
t) Homestay accommodation	P	P	P	P	P
u) Office, other than as a home-based business	RD	D	D	NC	NC
v) Places of assembly	RD	RD	D	D	D
w) Retail activity, other than as a home-based business	RD	NC	NC	NC	NC
x) Show homes	D	D	D	NC	NC
y) Visitor accommodation (except in the Heritage Area)	D	D	D	RD	-
z) Visitor accommodation within the Heritage Area	-	-	-	-	NC
Community Activities and Structures					
aa) Community centre	RD	D	D	D	NC
ab) Activities ancillary to any permitted activity, including health care services, library, offices, retail, workshops, depots, storage	RD	RD	RD	RD	NC
ac) Marae	RD	RD	RD	RD	NC
ad) Places of worship	RD	RD	RD	NC	D
ae) School	RD	RD	RD	NC	NC

Activity	Temple View Zone				
	Character Area				Heritage Area
	Precinct 1	Precinct 2	Precinct 3	Precinct 4	Precinct 5
All Activities and Structures					
af) Alterations and additions to any building except: i. Visitor Centre ii. Buildings within the former teacher housing character corridor fronting Tuhikaramea Road iii. Formal Temple entrance area elements including steps, planting boxes, retaining walls between the Visitor Centre, Temple Landing and Temple (refer to Volume 2, Appendix 4, Figure 4-6) iv. Heritage buildings and structures in Volume 2, Appendix 8, Schedule 8A: Built Heritage	P	P	P	P	P
ag) Alterations and additions to the Visitor Centre	-	-	-	-	D
ah) Alterations and additions to the exterior of buildings within the former teacher housing character corridor	-	RD	-	-	-
ai) Alterations and additions to the formal Temple entrance area elements including steps, planting boxes, retaining walls between the Visitor Centre, Temple Landing and Temple (refer to Volume 2, Appendix 4, Figure 4-6)	-	-	-	-	D
aj) Construction of additional private transport corridors or carpark areas	RD	RD	RD	RD	RD
ak) Construction of new buildings	RD	RD	RD	RD	RD
al) Contouring and modification of the landform	RD	RD	RD	RD	RD
am) Demolition or removal of existing buildings (excluding as provided for by (ao), (ap)) and heritage buildings scheduled in Schedule 8A, Appendix 8: Historic Heritage)	RD	RD	RD	RD	RD
an) Demolition or removal of any building except: i. Accessory buildings ii. Visitor Centre iii. Temple president's house	RD	RD	RD	RD	RD
ao) Demolition or removal of an accessory building	P	P	P	P	P
ap) Demolition or removal of the Visitor Centre or Temple president's house	-	-	-	-	D
aq) Erecting, constructing, planting or extending a sign visible from a public place	RD	RD	RD	RD	NC
ar) Erection of any boundary structure along Tuhikaramea Road	RD	RD	-	RD	RD

Activity	Temple View Zone				
	Character Area				Heritage Area
	Precinct 1	Precinct 2	Precinct 3	Precinct 4	Precinct 5
as) External illumination of buildings and grounds	P	P	P	P	P
at) Individual vehicular crossings to the housing from Tuhikaramea Road	NC	NC	-	NC	-
au) Interior alterations	P	P	P	P	P
av) Maintenance and repair to existing buildings and structures	P	P	P	P	P
aw) Maintenance and repair to any private road or carpark area	P	P	P	P	P
ax) Minor work on any: i. Building ii. Curtilage wall iii. Temple entrance elements	P	P	P	P	P
ay) Relocated buildings	RD	RD	RD	RD	NC
az) Tree planting and removal except for: i Tree planting in Temple view shafts area ii. Tree removal in the Temple entrance area (Refer to Volume 2, Appendix 4, Figure 4-6) iii. Removal of a significant tree in Volume 2, Appendix 9, Schedule 9D: Significant Trees	P	P	P	P	P
ba) Tree planting in Temple View shafts area (Refer to Volume 2, Appendix 4, Figure 4-6)	-	-	-	-	RD
bb) Tree removal in the Temple entrance area (except for a significant tree in Volume 2, Appendix 9, Schedule 9D: Significant Trees)	-	-	-	-	RD
bc) Any activity not listed above	NC	NC	NC	NC	NC

5.4 Rules – General Standards

~~The general standards set out below for the Peacocke Character Zone will be used as a guide to assess any Master Plan and as standards after the Master Plan has been approved.~~

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5.4.1 Density

a) The minimum area of land (net site area) required in respect of each residential unit (or resident in the case of managed care facilities and rest homes) shall be:

Table 5.4.1a: Density – Special Residential, Special Heritage, Rototuna North East Character Zone, Special Natural and Temple View Zones

Activity	Special Residential Zone	Special Heritage Zone	Rototuna North East Character Zone	Special Natural Zone		Temple View Zone	
				Lake Waiwhakareke Landscape Character Area	Ridgeline Character Area	Character Area	Heritage Area
~~**For Peacocke Character Area see Table 5.4.1b.**~~							
a) Single dwellings - front, corner and through site (including relocated dwellings) (per unit)	600m²	600m²	500m²	350m²	600m²	600m²	-
b) Single dwellings – rear site (including relocated dwellings) (Except within the Claudelands West Area) (per unit) Detached dwellings – rear site (including relocated dwellings) within the Claudelands West Area (per unit)	400m² 600m²	600m²	500m²	350m²	600m²	600m²	-
c) Duplex dwellings (per residential unit)	-	-	-	200m² (400m² per Duplex)	-	200m² (400m² per Duplex)	-

d) Single dwellings with an ancillary residential unit (*total area for both dwelling and ancillary residential unit)	*700m²	*700m²	*700m²	*435m²	*800m²	*700m²	-
e) Managed care facilities (minimum per resident)	100m²	100m²	100m²	100m²	100m²	100m²	-
f) Rest homes (minimum per resident)	75m²	75m²	75m²	75m²	75m²	75m²	-

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~~**Table 5.4.1b:** Density – Peacocke Character Area~~

~~Activity~~	~~Peacocke Character Area~~			
	~~Terrace Area~~	~~Hill Area (Slope less than 5 Degrees)~~	~~Hill Area (Slope greater than 5 Degrees)~~	~~Gully Area~~
~~**For Special Residential Zone, Special Heritage Zone, Special Natural Zones and Temple View Zone see Table 5.4.1a.**~~				
~~a) Single dwellings – front, corner and through site (including relocated dwellings) (per unit)~~	~~400m²~~	~~400m²~~	~~800m²~~	~~800m²~~
~~b) Single dwellings – rear site (including relocated dwellings) (per unit)~~	~~400m²~~	~~400m²~~	~~800m²~~	~~800m²~~
~~c) Duplex dwellings (per residential unit)~~	~~200m² (400m² per Duplex)~~	~~200m² (400m² per Duplex)~~	-	-
~~d) Single dwellings with an ancillary residential unit (*total area for both dwelling and ancillary residential unit)~~	~~*435m² (net site area)~~	~~*600m² per unit~~	~~*800m² per unit~~	~~*800m² per unit~~
~~e) Managed care facilities (minimum per resident)~~	~~100m²~~	~~100m²~~	~~100m²~~	~~100m²~~
~~f) Rest homes (minimum per resident)~~	~~75m²~~	~~75m²~~	~~75m²~~	~~75m²~~

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5.4.2 Site Coverage

	Special Residential Zone	Special Heritage Zone	Rototuna North East Character Zone	Special Natural Zone		Temple View Zone	~~Peacocke Character Area~~				
				Lake Waiwhakareke Landscape Character Area	Ridgeline Character Area		~~In the absence of an approved Master Plan~~	~~Terrace Area~~	~~Hill Area (Slope less than 5 degrees)~~	~~Hill Area (Slope greater than 5 degrees)~~	~~Gully Area~~
a) Front Sites (maximum % unless otherwise stated)	35	35	Net site area less than 750m² – 40% Net site area greater than 750m² – 20%	40	25	40	~~Net site area is greater than 5000m² – 8% up to a maximum of 1200m² GFA~~ ~~Net site area is 5000m² or less – 25% up to a maximum of 500m² GFA~~	~~40~~ ~~Apartments and Duplex units – 50%~~	~~40~~	~~35~~	~~35~~
b) Rear Sites (maximum % unless otherwise stated)	40	35	Net site area less than 750m² – 40% Net site area greater than 750m² – 20%	40	25	40	~~Net site area is greater than 5000m² – 8% up to a maximum of 1200m² GFA~~ ~~Net Site area is 5000m² or less – 25% up to a maximum of 500m² GFA~~	~~40~~ ~~Apartments and Duplex units – 50%~~	~~35~~	~~35~~	~~35~~

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5.4.3 Permeable Surface and Planting

	Special Residential Zone	Special Heritage Zone	Rototuna North East Character Zone	Special Natural Zone		Temple view Zone		~~Peacocke Character Zone~~			
				Lake Waiwhakareke Landscape Character Area	Ridgeline Character Area	Character Area	Heritage Area	~~Terrace Area~~	~~Hill Area (Slope less than 5 Degrees)~~	~~Hill Area (Slope Greater than 5 Degrees)~~	~~Gully Area~~
a) Permeability across the entire site (including area required by Rule 5.4.3(b) below) (minimum % unless otherwise stated)	40	40	50	20	40	35	40	~~20~~	~~35~~	~~40~~	~~40~~
b) Front sites, corner sites, through sites only: Permeability of the front setback excluding vehicle and access provisions required by Rule 5.4.6 be planted in grass, shrubs or trees (see Figure 5.4.3a)	100	100	100	100	100	100	100	~~100~~	~~100~~	~~100~~	~~100~~

c) The planted area required in Figure 5.4.3a shall:

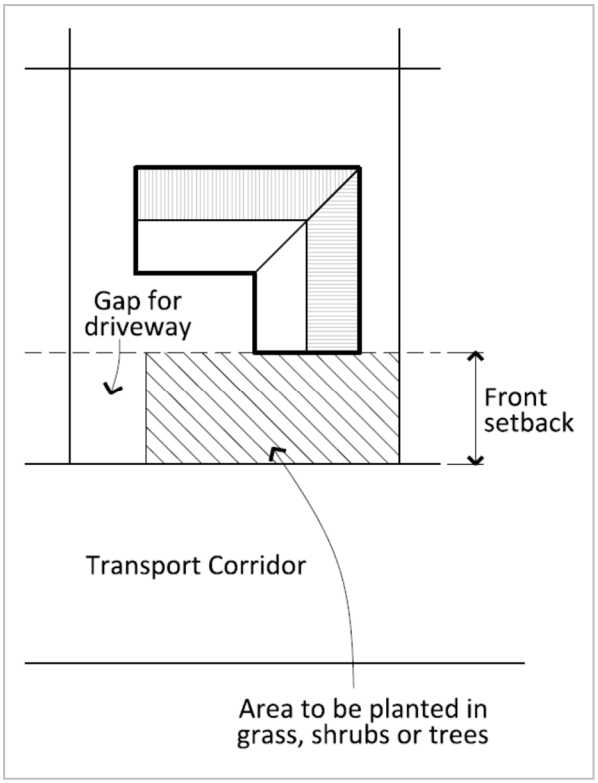
i. Be planted in the first planting season following completion of the building.

ii. Be of a permeable nature with planting consisting of a combination of groundcover, shrubs and trees.

iii. Provide vegetative coverage of the specified area within two years from the time of planting.

iv. Ensure visibility between the dwelling and any adjoining areas of public space.

Figure 5.4.3a: Planting requirement forward of the front building line



5.4.4 Building Height

Table 5.4.4a: Building height – Special Residential, Special Heritage and Special Natural Zones

	Special Residential Zone	Special Heritage Zone			Special Natural Zone	
		Frankton Railway Village	Hayes Paddock	Hamilton East Villa	Lake Waiwhakareke Landscape Character Area	Ridgeline Character Area
For the Temple View Zone ~~and Peacocke Character Zone~~ see Table 5.4.4b and for Rototuna North East Character Zone see Table 5.4.4.c						
a) Front, corner and through site (maximum height unless otherwise stated)	7m	5m	6m	7m	10m	8m
b) Rear site (maximum height unless otherwise stated)	8m	5m	6m	7m	10m	8m

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c) Storeys	-	Maximum One	-	-	Maximum Two Where a site boundary (excluding accessways) adjoins the Natural Heritage Park or is separated only by a road reserve	-

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Table 5.4.4b: Building height – Temple View ~~and Peacocke Character~~ Zone~~s~~

	Temple View Zone					~~Peacocke Character Zone~~				
	Character Area				Heritage Area					
	Precinct 1	Precinct 2	Precinct 3	Precinct 4	Precinct 5	~~In the absence of an approved Master Plan~~	~~Terrace Area~~	~~Hill Area (Slope less than 5 degrees)~~	~~Hill Area (Slope greater than 5 degrees)~~	~~Gully Area~~
For Special Residential Zone, Special Heritage Zones and Special Natural Zones see Table 5.4.4a.										
a) Front, corner and through site (maximum height unless otherwise stated)	12m	12m except buildings within the former teacher housing character corridor along the eastern frontage of Tuhikaramea Road and the western side of Tuhikaramea Road between Fosters Road and Wade Land Reserve: Maximum height 6m, and buildings with road frontage to the western side of Tuhikaramea Road north of Fosters Road: maximum height 10m	12m	12m	No part of any new or extended building or structure shall be higher than the floor level of the Temple	~~10m~~	~~12m~~	~~10m~~	~~10m~~	~~10m~~
b) Rear site (maximum height unless otherwise stated)	15m	12m	12m	12m	As above	~~10m~~	~~12.5m~~	~~10m~~	~~10m~~	~~10m~~

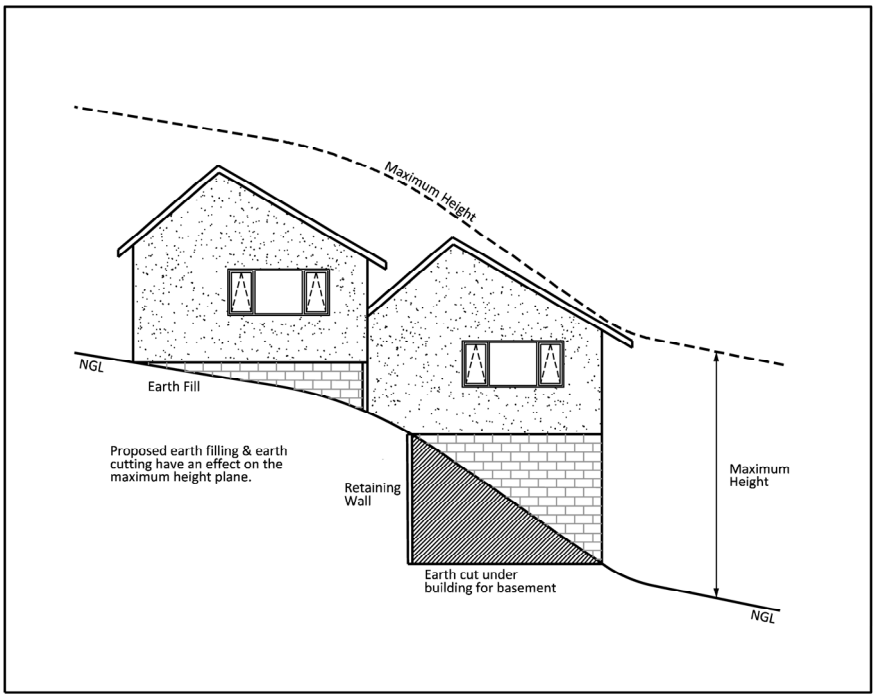
c) Storeys	-	Single storey within the former teacher housing character corridor along the eastern frontage with Tuhikaramea Road and the western frontage between Fosters Road and Wade Lane Reserve.	-	-	-	-	-	-	-	-

Table 5.4.4c: Building Height – Rototuna North East Character Zone

Height in relation to any building in the Rototuna North East Character Zone only means the vertical distance between the natural ground level immediately below that part of the highest part of the building immediately above the point. Being, the highest part of the building means the highest part of the main structure of the building, including parapets, but without taking into account projections measuring not exceeding 2m in height and 1m^2 in area or an aerial permitted within Chapter 25.7 Network Utilities and Electricity Transmission Corridors (see Figure 5.4.4a).

	Rototuna North East Character Zone
a) Front, corner, rear and through site using the Rolling Height Method (Figure 5.4.4a)	Sites less than 750m^2: Maximum 10m Site greater than 750m^2: Maximum 8m

Figure 5.4.4a: Rolling Height Method – Rototuna North East Character Zone



5.4.5 Height in Relation to Boundary

a) No part of any building shall protrude through a height control plane rising at an angle of 28 degrees between northwest (315 degrees) and northeast (45 degrees), and rising at an angle of 45 degrees in all other directions. This angle is measured from 3m above ground level at all boundaries.

Except that:

i. Where buildings are attached, no height control plane is required between those buildings.

ii. Where there are two or more dwellings on the same site, the plane shall be measured at a line midway between the two dwellings rising at an angle of 45 degrees and with this angle measured from 3m above ground level at the midway line.

iii. Where a boundary adjoins a transport corridor or access, the 45 degree angle applies to that boundary, measured 3m above the boundary.

iv. ~~Where the buildings are part of an approved Master Plan within the Peacocke Character Zone.~~

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5.4.6 Building Setbacks

Table 5.4.6a: Building setbacks – Special Residential, Special Heritage, Rototuna North East Character Zone and Special Natural Zones

	Special Residential Zone	Special Heritage Zone	Special Natural Zone	
			Lake Waiwhakareke Landscape Character Area	Ridgeline Character Area
For Temple View Zone ~~and Peacocke Character Zone~~ see Table 5.4.6b. For Rototuna North East Character Zone see Table 5.4.6c.				
a) From a boundary with - any collector or local transport corridor (minimum setback unless otherwise stated)	All buildings shall be set back from the boundary the greater of: i) 5m, or ii) The average of the front setback of buildings on adjoining sites (except rear sites), provided that: • Where an adjoining site is vacant the setback shall be taken as being 5m • For corner sites the setback of the adjoining site shall be taken as the average		3m	5m

b) From a boundary with – any arterial transport corridor (minimum setback unless otherwise stated)	As per (a)		5m	5m
c) Where a garage or carport faces a transport corridor it shall be set back a minimum of 8m.				
d) Front, corner and through site - side and rear boundaries (minimum setback)	One side boundary 3m Other side boundary and rear boundary 1.5m	1.5m	1.5m	3m
e) Rear site - all boundaries (minimum setback)	1.5m	1.5m	1.5m	3m
f) Waikato Riverbank and Gully Hazard Area	6m (applies to buildings and swimming pools)			

Note

1. Refer to chapter 21 and 22 for objectives and policies relevant to the setback from the Waikato Riverbank and Gully Hazard Area.

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Table 5.4.6b: Building setbacks – Temple View ~~and Peacocke Character~~ Zone~~s~~

	Temple View Zone					~~Peacocke Character Zone~~	
	Character Area				Heritage Area		
	Precinct 1	Precinct 2	Precinct 3	Precinct 4	Precinct 5	~~In the absence of an approved Master Plan~~	~~Terrace, Hill and Gully Character Areas~~
For the Special Residential Zone, Special Heritage Zone and Special Natural Zones see Table 5.4.6a.							
a) From a boundary with any collector or local transport corridor (minimum setback unless otherwise stated)	3m	3m	3m	5m	5m	~~5m~~	~~3m~~
b) From a boundary	5m	Minimum setback	-	5m	No Building to be located	5m	5m

	Temple View Zone					~~Peacocke Character Zone~~	
	Character Area				Heritage Area	~~In the absence of an approved Master Plan~~	~~Terrace, Hill and Gully Character Areas~~
	Precinct 1	Precinct 2	Precinct 3	Precinct 4	Precinct 5		
with any arterial transport corridor (minimum setback unless otherwise stated)		within the former teacher housing corridor along the frontage with the eastern side of Tuhikaramea Road = 13m Minimum 5m in all other situations			closer to Tuhikaramea Road than the existing setback distance to the Temple Minimum 5m in all other situations		
c) Where a garage or carport faces a transport corridor it shall be set back a minimum of 8m							
d) Front, corner and through site – side and rear boundaries (minimum setback)	1.5m	1.5m	1.5m	3m	3m	~~-~~	~~1.5m~~
e) Rear site – all boundaries (minimum setback)	1.5m	1.5m	1.5m	3m	3m	~~-~~	~~1.5m~~
f) Any other boundary (for buildings and outdoor hardstands used for housing and feeding of animals, including milking sheds and shearing sheds) (minimum setback)	-	-	-	-	-	~~50m~~	~~-~~

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	Temple View Zone					~~Peacocke Character Zone~~	
	Character Area				Heritage Area		
	Precinct 1	Precinct 2	Precinct 3	Precinct 4	Precinct 5	~~In the absence of an approved Master Plan~~	~~Terrace, Hill and Gully Character Areas~~
g) Residential unit setback from an existing intensive farm (minimum setback)	-	-	-	-	-	~~500m~~	~~-~~
h) Any other boundary not otherwise identified above (minimum setback)	-	-	-	-	-	~~5m~~	~~-~~
i) Waikato Riverbank and Gully Hazard Area	6m (applies to buildings and swimming pools)						

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Peacocke Structure Plan

Note

1. Refer to chapter 21 and 22 for objectives and policies relevant to the setback from the Waikato Riverbank and Gully Hazard Area.

Table 5.4.6c: Building setbacks – Rototuna North East Character Zone

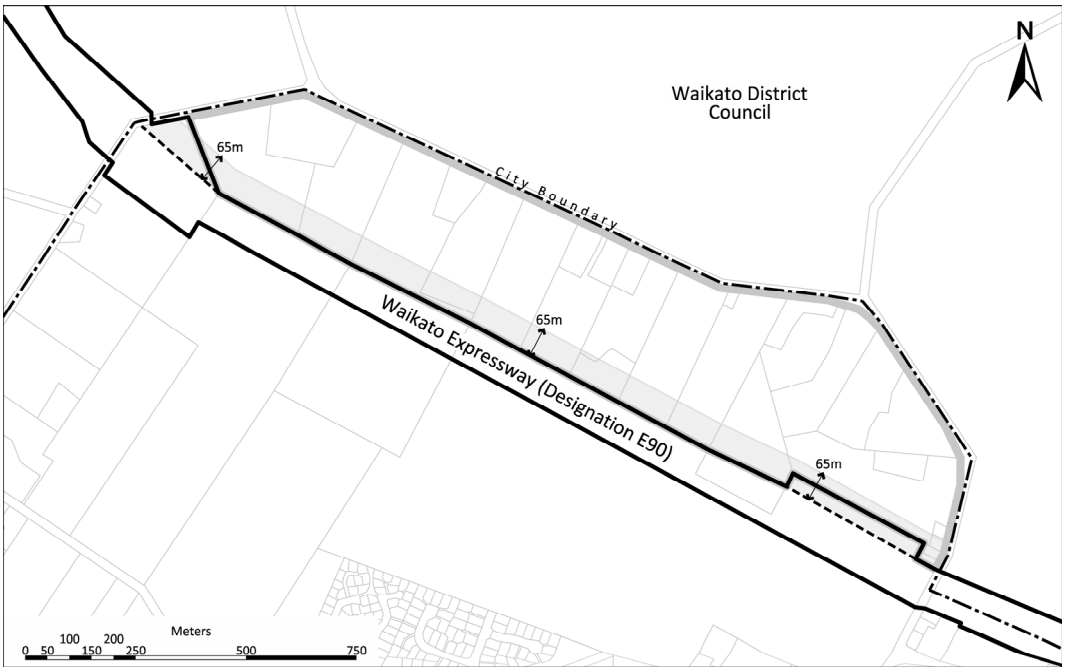
	Rototuna North East Character Zone
a) From a boundary with any collector or local transport corridor (minimum unless otherwise stated)	All buildings shall be setback from the boundary the greater of: i. 5m, or ii. The average of the front setback of buildings on adjoining sites (except rear sites), provided that: • Where an adjoining site is vacant the setback shall be taken as being 5m • For corner sites the setback of the adjoining site shall be taken as the average
b) From a boundary with any arterial transport corridor (minimum unless otherwise stated)	Refer to 5.4.6g)
c) Where a garage or carport faces a transport corridor it shall be set back a minimum of 8m.	

	Rototuna North East Character Zone
d) Front, corner and through site – side and rear boundaries (minimum)	1.2m
e) Rear site – all boundaries (minimum)	1.5m
f) All habitable buildings shall be set back a minimum of 65m from the Waikato Expressway (Designation E90) as shown on Figure 5.4.6a except that if the location of the carriageway within the designation corridor of the Waikato Expressway has been confirmed in writing by the Requiring Authority; or confirmed through an Outline Plan of Works approval under s176A of the RMA; or construction is underway or completed the setback shall be a 55dB$L_{Aeq(24hr)}$ contour line from the Waikato Expressway carriageway boundary determined at the time of subdivision.	
g) All non-habitable buildings within the 65m setback as shown Figure 5.4.6a shall be set back a minimum of 5m from the Waikato Expressway (Designation E90) except that if the location of the carriageway within the designation corridor of the Waikato Expressway has been confirmed in writing by the Requiring Authority; or construction is underway or completed the set back shall be 10m from the actual carriageway edged of the Expressway.	
h) Waikato Riverbank and Gully Hazard Area	6m (applies to buildings and swimming pools)

Note

1. Refer to chapter 21 and 22 for objectives and policies relevant to the setback from the Waikato Riverbank and Gully Hazard Area.

Figure 5.4.6a: Waikato Expressway Setback for properties within the Rototuna North East Character Zone adjoining the northern boundary of the Waikato Expressway (Designation E90)



5.4.7 Interface Between Public and Private

a) These standards only apply to front, corner and through sites only.

b) Location of accessory buildings within the front setback

i. All detached accessory buildings shall be located no further forward of the front building line of the dwelling than 0.5m, (see Figure 5.4.7g);

ii. Accessory buildings that are an integral part of the design and construction of the dwelling shall, if the garage door is to face the street be located no further forward of the front building line of the dwelling than 0.5m, (see Figure 5.4.7h);

iii. Accessory buildings that are an integral part of the design and construction of the dwelling, if the garage door is 90 degrees to the street it shall be forward of the front line of the dwelling (but not encroaching into the front setback), by no more than 8m.

c) At least one habitable room shall have a clear glazed window facing the transport corridor. For corner sites, this shall be required only on the transport corridor frontage from which vehicular access is provided.

Figure 5.4.7g: Setback for accessory buildings – an example of an accessory building that is an integral part of design

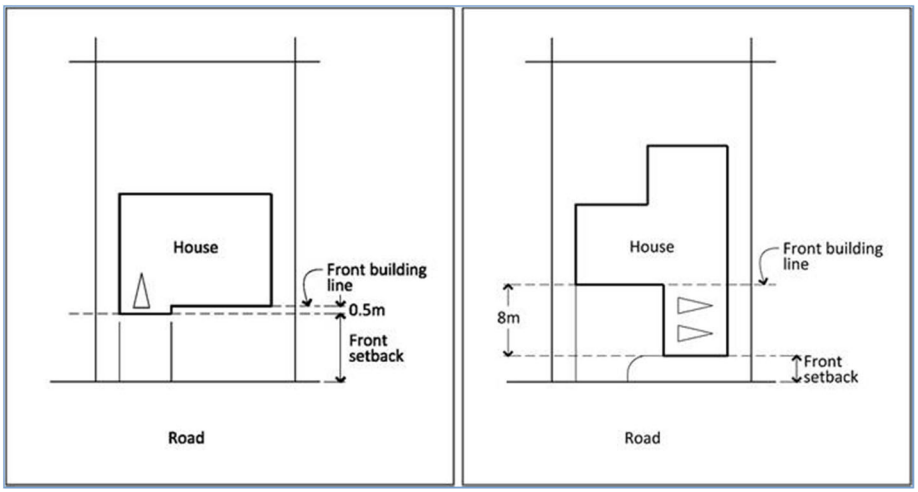
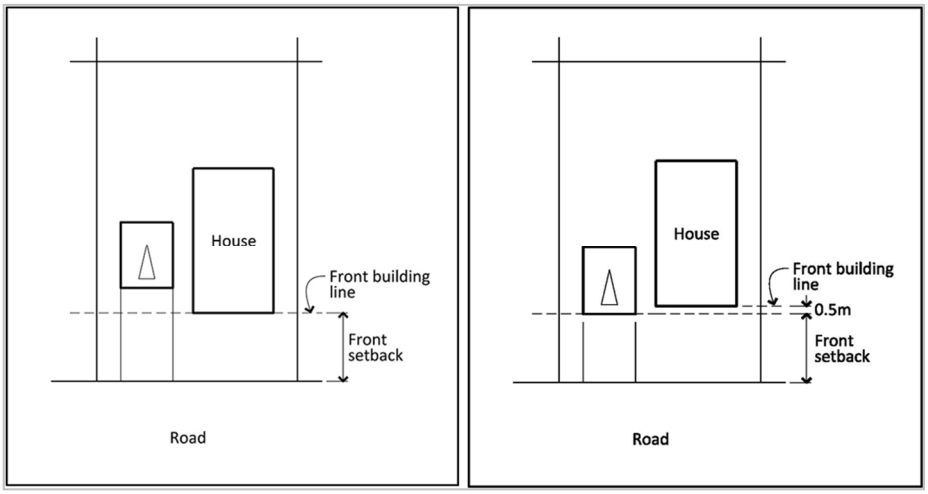


Figure 5.4.7h: Setback for accessory buildings – example of a detached accessory building



5.4.8 Fences and Walls

a) Fences and walls shall have a maximum height of 1.8m, except as provided below.

b) Fences and walls within the Special Residential Zone and Special Heritage Zone shall have a maximum height of 1.2m for front and side boundary fences or walls located forward of the front building line of the dwelling.

5.4.9 Residential Buildings – Separation and Privacy

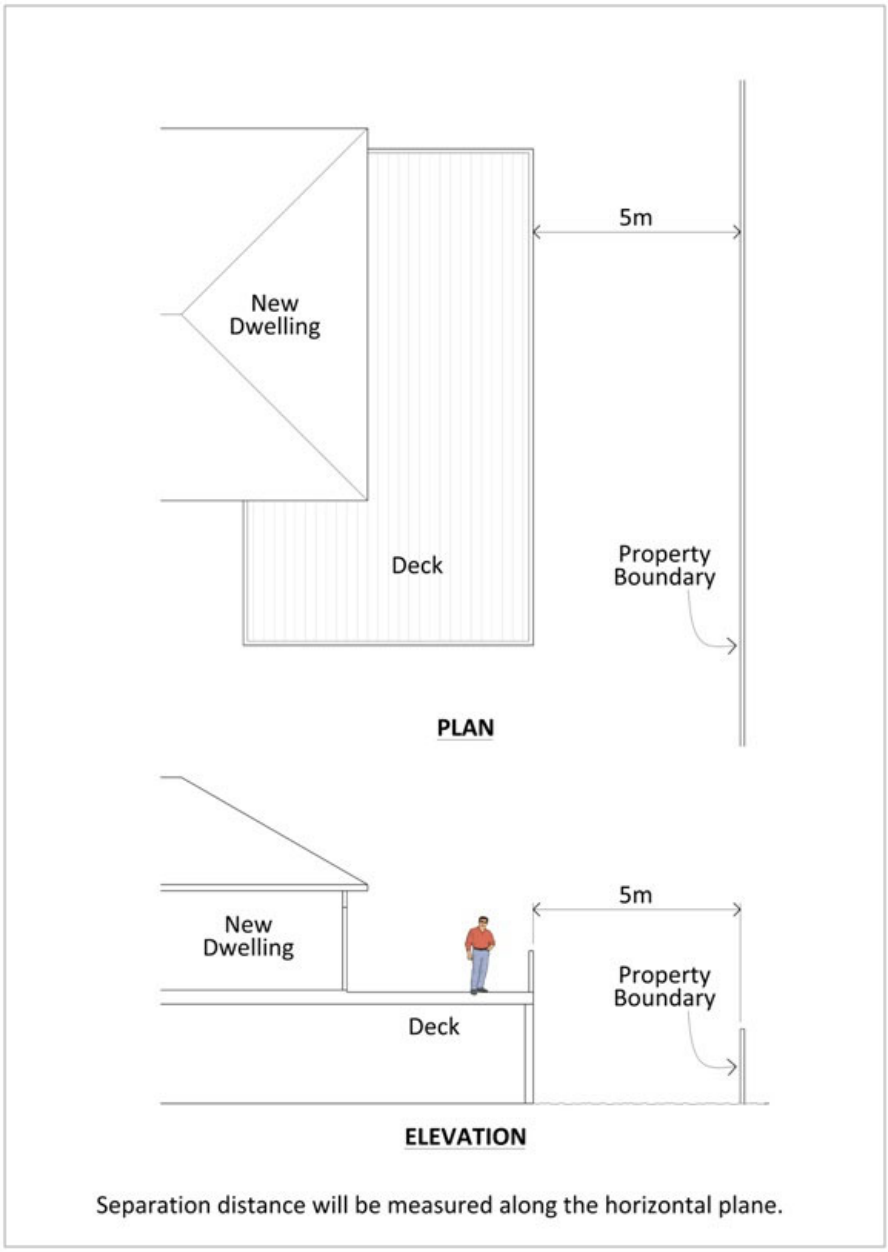
a) Residential buildings shall be set back at least 3m from the nearest part of any other residential building on the same site, except:

   i. No separation is required between buildings that are attached.

   ii. Where windows are located and designed (including by glazing) to avoid views between rooms in different buildings on the same site, separation distance is a minimum of 1.5m.

b) A balcony at upper-floor level shall be set back at least 5m from boundaries (see Figure 5.4.9a). This does not apply to a boundary along a transport corridor, access way, right-of-way, private way, access lot, or entrance strip less than 6m wide.

Figure 5.4.9a: Upper-floor setbacks for separation and privacy



c) Temple View Character Area. Within the teacher housing corridor there shall be a minimum 7m separation distance between single dwellings.

5.4.10 Buildings and Activities within the Temple View Zone's Character and Heritage Areas

Description	Requirements	
	Character Area	**Heritage Area**
a) Curtilage wall along Tuhikaramea Road	Shall be reinstated to reflect the height, colour, design quality and spatial relationship with the built form of the former teacher housing	Shall be reinstated to reflect the height, colour and design quality of the curtilage wall
b) Colour: Applies to new buildings or alterations of existing buildings	Shall be in general accordance with the colour scheme throughout the Character Area's and adjoining Heritage Area	Shall be in general accordance with the colour scheme identified throughout the Character Area's and adjoining Heritage Area
c) Repairs and maintenance to buildings or structures	Shall be in accordance with the broader architectural characteristics such as colour, form, materials and finishes	Shall be in accordance the broader architectural characteristics such as colour, form, materials and finishes
d) Maintenance, repair and replacement of former teacher accommodation along Tuhikaramea Road	Shall reflect the general spatial characteristics, scale and modulation of the existing teacher accommodation as viewed from Tuhikaramea Road, with particular regard to the offset from the front boundary, architectural response to Tuhikaramea Road and curtilage treatment Buildings shall include the broader architectural characteristics such as colour, form, materials and finishes and deliver on the principles of good urban design	

Description	Requirements	
	Character Area	Heritage Area
e) New building and development	Buildings shall generally reflect the broader architectural characteristics including but not limited to colour, style, materials and finishes to maintain a coherent character to the overall site and deliver on the principles of good urban design	Shall maintain the overall open spatial characteristics of the area, as viewed from Tuhikaramea Road with particular regard to the immediate surrounding landscape and the primacy of the Temple within the area Buildings shall include the broader architectural characteristics such as colour, form, materials and finishes to maintain a coherent character to the overall site and deliver on the principles of good urban design
f) Repairs, maintenance and replacement of private roads and car parking areas	Shall be maintained or developed to reflect the sealed surface and kerbed edge consistent with the roads and parking areas while allowing for alternative treatment consistent with the overall character of the area where warranted for good urban design or functional requirements	Shall be maintained or developed to reflect the sealed surface and kerbed edge consistent with the roads and parking areas while allowing for alternative treatment consistent with the overall character of the area where warranted for good urban design or functional requirements

5.4.11 Outdoor Living Area

a) These standards do not apply to managed care facilities or rest homes.

b) Each residential unit shall be provided with an outdoor living area that is:

i. For the exclusive use of each residential unit.

ii. Readily accessible from a living area inside the residential unit.

iii. Free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas.

iv. Located on a side of the residential unit which faces north, east or west (refer Figure 5.4.11e below). For the purpose of this standard, a side that faces north, east or west means the area to the:

- West of the westernmost and/or easternmost corners of the dwelling, and/or
- West of the west facing façade aligned at no more than 15 degrees to the north-south axis; and/or

- East of the east facing façade aligned at no more than 15 degrees to the north-south axis.

c) Outdoor living areas for residential units shall have areas and dimensions as follows:

Residential units	Outdoor living area per residential unit	Shape
i. Including single dwellings and duplex dwellings	60m²	• Capable of containing a 6m diameter circle • No dimension less than 2.5m
ii. Ancillary residential units	12m²	• No dimension less than 2.5m

d) The outdoor living area for an ancillary residential unit shall be separate from the outdoor living area provided for the principal residential unit.

Figure 5.4.11e: Outdoor living area – north, east or west

OUT DOOR LIVING AREA

The location of the outdoor living area for a dwelling will vary based on the dwelling's orientation.

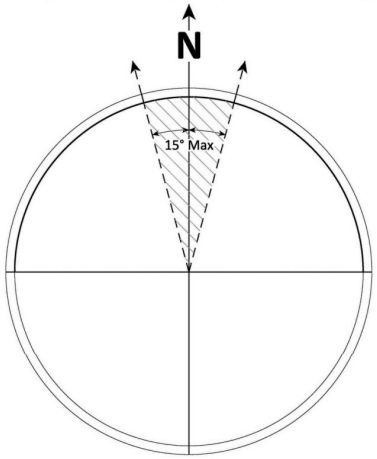
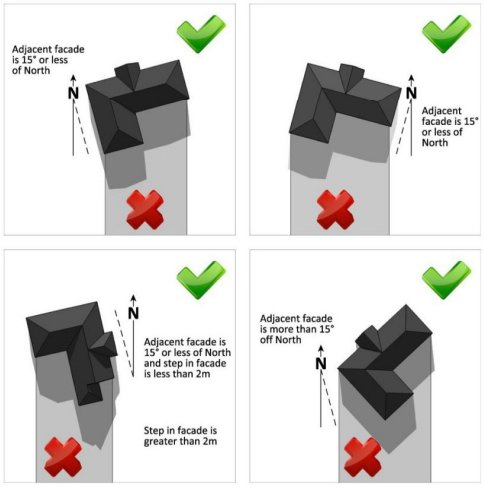


Diagram A: Outdoor Living Area indicator

Note: North is True North

To determine if a dwelling's façade is aligned no more that 15° to the north-south axis, the north point of the Outdoor Living Area Indicator (Diagram A) should to be aligned with the north point shown on the site plan. If façade is within the 15° off set, then that façade should be included as part of the area used to locate outdoor living areas (See diagrams below). If a façade has an in step or out step of more than 2m the façade south of that point should be excluded.



5.4.12 Service Areas

a) These standards do not apply to managed care facilities or rest homes.

Description	Minimum requirements
b) Every site, including first residential unit, but excluding 5.4.12(d) to (f)	i. At least 20m^2 ii. Minimum dimension 3m
c) Service area for second and subsequent residential units, including duplex dwellings	i. Additional 20m^2 for second and each subsequent unit ii. Minimum dimension 3m
d) Service area per ancillary residential unit	i. Additional 10m^2 ii. Minimum dimension 2.5m
e) Apartments	i. 10m^2 ii. Minimum dimension 2.5m
f) Community centres, visitor accommodation, conference facilities	i. 10m^2 ii. Minimum dimension 2.5m
g) Dairies (may be indoor or outdoor)	i. Minimum 10m^2 ii. Minimum dimension 2.5m iii. Readily accessible to service vehicles iv. Indoor service area separately partitioned v. Outdoor service area shall have an all-weather, dust-free surface
h) All service areas	i. Readily accessible from each residential unit ii. Not visible from a public place

5.4.13 Provisions in Other Chapters

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

- Chapter 2: Strategic Framework
- Chapter 3: Structure Plans
- Chapter 19: Historic Heritage
- Chapter 20: Natural Environments
- Chapter 21: Waikato River Corridor and Gullies
- Chapter 22: Natural Hazards
- Chapter 23: Subdivision
- Chapter 24: Financial Contributions
- Chapter 25: City-wide

5.5 Rules – Specific Standards

5.5.1 Ancillary Residential Unit

a) A maximum of one ancillary residential unit per site.

b) A maximum gross floor area of 60m².

c) The outdoor living area shall not be included as part of the outdoor living area provided for the principal residential building on site.

5.5.2 Childcare Facility

a) The activity shall not be part of a multiple residential unit development.

b) The activity shall be located on a front, corner or through site.

c) The maximum gross floor area of all buildings shall be 250m^2.

5.5.3 Community Centres, Tertiary and Specialised Training Facilities, Schools and Places of Worship

a) Gross floor area of all buildings	Maximum 250m^2
b) Hours of operation	0700 to 2200 hours
c) Additional hours for special events (maximum 1 per calendar year)	2200 to 0200 hours
d) No exterior indication of the activity, including the display or storage of materials, shall be visible from outside the site, except for permitted signs	

5.5.4 Dairies

a) Gross floor area of retail	Maximum 100m^2
b) Hours of operation	0700 to 2200 hours
c) Building setback from side or rear boundaries	Minimum 5m

5.5.5 Home-based Businesses

a) For the avoidance of doubt, if an activity does not comply with all of the standards specified, it is not a home-based business. Home-based businesses shall:

i. Employ no more than 2 people, one of whom must reside on the site on a permanent basis.

ii. Not exceed 30% of the total gross floor area of buildings on the site.

iii. Not generate any trips by a heavy motor vehicle.

iv. Not generate vehicle trips or pedestrian traffic between 2000 to 0800 hours.

v. Not display any indication of the activity from outside the site including the display or storage of materials, except for permitted signs.

vi. Retail only those goods which have been manufactured, repaired, renovated or otherwise produced on the site.

vii. Not create electrical interference with television and radio sets or other types of receivers in adjacent residential units.

viii. Not generate nuisances, including smoke, noise, dust, vibration, glare, and other noxious or dangerous effects – these shall be measured at the boundaries of the site.

ix. Have only one sign with a maximum area of 0.6m², a maximum dimension of 1m and having no part higher than 2.0m above the adjacent ground level. The sign must be attached to either a fence, wall or building.

5.5.6 Managed Care Facilities

a) Within one calendar month of its occupancy, the Agency or person(s) responsible for the Managed Care Facility shall provide the residents of the properties adjoining the site and Council's Planning Department a written information pack. The information pack shall include an overview of the Agency and the range of services provided (if relevant), and the type of care and programs to be provided within the Managed Care Facility and shall include the following.

i. Proposed number of residents.

ii. The anticipated number of visitors to the site per week and daily visiting hours.

iii. Anticipated full-time equivalent staff at the facility.

iv. Regular and emergency contact details to enable prompt and effective contact if necessary.

v. The policies for the management of possible emergency situations including the management of neighbour relations in an emergency situation.

b) An outdoor living area shall be provided which is:

i. For the exclusive use of the residents.

ii. Readily accessible for all residents.

iii. Free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas.

iv. Comprises no more than 35% impermeable surface area.

v. Provided with a screen, wall or fence along that part of any site boundary adjoining the outdoor living area in order to screen the area from abutting properties.

c) The outdoor living area shall be provided communally which shall comprise:

i. At least 15m² per resident.

ii. A minimum dimension of not less than 4m.

iii. An area capable of containing a 6m diameter circle.

iv. At least 60% at ground level, and any outdoor living space that is not at ground level is provided on upper floor decks wider than 1m.

d) A service area shall be provided that has:

i. A minimum area of 20m²; with a minimum dimension of 3m.

ii. In cases where a fully equipped laundry (washing and drying machines) is provided, then the service area can be reduced to a minimum of 16m² with a minimum dimension of 2m.

e) Staff providing supervision for managed care facilities accommodating 8 or more residents shall be present on site at all times that residents are in occupation.

f) No part of any site to be used as a managed care facility shall be located within a 150m radius of an existing managed care facility for which a resource consent was required for its establishment or operation, unless the facilities are separated by the Waikato River, an arterial transport corridor, railway lines, or a gully system identified by the Waikato Riverbank and Gully Hazard Area within the Planning Maps.

g) No part of any site or premises used as a managed care facility shall contain a secure unit.

5.5.7 Relocated Buildings

a) Any relocated building intended for use as a dwelling (excluding previously used accessory buildings) must have been previously designed, built and used as a dwelling.

b) A building inspection report shall accompany the application for a building consent. That report is to identify all reinstatement works that are to be completed to the exterior of the building.

c) All reinstatement work required by the building inspection report and the building consent to reinstate the exterior of any relocated dwelling shall be completed within six months of the building being delivered to the site. Reinstatement work is to include connections to all infrastructure services and closing in and ventilation of the foundations.

d) The proposed owner of the relocated building must certify that the reinstatement work will be completed within the six month period.

5.5.8 Show Homes

a) These shall be:

i. Staffed by a maximum number of two staff at any time.

ii. Located on a front or corner site.

iii. Have a maximum activity duration of two years from the time of first occupation.

5.5.9 Rest Homes

a) Maximum occupancy shall be 10 residents (including live-in staff), excluding rest homes within the Temple View Comprehensive Development Plan Area 2 in Volume 2, Appendix 4, Figure 4-5.

b) The maximum density for rest homes shall be:

i. One person per 75m² of net site area in the Special Residential and Special Natural zone; or

ii. One person per 50m² of net site area in the Special Heritage zone~~, Peacocke Character Zone~~ and Temple View Zone.

c) An outdoor living area shall be provided that:

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i. Is for the exclusive use of the residents.

ii. Is readily accessible for all residents.

iii. Is free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas.

iv. Has a maximum area of impermeable surfaces not exceeding 60% of the outdoor living area.

d) The outdoor living area shall be provided communally which shall comprise:

i. At least 12m^2 per resident.

ii. A minimum dimension of not less than 4m.

iii. An area capable of containing a 6m-diameter circle.

iv. At least 60% provided at ground level, and any outdoor living space that is not at ground level is provided on upper floor decks wider than 1m.

e) A service area shall be provided with areas and dimensions as follows:

i. Minimum area of 20m².

ii. Minimum dimension of 3m.

iii. Provided that where a fully equipped laundry (both washing and drying machines) is provided in the rest home, then the service area can be reduced to a minimum of 16m² with a minimum dimension of 2m.

5.5.10 Visitor Accommodation

a) Maximum occupancy for visitor accommodation shall be 12 guests.

b) Visitor accommodation shall not provide for the sale of liquor through an ancillary facility such as a bar or a restaurant.

5.5.11 Retail activities within the ~~Peacocke Character Zone and~~ Temple View Zone

~~a) Retail activities within the Peacocke Character Zone need to be in general accordance with the Peacocke Structure Plan.~~

~~b~~a) Retail activities ~~within the Peacocke Character Zone~~ that form part of an approved ~~Master Plan or part of a~~ land use consent for Precinct 1 within the Temple View Zone, Character Area shall be required to comply with the associated rules in Chapter 6: Business Zones 1 to 6 as follows:

~~i. Business Zone 5 when located in the defined Suburban Centre~~

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~~i~~ii. Business Zone 6 when located in the defined Community Focal Point

once a ~~Master Plan or~~ land use consent has been implemented.

5.5.12 Development Yield in the Rototuna North East Character Zone

a) The maximum development yield, spread over the entire area shall be 1100 residential units.

5.6 Restricted Discretionary Activities: Matters of Discretion and Assessment Criteria

a) In determining any application for resource consent for a restricted discretionary activity, Council shall have regard to the matters referenced below, to which Council has restricted the exercise of its discretion. Assessment Criteria within Volume 2, Appendix 1.3 provide for assessment of applications as will any relevant objectives and policies. In addition, when considering any Restricted Discretionary Activity located within the Natural Open Space Zone, Waikato Riverbank and Gully Hazard Area, or Significant Natural Area, Council will also restrict its discretion to Waikato River Corridor or Gully System Matters (see the objectives and policies of Chapter 21: Waikato River Corridor and Gully Systems).

Activity Specific	Matter of Discretion and Assessment Criteria Reference Number (Refer to Volume 2, Appendix 1.3)
i. Any building or structure (including alterations and additions) identified as a Restricted Discretionary Activity in the Special Character Zone; except where specifically listed below*.	• E – Heritage Values and Special Character
ii. Any activity identified as a Restricted Discretionary Activity in the Special Character Zone; except where specifically listed below*.	• E – Heritage Values and Special Character
iii. Alterations and additions forward of the front building line to a pre-1940 dwelling within the Hamilton East Dwelling Control area or to a pre-1939 dwelling within the Claudelands Dwelling Control area on a front, corner or through site	• E – Heritage Values and Special Character
iv. Ancillary residential unit*	• B – Design and Layout • E – Heritage Values and Special Character
v. Single dwelling: Second and subsequent residential unit per site*	• B – Design and Layout • E – Heritage Values and Special Character
vi. Duplex dwellings – excluding Hayes Paddock*	• B – Design and Layout • E – Heritage Values and Special Character
vii. Childcare facility for 6 or more children, except in Temple View	• B – Design and Layout • E – Heritage Values and Special

Zone	Character
viii. Community centre	• B – Design and Layout • E – Heritage Values and Special Character
ix. Dairy	• B – Design and Layout • E – Heritage Values and Special Character
x. Tertiary education and specialised training facility	• B – Design and Layout • E – Heritage Values and Special Character
xi. Rest home*	• B – Design and Layout • E – Heritage Values and Special Character
xii. Walkways and cycleways*	• E – Heritage Values and Special Character • G – Transportation
xiii. Single dwelling: First residential unit per site*	• B – Design and Layout • E – Heritage Values and Special Character
xiv. Childcare facility within the Temple View Zone	• B – Design and Layout • E – Heritage Values and Special Character
xv. Apartments within the Temple View Zone	• B – Design and Layout • E – Heritage Values and Special Character
xvi. Erection of any boundary structure along Tuhikaramea Road, within the Temple View Zone	• B – Design and Layout • E – Heritage Values and Special Character
xvii. Construction of a new building within the Temple View Zone	• B – Design and Layout • E – Heritage Values and Special Character
xviii. School within the Temple View Zone	• B – Design and Layout • E – Heritage Values and Special Character
xix. Marae within the Temple View Zone	• B – Design and Layout • E – Heritage Values and Special Character
xx. Place of Worship within the Temple View Zone	• B – Design and Layout • E – Heritage Values and Special Character
xxi. Visitor accommodation within Precinct 4 of the Character Area within the Temple View Zone	• B – Design and Layout • E – Heritage Values and Special Character
xxii. Retail activity, other than as a	• B – Design and Layout

homebased business in Precinct 1 of the Character Area within Temple View	• E – Heritage Values and Special Character • H1 – Function, vitality and amenity of centres
xxiii. Healthcare services within the Temple View Zone	• B – Design and Layout • E – Heritage Values and Special Character
xxiv. Place of Assembly within the Temple View Zone	• B – Design and Layout • E – Heritage Values and Special Character
xxv. Office, other than as a home-based business, in Precinct 1 of the Character Area within the Temple View Zone	• B – Design and Layout • E – Heritage Values and Special Character • H1 – Function, vitality and amenity of centres
xxvi. Emergency housing for up to 10 residents within the Temple View Zone	• B – Design and Layout • E – Heritage Values and Special Character
xxvii. Managed care facilities within the Temple View Zone	• B – Design and Layout • E – Heritage Values and Special Character

Note

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

5.7 Other Resource Consent Information

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

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

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

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

Chapter 6 - Business Zones
Chapter 6A - Neighbourhood Centre Zone
Chapter 6B - Local Centre Zone

Hamilton City Council
Te kaunihera o Kirikiriroa

6A Neighbourhood Centre Zone – NCZ

NZC – PREC1-PSP: Neighbourhood Centre Zone - Peacocke

Provisions that are not tracked changed (insertions underlined, deletions ~~struck out~~), have been transferred from the Hamilton Operative District Plan 2017 under s58I of the RMA for the purposes of complying with the format requirement of the National Planning Standards.

The following provisions have immediate legal effect under Section 86B (3) of the RMA

NZC – PREC1-PSP: ISSUES

Business resources commonly group around a series of centres in Hamilton and include activities such as retailing, offices, business and financial services, manufacturing, warehousing and associated parking, storage and display areas. These areas and the infrastructure that serves them are significant public and private resources and influence the urban form and function of all parts of the City.

The grouping of business activities into centres provides an environment that will draw in other business and facilities. This agglomeration results in productivity gains arising from economies of scale and efficiencies of inter-connectedness.

The focus of the business centres' hierarchy is to manage existing centres to ensure they retain and enhance their function, vitality, viability and amenity as focal points for a diverse range of activities needed by the community. Ongoing public investment is a significant element in any centres-based strategy.

A centre is a cohesive or integrated set (cluster) of diverse land-use (business) activities, characterised by high pedestrian levels in a high-amenity public environment and supported by efficient and accessible passenger transport, infrastructure and services.

A business centres' hierarchy has been developed that comprises six tiers. The overall aim being to re-establish the primacy of the Hamilton Central City and define its relationship with the sub-regional centres and suburban centres, and other centres.

The Neighbourhood Centre Zone (NCZ) provides for small scale commercial and community activities service that service the needs of the immediate residential neighbourhood.

NZC – PREC1-PSP: OBJECTIVES

Plan Change 5 Peacocke Structure Plan

REFERENCE	OBJECTIVE	RELEVANT POLICIES
NCZ – PREC1-PSP: O1	A distribution of locally based centres that provide services and health-care services capable of meeting the day-today needs of their immediate neighbourhoods.	NCZ– PREC1-P: P1 NCZ– PREC1-P: P2 NCZ– PREC1-P: P3
NCZ – PREC1-PSP: O2	Neighbourhood centres in the Peacocke Structure Plan Area are located in close proximity to recreational areas and act as activity nodes for walkable neighbourhood catchments.	NCZ– PREC1-P: P4
NCZ – PREC1-PSP: 03	Neighbourhood Centres in the Peacocke Structure Plan Area are attractive, high amenity and pedestrian focused environments.	NCZ– PREC1-P: P5 NZC– PREC1-P: P6

NZC – PREC1-P: POLICIES

NCZ– PREC1-PSP: P1	Activities within neighbourhood centres principally serve their immediate neighbourhood.
NCZ– PREC1-PSP: P2	The scale and nature of activities within neighbourhood centres shall not generate significant adverse amenity effects on surrounding residential areas and transport networks.
NCZ– PREC1-PSP: P3	Residential activities above ground floor commercial uses are encouraged as part of mixed use development where quality on-site amenity is achieved.
NCZ– PREC1-PSP: P4	Neighbourhood centres in the Peacocke Structure Plan Area are located in accordance with the Peacocke Structure Plan.
NCZ– PREC1-PSP: P5	Neighbourhood Centres in the Peacocke Structure Plan Area are designed to: 1) Establish a sense of place. 2) Create a high amenity and safe walkable environment. 3) Provide active frontages that encourage pedestrian activity on the ground floor. 4) Ensure off street parking is not located in the street frontage. 5) Incorporate public transport stops where located adjacent to public transport routes.
NCZ– PREC1-PSP: P6	Buildings are designed to: 1) Provide passive surveillance of, and integrate with the street and public spaces. 2) Providing high quality streetscapes. 3) Provide visual interest and engage with the street.

NCZ – PREC1-PSP: RULES - ACTIVITY STATUS

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

NZC – PREC1-PSP: R1	Alterations and Additions	
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R44-R51 2. Building alterations and additions shall either: i. Not be visible from any public space, or ii. ii. Not result in more than 25m2 of additional gross floor area to the existing building.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

NZC – PREC1-PSP: R2	Minor works	
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R44-R51	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

NZC – PREC1-PSP: R3	Demolition, removal, maintenance or repair of existing buildings	
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R44-R51	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

NZC – PREC1-PSP: R4	Ancillary office	
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R44-R51	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

NZC – PREC1-PSP: R5	Ancillary retail	
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 2. NCZ R44-R51	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 2. A - General

NZC – PREC1-PSP: R6	Retail			
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R44-R51 PER-2 1. The GFA is less than 150m^2 per tenancy.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General	Activity Status where compliance is not achieved with PER-2: Discretionary Where: DIS-1: 1. The GFA is less than 400m^2 per tenancy.	Activity Status where compliance is not achieved with DIS-1: Non-Complying

NZC – PREC1-PSP: R7	Banks		
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R44-R51 PER-2 1. The GFA is less than 200m2	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General	Activity Status where compliance is not achieved with PER-2: Non-Complying

NZC – PREC1-PSP: R8	Restaurants, cafes and licensed premises		
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R44-R51 PER-2 1. The GFA is less than 200m2	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General	Activity Status where compliance is not achieved with PER-2: Discretionary

NZC – PREC1-PSP: R9	Food and beverage outlets		
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R44-R51 PER-2 1. A GFA less than 200m2	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General	Activity Status where compliance is not achieved with PER-2: Discretionary

NZC – PREC1-PSP: R10	Gymnasium on the ground floor		
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R44-R51 PER-2 1. The GFA is less than 250m2	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General	Activity Status where compliance is not achieved with PER-2: Non-Complying

NZC – PREC1-PSP: R11	Gymnasiums above ground floor	
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R44-R51	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

NZC – PREC1-PSP: R12	Passenger transport facility	
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R44-R51	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

NZC – PREC1-PSP: R13	Healthcare services at ground floor		
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R44-R51 PER-2 2. Is above ground floor; or 3. The Gross Floor Area is less than 250m2	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Activity Status where compliance is not achieved with PER-2: Restricted Discretionary Where the following are complied with: RDIS-1 1. The GFA is 1,000m2 or less Matters of discretion are restricted to: 1. C – Character and Amenity	Activity Status where compliance is not achieved with RDIS-1: Discretionary

NZC – PREC1-PSP: R14	Childcare facility	
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R44-R51	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

NZC – PREC1-PSP: R15	Community centres	
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R44-R51	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

NZC – PREC1-PSP: R16	Tertiary education and specialized training facilities above ground floor	
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R44-R51	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

NZC – PREC1-PSP: R17	Tertiary education and specialized training facilities at ground floor		
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R44-R51 PER-2 1. The GFA is less than 250m2	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General	Activity Status where compliance is not achieved with PER-2: Non-Complying

NZC – PREC1-PSP: R18	Public art	
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R44-R51	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

NZC – PREC1-PSP: R19	New buildings*	
Neighbourhood Centre Zone	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. NCZ R44-R51 *Matters of discretion are restricted to:* *1. B – Design and Layout* *2. C – Character and Amenity* *3. P – Peacocke Structure Plan*	Activity Status where compliance not achieved with RDIS-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

NZC – PREC1-PSP: R20	Accessory buildings *	
Neighbourhood Centre Zone	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. NCZ R44-R51 *Matters of discretion are restricted to:* *1. B – Design and Layout* *2. C – Character and Amenity* *3. P – Peacocke Structure Plan*	Activity Status where compliance not achieved with RDIS-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

NZC – PREC1-PSP: R21	Ancillary residential units*	
Neighbourhood Centre Zone	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. NCZ R44-R51 *Matters of discretion are restricted to:* *1. B – Design and Layout* *2. C – Character and Amenity* *3. P – Peacocke Structure Plan*	Activity Status where compliance not achieved with RDIS-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

NZC – PREC1-PSP: R22	Apartments above ground floor*	
Neighbourhood Centre Zone	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. NCZ R44-R51 *Matters of discretion are restricted to:* *1. B – Design and Layout* *2. C – Character and Amenity* *3. P – Peacocke Structure Plan*	Activity Status where compliance not achieved with RDIS-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

NZC – PREC1-PSP: R23	Service industry	
Neighbourhood Centre Zone	Activity Status: Discretionary Where the following are complied with: DIS-1 1. NCZ R44-R51	Activity Status where compliance not achieved: Not applicable.

NZC – PREC1-PSP: R24	Emergency service facility	
Neighbourhood Centre Zone	Activity Status: Discretionary Where the following are complied with: DIS-1 1. NCZ R44-R51	Activity Status where compliance not achieved: Not applicable.

NZC – PREC1-PSP: R25	Yard based retail	
Neighbourhood Centre Zone	Activity Status: Discretionary Where the following are complied with: DIS-1: 1. The GFA is less than 400m^2 2. NCZ R44-51.	Activity Status where compliance not achieved with DIS-1-1: Non-Complying Activity Status where compliance not achieved with DIS-1-2: Not applicable.

NZC – PREC1-PSP: R26	Single dwellings and duplex dwellings	
Neighbourhood Centre Zone	Activity Status: Discretionary Where the following are complied with: DIS-1 1. NCZ R44-R51	Activity Status where compliance not achieved: Not applicable.

NZC – PREC1-PSP: R27	Residential centres	
Neighbourhood Centre Zone	Activity Status: Discretionary Where the following are complied with: DIS-1 1. NCZ R44-R51	Activity Status where compliance not achieved: Not applicable.

NZC – PREC1-PSP: R28	Offices	
Neighbourhood Centre Zone	Activity Status: Discretionary Where the following are complied with: DIS-1: 1. The GFA is less than 250m^2 per site 2. NCZ R44-51	Activity Status where compliance not achieved with DIS-1-1: Non-Complying Activity Status where compliance not achieved with DIS-1-2: Not applicable.

NZC – PREC1-PSP: R29	Industrial activity, excluding light or service industry	
Neighbourhood Centre Zone	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

NZC – PREC1-PSP: R30	Industrial activity: noxious or offensive activities	
Neighbourhood Centre Zone	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

NZC – PREC1-PSP: R31	Light industry	
Neighbourhood Centre Zone	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

NZC – PREC1-PSP: R32	Transport depot	
Neighbourhood Centre Zone	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

NZC – PREC1-PSP: R33	Research and innovation activities	
Neighbourhood Centre Zone	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

NZC – PREC1-PSP: R34	Supermarket	
Neighbourhood Centre Zone	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

NZC – PREC1-PSP: R35	Building Improvement Centres	
Neighbourhood Centre Zone	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

NZC – PREC1-PSP: R36	Wholesale retail and trade supplies	
Neighbourhood Centre Zone	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

NZC – PREC1-PSP: R37	Commercial places of assembly, including cinemas and bowling alleys	
Neighbourhood Centre Zone	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

NZC – PREC1-PSP: R38	Drive-through services, including automotive fuel retailing	
Neighbourhood Centre Zone	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

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NZC – PREC1-PSP: R39	Parking lots and parking buildings	
Neighbourhood Centre Zone	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

NZC – PREC1-PSP: R40	Hospital	
Neighbourhood Centre Zone	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

NZC – PREC1-PSP: R41	Apartments at ground floor	
Neighbourhood Centre Zone	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

NZC – PREC1-PSP: R42	Visitor accommodation	
Neighbourhood Centre Zone	Activity Status: Non Complying	Activity Status where compliance not achieved: Not applicable.

NZC – PREC1-PSP: RULES - DEVELOPMENT STANDARDS

NZC – PREC1-PSP: R44 Maximum building height

	Location	Height limit (max)
1)	Neighbourhood Centre Zone	12m

NZC – PREC1-PSP: R45 Height in Relation to Boundary

1)	Where any boundary adjoins a Medium Desnity Zone, no part of any building shall penetrate a height control plane rising at an angle of 45 degrees beginning at an elevation of 3m above the boundary.
2)	Elements such as flues, flagpoles, open balustrades and aerials shall be exempt from R645-1 above.

NZC – PREC1-PSP: R46 Building setbacks

	Boundaries	Minimum distance
1)	Front boundary	0m
2)	Side and rear boundaries	1.5m where the boundary adjoins a Medium Density Residential Zone
3)	Waikato Riverbank and Gully Hazard Area	6m (applies to buildings and swimming pools)
4)	Significant Bat Habitat Area	5m

NZC – PREC1-PSP: R47 Building Intensity

	Location	Floor ratio
1)	The maximum floor area to net site area ratio:	1:1
2)	In determining the floor-area ratio: i. Floor space used for parking within the Local Centre shall be excluded when it does not increase the maximum permitted floor area by more than 50%. ii. Underground parking is fully excluded.	

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NZC – PREC1-PSP: R48 Service Areas

1)	Any building shall provide service areas as follows. a) At least one service area of not less than 10m^2 or 1% of the gross floor area of the building, whichever is the greater. b) Any additional service areas shall not: i. Be less than 5m^2 ii. Have a minimum dimension of less than 2.5m c) Any outdoor service area shall be maintained with an all-weather, dust-free surface. d) A service area may be located within a building provided that it is separately partitioned with an exterior door directly accessible by service vehicles. e) Any service area shall not encroach on to areas required by this District Plan for other purposes (e.g. parking, loading, landscaping and screening). *f) Be located away from public view or otherwise screened by fencing and landscaping.*

NZC – PREC1-PSP: R49 Outdoor Storage

1)	Any outdoor storage area used for the storage of goods or materials shall: a) Be laid out and used in a manner that does not conflict with vehicle access. b) Be maintained with an all-weather, dust-free surface. *c) Be located outside of the front building line and screened from public view.* d) Not encroach on areas required by this District Plan for other purposes (e.g. parking, loading, landscaping and screening).

NZC – PREC1-PSP: R50 Residential Development

1)	Only one ancillary residential unit is allowed per site.
2)	Except for providing an entrance, no residential activities shall be undertaken at ground-floor level.
3)	The following standards shall apply to residential units, including apartments above ground floor and residential centres. Unless specifically noted, they do not apply to visitor accommodation.
4)	**Density (Minimum Number of Residential Units Required Per Site)** a) Minimum densities within the Neighbourhood Centre Zone shall be 30 residential units per hectare based on net site area. This is to be calculated in accordance with the formula below: 0.003 residential units per 1m$_2$ of site area Example For a site which has an area of 4000m$_2$, the minimum number of residential units required under this rule would be 12. This is calculated by multiplying the site area (4000m$_2$) by 0.003 b) Where mixed-use is provided for within a development (e.g. office or retail with residential above), the density requirements of Rule R71-4 a) shall be applied on a pro rata basis relative to the percentage of gross floor area of the development that is residential (e.g. where 40% of the gross floor area of a development is comprised of residential activities, then 40% of the total minimum number of residential units calculated under Rule R71-4 is the minimum number of residential units required to be provided.
5)	**Outdoor Living Areas** a) Each residential unit, except for when a communal area is provided, shall be provided with an outdoor living area that is: - For the exclusive use of each residential unit. - Readily accessible from a living area inside the residential unit. - Free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas. b) Communal open space for 4 or more residential units and apartment buildings shall comply be: - Free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas. - For the shared use of all residents on the site, and - Readily accessible from all residential units on site. c) Outdoor living areas for residential units shall have areas and dimensions as follows.

	Residential units	Outdoor living area per residential unit	Shape
	Apartments and ancillary residential units	- A studio unit and one-bedroom residential unit: 5m^2 - A residential unit with two or more bedrooms: 12m^2	No dimension less than 1.8m
	Communal open space for apartment buildings	8m^2 per unit	Capable of containing a circle with the following diameter: 4-7 residential units – 6m 8 or more residential units – 8m No dimension less than 2.5m

Note

1. Communal open space is an alternative to, and not in addition to, individual outdoor living areas for each residential unit.
2. The outdoor living area for an ancillary residential unit shall be separate from the outdoor living area provided for the principal residential unit.

6) **Storage Areas**

a) Each residential unit shall be provided with a storage area:

- Located at or below ground-floor level, readily accessible to that residential unit, secure and weatherproof.
- A minimum of 1.8m long by 1m high by 1m deep.

Note

1. The provision of a private, secure garage accessible only by the occupiers of the residential unit is considered to meet this requirement. (A shared parking garage is not sufficient to meet this standard).

7) **Residential Unit Size**

a) The minimum floor area required in respect of each apartment shall be:

Form of residential unit		Gross floor area
i)	Studio unit	Minimum 35m^2
ii)	1 bedroom unit	Minimum 45m^2
iii)	2 bedroom unit	Minimum 55m^2
iv)	3 bedroom unit	Minimum 90m^2

b) In any one apartment building containing in excess of 20 residential units, the combined number of one-bedroom units and studio units shall not exceed 50% of the total number of residential units within the building.

8) **Daylight Standards**

Residential units shall be designed to achieve the following minimum daylight standards.

a) living rooms and living/dining areas: a total clear-glazed area of exterior wall no less than 20% of the floor area of that space.

b) Bedrooms (excluding studio units, and any bedroom that complies with iii. below): a minimum of one bedroom with a total clear-glazed area of exterior wall no less than 20% of the floor area of that space.

c) No more than one bedroom in any residential unit may rely on natural light borrowed from another naturally lit room provided:

i. The maximum distance of the bedroom from the natural light source window shall be 6m.

ii. The minimum total clear-glazed area of the light source shall be no less than 20% of the floor area of that bedroom.

9) **External Outlook Area**

Each residential unit shall have an external outlook area that:

a) Is provided from the face of the building containing windows to the indoor living area, and

b) Has a minimum depth of 6m, measured perpendicular from the face of the window area.

c) Where an indoor living room has two or more walls containing windows, the outlook area shall be provided from the face with the greatest window area.

d) The external outlook area may be over:

i. The site on which the building is located;

ii. The Transport Corridor Zone; or

iii. Public Open Space.

NZC – PREC1-PSP: R51 Active Frontages

1	No roller doors, or similar, which may obscure windows or entranceways may be installed on the front of any building fronting a public space.
2	*A minimum of 50% of the ground floor wall of any activity facing the road/ transport corridor or public space shall consist of clear glazing and be capable of displaying goods and services.*
3	*The primary customer entrance shall be located on the primary street frontage.*

NCZ– PREC1-P: OTHER RESOURCE CONSENT INFORMATION

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

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

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

- Definitions and Terms Used in the District Plan
- Information Requirements
- Discretionary and Non-Complying Activities Assessment Criteria
- Design Guides
- Other Methods of Implementation

6B Local Centre Zone – LCZ

LCZ – PREC1-PSP: Local Centre Zone Peacocke Precinct

Provisions that are not tracked changed (insertions underlined, deletions ~~struck out~~), have been transferred from the Hamilton Operative District Plan 2017 under s58I of the RMA for the purposes of complying with the format requirement of the National Planning Standards.

The following provisions have legal effect under Section 86B (3) of the RMA

LCZ – PREC1-PSP: ISSUES

Business resources commonly group around a series of centres in Hamilton and include activities such as retailing, offices, business and financial services, manufacturing, warehousing and associated parking, storage and display areas. These areas and the infrastructure that serves them are significant public and private resources and influence the urban form and function of all parts of the City.

The grouping of business activities into centres provides an environment that will draw in other business and facilities. This agglomeration results in productivity gains arising from economies of scale and efficiencies of inter-connectedness.

The focus of the business centres' hierarchy is to manage existing centres to ensure they retain and enhance their function, vitality, viability and amenity as focal points for a diverse range of activities needed by the community. Ongoing public investment is a significant element in any centres-based strategy.

A centre is a cohesive or integrated set (cluster) of diverse land-use (business) activities, characterised by high pedestrian levels in a high-amenity public environment and supported by efficient and accessible passenger transport, infrastructure and services.

Zoning and rule provisions provide for a range of activities, scales and formats appropriate to managing the effects of development of business centres, the principally retail role of the sub-regional centres, the community, mixed use and pedestrian focus of the suburban centres, the neighbourhood function of local facilities, the supporting role of commercial fringe areas and the peak visitor demands associated with visitor facilities.

The commercial and community hub of the Peacocke Structure Plan is located in the Peacocke Local Centre. It is anticipated that this centre will include a supermarket and a range of other commercial activities that provide for the needs and wellbeing of the community. It is important that the centre is easy to access on foot and on bike and is well serviced by public transport. The built environment should focus on the pedestrian and create active street frontages that are universally accessible.

LCZ – PREC1-PSP: OBJECTIVES

REFERENCE	OBJECTIVE	RELEVANT POLICIES
LCZ – PREC1-PSP: O1	A distribution of ~~*suburban*~~ *local* centres that provide a mixed-use environment with health-care services, goods, services and employment at a scale appropriate to suburban catchments, while not undermining the primacy, function, vitality, amenity or viability of the Central City.	*LCZ – PREC1-PSP: P1* *LCZ – PREC1-PSP: P2* *LCZ – PREC1-PSP: P3* *LCZ – PREC1-PSP: P4* *LCZ – PREC1-PSP: P5* *LCZ – PREC1-PSP: P6*
LCZ – PREC1-PSP: O2	*The Peacocke Local Centre is the focal point for the Peacocke Community, providing a range of convenience, retail, employment and service activities and is the only location for a supermarket within the Peacocke Structure Plan area.*	*LCZ – PREC1-PSP: P7* Plan Change 5 Peacocke Structure Plan
LCZ – PREC1-PSP: O3	*The Local Centre is developed to be consistent with the Local Centre Concept Plan and establish a high quality, attractive environment that incorporates quality urban design to establish an accessible, functional, safe and vibrant Local Centre.*	*LCZ – PREC1-PSP: P8* *LCZ – PREC1-PSP: P9* *LCZ – PREC1-PSP: P10* *LCZ – PREC1-PSP: P11* *LCZ – PREC1-PSP: P14* *LCZ – PREC1-PSP: P17* *LCZ – PREC1-PSP: P18*
LCZ – PREC1-PSP: O4	*The Local Centre is integrated into the surrounding neighbourhood and the transport network and is able to be easily and safely accessed by active modes and passenger transport.*	*LCZ – PREC1-PSP: P12* *LCZ – PREC1-PSP: P15* *LCZ – PREC1-PSP: P19*
LCZ – PREC1-PSP: O5	*Residential Development within the Local Centre is compact, well designed and has a high level of amenity.*	*LCZ – PREC1-PSP: P16*

LCZ – PREC1-PSP: POLICIES

LCZ – PREC1-PSP: P1	~~*Suburban*~~ *Local* centres are to be retained, expanded, and provided at a scale and nature appropriate to the needs of the surrounding residential areas, taking into account the need for any expansion to avoid adverse affects on the functionality, vitality, viability and amenity values of the Central City.
LCZ – PREC1-PSP: P2	~~*Suburban*~~ *Local* centres provide an opportunity to reduce the need for travel, by providing for mixed uses, a diverse range of activities, services and trading formats. Residential activities above ground floor level shall be supported where quality on-site amenity is achieved.
LCZ – PREC1-PSP: P3	~~*Suburban*~~ *Local* centres act as focal points for local community development through the control of size, scale, built form and diversity of activity.
LCZ – PREC1-PSP: P4	Expansion of existing suburban centres is integrated with existing activities and transport networks.
LCZ – PREC1-PSP: P5	A comprehensive, urban design-led approach is used to determine the form of ~~*Suburban*~~ *local* centres intended to serve new growth areas.
LCZ – PREC1-PSP: P6	*Enable a range of commercial and community activities that will service the needs of the Peacocke Community and are of a size and scale that will not undermine the centres hierarchy.*
LCZ – PREC1-PSP: P7	*Ensure development contributes to the overall form and function of the Peacocke Local Centre by being in general accordance with the Peacocke Structure Plan, Peacocke Local Centre Concept Plan and Peacocke Local Centre Design Guide.*
LCZ – PREC1-PSP: P8	*Ensure development within the Local Centre is designed to provide a sense of identity and place.*
LCZ – PREC1-PSP: P9	*Facilitate a vibrant centre by establishing activities that encourage pedestrian activity on the ground floor, with business, entertainment and residential activities enabled on upper floors.*
LCZ – PREC1-PSP: P10	*Require activities with large floor areas, including supermarkets, to be located outside of areas identified as having active frontages.*
LCZ – PREC1-PSP: P11	*Manage the location and design of buildings to ensure high quality urban design outcomes by:* 1. *Identifying and managing important frontages within the Local Centre.* 2. *Requiring buildings to create active frontages with the street that facilitate a walkable pedestrian focused environment.*

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	3. Requiring customer entrances to be located on their primary street frontage or public square. 4. Requiring development to locate parking and service areas outside of identified frontages.
LCZ – PREC1-PSP: P12	Manage parking and vehicle access by: 1. Requiring development to locate parking and servicing/loading areas outside of identified frontages. 2. Encourage the use of centralised and shared parking within the Local Centre. 3. Requiring parking areas to be designed to contribute to the amenity of the centre by being located to minimise their visual impact, incorporating high quality landscaping and providing clear, safe and direct pedestrian facilities.
LCZ – PREC1-PSP: P13	Require residential development within the centre to: 1. Create a high-quality living environment. 2. Deliver high density typologies. 3. Provide passive surveillance of and engages with the street and areas of public space.
LCZ – PREC1-PSP: P14	Create a vibrant, high amenity, pedestrian focused, main street by: 1. Requiring the establishment of a fine-grained buildings. 2. Designing the street to be a slow speed, pedestrian focused environment. 3. Providing sufficient space for on-street dining. 4. Requiring pedestrian focused community and commercial activities with entrances that directly access the street.
LCZ – PREC1-PSP: P15	Create a vibrant, attractive public plaza that: 1. Provides space for a range of activities and public gatherings 2. Engages with the adjacent buildings 3. Establishes a high amenity environment with lighting, seating, landscaping and public art. 4. Is accessible and useable by people of all ages and abilities. 5. Is a safe environment. 6. Visually and physically connect with the river corridor. 7. Reflect and celebrate the history and relationship of tangata whenua with the area.
LCZ – PREC1-PSP: P16	Establish a transport network within the Local Centre that: 1. Is a low speed environment. 2. Portrays a sense of arrival that helps define the Local Centre location. 3. Enables safe connections 4. Creates a high amenity pedestrian environment that is accessible for people of all ages and abilities. 5. Establishes a high-quality cycling environment. 6. Establishes clear and accessible connections to the surrounding network.

LCZ – PREC1-P: P17	*Incorporate public transport stops into the Local Centre where it will provide an efficient and convenient access to the network.*

LCZ – PREC1-PSP: RULES – ACTIVITY STATUS

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

Refer to Appendix 1.3 Assessment Criteria for matters of discretion.

LCZ – PREC1-PSP: R1	**Alterations and Additions**	
Local Centre Zone	Activity Status: Permitted PER-1 Where the following are complied with: 1. LCZ – PREC1-PSP: R40-R49. 2. Building alterations and additions shall either: i. Not be visible from any public space, or ii. ii. Not result in more than 25m2 of additional gross floor area to the existing building.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

LCZ – PREC1-PSP:R2	**Minor works**	
Local Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. LCZ – PREC1-PSP: R40-R49.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

LCZ – PREC1-PSP: R3	Demolition, removal, maintenance or repair of existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	
Local Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. LCZ – PREC1-PSP: R40-R49.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

LCZ – PREC1-PSP: R4	Ancillary office	
Local Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. LCZ – PREC1-PSP: R40-R49.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

LCZ – PREC1-PSP: R5	Offices			
Local Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. LCZ – PREC1-PSP: R40-R49. PER-2 1. The GFA is less than 250m^2 per tenancy.	RDIS-1: Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General	DIS-1: Activity Status where compliance is not achieved with PER-2: Discretionary Where: DIS-1: 1. The GFA is less than 500m^2 per tenancy.	Activity Status where compliance is not achieved with DIS-1: Non-Complying

LCZ – PREC1-PSP: R6	Retail			
Local Centre Zone	Activity Status: Permitted Where: PER-1 1. LCZ – PREC1-PSP: R40-R49. PER-2 1. The GFA is less than 400m^2 per tenancy.	RDIS-1: Activity Status where compliance is not achieved with PER-1-1): Restricted Discretionary Matters of discretion are restricted to: 1. A - General	DIS-1: Activity Status where compliance is not achieved with PER-2 1): Discretionary Where: DIS-1: 1. The GFA is less than 1000m^2 per tenancy.	Activity Status where compliance is not achieved with DIS-1: Non Complying

LCZ – PREC1-PSP: R7	Banks	
Local Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. LCZ – PREC1-PSP: R40-R49.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

LCZ – PREC1-PSP: R8	Restaurants, cafes and licensed premises	
Local Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. LCZ – PREC1-PSP: R40-R49.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

LCZ – PREC1-PSP: R9	Food and beverage outlets	
Local Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. LCZ – PREC1-PSP: R40-R49.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

LCZ – PREC1-PSP: R10	Gymnasium	
Local Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. LCZ – PREC1-PSP: R40-R49.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to:

		1. A - General
LCZ – PREC1-PSP: R11	**Passenger transport facility**	
Local Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. LCZ – PREC1-PSP: R40-R49.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

LCZ – PREC1-PSP: R12	**Healthcare services**	
Local Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. LCZ – PREC1-PSP: R40-R49. PER-2 1. Is above ground floor; or 2. The Gross Floor Area is 1,000m^2 or less.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General Activity Status where compliance is not achieved with PER-2: Restricted Discretionary Matters of discretion are restricted to: 1. C – Character and Amenity

LCZ – PREC1-PSP: R13	**Childcare facility**	
Local Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. LCZ – PREC1-PSP: R40-R49.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to:

		1. A - General
LCZ – PREC1-PSP: R14	**Community centres**	
Local Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. LCZ – PREC1-PSP: R40-R49.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

LCZ – PREC1-PSP: R15	**Tertiary education and specialized training facilities**			
Local Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. LCZ – PREC1-PSP: R40-R49. PER-2 1. Is above ground floor; or 2. The GFA is less than 250m^2 per tenancy.	RDIS-1: Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General	DIS-1: Activity Status where compliance is not achieved with PER-2): Discretionary Where: 1. The activity is located on the ground floor; and 2. The GFA is less than 1000m^2 per tenancy.	Activity Status where compliance is not achieved with DIS-1: Non Complying

LCZ – PREC1-PSP: R16	Public art	
Local Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. LCZ – PREC1-PSP: R40-R49. 2.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

LCZ – PREC1-PSP: R17	New buildings*	
Local Centre Zone	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. LCZ – PREC1-PSP: R40-R49. *Matters of discretion are restricted to:* *1. B – Design and Layout* *2. C – Character and Amenity* *3. P – Peacocke Structure Plan*	Activity Status where compliance is not achieved with RDIS-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General.

LCZ – PREC1-PSP: R18	Accessory buildings *	
Local Centre Zone	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. LCZ – PREC1-PSP: R40-R49. *Matters of discretion are restricted to:* *1. B – Design and Layout* *2. C – Character and Amenity* *3. P – Peacocke Structure Plan*	Activity Status where compliance is not achieved with RDIS-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

LCZ – PREC1-PSP: R19	Emergency service facility*	
Local Centre Zone	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. LCZ – PREC1-PSP: R40-R49. *Matters of discretion are restricted to:* *1. B – Design and Layout* *2. C – Character and Amenity* *3. F – Hazards and Safety* *4. P – Peacocke Structure Plan*	Activity Status where compliance is not achieved with RDIS-1: Restricted Discretionary Matters of discretion are restricted to: 2. A – General

LCZ – PREC1-PSP: R20	Ancillary residential units*	
Local Centre Zone	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. LCZ – PREC1-PSP: R40-R49. *Matters of discretion are restricted to:* *1. B – Design and Layout* *2. C – Character and Amenity* *3. P – Peacocke Structure Plan*	Activity Status where compliance is not achieved with RDIS-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General.

LCZ – PREC1-PSP: R21	Apartments (Peacocke Structure Plan) *		
Local Centre Zone	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. LCZ – PREC1-PSP: R40-R49. RDIS-2 1. Are located above ground floor. *Matters of discretion are restricted to:* *1. B – Design and Layout* *2. C – Character and Amenity* *3. P – Peacocke Structure Plan*	Activity Status where compliance is not achieved with RDIS-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General	Activity Status where compliance is not achieved with RDIS-2: Non-Complying

LCZ – PREC1-PSP: R22	Supermarket		
Local Centre Zone	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. LCZ – PREC1-PSP: R40-R49. RDIS-2 1. Is located outside of any identified primary or secondary frontage as per R55 or R56. *Matters of discretion are restricted to:* *1. M – Supermarkets* *2. P – Peacocke Structure Plan*	Activity Status where compliance is not achieved with RDIS-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General	Activity Status where compliance is not achieved with RDIS-2: Non-complying.

LCZ – PREC1-PSP: R23	Visitor accommodation	
Local Centre Zone	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. LCZ – PREC1-PSP: R40-R49. RDIS-2 1. Are located outside any active frontage. *Matters of discretion are restricted to:* *1. B – Design and Layout* *2. C – Character and Amenity* *3. P – Peacocke Structure Plan*	Activity Status where compliance is not achieved with RDIS-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Activity Status where compliance is not achieved with RDIS-2: Non-Complying.

LCZ – PREC1-PSP: R24	Light industry	
Local Centre Zone	Activity Status: Discretionary Where the following are complied with: DIS-1 1. LCZ – PREC1-PSP: R40-R49. DIS-2 1. Are located outside any active frontage.	Activity Status where compliance is not achieved with DIS-1: Discretionary. Activity Status where compliance is not achieved with DIS-2: Non-Complying.

LCZ – PREC1-PSP: R25	Service industry	
Local Centre Zone	Activity Status: Discretionary Where the following are complied with: DIS-1 1. LCZ – PREC1-PSP: R40-R49. DIS-2 1. Are located outside any active frontage.	Activity Status where compliance is not achieved with DIS-1: Discretionary. Activity Status where compliance is not achieved with DIS-2: Non-Complying.

LCZ – PREC1-PSP: R26	Transport depot	
Local Centre Zone	Activity Status: Discretionary Where the following are complied with: DIS-1 1. LCZ – PREC1-PSP: R40-R49. DIS-2 2. Are located outside any active frontage.	Activity Status where compliance is not achieved with DIS-1: Discretionary. Activity Status where compliance is not achieved with DIS-2: Non-Complying.

LCZ – PREC1-PSP: R27	Yard based retail	
Local Centre Zone	Activity Status: Discretionary Where the following are complied with: DIS-1 1. LCZ – PREC1-PSP: R40-R49. DIS-2 1. The GFA is less than 400m2 2. Are located outside any active frontage.	Activity Status where compliance is not achieved with DIS-1: Discretionary. Activity Status where compliance is not achieved with DIS-2: Non-Complying.

LCZ – PREC1-PSP: R28	Commercial places of assembly including cinemas and bowling alleys	
Local Centre Zone	Activity Status: Discretionary Where the following are complied with: DIS-1 1. LCZ – PREC1-PSP: R40-R49. DIS-2 1. Are located outside any active frontage.	Activity Status where compliance is not achieved with DIS-1: Discretionary. Activity Status where compliance is not achieved with DIS-2: Non-Complying.

LCZ – PREC1-PSP: R29	Building Improvement Centres	
Local Centre Zone	Activity Status: Discretionary Where the following are complied with: DIS-1 1. LCZ – PREC1-PSP: R40-R49. DIS-2 1. Are located outside any active frontage.	Activity Status where compliance is not achieved with DIS-1: Discretionary. Activity Status where compliance is not achieved with DIS-2: Non-Complying.

LCZ – PREC1-PSP: R30	Drive-through services	
Local Centre Zone	Activity Status: Discretionary Where the following are complied with: DIS-1 1. LCZ – PREC1-PSP: R40-R49. DIS-2 1. Are located outside any active frontage.	Activity Status where compliance is not achieved with DIS-1: Discretionary. Activity Status where compliance is not achieved with DIS-2: Non-Complying.

LCZ – PREC1-PSP: R31	Parking lots and parking buildings	
Local Centre Zone	Activity Status: Discretionary Where the following are complied with: DIS-1 1. LCZ – PREC1-PSP: R40-R49. DIS-2 1. Are located outside any active frontage.	Activity Status where compliance is not achieved with DIS-1: Discretionary. Activity Status where compliance is not achieved with DIS-2: Non-Complying.

LCZ – PREC1-PSP: R32	Residential centres	
Local Centre Zone	Activity Status: Discretionary Where the following are complied with: DIS-1 1. LCZ – PREC1-PSP: R40-R49. DIS-2 1. Are located outside any active frontage.	Activity Status where compliance is not achieved with DIS-1: Discretionary. Activity Status where compliance is not achieved with DIS-2: Non-Complying.

LCZ – PREC1-PSP: R33	Industrial activity, excluding light or service industry	
Local Centre Zone	Activity Status: Non Complying	Activity Status where compliance is not achieved: Not applicable.

LCZ – PREC1-PSP: R34	Industrial activity: noxious or offensive activities	
Local Centre Zone	Activity Status: Non Complying	Activity Status where compliance is not achieved: Not applicable.

LCZ – PREC1-PSP: R35	Wholesale retail and trade supplies	
Local Centre Zone	Activity Status: Non Complying	Activity Status where compliance is not achieved: Not applicable.

LCZ – PREC1-PSP: R36	Single dwellings	
Local Centre Zone	Activity Status: Non Complying	Activity Status where compliance is not achieved: Not applicable.

LCZ – PREC1-PSP: R37	Duplexes	
Local Centre Zone	Activity Status: Non Complying	Activity Status where compliance is not achieved: Not applicable.

LCZ – PREC1-PSP: R38	Terrace House (Peacocke Precinct)	
Local Centre Zone	Activity Status: Non Complying	Activity Status where compliance is not achieved: Not applicable.

LCZ – PREC1-PSP: RULES – DEVELOPMENT STANDARDS

LCZ – PREC1-PSP: R40 Maximum building height

	Location	Height limit (max)
1)	Local Centre Zone	16m

LCZ – PREC1-PSP: R41 Height in Relation to Boundary

1)	For the transport corridor boundary, the top storey of any building over 10m in height shall be set back by a minimum of 3m.
2)	Where any boundary adjoins a Medium Density Residential Zone, no part of any building shall penetrate a height control plane rising at an angle of 45 degrees beginning at an elevation of 3m above the boundary.
3)	Elements such as flues, flagpoles, open balustrades and aerials shall be exempt from R48-1) and 2) above.

LCZ – PREC1-PSP: R42 Building setbacks

	Boundaries	Minimum distance
1)	Side and rear boundaries	3m where the boundary adjoins a Residential Zone
2)	Waikato Riverbank and Gully Hazard Area	6m (applies to buildings and swimming pools)
3)	Significant Bat Habitat Area	5m

LCZ – PREC1-PSP: R43 Building Intensity

	Location	Floor ratio
1)	The maximum floor area to net site area ratio:	2:1
	In determining the floor-area ratio: i. Floor space used for parking within the Local Centre shall be excluded when it does not increase the maximum permitted floor area by more than 50%. ii. Underground parking is fully excluded.	

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Peacocke Structure Plan

LCZ – PREC1-PSP: R44 Service Areas

1)	Any building shall provide service areas as follows. a) At least one service area of not less than 10m^2 or 1% of the gross floor area of the building, whichever is the greater. b) Any additional service areas shall not: i) Be less than 5m2 ii) Have a minimum dimension of less than 2.5m c) Any outdoor service area shall be maintained with an all-weather, dust-free surface. d) A service area may be located within a building provided that it is separately partitioned with an exterior door directly accessible by service vehicles. e) Any service area shall not encroach on to areas required by this District Plan for other purposes (e.g. parking, loading, landscaping and screening).

LCZ – PREC1-PSP: R45 Outdoor Storage

1)	Any outdoor storage area used for the storage of goods or materials shall: a) Be laid out and used in a manner that does not conflict with vehicle access. b) Be maintained with an all-weather, dust-free surface. c) Be located away from public view or otherwise screened by fencing and landscaping. d) Not encroach on areas required by this District Plan for other purposes (e.g. parking, loading, landscaping and screening).

LCZ – PREC1-PSP: R46 Residential Development

1	Only one ancillary residential unit is allowed per site.
2	Except for providing an entrance, no residential activities shall be undertaken at ground-floor level.
3	The following standards shall apply to residential units, including apartments above ground floor and residential centres. Unless specifically noted, they do not apply to visitor accommodation.
4	**Density (Minimum Number of Residential Units Required Per Site)** a) Minimum densities within the Local Centre Zone shall be 30 residential units per hectare based on net site area. This is to be calculated in accordance with the formula below: 0.003 residential units per 1m2 of site area

Example
For a site which has an area of 4000m2, the minimum number of residential units required under this rule would be 12. This is calculated by multiplying the site area (4000m2) by 0.003

b) Where mixed-use is provided for within a development (e.g. office or retail with residential above), the density requirements of Rule R46-4a) shall be applied on a pro rata basis relative to the percentage of gross floor area of the development that is residential (e.g. where 40% of the gross floor area of a development is comprised of residential activities, then 40% of the total minimum number of residential units calculated under Rule R46-4a) is the minimum number of residential units required to be provided.

5 **Outdoor Living Areas**

a) Each residential unit, except for when a communal area is provided, shall be provided with an outdoor living area that is:
   i) For the exclusive use of each residential unit.
   ii) Readily accessible from a living area inside the residential unit.
   iii) Free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas.

b) Communal open space for 4 or more residential units and apartment buildings shall comply with R46 – 5a) ii) and iii) as well as being:
   i) For the shared use of all residents on the site, and
   ii) Readily accessible from all residential units on site.

c) Outdoor living areas for residential units shall have areas and dimensions as follows.

Residential units	**Outdoor living area per residential unit**	**Shape**
Apartments and ancillary residential units	- *A studio unit and one-bedroom residential unit: 5m²* - *A residential unit with two or more bedrooms: 12m²*	No dimension less than 1.8m
Communal open space for apartment buildings	8m² per unit	Capable of containing a circle with the following diameter: 4-7 residential units – 6m 8 or more residential units – 8m No dimension less than 2.5m

Plan Change 5
Peacocke Structure Plan

Note

1. Communal open space is an alternative to, and not in addition to, individual outdoor living areas for each residential unit.
2. The outdoor living area for an ancillary residential unit shall be separate from the outdoor living area provided for the principal residential unit.

6 **Storage Areas**

a) Each residential unit shall be provided with a storage area:
   i) Located at or below ground-floor level, readily accessible to that residential unit, secure and weatherproof.
   ii) A minimum of 1.8m long by 1m high by 1m deep.

Note

1. The provision of a private, secure garage accessible only by the occupiers of the residential unit is considered to meet this requirement. (A shared parking garage is not sufficient to meet this standard).

7 **Residential Unit Size**

a) The minimum floor area required in respect of each apartment shall be:

Form of residential unit		Gross floor area
i)	Studio unit	Minimum 35m^2
ii)	1 bedroom unit	Minimum 45m^2
iii)	2 bedroom unit	Minimum 55m^2
iv)	3 bedroom unit	Minimum 90m^2

b) In any one apartment building containing in excess of 20 residential units, the combined number of one-bedroom units and studio units shall not exceed 50% of the total number of residential units within the building.

8 **Daylight Standards**

Residential units shall be designed to achieve the following minimum daylight standards.

a) living rooms and living/dining areas: a total clear-glazed area of exterior wall no less than 20% of the floor area of that space.
b) Bedrooms (excluding studio units, and any bedroom that complies with iii. below): a minimum of one bedroom with a total clear-glazed area of exterior wall no less than 20% of the floor area of that space.
c) No more than one bedroom in any residential unit may rely on natural light borrowed from another naturally lit room provided:
   i) The maximum distance of the bedroom from the natural light source window shall be 6m.
   ii) The minimum total clear-glazed area of the light source shall be no less than 20% of the floor area of that bedroom.

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Peacocke Structure Plan

9	**External Outlook Area** Each residential unit shall have an external outlook area that: a) Is provided from the face of the building containing windows to the indoor living area, and b) Has a minimum depth of 6m, measured perpendicular from the face of the window area. c) Where an indoor living room has two or more walls containing windows, the outlook area shall be provided from the face with the greatest window area. d) The external outlook area may be over: i) The site on which the building is located; ii) The Transport Corridor Zone; or iii) Public Open Space.

LCZ – PREC1-PSP: R47 Active Frontages

1	No roller doors, or similar, which may obscure windows or entranceways may be installed on the front of any building fronting a public space within Local Centre Zone.

LCZ – PREC1-PSP: R48 Primary Frontages

1	Only retail activities, banks, cafes, restaurants, licensed premises, food and beverage outlets, community centres and entrances/lobbies to visitor accommodation retail activities and restaurants shall be located at the ground floor level of buildings within the Primary Frontages, as identified in the Peacocke Local Centre Concept Plan.
2	Within the Primary Frontages as defined in the Peacocke Local Centre Concept Plan (Appendix 2 Structure Plans, Figure 2-3d) buildings shall be designed to meet the following standards: a. A minimum of 75% of the ground floor wall facing the street, or public space, for the length of the ground floor wall, shall be of clear glazing, capable of displaying goods and services to passing pedestrians. b. Customer entrances shall be located from the primary frontage. c. A continuous verandah, no less than 2.5m deep shall be provided which extends along the full street frontage. Verandahs shall be designed to provide full pedestrian cover. d. There shall be no vehicle access, off-street parking or service areas within the Primary Frontage Area.

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Peacocke Structure Plan

LCZ – PREC1-PSP: R49 Secondary Frontages

1	Within the Seconday Frontages as defined in the Peacocke Local Centre Concept Plan (Appendix 2 Structure Plans, Figure 2-3d) buildings shall be designed to meet the following standards: a. A minimum of 50% of the ground floor wall facing the street, or public space, for the length of the ground floor wall, shall be of clear glazing, capable of displaying goods and services to passing pedestrians. b. Customer entrances shall be located from the secondary frontage. c. There shall be no off-street vehicle parking or service areas within the Secondary Frontage Area.

LCZ– PREC1-P: OTHER RESOURCE CONSENT INFORMATION

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

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

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

- Definitions and Terms Used in the District Plan
- Information Requirements
- Discretionary and Non-Complying Activities Assessment Criteria
- Design Guides
- Other Methods of Implementation

Chapter 15 - Open Space Zones

Chapter 15A - Peacocke Natural Open Space Zone

Chapter 15B - Peacocke Sport and Active Recreation Zone

Hamilton City Council
Te kaunihera o Kirikiriroa

15A Natural Open Space Zone -NOSZ

NOSZ – PREC1-P: Natural Open Space Zone – Peacocke Precinct

Provisions that are not tracked changed (insertions underlined, deletions ~~struck out~~), have been transferred from the Hamilton Operative District Plan 2017 under s58I of the RMA for the purposes of complying with the format requirement of the National Planning Standards.

The following provisions have immediate legal effect under Section 86B (3) of the RMA

NOSZ – PREC1- P: ISSUES

Hamiltonians enjoy the benefit of open space spread throughout the City. Open space is an important part of providing for the social, economic and cultural wellbeing of a community. It is important that Hamilton has land to accommodate parks, sports fields, recreational facilities, amenity areas, buffers and areas with natural value. Frequently, particular open space areas will serve a number of these values. Many open spaces provide links between different parts of the City for pedestrians and cyclists. Open space may also continue to provide for existing Three Waters assets, solid waste infrastructure and ecological networks.

Reserves are a type of public open space, managed by Council. Management plans, developed subject to the Reserves Act 1977, provide for the day-to-day management of activities on reserves. The District Plan manages the environmental effects of activities.

The Natural Open Space Zone includes publicly and privately owned areas that possess natural or landscape values. It is important to protect these areas from disturbance, modification, buildings and uses that would compromise these values. This zone includes esplanade reserves (e.g. river banks and lakes), reserves in gullies, and indigenous vegetation on private land and public reserves (e.g. Grove Park and Jubilee Park), Significant Natural Areas identified in Chapter 20: Natural Environments, and the surface of water.

The Natural Open Space Zone in the Peacocke Structure Plan includes areas that have been identified to protect the significant habitat of long-tailed bats. These include buffers to known habitats and the creation of connections to these known habitats that will ensure bats are able to continue to access these areas for roosting and foraging without having to navigate urbanized areas.

NOSZ – PREC1- P: OBJECTIVES

REFERENCE	OBJECTIVE	RELEVANT POLICIES
NOSZ – PREC1- P: O1	Development and activities must complement the functions and values of the particular open space and the surrounding environment.	NOSZ – PREC1- P: P1 NOSZ – PREC1- P: P2 NOSZ – PREC1- P: P3 NOSZ – PREC1- P: P4
NOSZ – PREC1- P: O2	Open space accommodates a range of functions where appropriate.	NOSZ – PREC1- P: P5 NOSZ – PREC1- P: P6 NOSZ – PREC1- P: P7
NOSZ – PREC1- P: O3	Well designed and safe open space.	NOSZ – PREC1- P: P8 NOSZ – PREC1- P: P9 NOSZ – PREC1- P: P10 NOSZ – PREC1- P: P11 NOSZ – PREC1- P: P12
NOSZ – PREC1- P: O4	Open spaces are used and developed in a way that minimises adverse effects on the surrounding environment.	NOSZ – PREC1- P: P13 NOSZ – PREC1- P: P14
NOSZ – PREC1- P: O5	Activities within the Natural Open Space Zone are consistent with and contribute to the conservation and restoration of natural character.	NOSZ – PREC1- P: P15
NOSZ – PREC1- P: O6	Activities on the surface of water are consistent with the ecological, cultural and amenity values of the water body.	NOSZ – PREC1- P: P16 NOSZ – PREC1- P: P17
NOSZ – PREC1- P: O7	*Natural Open Space areas in the Peacocke Structure Plan Area are identified, protected and enhanced to provide and protect habitat for long tailed bats.*	*NOSZ – PREC1- P: P18*

Plan Change 5 Peacocke Structure Plan

NOSZ – PREC1- P: POLICIES

NOSZ – PREC1- P: P1	Open space shall be developed and used in accordance with any relevant operative Reserves Act Management Plan.

NOSZ – PREC1-P: P2	Buildings and structures shall be designed and sited to be compatible with the function and predominant purpose of the open space.
NOSZ – PREC1-P: P3	Development shall recognise and protect the function of current Three Waters and solid waste assets and infrastructure.
NOSZ – PREC1-P: P4	Development and use of open space shall be managed through specific zoning.
NOSZ – PREC1-P:P5	An appropriate mix of activities shall be accommodated.
NOSZ – PREC1-P: P6	Open space may accommodate stormwater management functions, natural, heritage, recreational and amenity values which should be considered as part of the design.
NOSZ – PREC1-P:P7	Public access, walkways and cycleways shall be maintained and enhanced within areas of open space, provided that adverse effects on the amenity, natural and heritage values of those areas are minimised.
NOSZ – PREC1-P: P8	Open space shall be designed and developed to ensure a safe physical environment by: i. Providing clear sightlines that maximise visibility of public areas, provided that natural values are not compromised. ii. Achieving passive surveillance by having open space that is overlooked by surrounding development.
NOSZ – PREC1-P: P9	Buildings shall be of a design, bulk and scale that is compatible with the open space and the surrounding environment.
NOSZ – PREC1-P: P10	Landscaping shall enhance the amenity of the open space and surrounding environment.
NOSZ – PREC1-P:P11	Any car parking shall be integrated into the site without compromising the open space values and functions.
NOSZ – PREC1-P:P12	Where possible, open space shall be accessible to all, including the disabled.
NOSZ – PREC1-P:_P13	Buildings, structures and activities shall be designed, sited, operated and maintained to address the potential adverse effects of visual intrusion, loss of sunlight and daylight, noise, glare, lighting and traffic.
NOSZ – PREC1-P:_P14	The amenity of the surrounding environment shall not be adversely affected by the scale of buildings or activities on open space.
NOSZ – PREC1-P:P15	Development and use of sites in the Natural Open Space Zone shall: i. Support and protect landscape features, ecosystems, biodiversity and ecological links throughout the City. ii. Minimise the number and scale of buildings. iii. Contribute to the restoration of the health of the Waikato River through the retention of existing and creation of new esplanade reserves. iv. Retain vegetation and large specimen trees. v. Maintain or enhance indigenous vegetation and habitats.

NOSZ – PREC1-P: P16	Activities and structures on the surface of water shall not adversely affect: i. Amenity values, particularly through noise. ii. Ecological values, particularly in relation to water quality, bank stability or riparian and aquatic habitat quality, or by transfer of aquatic weeds to and from water bodies. iii. Cultural values. iv. Water flows, particularly through the creation of natural hazards. v. Public access to water bodies.
NOSZ – PREC1-P: P17	Activities on the surface of water shall be managed to minimise conflicts between users.
NOSZ – PREC1- P: *P18*	*Identify and manage areas of Natural Open Space in the Peacocke Structure Plan to:* *1) Ensure the protection of, and access to, identified habitat of long-tailed bats.* *2) Provide habitat and connections for long tailed bats.* *3) Mitigate the effects of development on the habitat of long-tailed bats.*

Plan Change 5 Peacocke Structure Plan

NOSZ – PREC1- P: RULES - ACTIVITY STATUS

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

Refer to Appendix 1.3 Assessment Criteria for matters of discretion.

NOSZ – PREC1- P: R1	**Demolition of existing buildings and structures**	
	Activity Status: Permitted Where the following are complied with: PER-1 1. NOSZ R32-R37.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria

NOSZ – PREC1- P: R2	**Park maintenance buildings**	
	Activity Status: Permitted Where the following are complied with: PER-1 1. NOSZ R32-R37.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria

NOSZ – PREC1- P: R3	Public toilet	
	Activity Status: Permitted Where the following are complied with: PER-1 1. NOSZ R32-R37.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria

Plan Change 5 Peacocke Structure Plan

NOSZ – PREC1- P: R4	Maintenance and repair of buildings	
	Activity Status: Permitted Where the following are complied with: PER-1 1. NOSZ R32-R37.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria

NOSZ – PREC1- P:R5	Customary activities	
	Activity Status: Permitted Where the following are complied with: PER-1 1. NOSZ R32-R37.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria

NOSZ – PREC1- P: R6	Informal recreation	
	Activity Status: Permitted Where the following are complied with: PER-1 1. NOSZ R32-R37.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to:

		1. A – General Criteria

NOSZ – PREC1- P: R7	**Maintenance of existing features, including buildings, structures and grounds**	
	Activity Status: Permitted Where the following are complied with: PER-1 1. NOSZ R32-R37.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria

NOSZ – PREC1- P: R8	**Organised recreation**	
	Activity Status: Permitted Where the following are complied with: PER-1 1. NOSZ R32-R37. 2. Participants shall use existing walkways, cycleways, structures, buildings, facilities and landform in the manner intended.	Activity Status where compliance is not achieved with PER-1 and/or PER-2: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria

NOSZ – PREC1- P: R9	**Park furniture**	
	Activity Status: Permitted Where the following are complied with: PER-1 1. NOSZ R32-R37.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria

NOSZ – PREC1- P: R10	Pest control	
	Activity Status: Permitted Where the following are complied with: PER-1 1. NOSZ R32-R37.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria

NOSZ – PREC1- P: R11	Private recreation on the surface of water (excluding Lakes Waiwhakareke and Rotokaeo)	
	Activity Status: Permitted Where the following are complied with: PER-1 1. NOSZ R32-R37.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria

NOSZ – PREC1- P: R12	Public art	
	Activity Status: Permitted Where the following are complied with: PER-1 1. NOSZ R32-R37.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria

NOSZ – PREC1- P: R13	Planting, pruning, and maintenance of vegetation or trees	
	Activity Status: Permitted Where the following are complied with: PER-1 1. NOSZ R32-R37.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria

NOSZ – PREC1- P: R14	Walkways and cycleways	
	Activity Status: Permitted Where the following are complied with: PER-1 1. NOSZ R32-R37. 2. Walkways and cycleways within the Waikato Hydro System operating range will be designed to withstand the effects of inundation.	Activity Status where compliance is not achieved with PER-1 and/or PER-2: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria

NOSZ – PREC1- P: R15	Removal of vegetation or trees	
	Activity Status: Permitted Where the following are complied with: PER-1 1. Where removal is part of restoration works being carried out by, or at the direction of; Hamilton City Council, Waikato Regional Council or the Department of Conservation. 2. NOSZ R32-R37.	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria

NOSZ – PREC1- P:R16	Community gardens	
	Activity Status: Permitted Where the following are complied with: PER-1 1. There shall be no lighting associated with the community gardens. 2. There are no buildings associated with the community garden. 3. The establishment of a community garden does not require clearance of vegetation. 4. Where located on public land, the establishment of community gardens	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria

Plan Change 5 Peacocke Structure Plan

	is approved by the HCC Parks and Open Spaces team 5. NOSZ R32-R37	

NOSZ – PREC1- P: R17	Commercial Activities on the Surface of Water	
	Activity Status: Restricted Discretionary Where the following are complied with: PER-1 1. NOSZ R32-R37. *Matters of discretion are restricted to:* *1. D – Natural Character and Open Space* *2. F – Hazards and Safety* *3. P – Peacocke Structure Plan*	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria Plan Change 5 Peacocke Structure Plan

NOSZ – PREC1- P: R18	Pontoon/Jetty	
	Activity Status: Restricted Discretionary Where the following are complied with: PER-1 1. NOSZ R32-R37. *Matters of discretion are restricted to:* *4. B – Design and Layout* *5. F – Hazards and Safety* *6. P – Peacocke Structure Plan*	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Criteria Plan Change 5 Peacocke Structure Plan

NOSZ – PREC1- P: R19	New buildings, alterations and additions to buildings (other than park maintenance buildings and public toilets) associated with a permitted activity*	
	Activity Status: Discretionary *Where the following are complied with:* *DIS-1* *1. PREC1-P R32 – R37.*	Activity Status where compliance not achieved: Not applicable.

NOSZ – PREC1- P: R20	Ancillary office	
	Activity Status: Discretionary *Where the following are complied with:* *DIS-1* *1. PREC1-P R32 – R37.*	Activity Status where compliance not achieved: Not applicable.

NOSZ – PREC1- P: R21	Changing rooms	
	Activity Status: Discretionary *Where the following are complied with:* *DIS-1* *1. PREC1-P R32 – R37.*	Activity Status where compliance not achieved: Not applicable.

NOSZ – PREC1- P: R22	Clubrooms	
	Activity Status: Discretionary *Where the following are complied with:* *DIS-1* *1. PREC1-P R32 – R37.*	Activity Status where compliance not achieved: Not applicable.

NOSZ – PREC1- P: R23	Community centre	
	Activity Status: Discretionary Where the following are complied with: DIS-1 *1.* Hours of operation may be exceeded for any 24-hour period up to five days per calendar year. *2. PREC1-P R32 – R37.*	Activity Status where compliance not achieved: Discretionary.

NOSZ – PREC1- P: R24	Conference facilities	
	Activity Status: Discretionary *Where the following are complied with:* *DIS-1* *1. PREC1-P R32 – R37.*	Activity Status where compliance not achieved: Not applicable.

NOSZ – PREC1- P: R25	Floodlights	
	Activity Status: Discretionary *Where the following are complied with:* *DIS-1* *1. PREC1-P R32 – R37.*	Activity Status where compliance not achieved: Not applicable.

NOSZ – PREC1- P: R26	Indoor recreation	
	Activity Status: Discretionary *Where the following are complied with:* *DIS-1* *1. PREC1-P R32 – R37.*	Activity Status where compliance not achieved: Not applicable.

NOSZ – PREC1- P: R27	Motorised commercial activities on land	
	Activity Status: Discretionary *Where the following are complied with:* *DIS-1* *1. PREC1-P R32 – R37.*	Activity Status where compliance not achieved: Not applicable.

NOSZ – PREC1- P: R28	Retail	
	Activity Status: Discretionary Where the following are complied with: DIS-1: 1. Retail activities in any Open Space Zone shall not exceed a total of 100m^2 gross floor area per park. 2. *PREC1-P R32 – R37.*	Activity Status where compliance not achieved: Non-complying.

NOSZ – PREC1- P: R29	Restaurant	
	Activity Status: Discretionary *Where the following are complied with:* *DIS-1* *1. PREC1-P R32 – R37.*	Activity Status where compliance not achieved: Not applicable.

NOSZ – PREC1- P: R30	Spectator facility	
	Activity Status: Discretionary *Where the following are complied with:* *DIS-1* *1. PREC1-P R32 – R37.*	Activity Status where compliance not achieved: Not applicable.

NOSZ – PREC1- P: RULES – DEVELOPMENT STANDARDS

NOSZ – PREC1- P: R32 Site Coverage

	Location	Maximum site coverage
1)	Natural Open Space Zone	50m^2

NOSZ – PREC1- P: R33 Gross Floor Area

	Location	Maximum gross floor area for park maintenance buildings or public toilets (per building)
1)	Natural Open Space Zone	50m^2

NOSZ – PREC1- P: R34 Number of buildings

	Location	Maximum number of buildings permitted on a park
1)	Natural Open Space Zone	1

NOSZ – PREC1- P: R35 Building Height

	Maximum height of	Height
a)	Buildings	5m
b)	Floodlights	-
c)	Height control plane	Starting point: 3m above the site boundary Angle: 28° between northeast (45°) and northwest (315°) 45° in all other directions

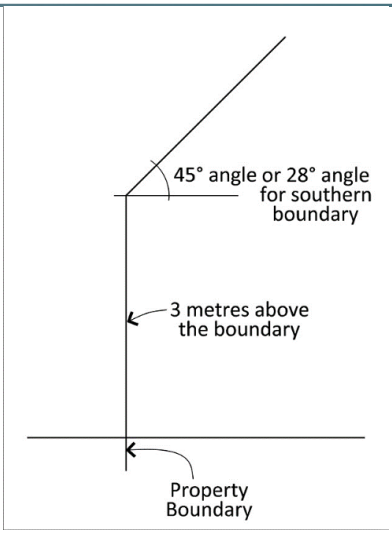


Figure 15A: R35 Height Control Plane

Plan Change 5 Peacocke Structure Plan

NOSZ – PREC1- P: R36 Setbacks

	Minimum building setback from	Setback
a)	any boundary adjoining a Residential, Special Character or Future Urban Zone	5m
b)	Waikato Riverbank and Gully Hazard Area	6m
c)	*Setback from Significant Natural Area boundary*	5m

Note

1. Refer to chapter 21 and 22 for objectives and policies relevant to the setback from the Waikato Riverbank and Gully Hazard Area.

NOSZ – PREC1- P: R37 Fences and Walls

a)	Boundary fences and walls shall have a maximum height of 1.~~2~~5m,

NOSZ – PREC1-P: OTHER RESOURCE CONSENT INFORMATION

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

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

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

- Definitions and Terms Used in the District Plan
- Information Requirements
- Discretionary and Non-Complying Activities Assessment Criteria
- Design Guides
- Other Methods of Implementation

15B SARZ Sport and Active Recreation Zone

SARZ – PREC1-P: Sport and Active Recreation Zone – Peacocke Precinct

Provisions that are not tracked changed (insertions underlined, deletions ~~struck out~~), have been transferred from the Hamilton Operative District Plan 2017 under s58I of the RMA for the purposes of complying with the format requirement of the National Planning Standards.

The following provisions have immediate legal effect under Section 86B (3) of the RMA

SARZ – PREC1-P: ISSUES

Hamiltonians enjoy the benefit of open space spread throughout the City. Open space is an important part of providing for the social, economic and cultural wellbeing of a community. It is important that Hamilton has land to accommodate parks, sports fields, recreational facilities, amenity areas, buffers and areas with natural value. Frequently, particular open space areas will serve a number of these values. Many open spaces provide links between different parts of the City for pedestrians and cyclists. Open space may also continue to provide for existing Three Waters assets, solid waste infrastructure and ecological networks.

Reserves are a type of public open space, managed by Council. Management plans, developed subject to the Reserves Act 1977, provide for the day-to-day management of activities on reserves. The District Plan manages the environmental effects of activities.

The Sport and Active Recreation Zone includes sports fields (grassed and artificial), courts, greens, athletic tracks, their surrounds and other facilities used predominantly for organised, competitive sports or active recreation. Spectator stands, clubrooms, toilets, changing rooms, car parks and lighting are often associated with this type of open space.

SARZ – PREC1-P: OBJECTIVES

REFERENCE	OBJECTIVE	RELEVANT POLICIES
SARZ – PREC1-P: O1	Development and activities must complement the functions and values of the particular open space and the surrounding environment.	SARZ – PREC1-P: P1 SARZ – PREC1-P: P2 SARZ – PREC1-P: P3 SARZ – PREC1-P: P4
SARZ – PREC1-P: O2	Open space accommodates a range of functions where appropriate.	SARZ – PREC1-P: P5 SARZ – PREC1-P: P6 SARZ – PREC1-P: P7
SARZ – PREC1-P: O3	Well designed and safe open space.	SARZ – PREC1-P: P8 SARZ – PREC1-P: P9 SARZ – PREC1-P: P10 SARZ – PREC1-P: P11 SARZ – PREC1-P: P12
SARZ – PREC1-P: O4	Open spaces are used and developed in a way that minimises adverse effects on the surrounding environment.	SARZ – PREC1-P: P13 SARZ – PREC1-P: P14
SARZ – PREC1-P: O5	Provide for organised sport for the local, City-wide and regional communities.	SARZ – PREC1-P: P15

SARZ – PREC1-P: POLICIES

SARZ – PREC1-P: P1	Open space shall be developed and used in accordance with any relevant operative Reserves Act Management Plan.
SARZ – PREC1-P: P2	Buildings and structures shall be designed and sited to be compatible with the function and predominant purpose of the open space.
SARZ – PREC1-P: P3	Development shall recognise and protect the function of current Three Waters and solid waste assets and infrastructure.
SARZ – PREC1-P: P4	Development and use of open space shall be managed through specific zoning.
SARZ – PREC1-P: P5	An appropriate mix of activities shall be accommodated.
SARZ – PREC1-P: P6	Open space may accommodate stormwater management functions, natural, heritage, recreational and amenity values which should be considered as part of the design.
SARZ – PREC1-P: P7	Public access, walkways and cycleways shall be maintained and enhanced within areas of open space, provided that adverse effects on the amenity, natural and heritage values of those areas are minimised.
SARZ – PREC1-P: P8	Open space shall be designed and developed to ensure a safe physical environment by: 1. Providing clear sightlines that maximise visibility of public areas, provided that natural values are not compromised. 2. Achieving passive surveillance by having open space that is overlooked by surrounding development.
SARZ – PREC1-P: P9	Buildings shall be of a design, bulk and scale that is compatible with the open space and the surrounding environment.
SARZ – PREC1-P: P10	Landscaping shall enhance the amenity of the open space and surrounding environment.
SARZ – PREC1-P: P11	Any car parking shall be integrated into the site without compromising the open space values and functions.
SARZ – PREC1-P: P12	Where possible, open space shall be accessible to all, including the disabled.
SARZ – PREC1-P: P13	Buildings, structures and activities shall be designed, sited, operated and maintained to address the potential adverse effects of visual intrusion, loss of sunlight and daylight, noise, glare, lighting and traffic.
SARZ – PREC1-P: 14	The amenity of the surrounding environment shall not be adversely affected by the scale of buildings or activities on open space.
SARZ – PREC1-P: P15	Development and use of sites in the Sport and Recreation Open Space Zone shall: 1. Enable open space to be used for a range of recreational facilities and activities serving the City and region.

	ii. Ensure that buildings, structures and activities are designed, located and operated so adverse effects on the amenity of the open space or the surrounding environment are minimised.

SARZ – PREC1-P: RULES - ACTIVITY STATUS

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

Refer to Appendix 1.3 Assessment Criteria for matters of discretion.

SARZ – PREC1-P: R1	Demolition of existing buildings and structures	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R2	Park maintenance buildings	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R3	Public toilet	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R4	Maintenance and repair of buildings	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R5	Ancillary office	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R6	Changing rooms	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R7	Clubrooms	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R8	Community garden	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R9	Community centre	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R10	Community facilities	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1 and/or PER-2: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R11	Conference centre	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36. 2. Hours of operation may be exceeded for any 24-hour period up to five days per calendar year.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. The effects of the non-compliances with the standard(s).

SARZ – PREC1-P: R12	Customary activities	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R13	Indoor recreation	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R14	Informal recreation	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R15	Maintenance of existing features, including buildings, structures and grounds	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R30-R35.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R16	Organised recreation	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36. 2. Participants shall use existing walkways, cycleways, structures, buildings, facilities and landform in the manner intended.	Activity Status where compliance is not achieved with PER-1 Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R17	Park furniture	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R18	Pest control	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R19	Public art	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R30-R35.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R20	Retail	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36. 2. Retail activities in any Open Space Zone shall not exceed a total of 100m^2 gross floor area per park.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: A – General

SARZ – PREC1-P: R21	Spectator facility	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R22	Removal of vegetation or trees	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R23	Planting, pruning, and maintenance of vegetation or trees	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R24	Walkways and cycleways	
	Activity Status: Permitted Where the following are complied with: PER-1 1. SARZ R31-R36. 2. Walkways and cycleways within the Waikato Hydro System operating range will be designed to withstand the effects of inundation.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R25	New buildings, alterations and additions to buildings (other than park maintenance buildings and public toilets) associated with a permitted activity*	
	Activity Status: Restricted Discretionary Where the following are complied with: PER-1 1. SARZ R31-R36. *Matters of discretion are restricted to:* *1. B – Design and Layout* *2. C – Character and Amenity* *3. P – Peacocke Structure Plan*	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R26	Pontoon/Jetty	
	Activity Status: Restricted Discretionary Where the following are complied with: PER-1 1. SARZ R31-R36. *Matters of discretion are restricted to:* *1. B – Design and Layout* *2. C – Character and Amenity* *3. P – Peacocke Structure Plan*	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

SARZ – PREC1-P: R27	**Floodlights in the Peacocke Precinct**	
	Activity Status: Restricted Discretionary Where the following are complied with: PER-1 2. SARZ R31-R36. *Matters of discretion are restricted to:* *1. B – Design and Layout* *2. C – Character and Amenity* *3. P – Peacocke Structure Plan*	Activity Status where compliance not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SARZ – PREC1-P: R28	Motorised commercial activities on land	
	Activity Status: Discretionary Where the following are complied with: DIS-1 1. SARZ R31-R36.	Activity Status where compliance not achieved: Not applicable.

SARZ – PREC1-P: R29	Restaurant	
	Activity Status: Discretionary Where the following are complied with: DIS-1 1. SARZ R31-R36.	Activity Status where compliance not achieved: Not applicable.

SARZ – PREC1-P: RULES – DEVELOPMENT STANDARDS

SARZ – PREC1-P: R31 Site Coverage

	Location	Maximum site coverage
1)	Sports and Active Recreation Zone	2% or 250m^2 gross floor area whichever is the greater

SARZ – PREC1-P: R32 Gross Floor Area

	Location	Maximum gross floor area for park maintenance buildings or public toilets (per building)
1)	Sports and Active Recreation Zone	100m^2

SARZ – PREC1-P: R33 Building Height

	Maximum height of	Height
1)	Buildings	8m
2)	Floodlights	15m
3)	Height control plane	Starting point: 3m above the site boundary Angle: 28° between northeast (45°) and northwest (315°) 45° in all other directions

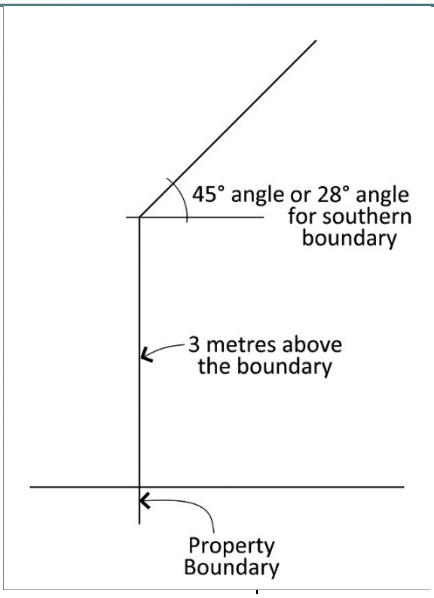


Figure 15B: R33 Height Control Plane

SARZ – PREC1-P: R34 Setbacks

	Minimum building setback from	Setback
a)	any boundary adjoining a Residential, Special Character or Future Urban Zone	8m
b)	Waikato Riverbank and Gully Hazard Area	6m
c)	*Setback from Significant Natural Area boundary*	5m

Note

1. Refer to chapter 21 and 22 for objectives and policies relevant to the setback from the Waikato Riverbank and Gully Hazard Area.

SARZ – PREC1-P: R35 Fences and Walls

1)	Boundary fences and walls shall have a maximum height of 1.5m, except as provided below.	

SARZ – PREC1-P: R36 Hours of Operation

	Day	Operating hours
1)	Sunday to Thursday	0700-2230 hours
2)	Friday and Saturday	0700-2400 hours
3)	Floodlights – all days	0800-2130 hours

SARZ – PREC1-P: OTHER RESOURCE CONSENT INFORMATION

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

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

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

- Definitions and Terms Used in the District Plan
- Information Requirements
- Discretionary and Non-Complying Activities Assessment Criteria
- Design Guides
- Other Methods of Implementation

Chapter 23 - Subdivision

Chapter 23A - Peacocke Subdivision

Hamilton City Council
Te kaunihera o Kirikiriroa

This chapter is subject to the following plan change:
Proposed Plan Change 7 – Rotokauri North Private Plan Change – Notified Version (insertions underlined, deletions ~~struck out~~)
Proposed Plan Change 5 – Peacocke Structure Plan (insertions underlined, deletions ~~struck out~~)

23 Subdivision

23.1 Purpose

a) Subdivision is essentially the process of dividing a parcel of land or a building into one or more further parcels, or changing an existing boundary location. Subdivision by itself is not a use of land, however it often sets the platform for future development and land use.

b) The development and use of land and buildings can be facilitated by subdivision. As such, the purpose of this chapter is to ensure that subdivision activities within the City are undertaken in a manner that supports the outcomes sought in the underlying zone. It is also to ensure the integrated management of the effects of the use, development or protection of land and associated natural and physical resources.

23.2 Objectives and Policies: Subdivision

Objective	Policies
23.2.1 To ensure that risk to people, the environment and property is not exacerbated by subdivision.	**23.2.1a** Subdivision: i. Does not result in increased risk of erosion, subsidence, slippage or inundation. ii. Minimises any adverse effects on water quality. iii. Ensures that a building platform can be accommodated within the subdivided allotment clear of any areas subject to natural hazards. iv. Ensures that any risks associated with soil contamination are appropriately remedied as part of the subdivision process. v. Ensures reverse sensitivity mitigation measures avoid or minimise effects such as noise associated from an arterial transport corridor or State Highway.
Explanation	

The policies ensure that land is suitable for subdivision and will not increase risks to people, the environment and property.

Objective	Policies
23.2.2 Subdivision contributes to the achievement of functional, attractive, sustainable, safe and well designed environments.	**23.2.2a** Subdivision: i. Is in general accordance with Subdivision Design Assessment Criteria to achieve good amenity and design outcomes. ii. Is in general accordance with any relevant Structure Plan. iii. Is in general accordance with any relevant Integrated Catchment Management Plan. iv. Maintains and, where possible, enhances existing amenity values. v. Promotes energy, water and resource efficiency. vi. Provides for the recreational needs of the community. vii. Discourages cross-lease land ownership. viii. Ensures that any allotment is suitable for activities anticipated for the zone in which the subdivision is occurring. ix. Contributes to the achievement of identified residential yield requirements over time where appropriate. x. Avoids or minimises adverse effects on the safe and efficient operation, maintenance of and access to network utilities and the transport network. xi. Is avoided where significant adverse effects on established network utilities or the transport network are likely to occur. xii. Promotes connectivity and the integration of transport networks. xiii. Provides appropriate facilities for walking, cycling and passenger transport usage. xiv. Provides and enhances public access to and along the margins of the Waikato River and the City's lakes, gullies and rivers. xv. Facilitates good amenity and urban design outcomes by taking existing electricity transmission infrastructure into account in subdivision design, and where possible locating compatible activities such as

	infrastructure, roads or open space under or in close proximity to electricity transmission infrastructure. xvi. Ensures that a compliant building platform can be accommodated within the subdivided allotment outside of the National Grid Yard.

Explanation
Subdivision has a lasting impact on the built form and function of a city. These policies require that the subdivision process respond to the range of form and function matters, such as urban design and resource efficiency, identified in the policy in order to achieve good environmental and built form outcomes in Hamilton City.

Objective	Policies
23.2.3 Medium-Density Residential Zone (excluding Rotokauri North) and Rototuna Town Centre Zone areas are developed comprehensively.	**23.2.3a** Subdivision that creates additional allotments in the Medium-Density Residential Zone or the Rototuna Town Centre Zone does not occur without an approved Comprehensive Development Plan or Land Development Consents for Ruakura and Te Awa Lakes, except that this policy does not apply for development in Rotokauri North.

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Explanation
Comprehensive Development Plans are a useful tool to ensure a comprehensive approach to the layout and design of medium-density development. The Board of Inquiry Decision for Ruakura included a Land Development Consent process to ensure a comprehensive approach to layout and design within the medium density development occurs. *Rotokauri North contains specific subdivision standards for development to create high amenity design and layout which are more proscriptive in terms of urban development form and layout than other areas in the Medium Density Residential zone, so as to avoid the requiring land use consents for subdivisional layout via a Land Development Consent.*

Objective	Policies
23.2.4 To ensure the provision of infrastructure services as part of the subdivision process.	**23.2.4a** Subdivision: i. Provides an adequate level of infrastructure and services appropriate for the proposed development. ii. Takes into account and shall not compromise the infrastructural needs of anticipated future development.

	iii. Does not occur unless appropriate infrastructure and/or infrastructure capacity is available to service the proposed development. iv. Ensures that the capacity, efficiency, performance and sustainability of the wider infrastructure network is not compromised. v. Uses public infrastructure ahead of private infrastructure where appropriate.
Explanation	
Acceptable means of compliance for the provision, design and construction of infrastructure is contained within the Hamilton City Infrastructure Technical Specifications. The Ruakura Structure Plan area includes two areas of Large Lot Residential Zones which are not anticipated to be serviced with Three Waters infrastructure, and should accommodate on-site servicing. Parts of the Future Urban Zone, where rural uses are to predominate, will also contain on-site servicing.	
Objective	**Policies**
23.2.5 Subdivision occurs in a manner that recognises historic heritage and natural environments.	**23.2.5a** Subdivision avoids, remedies or mitigates adverse effects on: i. Scheduled heritage items. ii. Scheduled archaeological and cultural sites. iii. Scheduled significant trees. iv. Scheduled significant natural areas. v. The Waikato River and gullies and river banks, lakes, rivers and streams.
	23.2.5b Subdivision protects, and where possible enhances any: i. Landforms and natural features. ii. Vegetation.
	23.2.5c Subdivision of land which protects and enhances the riparian margins of the Waikato River and the City's lakes, gullies and rivers.
Explanation	
Subdivision and the associated development of land often involves modification and this has the potential to cause or exacerbate adverse effects. These effects should be managed through the location and design of subdivision.	

Objective	Policies
23.2.6 Subdivision of an existing, or an approved, development shall have suitable instruments in place to manage individual ownership, and any shared rights and interests in common.	**23.2.6a** To ensure that any subdivision is supported by management structures and legal mechanisms that provides certainty of, and enables effective ongoing, management, maintenance and operation of land, structures, services, apartment buildings, and common areas.
Explanation	
The objective and policy ensures that the type of land tenure proposed is the most appropriate to the nature and configuration of underlying development. In the case of fee simple subdivision of apartment buildings, the means by which shared and common components are to be managed by multiple parties is clearly demonstrated and established at the time of application for subdivision.	

23.3 Rules – Activity Status Tables

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

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

viii. Unit-title Subdivision*	RD*	RD*	RD*	D
ix. Leasehold Subdivision	RD	RD	RD	D
x Subdivision involving any allotment within the Electricity National Grid Corridor	RD	RD	RD	D
xi. Any subdivision of an allotment containing a Scheduled Historic Heritage Site identified in Volume 2, Appendix 8, Schedules 8A and 8B	D	D	D	D
xii. Any subdivision of an allotment containing a Significant Natural Area identified in Volume 2, Appendix 9, Schedule 9C	D	D	D	D
All Activities and Structures				
xxiii. Any activity not listed above	NC	NC	NC	

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

Activity	Medium-Density Residential and Rototuna Town Centre Zones		Ruakura and Te Awa Lakes Medium-Density Residential Zone	Te Rapa North Industrial Zone			
	Without an approved CDP	As part of or after a CDP has been approved	With an approved LDC or an LDC with subdivision activity	Deferred Industrial outside of Stage 1A	Within Stage 1A without a CDP	Within Stage 1A after a CDP	Te Rapa Dairy Manufacturing Site
For General Residential, Residential Intensification, Large Lot Residential, Central City, Business 1 to 7, Industrial, Knowledge, Ruakura Logistics and Ruakura Industrial Park, Future Urban, all Open Space, Major Facilities, Community Facilities and Transport Corridor Zones, and all Hazard Areas see Table 23.3a above. For Special Character Zones see Table 23.3c below.							
i. Boundary adjustments Inclusive where no LDC exists for Ruakura and Te Awa Lakes Medium-Density Residential Zone	P	P	P	P	P	P	P
ii. Amendments to cross-lease, unit-titles and company lease plans for the purpose of showing alterations to existing buildings or additional lawfully established buildings	P	P	P	P	P	P	P

iii. Conversion of cross-lease titles into fee simple titles	P	P	P	P	P	P	P
iv. Subdivision to accommodate a network utility service or transport corridor inclusive where no LDC exists for Ruakura and Te Awa Lakes Medium-Density Residential Zone	RD	RD	RD	RD	D	RD	RD
v. Fee simple subdivision	NC	D	RD*	NC	D	RD*	RD*
vi. Cross-lease subdivision*	NC	NC	NC	NC	NC	NC	NC
vii. Company-lease subdivision	NC	RD	RD	NC	D	RD	RD
viii. Unit-title Subdivision*	NC	RD*	RD*	NC	D	RD*	RD*
ix. Leasehold Subdivision	NC	RD	RD	NC	D	RD	RD
x. Subdivision involving any allotment within the Electricity National Grid Corridor	NC	RD	RD	RD	D	RD	RD
xi. Any subdivision of an allotment containing a Scheduled Historic Heritage Site identified in Volume 2, Appendix 8, Schedules 8A and 8B	NC	D	D	NC	D	D	D
xii. Any subdivision of an allotment containing a Significant Natural Area identified in Volume 2, Appendix 9, Schedule 9C [1]	NC	D	D	NC	D	RD	RD
All Activities and Structures							
xxii. Any activity not listed above	NC	NC	NC	NC	NC	NC	NC

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Table 23.3c: Special Character Zones

Activity	All Special Character zones			Special Natural Zone		Rototuna North East Character Zone, Special Residential Zone, Special Heritage Zone and Special Natural Zone
	Temple View Zone	~~Peacocke Character Zone~~		Lot 2 DP425316		
		~~Without an approved Master Plan~~	~~As part of or after a Master Plan has been approved~~	Without an Approved CDP	As part of an application for a CDP or after a CDP has been approved	
For Medium-Density Residential, Rototuna Town Centre Zone and Te Rapa North Industrial Zone see Table 23.3b above. For General Residential, Residential Intensification, Large Lot Residential, Central City, Business 1 – 7, Industrial, Knowledge, Ruakura Logistics and Ruakura Industrial Park, Future Urban, all Open Space, Major Facilities, Community Facilities, and Transport Corridor Zones, and all Hazard Areas see Table 23.3a above.						
i. Boundary adjustments	RD	~~RD~~	~~RD~~	RD	RD	P
ii. Amendments to cross-lease, unit-titles and company lease plans for the purpose of showing alterations to existing buildings or additional lawfully established buildings	P	~~P~~	~~P~~	-	P	P
iii. Conversion of cross-lease titles into fee simple titles	P	~~P~~	~~P~~	-	-	P
iv. Subdivision to accommodate a: - network utility service or - transport corridor	 RD RD	 ~~RD~~ ~~RD~~	 ~~RD~~ ~~RD~~	 RD NC	 D D	 RD RD
v. Fee simple subdivision*	D	~~-~~	~~-~~	NC	D	RD*
a) ~~Fee Simple Subdivision within the Peacocke Character Zone for lots greater than 10ha~~	~~-~~	~~RD~~	~~RD~~	~~-~~	~~-~~	~~-~~
b) ~~Fee Simple Subdivision within the Peacocke Character Zone for lots between 10ha and 2ha~~	~~-~~	~~D~~	~~D~~	~~-~~	~~-~~	~~-~~

~~in the Terrace Area and between 10ha and 5000m² in the Gully and Hill Areas~~						
c) ~~Fee Simple Subdivision within the Peacocke Character Zone for lots less than 2ha in the Terrace Area and less than 5000m² in the Gully and Hill Areas~~	~~-~~	~~NC~~	~~D~~	~~-~~	~~-~~	~~-~~
d) ~~Subdivision within the Peacocke Character Zone to establish a Master Plan neighbourhood area according to Volume 2, Appendix 2, Figure 2-3 Peacocke Structure Plan – Character Areas and Neighbourhoods~~	~~-~~	~~D~~	~~D~~	~~-~~	~~-~~	-
e) Boundary relocation	~~-~~	~~D~~	~~D~~	D	D	~~-~~
vi. Cross-lease subdivision	NC	~~NC~~	~~NC~~	NC	NC	NC
vii. Company-lease subdivision*	D	~~NC~~	~~D~~	NC	D	RD*
viii. Unit-Title subdivision*	D	~~NC~~	~~D~~	NC	D	RD*
ix. Leasehold subdivision	D	~~NC~~	~~D~~	NC	D	RD
x. Subdivision involving any allotment within the Electricity National Grid Corridor	-	~~-~~	~~-~~	-	-	RD
xi. Any subdivision of an allotment containing a Scheduled Historic Heritage Site identified in Volume 2, Appendix 8, Schedule 8A and 8B	D	~~D~~	~~D~~	D	D	D
xii. Any subdivision of an allotment containing a Significant Natural Area identified in Volume 2, Appendix 9, Schedule 9C	D	~~D~~	~~D~~	NC	D	D
All Activities and Structures						
Any activity not listed above	NC	~~NC~~	~~NC~~	NC	NC	NC

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Table 23.3d: All zones in the Rotokauri North Structure Plan area

Activity	Rotokauri North
i. Boundary adjustments	P
ii. Amendments unit-titles and company lease plans for the purpose of showing alterations to existing buildings or additional lawfully established buildings	P
iii. Subdivision to accommodate a network utility service or transport corridor	RD
iv. Cross-lease subdivision	NC
v. Company-lease subdivision*	RD*
vi. Unit-title Subdivision*	RD*
vii. Leasehold Subdivision	RD
viii. Any subdivision of an allotment containing a Significant Natural Area identified in Volume 2, Appendix 9, Schedule 9C	RD
ix. Fee simple subdivision*:	RD*
a) Any subdivision not in accordance with the Structure Plan	D
b) Any fee simple subdivision which creates a rear lot	NC
c) Creation of any vacant lots not meeting the minimum lot size specified in Rule 23.7.1 below	NC
d) Creation of any vacant lots not meeting the minimum lot dimensions specified in Rule 23.7.8 below	D
e) Any subdivision not meeting the block layout dimensions or minimum specified in Rule 23.7.8 below	D
f) Any subdivision with access not meeting Rule 23.7.8 below	D
g) Any subdivision to create road to vest that does not meet the minimum widths in 23.7.8	D
x. Any subdivision which results in a permanent cul-de sac	D
xi. Subdivision in accordance with a land use consent	RD*
xii. Subdivision of a duplex which meets Rule 4.7.12(a) to create fee simple titles	RD*
xiii. Subdivision of apartments to create fee simple or unit titles.	RD*

Note

1. Consultation with Transpower New Zealand Limited (or its successor) is advised when considering subdivision within the Electricity National Grid Corridor. Transpower New

Zealand will be an affected party for any development requiring resource consent for a subdivision under or adjacent to high voltage transmission lines.

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

23.4 Rules – Application of the Transport Corridor Zone

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

23.5 Rules – General Standards

23.5.1 Telecommunication, Electricity, Gas and Computer Media

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

b) Telecommunication, electricity, gas and ducting for computer media shall be underground where possible.

Note

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

23.5.2 Provision of Esplanade Reserves and Strips

a) An Esplanade Reserve or Esplanade Strip of not less than 20m measured from the edge of any river or lake shall be set aside and vested in Council in accordance with section 231 of the Act where any subdivision of land results in the creation of an allotment that adjoins the banks of:

i. The Waikato River.

ii. The margins of Lake Rotoroa (Hamilton Lake).

iii. Any watercourse where the average width of the bed is 3m or more where the river flows through or adjoins an allotment.

iv. Where a reserve or road of less than 20m width already exists along the edge of any river or lake, then additional land shall be vested to increase the minimum width to 20m.

23.5.3 Provisions in Other Chapters

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

- Chapter 3: Structure Plans
- Chapter 25: City-wide

23.6 Rules – Specific Standards

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

23.6.1 Subdivision in the Ruakura Structure Plan Area

a) Any subdivision which creates new allotments in the Ruakura Structure Plan area cannot initiate land use or development which is contrary to Rules 3.7.4.1 to 3.7.4.5 and Rule 3.7.5 of Chapter 3: Structure Plans, except as provided for within the Large Lot Residential Zone.

b) A consent notice may be registered against the title of any new allotment to ensure compliance with the Ruakura Structure Plan area rules in Rules 3.7.4.1 to 3.7.4.5 and Rule 3.7.5 of Chapter 3: Structure Plans.

c) Any subdivision which creates new allotments, and is in accordance with (a) and (b) above where applicable, shall be in accordance with the zoning of the land as identified on the Planning Maps and in accordance with Rule 3.7.4.1.

23.6.2 Company Leases and Unit Title Subdivision

a) Where an allotment is subject to an application for subdivision consent by way of company lease or unit title subdivision the following rules shall apply.

   i. All existing buildings to which the subdivision relates shall have:

      - Existing use rights.
      - Been erected in accordance with a resource consent or certificate of compliance and building consent has been issued.
      - Comply with any relevant standards.

b) All areas to be set aside for the exclusive use of each building or unit shall be shown on the survey plan, in addition to any areas to be used for common access or parking or such other purpose.

c) In all staged subdivisions, provision shall be made for servicing the building or buildings and all proposed future buildings on the allotment.

d) Where subdivision consent has been approved, no alterations shall be made to the position of the boundary lines delineated on the survey plan, or otherwise defined, without further subdivision consent.

e) A design report shall be submitted detailing the effects of the proposed subdivision on the existing buildings pursuant to Section 116A of the Building Act 2004.

f) If alterations to buildings are necessary to fulfil the requirements of the Building Act or conditions of subdivision consent, they shall be undertaken in terms of a building consent and completed before the issue of a certificate under Section 224 of the Resource Management Act 1991. Such alterations shall comply with the relevant standards of the relevant zone and this chapter.

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

a) The amendments shall be for the purpose of showing alterations to existing buildings or additional lawfully established buildings.

b) The alteration shall be either permitted or otherwise lawfully established.

23.6.4 Cross-lease to Fee Simple Subdivision

a) The proposed boundaries shall align with those exclusive use area boundaries on the cross-lease plan. Where no exclusive use areas are shown on the cross lease plan the boundaries shall align with the exclusive and established pattern of occupation associated with the existing underlying development.

b) Where required to protect services, easements shall be provided.

c) Rule 23.7 – Subdivision Design Standards shall not apply to subdivisions under this rule.

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

23.6.5 Leasehold Subdivision

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

a) Section 23.4 Application of the Transport Corridor

b) Section 23.5 Rules - General Standards

c) Section 23.6 Rules - Specific Standards

d) Section 23.7 Subdivision Design Standards

23.6.6 Boundary Adjustments

a) Any boundary adjustment shall not result in the creation of additional allotments, except in circumstances where a boundary adjustment creates an additional allotment or allotments which are required to be held together with another allotment or allotments by way of compulsory amalgamation condition.

b) Any boundary adjustment shall not alter the size of an existing allotment by greater than 10% of the registered allotment size.

c) Any allotment subject to a boundary adjustment shall comply with all relevant development and performance standards.

d) Where required to protect services, easements shall be provided.

23.6.7 Subdivision Activities within the Electricity National Grid Corridor

a) Any subdivision which creates new allotments within the Electricity National Grid Corridor shall identify a building envelope, compliant with the relevant zone standards and the standards of this Chapter and clear of the National Grid Yard.

b) Failure to comply with the above standard will result in the proposal being assessed as a non-complying activity.

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23.6.8 Subdivision in the Medium-Density Residential Zones and Rototuna Town Centre Zone (excluding Rotokauri North Medium Density Residential Zone)

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

b) Allotment area and configuration shall conform to the allotment areas approved as part of the land-use consent.

c) A consent notice shall be registered against the title of each allotment to ensure compliance with the terms of the land-use consent.

d) The standards in Rule 23.6.8 a) to c) do not apply to subdivision to accommodate a network utility service or transport corridor.

e) Subdivision in Land Development Plan Areas Q and R and Area X in the Business 6 Zone, shown on Figure 2-21 in Appendix 2 Structure Plans, that does not comply with a) above is a prohibited activity.

Note

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

23.6.9 Subdivision in the Te Rapa North Industrial Zone

a) Subdivision occurring in Stage 1A shall only occur over the following land areas:

   i. Post the Te Rapa section of the Waikato Expressway being open for public use, and prior to 1 January 2021 no more than 7ha of land shall be able to be subdivided; 7ha only in Stage 1A.

   ii. After 1 January 2021 a maximum of 23ha of land shall be able to be subdivided, 23ha in Stage 1A, being additional to the 7ha provided for Stage 1A prior to 2021.

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

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~~a) As part of any subdivision of Sec 1 SO 57582 or the balance of this parent lot, the following infrastructure requirements shall be met and certified by Council.~~

~~i. Upgrading of the existing wastewater network to provide for future development on the site.~~

~~ii. Implement a solution at the Dixon Road and State Highway 3 intersection that mitigates the adverse effects of potential traffic volumes from within Stage 1.~~

~~iii. Any subdivision that does not comply with i) and ii) above will be a non-complying activity.~~

23.6.11 Subdivision in the Peacocke Character Zone

Plan Change 5 Peacocke Structure Plan

Activity	Standards	
	Terraced Area	Gully Area and Hill Areas
a) Fee Simple Subdivision for lots greater than 10ha	180m frontage onto a formed and sealed legal road forming part of the City's transport network	
b) Fee Simple Subdivision for lots between 10ha and 2ha in the Terrace Area and between 10ha and 5000m² in the Gully and Hill Areas	1. Lots between 10ha and 2ha i. Only applies to allotments created prior to 1 September 2011 or if the allotment was created by an acquiring authority, or by boundary adjustment ii. Limited to one new lot per parent title, other than for utility and access allotments	2. Lots between 10ha and 5000m² i. Only applies to allotments created prior to 1 September 2011 or if the allotment was created by a requiring authority, or by boundary adjustment ii. Average lot Size = 1ha iii. Limited to one new lot per parent title other than for utility and access allotments
	Note 1. A simple Integrated Transport Assessment (ITA) is required as part of the subdivision consent information requirements (refer Rule 25.14.3) 2. A Subdivision Concept Plan is required as part of the subdivision consent information requirements (refer Volume 2, Appendix 1.2.2.2d))	
c) Fee Simple Subdivision for lots less than 2ha in the Terrace Area and less than 5000m² in the Gully and Hill Areas	1. Lots Less than 2ha i. Provide full urban infrastructure ii. Connection to the existing wastewater network to the satisfaction of Council iii. Provision of a transport corridor connection across the Waikato River to join with the existing transport network	2. Lots less than 5000m² i. Provide full urban infrastructure ii. Connection to the existing wastewater network to the satisfaction of Council iii. Provision of a transport corridor connection across the Waikato River to join with the existing transport network
	Note 1. A Master Plan is required as part of the subdivision consent information requirements (refer Volume 2, Appendix1.2.2.3)	
d) Boundary Relocation Subdivision	i. Minimum lot size of 5000m² ii. Shall not create any additional certificates of title. iii. All lots involved in the subdivision shall have formed and legal vehicle access iv. A concept plan shall be prepared showing how the allotments in the subdivision can be subsequently re-subdivided in accordance with Volume 2, Appendix 1.2.2.2	

~~e) Any subdivision, other than for urban purposes, shall be required to have a consent notice placed on all titles issued from the subdivision (including the parent lot) requiring the payment of any outstanding development contributions prior to the subdivision of the title for urban purpose being allowed.~~

~~f) Except that the lots approved via subdivision consents (Council Consent Reference Numbers: 11.2009.20620, 11.2009.20621, 11.2099.20769, 11.2009.20770, 11.2007.18574, and 11.2011.22366) granted over the land described as Pt Lot 6 DP 34164, Lot 1 DPS 12991, Lot DPS 78023, Lot 1 DPS 76734, Lot 5 DPS 45202, Lot 2 DP 23381, Lot 5 DP 17475 Lot 8 DP 34164, Allotment 87, Pt Allotment 93 and Pt Allotment 94 Te Rapa PSH, Lot 3 DPS 45202, lots 1, 2 and 3 DPS 40592 and Lots 1, 2, 3, and 4 DPS 81210 can be used to create up to 52 lots for urban purposes without complying with Rule 23.6.10(c)1 or 2 provided that:~~

~~i. A wastewater system sufficient to service urban purposes is provided and certified by Council.~~

~~ii. A stormwater disposal solution is provided and certified by Council.~~

Plan Change 5 Peacocke Structure Plan

~~iii. A Master Plan for the area of not less than one neighbourhood, as identified within Volume 2, Appendix 2, Figure 2-3. Refer to Volume 2, Appendix 1.2.2.3 for information requirements.~~

~~iv. No further subdivision creating additional allotments is permitted unless Rule 23.6.11(c)1 or 2 is complied with.~~

~~g) Any subdivision for urban purposes that is in accordance with an approved Master Plan shall not be required to prepare an Integrated Catchment Management Plan.~~

~~h) Any subdivision for urban purposes that is in accordance with an approved Master Plan shall not be required to prepare an Integrated Transport Assessment.~~

~~i) Any subdivision within the Peacocke Character Area which does not comply with the standards in Rule 23.6.11 will be a non-complying activity.~~

23.6.~~12~~10 Subdivision in the Rototuna North East Character Zone

a) The maximum development yield shall be 1100 residential units.

b) The provision of a neighbourhood park area:

i. The first subdivision of land adjoining the Waikato Expressway designation (Designation E90) shall submit for approval as part of the subdivision, a neighbourhood park concept plan, consisting of detailed plans and supporting documentation for the entire future reserve area as located on the Rototuna Structure Plan.

ii. The neighbourhood park shall:

- Ensure varied widths no less than 20m.
- Address and accommodate topographical constraints to ensure usability of the area for informal recreation.
- Include flat open spaces for informal recreational.
- Include one area of between 300m^2 and 800m^2 for the provision of a children's play area. The location and design of this plan area shall ensure the safe operation of the playground and shall have regard to

any stormwater attenuation areas and the roading and cycling network. Where necessary, additional safety measures will be taken, such as fencing.

- Include landscaping areas to provide an interesting and varied visual amenity for the area. These areas are to include varied vegetated areas (with the exception of the proposed Cycle and Walking access point across the Waikato Expressway, stormwater attenuation areas and identified viewing areas shown on the Rototuna Structure Plan) having a minimum planting width of 2m when parallel to the boundary of the Waikato Expressway, and consisting of native vegetation capable of reaching heights of at least 8m at maturity.
- Reflect the principles of Crime Prevention Through Environmental Design (CPTED).
- Include both a walking and cycling network in accordance with the Rototuna Structure Plan.
- Show how the area will relate to its surrounding area, including the Waikato Expressway.

iii. Any subdivision of land adjoining the Waikato Expressway (Designation E90) shall have regard to and implement the portion of the approved neighbourhood concept plan over the land area the subdivision is for at the time of subdivision.

c) At the time of subdivision of land and only if either the location of the carriageway within the designation corridor of the Waikato Expressway has been confirmed in writing by the Requiring Authority; or confirmed through an Outline Plan of Works approval under S.176A of the RMA; or construction is underway or completed; the following shall be identified on the subdivision plan to be submitted for consent:

i. A 55dB$_{LAeq(24hr)}$ contour line from the Waikato Expressway carriageway boundary utilising the following criteria:

- Traffic flow of 12700 vpd
- 10%HCV
- Vehicle speed of 100km/hr (or the posted speed limit if that is lower)
- Noise mitigation as confirmed by an approved Outline Plan of Works for Designation E90
- Finished ground levels based on the proposed subdivision design

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

23.6.~~13~~11 Subdivision of Lot 2 DP425316 Lake Waiwhakareke Landscape Character Area

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

23.6.~~14~~ 12 All Subdivision in the Te Awa Lakes Structure Plan area

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

23.7 Subdivision Design Standards

a) The standards of Rule 23.7 shall not apply to the subdivision of land to accommodate a network utility service.

b) The standards of Rule 23.7.1 shall not apply to:

i. The unit title subdivision of existing lawfully established buildings; or

ii. The fee simple subdivision of existing lawfully established duplex dwellings

Provided that all relevant development and performance standards are met in relation to the proposed boundaries around that building or unless otherwise authorised by resource consent.

23.7.1 Allotment Size and Shape

Zone	Minimum Net Site Area	Max Net Site Area	Min Shape Factor
a) General Residential Zone (unless otherwise stated)	400m^2	-	15m-diameter circle
b) General Residential Zone (within the Rototuna Structure Plan Area)	400m^2	-	15m-diameter circle
c) General Residential Zone (adjoining the Waikato Expressway)	1000m^2	-	-
d) Residential Intensification Zone	350m^2	-	-
e) Special Residential Zone	Front, corner or through site – 600m^2	-	15m-diameter circle
	Rear Site – 400m^2	-	15m-diameter circle
f) Large Lot Residential – SH26, Ruakura Structure Plan area	2500m^2	-	15m-diameter circle
g) Large Lot Residential – Percival/Ryburn Rd, Ruakura Structure Plan area	2ha Except for Lot 8 DP 9210- 5000m^2	-	Rule 23.7.1(w) applies

Zone	Minimum Net Site Area	Max Net Site Area	Min Shape Factor
h) Rototuna North East Character Zone	500m^2	-	15m-diameter circle
i) Special Heritage Zone (unless otherwise stated)	600m^2	-	15m-diameter circle
j) Special Natural Zone (Lake Waiwhakareke Landscape Character Area)	350m^2	800m^2 where a boundary to a site is adjoining the Lake Waiwhakareke Heritage Park or is separated from it only by a road reserve.	15m-diameter circle
k) Special Natural Zone (Ridgeline Character Area)	600m^2	-	15m-diameter circle
~~l) Peacocke Character Zone (Terrace Area)~~	~~200m^2~~	~~-~~	~~15m-diameter circle~~ ~~Medium Density Residential – N/A~~
~~m) Peacocke Character Zone (Gully Area)~~	~~800m^2~~	~~-~~	~~15m-diameter circle~~
~~n) Peacocke Character Zone (Hill Area where slopes are less than 5 Degrees)~~	~~400m^2~~	~~800m^2~~	~~15m-diameter circle~~
~~o) Peacocke Character Zone (Hill Area where slopes are greater than 5 Degrees)~~	~~800m^2~~	~~-~~	~~15m-diameter circle~~
~~p~~l) Temple View Zone (Within the Character Areas)	600m^2	-	15m-diameter circle
~~q~~m) Temple View Zone (As part of a Duplex within precinct 1, 2, 3 and 4)	Duplex dwelling = 200m^2 per unit (400m^2 per duplex)	-	-
~~r~~n) Central City Zone, Knowledge Zone, Business 1 to 7 Zones	1,000m^2	-	20m-diameter circle
~~s~~o) Industrial Zone, Rotokauri Employment Area and Riverlea Industrial Area	Front, corner or through site – 1,000m^2	-	Rule 23.7.1(bb) applies
	Rear sites – 500m^2	-	Rule 23.7.1(bb) applies

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Zone	Minimum Net Site Area	Max Net Site Area	Min Shape Factor
~~t~~p) Te Rapa North Industrial Zone	500m^2	-	Rule 23.7.1(bb) applies
~~u~~q) Ruakura Logistics Zone	3000m^2	-	Rule 23.7.1(bb) applies
~~v~~r) Ruakura Industrial Park Zone	3000m^2 Except up to a maximum of 20% of sites for each subdivision stage shall have a minimum net site area of 1000m^2 for front sites and 500m^2 for rear sites.	-	Rule 23.7.1(bb) applies
~~w~~s) Ruakura Industrial Park Zone LDP Areas T & G	Front, corner or through site- 1000m^2	-	Rule 23.7.1(bb) Applies
	Rear Sites – 500m^2	-	Rule 23.7.1(bb) Applies
~~x~~t) Future Urban Zone	10ha	-	-
~~y~~u) Te Awa Lakes Medium-Density Residential Zone lots that adjoin any existing or proposed esplanade reserve adjacent to the Waikato River (River Interface Overlay)	1000m^2	-	15m diameter circle
~~z~~v) Rotokauri North Medium-Density Residential Zone - applies to vacant lots only	280m^2		

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~~z~~ aa) Where the shape factor circle standard applies to any subdivision, unless otherwise specified, each allotment shall be of a shape that can accommodate a circle of the specified diameter in a position which does not infringe any required front yard requirements of the respective zone.

~~aa~~bb) Allotments in the Industrial, Te Rapa North Industrial, Ruakura Logistics and Ruakura Industrial Park Zones shall be of such a shape as to contain a 20 meter diameter circle. The circle shall not infringe any required front setback or any setback adjoining a residential, special character or open space zone.

~~bb~~cc) The location of the shape factor circle for each allotment in the Rototuna North East Character Zone, in addition to Rule 23.7.1 ~~z~~aa) shall be positioned so not to require land modification in excess of $40m^3$.

~~cc~~dd) Allotments in the Rototuna North East Character Zone, adjoining the Waikato Expressway Designation (Designation E90), and prior to either the location of the carriageway within the designation corridor of the Waikato Expressway has been confirmed in writing by the Requiring Authority; or confirmed through an Outline Plan of Works approval under S.176A of the RMA; or construction is underway or completed the location of the shape factor circle for each allotment shall not infringe the 65m habitable building setback (refer to Figure 5.4.6a).

23.7.2 Subdivision Suitability

a) All subdivisions creating fee simple allotments shall ensure that new allotments (excluding any utility, road or reserve allotment, or allotment subject to amalgamation) are of a size and shape to enable activities anticipated in the zone.

b) Where allotments are proposed that contain existing development on the existing title,

(i) The applicable general and specific standards for the zone and activity under consideration shall be complied with for each allotment; and

(ii) The applicable standards in Chapter 25 – City Wide shall be complied with for each allotment.

Note

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

c) Where allotments are proposed that contain development that has been approved under separate land use consent, compliance with the approved layout shall be achieved as part of the subdivision.

d) Where b) or c) is not complied with, a concurrent application for land use consent for the identified areas of non-compliance with the applicable general and specific standards, or the approved layout shall be made.

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23.7.3 General Residential Zone, and All Special Character Zones

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

g) Minimum width of vehicle access (to be formed and vested as public road) serving 10-20 fee simple lots	16m
h) Minimum width of vehicle access to be formed and vested as public road: i. Serving more than 20 allotments (Local Road) ii. Serving more than 20 allotments (Collector Road on Structure Plan)	 20m 23m
i) Maximum private way gradient	1:5m
j) Maximum private way length	100m (with passing every 50m)
k) Maximum cul-de-sac length, including private way	150m
l) Maximum number of private ways accessing directly on to a cul-de-sac turning head	1
m) Maximum number of culs-de-sac accessing directly on to a cul-de-sac	0
n) Maximum pedestrian accessway length through a block	80m
o) Minimum pedestrian accessway width through a block	40m or less in length: 6m wide 41m – 60m in length: 9m wide 61m – 80m in length: 12m wide
p) The ability for any proposed lot in a subdivision to comply with the vehicle crossing separation distance requirements in Rule 25.14.4.1a) and 25.14.4.1c) shall be demonstrated.	-

Note

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

23.7.4 Large Lot Residential Zone

a) Minimum transport corridor boundary length for a front site	40m
b) Minimum rear boundary length of a front site	10m
c) Maximum number of allotments served by a single private way	6
d) Minimum private way width serving 1-6 allotments	3.6m
e) Public road serving 7 – 20 allotments	16m
f) Public road serving more than 20 allotments (Local Road)	20m
g) Public road serving more than 20 allotments (Collector Road)	23m
h) Maximum private way gradient	1:5m
i) Maximum private way length	100m with passing every 50m
j) Maximum cul-de-sac length	150m

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

23.7.5 Residential Intensification Zone

a) Minimum transport corridor boundary length for a front site	15m
b) Minimum rear boundary width of a front site	10m
c) Minimum private way width serving 1-4 allotments	3.5m
d) Minimum private way width serving 7 – 20 principal units where access forms common property under a unit title arrangement	6m
e) Minimum width of vehicle access (to be formed and vested as public road) serving 7-20 fee simple lots	16m
f) Minimum width of vehicle access to be formed and vested as public road: i. Serving more than 20 allotments (Local Road) ii. Serving more than 20 allotments (Collector Road)	 20m 23m
g) Maximum private way gradient	1:5
h) Maximum private way length	100m
i) Maximum pedestrian accessway length through a block	80m
j) Minimum pedestrian accessway width through a block	40m or less in length: 6m wide 41m – 60m in length: 9m wide 61m – 80m in length: 12m wide
k) The ability for any proposed lot in a subdivision to comply with the vehicle crossing separation distance requirements in Rule 25.14.4.1a) and 25.14.4.1c) shall be demonstrated.	-

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

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

23.7.7 Ruakura and Te Awa Lakes Medium-Density Residential Zone

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

23.7.8 Rotokauri North Structure Plan Area

a) For vacant fee simple residential lots:

i. Minimum transport corridor boundary length	12.5m
ii. Minimum transport corridor boundary length if: • A legal mechanism (consent notice) restricts the width of a garage and vehicle crossing for any subsequent building development to a single car width up to 3.2m; OR • A rear lane provides legal vehicle access	10m
iii. Minimum lot depth	28m
iv. For corner lots only one transport corridor boundary needs to meet the minimum length and the minimum depth needs only be achieved along one side boundary.	

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b) All vacant fee simple lot subdivisions must comply with the following controls:

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

c) All roads/accessways must be constructed to the standards:

i. Minimum legal width of a two-way rear lane	7m
ii. Minimum legal with of one-way rear lane where parking spaces accessed directly off the lane and/or any reverse vehicle manoeuvring into the lane are aligned between 0° (parallel parking) to 45° (angled parking) to the lane.	4m
iii. Minimum legal width of one-way rear lane where parking spaces accessed directly off the lane and/or any reverse vehicle manoeuvring into the lane are aligned between 46° (angled parking) and 90° (perpendicular parking).	7m
iv. Local Road minimum width (to be vested)	16m
v. Collector Road minimum width (to be vested)	20m

23.8 Restricted Discretionary Activities: Matters of Discretion and Assessment Criteria

a) In determining any application for resource consent for a restricted discretionary activity, Council shall have regard to the matters referenced below, to which Council has restricted the exercise of its discretion. Assessment Criteria within Volume 2, Appendix 1.3 provide for assessment of applications as will any relevant objectives and policies. In addition, when considering any Restricted Discretionary Activity located within the Natural Open Space Zone, Waikato Riverbank and Gully hazard Area, or Significant Natural Area Council will also restrict its discretion to Waikato River Corridor or Gully System Matters (see the objectives and policies of Chapter 21: Waikato River Corridor and Gully Systems).

Activity Specific	Matter of Discretion and Assessment Criteria Reference Number (Refer to Volume 2, Appendix 1.3)
i. Boundary adjustments	• C – Character and Amenity
ii. Subdivision involving any allotment within the Electricity National Grid Corridor	• I – Network Utilities and Transmission • N – Ruakura
iii. Subdivision in a Hazard Area	• F – Hazards and Safety

iv. Subdivision that may require the provision of Esplanade Reserves and Strips	• C – Character and Amenity • D – Natural Character and Open Space
v. Subdivision to accommodate a network utility service or transport corridor inclusive where no LDC exists for Ruakura Medium-Density Residential Zone	• C – Character and Amenity • I – Network Utilities and Transmission • N – Ruakura
vi. Fee simple subdivision*	• C – Character and Amenity
vii. Company-lease subdivision*	• C – Character and Amenity
viii. Unit-title subdivision*	• C – Character and Amenity
ix. Leasehold Subdivision	• C – Character and Amenity
~~x. Fee Simple Subdivision in the Peacocke Character Zone for lots greater than 10ha~~	~~• C – Character and Amenity~~ ~~• E – Heritage Values and Special Character~~
x~~i~~. Subdivision of an allotment containing a Significant Natural Area identified in Volume 2, Appendix 9, Schedule 9C, within Stage 1A after a CDP in the Te Rapa North Industrial Zone	• D – Natural Character and Open Space
x~~i~~i. Fee Simple subdivision and Boundary Adjustment (within Special Character Zones)	• C – Character and Amenity • E – Heritage Values and Special Character
x~~i~~ii. Subdivision to accommodate a network utility service or transport corridor (within Special Character Zones)	• C – Character and Amenity • E – Heritage Values and Special Character • I – Network Utilities and Transmission
~~xiv~~xiii. Any restricted discretionary activity subdivision in Rotokauri North (excluding subdivision of a duplex which meets Rule 4.7.12(a))	• **C - Character and Amenity** • **O – Rotokauri North**
xiv. Subdivision of a duplex which meets Rule 4.7.12(a) – Rotokauri North only	• **O4 – Rotokauri North**

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Note

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

23.9 Other Resource Consent Information

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

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

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

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

23A SUB – PREC1-PSP: SUBDIVISION - PEACOCKE PRECINCT

Provisions that are not tracked changed (insertions underlined, deletions ~~struck out~~), have been transferred from the Hamilton Operative District Plan 2017 under s58I of the RMA for the purposes of complying with the format requirement of the National Planning Standards.

The following provisions have immediate legal effect under Section 86B (3) of the RMA

SUB – PREC1-PSP: PURPOSE

The Peacocke subdivision chapter recognises the role of subdivision in creating a high-quality urban environment that provides a high level of amenity for residents in their homes and throughout the wider structure plan area. Subdivision sets out the roading and block pattern and will have a direct influence on how easy it is to move through the structure plan, providing access to the local centre, neighbourhood centres, parks, community facilities, schools and the river and gully network.

The Peacocke Structure Plan seeks to establish an attractive and sustainable community. This means establishing block patterns and roading cross sections that recognise the need to prioritise walking and cycling movements and connectivity, assisting in developing a 20-minute city, providing residents easy access to centres, areas of open space and public transport.

By orienting the road network and subdivision to establish, where possible, a north-south block pattern, it allows for development to establish public frontages and private backyards, which still have access to sunlight. This assists in building homes with a high level of on-site amenity and adequate privacy while creating a safe and attractive streetscape.

To support the creation of a walkable environment that supports the viability and vitality of the Peacocke Town Centre and use of public transport, the Peacocke area provides for medium and higher density housing. The Structure Plan focuses on delivering high density housing within a walkable catchment of the town centre, identified public transport routes and allows for higher density development to occur in areas of higher amenity such as the Waikato River corridor and near the Mangakootukutuku Gully.

It is important that development occurs in an efficient and cost-effective manner. For this reason, it is important that development follows the staging and delivering of infrastructure.

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SUB – PREC1-PSP: OBJECTIVES

REFERENCE	OBJECTIVE	RELEVANT POLICIES
SUB – PREC1-PSP: O1	To ensure that risk to people, the environment and property is not exacerbated by subdivision.	SUB - PREC1-PSP: P1
SUB – PREC1-PSP: O2	Subdivision contributes to the achievement of functional, attractive, sustainable, safe and well-designed environments.	SUB - PREC1-PSP: P2
SUB – PREC1-PSP: O3	To ensure the provision of infrastructure services as part of the subdivision process.	SUB - PREC1-PSP: P3
SUB – PREC1-PSP: O4	Subdivision occurs in a manner that recognises historic heritage and natural environments.	SUB - PREC1-PSP: P4 SUB - PREC1-PSP: P5 SUB - PREC1-PSP: P6
SUB – PREC1-PSP: O5	Subdivision of an existing, or an approved, development shall have suitable instruments in place to manage individual ownership, and any shared rights and interests in common.	SUB - PREC1-PSP: P7
SUB – PREC1-PSP: O6	*Subdivision contributes to a well-designed urban environment that is consistent with the Peacocke Structure Plan.*	*SUB - PREC1-PSP: P9* *SUB - PREC1-PSP: P10* *SUB - PREC1-PSP: P14* *SUB - PREC1-PSP: P15*
SUB – PREC1-PSP: O7	*Subdivision considers the planned medium density development outcomes and enables a range of building typologies to be constructed.*	*SUB - PREC1-PSP: P17*
SUB – PREC1-PSP: O8	*Subdivision creates a transport network that:* *1. Is well connected and legible.* *2. Delivers a high-quality walking and cycling experience.* *3. Manages the amenity effects associated with parking.* *4. Defines areas of public open space.* *5. Creates a safe, low speed environment* *6. Provides for a high quality public transport network.*	*SUB - PREC1-PSP: P8* *SUB - PREC1-PSP: P11* *SUB - PREC1-PSP: P12* *SUB – PREC1-PSP:P13* *SUB - PREC1-PSP: P16*
SUB – PREC1-PSP: O9	*Subdivision responds to and restores the natural environment with a focus on those areas identified in the Peacocke Structure Plan including the creation and protection and enhancement of identified ecological corridors.*	*SUB - PREC1-PSP: P19* *SUB - PREC1-PSP: P20*
SUB - PREC1-PSP: 010	*Subdivision in the Peacocke Local Centre Zone gives effect to the Peacocke Local Centre Concept Plan and achieves a cohesive and integrated development pattern, creating a high*	*SUB - PREC1-PSP: P21* *SUB - PREC1-PSP: P22*

	amenity urban centre.	

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SUB – PREC1-PSP: POLICIES

SUB - PREC1-PSP: P1	Subdivision: 1. Does not result in increased risk of erosion, subsidence, slippage or inundation. 2. Minimises any adverse effects on water quality. 3. Ensures that a building platform can be accommodated within the subdivided allotment clear of any areas subject to natural hazards. 4. Ensures that any risks associated with soil contamination are appropriately remedied as part of the subdivision process. 5. Ensures reverse sensitivity mitigation measures avoid or minimise effects such as noise associated from an arterial transport corridor or State Highway.
SUB - PREC1-PSP: P2	Subdivision: 1. Is in general accordance with Subdivision Design Assessment Criteria to achieve good amenity and design outcomes. 2. Is in general accordance with any relevant Structure Plan. 3. Is in general accordance with any relevant Integrated Catchment Management Plan. 4. Maintains and, where possible, enhances existing amenity values. 5. Promotes energy, water and resource efficiency. 6. Provides for the recreational needs of the community. 7. Discourages cross-lease land ownership. 8. Ensures that any allotment is suitable for activities anticipated for the zone in which the subdivision is occurring. 9. Contributes to the achievement of identified residential yield requirements over time where appropriate. 10. Avoids or minimises adverse effects on the safe and efficient operation, maintenance of and access to network utilities and the transport network. 11. Is avoided where significant adverse effects on established network utilities or the transport network are likely to occur.

	12. Promotes connectivity and the integration of transport networks. 13. Provides appropriate facilities for walking, cycling and passenger transport usage. 14. Provides and enhances public access to and along the margins of the Waikato River and the City's lakes, gullies and rivers. 15. Facilitates good amenity and urban design outcomes by taking existing electricity transmission infrastructure into account in subdivision design, and where possible locating compatible activities such as infrastructure, roads or open space under or in close proximity to electricity transmission infrastructure. 16. Ensures that a compliant building platform can be accommodated within the subdivided allotment outside of the National Grid Yard.
SUB - PREC1-PSP: P3	Subdivision: 1. Provides an adequate level of infrastructure and services appropriate for the proposed development. 2. Takes into account and shall not compromise the infrastructural needs of anticipated future development. 3. Does not occur unless appropriate infrastructure and/or infrastructure capacity is available to service the proposed development. 4. Ensures that the capacity, efficiency, performance and sustainability of the wider infrastructure network is not compromised. 5. Uses public infrastructure ahead of private infrastructure where appropriate.
SUB - PREC1-PSP: P4	Subdivision ~~avoids, remedies or mitigates adverse effects on:~~ , protects and where possible enhances any: 1. Scheduled heritage items. 2. Scheduled archaeological and cultural sites. 3. Scheduled significant trees. 4. Scheduled significant natural areas. 5. The Waikato River and gullies and river banks, lakes, rivers and streams.
SUB - PREC1-PSP: P5	Subdivision ~~protects, and where possible enhances any:~~ enables development while managing effects on: 1. Landforms and natural features.

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	2. Vegetation.
SUB - PREC1-PSP: P6	Subdivision of land which protects and enhances the riparian margins of the Waikato River and the City's lakes, gullies and rivers.
SUB - PREC1-PSP: P7	To ensure that any subdivision is supported by management structures and legal mechanisms that provides certainty of, and enables effective ongoing, management, maintenance and operation of land, structures, services, apartment buildings, and common areas.
SUB - PREC1-PSP: P8	*Subdivision within the Peacocke Structure Plan creates a block pattern that enables an integrated, well- connected neighbourhood that encourages walking and cycling by:* 1. *Providing clear, direct and safe routes to business areas, schools, open space and other destinations.* 2. *Establishing a transport network and design that is safe, accessible and prioritises the needs of pedestrians and cyclists.* 3. *Managing the size and shape of blocks to create a permeable and legible block pattern and enable the provision of rear lanes.* 4. *Providing safe links for pedestrians and cyclists.* 5. *Reflecting approved land use consents.* Plan Change 5 Peacocke Structure Plan
SUB - PREC1-PSP: P9	*Require subdivision to efficiently use land and to provide for higher density residential development in walkable distances from the Peacocke Local Centre and identified public transport routes.*
SUB - PREC1-PSP: P10	*Subdivision enables the creation of a safe and attractive urban environment with a high level of amenity by:* 1. *Designing the street and lot layout to maximise access to sunlight.* 2. *Creating lots that enable buildings to front the street establishing public frontages and private backyards.* 3. *Providing road frontages to areas of public open space.* 4. *Enabling the provision of larger lots for the provision of duplexes, terraced dwellings and apartments where they are of a suitable size and shape.* 5. *Avoiding the creation of rear lots, except where it can be clearly demonstrated topography necessitates their use.* 6. *Minimises the use of culs-de-sac to where there are no alternatives due to clearly demonstrable topographical constraints.*

	7. Ensuring that connectivity is provided for pedestrians and cyclists. 8. Enabling space for the provision of rear access lanes. 9. Enabling a range of lot sizes to provide for a mix of building typologies.
SUB - PREC1-PSP: P11	Minimise vehicle access being provided across separated cycleways or shared paths on identified transport corridors in order to ensure a high level of safety on the footpath and cycleway.
SUB - PREC1-PSP: P12	Require rear lanes to be designed to create low vehicle speeds and provide for the safety of users.
SUB – PREC1-PSP: P13	Encourage the consolidation of vehicle crossings for adjacent sites in order to minimise interruption of the footpath by vehicle crossings.
SUB - PREC1-PSP: P14	Ensure the development of Peacocke occurs in a comprehensive and integrated manner by requiring subdivision to: 1. Integrate and connect with existing development. 2. Provide for connection into adjacent sites in locations that are feasible and support the creation of a well-connected and integrated urban environment.
SUB - PREC1-PSP: P15	Require subdivision to provide for areas of open space that are: 1. Located in areas that are accessible to pedestrians. 2. Of a size and frequency suitable for the density expected in the Peacocke Structure Plan and consistent with Council's Open Space Provision Policy. 3. Designed to be safe and useable for people of all abilities.
SUB - PREC1-PSP: P16	Create high amenity streets by designing the transport corridor to: 1. Provide for high quality pedestrian and cycling facilities. 2. Provide for public transport and associated stops on identified routes. 3. Provide for on-street parking in recessed parking bays to ensure carriageways are kept clear from parked cars. 4. Including planting and landscaping and stormwater management devices. 5. Create a low speed environment.
SUB - PREC1-PSP: P17	Enable larger lots where they are to be used as a tool to provide for future high-density development.
SUB - PREC1-PSP: P18	Ensure the length of a rear lane is limited to promote slow vehicle speeds and safety and to make walking and cycling more attractive by minimising trip lengths.
SUB - PREC1-PSP: P19	Require subdivision to be designed to provide ecological areas where they are identified within the Peacocke Structure Plan and ensure that the role, function and connectivity of ecological areas is maintained.

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SUB - PREC1-PSP: P20	*Require roads that are proposed in ecological corridors to:* 1. *Take the shortest route practicable.* 2. *Design lighting to ensure that the bat corridor maintains its role and function.* 3. *Designed to enable bats to continue to access the rest of the corridor.*
SUB - PREC1-PSP: P21	*Require subdivision in the Peacocke Local Centre be in general accordance with the Peacocke Local Centre Concept Plan and Local Centre Design Guide and establish:* 1. *Public transport stops in an efficient and convenient location.* 2. *A high-amenity pedestrian focused main street.* 3. *A high-quality public plaza adjacent to the Waikato River Corridor.*
SUB - PREC1-PSP: P22	*Establish a road network within the Peacocke Local Centre that:* 1. *Is a low speed environment.* 2. *Portrays a sense of arrival that helps define the Local Centre location.* 3. *Enables safe connections between Local Centre precincts.* 4. *Creates a high amenity pedestrian environment.* 5. *Is accessible for people of all ages and abilities.*

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SUB – PREC1-PSP: RULES - ACTIVITY STATUS

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

Refer to Appendix 1.3 Assessment Criteria for matters of discretion.

SUB-PREC1-PSP: R1	**Boundary Adjustments in Peacocke Precinct**	
Subdivision – Peacocke Precinct	Activity Status: Permitted PER-1: Where the following are complied with: 1. SUB-PREC1-PSP: R12-R25. 2. Any boundary adjustment shall not result in the creation of additional allotments, except in circumstances where a boundary adjustment creates an additional allotment or allotments which are required to be held together with another allotment or allotments by way of compulsory amalgamation condition. 3. Any boundary adjustment shall not alter the size of an existing allotment by greater than 10% of the registered allotment size. 4. Any allotment subject to a boundary adjustment shall comply with all relevant development and performance standards. 5. Where required to protect services, easements shall be provided.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

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SUB-PREC1-PSP: R2	**Conversion of cross-lease titles into fee simple titles**	
Subdivision – Peacocke Precinct	Activity Status: Permitted PER-1: Where the following are complied with: 1. SUB-PREC1-PSP: R12-R25. 2. The proposed boundaries shall align with those exclusive use area	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

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	boundaries on the cross-lease plan. Where no exclusive use areas are shown on the cross lease plan the boundaries shall align with the exclusive and established pattern of occupation associated with the existing underlying development. 3. Where required to protect services, easements shall be provided. 4. Rule 23.7 – Subdivision Design Standards shall not apply to subdivisions under this rule. 5. The relevant land use rules in the respective zones (excluding Chapter 25.13 Three Waters) shall not apply to existing legally established buildings.	Plan Change 5 Peacocke Structure Plan

SUB-PREC1-PSP: R3	**Amendments to cross-lease, unit-titles and company lease plans for the purpose of showing alterations to existing buildings or additional lawfully established buildings.**	
Subdivision – Peacocke Precinct	Activity Status: Permitted PER-1: Where the following are complied with: 1. SUB-PREC1-PSP: R12-R25. 2. The amendments shall be for the purpose of showing alterations to existing buildings or additional lawfully established buildings. 3. The alteration shall be either permitted or otherwise lawfully established.	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Plan Change 5 Peacocke Structure Plan

SUB-PREC1-PSP: R4	Fee simple subdivision in Peacocke Precinct*	
Subdivision – Peacocke Precinct	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. SUB-PREC1-PSP: R12-R25. *Matters of discretion are restricted to:* *1. C – Character and Amenity* 2. *P – Peacocke Structure Plan*	Activity Status where compliance not achieved with RDIS-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Plan Change 5 Peacocke Structure Plan

SUB-PREC1-PSP: R5	Unit title subdivision in Peacocke Precinct*	
Subdivision – Peacocke Precinct	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. SUB-PREC1-PSP: R12-R25. 2. All existing buildings to which the subdivision relates shall have: a. Existing use rights; or b. Been erected in accordance with a resource consent or certificate of compliance and building consent has been issued ; or c. Comply with any relevant standards. 3. All areas to be set aside for the exclusive use of each building or unit shall be shown on the survey plan, in addition to any areas to be used for common access or parking or such other purpose. 4. In all staged subdivisions, provision shall be made for servicing the building or buildings and all proposed future buildings on the allotment. 5. Where subdivision consent has been approved, no alterations shall be	Activity Status where compliance not achieved with RDIS-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General Plan Change 5 Peacocke Structure Plan

	made to the position of the boundary lines delineated on the survey plan, or otherwise defined, without further subdivision consent. 6. A design report shall be submitted detailing the effects of the proposed subdivision on the existing buildings pursuant to Section 116A of the Building Act 2004. 7. If alterations to buildings are necessary to fulfil the requirements of the Building Act or conditions of subdivision consent, they shall be undertaken in terms of a building consent and completed before the issue of a certificate under Section 224 of the Resource Management Act 1991. Such alterations shall comply with the relevant standards of the relevant zone and this chapter. *Matters of discretion are restricted to:* 1. *C – Character and Amenity* 2. *P – Peacocke Structure Plan*	Plan Change 5 Peacocke Structure Plan

SUB-PREC1-PSP: R6	**Leasehold subdivision in Peacocke Precinct**	
Subdivision – Peacocke Precinct	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. SUB-PREC1-PSP: R12-R25. 2. Where an allotment is subject to an application for subdivision consent by way of leasehold subdivision the following rules shall apply where relevant. a. Section 23.4 Application of the Transport Corridor b. Section 23.5 Rules - General Standards	Activity Status where compliance not achieved with RDIS-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General Plan Change 5 Peacocke Structure Plan

	c. Section 23.6 Rules - Specific Standards d. Section 23.7 Subdivision Design Standards *Matters of discretion are restricted to:* 1. *C – Character and Amenity* 2. *P – Peacocke Structure Plan*	

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SUB-PREC1-PSP: R7	**Company lease subdivision in Peacocke Precinct***	
Subdivision – Peacocke Precinct	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. SUB-PREC1-PSP: R12-R25. 2. All existing buildings to which the subdivision relates shall have: a. Existing use rights. b. Been erected in accordance with a resource consent or certificate of compliance and building consent has been issued. c. Comply with any relevant standards. 3. All areas to be set aside for the exclusive use of each building or unit shall be shown on the survey plan, in addition to any areas to be used for common access or parking or such other purpose. 4. In all staged subdivisions, provision shall be made for servicing the building or buildings and all proposed future buildings on the allotment. 5. Where subdivision consent has been approved, no alterations shall be made to the position of the boundary lines delineated on the survey plan, or otherwise defined, without further subdivision consent.	Activity Status where compliance not achieved with RDIS-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

	6. A design report shall be submitted detailing the effects of the proposed subdivision on the existing buildings pursuant to Section 116A of the Building Act 2004. 7. If alterations to buildings are necessary to fulfil the requirements of the Building Act or conditions of subdivision consent, they shall be undertaken in terms of a building consent and completed before the issue of a certificate under Section 224 of the Resource Management Act 1991. Such alterations shall comply with the relevant standards of the relevant zone and this chapter. *Matters of discretion are restricted to:* 1. *C – Character and Amenity* 2. *P – Peacocke Structure Plan*	

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SUB-PREC1-PSP: R8	**Subdivision to accommodate a network utility service or transport corridor in Peacocke Precinct.**	
Subdivision – Peacocke Precinct	Activity Status: Restricted Discretionary Where the following are complied with: RDIS-1 1. SUB-PREC1-PSP: R12-R25. *Matters of discretion are restricted to:* 1. *C – Character and Amenity* 2. *I – Network Utilities and Transmission* 3. *P – Peacocke Structure Plan*	Activity Status where compliance not achieved with RDIS-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

SUB-PREC1-PSP: R9	**Any subdivision of an allotment in the Peacocke Precinct that contains a Significant Natural Area identified in Volume 2, Appendix 9, Schedule 9C.**	
Subdivision – Peacocke Precinct	Activity Status: Discretionary Where the following are complied with: DIS-1 1. SUB-PREC1-PSP: R12-R25.	Activity Status where compliance not achieved with DIS-1: Discretionary

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SUB-PREC1-PSP: R10	**Cross lease subdivision**	
Subdivision – Peacocke Precinct	Activity Status: Non Complying	

SUB – PREC1-PSP: RULES – GENERAL STANDARDS

SUB-PREC1-PSP: R12 Telecommunication, Electricity, Gas and Computer Media

1)	Telecommunication, electricity, gas and ducting for computer media shall be provided at the time of subdivision, in accordance with the requirements of the relevant network utility operator and the relevant standards of the applicable zone.
2)	Telecommunication, electricity, gas and ducting for computer media shall be underground where possible.
	Note 1. Acceptable means of compliance for the provision, design and construction of infrastructure is contained within the ~~Hamilton City Infrastructure Technical Specifications.~~ *Waikato Local Authority Shared Services Regional Infrastructure Technical Specifications (RITS)* 2. *Where density exceeds the outcomes anticipated by the Waikato Local Authority Shared Services Regional Infrastructure Technical Specifications (RITS) development will need to be undertaken in consultation with Hamilton City Council.*

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SUB-PREC1-PSP: R13 Provision of Esplanade Reserves and Strips

1)	An Esplanade Reserve or Esplanade Strip of not less than 20m measured from the edge of any river or lake shall be set aside and vested in Council in accordance with section 231 of the Act where any subdivision of land results in the creation of an allotment that adjoins the banks of: a) The Waikato River. b) The margins of Lake Rotoroa (Hamilton Lake). c) Any watercourse where the average width of the bed is 3m or more where the river flows through or adjoins an allotment. d) Where a reserve or road of less than 20m width already exists along the edge of any river or lake, then additional land shall be vested to increase the minimum width to 20m. Or *e) Is identified in the Peacocke Structure Plan as required to provide an Esplanade Reserve.*

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SUB – PREC1-PSP: RULES – DESIGN STANDARDS

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Medium Density Residential Zone – Peacocke Precinct.

SUB-PREC1-PSP: R14 Design standards

1)	The standards of Rule SUB – PREC1-PSP: R12-R21 shall not apply to the subdivision of land to accommodate a network utility service.
2)	The standards of Rule SUB – PREC1-PSP: R15, R17 and R23-1 and R23-2 shall not apply to:
	a) The unit title of existing lawfully established buildings; or
	b) The fee simple subdivision of existing lawfully established *single dwellings*, duplex dwellings, *or Terrace Dwellings (Peacockes Precinct)*
	Provided that all relevant development and performance standards are met in relation to the proposed boundaries around that building or unless otherwise authorised by resource consent.

SUB-PREC1-PSP: R15 Minimum allotment size for vacant sites

		Minimum net site area
1)	*Peacocke Precinct*	*300m²*
2)	*Peacocke Precinct High Density Overlay*	*300m²*

SUB-PREC1-PSP: R16 Subdivision Suitability

1)	All subdivisions creating fee simple allotments shall ensure that new allotments (excluding any utility, road or reserve allotment, or allotment subject to amalgamation) are of a size and shape to enable activities anticipated in the zone.
2)	Where allotments are proposed that contain existing development on the existing title, a) the applicable general and specific standards for the zone and activity under consideration shall be complied with for each allotment; and b) the applicable standards in Chapter 25 – City Wide shall be complied with for each allotment ***Note*** *For the avoidance of doubt, Rule R16-2 does not apply to an infringement that has existing use rights or was approved under a Land Use Resource Consent.*
3)	Where allotments are proposed that contain development that has been approved under separate land use consent, compliance with the approved layout shall be achieved as part of the subdivision.
4)	Where R16-2 or R16-3 is not complied with, a concurrent application for land use consent for the identified areas of non-compliance with the applicable general and specific standards, or the approved layout shall be made.

SUB-PREC1-PSP: R17 Allotment shape

1)	Minimum transport corridor boundary length for a front site	10m

SUB-PREC1-PSP: R18 Block Structure and roading

1)	Maximum block length	250m
2)	Maximum block perimeter	750m
	For clarity the measurements above may be curvilinear and include frontage to a green linkage/corridor, accessway or reserve. Measurements will be taken from the relevant transport corridor boundary of the proposed lots.	

SUB-PREC1-PSP: R19 Culs de sac

1)	Maximum length of cul de sac	150m
2)	Maximum number of cul-de-sac accessing directly onto a cul-de-sac	0

SUB-PREC1-PSP: R20 Provision of parking and access.

Where on-site parking and/or access is provided:			
1)	Parking, access and manoeuvring areas shall meet the requirements of Chapter 25.14 Transportation.		
2)	Vehicle crossings located over a separated cycle lane on transport corridors shall be separated by a minimum of 50m.		
3)	All rear lanes shall meet the following standards:		
	A.	i) Minimum legal width	7m
		ii) Maximum number of residential units served	20
	B.	Each rear lane shall be:	
		i) Designed to provide access and egress for large rigid trucks such as fire, furniture removal, refuse and recycling-collection trucks.	
		ii) Connected to a transport corridor at each end.	
		iii) Privately-owned and its owners shall be responsible for its operation and maintenance.	
		iv) Common property under the Unit Titles Act when it serves more than 9 residential units.	
	C.	Shall have a maximum gradient of 1:5.	
4.		Where vehicle access is provided by a rear lane, each dwelling shall have a separate pedestrian access from the primary transport corridor boundary.	

5.		The ability for any proposed lot in a subdivision to comply with the vehicle crossing separation distance requirements in Rule 25.14.4.1a) and 25.14.4.1c) shall be demonstrated.	

SUB-PREC1-PSP: R21 Roading and Access

1)	Minimum road width of vehicle access to be formed and vested as public road: a) Local Road b) Collector Road - no Public transport c) Collector Road – Public transport Route	 16.8m (See note 1) 24.2m (See note 1) 24.6m (See note 1)
	Note 1: This width does not provide for swales or stormwater management. Additional width may be required for these features, if present, and may be required to accommodate any other features or activities.	
2)	Maximum pedestrian/cyclist access way length through a block	80m
3)	Minimum width for pedestrian/cyclist through a block: a) 40m or less in length. b) 41m – 60m in length. c) 61m – 80m in length:	 6m wide 9m wide 12m wide
4)	Minimum paved width for shared pedestrian/cyclist path through a block.	3m

SUB-PREC1-PSP: R22 Neighbourhood Parks

1)	Where a Neighbourhood Park is identified as being required in the Peacocke Structure Plan, a neighbourhood park shall be provided that meets the following standards:	
	a) Minimum area	5,000m^2
	b) Minimum transport corridor frontage	50% of the perimeter of the total park boundary.
	c) Is able to accommodate a 30m x 30m square area.	
	d) Is generally flat.	
2)	Neighbourhood parks shall be located so that no residential dwelling is more than 500m from a neighbourhod park.	

SUB-PREC1-PSP: R23 Local Centre: Peacocke Precinct and Neighbourhood Centre Zones: Peacocke Precinct

1.	Minimum net site area	1,000m^2
2.	Minimum shape factor	20m diameter circle.
3.	Minimum transport corridor boundary length	8m
4.	Minimum transport corridor boundary length adjoining a major arterial transport corridor	20m
5.	Minimum access or private way width serving an allotment with a net site area of less than 2000m2	8m
6.	Minimum access or private way width serving an allotment with a net site area of 2000m2–5000m2	10m
7.	Minimum access or private way width serving an allotment with direct access to a major arterial transport corridor	10m
8.	Minimum private way width serving 1-5 allotments	10m
9.	Maximum private way gradient	1:8
10.	Maximum private way length	100m
11.	Maximum pedestrian accessway length	80m
12.	Minimum pedestrian accessway width	40m or less in length: 6m wide 41m – 60m in length: 9m wide 61m – 80m in length: 12m wide
13.	The ability for any proposed lot in a subdivision to comply with the vehicle crossing separation distance requirements in Rule 25.14.4.1a) and 25.14.4.1c) shall be demonstrated.	-

SUB-PREC1-PSP: R24 Provision of Ecological Areas

1) Where subdivision includes areas identified as Bat Corridors these shall be provided in accordance with the Peacocke Structure Plan and be designed to meet the following requirements:	
a)	*Maintain a minimum width of 50m.*

SUB-PREC1-PSP: R25 Provision of Public Transport Infrastructure

1) *Subdivision creating a new, or requiring the upgrading of an existing, transport corridor that is identified as a Public Transport Route in the Peacocke Structure Plan shall:*	
a)	*Provide bus stops in locations as agreed with Waikato Regional Council.*
b)	*Design the transport corridor to ensure bus stops are constructed to be accessible to all users.*
c)	*Provide pedestrian crossing facilities that enable safe and step free access between stops.*

SUB – PREC1-P: OTHER RESOURCE CONSENT INFORMATION

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

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

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

- Definitions and Terms Used in the District Plan
- Information Requirements
- Discretionary and Non-Complying Activities Assessment Criteria
- Design Guides
- Other Methods of Implementation

Chapter 25 - City Wide

25.2 Earthworks and Vegetation Removal

25.6 Lighting and Glare

25.14 Transportation

Hamilton City Council
Te kaunihera o Kirikiriroa

This chapter is subject to the following plan changes-
Proposed Plan Change 7 – Rotokauri North Private Plan Change – Notified Version (insertions underlined, deletions ~~struck out~~)
Plan Change 5 – Peacocke Structure Plan (insertions underlined, deletions ~~struck out~~)
The following provisions have legal effect under Section 86B (3) of the RMA

25 City-wide

This chapter has two roles. Firstly, it provides objectives, policies, activity status and standards for activities that are relevant across the City and are not zone specific:

- Earthworks and vegetation removal
- Events and temporary activities
- Hazardous facilities
- Network utilities and the electricity national grid corridor
- Signs
- Transportation

Secondly, the chapter provides City-wide objectives, policies and standards that are applicable to the activities in the zone chapters:

- Development suitability
- Landscaping and screening
- Lighting and glare
- Noise and vibration
- Public art
- Smoke, fumes, odour and dust
- Solid waste
- Three Waters
- Transportation
- Urban design

25.2 Earthworks and Vegetation Removal

25.2.1 Purpose

a) Earthworks refer to the disturbance of land by moving, removing, placing or replacing soil or earth by any means. Earthworks are a necessary part of land subdivision and development, but can result in adverse effects including accelerated erosion and sedimentation, contamination of fresh water, and increased risks from natural hazards. Earthworks can also impact on amenity values, including an unnatural look of the modified land.

b) Hamilton City is predominantly an urban environment. Trees make an important contribution to the health and wellbeing of the residents of the City and to the quality of the City's landscape. Vegetation removal can impact on biodiversity and ecosystems within the City, and the urban amenity of the City.

c) The Waikato Regional Council and Waikato Regional Plan have primary responsibility under the Act for controlling land use for soil conservation and water quality. The District Plan has a supporting role, as the District Plan controls subdivision and development of land.

d) This chapter outlines earthworks and vegetation removal rules relating to the zones, and cross-references to chapters where additional rules relating to earthworks and vegetation removal are outlined. Rules in other chapters (see Rule 25.2.3) address specific matters such as natural hazards, significant natural areas and archaeological or cultural sites and may be more onerous than those contained in this chapter which deals with earthworks and vegetation removal generally and in relation to the Electricity National Grid Corridor.

25.2.2 Objectives and Policies: Earthworks and Vegetation Removal

Objective	Policies
25.2.2.1 Minimise the adverse effects of earthworks and vegetation removal on people, property, and the environment.	**25.2.2.1a** Earthworks and vegetation removal shall occur in a way that: i. Minimises adverse effects on existing landforms, natural features and significant vegetation. ii. Maintains natural processes and features including natural drainage patterns and streams. iii. Does not create new, or exacerbate existing natural hazards. iv. Minimises adverse effects on land and water, especially effects such as erosion and sedimentation. v. Creates practicable building sites, efficient use of land and infrastructure, ensures effective stormwater flow paths, and a safe living and working environment. vi. Minimises dust, noise, and runoff. vii. Adopts a precautionary approach towards decisions that may result in significant adverse effects on the Waikato River and, in particular, those effects that threaten serious or irreversible damage to the Waikato River. viii. Maintains or enhances riparian vegetation on the margins of natural watercourses and wetlands.
25.2.2.2 *Enable earthworks in the Peacocke Structure Plan area that facilitate the creation of a high amenity, medium density environment where they:* *1. Are undertaken as part of subdivision to establish a cohesive and consistent approach to earthworks throughout a development.* *2. Avoid modification of significant natural areas and*	***25.2.2.2b2a*** *Earthworks maintain the hydrology of the Peacocke Structure Plan Area.* ***25.2.2.2c2b*** *Where required, locate batters and retaining walls between lots to minimise the use of retaining walls able to be seen from public spaces.* ***25.2.2.2e2c*** *Minimise the use of retaining walls. Where required, adopt a consistent style throughout a development and ensure these are designed to minimise their visual impact.*

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locations with ecological, cultural and historic value. *3. Are sympathetic to the existing land form* *4. Establish a transport network that works with and reflects the topography of the site.*	***25.2.2.2f2d*** *Require earthworks to be designed in a comprehensive manner, minimising the need for secondary earthworks.*
	25.2.2.2g2e *Require earthworks to be undertaken in a manner that is sympathetic to the character and orientation of the existing topography.*
	25.2.2i2f *Manage the heights and location of retaining walls to ensure that they are not visually dominant.*
	25.2.2jg *Require earthworks over large areas to be undertaken in association with subdivision consent to ensure a cohesive outcome that ensures a well-designed urban area that provides for high levels of amenity.*

Explanation

The policy ensures that amenity values and the quality of the natural environment in the City are maintained or enhanced. The policy intends natural landforms (such as ridges and gullies) to be protected as much as possible to retain the natural character and amenity values. Earthworks should also limit the adverse effects of erosion and sedimentation, and minimise soil compaction. The policies aim to ensure that the positive effects of earthworks are realised in terms of practicable building sites, maintaining stormwater flow paths, efficient use of land and infrastructure, and a resulting safe living and working environment.

The Peacocke Structure Plan area has been identified as a medium density growth area for Hamilton. The area contains rolling topography which can be challenging to develop. The policy framework recognises the challenges to developing these areas and seeks to enable landform modification in such a way that enables development, while remaining sympathetic to the general character of the land form in the area. This means earthworks should replicate the general orientation of topography to enable the integration of residential development within the site. The road network and block structure should be designed to work with the contour of the land and minimise the extent of retaining required. Where steeper slopes are to be developed, alternative approaches to construction should be used including mid lot development or multi-storey houses.

Bulk earthworks undertaken at subdivision stage should be designed to minimise the need for secondary earthworks.

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25.2.3 Rules – Activity Status Table

Activity	Class
a) Earthworks (excluding earthworks covered by Rule 25.2.3 b) and i))	P
b) Earthworks and vegetation removal involving trenching, pole installation and replacement, slab foundation (not exceeding 2m in depth) and pile foundations for telecommunication masts, for infrastructure and network utilities	P
c) Trimming, maintenance or removal of vegetation or trees not otherwise mentioned in this Plan	P
d) Trimming and pruning of vegetation necessary to protect all overhead electric lines or telecommunication lines	Activity status and rules contained in Chapter 25.7: Network Utilities and the Electricity National Grid Corridor
e) Removal of vegetation or trees in the Open Space Zones	Activity status and rules contained in Chapter 15: Open Space Zones
f) Earthworks and vegetation trimming, maintenance or removal within a: i. High Flood Hazard Area ii. Medium Flood Hazard Area iii. Low Flood Hazard Area iv. Temple View Flood Hazard Area v. Culvert Block Flood Hazard Area vi. Waikato Riverbank and Gully Hazard Area	Also refer to activity status and rules contained in Chapter 22: Natural Hazards
g) Earthworks and vegetation maintenance, trimming or removal affecting: i. An archaeological and cultural site in Schedule 8B of Volume 2, Appendix 8 ii. A significant tree in Schedule 9D of Volume 2, Appendix 9 iii. A significant natural area in Schedule 9C of Volume 2, Appendix 9	Activity status and rules contained in Chapter 19: Historic Heritage and Chapter 20: Natural Environments
h) Works within the root protection zone of a: i. Significant tree in Schedule 9D of Volume 2, Appendix 9 ii. Tree within a significant natural area in Schedule 9C of Volume 2, Appendix 9	Activity status and rules contained in Chapter 20: Natural Environments
i) Earthworks associated with the replacement and/or removal of a fuel storage system as defined and controlled in the Resource Management (National Environmental Standard for Assessing	P

Activity	Class
and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.	
j) Earthworks that do not meet the requirements of 25.2.5.1	D

Note

1. Earthworks and Vegetation Removal must comply with any relevant requirements of the Waikato Regional Plan and the Waikato Regional Pest Management Plan.

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2. No person may destroy, damage, or modify an archaeological site without an authority from Heritage New Zealand. If items of archaeological significance are found when undertaking earthworks, authority must be obtained from Heritage New Zealand before proceeding with any further works which could potentially destroy, damage, or modify such items.
3. Activity status for earthworks relating to existing high voltage transmission lines as of 14 January 2010, identified on the District Plan Maps and forming part of the National Grid, is set out and determined within the Resource Management (National Environmental Standard for Electricity Transmission Activities) Regulations 2009.
4. The Resource Management (National Environmental Standard on Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 may alter the activity status of activities and additional standards, matters for assessment and criteria may apply. Refer to Chapter 25.1: City-wide – Development Suitability for relevant objectives (25.1.2.3) and policies (25.1.2.3a to 25.1.2.3c).
5. For any activity not identified above, see Section 1.1.8.1.

25.2.4 Rules – General Standards

25.2.4.1 Earthworks in All Zones

a) Where fill material is used it is required to be clean fill.

b) All earthworks or areas of bare earth not being worked for three months or more shall be stabilised and sown with ground cover.

c) All earthworks shall retain sediment on site through implementation and maintenance of sediment controls. This standard does not apply to the transportation of material off site.

d) All earthworks activities shall be managed to avoid material deposits on public roads from any vehicles operating on site.

e) Earthworks shall not obstruct or divert any stormwater overland flow path or result in changed stormwater drainage patterns on adjacent land in different ownership.

   i. Rule 25.2.4.1 e) does not apply within the Transport Corridor Zone

f) Earthworks must not result in any instability of land or structures at or beyond the boundary of the site where the land disturbance occurs.

g) Earthworks must not:

   i. cause malfunction or result in damage to network utilities;

   ii. create an unstable batter that will affect a support structure for any network or utility; or

iii. change the cover over network utilities or raise the level of the ground under or near overhead network utilities so as to create the potential for damage or malfunction.

h) Earthworks volumes must not exceed the following maximums in any single activity or cumulative activities in any calendar year following commencement of earthworks activities:

Activity	Rototuna North East Character Zone and Special Natural Zone	All Other Residential and Special Character Zones	All Other Zones
Earthworks associated with any activity requiring building consent (including associated site works)	500m^3	500m^3	Unlimited
Earthworks associated with subdivision	500m^3	500m^3	1000m^3
All other earthworks	40m^3	100m^3	1000m^3

Note

1. The above volume standards do not apply to:
   (a) Transport Corridor Zone
   (b) Activities authorised by a consent for a concept plan for a Major Facility prepared under Chapter 17
   (c) A Concept Plan Consent for a Precinct prepared under Chapter 8
2. Refer to Chapter 22 regarding earthworks in Natural Hazard Areas.
3. Refer to *Erosion & Sediment Control: Guidelines for Soil Disturbing Activities*, which is available on the Waikato Regional Council website: www.waikatoregion.govt.nz
4. Consultation with the relevant network utility operator is advised when undertaking any earthworks that may affect network utilities. Such network utility operators are likely to be affected parties for any earthworks not meeting the standards in Rule 25.2.4.l(g). Persons undertaking earthworks near a network utility should also refer to, and comply with, any applicable regulation or code (such as NZECP34) to ensure earthworks do not compromise health and safety, do not damage network utilities or encroach safe separation distances of network utilities.

25.2.4.2 Earthworks Within any National Grid Yard

a) Earthworks within a National Grid Yard shall:

i. Be no deeper than 300mm within 2.2m of a transmission pole support structure or stay wire.

ii. Be no deeper than 750mm between 2.2m and 5m from a transmission pole support structure or stay wire.

iii. Be no deeper than 300mm within 6m of the outer visible edge of a transmission tower support structure.

iv. Be no deeper than 3m between 6m and 12m from the outer visible edge of a transmission tower support structure.

v. Not create an unstable batter that will affect a transmission support structure.

vi. Not result in a reduction in the ground to conductor clearance distances as required by NZECP.

Provided that:

vii. Earthworks undertaken by a Network Utility Operator are exempt from i to iv above.

viii. Earthworks undertaken as part of agricultural or domestic cultivation, or repair, sealing or resealing of a transport corridor, footpath or driveway are exempt from i to iv above.

ix. Vertical holes less than 500mm in diameter and more than 1.5m from the outer edge of a pole support structure or stay wire are exempt from i and ii above.

Note

1. Consultation with Transpower New Zealand Limited (or its successor) is advised when undertaking any earthworks under or adjacent to high voltage transmission lines. Transpower New Zealand will be an affected party for any earthworks not meeting the standards in Rule 25.2.4.2 where the earthworks occur within the Ruakura Structure Plan area. In other areas this will be determined in accordance with S95E of the RMA.

25.2.5 Rules – Specific Activities

25.2.5.1 Earthworks in the Peacocke Medium Density Zone: Peacocke Precinct

a) Earthworks within the Peacocke Structure Plan shall be no more than 600m^3 in area, unless:

a. It is in conjunction with an associated subdivision consent; or

b. It is associated with works authorised by an existing resource consent or requiring building consent.

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25.2.5 Other Resource Consent Information

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

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

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

- Definitions and Terms Used in the District Plan

- Information Requirements
- Controlled Activities – Matters of Control
- Restricted Discretionary, Discretionary and Non-Complying Activities Assessment Criteria
- Design Guides
- Other Methods of Implementation

25.6 Lighting and Glare

25.6.1 Purpose

a) Intrusive lighting is lighting that causes a nuisance to other people, usually by glare or light spill on to other people or properties. The District Plan manages these effects to protect amenity and safety values.

25.6.2 Objectives and Policies: Lighting and Glare

Objective	Policies
25.6.2.1 An environment free from the adverse effects of intrusive lighting.	**25.6.2.1a** Ensure that light spill and glare do not detract from the amenity values of other properties, compromise traffic safety, or have a negative effect on people's health and general welfare.
25.6.2.2 *Lighting in the Peacocke Structure Plan Area is managed to ensure areas identified as Significant Bat Habitat Area retain their usability and functionality for bat activity.*	***25.6.2.2a*** *Manage light spill and glare of fixed lighting at the boundary of the Significant Bat Habitat Area to ensure that the useability of long-tailed bat habitat is maintained.* ***25.6.2.2b*** *Ensure that fixed lighting in public spaces, such as parks and road corridors is designed to minimise the effects of lighting and glare on Significant Bat Habitat Area.*
Explanation	
Intrusive lighting may include light from floodlights, security lights and activities such as welding. Light spill and glare have the potential to disturb people's sleep, which could adversely affect their health and general welfare. Unlike other adverse effects of activities, like smoke or noise, which are difficult to contain completely, light spill is reasonably simple to avoid by correct aiming or baffling (shading) of the light source. *The Peacocke Precinct is an important habitat for long-tail bats which are a threatened native species. Due to the presence of bats in the area, it is important the effects of development are managed to ensure bats are able to continue to move and forage through the area. Bats are particularly sensitive to light, which has the potential to inhibit their movement and feeding habits. For this reason it is important that those area of Peacocke identified as being Significant Bat Habitat Areas are protected from the effects of lighting and glare.*	

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25.6.3 Rules – General Standards

a) Artificial lighting shall not result in illumination on transport corridors which may dazzle or distract transport corridor users or train drivers, or interfere with any traffic aids or signals. The relevant clauses of Australian Standard AS4282 1997 Control of the Obtrusive Effects of Outdoor Lighting shall apply with respect to the effect of artificial lighting on traffic.

b) Lighting designed to illuminate public spaces and transport corridors, including roads, public car parks and amenity areas, shall be designed in accordance with the Australian and New Zealand AS/NZS suite of standards.

Note

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

25.6.4 Rules – Specific Standards

25.6.4.1 Residential, Special Character, Future Urban and Community Facilities Zones

a) For any activity in any Residential or Special Character Zones, or the Future Urban or Community Facilities Zones, the spill of light from artificial lighting (excluding street and navigation lights and traffic signals) on to any other site shall not exceed 3 lux (horizontal and vertical) when measured or calculated at points 1.5m within the boundary of any other site.

25.6.4.2 Open Space Zones

a) Light spill from artificial lighting (excluding street and navigation lights and traffic signals) used in Open Space Zones shall comply with the following standards.

Location of light source (site in Open Space Zone)	Where measured	Standard
i. Sport and Recreation, Neighbourhood, and Natural Open Space Zones	Measured horizontally or vertically, at points 1.5m within the boundary of any other site	Maximum 3 lux
ii. Destination Open Space Zone	Measured horizontally or vertically, at points 1.5m within the boundary of any other site, except as stated in iii below	Maximum 10 lux
iii. Destination Open Space Zone	Measured horizontally or vertically, at points 1.5m within the boundary of any site in the Community Facilities Zone and Future Urban Zone or any Residential, Special Character or other open space zones	Maximum 3 lux

25.6.4.3 Major Facilities Zone and Knowledge Zone

a) The spill of light from artificial lighting (excluding street and navigation lights and traffic signals) in the Major Facilities Zone and Knowledge Zone on to any other site in any Residential, Special Character, Open Space, Community Facilities or Future Urban Zones, shall not exceed 3 lux (horizontal and vertical) when measured at points 1.5m within the boundary of the other site, except as provided for in Rule 25.6.4.3(c) and 25.6.4.3(d).

b) The spill of light from artificial lighting (excluding street and navigation lights and traffic signals) in the Major Facilities Zone and Knowledge Zone on to any other site in any zone not specified in Rule 25.6.4.3a shall not exceed 10 lux (horizontal and vertical) when measured at points 1.5m within the boundary of the other site, except as provided for in Rule 25.6.4.3(c) and 25.6.4.3(d).

c) Seddon Park

i. The flood lights shall not be used at more than 29 night-time events per year.

ii. The lights on the lighting towers shall not be used after:

- 2230 Monday to Thursday inclusive
- 2300 Friday to Sunday inclusive

However, the lights may remain on for the purpose of crowd dispersal for a period of up to one hour after the event or one hour after the time specified above, whichever is the earlier. Except on New Year's Eve when flood lights may be used for crowd dispersal up to 0030 on the following day (January 1).

iii. The level of lighting from Seddon Park shall not exceed 100 lux at all property boundaries.

d) Waikato Stadium

i. The flood lights shall not be used at more than 35 night-time events per year.

ii. The lights on the lighting towers shall not be used after:

- 2230 Monday to Thursday inclusive
- 2300 Friday to Sunday inclusive

However, the lights may remain on for the purpose of crowd dispersal for a period of up to one hour after the event or one hour after the time specified above, whichever is the earlier.

iii. The level of lighting from Waikato Stadium shall not exceed 100 lux at all property boundaries.

25.6.4.4 Peacocke Medium Density Zone: Peacocke Precinct

a) Lighting shall not exceed 0.3 lux (horizontal and vertical) when measured at the external boundary of the Significant Bat Habitat Area.

25.6.4.4 All Other Zones

a) The spill of light from artificial lighting (excluding street and navigation lights and traffic signals) on to any other site shall not exceed 10 lux (horizontal and vertical) when measured or calculated at points 1.5m within the boundary of any other site. In the case of contiguous sites held in the same ownership for the same activity, the spill of light shall be measured or calculated at points 1.5m within the boundary of any other site beyond the boundary of the land holding.

b) The spill of light from artificial lighting (excluding street and navigation lights and traffic signals) on to any site in the Residential, Special Character, Open Space, Community Facilities or Future Urban Zones shall not exceed 3 lux (horizontal and

vertical) when measured or calculated at points 1.5m within the boundary of any other site so zoned.

25.6.5 Other Resource Consent Information

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

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

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

- Definitions and Terms Used in the District Plan
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- Design Guides
- Other Methods of Implementation

25.14 Transportation

25.14.1 Purpose

a) This chapter contains city-wide objectives, policies and rules relevant to the transport network and subdivision, use and development.

b) The transport network is a significant and essential physical resource of the City that contributes to the economic, social and cultural wellbeing of residents, visitors and businesses within and outside Hamilton.

c) The transport network includes all transport corridors and infrastructure, pedestrian and cycle, passenger transport, rail and river ferry routes. Also, while Hamilton Airport is not within the City it is our closest facility for moving goods and people by air. The facility is Regionally Significant Infrastructure and with its air routes is a key component of the wider transport network.

25.14.2 Objectives and Policies: Transportation

Objective	Policies
Integrated Transport Network **25.14.2.1** An integrated multi-modal transport network that meets national, regional and local transport needs and is: • Responsive • Efficient • Affordable • Safe • Accessible • Sustainable • Integrated with land use	**Land Use Integration** **25.14.2.1a** The transportation network and related infrastructure is planned, designed, constructed and managed in a manner that: i. Is consistent with and supports the land-use spatial framework for the City (Figure 2.1a in Chapter 2). ii. Promotes vibrant business centres. iii. Contributes to safe and efficient multi-modal transport corridors serving the Central City, business centres and other key destinations. iv. Contributes to a transportation network that: A. Is accessible to all users, including transport disadvantaged and mobility impaired. B. Maximises opportunities for walking, cycling and passenger transport. C. Creates good connections between residential areas, passenger transport services, schools, employment nodes, recreation areas, shops and other destinations. D. Provides a choice of routes and transport modes for travelling. v. Recognises the need for effective long-term solutions that are affordable and practicable.

	Transport Network **25.14.2.1b** The transportation network and related infrastructure is planned, designed, constructed and managed in a manner that: i. Recognises the affordability of providing new public infrastructure and other actions to increase the capacity of the transport network to accommodate growth. ii. Enables flexible management of transport corridors to allow them to perform their function within the City's transport corridor hierarchy. iii. Promotes energy conservation and efficiency. iv. Promotes a safe and efficient transport network. v. Allows for network utility infrastructure, and streetscape amenity. vi. Provides access to and has regard for the safety and needs of the mobility impaired, transport disadvantaged, cyclists, pedestrians, passenger transport users, and others using the transport corridor to move from place to place. vii. Contributes to the social, economic, cultural and environmental needs of current and future users of the transport network. viii. Takes account of the whole of life operational and maintenance costs of the transport network.
	Adverse Effects of the Transport Network **25.14.2.1c** Adverse effects of new transport infrastructure and changes to the existing transport network are minimised while recognising: i. Amenity values of adjacent activities, ii. Cultural and heritage values, biodiversity, and iii. Safety, access and mobility of all users iv. The function and the location that that part of the transport network has within the transport corridor hierarchy. v. The character and purpose of the zone in which it is located.

	25.14.2.1d The design, location and quantity of parking infrastructure is managed in a way that: i. Provides for special design requirements of transport network users. ii. Minimises adverse effects arising from an over- or under-supply of parking. iii. Minimises adverse safety and efficiency effects on the transport network. iv. Maximises opportunities for the efficient use of existing parking infrastructure. v. Trips by active modes and passenger transport are encouraged through integration with travel demand management and passenger transport options.
	Adverse Effects on the Transport Network **25.14.2.1e** Adverse effects of subdivision, use and development activities on the transport network are avoided or minimised with particular regard to: i. Connections to, and integration with, the transport network. ii. Reverse-sensitivity effects of land uses sensitive to adverse transport effects (e.g. noise). iii. Promoting streetscape amenity. iv. Ensuring performance, condition, safety, efficiency and long-term sustainability and affordability of the transport network. v. Ensuring trips by active modes and passenger transport are encouraged through integration with travel demand management and passenger transport options. vi. Protection of strategic and arterial transport networks, including associated intersections.
	25.14.2.1f Integrated Transport Assessments shall be required for new subdivision, use or development of a nature, scale or location that has the potential to generate significant adverse transportation effects.

	25.14.2.1g Buildings, structures and trees shall not create a potential hazard to the flight paths of aircraft or any other operations associated with Hamilton Airport by intruding within the airport's airspace.

Explanation

Transport networks are complex systems that influence and are in turn influenced by subdivision, use and development. The overarching objective of creating an integrated multi-modal transport network to meet the needs of the City recognises several qualities that need to be considered and balanced when planning for, constructing and managing the transport network and in the integration of transport and land use. The policies recognise that different land use environments and parts of the transport network have different tolerances to change. For example, changes to the transport network can have a more significant effect on the amenity values of a residential environment, yet the same change in an industrial environment may not create the same impact.

The policies are grouped to recognise and respond to key transport issues: integration with land use; planning, construction and maintenance of the transport network; and adverse effects of and on the transport network.

Integrated Transport Assessments are a key method by which the transportation effects of proposals are identified and assessed. Thresholds for requiring an Integrated Transport Assessment and resource consent are set based on the location, nature and scale of activities. This provides a consistent, city-wide framework within which proposals are considered, and means by which to address adverse transportation effects, including cumulative effects, are established.

Buildings, structures and trees in certain parts of the city could protrude into the flight path of planes departing and approaching Hamilton Airport. This increases the risks to public safety both on the ground and in the air.

The policies recognise that the hierarchy of the adjacent transport corridor can influence the nature and level of impacts. For example, parking over-spill onto a major arterial transport corridor is likely to have a more significant adverse effect on the primary movement function of the corridor when compared to the effects of over-spill onto a local transport corridor, whose primary function is property access.

25.14.3 Rules – Activity Status Table

Activity	Class
a) Any activity required to prepare a simple or broad Integrated Transport Assessment by Rule 25.14.4.3	RD*
b) New transport corridors	RD

Note

1. For the following transport-related activities refer to the relevant zone chapter.
   - Parking lots and parking buildings
   - Railway line, marshalling yard, or railway station
   - Passenger transport facility
   - Heliport
   - Pontoon/jetty
2. Arterial Transport Corridor Protection Areas are shown on the Structure Plans within Volume 2, Appendix 2.
3. Refer to Chapter 1.1.9 for activities marked with an asterisk (*).
4. For any activity not identified above, see Section 1.1.8.1.

25.14.4 Rules – General Standards

25.14.4.1 Vehicle Crossings and Internal Vehicle Access

<table>
<tr><th colspan="2">Separation Distances</th></tr>
<tr><td>a) Distance between vehicle crossings on the same transport corridor frontage</td><td>i. Where the posted speed of the adjoining road is 60km/h or less the distance between vehicle crossings on the same side of the road shall be either:
Less than 2m (provided no more than 2 vehicle crossings adjoin each other); or
More than 7.5m
ii. Where the posted speed of the adjoining road is more than 60km/h the distance between vehicle crossings on either side of the road shall meet the relevant separation requirements in the below table; or
<table>
<tr><th>Posted speed limit of adjoining transport corridor</th><th>Minimum distance between vehicle crossings</th></tr>
<tr><td>60 km/h and under</td><td>7.5m</td></tr>
<tr><td>70 km/h</td><td>40m</td></tr>
<tr><td>80 km/h</td><td>100m</td></tr>
<tr><td>90 km/h</td><td>200m</td></tr>
<tr><td>100 km/h</td><td>200m</td></tr>
</table>
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iii. On local roads with a posted speed of 50km/h or less where compliance with i. or ii. above cannot be achieved as part of any land use activity the proposed vehicle crossing shall be separated as far as possible from any other existing or proposed crossing.
iv. In Rotokauri North the minimum distance shall be 2m
~~iv.~~v. In the Peacocke Structure Plan area, on collector roads where a shared path or separated cycleway are provided, there shall be a minimum distance of 50m between vehicle crossings.</td></tr>
<tr><td>b) Minimum distance between any vehicle crossing and a railway level crossing</td><td>Vehicle crossings shall be:
i. At least 30m from any railway level crossing, measured from the legal boundary of the property with railway land.
For local roads with a posted speed limit of 50km/h or less where this cannot be achieved the vehicle crossing shall be located as close as reasonably practicable to the furthest site boundary from the railway level crossing
Note
1. Examples of exceptions can include where the property boundary frontage is less than 30m and there is no other available access point, or the topography would make it impractical to construct an access</td></tr>
</table>

c) Minimum distance between any vehicle crossing and a transport corridor intersection

Vehicle crossings shall meet the following relevant separation requirements in the tables below. The distance should be measured in accordance with the figure below:

For vehicle access onto local roads with a posted speed limit of 50km/h or less and serving a listed permitted activity where the separation requirements cannot be achieved the vehicle crossing shall be located as close as reasonably practicable to the furthest site boundary from the intersection (as relevant to the property boundary indicated in the figure below).

i. Minimum distance between any vehicle crossing and transport corridor intersection – posted speed limit 60km/h or less.

Adjoining transport corridor hierarchy (posted speed limit 60 km/h or less)	Intersecting transport corridor hierarchy			
	Major arterial	Minor arterial	Collector	Local
Major Arterial	30m	30m	30m	30m
Minor Arterial	30m	30m	30m	30m
Collector	20m	20m	15m	15m
Local	20m	20m	15m	15m

ii. Minimum distance between any vehicle crossing and transport corridor intersections – posted speed limit greater than 60km/h

Adjoining transport corridor hierarchy (posted speed limit greater than 60 km/h)	Intersecting transport corridor hierarchy			
	Major arterial	Minor arterial	Collector	Local
Major Arterial	100m	100m	100m	100m
Minor Arterial	100m	100m	100m	100m
Collector	45m	45m	30m	30m
Local	45m	45m	30m	30m

Note

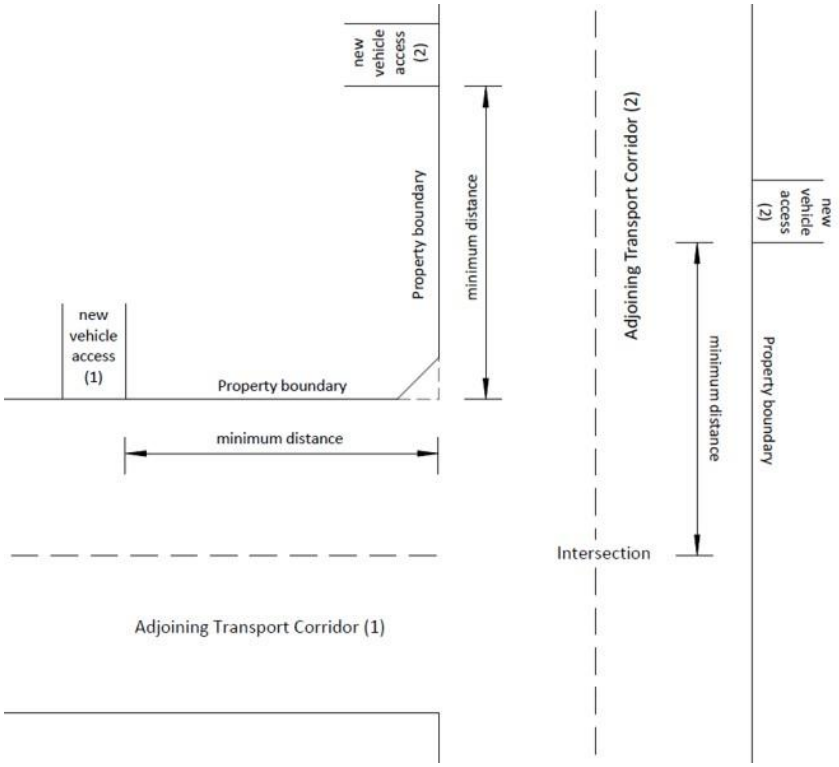
The examples of exceptions can include where the property boundary frontage is less than 30m and there is no other available access point, or the topography would make it impractical to construct an access in a complying location.

iii. Except that in Rotokauri North the minimum distance applicable to a Local road to Local road intersection (where the posted speed limit is 60km/h or less) shall be 10m.

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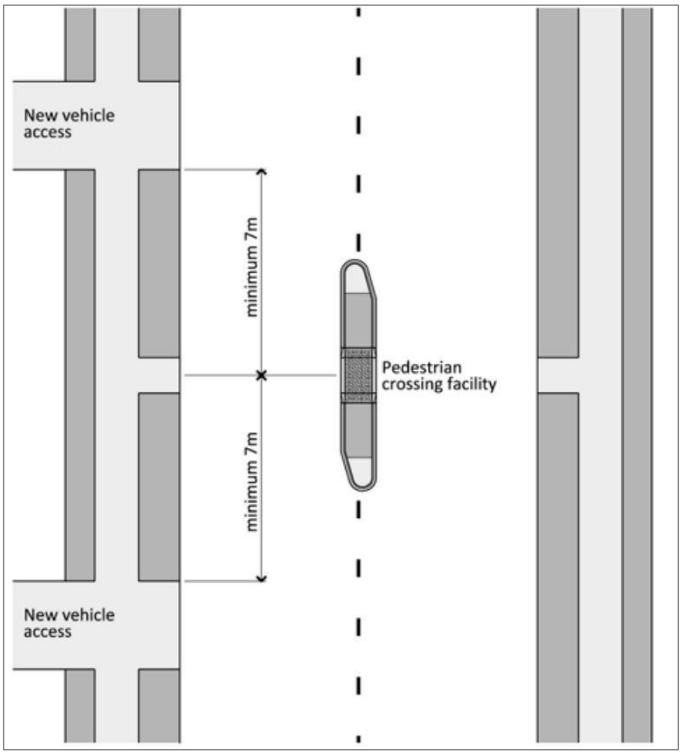
(see diagram below)

Figure 25.14.4.1a - Minimum distance between any vehicle crossing and transport corridor intersections



d) Minimum distance from a dedicated pedestrian crossing facility (e.g. pedestrian crossing, mid-block pedestrian signals, refuge islands, kea crossings)	The closest edge of the vehicle crossing shall be at least 7m from the centre of the pedestrian crossing facility measured in accordance with the diagram below.

Figure 25.14.4.1b – Minimum distance from a new vehicle access to a pedestrian crossing facility



Sightlines	
e) Minimum sight distance from any vehicle crossing	Vehicle crossings shall meet and be measured in accordance with the relevant sight distance requirements below

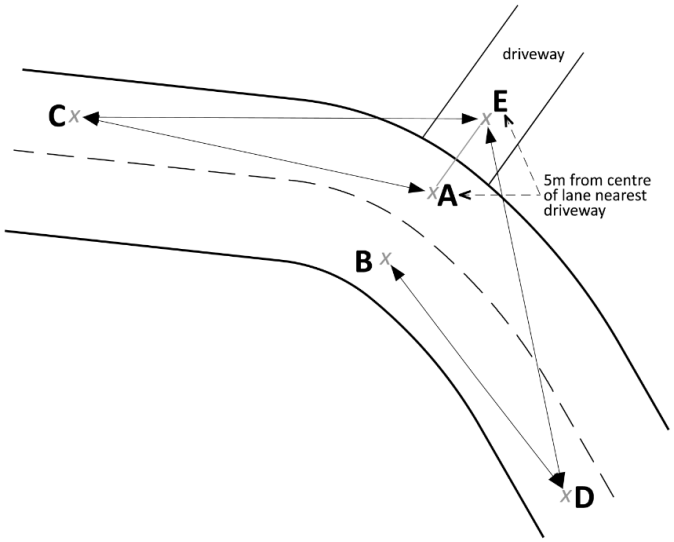
Minimum sight distance from vehicle crossings

	Frontage transport corridor hierarchy classification		
Posted speed limit	**Local**	**Collector**	**Major and minor arterials**
40km/hr	45m	50m	90m
50km/hr	60m	70m	120m
60km/hr	85m	90m	150m
70km/hr	105m	120m	185m
80km/hr	135m	145m	220m
90km/hr	160m	175m	265m
100km/hr	195m	210m	305m

Notes

1. The sight distances are based on Austroads Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections (Equation 1 and 2).
2. Where there is an accepted speed survey, the operating speed and relevant equation may be used to calculate the minimum sight distance.
3. Local transport corridor sight distances are calculated based upon Approach Sight Distance (ASD) with Reaction time (R_T) of 1.5 seconds.
4. Collector transport corridor sight distances are calculated based upon ASD with R_T of 2 seconds.
5. Arterial transport corridor sight distances are calculated based upon Safe Intersection Sight Distance (SISD) with R_T of 2 seconds.
6. Grade is based on 0%. Austroads provides adjustment factors for grades.
7. Sight distances have been rounded up to the nearest 5m.

Figure 25.14.4.1d - Sight distance measurement

There should be lines of clear sight from driver's eye height to driver's eye height (1.15m above ground level) along the lines detailed below.	
Lines AC and BD	All vehicle crossings on all transport corridors
Lines EC and ED (no permanent obstructions, exclude parked vehicles which may obstruct these sight lines occasionally)	All vehicle crossings on minor arterial, collector and local transport corridors
Lines EC and ED (no obstructions, parked vehicles not excluded)	All vehicle crossings on major arterial transport corridors
Points C and D are established by measuring the sight distance from Table in 25.14.4.1e) along the centre of the appropriate lane from points A and B. For practical purposes A and B can be taken as opposite the centre of the driveway.	
	
Note 1. Derived from the New Zealand Transport Agency, "Road and Transport Standards: Guidelines for Visibility at Driveways"	

Quantity	
f) Maximum number of vehicle crossings for any site within a Residential or Special Character Zone	One

g) Maximum number of vehicle crossings for any site, not within a Residential or Special Character Zone	i. One per frontage that is equal to or less than 20m wide ii. Two per frontage that is more than 20m wide (excluding frontages to the strategic network or arterial transport corridor iii. One per frontage to a strategic network or arterial transport corridor

Design and Access Widths

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h) Vehicle crossing and internal vehicle access dimensions shall:

i. Comply with the relevant dimensions identified in the Tables below

Vehicle crossing widths

Vehicle Crossings	Width (m)[1]	
	Minimum	Maximum
Residential and Special Character Zones except as provided below.	3.0	5.5
Rotokauri North Medium Density Zone – applies to a 'combined' vehicle crossing intended to serve two units (including a duplex)	5.5	6
Peacocke Structure Plan area – Combined vehicle crossings intended to serve two units (including a duplex dwelling)	5.5	6
All other Zones	5.0	7.5

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1. Measured along the front boundary where it adjoins the Transport Corridor

Internal vehicle access widths

Internal Vehicle Access	Use of Access	Minimum Formation Width (m)	Minimum Legal Width
Residential units	1-6 units	3.0	3.6
	7-20 units (where access is to form common property under a unit title arrangement) or 7-9 units (where access is part of a fee simple subdivision)	5.5	6.0
	10-20 units (where access to vest as road as part of a fee simple subdivision)	6.0	16.0
	More than 20 units (Local Road)	6.0	20.0

	More than 20 units (Collector Road)	9.0	23.0
Residential centres, visitor accommodation	1-12 occupants	3.0	3.6
	More than 12 occupants	5.5	-
Car parking facilities	Up to 15 spaces	3.0	-
	More than 15 spaces	6.0	-
All other sites used for industrial or business activities	Up to 5 occupancies	6.0	-
	More than 5 occupancies	8.0	-

ii. Be formed and drained with a permanent sealed or paved all weather, dust-free surface and in a manner suitable for the type and quantity of vehicles using the site.

iii. Be designed and configured to meet the relevant requirements of Table 15-6a in Appendix 15.

iv. On fee simple subdivision any internal vehicle access serving 10 or more residential units will be required to be formed and vested in Hamilton City Council as a public road.

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v. The access requirements of i, iii and iv do not apply to rear lanes in Rotokauri North. Instead the following shall apply:

i. Minimum legal width of a two-way rear lane	7m
ii. Minimum legal with of one-way rear lane where parking spaces accessed directly off the lane and/or any reverse vehicle manoeuvring into the lane are aligned between 0° (parallel parking) to 45° (angled parking) to the lane.	4m
iii. Minimum legal width of one-way rear lane where parking spaces accessed directly off the lane and/or any reverse vehicle manoeuvring into the lane are aligned between 46° (angled parking) and 90° (perpendicular parking).	7m

vii. The access requirements of i., iv and v do not apply to rear lanes in Peacocke Structure Plan. Instead the following shall apply:

i. Minimum legal width of a rear lane	*7m*

Note

1. Acceptable means of compliance for the design and construction of vehicle crossings is contained within the Hamilton City Infrastructure Technical Specifications.
2. Council will apply the Local Government Act 1974 to require action to prevent damage to the berm from crossings being of inadequate width or construction.

i) Any internal vehicle access shall

i. Have a minimum unobstructed width at vehicle entrances and between buildings of no less than 3.5m
ii. Not be used for carparking or storage of materials, landscaping, fencing or other obstructions that would restrict access by emergency vehicles
iii. Have a minimum height clear of buildings and other obstructions of 4.0m
iv. Have splays of 2m x 2m which are clear of structures higher than 1m at any vehicle entranceway or where vision of pedestrians or oncoming vehicles is restricted.

j) A passing bay shall be provided along an internal vehicle access which serves more than one allotment or more than five car parking spaces, in cases where:

i. The access is less than 5.5m wide and has a length greater than 70m, or

ii. Unrestricted visibility is not available over its full length.

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k) Location Restrictions in Rotokauri North

i. No vehicle crossing(s) may be located over a dedicated cycle lane or 3m shared path. A legal mechanism (consent notice) shall restrict vehicle crossings and access to rear lanes, access lots or side roads where a dedicated cycle lane or 3m shared path is on the allotments Transport Corridor frontage.

ii. No new vehicle crossing(s) may have direct access from State Highway 39.

25.14.4.2 Parking, Loading Spaces and Manoeuvring Areas

Quantity

a) Where:

- a new building is constructed on previously vacant land, or
- a new use establishes on previously vacant land or within a vacant building, or
- an existing building is altered in a way that increases the gross floor area, or
- an existing use increases in scale (e.g. increased gross floor area), or
- the use of land or buildings changes to a use with a higher traffic generation level,

then parking facilities shall be provided on that site for the increased parking demand in accordance with the levels set out in Tables 15-1a to 15-1f of Volume 2, Appendix 15-1, as applicable to the zone and activity, with the following exceptions:

i. If the activity is required to operate under an approved Concept Plan or Concept Development Consent that includes parking requirements, the levels set out in the Concept Plan or Concept Development Consent shall be applicable and the levels set out in Tables 15-1a to 15-1f of Volume 2, Appendix 15-1 shall not apply.

Note

1. Concept Plans or Concept Development Consents are generally a requirement for use and development within the Major Facilities Zone and the University of Waikato (Knowledge Zone). Activities that are required to operate under an approved Concept Plan or Concept Development Consent use the rates in Tables 15-1a to 15-1f of Volume 2, Appendix 15-1, for guidance only. It is expected that site specific parking rates based on actual parking demand and site surveys may be more appropriate.

ii. Staff cycle spaces required by Table 15-1a of Volume 2, Appendix 15-1 shall not be required to exceed one per ten Full Time Equivalent staff.

iii. Cycle parking spaces shall not be required where:

- The building setback is 0m for the entire frontage of the subject site.
- A publicly available cluster of cycle spaces is located within 50m of the public entrance of the activity and in sufficient quantities to meet the levels otherwise required by Table 15-1a of Volume 2, Appendix 15-1.

b) In the Central City Zone and Business 1 to 7 Zones, where 10 or more staff cycle spaces are required by Rule 25.14.4.2(a), end-of-journey cycle facilities for staff shall be provided in accordance with Table 15-1g of Volume 2, Appendix 15-1.

c) For car parking required by Rule 25.14.4.2(a), for non-residential uses.

i. Accessible car park spaces for people with a disability shall be allocated and provided for in accordance with Table 15-1d of Volume 2, Appendix 15-1.

ii. Where 50 or more car park spaces are provided, accessible car park spaces for less mobile users shall be allocated and provided for in accordance with Table 15-1e of Volume 2, Appendix 15-1.

d) In Business 1 to 7 Zones, where 10 or more on-site car parking spaces are provided, the total number of spaces shall not exceed the required car parking levels identified in Table 15-1a of Volume 2, Appendix 15-1 by more than 25%. Car parks leased to or shared with other activities to meet required parking levels for the other activities are excluded from this assessment. Any lease or sharing arrangements must be ongoing, for the duration of the activity and formalised by a legally binding mechanism.

e) Where the assessment of the number of parking spaces (of any type) results in a fractional space, any fraction under one-half shall be disregarded and fractions of one-half or greater shall be considered as one space.

Design

f) Parking spaces, loading spaces and manoeuvring areas shall:

i. Comply with the relevant dimensions, layouts and diagrams (including tracking curves) in Table 15-1h and Figure 15-1i to Figure 15-1l of Volume 2, Appendix 15-1 and are suitably designed for the vehicles and their occupants.

Alternative means of compliance for the design of parking spaces (including accessible parking spaces), loading spaces and manoeuvring areas is contained within AS/NZS 2890.2: 2002 Off Street Commercial Vehicle Parking and AS/NZS 2890.6: 2009 Off Street Parking for Disabilities and AS/NZS 2890.1:2004 Parking Facilities – Part 1: Off-Street Car-Parking.

ii. Be formed and drained with a permanent sealed or paved all weather, dust-free surface in a manner suitable for the type and quantity of vehicles using the site.

Note

1. Acceptable means of compliance for the formation and drainage of parking spaces, loading spaces and manoeuvring areas is contained within the Hamilton City Infrastructure Technical Specifications.

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2. For Rotokauri North development, permeable pavements will also be considered a means of compliance with (ii).

g) No part of any parking space, cycle space, loading space or manoeuvring area shall be located on any outdoor living area or service area.

h) Design and layout shall meet any requirements for landscaping and screening in the applicable zones and Chapter 25.5: City-wide – Landscaping and Screening.

i) All parking space, cycle space, loading spaces or manoeuvring areas, (excluding those for residential activities), which are used during the hours of darkness shall be illuminated in accordance with NZS1158.3.1 Lighting of Pedestrian Areas (P11), during the hours of operation of the activity that the areas serve.

j) Sufficient on-site manoeuvring areas shall be provided to avoid the reversing of vehicles off a site:

i. Where any car park has vehicle access to any arterial transport corridor.

ii. Where any car parking areas with vehicle access to any transport corridor contains:

A. More than five parking spaces, or

B. Is located more than 30m from the boundary with the transport corridor.

k) Vehicles occupying any parking or loading space shall have ready access to a transport corridor at all times, without needing to move any other vehicle occupying other parking or loading spaces.

This rule does not apply to:

i. Residential units, where instead only one car parking space per unit needs to have access at all times,

ii. Loading spaces for offices less than 100m^2 gross floor area,

iii. Staff parking areas, or

iv. Where an automated parking stacking system is used.

l) Where an automated parking stacking system is used, ready access from the system's entrance or exit to a transport corridor and sufficient queuing and manoeuvring area must be maintained at all times, without needing to move any other vehicle occupying other parking or loading spaces.

Note

1. For the purpose of the standards above "automated parking stacking system" means parking facilities that are controlled by a machine that moves and organises the vehicles into an arrangement for storage by means of mechanical stacking or similar method, and where drivers are only required to manoeuvre vehicles on to a pad or into a specific position.

m) Sufficient on-site manoeuvring areas shall be provided for loading spaces to avoid:

i. Vehicles needing to reverse off site on to an arterial transport corridor.

ii. Vehicles projecting on to the transport corridor whilst loading or unloading.

n) Where on-site parking is provided, sufficient space shall be provided for vehicle queuing as follows.

i. For up to and including 30 parking spaces, a minimum on-site queuing length of 6m.

ii. For more than 30 parking spaces, the vehicle capacity of the queuing length shall be calculated as (0.03) x (number of parking spaces). The required vehicle capacity calculated shall be rounded up to the next whole number (i.e. the next whole vehicle) and a queuing length of 6m provided per vehicle.

iii. The required queuing length shall be measured from the transport corridor boundary at the vehicle entrance of the site, to the nearest vehicle control point on the site.

iv. For the purpose of assessment, where more than one vehicle crossing is provided to a site, the required queuing length may be assessed for each access point individually, with each parking space allocated to the nearest usable entry vehicle crossing.

Provided that Rule 24.14.4.2 n) shall not apply to Residential Activities and Structures in the Residential or Special Character Zones.

o) Visitor cycle parking spaces shall be located within 30m of public entrances for the activity.

p) Staff cycle parking spaces shall be located so it may be easily accessed by regular users of the activity and may be provided off-site.

q) The design of cycle parking spaces shall meet the following requirements.

i. All cycle parking is adequately spaced to allow a cyclist to manoeuvre and attach a cycle to each stand.

ii. Visitor cycle parking shall consist of stands that:

A. Are securely attached to an immoveable object such as a wall or ground.

B. Support the bicycle frame.

C. Are clearly visible or signposted to cyclists entering the site.

D. Are able to be detected by the visually impaired when in publicly accessible areas so as to not create a safety hazard.

iii. Staff cycle parking shall consist of a stand or enclosed space that:

A. Allows the bicycle to be secured.

B. Is undercover or otherwise protected from inclement weather.

Note

1. Acceptable means of compliance for the design of cycle parking spaces is contained within the Hamilton City Infrastructure Technical Specifications.

25.14.4.3 Integrated Transport Assessment Requirements

Any activity that requires an ITA under this rule is also subject to Rule 25.14.3a).

Trip Generation Triggers

a) A Simple or Broad Integrated Transport Assessment (ITA) shall be prepared for activities as required by this rule, in accordance with the following trigger thresholds.

b)

Activity	Trip Generation of Activity (vpd = vehicles per day)[1]			
	LOW <100 vpd	MEDIUM 100 – 499 vpd	HIGH 500 – 1499 vpd	SIGNIFICANT >1500 vpd
Any activity in the relevant zone (except in the Central City Zone)	-	-	Simple ITA required	Broad ITA required
Any activity in the Central City Zone, excluding the Downtown Precinct	-	-	-	Broad ITA required
Any activity in the Downtown Precinct of the Central City Zone				Downtown Precinct ITA required

[1] Table 15-2d of Volume 2, Appendix 15-2 contains guidance for converting vehicles per day into other units of measures. This can be used for screening proposals to identify whether an ITA is required or not.

Existing Vehicle Access Triggers

b) For existing vehicle accesses to a strategic network or major arterial transport corridor, or where it takes access across an existing railway level crossing a Simple ITA shall be prepared for any activity that increases the use of the vehicle access by more than 100 vehicles per day.

This standard shall not apply if the relevant road controlling authority or Kiwirail (in the case of railway level crossings) provides written confirmation that an ITA is unnecessary.

Specific Activity Triggers

c) A Broad ITA shall be prepared for new:

i. Schools.

ii. Hospitals.

iii. Transport depots (goods).

iv. Drive-through services.

v. Emergency service facilities (with traffic control signals controlling access).

vi. Transport corridor.

d) A Simple ITA shall be prepared for new:

i. Emergency service facilities (without traffic control signals controlling access).

Area Specific Triggers

e) i) A Broad ITA shall be prepared for any new activity within the 'Area A' identified in Volume 2, Appendix 15-7, Figure 15-7a, which exceeds the following traffic generation rate based on gross site area.

i. 14.1 trips/hectare/morning peak hour, or

ii. 15 trips/hectare/afternoon peak hour

Note

1. Every inward or outward movement from the site shall be counted as an individual trip.
2. The trip rates specified are those as they related to the peak hour of the road network, between the hours of 0700-0900 and 1600-1800 Monday to Friday and 1100-1300 on Saturday.
3. Gross site area includes any land to be vested as public road, open space, or other public purpose; any entrance strip with a width of 6m or less, any right of way, any private way or access lot; or any other land that is unable to be developed as part of an industrial site on a permanent basis.

e) ii) A Broad ITA shall be prepared for subdivision creating any additional lots, and/or any new development which generates greater than 100vpd, within 'Area B' identified in Volume 2, Appendix 15-7, Figure 15-7a.

In addition to the Broad ITA content specified in 25.14.4.3m) the assessment shall include but not be limited to, specific consideration of demand, levels of service, and options for mitigation at the following intersections as identified on Figure 15-7b in Volume 2, Appendix 15-7:

1. Te Kowhai Road/Te Rapa Road
2. Base Parade/Te Rapa Road
3. Wairere Drive/Te Rapa Road
4. Te Wetini Drive/Arthur Porter Drive/Wairere Drive/ramps to and from Mangaharakeke Drive
5. Foreman Road/Mangaharakeke Drive
6. Crawford Street/Mangaharakeke Drive/Avalon Drive roundabout
7. Avalon Drive (through road)/Avalon Drive (Connection to Rotokauri Road)

The purpose of mitigation is to ensure the safe and efficient operation of the transport network, and to maintain the desirable levels of service as follows:

i) An average delay per vehicle during peak hours on the approaches to intersections of no greater than:

   a. 55 seconds for the strategic network, major and minor arterial transport corridors;

   b. 80 seconds for all other transport corridors.

ii) On the strategic network, major and minor arterial transport corridors during peak hours:

   a. Average vehicle speeds between intersections restricted to no less than 90 percent of the posted speed limit;

b. Average vehicle speeds, including intersections, constrained to no less than 18km/h;

iii) Unless demonstrated otherwise with site specific data, peak periods are taken to be 7am to 9am and 4pm to 6pm Monday to Friday.

e) iii) A Broad ITA shall be prepared at the time of the first subdivision creating any additional lots, and/or any new development within Temple View Zone Precinct 3 identified in Volume 2, Appendix 4, Figure 4-5.

The Broad ITA shall assess the transport effects of Precinct 3 including the proposed subdivision and/or proposed new development and the remaining developable area of Precinct 3.

In addition to the Broad ITA content specified in 25.14.4.3 m) the assessment shall include, but not be limited to, specific consideration of demand, levels of service and options for mitigation at the following intersections:

- Tuhikaramea Road/State Highway 23
- Tuhikaramea Road/Kahikatea Drive/Gibson Street
- Tuhikaramea Road/Collins Road

f) A Broad ITA shall be prepared for any new managed care facilities; retirement villages; rest homes; and visitor accommodation activity on the defined site shown on Figure 15-7c in Volume 2, Appendix 15-7, where the traffic generation from all activities on the defined site exceed:

i. 989 trips in the morning peak hour, or

ii. 1,386 trips in the afternoon peak hour.

Note

1. Every inward or outward movement from the site shall be counted as an individual trip.
2. The trip rates specified are those as they related to the peak hour of the road network, between the hours of 1600-1800 Monday to Friday.

New Vehicle Access Triggers

g) A Broad ITA shall be prepared for any activities requiring a new vehicle access to a transport corridor.

i. That is part of the strategic network,

ii. That is identified as a major arterial transport corridor,

iii. From any site within the Major Facilities Zone (excluding the Thoroughbred Business Park),

iv. From the University of Waikato (Knowledge Zone),

v. That is identified as an active frontage in the Central City Zone (refer to Volume 2, Appendix 5, Figure 5-7 Active Frontages Overlay Plan), or

vi. From any site within the Central City Zone, other than from dedicated service lanes or public parking buildings or lots.

The assessment required by this rule may be reduced to a Simple ITA or removed if there is no internal connection possible to other entrances and the relevant Road Controlling Authority provides written confirmation that a Broad ITA is not appropriate. The trigger thresholds in Rule 25.14.4.3a) can provide guidance on the level of assessment necessary based on location and intensity of use.

h) A Broad ITA shall be prepared for any subdivision, use or development requiring a new railway level crossing access.

~~**Peacocke Structure Plan Triggers**~~

~~i) A Simple ITA shall be prepared for fee simple subdivisions in the Peacocke Character Zone in the following circumstances.~~

~~i. For creation of lots between 2ha and 10ha in the Terrace Area; or~~

~~ii. For creation of lots between 5000m2 and 10ha in the Gully and Hill Areas.~~

~~j) A Broad ITA shall be prepared for:~~

~~i. The subdivision of the 500 lots within Stage 1 of the Peacocke Structure Plan area; or~~

~~ii. Any Master Plan required for subdivision within the Peacocke Character Zone.~~

Exceptions

~~k~~j) Rules 25.14.4.3 a) to e) do not apply to:

i. Events and Temporary Activities (see Chapter 25.3: City-wide – Events and Temporary Activities) where a Transport Management Plan is required.

ii. New activities in a Major Facilities Zone or the University of Waikato (Knowledge Zone) when in accordance with an approved Concept Development Consent (Volume 2, Appendix 1.2.2.14).

iii. New activities in accordance with an approved Comprehensive Development Plan (Volume 2, Appendix 1.2.2.8).

iv. New activities in the Te Rapa North Industrial Zone when in accordance with an approved Concept Development Consent (Volume 2, Appendix 1.3.2D).

v. New activities at the Ruakura Research Centre (Knowledge Zone) and Waikato Innovation Park (Knowledge Zone) when in accordance with an approved Concept Plan.

~~l~~j) Rule 25.14.4.3 a) does not apply to activities within an approved Structure Plan Area (Refer Chapter 3 and Appendix 2), except that a Broad ITA shall be prepared for significant (>1,500vpd) traffic generating activities. This exception does not apply to those activities covered by Rule 25.14.4.3h) or Rule 25.14.4.3e) ii) above.

Content

~~m~~k) All ITAs shall be completed by suitably qualified professionals and should generally follow the approach and guidelines of New Zealand Transport Agency's "Research Report 422: Integrated Transport Assessment Guidelines, November 2010". Requirements and report format for ITAs are included in Tables 15-2a Simple ITA and 15-2b Broad ITA of Volume 2, Appendix 15-2.

25.14.4.4 Minimum Sight Distances at Railway Level Crossings

a) New buildings, structures and activities that would obstruct drivers seeing approaching trains shall not be located within the Approach Sight Triangles and Restart Sight Triangles of any Railway Level Crossing.

b) Approach Sight Triangles shall be measured using the vehicle approach speeds and distances identified in Table 15-3a measured in accordance with Figure 15-3b of Volume 2, Appendix 15-3.

c) Restart Sight Triangles shall be measured using the distances identified in Table 15-3c measured in accordance with Figure 15-3d of Volume 2, Appendix 15-3.

d) Rule 25.14.4.4 does not apply to transport infrastructure or signage required to manage traffic at the Railway Level Crossing.

Note

1. Approach Sight Triangle controls ensure sight distances are maintained to ensure transport corridor users are able to see a train and stop before the crossing or to continue at the approach speed and cross the level crossing safely.
2. Restart Sight Triangle controls ensure transport corridor users stopped at level crossing are able to see far enough along the railway line to be able to start off, cross and clear the level crossing safely before the arrival of any previously unseen train.

25.14.4.5 Height of Structures – Horizontal and Conical Obstacle Limitation Surfaces

a) No building, mast, tree or other object shall penetrate any of the horizontal and conical obstacle limitation surfaces surrounding Hamilton Airport as shown in Volume 2, Appendix 15-9.

Note

1. The Horizontal Obstacle Limitation Surface is located in a horizontal plane above the main runway with an elevation of 102m Moturiki Datum having its outer limit at a locus of 4000m measured from the periphery of the main strip.
2. The Conical Obstacle Limitation Surface slopes upwards and outwards from the periphery of the Horizontal Surface at a gradient of 1 vertical to 20 horizontal to an elevation of 207m above Moturiki Datum.
3. Where any Resource Consent is required as a result of non-compliance with this rule then consultation with the operator of Hamilton Airport is advised. Evidence of any consultation with and support or comments from the operator of Hamilton Airport should be included in the resource consent application.

25.14.5 Rules – Specific Standards

25.14.5.1 New Transport Corridors

The provisions of the following chapters apply to new transport corridors where relevant.

- Chapter 2: Strategic Framework
- Chapter 3: Structure Plans
- Chapter 19: Historic Heritage
- 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

25.14.6 Restricted Discretionary Activities: Matters of Discretion and Assessment Criteria

a) In determining any application for resource consent for a restricted discretionary activity, Council shall have regard to the matters referenced below, to which Council has restricted the exercise of its discretion. Assessment Criteria within Volume 2, Appendix 1.3 provide for assessment of applications as will any relevant objectives and policies. In addition, when considering any Restricted Discretionary Activity located within the Natural Open Space Zone, Waikato Riverbank and Gully Hazard Area, or Significant Natural Area, Council will also restrict its discretion to Waikato River Corridor or Gully System Matters (see the objectives and policies of Chapter 21: Waikato River Corridor and Gully Systems).

Activity Specific	Matter of Discretion and Assessment Criteria Reference Number (Refer to Volume 2, Appendix 1.3.3)
i. Any activity required to prepare a simple or broad Integrated Transport Assessment by Rule 25.14.4.3*	• G – Transportation
ii. New transport corridors	• G – Transportation

Note

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

25.14.7 Other Resource Consent Information

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

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

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

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

Volume 2

Changes to the District Plan provision have been tracked changed (insertions underlined, deletions ~~struck out~~)

Proposed provisions highlighted have immediate legal effect under Section 86B (3) of the RMA

86B - When rules in proposed plans have legal effect

(3) A rule in a proposed plan has immediate legal effect if the rule—

- *(a) protects or relates to water, air, or soil (for soil conservation); or*
- *(b) protects areas of significant indigenous vegetation; or*
- *(c) protects areas of significant habitats of indigenous fauna; or*
- *(d) protects historic heritage; or*
- *(e) provides for or relates to aquaculture activities*

Hamilton City Council
Te kaunihera o Kirikiriroa

Appendix 1 - District Plan Administration

1.1 Definitions and Terms

1.2 Information Requirements

1.3 Assessment Criteria

1.4 Design Guides

Hamilton City Council
Te kaunihera o Kirikiriroa

This chapter is subject to the following plan changes-
Proposed Plan Change 7 – Rotokauri North Private Plan Change – Notified Version (insertions underlined, deletions ~~struck out~~)
Plan Change 5 – Peacocke Structure Plan (insertions underlined, deletions ~~struck out~~)
The following provisions have legal effect under Section 86B (3) of the RMA

Appendix 1: District Plan Administration

Purpose

This chapter contains matters necessary for administering and implementing the District Plan and Council's assessment and determination of resource consent applications. These matters are:

- 1.1 Definitions and Terms
  - 1.1.1 Acronyms Used in the District Plan
  - 1.1.2 Definitions Used in the District Plan
- 1.2 Information Requirements
- 1.3 Assessment Criteria
  - 1.3.1 Guide to Using the Criteria
  - 1.3.2 Controlled Activities – Matters of Control
  - 1.3.3 Restricted Discretionary, Discretionary and Non-Complying Assessment Criteria
- 1.4 Design Guides

This chapter also identifies other methods of implementation (1.5) relevant to the issues raised in the District Plan.

1.1 Definitions and Terms

1.1.1 Acronyms Used in the District Plan

AEE	Assessment of Environmental Effects
CDP	Comprehensive Development Plan
cds/m^2	Candelas per square metre
CPTED	Crime Prevention through Environmental Design
FTE	Full-Time Equivalent
GFA	Gross Floor Area
GLFA	Gross Leasable Floor Area
ICMP	Integrated Catchment Management Plan
ITA	Integrated Transport Assessment
LIUDD	Low-Impact Urban Design and Development
LAP	Local Area Plan
LTP	Long-Term Plan
m^2	Square metres
m^3	Cubic metres
NIMTR	North Island Main Trunk Railway
NMP	Noise Management Plan
PFA	Public Floor Area
RPS	Regional Policy Statement
VPD	Vehicles Per Day

1.1.2 Definitions Used in the District Plan

Unless specified otherwise the definitions below apply in this District Plan. Where any term used in the District Plan is not defined below or elsewhere in the District Plan (including by reference) then the following hierarchy of definition sources applies as appropriate and relevant to the context:

a) The Resource Management Act 1991 and its regulations.

b) Any relevant National Policy Statement or National Environmental Standard.

c) Any other relevant New Zealand legislation and their regulations.

d) The Oxford Concise English Dictionary.

Accessible: Means able to be accessed by all users including those with sight and mobility impairment.

Accessibility: Means the ease with which activities, either economic or social, can be reached or accessed by people.

Accessibility modelling: Means the measurement of how easy it is for an individual to participate in desired activities, based on a set of factors, including mode and destination choice.

Accessible parking spaces: Means parking spaces designed specifically for vehicle users with mobility impairments.

Accessory building: Means a building, which is clearly incidental to the principal building or primary land use on a site. Accessory buildings include garages, carports, sleep-outs, rumpus rooms, garden sheds, and storage sheds. Such a building will not meet all of the primary living requirements of the occupants, and the occupants remain members of the principal household. An accessory building used as a sleep-out must contain no more than two bedrooms and must not contain any kitchen facilities or laundry facilities. Solar panels and solar water-heating devices not attached to a building are included in the definition of an accessory building. Accessory buildings can be either attached to or detached from another building on the site.

Access strip: Means a strip of land created by the registration of an easement in accordance with Section 237B of the Resource Management Act for the purpose of allowing public access to or along any river, or lake, or the coast, or to any esplanade reserve, esplanade strip, other reserve, or land owned by the local authority or by the Crown (but excluding all land held for a public work except that held, administered, or managed under the Conservation Act 1987 and the Acts named in the First Schedule to that Act).

Access way: As defined in s315(1) of the Local Government Act 1974.

Acoustic Design Certificate: Means a certificate provided by an acoustic engineer, architect or other person(s) experienced in the field of acoustic design.

Act: Means the Resource Management Act 1991 and any amendments.

Active frontage: Means a façade of a building that includes windows and preferably an entrance to encourage activity and allow passive surveillance of the street, carpark or area of public space.

Active modes of transport: Means those methods of transportation that involve physical effort such as walking and cycling.

Adjacent: Means lying near to, but not necessarily contiguous to.

Adjoining: Means next to and joined with or is contiguous to.

Allotment: Means:

a) Any parcel of land under the Land Transfer Act 1952 that is a continuous area and whose boundaries are shown separately on a survey plan, whether or not:

   i. The subdivision shown on the survey plan has been allowed, or subdivision approval has been granted by Council.

   ii. A subdivision consent for the subdivision shown on the survey plan has been granted under the Act.

b) Any parcel of land or building or part of a building that is shown or identified separately:

   i. On a survey plan.

   ii. On a licence within the meaning of Part 7A of the Land Transfer Act 1952.

c) Any unit on a unit plan.

d) Any parcel of land not subject to the Land Transfer Act 1952.

Alterations and additions: Means any work to existing buildings or structures which involves the addition, change, removal or replacement of walls, windows or features which results in an external appearance different to its existing appearance, but excludes activities identified in the definition for 'Minor Works (in Business 1-7, Central City, Industrial, Ruakura Logistics and Ruakura Industrial Park Zones)'. It may result in increasing or decreasing floor space through change of the external walls.

Amateur radio: Means a radio-communication service for the purpose of self-training, intercommunication and technical investigations carried out by amateurs, that is, by duly authorised persons interested in radio technique solely with a personal aim and without pecuniary interest.

Amateur radio configuration: Means the antennas, aerials (including rods, wires and tubes) and associated supporting structures which are owned and used by licensed amateur radio operators.

Amenity Protection Area: Means an area within an Industrial Zone adjacent to the boundary with residential sites or other sensitive areas. The extent of Amenity Protection Areas is indicated on the Planning Maps. Amenity Protection Areas provide greater control with respect to building height, site coverage, hazardous facilities, landscaping and screening within the Industrial area in order to minimise adverse effects on the amenity of residential sites, or other sensitive areas, adjacent to land zoned Industrial.

Amenity values: means those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.

Ancillary: Means an activity or structure which is subordinate or subsidiary to the principal activity on the site.

Ancillary residential structure: Means a structure associated with the day-to-day running of a household that does not meet the definition of a 'building'. This includes letterboxes, clothes lines, swimming pools and accessories, ornamental pools, fences and walls not exceeding 2.5m in height, steps, terraces and patios (not roofed or enclosed, and not exceeding 1m in height).

Ancillary residential unit: Means a self-contained residential unit held in common ownership with the primary activity on the site. To be self-contained the ancillary residential unit must have a kitchen, bathroom, bedroom(s), living room and laundry facilities. The ancillary residential unit can be attached to the principal building, or be a detached stand-alone structure. In the Industrial and Ruakura Logistics Zone it means any residential unit ancillary to any activity undertaken on site, e.g. a caretaker's residence, live-in employees or security staff accommodation.

Ancillary retailing and offices: Means any retail or office activity on the same site as the principal activity, and whose use is ancillary to that principal activity (e.g. a retail showroom attached to a manufacturing premises) and forms an integral part of the business occupying the site.

Annual Average Daily Traffic (AADT): Refer to NZS6806: 2010 Acoustics – Road traffic noise – New and altered roads.

Annual Exceedance Probability (AEP): Means the probability, expressed as a percentage, that a flood of a given magnitude will be equalled or exceeded in any one year. For example, a 1% AEP means an event that has a 1% probability of occurring or being exceeded in any one year.

Antenna (defined in the National Environmental Standard for Telecommunications Facilities 2008): Means a device that:

a) Receives or transmits radio-communication or telecommunication signals.

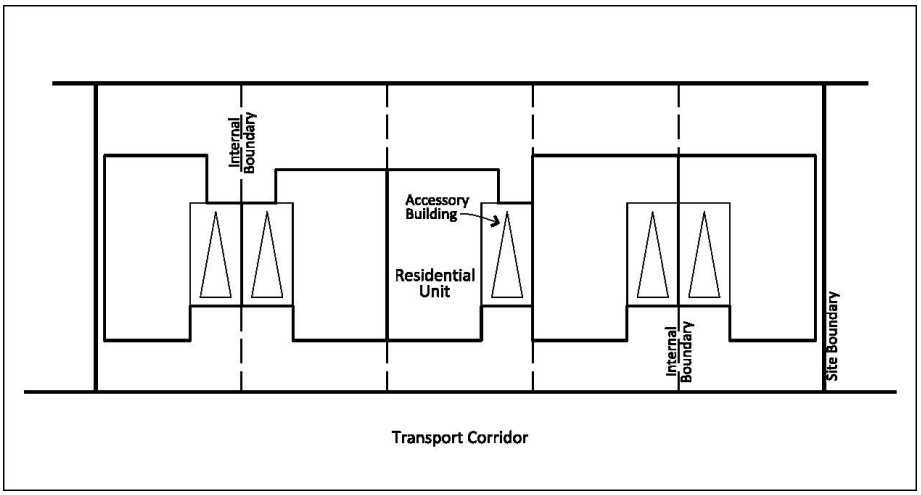
b) Is operated by a network operator.

c) Includes the mount, if there is one, for the device.

d) Includes the shroud, if there is one, for the device.

Any activity specified in the Hamilton City Public Places Bylaw 2009 or Public Places Policy 2009: Means outdoor dining, signs in public places, markets, stalls, merchandise displays and mobile shops, busking, hawking and charitable collection.

Apartment building: Means a residential building comprising three or more attached residential units. For the avoidance of doubt, residential units physically connected by one or more accessory buildings, such as garages, will also be deemed to be attached.



Plan Change 5 Peacocke Structure Plan

Apartment Building (Peacocke Precinct): In relation to the Peacocke Precinct, means a residential building that contains two or more residential units where units are aligned vertically one on top of the other or are located above ground floor on top of another land use activity. For clarity, units are also able to be arranged horizontally.

Archaeological Site (as stated in the Heritage New Zealand Pouhere Taonga Act 2014): Means any place in New Zealand that:

a) Either —

   i. Was associated with human activity that occurred before 1900 or,

   ii. Is the site of the wreck of any vessel where that wreck occurred before 1900.

b) Is or may be able, through investigation by archaeological methods, to provide evidence relating to the history of New Zealand.

Arterial transport corridor: Means any major or minor arterial transport corridor.

Artificial watercourse: A watercourse that contains no natural portions from its confluence with a river or stream to its headwaters and includes irrigation canals, water supply races, canals for the supply of water for electricity power generation and farm drainage canals.

Assessment Period: Means the time over which traffic conditions for the expected environment should be considered as part of a simple or broad Integrated Transport Assessment as described in Appendix 15-2. This should include traffic growth, planned infrastructure and changes in nearby land use and access characteristics.

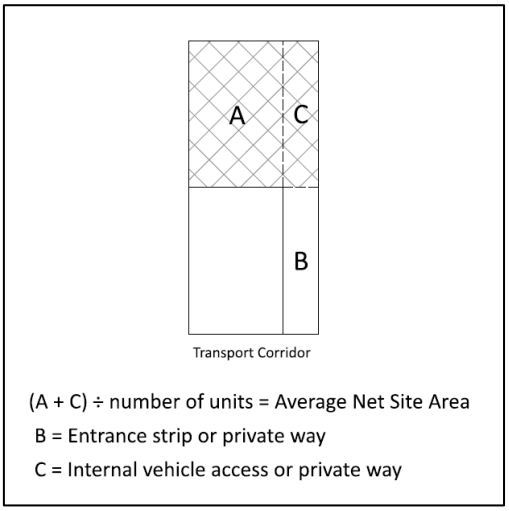
Automotive and/or marine suppliers: Means a business primarily engaged in selling automotive vehicles and/or marine craft, accessories to and parts for such vehicles and craft.

Includes:

- boats and boating accessories
- trucks, cars and motorcycles
- auto parts and accessories
- trailers and caravans

- tyres and batteries
- mobility scooters.

Average Net Site Area: means the area of the site, including any internal vehicle access or private way, but excluding any entrance strip or private way to a rear site from any transport corridor, divided by the number of residential units.



Bank: Means a financial establishment that receives money on current or deposit account, provides a transactional deposit and withdrawal service, provides credit/makes loans at interest and exchanges currency. This excludes offices of banks without a transactional service element or where such transactions are limited to electronic funds transfer at point of sale (EFTPOS machines).

Bed: Means:

a) In relation to any river:

   i. For the purposes of esplanade reserves, esplanade strips, and subdivision, the space of land which the waters of the river cover at its annual fullest flow without overtopping its banks.

   ii. In all other cases, the space of land which the waters of the river cover at its fullest flow without overtopping its banks.

b) In relation to any lake, except a lake controlled by artificial means:

   i. For the purposes of esplanade reserves, esplanade strips, and subdivision, the space of land which the waters of the lake cover at its annual highest level without exceeding its margin.

   ii. In all other cases, the space of land which the waters of the lake cover at its highest level without exceeding its margin.

c) In relation to any lake controlled by artificial means, the space of land which the waters of the lake cover at its maximum permitted operating level.

Bioaccumulation: Means accumulation of a substance within the tissues of living organisms.

Block: Means accumulation of allotments bounded on all sides by public roads.

Boarding kennels and catteries: means any land, structures or buildings used for the purpose of accommodating dogs or cats on a commercial basis, but does not include the keeping of dogs or cats as an ancillary activity for domestic purposes, or the keeping of dogs to assist in the management of a farm or other rural activity.

BOD_5: Means the biochemical oxygen demand (measured at 20°C over a 5-day period), which is the amount of dissolved oxygen in a body of water required for the breakdown of organic matter in the water. When discharged to surface water or groundwater, these substances have the potential to deplete oxygen as a result of microbial decomposition of organic material (e.g. milk or other foodstuffs). In the context of a hazardous substance a high BOD_5 is >10,000 mg/l.

Boundary Adjustment: Means an alteration of boundaries between two or more allotments (whether or not the allotments are held within the same Computer Freehold Registers) which will result in each of the allotments having substantially the same boundaries, area, shape and access as before.

Buffer Strip: Means a planting strip of a permeable nature with planting consisting of shrubs which can grow to a mature growth height of at least 2 metres, planted at a maximum of 1.5 metres apart, and including at least 1 tree for every 10m of boundary length.

Building: Means any structure of any kind, whether temporary or permanent, moveable or immoveable, and includes:

a) Any fence or wall over 2.5m in height.

b) Any retaining wall over 1.5m in height and load bearing.

c) Any scaffolding or falsework erected temporarily for maintenance or construction purposes.

d) Any vehicle, trailer, tent, caravan or boat, whether fixed or moveable, used as a place of accommodation, business or storage.

e) Any swimming pool with walls more than 1.2m above the ground level at any point.

f) Any deck more than 1m above the ground level at any point.

g) A mast pole or a telecommunication aerial that is on, or forms part of, a building and that is more than 7m in height above the point of its attachment or base support (except a dish aerial that is less than 2m wide).

A building does not include:

h) Except for the purposes of the Electricity Transmission Corridor Rules in Table 25.7.4:

   (i) Pergolas, not roofed or enclosed, and not exceeding 3m in height; and

   (ii) Lych-gates not exceeding 3m in height.

i) Steps, terraces and patios, not roofed or enclosed, and not exceeding 1m in height.

j) Public art, floodlights, goal posts, park furniture.

Buildings housing network utility equipment: Means structures needed for housing pumps, weather stations, recording stations, etc, containing network utility structures.

Building improvement centre: Means premises used for the storage, display and sale of goods and materials used in the construction, repair, alteration and renovation of buildings and includes nurseries and garden centres.

Building line: Refer to **building line restriction**, **front building line** or **rear building line** as relevant.

Building line restriction: Means a restriction imposed on a site to ensure that when new buildings are erected, or existing buildings re-erected, altered or substantially rebuilt, no part of any such building shall stand within the area between the building line and the adjacent site boundary.

Bulk and location provisions: Means density, site coverage, permeable surfacing, height in relation to boundary, building setback, separation, outdoor living area and service area related provisions.

Bulk power supply: Means greater than 20kW generation.

Business activities: Means activities carried out on a site principally for commercial gain.

Business activities associated with the racing industry: Means businesses which are associated with horse-racing activities, such as those undertaken at Te Rapa Racecourse. This includes administration services for the racing industry, authorised betting agencies, offices for businesses involved in bloodstock and/or breeding and/or training and/or racing of horses, businesses providing veterinary and/or research services, and retail and/or manufacturing activities which predominantly handle equine-related products.

Cabinet (defined in the National Environmental Standard for Telecommunication Facilities, 2008): Means a casing around equipment that is necessary to operate a telecommunication network.

Central City transport corridor: Means any transport corridor identified as a Central City transport corridor in Appendix 15, Figure 15-4e, the function and form of which is defined in Volume 2, Appendix 15-4.

Centre Viability Assessment Report: Means an analysis to determine whether the scale and trading format of the activity is appropriate for the location, having regard to the hierarchy of business centres, maintaining the primacy of the Central City and the opportunity for development within higher order centres.

Childcare facilities: Means premises where children are cared for or given basic tuition and includes a crèche, day or after-school care, pre-school, kindergarten, kohanga reo or play centre. This term excludes a school.

Clean fill: Includes soil, clay, sand, gravel, silt, rock and other inert materials such as broken concrete and brick, or mixtures of any of the above, but excludes materials:

a) Containing hazardous substances.

b) Contaminated with hazardous substances or pathogens.

c) Derived from hazardous waste treatment, hazardous waste stabilisation or hazardous waste disposal practices.

d) Medical and veterinary waste, asbestos, or radioactive substances that may present a risk to human health.

e) Likely to create leachate by biological or chemical breakdown.

f) Containing organic content of 5% or more of the total volume.

g) Having a particle size of 200mm or more.

Clubrooms: Means premises which are set aside for the use, convenience and enjoyment of a recreational or community organisation which may be licensed under the Sale and Supply of Alcohol Act.

Collector transport corridor: Means any transport corridor identified in Appendix 15, Figure 15-4b to 15-4f as Collector or Proposed Collector, the function and form of which is defined in Appendix 15-4.

Commercial activities on the surface of water: Means any activity undertaken on the surface of water for commercial gain. This includes motorised and non-motorised commercial activities such as jet-boats, cruise boats and kayak tours.

Commercialisation of research and innovation activities (Precincts A and B – Knowledge Zone): Means activities directly related to permitted research and innovation activity including prototype development and maintenance, initial run product development, manufacturing method development and logistics method development.

Communal open space: Means a quantity of landscaped land freely available to all residents on the site, exclusive of driveways, buildings, and private outdoor space of individual residential units.

Community garden: Means a garden operated by a group or collective on public land for the purpose of growing plants, vegetables or fruit. Not for commercial gain.

Community Centre: Means premises designed to act as a meeting place for people of all ages in the local community. It provides for a range of functions such as playgroups for children, before- and after-school care, crafts, education courses/seminars, spiritual, cultural, recreational, health and wellbeing purposes. It also acts as a base for social support and possibly delivers some social services. They can also include ancillary offices, temporary fundraising activities and one small retail activity for the purpose of providing fundraising or a social service (such as an opportunity shop). Such centres are owned/administered by local or central government authorities, and voluntary /charitable organisations providing voluntary/not-for-profit services.

Community scale energy generation (produces less than 20kW): Means renewable energy generation for the purpose of using electricity on a particular site, supplying an immediate community, or connecting into the distribution network (but excludes solar panels supplying electricity for the site on which they are located).

Company lease: Has the same meaning as the Act.

Conference facilities: Includes seminar rooms.

Construction work: Means any work in connection with the construction, erection, installation, carrying out, repair, maintenance, cleaning, painting, renewal, removal, alteration, dismantling, or demolition of:

a) Any building, erection, edifice, structure, wall, fence or chimney, whether constructed wholly or partly above or below ground level.

b) Any road, motorway, harbour or foreshore works, railway, cableway, tramway, canal, or aerodrome.

c) Any drainage, irrigation, or river control work.

d) Any electricity, water, wastewater, stormwater, gas, or telecommunications reticulation.

e) Any bridge, viaduct, dam, reservoir, earthworks, pipeline, aqueduct, culvert, drive, shaft, tunnel, or reclamation.

f) Any scaffolding.

Construction work includes:

a) Any work in connection with any excavation, site preparation, or preparatory work, carried out for the purpose of any construction work.

b) The use of any plant, tools, gear or materials for the purpose of any construction work.

c) Any construction work carried out underwater, including work on ships, wrecks, buoys, rafts, and obstructions to navigation.

d) Any inspection or other work carried out for the purpose of ascertaining whether construction work should be carried out.

Construction noise: Means noise arising from any construction work, as defined above.

Contaminated land: Has the same meaning as the Act.

Council: Means the Hamilton City Council and includes any committee, subcommittee or person acting under delegated authority.

CPTED: Means Crime Prevention Through Environmental Design, a crime-prevention philosophy based on the premise that

"proper design and effective use of the physical environment can produce behavioural effects that will reduce the incidence and fear of crime, thereby improving the quality of life. These behavioural effects can be accomplished by reducing the propensity of the physical environment to support criminal behaviour"
(Crowe, 1991, *Crime Prevention Through Environmental Design: Applications of Architectural Design and Space Management Concepts*.)

Note
Further guidance in relation to CPTED principles can be obtained within the Ministry for Environment's CPTED guidelines.

Cross lease: Has the same meaning as the Act.

Culvert Block Flood Hazard Area: Means that part of any land affected by flooding as a consequence of a blocked culvert downstream. This is the maximum extent of flooding before water overtops the accessway or transport corridor above the culvert (refer to the Planning Maps).

Cumulative risk: Means the risk posed by a Hazardous Facility added to or multiplied, or otherwise cumulated by risks from other facilities.

Customary activities: As described in Schedule 3 of Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 and includes cultural harvest as defined in Section 63(9) of the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010.

Dairy: Means the use of a building in a residential area for the sale of day-to-day food and associated household items. The majority of its trade must be derived from the sale of milk, bread, non-alcoholic beverages and other day-to-day convenience merchandise.

Retail activity involving food cooked on the premises and the sale of alcohol are excluded.

Demolition or removal of buildings: Means dismantling, destruction and/or removal of part or all of any building.

Design Speed Environment: Means the maximum speed of vehicles created by traffic management and the design of transport corridors. These speeds reflect the desirable maximum speeds given the land use environment and transport corridor hierarchy. Refer to Appendix 15-6 for further detail.

Design year (Chapter 25.8: City-wide – Noise and Vibration): Refer to NZS6806: 2010 Acoustics – Road traffic noise – New and altered roads.

Development: Means any activity undertaken to change the scale, character or intensity of any use of land, and includes any building activity.

Development Agreement: Means a binding contract between Council, other infrastructure providers and developers for the funding of additional infrastructure and the use and upgrading of existing infrastructure.

Dish: Means an antenna with which signals are transmitted to, or received from, a communications satellite. This applies to dishes attached to a building, as well as those mounted on their own support structure.

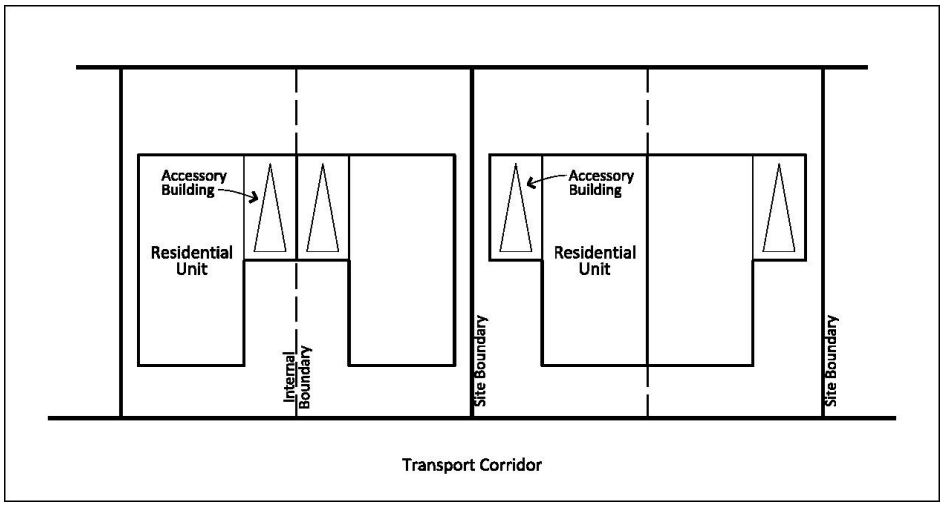
Dispensing facility: Means for drive-through fast food or service outlets each single combination of an order point, a payment point, and a collection point and for service stations a single petrol pump or a group of petrol pumps that are grouped on a single 'island'.

Disposal: Means discharge of a hazardous substance into the environment, with or without biological or chemical treatment that may change composition and characteristics of the substance.

Drive-through services (excluding service stations within the Rototuna Town Centre Zone): Means any premises where goods and services are offered for sale to the motoring public, primarily in a manner where the customer can remain in their vehicle. Drive-through services can include dispensing and associated storage of motor fuels (as the primary activity) and the sale of associated goods, services, food and beverages, fast-food outlets providing on-demand meals prepared on the premises for consumption therein or take away, the provision of servicing and running repairs for light motor vehicles and any other activity of a drive-through nature, including those ancillary to the above.

Duplex dwelling: Means a residential building comprising two attached residential units on one allotment, or two Computer Freehold Registers where subsequently subdivided in reliance on rule 23.7b)ii). For the avoidance of doubt, residential units physically connected by one or more accessory buildings, such as garages, will also be deemed to be attached.

For the purpose of this definition 'allotment' shall have the same meaning as 'Computer Freehold Register' as such term is defined in the Land Transfer Act 2017, and may comprise more than one freehold register where held together by a registered legal instrument.



Earthquake strengthening: Means specific seismic structural works undertaken to strengthen buildings or structures.

Earthworks: Means the disturbance of the land surface by moving, removing, placing or replacing soil or earth, by excavation, cutting or filling, but excludes cultivation of land and foundation piling.

Eave: Means that portion of the roof extending beyond the exterior wall of a building, having a maximum overhang of 1.0m.

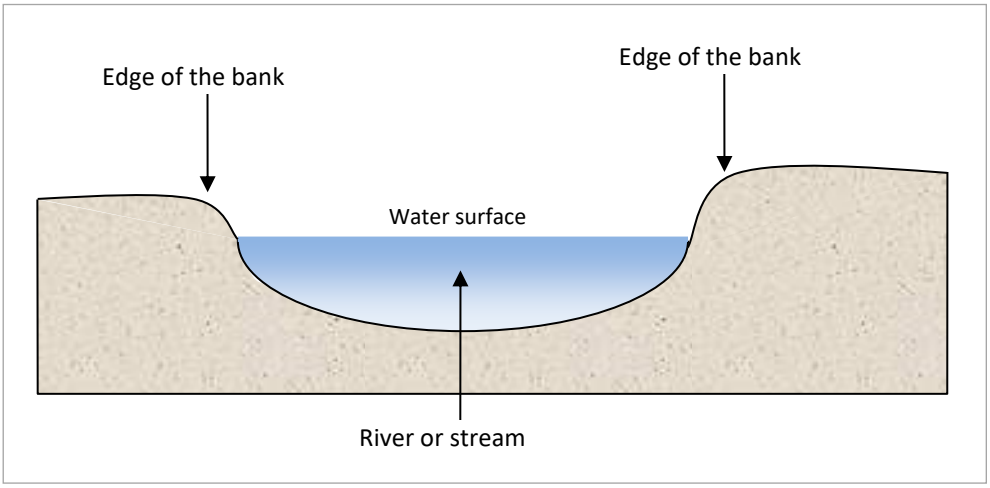
Ecological corridors: Means natural corridors that provide for the movement of flora and fauna for a variety of purposes, including feeding and breeding.

Eco-sourced: Means plants which are grown from seeds or propagules collected from naturally occurring vegetation in a locality close to where they are replanted as part of a restoration or re-vegetation project.

Ecosystem: Means any system of interacting terrestrial or aquatic organisms within their natural and physical environment.

Ecosystem services: Means the benefits people obtain from ecosystems. These include provisioning services such as food and water; regulating services such as flood and disease control; cultural services such as spiritual, recreational, and cultural benefits; and supporting services such as nutrient cycling that maintain the conditions for life on Earth.

Edge of the bank: Means the topographical feature defined in the diagram below:



Effect: Means:

a) Any positive or adverse effect.

b) Any temporary or permanent effect.

c) Any past, present or future effect.

d) Any cumulative effect which arises over time or in combination with other effects regardless of the scale, intensity, duration, or frequency of the effect, and also includes:

   i. Any potential effect of high probability.

   ii. Any potential effect of low probability which has a high potential impact.

Electricity distribution: Means the lines (above and below ground) and structures involved in the final stage of delivery of electricity to end users. A distribution system's network conveys electricity from the transmission network and delivers it to consumers. Typically, the network would include low, medium and high-voltage (less than 110 kV) electric lines, substations, switching stations and road side transformers, ring main units and pillar boxes.

Electricity transmission network, electricity transmission and transmission activities/assets/infrastructure/resources/system: All mean part of the national grid of transmission lines and cables (aerial, underground and undersea, including the high-voltage direct current link), stations and sub-stations and other works used to connect grid injection points and grid exit points to convey electricity throughout the North and South Islands of New Zealand. This is owned and operated by Transpower NZ Limited.

Electronic Sign: Means a form of illuminant advertising media that are created solely from a light source and include digital screens, cinema projections, LED signs and the like.

Emergency housing: Means any Managed Care Facility in which temporary residential accommodation, care and/or support are provided by another person or agency for five or more residents (including children) on an emergency basis or for their personal protection. For the purpose of calculating the number of residents, account shall be

taken of owners and/or staff and any of their children aged 16 years or older who live on the premises. Including, but not limited to night shelters and women's refuges.

Emergency service facilities: Means those facilities of organisations which are responsible for the safety and physical welfare of people or property in the community, and includes fire, ambulance and police stations.

Entertainment and recreation facility: Means land or buildings which are used principally for the public or private assembly of persons for cultural, entertainment, recreation, leisure, education or similar purposes. They include gymnasiums, public halls, theatres and cinemas, display galleries and museums, bowling alleys.

Entrance strip: Means that part of a rear site extending from the street frontage, which has a width less than or equal to the minimum subdivision frontage standard required for a rear lot in the zone, and accommodates the driveway for that site.

Environment: Means:

a) Ecosystems and their constituent parts, including people and communities.

b) All natural and physical resources.

c) Amenity values.

d) The social, economic, aesthetic and cultural conditions which affect the matters stated in a) to c) of this definition or which are affected by those matters.

Environmental maintenance: Means the routine care and attention of the transport corridor to maintain safety, aesthetic and environmental standards, including:

a) Clearing the carriageway of damaged vehicles, crash debris and spills.

b) Maintenance of planting, including pruning.

c) Control of weeds and pest plants.

d) Mowing of the grass berm.

e) Removal of litter.

f) Removal of rocks and slip material from the transport corridor or catch fences.

g) Removal of, and protection against, graffiti.

h) Snow clearing and ice control.

i) Sweeping loose chip and detritus.

Equestrian supply retail: Means a business selling equipment including horse floats, feed, supplements, clothing and accessories related to the equine industry.

Event: Means an activity that is irregular or infrequent and does not require the construction of a permanent building, the installation of permanent infrastructure or services, or works such as vegetation clearing or other operational work. Events involve large groups of people either as participants or spectators and include carnivals, parades, concerts, markets, craft or trade fairs, field days, open days, displays and the like. This definition applies only where the activity is **not** covered by another definition/activity in the District Plan.

Excavation, modification and disturbance: Means to dig into the soil, or the removal of soil or other material from the ground; or the movement of soil or other material on to

or within the site which changes the existing profile of the landform; with the exception of those matters defined as minor work.

Exotic vegetation or trees: Means vegetation or trees which do not occur naturally in New Zealand (refer also to the definition of **indigenous vegetation**).

Expected outcome: Means in relation to any rule the environmental outcome expected from compliance with that rule.

Expressway: Means a road mainly for through traffic, usually a dual carriageway with full or partial control of access. Intersections are generally grade separated.

External Outlook Area: Means an area of open space visible from the window of an indoor living area which remains unobstructed by buildings or other structures.

Fabric: Means all the physical material of a building, object, site, place or area that contributes to its character.

Farming: Means a land-based activity having as its primary purpose the commercial production of any livestock or vegetative matter, and includes bee-keeping, horse training agistment, but excludes forestry and intensive farming.

Fence: Means any structure, intended to be a permanent division, screen or barrier, but shall not include a post-wire fence or temporary fence.

Flammable: Means having the capability to be ignited in the presence of oxygen and to sustain combustion. Refer Hazardous Substances and New Organisms Act 1996 Regulations.

Flood Hazard Area: Means the land shown on the Planning Maps as:

a) High Flood Hazard Area.
b) Medium Flood Hazard Area.
c) Low Flood Hazard Area.
d) Temple View Flood Hazard Area.
e) Culvert Block Flood Hazard Area.

Flood protection structure: Means physical structures for the purpose of flood protection, such as dams, stop-banks and flood gates.

Floor Area (for residential units in the Residential Intensification zone, Medium Density Residential zone, General Residential Zone, Central City zone and Business zones): Means that total square metres (m^2) of the floor space of each residential unit when measured from the outer edge of the unit's exterior walls, including from the mid-point of the inter-tenancy walls shared with adjoining units. But excludes garages, carports and other accessory buildings associated with the residential unit; and communal spaces such as pedestrian access, stairwells or service areas within the building.

Floor area ratio: Means the ratio between the gross floor area of a building and the net area of the site which for the purposes of this definition comprises one or more lots in permanent contiguous ownership and occupied exclusively by the development to which the requirement applies.

Food and beverage outlets: Means premises serving food and/or beverages prepared for immediate consumption on or off the premises to the general public. It includes

bakeries, lunch bars and cafes operating during normal working hours, but excludes restaurants, licensed premises, and supermarkets.

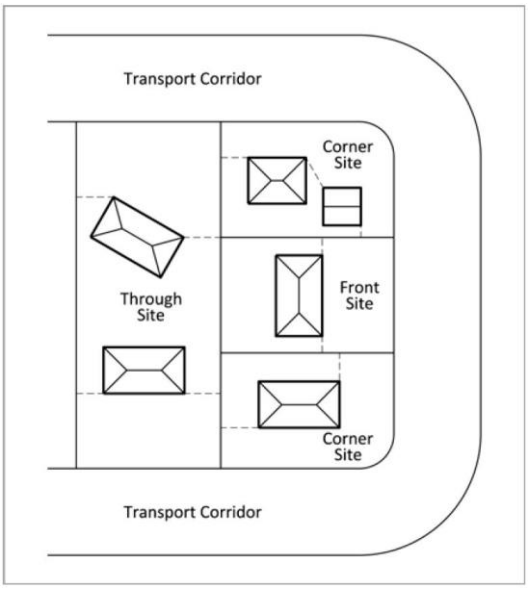
Forestry: Means the establishment (including replanting) and management of forest or tree plantations for commercial gain but does not include saw-milling or other timber processing. Includes pruning and thinning (manual operations done from the ground). Does not include Christmas tree farms.

Formal recreation: Means sports fields, greens, courts.

Frangible: Means able to be broken and absorb enough impact energy to reduce the severity of a vehicle collision. Non-hardwood species of trees with a diameter of less than 100mm when measured 400mm above the ground are considered to be frangible.

Note
Guidance for frangible species can be found in Appendix 1 of 'Guidelines for Highway Landscaping' December 2006, Transit New Zealand.

Front building line: Means a line or lines drawn across the site creating a space forward of the façade of any buildings facing an adjoining transport corridor.



Frontage: Means that portion of the boundary of any lot which is also the boundary of an existing road, or road to be vested or otherwise legalised as a condition of subdivision consent. For the purpose of this definition, 'road' does not include any service lane or accessway.

Fronting: Means a site having legal and or physical frontage or access to a road.

Full Integrated Catchment Management Plan: Means an Integrated Catchment Management Plan for a full hydrological catchment that has been technically certified by the Waikato Regional Council (with regard to compliance with Council's Comprehensive Sortmwater Discharge Consent) and Council.

General recreation: Means any active sports or games or recreational pursuits for participants and/or spectators and the fields necessary to accommodate them but excludes motorised vehicle sports.

Greenfield development: means subdivision and/or urban development of previously undeveloped rural land.

Green corridors: Means a strip of land, the majority of which is vegetated and which may include surface water, and its associated airspace, which afford access and connectivity for pedestrians, cyclists or wildlife. Green corridors are often, but not necessarily, along the route of a transport corridor, a natural or artificial waterway or a network utility and may include an underpass or an overpass. These corridors may serve several functions simultaneously, including amenity, recreation, transportation, drainage, ecological, biodiversity and network utility functions. Green corridors could comprise privately or publicly owned land.

Greenwood/Kahikatea Corridor: Means those lots shown in Volume 2, Appendix 6, Figure 6-5.

Gross Floor Area (GFA): Means the sum of the gross floor area of all floors of all buildings on a site measured from the exterior faces of the exterior walls or from the centrelines of walls separating two buildings. Gross floor area shall:

a) Include elevator shafts, stairwells and lobbies at each floor and mezzanine floors and balconies.

b) Exclude any provided car-parking, loading and servicing areas and access thereto and building service rooms containing equipment such as lift machinery, tanks, air conditioning and heating plants.

Gross Leasable Floor Area (GLFA): Means the sum of any floor areas (within the external walls of buildings) designed for tenant occupancy and exclusive use including both freehold and leased areas. It includes any stock storage or preparation areas whether exclusive or not, but excludes the following areas where these are common and not designed for rental: liftwells and stair wells including landing areas; corridors and malls; building service rooms; required parking areas.

Ground level: See **natural ground level**.

Gymnasium: Means a facility that provides for physical exercise or activity and includes, but is not limited to, weight lifting studios, group exercise spaces, indoor sport facilities, yoga, pilates and dance studios and indoor physical recreational activities such as trampoline parks and climbing facilities.

Habitable floor area (natural hazards): Means that part of any building used for residential activities but excludes floorspace used solely for the purposes of an entrance, passageway, toilet, bathroom, laundry, garage or storeroom.

Habitable room: Means any room that is part of a building used for any noise sensitive activity, apart from those rooms used solely for the purposes of an entrance, passageway, toilet, bathroom, laundry, garage or storeroom.

Harvesting forestry: Means the felling and extracting of trees, processing them into logs and then loading on to trucks. Does not include Christmas tree farms.

Hazard: Means physical situations, processes and actions that have the potential for adverse effects on people, property or the natural environment.

Hazard Area: Means the land shown on the Planning Maps as:

a) High Flood Hazard Area.

b) Medium Flood Hazard Area.

c) Low Flood Hazard Area.

d) Temple View Flood Hazard Area.

e) Culvert Block Flood Hazard Area.

f) Waikato Riverbank and Gully Hazard Area.

Hazardous facility: Means any activity involving hazardous substances and sites at which these substances are stored, used, transported or disposed of, and any installations or vehicles parked on site that contain hazardous substances. A Hazardous Facility does not include:

a) Wastewater networks, or waste treatment and disposal facilities (this exception does not apply to the storage of hazardous substances or waste associated with these facilities).

b) The incidental use and storage of hazardous substances in minimal domestic quantities.

c) LPG installations using one or more cylinders as part of a piped system for domestic heating and cooking purposes that:

   i. Have a maximum capacity of 100kg, and

   ii Are limited to one per household

d) Retail outlets for the sale of hazardous substances for domestic use (e.g. supermarkets, hardware shops, pharmacies, home garden centres) .

e) Facilities using genetically modified or new organisms.

f) Facilities presenting a dust explosion risk of non-hazardous substances.

g) Gas or oil pipelines, including all incidental equipment.

h) Fuel contained in tanks of motor vehicles, agricultural and forestry equipment, boats, aircraft and small engines.

i) Developments that are or may be hazardous but do not involve hazardous substances (e.g. radio masts, electrical substations).

j) The occasional loading and unloading of hazardous substances on a site where this forms only a minor part of site operations.

k) Routine, renewal and new works to a transport corridor and transport infrastructure including related storage, all within road reserves.

Note
The above activities must comply with any relevant Hazardous Substances and New Organisms Act 1996 or regulation requirements to be excluded from the definition of a Hazardous Facility.

Hazardous substance: Means any substance:

a) With one or more of the following intrinsic properties:

   i. Explosiveness.

   ii. Flammability.

   iii. A capacity to oxidise.

   iv. Corrosiveness.

   v. Toxicity (including chronic toxicity).

vi. Ecotoxicity, with or without bioaccumulation.

Or

b) Which on contact with air or water (other than air or water where the temperature or pressure has been artificially increased or decreased) generates a substance with any one or more of the properties specified in paragraph (a).

Or

c) Containing radioactive material.

Or

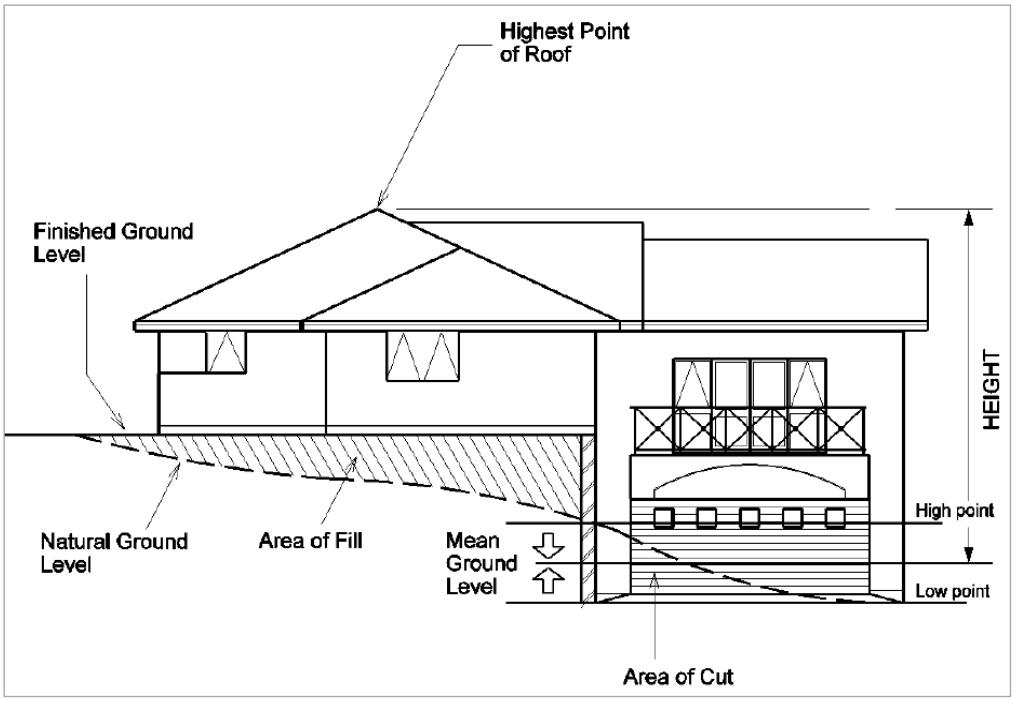
d) That in water has a high BOD_5 (>10,000 mg/l)

Health care services: Means services relating to physical and mental health and welfare, performed by duly qualified practitioners or by persons in their employ and includes services provided by medical practitioners or by persons in their employ including surgical procedures and day-patient care, dentists and veterinary surgeons but excludes a **hospital**.

Height (in relation to maximum height of a building): Means the vertical distance between:

a) A horizontal plane through the highest point of the roof, excluding service rooms containing equipment such as lift machinery, tanks, air-conditioning and heating plants, aerials and dishes as permitted in Volume 1, Chapter 25.7 City-wide – Network Utilities and the Electricity National Grid Corridor; and chimneys, flues and similar projections of less than $1m^2$ in area and projecting not more than 2m above maximum permitted height.

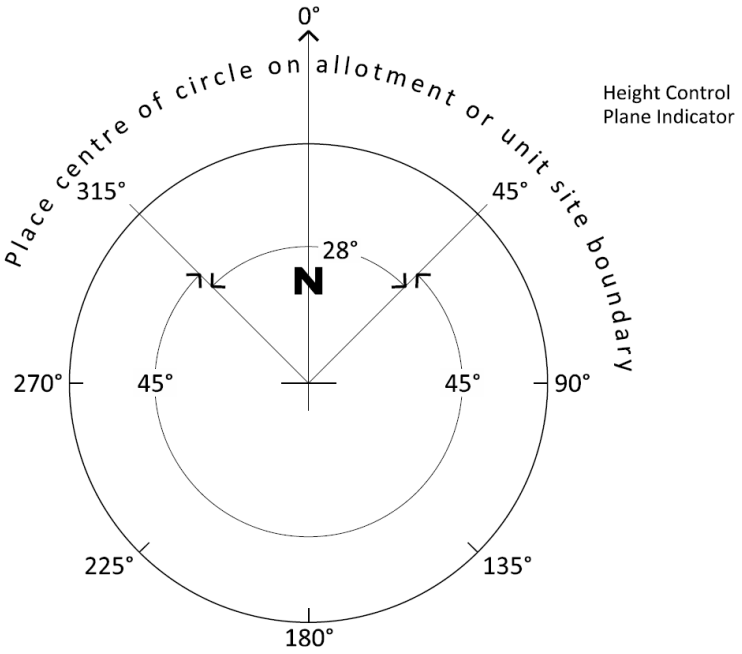
b) A horizontal plane through the mean of the highest and lowest point of the natural ground level along the relevant external wall of the building provided that any calculated mean height shall not exceed the maximum permitted height.



Height control plane: Means a surface through which no part of a building other than chimneys, flues and similar projections not exceeding 2m in height and 1m^2 in area or an aerial as permitted in Volume 1, Chapter 25.7 City-wide – Network Utilities and the Electricity National Grid Corridor may protrude. It is defined by drawing height control lines from all points on the boundaries of an allotment or unit site area. Such lines are to start at a specified vertical distance above the natural ground level at the boundary, point into the site at right angles to the boundary and rise at a specified angle.

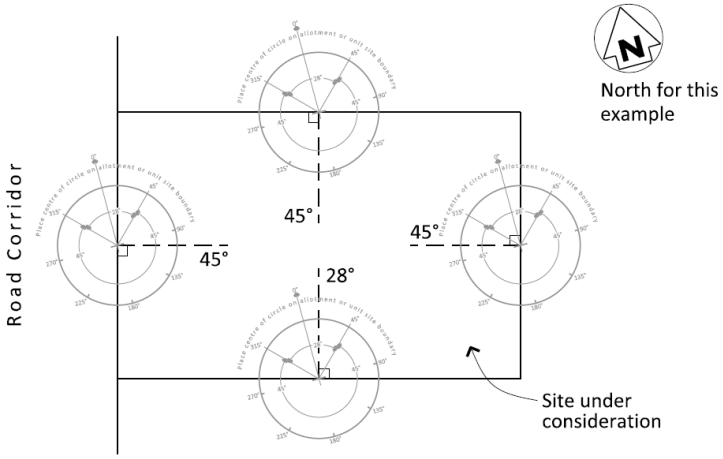
HEIGHT CONTROL PLANE

The height in relation to boundaries of the allotment or unit site area shall vary with the direction or bearing of each allotment or unit boundary according to the diagrams below.



NOTE: North is True North

The height control plane shall be calculated by orientating both the site plan and height control plane indicator to true north, and placing the height control plane indicator over the site plan with the centre of the circle touching the allotment or unit site boundary under consideration. The height control plane angle shall be that indicated by that sector of the diagram within which a line drawn at right angles to the allotment or unit site boundary from the centre of the circle lies.



Heliport: Means a facility for the landing, take-off, parking, storage, refuelling and routine maintenance of helicopters including associated buildings, but does not include facilities for overhaul or long-term engine testing.

Heritage item: Means a building, structure, object, site or place and all elements of that item, which have been identified as having heritage value.

High BOD_5: See **BOD_5**.

High Flood Hazard Area: Means that part of any land predicted to be affected by river or surface flooding during a 1% annual exceedance probability event. Further detail for how this Flood Hazard Area category has been derived is contained in Appendix 11. High Flood Hazard Areas are identified on the Planning Maps.

High-intensity sign: Means any flashing, moving or animated sign, or any other active sign including electronic signs.

High-use allocation: Means industrial activities requiring more than $15m^3$ of water per day excluding:

a) Water used for human drinking and sanitation.

b) The volume of water discharged into the municipal wastewater system.

Hire centre: Means premises that hire tools and equipment, including machinery and equipment for event purposes such as utensils, marquees and safety equipment. It does not include the hiring of personal electronic equipment such as video games, computer consoles, video library premises, or the hire of indoor or outdoor recreational equipment.

Home-based business: Means an occupation, craft or profession which is incidental to the residential use of the site, where the principal operator of the home business is a permanent resident on the site. A home-based business excludes: activities involving heavy vehicles, panel beating, spray painting, motor vehicle repairs, motor vehicle dismantling, motor body building, servicing of internal combustion engines, fibreglassing, sheet metal work, wrought iron work or manufacture, bottle or scrap metal storage, rubbish collection, establishments for boarding domestic pets, funeral parlours, and the sale/trading of motor vehicles. The owner or occupier of a household unit is not precluded from carrying out normal maintenance and repair of domestic equipment including vehicles owned by the household owner/occupier.

Homestay accommodation: Means a portion of a dwelling occupied on a temporary (periods of up to 3 months continuous occupation during any 12-month period) basis and includes bed and breakfast establishments. The maximum occupancy is six guests at any one time.

Household: means a person or a group of people related or unrelated who reside together and interact on a daily basis to maintain a self-contained housekeeping unit. This definition excludes people living in residential centres or managed care facilities.

Hospital: Means an institution providing primarily in-patient care for the sick or injured, including medical, surgical, maternity, mental health, convalescent or hospice care, and includes all hospital clinics, dispensaries, out-patient departments, operations and maintenance support services (such as laundries, kitchens, cafeterias, refreshment facilities, residential centres, generators, substation, storage facilities and workshops),

hospital administration offices, ancillary retail facilities and undertakings maintained in connection with, or incidental to, the hospital activity.

Impermeable surfaces: Means surfaces such as roads, roof tops, footpaths, paving, decking which does not allow water to drain through to a surface which can absorb water, swimming pools, patios or highly compacted soil that are not vegetated and do not infiltrate run-off.

Incidental: Means accompanying as a minor part to something else.

Indigenous vegetation or trees: Means vegetation or trees that occur naturally in New Zealand or arrived in New Zealand without human assistance.

Indoor living area: Means the area comprising of kitchen, dining and/or lounge areas.

Indoor recreation: Means recreational activities within a building. Includes courts, swimming pools and gyms, with ancillary facilities such as changing rooms.

Industrial activity: includes:

a) All types of processing, manufacturing, service and repair activities
b) Laboratories and research facilities
c) Transport depots.

Informal recreation: Means an activity whose aim is the enjoyment of leisure of a primarily non-competitive casual nature and includes resting, sitting, walking, cycling, jogging, enjoying nature, picnicking, barbecuing, spontaneous informal games and kite flying.

Infrastructure: Means:

a) pipelines that distribute or transmit natural or manufactured gas, petroleum, biofuel, or geothermal energy;
b) a network for the purpose of telecommunication as defined in section 5 of the Telecommunications Act 2001;
c) a network for the purpose of radiocommunication as defined in section 2(1) of the Radiocommunications Act 1989;
d) facilities for the generation of electricity, lines used or intended to be used to convey electricity, and support structures for lines used or intended to be used to convey electricity, excluding facilities, lines, and support structures if a person -
    i. uses them in connection with the generation of electricity for the person's use; and
    ii. does not use them to generate any electricity for supply to any other person;
e) a water supply distribution system, including a system for irrigation;
f) a drainage or sewerage system;
g) structures for transport on land by cycleways, rail, roads, walkways, or any other means;
h) facilities for the loading or unloading of cargo or passengers transported on land by any means;
i) an airport as defined in section 2 of the Airport Authorities Act 1966;
j) a navigation installation as defined in section 2 of the Civil Aviation Act 1990;

k) facilities for the loading or unloading of cargo or passengers carried by sea, including a port related commercial undertaking as defined in section 2(1) of the Port Companies Act 1988;

l) anything described as a network utility operation in regulations made for the purposes of the definition of network utility operator in section 166.

Integrated Catchment Management Plans: Means a full Integrated Catchment Management Plan (ICMP) or sub-catchment ICMP being an analysis of the effects of development on all three waters infrastructure capacity and the appropriateness and integrity of proposed treatments and reticulation systems as described in Appendix 1.2.2.6.

Integrated Residential Development: Means a development containing a mixture of residential units, and specifically more than one of the following types: single dwellings, duplex dwellings and/or apartment buildings on a site which is designed in a comprehensive way. The development may include shared facilities such as open space, ccess, parking and manoeuvring, and may have other communal activities (e.g. recreational facilities, office administration) for the exclusive use of the residents of the development and their visitors.

The development may include where relevant management structures which govern its day to day operation (such as for retirement villages or rest homes).

An integrated residential development does not include a development that consists solely of one of the following activities:

- One type of residential unit
- Hospitals
- Managed Care Facilities
- Residential Centres.

Integrated retail development: Means a development of retail activities on a site which are managed as a comprehensive entity, and which has combined facilities (i.e. service areas, loading spaces and parking) which are accessible from, and can be used by, all the individual tenancies of the development.

Integrated Transport Assessment: Means an analysis to determine impacts of a development on the transport network for all modes of travel and effects on safety, parking, efficiency, access and the capacity of the transport network. This District Plan identifies two levels of assessment, simple and broad; the content of these is detailed in Appendix 15-2.

Intensive farming: Means the commercial raising and keeping of plants or animals, which is dependent on a high input of food or fertiliser, is not dependent on the soil characteristics of the site, and is contained in buildings or outdoor enclosures. This includes, but is not limited to, poultry farms, piggeries and mushroom farms.

Interface area: Means land within the Major Facility Zone or Knowledge Zone that is within 30m of any public space external to the zone. This excludes any land within the Major Facilities Zone or Knowledge Zone that is positioned behind an existing building or landscaping so as to be screened from the adjoining public space.

Interface area within Stage 1A or 1B or the Te Rapa North Industrial Zone: Means the area within the defined building setback of the zone for the Waikato Expressway and Te Rapa Road.

Interface Design Control Area (Ruakura Logistics Zone and Ruakura Industrial Park Zone): Means the area within 50m of a transport corridor including the Waikato Expressway but excludes any private road within the area to be used as an Inland Port.

Internal alteration of buildings: Means changes to the interior of a building that do not result in any external visible change.

Internal vehicle access: Means a combined access arrangement (e.g. accessway, right-of-way, shared driveway) serving two or more dwellings or business occupancies on the same site or serving two or more allotments.

Jetty: Means a landing pier attached to the bed of a lake or river and includes boat ramps.

L_{dn}: Means the day-night noise level which is calculated from the 24-hour L_{eq} with a 10 dBA penalty applied to the night time L_{eq} (2200-0700 hours).

L_{eq}: Means the time-averaged noise level (i.e. the constant noise level which would contain an equal amount of sound energy to the actual fluctuating noise level).

L_{max}: Means the maximum noise level recorded during the particular measurement period. L_{max} is generally used to assess the potential sleep disturbance of individual noise events.

Lake: Means a body of fresh water that is entirely or nearly surrounded by land.

Landscape design: Means the functional layout and design of a site involving the planned use of open space, landform, plant-form, water and artificial features for the purpose of beautifying or enhancing a site for human use and enjoyment.

Land use environment: Means groupings of land-use zones that provide for activities that share similar sensitivities to, or demands of, the transport network. These groups are defined in Table 15-4a of Appendix 15-4.

Less mobile users: Means those vehicle users who are less mobile but are not eligible to use accessible spaces allocated to disabled users. These include the elderly, parents with infants, people with temporary mobility disabilities.

Licensed premises: Means land, buildings or part of a building used principally for the serving of liquor, for consumption on the premises. Licensed premises include (but are not limited to) hotels, taverns, wine bars and clubs (both chartered and night).

Lifeline utilities: Means the same as in the Civil Defence and Emergency Management Act 2002.

Light industry: Means manufacturing, warehouse, bulk storage, service and repair activities which do not involve the use of heavy machinery, are carried out indoors and are unlikely to give rise to significant adverse effects beyond the site and are generally of a small scale. They include printing works, furniture manufacture, car repairs, light engineering, tradesmen's depots and the like.

Lightning rod: A grounded metal rod placed high on a building or structure to prevent damage by conducting lightning to the ground.

Line: Means the conductors (cables) of any above ground network utility infrastructure.

Loading space: Means a space on a site suitable and available for the temporary station of a vehicle which is primarily on the site to load/unload goods that are required for the nature of that particular business on that site.

Local Transport Corridor: Means any transport corridor identified as local or any other formed road not otherwise identified in Appendix 15, Figures 15-4b to 15-4f, the function and form of which is defined in Appendix 15-4.

Logistics and freight-handling activities: Includes:

a) All aspects of freight handling such as loading and unloading of goods from and to road or rail, container storage, container devanning and MAF/customs procedures, warehousing and distribution/consignment activities.

b) All ancillary activities including container, equipment and fleet maintenance and administration activities.

c) All offices and facilities associated with inland port management or customs excise functions.

d) All offices and specialised training facilities directly related to a logistics or freight-handling activity on site, having a maximum gross floor area of 10% of the total gross floor area of a site or area of a leased site.

Logistics and freight-handling infrastructure: Includes rail siding, platforms, hardstand storage areas, private roads, lighting towers, fences, car parking, CCTV, security infrastructure, fire and hazard substance management facilities, and communications and data management infrastructure.

Lot: See **Allotment**.

Low flow (for the purposes of events for motorised water activities on the Waikato River): Means a river level of less than 11.80m above mean sea level (Moturiki Datum) measured at the Waikato Regional Council Victoria Bridge Recorder Station.

Low flow fixtures: Means the following.

a) Showers using not more than nine litres of water per minute. Being the nominal flow rate measured in accordance with AS/NZS 3662: 2005 Performance of showers for bathing.

b) Tap equipment using not more than nine litres of water per minute. Being the nominal flow rate measured in accordance with AS/NZS 3718: 2005 Water supply – Tap ware (excludes outdoor tap equipment).

c) Toilets using not more than four litres on average per flush:

   i. For single-flush cisterns – the discharge flush volume, determined in accordance with AS 1172.2 Water closet (WC) pans of 6/3 L capacity or proven equivalent – Cisterns.

   ii. For dual-flush cisterns – the average flush of one full-flush discharge and four reduced-flush discharge volumes, with the full-flush discharge flush volume and reduced-flush discharge volumes determined in accordance with AS 1172.2 Water closet (WC) pans of 6/3 L capacity or proven equivalent – Cisterns.

Note

1. Toilets, showers, and taps with at least a 3 star rating in accordance with the New Zealand Water Efficiency Labelling Scheme meet this definition.

Low Flood Hazard Area: Means that part of any land affected by river or surface flooding during a 1% annual exceedance probability event. Further detail for how this Flood Hazard Area category has been derived is contained in Appendix 11. Low Flood Hazard Areas are identified on the Planning Maps.

Low Impact Urban Design and Development (LIUDD): Means design and development techniques that aim to protect aquatic and terrestrial ecological integrity while allowing urbanisation based on the following principles.

a) *Work with nature's cycles on a catchment basis to maintain the integrity and mauri of ecosystems and minimise ecological footprints.*
b) *Adverse effect and impact minimisation through site selection.*
c) *Use ecosystem services and infrastructure efficiently.*
d) *Promote and support alternative development forms that maintain, enhance or create natural spaces and increase infrastructure efficiency.*

Note
Refer to the source document for further guidance on LIUDD principles and their application. Source: M van Roon and H van Roon "Low Impact Urban Design and Development: the big picture", The University of Auckland, Manaaki Whenua Press, Landcare Research Science Series No.37, 2009.

Low-intensity sign: Means any painted or similar sign, device or symbol and includes statically illuminated signs.

Maintenance and repair of buildings and structures: Means activities required to restore to a good or sound condition after decay or damage, including strengthening and repair with similar materials. In terms of buildings, this involves no visible structural change to the external façade.

Maintenance and repair of buildings and structures (in relation to Chapter 19: Historic Heritage): Means work for the purpose of weatherproofing, plumbing and electrical work restoration and for the purpose of repair which includes patching, piecing in, splicing or consolidating of any original structure including the repair of materials and replacement of minor components where these are beyond repair or are missing. The replacement should be of original or similar material, and maintain a consistency in colour, texture, form and design as the original it replaces.

Major arterial transport corridor: Means any transport corridor identified in Appendix 15, Figures 15-4b to 15-4f as major arterial or proposed major arterial, the function and form of which is defined in Volume 2, Appendix 15-4.

Managed care facilities: Means land or buildings, in which residential accommodation, supervision, assistance, care and/or support are provided by another person or agency for residents. For the purpose of calculating the number of residents, account shall be taken of owners and/or staff and any of their children aged 16 years or older who reside on the premises. All other staff are excluded from that calculation. They include but are not limited to, emergency housing and rehabilitation centres. They exclude:

a) A residence established in accordance with section 364(2)(d) of the Children, Young Persons and Their Families Act 1989, or replacement thereof.
b) Apartment buildings.
c) Hospitals.
d) Retirement villages.

e) Rest homes.
f) Residential centres.
g) Secure units.

Manouevring area: Means that part of the site used by vehicles to move about to gain access to and from parking spaces. Parking spaces and loading spaces may be served in whole or part by a common manoeuvring area. The manoeuvring area excludes any required queuing length.

Marae: Means land and buildings generally associated with hapu or iwi, which are used for whanau, community, cultural, social and educational gatherings (including tangi hanga), and includes whare-nui (meeting house), whare-kai (kitchen/dining hall) and ablution facilities.

Margins: Means the land/water boundary of any permanent, natural watercourse, lake or wetland.

Market days: Means an event with temporary stalls for the display and sale of food, plants and flowers to the public. Market days may be regular or irregular occurrences and are principally for marketing and selling goods produced within the Waikato Region by vendors directly involved in the growing or production process.

Mast: Means any mast, pole, tower or similar structure designed to carry antennas to facilitate telecommunications, radio-communications and broadcasting and which is fixed to the ground.

Means of compliance: Means those standards, terms, restrictions, prohibitions, classifications and other provisions forming a rule.

Medium Flood Hazard Area: Means that part of any land predicted to be affected by river or surface flooding during a 1% annual exceedance probability event. Further detail for how this Flood Hazard Area category has been derived is contained in Appendix 11. Medium Flood Hazard Areas are identified on the Planning Maps.

Meteorological instrument: Means masts and supporting sensors established for the purposes of recording and transmitting meteorological data, including anemometers and wind vanes.

Minor arterial transport corridor: Means any transport corridor identified in Appendix 15, Figures 15-4b to 15-4f as minor arterial or proposed minor arterial, the function and form of which is defined in Appendix 15-4.

Minor upgrading (in Volume 1, Chapter 25.7: City-wide – Network Utilities and the Electricity National Grid Corridor): In terms of electricity line means an increase in carrying capacity, efficiency or security of electricity and telecommunication lines and equipment where this uses the existing support structures or structures of a similar scale and character and includes:

a) The addition of conductors to form a twinned or duplex-pairing.
b) The reconductoring of the line with higher capacity conductors.
c) The resagging of conductors.
d) The addition of longer, more efficient insulators.
e) The addition of earthwires (which may contain telecommunication lines), earthpeaks and lightning rods.

f) The replacement of an existing overhead wire with another one or more of similar character and scale.

g) The addition or replacement of antennas.

h) The addition of circuits and conductors.

i) The addition of telecommunication fittings.

j) The replacement of existing cross-arms with cross-arms of an alternative design.

k) The increase in voltage of electric lines from 11kV to 33kV.

l) An increase in support structure height by not more than 15% of the base height of the support structure, and where the base height is defined as the height of the structure at date of public notification of the Plan.

m) Support structure replacement within a similar location as the support structure that is to be replaced.

Note
It does not include an increase in the voltage of the line up to or above 110kV unless the line was originally constructed to operate at the higher voltage but has been operating at a reduced voltage, or the addition of extra lines.

In terms of telecommunications facilities means the maintenance, replacement or increase in the carrying capacity utilising the same or similar structure(s), provided that the effects of the upgrade is of the same or similar character, intensity and scale to the telecommunications facility which is being upgraded.

Minor works (in the Business 1-7, Central City, Industrial, Ruakura Logistics and Ruakura Industrial Park Zones): Means all works to an existing building for the purpose of:

a) Maintenance activities.

b) Repair works.

c) Re-cladding.

d) Internal refurbishment works.

e) Internal alterations.

f) Painting and signage

And other alterations and additions (in the Ruakura Logistics and Ruakura Industrial Park Zones) that are either:

g) Not visible from a public space, or

h) That result in additional gross floor area of no more than 25m².

Minor work (in relation to Volume 1, Chapter 19: Historic Heritage): Means the maintenance of existing site landscape features such as gardens, lawns, and planting beds; but excludes the development or re-development of the site which involves excavation, modification or disturbance of the ground.

Motorised commercial activities on land: Means Segway tours, trains, and tram rides and tours. Does not include motorsport.

Motorised recreation activity: Means indoor or outdoor recreation activity where the operation of vehicles by members of the public is the primary form of entertainment and/or recreation.

Motorised vehicle activity: Means any activity involving a motor-driven vehicle and can include cars, motorbikes and karts; but does not include modelled or scaled-down versions of vehicles operated through remote control.

Motorised water activity: Means any activity involving a motor-driven vessel and can include jetboats, water skiing, jet skis, hovercraft and the use of inboard and outboard motors, but does not include modelled or scaled-down versions of boats operated through remote control.

Motorway: Means a road declared as a motorway by the Governor-General in Council under section 138 of the Public Works Act 1981 or under section 71 of the Government Roading Powers Act 1989 and includes all bridges, drains, culverts, or other structures or works that form a part of any motorway so declared but does not include any other road, accessway or service land (or the supports) that crosses over or under a motorway at a different level.

Mowers and outdoor maintenance equipment retail: Means a business engaged in selling outdoor maintenance equipment such as, but not limited to, chainsaws and lawnmowers and any related safety equipment.

Multi-purpose facilities for international sports, events and functions: Means land and buildings that provide for:

a) International standard playing surfaces.

b) International standard facilities for use by professional sports codes.

c) International standard facilities for televised sports and events broadcasting.

d) Spectator facilities including but not limited to stands, seating, corporate and entertainment boxes, audio-visual screens.

e) Places of assembly including function rooms and facilities for concessions to serve food and refreshments including liquor; restaurants, licensed premises and catering services, entertainment, exhibitions and conferences.

and may include:

f) Retail and offices.

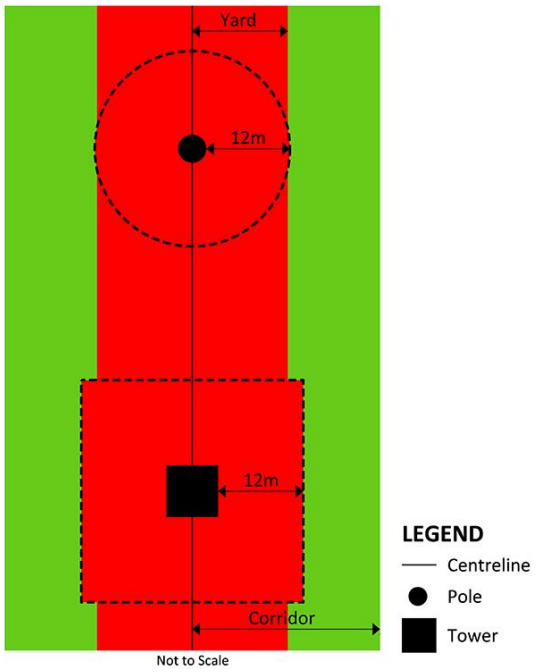
g) Visitor accommodation.

h) Out-catering services to serve venues, facilities and functions beyond the major facility.

Note
"Event" excludes the use of the playing areas for training, practice and rehearsals at night time, notwithstanding that lights and floodlights may be used.

National Grid Corridor and National Grid Yard: Means a buffer area around the national grid high voltage electricity transmission lines identified on the Planning Maps. The purpose of this yard and corridor is to manage activities and structures in close proximity to the National Grid transmission lines and is required by the National Policy Statement for Electricity Transmission. The corridor seeks to ensure that subdivision is designed so that future buildings will avoid the yard. The Corridors within Urban Areas and Greenfield Areas are differentiated on the Planning Maps.

Diagrammatically, the Yard and Corridor are as follows.



National Grid Yard (shown in red)

- the area located 12 metres in any direction from the outer edge of a National Grid support structure; and
- the area located 10 metres either side of the centreline of any above ground 110kV National Grid line on single poles (HAM-MER A, ARI-HAM A); or
- the area located 12 metres either side of the centreline of any above ground National Grid line on towers (HAM-MER B, HAM-WHU A, ARI-HAM B, HAM-KPO A, HAM DEV A).

National Grid Corridor

means the area measured either side of the centreline of any above ground electricity transmission line as follows:

- 14m for the 110kV National Grid lines on single poles (HAM-MER A, ARI-HAM A)
- 16m for the 110kV National Grid lines on pi poles
- 32m for 110kV National Grid lines on towers (HAM-MER B, HAM-WHU A, ARI-HAM B, HAM-KPO A)
- 37m for the 220kV transmission lines (HAM DEV A)

For the avoidance of doubt the National Grid Corridor and National Grid Yard do not apply to underground cables or any transmission lines (or sections of line) that are designated.

Natural and physical resources: Includes land, water, air, soil, minerals, and energy, all forms of plants and animals (whether native to New Zealand or introduced), and all structures.

Natural Ground Level: Means the lowest of:

a) The level of the ground at the time the Section 224 certificate is issued.

b) The finished level of the ground as the result of building construction work.

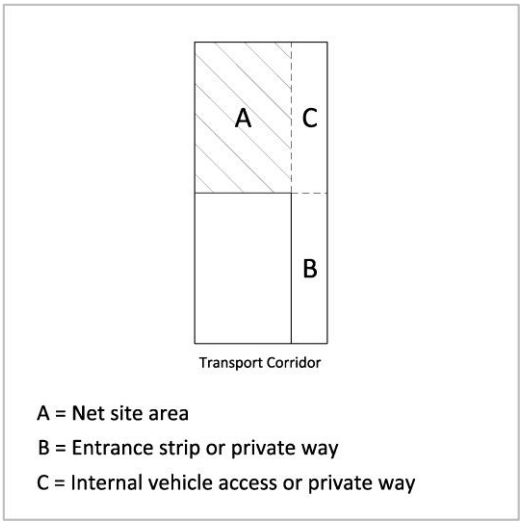
c) The finished level of the ground as the result of any subsequent works.

Natural hazard: Means any atmospheric or earth- or water-related occurrence (including earthquake, tsunami, erosion, volcanic and geothermal activity, landslip, subsidence, sedimentation, wind, drought, fire, or flooding) the action of which adversely affects or may adversely affect human life, property, or other aspects of the environment.

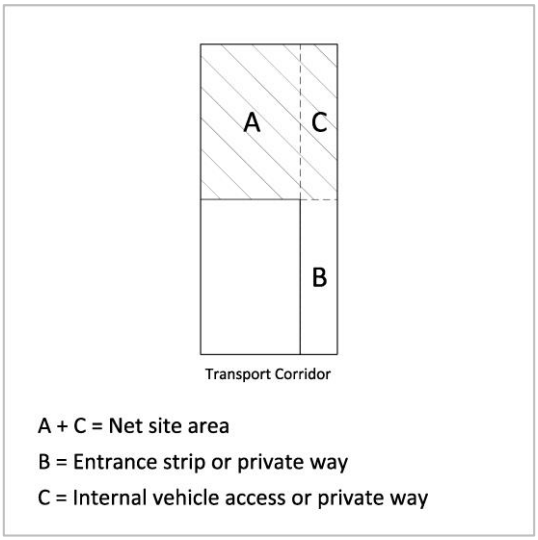
Natural values (in terms of this District Plan): Means the City's key natural features – the Waikato River corridor and gully systems, peat lakes, wetlands and associated peat land, remnant and regenerated indigenous vegetation, surface and groundwater resources and the ecosystems and habitats that depend on these natural features. It also includes the landscape and visual qualities associated with these features.

Natural watercourse: Means a continually or intermittently flowing body of fresh water including streams but not including any artificial watercourse.

Net site area: Means the area of the site (including any unit site area associated with a residential unit where relevant), excluding any entrance strip, internal vehicle access or private way, except for apartment buildings and duplex dwellings in the Residential Intensification Zone.



Net site area for duplex dwellings in the Residential Intensification Zone: means the area of the site (including any unit site area associated with a residential unit where relevant), including any internal vehicle access or private way, but excluding any entrance strip or private way to a rear site from any transport corridor.



New and altered roads: Refer to NZS6806: 2010 Acoustics – Road traffic noise – New and altered roads.

Network utility: Means any activity or structure relating to:

a) Distribution or transmission by pipeline of natural or manufactured gas petroleum or geothermal energy.

b) Telecommunication or radiocommunication.

c) Transformation, transmission, or distribution of electricity.

d) The holding, transmission and distribution of water for supply.

e) Stormwater drainage or sewerage reticulation systems.

f) Beacons and natural hazard emergency warning devices.

g) Meteorological services.

h) Construction, operation and maintenance of power-generation schemes.

i) A project or work described as a "network utility operation" by regulations made under the Resource Management Act 1991.

And includes the operation and maintenance of the network utility service. The definition of network utilities does not include roads or structures associated with the operation of roads such as signs, traffic signals or street lights. Amateur Radio is excluded from this definition; see **Amateur Radio Configuration**.

New works: Means work that adds to or otherwise physically alters the existing transport infrastructure. This includes, but is not limited to, new or altered:

a) Paved surfaces (e.g., carriageways, pedestrian paths, cycle ways, access ways).

b) Lanes and other changes that alter the flow of traffic, including clearways and bus lanes.

c) Access controls or restrictions.

d) Stormwater assets.

e) Intersection controls such as traffic signals or roundabouts.

f) Structures including bridges, retaining walls, underpasses and overpasses.

g) Median barriers and segregation strips.

h) On-road parking controls or restrictions.

i) Street furniture such as a bus shelter, rubbish bin, seat.

j) Landscaping, including planted areas and street trees.

k) Traffic services.

l) Traffic islands and pedestrian refuge islands.

m) Vehicle crossings.

n) Closing or stopping of roads that does not affect the function of connected transport corridors as described in the transport corridor hierarchy plan.

Noise-sensitive activities: Means residential activities (including residential accommodation in buildings which predominantly have other uses such as commercial or industrial premises), marae, spaces within buildings used for overnight patient medical care, and teaching areas and sleeping rooms in buildings used as educational facilities. For the purpose of this definition educational facilities includes tertiary institutions and schools, and premises licensed under the Education (Early Childhood Services) Regulations, and playgrounds which are part of such facilities and located within 20m of buildings used for teaching purposes.

Non-industrial activity: Means all activities other than industrial activities.

Non-residential activities: Means all activities other than residential activities.

Notional boundary: A line 20m from any side of any dwelling or the legal boundary where this is closer than 20m.

In relation to existing residential units within the Ruakura Logistics Zone means a line measured 20m from the external wall of any habitable room or the boundary of the site, whichever is the lesser.

In relation to residential unit in the Future Urban Zone means a line measured 20m from the external wall of any habitable room or the boundary of the site, whichever is the lesser.

Noxious or offensive activities: Means those activities that emit or have the potential to emit odours, gases or other substances to air which would be so offensive as to impact on the amenity values of neighbouring sites or which could constitute a health risk for people in the vicinity. They include:

a) Blood or offal treating, bone boiling or crushing, dag crushing, fellmongering, fish cleaning or curing, gut scraping and treating, tallow melting.

b) Flax pulping, flock manufacture or teasing of textile materials for any purpose, wood pulping.

c) Storage and disposal of night-soil, septic tank sludge or refuse.

d) Slaughtering of animals for any purpose other than human consumption, storage, drying or preserving of bones, hides, hoofs or skins, tanning, wool scouring.

e) The burning of waste oil in the open air, or in any combustion processes involving fuel-burning equipment, or other than any combustion processes involving fuel-burning equipment, if carried out primarily for the purposes of producing energy,

which singly or together have a maximum fuel-burning rate of 1000kg/hr or more carbonaceous fuels or those containing hydrocarbons or sulphur.

f) The open burning of coated or covered metal cable or wire including metal coated with varnish or lacquers or covered with plastic or rubber.

g) Any activity with the potential to discharge asbestos to air including the removal or disposal of friable asbestos, except where it complies with the Health, Safety, and Employment Regulations for Asbestos and is supervised and monitored by Occupational Safety and Health.

h) Burning out of the residual content of metal containers used for the transport or storage of chemicals.

i) The open burning of municipal, commercial or industrial wastes or the use of single-chamber incinerators for disposal of waste.

j) Any industrial wood pulp process in which wood or other cellulose material is cooked with chemical solutions to dissolve lining and the associated processes of bleaching and chemical and by-product recovery.

Offices: Means premises used for administration, consultation, or management of and shall include:

a) Administrative offices for the purposes of managing the affairs of an organisation, whether or not trading is conducted.

b) Commercial offices such as banks, insurance agents, or real estate agents where trade (other than for the immediate exchange of money for goods) is transacted.

c) Professional offices such as the offices of accountants, solicitors, architects, engineers, surveyors, stockbrokers, and consultants where a professional service is available and carried out.

d) Non-custodial premises used by Corrections staff for administration and delivery of community-based activities, including, inter alia, Probation Centres and bases for Community Work activities.

e) Within Chapter 8 Knowledge Zone 'office' shall include space used for desk-based research and innovation, associated meeting and administration, conferencing and similar activities and excludes commercial offices and professional offices not associated with research and innovation activities.

In this context "**office**" shall exclude activities meeting the definition and performance standards for a "**home-based business**".

Open space network: Means a network of open space corridors throughout the City, consisting of both public and private land, that supports the natural environment and ecological processes. The Waikato River and associated gully system form the backbone of the open space network.

Organised recreation: Means any active sports or games or recreational pursuits for participants and spectators, the fields and structures (such as goal posts, nets, and courts) necessary to accommodate them but excludes motorised vehicle sports. It does, however, include mountain bike tracks and BMX.

Outdoor living area: Means an on-site, outdoor area for the exclusive use of each residential unit, (unless otherwise stated, e.g., communal outdoor living areas for

residential centres), free of any building or carparking, but which may include the area beneath eaves, and covered decks, balconies and terraces regardless of height.

Overland flow path: Means the route along which stormwater flows. A subset of overland flow paths is called "secondary flow path". These routes carry water which cannot flow through the primary storm water system (usually piped) because the water flow has exceeded the capacity of that network.

Papakainga: Means a community where tangata whenua live, primarily clustered around marae and other places of significance. Also means contemporary or ancient marae sites with or without accompanying residences or buildings. The extent of individual papakainga should be determined in consultation with tangata whenua and is not necessarily confined to multiple-owned Māori land. The definition may also extend to include 'taura here' communities who establish modern/urban papakainga.

Park: Means a defined and named area of recreation land administered or owned by Hamilton City Council.

Parking lots and parking buildings: Means land or buildings used specifically for the lease or hire of car parking as the primary activity on the site, and which are not provided to fulfil the parking requirements of the Plan for any other on-site activity. Parking lots are single level parking facilities at ground level. Parking buildings are facilities that have multiple storeys.

Parking space: Means a space on a site suitable and available for the parking of a vehicle which complies with standards referred to in Volume 1, Chapter 25.14: City-wide – Transportation.

Park furniture: Means structures designed to facilitate the use and enjoyment of a public open space and include park benches, bicycle racks, band rotunda, shelters under $20m^2$, rubbish bins, playgrounds, adult recreation equipment, fountains, skate bowls, confidence courses and drinking fountains.

Park maintenance building: Means buildings associated with the maintenance of the park or for storage, e.g. equipment or tractor shed.

Passenger transport facility: Means land and buildings, used for scheduled passenger transport services. This may include bus bays, taxi ranks, drop-off and pick-up points, cycle parking, shelters, waiting rooms, ticket office, information centre, luggage lockers, public toilets, showers, changing rooms and ancillary activities.

Peat lakes: Means lakes which are influenced by the presence of extensive areas of peat within their catchments and dystrophic characteristics being relatively low in nutrients, low in pH and their waters stained by dissolved humic compounds.

Peat Lakes, Wetlands and Peat Lake Catchments (Chapter 20: Natural Environments): Means those areas identified on the Planning Maps as Peat Lakes and wetlands or peat lake catchment.

Pedestrian focus area: Means any transport corridor identified as being part of a pedestrian focus area in Appendix 15, Figure 15-4e, the function and form of which is defined in Appendix 15-4.

Performance assessment: Means, in relation to any rule, those provisions intended to guide Council in determination of resource consents.

Pergola: With a roof it becomes an accessory building, a pergola attached to dwelling becomes an attached accessory building.

Permeable surface: Means any part of a site which is grassed or planted in trees or shrubs and is capable of absorbing water. It does not include impermeable surfaces or any area which:

a) Falls within the definition of site coverage.

b) Is covered by decks which do not allow water to drain through to a permeable surface.

c) Is occupied by swimming pools.

d) Is paved, sealed or formed to create a solid surface.

e) Is used for vehicle parking, manoeuvring or access.

Note
A green or living roof may provide a suitable alternative to permeable surfaces requirements but will be assessed on a case by case basis.

Personal risk: Means a measure of the danger to an individual using the transport network as part of a simple or broad Integrated Transport Assessment, as described in Appendix 15-2. Personal risk is calculated as:

$$\frac{\left(\frac{\text{Number of Fatal Crashes + Number of Serious Injury Crashes}}{\text{Number of years of data}}\right)}{\left(\frac{\text{Number of Vehicles}}{\text{Number of years of data}}\right)}$$

Pest control: Means any activity undertaken by, or at the direction of a local authority for the control, management or eradication of species identified in a Pest Management Plan prepared under the Biosecurity Act 1993.

Places of assembly: Means land or buildings which are used principally for the public or private assembly of persons for cultural, entertainment, recreation, leisure, education or similar purposes. They include conference centres, seminar rooms, gymnasiums, public halls, theatres and cinemas, display galleries and museums.

Places of worship: Means premises used for public or private religious worship, religious ceremonies, religious meetings or instruction and social gatherings directly related to the work of the religious organisation. They include temporary fundraising activities.

Planned infrastructure: Means, in the case of a specific subdivision, use or development proposal, consented or designated infrastructure. However, where district plan changes or structure plans are being considered a broader application of the term 'planned' covers infrastructure for which feasibility studies have been completed, where funding has been allocated to advance consenting or designation processes or where such infrastructure is included in strategic documents such as the Regional Land Transport Strategy.

Planting: Means the provision of trees, shrubs, and/or groundcover plantings, and may include any other vegetative forms so arranged as to improve visual amenity.

Planting Strip: Means an area of planting of a permeable nature consisting of a combination of groundcovers, shrubs and trees, which is designed in such a manner so as not to obscure visibility for road users.

Pontoon: Means a landing pier that floats on the surface of a water body and is attached to the bank of the water body.

Pool and spa retail: Means a business selling pools and/or spa-pools and any related chemicals and equipment.

Pre-development: Means pre-development characteristics and refers to the physical characteristics of the site at the point of lodgement (with Council) of a new resource consent application. Any unimplemented resource or building consents are excluded from the definition of pre-development characteristics.

Private way: As defined by Section 315 of the Local Government Act 1974. A private way is designed to provide vehicular and/or pedestrian access to a public street, and may comprise separately owned entrance strips subject to rights-of-way or a separate lot (access lot) which is jointly owned and used by adjacent lots. It includes any common area defined for the purposes of providing the vehicular access for cross-lease or unit title subdivision.

Private recreation on the surface of water: Includes canoeing, rafting, boating, kayaking, rescue and research craft of a non-commercial nature.

Produce stalls: Means any land, building or part of any building that is used for the sale, to the public only, of goods grown or produced on the property on which the produce stall is sited.

Products Transported in Bulk: includes cement, clinker, coal, cotton seed meal, palm kernel, fertilizers, sand, gravel, scoria, loose logs, wood chips, salt, soy flour, and goods of a like nature. For clarity, this definition excludes any product stored or moved in a unitised or packaged form including in a container and storage associated with the unloading or loading of containers.

Proper speed: Means speed of a watercraft discounting the contribution of any current to that speed.

Protected premises and facilities: Refer to NZS6806: 2010 Acoustics – Road traffic noise – New and altered roads.

Protected tree: Means any tree/shrub or group of trees or shrubs listed in the Significant Tree Register of this District Plan (refer Appendix 9, Schedule 9D).

Pruning, trimming and maintenance (of a significant tree or indigenous vegetation in a Significant Natural Area): Means detaching foliage, branches, and roots from a significant tree or indigenous vegetation in a Significant Natural Area.

Public art: Means artistic works created for, or located in, part of a public space or facility and accessible to members of the public. Public art includes works of a permanent or temporary nature located in the public domain. A public space means all those spaces which the public has access to or can view. This includes, but is not limited to, parks, streets, squares, gardens walkways, public plazas and building foyers.

Public floor area: Means the sum of all floor areas contained within the external walls of any building or within the boundaries of any outdoor area available for the use of the general public in association with the activity, excluding any areas used for:

a) Lift wells, including the assembly area outside the lift doors for a maximum depth of 2m.

b) Stairwells, including landing areas.

c) Toilets and bathrooms.

d) Parking areas required by the District Plan.

Plan Change 5 Peacocke Structure Plan

Public Transport Station: A public transport stop that is or is planned to be serviced by a frequent public transport service during peak travel times.

Public Transport Station Catchments: Means areas that are within 1.0-kilometre walking distance or 3.0-kilometre cycling distance from the public transport station.

Public space: Means any space (whether in public or private ownership) that can be accessed without charge by everyone to use or see. This can include roads, squares, public place, parks and reserves.

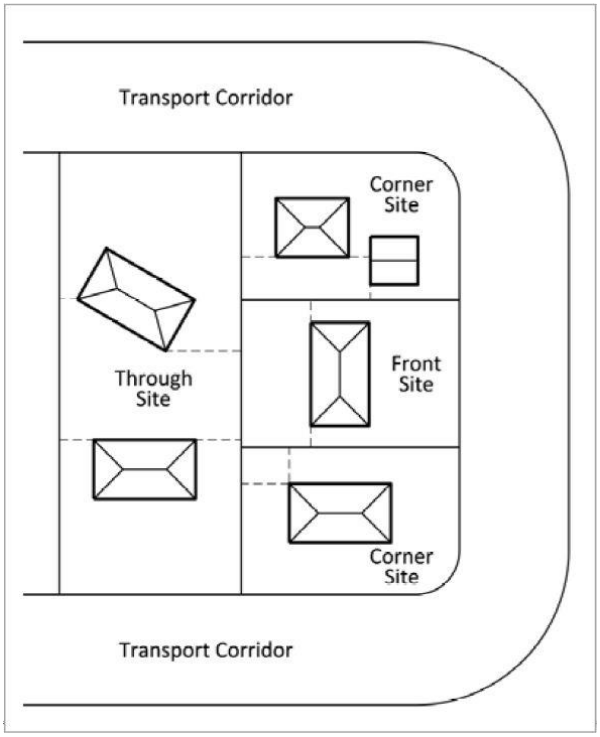
Pyrotechnic displays: Means a professional fireworks display undertaken by an approved handler.

Queuing length/space: Means the area between the kerb and the on-site manoeuvring area which is used solely for queuing and/or to gain access to the manoeuvring area and on which there is no parking.

Radioactive material: Means any article containing a radioactive substance giving it a specific radioactivity exceeding 100 kilobecquerels per kilogram and a total radioactivity exceeding three kilobecquerels (radioactive substance means a radionuclide or mixture of radionuclides, either alone or in chemical combination with other elements) but excluding smoke detectors.

Railway houses: Means pre-cut timber single dwellings constructed in the 1920s by the NZ Railways for employees and their families and located in the Frankton Railway Village.

Rear building line: Means a line or lines drawn across the site creating a space behind the rear façade of any buildings.



Plan Change 5 Peacocke Structure Plan

Rear Lane: Means a private way whose function is to primarily serve as a rear access to front sites or sites fronting a public reserve. This definition applies in the Rotokauri North Strtutcure Plan area *and Peacocke Structure Plan area* only.

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Recreational activities: Means the passive or active recreational use of any land. Does not involve buildings but may include gardens, playing fields, courts, park furniture and playgrounds.

Regionally significant infrastructure: Includes:

a) Pipelines for the distribution or transmission of natural or manufactured gas or petroleum.

b) Infrastructure required to permit telecommunication as defined in the Telecommunications Act 2001.

c) Ratio apparatus, as defined in section 2(1) of the Radio Communications Act 1989.

d) The national electricity grid, as defined by the Electricity Industry Act 2010.

e) Facilities for the generation of electricity that is fed into the national grid or a network (as defined by the Electricity Industry Act 2010).

f) Lifeline utilities as defined in the Civil Defence and Emergency Management Act 2002, and their associated essential infrastructure and services.

g) Flood and drainage infrastructure managed by Waikato Regional Council.

h) Transport corridors identified in Appendix 15, Figures 15-4b to 15-4f as 'Major Arterial Transport Corridor', 'Proposed Major Arterial Transport Corridor', 'Strategic Network', or 'Strategic Network and Pedestrian Focus Area'.

i) Hamilton City bus terminal and Hamilton Railway Station terminus.

j) Hamilton International Airport.

k) All KiwiRail managed railway lines that extend through the City.

l) The electricity distribution network (as defined by the Electricity Industry Act 2010).

Reinstatement: Means work carried out to restore the exterior of a building to a completed and integrated standard and appearance. This includes the reassembling of the building as a unified whole, the replacement of defective exterior materials with materials in keeping with the character of the building, and exterior repainting.

Relocated building: Means a building originally built off site which is repositioned on to a new site, or relocated within the original site, or the removal from the original site unless a building within a Special Character Zone or identified in Schedule 8A Heritage, but does not include new buildings or accessory buildings.

Remnant or regenerated indigenous vegetation: Means vegetation dominated by indigenous species or with a substantial component of indigenous species, i.e. species native to the Hamilton Ecological District (McEwen, M.C, 1987: *Ecological Regions & Districts of New Zealand*, Department of Conservation, Wellington). This may be indigenous vegetation that remains after a larger area has been incompletely cleared, e.g. Claudelands Bush which still contains some original or old growth trees. It also includes vegetation dominated by indigenous species that has developed following major disturbance or destruction of the original vegetation, e.g. second or third-growth vegetation which has regenerated naturally but which may be essentially different to the original vegetation, e.g. the induced kanuka forest of some Hamilton river scarps and terraces. It does not include plantations of indigenous species.

Renewal works: Means work required to repair or otherwise return existing transport infrastructure assets to their intended level of service, where for reasons of economies of scale or practicality the works have been extended to include more than that part of the asset that requires immediate attention. This includes but is not limited to:

a) Resurfacing of part or all of a transport corridor.

b) Replacement of stormwater assets including catchpits, culverts and kerb and channel.

c) Pavement and footpath rehabilitation.

d) Pavement and footpath reconstruction.

e) Replacement of traffic services.

f) Replacement of street furniture and lighting.

g) Replanting of street trees and landscaping.

Research and innovation activities: Includes all activities involved in the research, development, manufacture and commercial application of advanced technology including, but not limited to, agritechnology, biotechnology, chemical processes, food technology, laser physics, information technology, energy technology, transportation technology, manufacturing technology, medical technology, materials technology, telecommunications and data management and processing, soil, air and water research,

infrastructure systems and management, and activities required to serve the aforementioned activities.

Residential activities: Means the use of land and buildings by people for living accommodation (whether or not any person is subject to care or supervision).

Residential building: Means any building or part thereof used, or intended to be used for human habitation.

Residential centre: Means land or buildings used for long-term shared residential accommodation occupied by five or more persons in addition to staff and not constituting a household. They include boarding houses, hostels, and other long-stay accommodation. They exclude:

a) Visitor accommodation.

b) Hospitals.

c) Rest homes.

d) Retirement villages.

e) Managed care facilities.

f) Secure units.

g) Apartment buildings.

h) A residence established in accordance with section 364(2)(d) of the Children, Young Persons and Their Families Act 1989, or replacement thereof.

Residential unit: Means a building or group of buildings, or part of a building or group of buildings that is:

a) Used, or intended to be used, only or mainly for residential activities

b) Occupied, or intended to be occupied, exclusively as the home or residence of not more than one household.

Residual risk: Means the remaining level of risk control after risk control measures have been taken

Rest Home: Means land or buildings for the accommodation of the elderly and/or infirm where nursing/medical care is provided. They exclude hospitals, managed care facilities and residential centres.

Restaurant: Means premises where food is sold principally for consumption on the premises, whether or not the premises are licensed under the Sale and Supply of Alcohol Act.

Restoration: Means returning the existing physical material of heritage resources to a known earlier state.

Retail: Means the use of land or buildings where goods and services are offered or exposed to the general public for sale, hire or use, and includes premises serving food such as bakeries and cafes and ancillary storage and warehousing of goods to be sold through that retail activity, but excludes restaurants, licensed premises, offices or drive-through services.

Retail – bulky goods: Means buildings and activities involving the sale to the public of large bulky goods, such as furniture and whiteware appliances, where the gross floor area of the outlet exceeds 500m^2.

Retail – nurseries and garden centres: Means the use of land or buildings involving the sale of plants and associated merchandise (excluding power-driven equipment) for the home gardener, and includes premises for the propagation, display or storage of plants for sale to the public.

Retail – food and beverage: Means buildings and activities associated with preparation and sale of food which is processed or cooked and ready to eat immediately. This includes cafes, lunch bars, restaurants, takeaways, bakeries.

Retail – specialised food: Means buildings and activities associated with the display and sale of food that requires processing or cooking first. This includes butchers, fishmongers, fruit and vegetable shops.

Retirement Village: Means part of any property, building, or other premises that contains two or more independent dwelling units or their dwelling unit equivalents that provide residential accommodation in the form of independent and/or supported living provided on a bed and/or room basis (for avoidance of doubt this includes rest home), predominantly for persons in their retirement (including their spouses or partners), together with associated services and facilities. Associated services and facilities may include, but are not limited to, the following:

a) Healthcare facilities providing medical support exclusively to village residents;
b) Recreational service facilities for the exclusive use of village residents;
c) Administrative offices for the day to day operation of the village.

The following are not retirement villages for the purposes of this definition:

d) Owner-occupied residential units registered under the Unit Titles Act 2010 or owner-occupied cross lease residential units that in either case do not provide services or facilities to their occupants beyond those commonly provided by:
    i) similar residential units that are not intended to provide accommodation predominantly for retired people and their spouses or partners; or
    ii) residential units occupied under tenancies to which the Residential Tenancies Act 1986 applies;
e) Boarding houses, guest houses, or hostels;
f) Halls of residence associated with educational institutions;
g) Residential centres or Managed care facilities; or
h) Hospitals.

Risk: Means the likelihood of specified consequences of a specific event (e.g. an explosion, a fire or a toxic release) on people, property or the natural environment.

Risk assessment: Means the overall process of risk identification, risk analysis and risk evaluation.

Riverfront overlay: Means that area shown in Appendix 5: Central City Zone, Appendix 5-1.

Road: Means all land comprising formed and unformed roads as defined in section 315(1) of the Local Government Act 1974.

Road Controlling Authority: Means the territorial local authority, agency or approved organisation in control of roads in accordance with section 317 Control of Roads of the Local Government Act 1974. Approved organisation is defined in the Land Transport Management Act 2003.

Root protection zone: Means the minimum area required to ensure a tree's health and stability is safeguarded, as calculated using the following table.

Tree age	Vigour	Metres
Young trees (where the age of the tree is less than 20% of life expectancy)	Good vigour	6 x DBH*
	Poor vigour	9 x DBH
Mature trees (where the age of the tree is between 20% and 80% of life expectancy)	Good vigour	9 x DBH
	Poor vigour	12 x DBH
Over mature trees (where the age of tree is greater than 80% of life expectancy)	Good vigour	12 x DBH
	Poor vigour	15 x DBH

*DBH means Diameter at Breast Height which in NZ is diameter at 1.4m high (the diameter of the stem 1.4m above ground level).

Routine work: Means the operational and maintenance work required to repair or otherwise return existing transport infrastructure assets to their intended level of service. This includes but is not limited to:

a) General and environmental maintenance.

b) Cleaning and maintenance of stormwater assets including street sweeping.

c) Localised carriageway, footpath and cycle path repair, for example pavement digouts, patching and pothole repairs.

d) Maintenance of street trees and landscape planting.

e) Repair of traffic services.

f) Repair of street furniture.

g) Transport network inspections including structural inspections, and roughness and condition rating surveys.

h) Structures maintenance, including repairs to guardrails and handrails associated with the structure, cleaning and painting, and stream clearing and debris removal to maintain water course under bridges.

i) Traffic count surveys including pedestrian and cycle counts.

Ruakura Structure Plan Area: Means all of the area contained in the Ruakura Structure Plan boundary as shown in Figures 2-14 to 2-18 (Appendix 2).

Rural industry: Means any industry ancillary to rural activities which is dependent primarily on the direct handling of raw produce of, or supply of services to, farming, horticulture, intensive farming or forestry and includes; packing and storage of produce, engineering workshops for the repair and servicing of farm equipment, depots for rural transporters and farming contractors, depots for the receipt of produce for preparation

for market, agricultural, horticultural, or silvicultural research, horticultural services and primary processing of horticultural produce. It excludes saw mills, abattoirs, wool scouring and the like.

Rural production: Means an agricultural activity or combination of activities for commercial gain or exchange and can include:

a) The cultivation of land.

b) The keeping, maintenance and farming of animals and birds (including poultry) for the production of meat, fibre, or other animal-derived produce (including offspring).

c) Horticulture (including all forms of fruit, vegetable, flower, seed, or grain crop farming).

But excludes forestry and intensive farming.

Satellite dishes: Refer to **Dish**.

School: Means land and/or buildings used to provide regular instruction or training of children including, primary, intermediate and secondary schools, and their ancillary administrative, cultural, recreational or communal facilities. This term excludes tertiary education and specialised training facilities and childcare facilities.

Secondary containment system: Means a system in which pooling substances held in a place will be contained if they escape from their original package or container from which they can, subject to unavoidable wastage, be recovered.

Secure unit: Means land or buildings using physical barriers and/or guards for the purpose of preventing departure from the facility for the primary purpose of the protection of property and/or the security or safety of any person other than staff, visitors and residents at the facility. For the purpose of this definition 'Managed Care Facilities' that require detaining or confining a resident for their own protection or for the protection of other people in the facility are excluded.

Sensitive Transport Network: Means transport corridors indentified as Sensitive Transport Network in Appendix 15, Figure 15-8.

Note

1. The Sensitive Transport Network is derived from the following factors:
   a) The Strategic Network.
   b) Cycle lanes – Transport Corridors with cycle lanes marked in accordance with the Traffic Control Devices (Rule) 2004.
   c) Bus route – Transport Corridors with a key bus route operated by a local authority or an agent of a local authority.
   d) Central City Zone – All Transport Corridors within or adjoining the Central City Zone, excluding to the east of the Waikato River (refer Planning Maps).
2. As some of these factors alter over time administrative changes to the District Plan will be required from time to time to keep the Sensitive Transport Network planning map up to date. Bus route information can be sourced from the Waikato Regional Council website or www.busit.co.nz/hamilton-routes/

Sensitive land use: As defined in the National Environmental Standard for Electricity Transmission Activities (2009), this includes the use of land for a childcare facility, school, residential building, or hospital.

Service areas: Means an area provided for the service needs (including rubbish and recycling bin storage requirements) of the occupants of a residential unit; commercial; industrial; community or recreational activity.

Service industry: Means premises occupied by activities involving light manufacturing or the repair or servicing of goods of a light nature and includes repair of household appliances, electronic equipment assembly and servicing, craft manufacture and clothes manufacture. It does not include car repairs, furniture making and the like.

Service lane: Means land dedicated as service lane which is used from time to time for the vehicular servicing of adjacent properties.

Service Station (within the Rototuna Town Centre Zone): Means any premise primarily used for the sale of motor fuels and lubricants by retail and includes:

a) Mechanical repair and servicing.

b) Ancillary retail of goods and food provided that the trading space provided within the building devoted to their display, sale or hire does not exceed 50m^2 GFA.

c) Vehicle washers.

d) The hire of trailers.

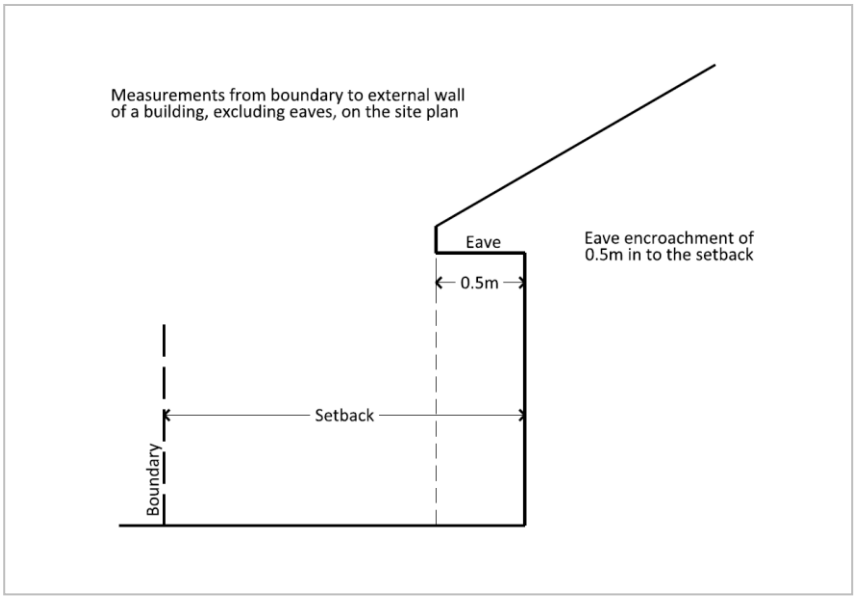
e) The storage and retailing of LPG and CNG.

But excludes:

f) Panel beating and spray painting.

g) Heavy engineering such as engine reboring and crankshaft grinding.

Setback: Means the distance from the boundary, specified object, or building line restriction in respect of a road widening, which is required to be free, unoccupied or unobstructed by buildings from the ground upwards, with the exception of eaves (extending no more than 0.50m into any setback) and, except as otherwise provided for in this District Plan. Front and rear setbacks extend across the full width of the site and side setbacks lie along the length of a side boundary between the front and rear setbacks.



Shared-use access way: Means, for the purpose of this District Plan, an access way to provide for the movement needs of pedestrians, including the use of motorised disability equipment (e.g. mobility scooters), and cyclists.

Shopping frontage: Means the principal face of a commercial building which is intended to be occupied by retail activities or which adjoins other such buildings and which is on or adjacent to the street frontage or which faces a customer parking area with 15 or more car spaces.

Short-stay worker accommodation: Means the same as visitor accommodation but for the exclusive use of employees or contractors.

Show home: Means a residential building and land which displays the design, construction materials, and building techniques available to potential house buyers including outside living areas and gardens. The show home is likely to include an office and is available for inspection by the public.

Sign: Means any advertising, informational or directional device or advertising matter, whether consisting of a specially constructed device, structure, erection or apparatus, or painted, printed, written, carved, inscribed, endorsed, projected on to, placed or otherwise affixed to or displayed upon anything.

Single dwelling: Means a residential building designed for, and occupied exclusively by, one household.

Site: Means an area of land which is:

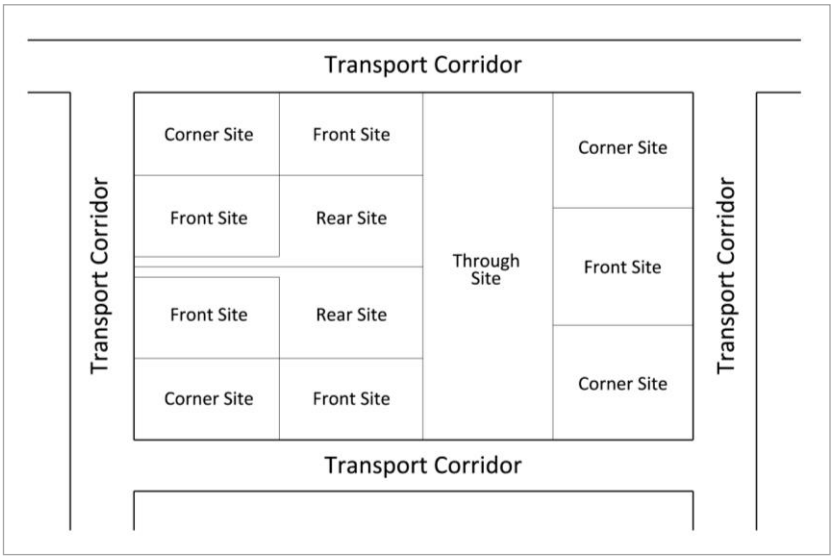
a) Comprised in a single certificate of title or in respect of which a single certificate of title could be issued without further consent from the Council.

b) Composed of two or more lots held together in one (or more) certificate(s) of title and where no single lot can be dealt with separately without the prior consent of the Council.

c) An area of land which has been defined for the purpose of transferring it from one certificate of title to another.

d) An area of land which is, or is to be, used or developed as one property whether or not that use or development covers the whole or a part(s) of one or more lots.

Allotments shown on a subdivision or survey plan for the purposes of effecting cross leases or company leases or issuing separate unit titles under the Unit Titles Act 2010, shall be deemed to comprise one site.



Front site: Means an allotment:

a) Which complies with the relevant frontage requirements for the zone.

b) Whose frontage is not less than two-thirds the maximum width of the allotment, measured parallel to its street frontage.

c) Is not a corner site as defined below.

Corner site: Means an allotment which lies within a general change of direction (being a change of 45° or more) of the abutting street or streets.

Through site: Means any allotment having two or more street frontages that are not contiguous.

Rear site: Means any allotment other than a front, corner or through allotment as defined above.

Site coverage: Means that portion of a site which is covered by buildings, whether principal or accessory, excluding eaves and uncovered decks and terraces. The net site area shall be used for the purpose of calculating coverage.

For the avoidance of doubt when calculating site coverage, the permitted eave overhang of 1.0m shall be excluded in all circumstances.

Small-scale energy generation (produces less than 20kW): Means renewable energy generation for the purpose of using electricity on a particular site or connecting into the distribution network (but excludes solar panels supplying electricity for the site on which they are located).

Soil conservation and river control works: Means any activity undertaken by or at the direction of a local authority for the express purpose of soil conservation, river and erosion control.

Spectator facility: Means an activity within a structure or building which supplies seating or standing accommodation at any racecourse, sports ground, recreation ground or similar place, whether or not such construction is enclosed or covered.

Spill containment system: Means a structure which will contain liquid or solid hazardous substances in the event of a spill, and prevent them from entering the stormwater system or a natural water body.

State highway: Means a road whether or not constructed or vested in the Crown that is declared to be a state highway under Section 11 of the National Roads Act 1953, or Section 60 of the Government Roading Powers Act 1989, and includes:

a) All land along or contiguous with its route that is the road.

b) Any part of an intersection that is within the route of the state highway.

Storage (in relation to hazardous substance facilities): Means the containment of a substance, either above ground or underground, in enclosed packages, containers or tanks.

Strategic network: Means any transport corridor identified as being part of the strategic network in Appendix 15, Figures 15-4b to 15-4f, the function and form of which is defined in Appendix 15.5.

Streetscape: Means the physical features such as buildings, landscaping, street furniture and other elements that contribute to the appearance or view of a road.

Structure Plan: Means a plan that sets out the development concept for longer-term growth and the likely extent of future infrastructure provision within a locality. It may set out a logical sequence and timing for provision of infrastructure and establish the principles on which development levies are to be paid as part of a subdivision and/or development.

Structures associated with the generation, storage, transmission or distribution of any network utility: Means any pole, mast, aerial, dish, or equipment shelter used for the transmission, switching, measurement, or regulation of any approved network utility.

Studio unit: Means a residential unit with living areas combined into one main room (e.g. kitchen, lounge, and bedroom may be open plan with bathroom and toilet facilities in a separate room).

Subdivision: Has the same meaning as contained within section 218 of the Resource Management Act 1991 which means:

a) The division of an allotment:

   i. By an application to a District Land Registrar for the issue of a separate certificate of title for any part of the allotment.

   ii. By the disposition by way of sale or offer for sale of the fee simple to part of the allotment.

   iii. By a lease of part of the allotment which, including renewals, is or could be for a term of more than 35 years.

   iv. By the grant of a company lease or cross-lease in respect of any part of the allotment.

   v. By the deposit of a unit plan, or an application to a District Land Registrar for the issue of a separate certificate of title for any part of a unit on a unit plan.

b) An application to a District Land Registrar for the issue of a separate certificate of title in circumstances where the issue of that certificate of title is prohibited by section 226.

The term subdivide land has a corresponding meaning.

Supermarket: This includes:

An individual retail outlet having a store footprint over 1,000m^2 GFA that sells, primarily by way of self service, a comprehensive range of:

a) domestic supplies, fresh food, groceries, such as fresh meat and produce; chilled, frozen, packaged, canned and bottled foodstuffs and beverages; and general housekeeping and personal goods, including (but not limited to) cooking, cleaning and washing products; kitchenwares; toilet paper, diapers and other paper tissue products; pharmaceutical, health and personal hygiene products and other toiletries; cigarettes, magazines and newspapers, greeting cards and stationery, batteries, flashlights, light bulbs and related products; and

b) non-domestic supplies and comparison goods comprising not more than 20 per cent of all products offered for sale as measured by retail floor space, including (but not limited to) clothing and footwear; furniture; electrical appliances; office supplies; barbecue and heating fuels; audio visual products.

Note
Retail floor space means that area of the premises to which the public has access for the purpose of shopping, together with any area:

a) taken up for the purpose of display of goods; and
b) any counter areas used by or occupied exclusively by staff members whilst actively engaged in serving the public.

This area does not include floor space used for:

- storerooms
- back of house including delivery areas
- trolley storage areas
- entrance lobbies
- behind counter areas, and
- checkouts.

Swimmable: Means:

a) the water quality meets the standards set out for human health for recreation for Attribute State B as defined in Appendix 2 of the National Policy Statement for Freshwater Management 2014 (Updated August 2017); and
b) water quality is equivalent to a black disk clarity of 1.6m or more.

Te Rapa Corridor: Means those lots shown in Volume 2, Appendix 6, Figure 6-4.

Te Rapa Dairy Manufacturing Site: Means the land identified on Figure 6-4 and the Planning Maps as Te Rapa Dairy Manufacturing Site.

Temple View Flood Hazard Area: Means that part of any land within the vicinity of Temple View affected by flooding during a 1% annual exceedance probability event. This is identified as Temple View Flood Hazard Area within the Planning Maps.

Temporary activities in a public place: This includes:

a) Outdoor dining areas.

b) Markets, stalls, merchandise displays and mobile shops.

c) Busking, hawking and charitable collections.

A public place is:

d) Under the control of Council.

e) Open to, or being used by, the public, whether or not there is a charge for admission.

and includes:

f) A road, whether or not the road is under the control of Council.

g) Any part of a public place; but excludes reserves which are regulated by the Parks, Domains and Reserves Bylaw 2007.

Note
Refer to the Hamilton City Public Places Bylaw 2009 and Hamilton City Public Places Policy 2009 for restrictions to activities in a public place.

Temporary buildings and structures ancillary to an event: These include marquees and spectator stands.

Temporary logistics activities: Logistics activities provided for in the Logistics Zone (Sub Area A) as a controlled activity in Rule 10.3c and excluding freight handling activities.

Temporary sign: Means a sign that is not reflectorised, illuminated, flashing or moving and the sign is used to:

a) Advertise that the property is for sale, and is displayed only while the property is on the market.

b) Advise of any temporary construction project being undertaken on the site.

c) Inform of a public election.

d) Inform for the purpose of public notification.

e) Advertise an event associated with any temporary recreational or community activity.

Tenancy: Tenancy is defined as the gross floor area occupied by way of exclusive use by a tenant and includes both freehold and leasehold area.

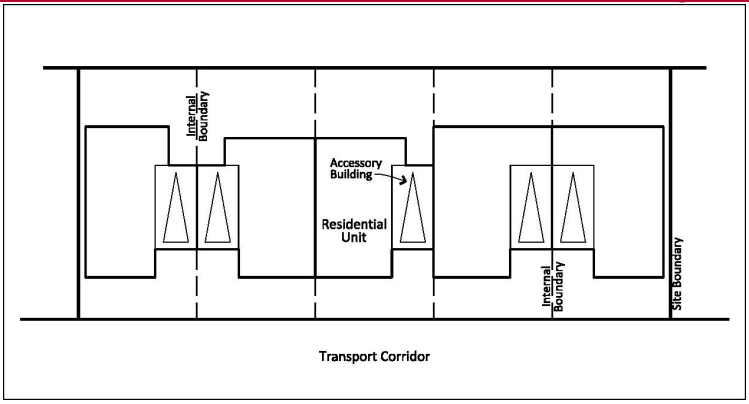
Terrace Dwelling (Peacocke Precinct):*In relation to the Peacocke Precinct, means a single residential building:*

Plan Change 5 Peacocke Structure Plan

1. That contains three or more residential units; and

2. *where the residential units are aligned horizontally side by side; and*

3. *where each residential unit has its own entrance on the ground floor*



Tertiary education and specialised training facility: Means land and/or buildings used to provide regular instruction, training and/or related research not meeting the definition of school and includes tertiary education institutions, work skills training centres, and their ancillary administrative, cultural, recreational, accommodation, retailing, research or communal facilities.

TEU: Means 20-foot equivalent unit and is a measure of container throughput in the freight industry.

Three Waters: Means the three key areas of strategic water management (including associated infrastructure) within the City. Three Waters comprises:

a) Water supply – including drinking water and other water abstracted from the Waikato River, treated and used within the City, and water for fire fighting purposes.

b) Wastewater – liquid waste (including liquids containing waste solids) from domestic, industrial and commercial premises including toilet wastes, grey water and tradewastes.

c) Stormwater – rainwater that runs off a surface into streams, waterways, underground aquifers, rivers and eventually, far beyond Hamilton's boundaries, ends up in the sea.

Trade and industry training facilities: Means premises accommodating specialised education and training facilities where groups of people are given trade or industry tuition and training on a formal basis.

Traffic services: Means the transport corridor furniture, pavement markings and lighting assets that make up part of the transport infrastructure, and includes:

a) Belisha beacons and lighting at pedestrian crossings.

b) Carriageway and footpath lighting.

c) Guard rails, pedestrian railings and fences.

d) Pavement markings, including cycleway markings.

e) Transport corridor delineation, including edge marker posts and raised and reflective pavement markers.

f) Sight rails.

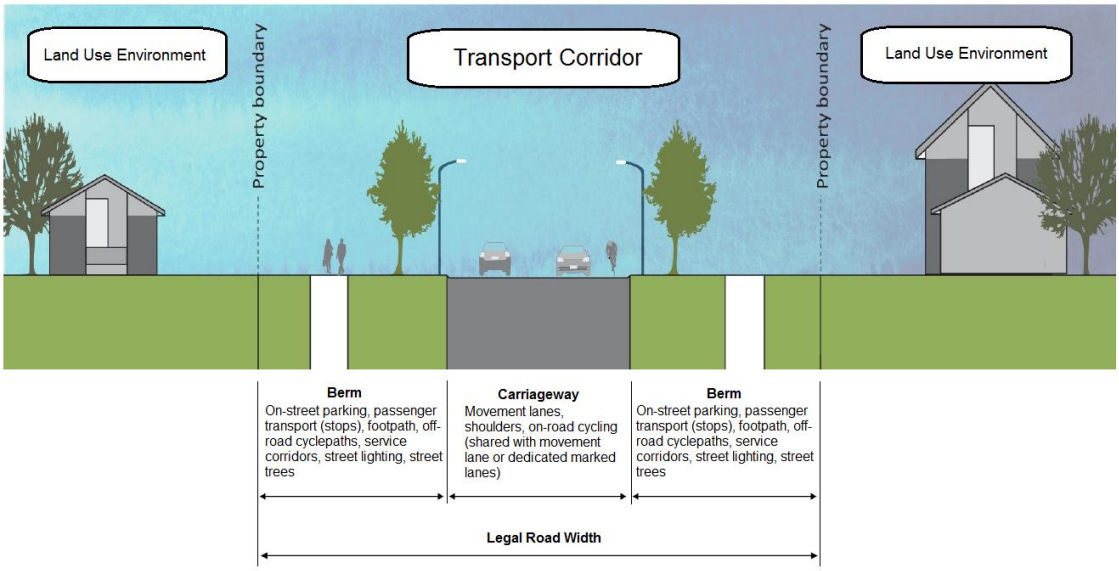
g) Signs, including the posts.

h) Traffic signals.

i) Variable message signs (VMS).

Transplanting (of a significant tree or indigenous vegetation in a Significant Natural Area): Means the relocation of a significant tree or indigenous vegetation to a new site in accordance with standard arboricultural practice.

Transport corridor: Means the whole corridor that provides for carriageway, berms and any adjoining pedestrian or cycle paths, landscaping and lighting, and includes roads and access segregation strips, but excludes private roads in the Ruakura Logistics Zone and the Knowledge Zone.



Transport depot: Means land, buildings and infrastructure used principally for the receiving, dispatching or holding of goods or passengers in transit by road or rail and any associated provision for vehicles.

Transport infrastructure: Means any structure that is necessary for the functioning of the transport network and that caters for the needs of transport users. This includes but is not limited to surfacing and pavement, traffic services and structures such as transport lighting, bridges, retaining walls, bus shelters, taxi shelters, information fixtures for bus passengers, parking and loading spaces and facilities, litter bins, drinking fountains, mobility scooter charging points, and public seating.

Transport network: Means the combined network of:

a) Existing and future transport corridors (as shown on any Structure Plan, Figures 15-4b to 15-4f or Designation).

b) Private roads and ways, access ways, service lanes pedestrian, cycle and passenger transport lanes or routes (both within and outside the transport corridor).

c) Rail, river ferry and air travel routes

that provides for the movement of people and goods to, from and through the City. It includes all of the ancillary support transport infrastructure and activities, and vehicle entrances. It also includes those facilities in addition to transport infrastructure that support the use of the transport network, as well as (but not limited to) end-of-journey facilities and Travel Management Plans.

Transportation service centre: Means a development with the primary purpose of providing an accessible range of services to the motoring public using the State Highway network including commercial freight vehicles. A Transportation Service Centre may include the following uses.

a) Service Stations and car wash facilities.

b) Truck stops, truckers' lounges and associated accommodation.

c) Food and refreshment facilities (including drive through services).

d) Rest, picnic and sealed vehicle parking areas.

e) Public toilets and showers.

f) Lotto facilities.

g) Playgrounds.

h) Information centre for the provision of information for travellers and tourists.

i) Storage area for tow trucks.

j) Telephones, mail box, coin laundry, automatic teller machine banking faculties (ATMs) and fax/communication facilities.

k) Premises for emergency and transport related regulatory services.

l) Accessory buildings for the foregoing uses.

Travel plan: Means a set of measures to encourage people (e.g. employees, visitors and students) to travel to and from the site (e.g. workplace or school) by walking, cycling, passenger transport and car sharing or car pooling.

Tree (in relation to landscaping and screening): Means a large perennial plant with a woody trunk that has a mature growth height of greater than 3m or with a trunk diameter at its base of greater than 100mm.

Unit site area: Means either:

a) A delineated area for exclusive use on a proposed plan of fee simple, cross lease, company lease subdivision.

b) A principal unit and its accessory unit entitlements on a proposed unit title subdivision.

c) A contiguous area of land for the exclusive use of a residential unit (including associated accessory buildings), and its required outdoor living area, service area and vehicle parking and manoeuvring space.

Universal access: Means that anyone, regardless of age or ability, can go safely from A to B without inconvenience or barriers, and with dignity.

Upper floor levels: Means those floors at a level higher than 2.5m above ground level at any corner of external foundations of the building.

Plan Change 5 Peacocke Structure Plan

Urban Block: *Means a group of lots that is bounded by roads in the Peacocke Structure Plan Area.*

Use (in relation to the hazardous facilities screening procedure contained in Appendix 12): Means the manufacturing, processing or handling of a substance for a particular activity without necessarily changing the physical state or chemical structure of the substance involved. This includes mixing, blending and packaging operations, or the use of a substance as a cooling or heating medium. It does not include:

loading out and dispensing of petroleum products; or

the filling or drawing of substances from bulk storage tanks where the connection to the bulk storage tank is not permanent.

Vegetation removal: Means removing any vegetation or trees of any height including the root structure of such vegetation, provided that this shall not include emergency removal of protected trees and/or removal or alteration of vegetation necessary to avoid injury to persons or imminent danger to property or works undertaken by regional or territorial authorities for erosion control, flood management, or plant pest management purposes.

Vegetation trimming and maintenance: Means for the purpose of maintaining existing fence lines, vehicle tracks, walkways, cycleways, drains, ponds, utilities or other structures. It includes clearance required for the management of exotic plant species or compliance with a Pest Management Plan under the Biosecurity Act 1993 and must be in accordance with currently accepted arboricultural practice.

Vehicle crossing: Means the formed and properly constructed vehicle entry/exit point from the carriageway of any road up to and including that portion of the road boundary of the site across which a vehicle entry or exit point is permitted by this District Plan. It includes any culvert, bridge or kerbing.

Vehicle control point: Means a point on an internal vehicle access route controlled by a barrier, or similar means, at which a vehicle is required to stop.

Vibration sensitive activities: Means residential activities, marae, hospitals, facilities for the elderly, hotels, accommodation and educational establishments.

Visitor accommodation: Means any land or buildings used for day-to-day accommodation of visitors on a temporary basis (up to three months' continuous occupation during any 12-month period). It includes motels, hotels, holiday or tourist flats, backpacker accommodation, motor or tourist lodges. It excludes camping grounds and motor camps.

Waahi tapu: Means a place sacred to Māori in the traditional, spiritual, religious, ritual, or mythological sense.

Waikato Hydro System Operating Range: Means

Waikato Hydro System Operating Range		
Location	**Lower Level (m)**	**Upper Level (m)**
Cobham Bridge	11.60	15.80
Victoria Bridge	11.40	15.44
Claudelands Bridge	11.20	15.29
Whitiora Bridge	10.99	15.18
Fairfield Bridge	10.83	15.06
Ann Street	10.70	14.92
Wairere Drive	10.40	14.38

Waikato River: Means the 'Waikato River' as defined by section 6 of the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010.

Waikato Riverbank and Gully Hazard Area: Means the area identified on the Planning Maps as Waikato Riverbank and Gully Hazard Area and is susceptible to land instability because of its slope and/or soil types.

Note

Council holds mapping information that separates the gully network and Waikato Riverbank components of this Hazard Area.

Walkways and cycleways: Means publicly accessible formed pathways and includes mountain bike/BMX tracks, boardwalks, shared paths, footpaths and cycle paths.

Warehouse: Means premises used for the receipt, storage and disposal of materials, articles or goods destined for a retail outlet, trader or manufacturer.

Water-sensitive techniques: These include a variety of methods designed for water conservation. They include many techniques referred to under other names, e.g. low-impact design (LID), water-sensitive urban design (WSUD), low-impact urban design and development (LIUDD), sustainable urban drainage systems (SUDS), “natural”, “green” and “sustainable”. A primary aim of water-sensitive techniques is to maximise the achievement of multiple benefits rather than a single engineering technical efficiency measure. Recognised water-sensitive techniques include:

a) For water supply:
   i. Rainwater reuse systems comprising rainwater tanks and appropriate connections that use rainwater instead of potable water for toilet flushing and landscape irrigation.
   ii. Low-flow fixtures.
   iii. Leak resistant fixtures and fittings.
   iv. Automated greywater reuse systems that use greywater instead of potable water for toilet flushing and landscape irrigation.
   v. Drought-resistant landscaping (e.g. xeriscape) with low water requirements.
   vi. Conservation education.

b) For stormwater:
   i. Rainwater tanks/chambers/ponds for reuse or detention.
   ii. On-site soakage.
   iii. Green roofs.
   iv. Reed beds/wetlands.
   v. Rain gardens.
   vi. Vegetative filter strips.
   vii. Swales and depression landscaping.
   viii. Gross pollutant traps.
   ix. Permeable paving.
   x. Requiring buildings to be built above the freeboard of a 1% annual exceedance probability event.

c) For wastewater:
   i. Low-flow and leak resistant fittings and fixtures on a water supply.
   ii. Automated greywater reuse systems as in a) above.

iii. Best practice inflow and infiltration reduction methods.

d) Biodiversity:

i. Reed beds.

ii. Wetlands.

iii. Ponds.

iv. Rain gardens.

v. Green or living roofs.

vi. Water-quality protection and improvement devices.

vii. Maintenance or restoration of natural flow regimens.

e) Cultural:

i. Traditional food and fibre plants within riparian areas.

ii. Water-quality protection and improvement devices.

iii. Facilitation of appropriate water body access.

iv. Maintenance or restoration of natural flow regimens.

Wetland: Means permanently or intermittently wet areas, shallow water, and land-water margins that support a natural ecosystem of plants and animals adapted to wet conditions.

Wholesale retail and trade supplier: Means premises that engage primarily in the storage, distribution and sale of goods to other businesses (rather than the general public, although it may include a minor proportion of its sales to the general public), including premises engaged in supplying the construction and building industries, such as plumbing and building materials, farming and primary production supplies (including seed and grain merchants, farming and horticultural equipment suppliers, and equestrian and veterinary suppliers).

Yard: Has the same meaning as setback.

Yard area (relating to ancillary office activity): Means that area of a site used for outdoor storage or outdoor activity related to the principal activity on the site, or which is the principal activity on the site. It excludes any provided staff or customer car-parking, landscaping areas and manoeuvring and loading areas.

Yard-based retailing: Means a retail activity selling or hiring products where more than half of the display area (not including any parking, servicing, landscaping or manoeuvring areas) is located outside of an enclosed building. Such activities include, but are not limited to car, boat and heavy machinery sales yards; garden centres and landscaping supplies; automotive and boating accessories; trailer and caravan sales yards, building and farm supply outlets, and hire pools.

1.2 Information Requirements

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

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

Note

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

1.2.1 All Applications

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

a) **Description of the proposal**

An introductory background providing a clear description of:

i. The proposed activity and how it is intended to operate (including information such as hours of use, numbers of users, etc).

ii. The proposed use of all existing and proposed buildings on the site.

iii. The current use of the site.

iv. Resource consents applied for, identifying what aspects of the proposal do not comply with relevant standards and assessment criteria within the District Plan (including any plan changes or variations).

b) **Legal description of the subject site**

i. Street address, legal description and allotment area(s) of the subject site.

ii. A copy of the current Certificate of Title(s) for the subject site and documents detailing any associated:

- Consent notices
- Easement documents
- Hamilton City Council covenants
- Building line restrictions

Note

1. Certificates of Title may be obtained from Land Information New Zealand. Please ensure that the Certificate of Title consists of both the cover page and attached pages showing the survey plan.

c) **Locality plan**

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

Note

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

d) **Site plan/s**

Showing the following.

i. North point.

ii. Allotment boundaries and dimensions.

iii. Date the plans were drawn.

iv. Any historic or natural feature identified in Appendix 8 or Appendix 9 as follows:

- Schedule 8A: Built Heritage (structures, buildings and associated sites)
- Schedule 8B: Group 1 Archaeological and Cultural Sites
- Schedule 8C: Group 2 Archaeological and Cultural Sites
- Schedule 9C: Significant Natural Areas
- Schedule 9D: Significant Trees

v. Other natural features (e.g. wetlands, springs, streams, location of banks).

vi. Frontages to public road (noting the road's hierarchy in the Transport Corridor Hierarchy Plans in Appendix 15, Figures 15-4b to 15-4f).

vii. Locations and layout of existing and proposed buildings (including key dimensions from buildings to boundaries).

viii. Floor plans showing the internal room layout and identifying the floor area and any habitable rooms (the outline of any upper storey should be indicated on the site plan).

ix. Access and vehicle crossings from road boundaries to parking, loading and manoeuvring areas.

x. Location of buildings on adjoining sites.

xi. Location, layout and dimensions of existing and proposed:

- Parking spaces (cars, motorbikes, bicycle, accessible)
- Loading spaces
- Service areas
- Living court areas
- Storage areas

xii. Location, layout, dimensions and description of existing (noting any that are to be retained or removed) and any proposed:

- Landscaping and vegetation
- Walls or fences
- Signs (including sign design)
- Utility services (e.g. water lines, street lights), which may also require details about connections to Three Waters infrastructure (including size, depth at boundary, grade and distance to boundary pegs)

Note

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

xiii. Original and proposed future contours of the site with contours marked at 0.5m intervals.

xiv. Nature and extent of any:

- Proposed earthworks (e.g. cut or fill, quantities)
- Designations affecting the site (refer Volume 1, Chapter 26: Designations)
- Natural hazards (including hazard layers identified by the District Plan – refer Volume 1, Chapter 22: Natural Hazards and the Planning Maps)

Note

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

e) **Elevation drawings**

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

i. The natural ground level, and the nature and extent of any proposed earthworks (e.g. cut or fill, quantities).

ii. Existing and finished ground levels.

iii. Maximum building height and relevant height control plane angles.

iv. Ground floor levels in relation to the top of the kerb at entry locations from any adjoining transport corridor.

iv. Height above floor level of any upper-storey windows.

v. Floor levels in relation to the depth of a 1% annual exceedance probability flood event.

Note

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

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

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

g) **Other resource consents/permits**

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

h) **Assessment of environmental effects**

i. An assessment of the environmental effects (AEE) of a proposal shall be provided with applications for resource consents. Any AEE shall be prepared in accordance with the Fourth Schedule of the Act and shall discuss all the actual and potential effects of the proposal on the environment.

ii. The amount of detail provided must reflect the scale and nature of the effects. For example, if there are major effects arising from the proposal, a detailed

analysis and discussion of these effects should be included. It may require the provision of information from a suitably qualified and experienced practitioner (e.g. a traffic engineer, planner, geotech engineer or acoustic consultant). If the effects of the proposal are small, then a less detailed AEE may be appropriate.

iii. The AEE should identify how any adverse environmental effects are to be avoided, remedied, or mitigated, and shall also ensure that the following matters are addressed.

- Consultation undertaken with affected parties
- Effects of the proposal on the natural environment (including existing vegetation and natural land form), neighbourhood amenity, and infrastructure
- Heritage issues (such as waahi tapu)
- Site constraints (such as flooding)
- External impacts (such as discharges)
- Construction impacts (such as noise)
- Other matters associated with the proposal

iv. In the case of controlled and restricted discretionary activities the AEE need address only those matters which Council has retained control over or restricted its discretion to in the District Plan.

1.2.2 Additional Information Requirements

In addition to the information specified in 1.2.1 above the information in the following section may also be required for applications for resource consent, to enable the full assessment and determination of the proposal.

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

1.2.2.1 General

a) Plans, reports or information may also be required to be provided in relation to:

i. Details and outcomes of any consultation undertaken (e.g. Waikato iwi and local hapu, Kiwi Rail, Transpower, New Zealand Transport Agency, Heritage New Zealand Pouhere Taonga, Waikato Regional Council).

ii. Potential future subdivision of site.

iii. How the proposal will promote any design guidance referenced in the District Plan.

iv. Details about previous uses of the site and an assessment on whether the National Environmental Standard on Assessing and Managing Contaminants in Soil to Protect Human Health applies.

v. Any other relevant rules or provisions in the District Plan, such as any overlay provisions and bonus provisions.

b) Reports and management plans demonstrating how adverse environmental effects associated with the proposed activity are to be avoided, remedied or mitigated with respect to:

i. Nuisances such as noise, dust, odour, glare, and vibration.

ii. Stormwater disposal and sediment control measures.

iii. Hazardous facilities and substances.

iv. Discharges of contaminants.

c) Concept Engineering design plans should be included for any proposed infrastructure.

Note

1. Historical and cultural sites and natural features are of significance to iwi and local hapu. In respect of any developments or activities requiring a resource consent, or for plan changes it is advisable that iwi representatives are notified at the earliest stages of planning. This will assist with the identification and mitigation of any potential adverse effects that may impact on cultural values. It is also advisable that before any archaeological surveys or investigations are undertaken iwi representatives are consulted.
2. It is recognised that traditional iwi/hapu customary processes are a complementary method of control outside the District Plan for activities that can adversely affect cultural values associated with natural features (such as the pollution of waterways that are used as important food-gathering sites). Customary processes may vary in different situations and could include:
   - *Mauri* – the notion of respect towards the health and wellbeing of significant sites
   - *Rahui* – an embargo or restriction on access to a site until it is lifted (usually in relation to a polluted or hazardous site)
3. Consultation with iwi can assist in identifying any appropriate customary processes to be followed where special tangata whenua values are identified.
4. Guidance on engineering plan information requirements is contained within the Hamilton City Infrastructure Technical Specifications.

1.2.2.2 Subdivision

a) **General**

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

b) **Scheme Plan**

A Scheme Plan covering the following matters should be provided.

i. Unit site area of each proposed allotment.

ii. Net site area of each proposed allotment.

iii. Dimensions of all:

- Existing boundaries
- Proposed boundaries

iv. Shape factor shown on all proposed allotments, including those with existing buildings.

v. Schedule of existing easements.

vi. Memorandum and dimensions of proposed easements.

vii. Existing and proposed land contours at 0.5m intervals and/or sufficient spot heights to allow accurate representation of the land surface.

viii. Existing trees and other vegetation proposed for retention or removal.

ix. All existing buildings (plan views of roof and wall outlines).

Note

1. Documents should also be provided to show that existing buildings have been legally established.

x. All proposed buildings and building platforms (including buildings being re-positioned on site).

xi. Service areas, living areas, storage areas, vehicle parking areas and loading areas for all existing buildings.

xii. Parking spaces (cars, motorbikes, bicycle, accessible) and loading spaces.

xiii. Vehicle manoeuvring tracking curves.

xiv. Vehicle queuing areas.

xv. Distance of building eaves from abutting accessway or right-of-way boundaries.

xvi. Vertical cross-section of building eaves/stairs/doors and windows that encroach accessway/right of way boundaries/unit title common areas.

xvii. Existing and proposed Three Waters reticulation.

xviii. All existing and proposed vehicle crossings.

xix. Sight distances of all existing and proposed vehicle crossings.

xx. Distance of all existing and proposed vehicle crossings from intersections or railway crossings.

xxi. Distance between all existing and proposed vehicle crossings (including adjoining sites.

xxii. Location of proposed roads, reserves, easements, and essential services.

xxiii. Land to be vested in the Crown, Council, or network utility operator.

xxiv. Nature and standard of existing and proposed roads and network utility services such as sewage disposal, stormwater management, water supply, telecommunications and electricity supply.

xxv. Proposed final legal status (e.g. freehold, cross-lease, unit title).

Note

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

c) **Subdivision Concept Plan**

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

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

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The information provided as part of a Subdivision Concept Plan must demonstrate how the proposal meets, is consistent with, or otherwise satisfies:

a) Objectives and Policies of:

i. The relevant zone.

ii. Chapter 3: Structure Plans (as relevant to specific Structure Plan Areas).

iii. Chapter 23: Subdivision.

b) Relevant standards

c) Relevant design guides in Appendix 1.4

d) A subdivision concept plan shall specifically include the following information:

i. The location and width of proposed roads and carriageways and the integration of the roads with the existing transport network

ii. The location and dimension of public reserves.

iii. The location and dimension of shared-use pedestrian/cycle accessways

e) Concept plans within the Peacocke Structure Plan Area shall be prepared in accordance with the neighbourhoods identified in Appendix 2.3

1.2.2.2.13 ~~Master Plan for~~Additional Requirements for Concept Plans for the Peacocke ~~Character Zone Neighbourhoods~~Structure Plan

Subdivision within the Peacocke Structure Plan shall be prepared to comply with the requirements of 1.2.2.2 iii) and include the following additional information.

a) Demonstrate how the proposal is in accordance with the Peacocke Structure Plan and how the objectives and policies of the Structure Plan are able to be met.

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b) Provide an analysis over all adjoining sites to the subject site to ensure issues impacting on the development are understood and address the following matters:

~~A Master Plan shall accompany subdivision applications for in the Peacocke Character Zone for Fee Simple Subdivision where lots created are less than 2ha in the Terrace Area and less than 5000m² in the Gully and Hill Areas.~~

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

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

~~a~~i) **Transport Network**

The ~~Master Plan~~Concept Plan will need to:

- ~~outline~~ Outline the street pattern as well as set out the street typologies that will be used in the development, the pedestrian and cycle network and how this links with the City's/area's transport network and open space network.
- Demonstrate how the proposed subdivision is able to be connected to, and integrated with, existing and future adjacent development.
- Demonstrate how subdivision has been designed to ensure the safety and efficiency of identified separated cycleways and shared paths.
- Demonstrate how vehicle access is to be provided while maintaining on street parking and safety of the transport network.
- Demonstrate the need for any culs-de-sac proposed.
- Demonstrate that lots accessed from the rear lane are sized to accommodate a dwelling and any car parking provided.

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As part of the ~~Master Plan~~subdivision a broad Integrated Transport Assessment ~~will~~ may- be required (refer to Rule 25.14.4.3).

~~b~~ii) **Infrastructure and Servicing**

~~The Master Plan~~Concept Plan will need to identify the approach to the provision of infrastructure and services which is aligned with the structure plan and the wider city infrastructure development program. It shall ~~i~~incorporate a low impact urban design and development approach and be prepared in ~~association~~ accordance with the ~~development of an~~Peacocke Integrated Catchment Management Plan~~, as set out in Appendix1.2.2.6, for the stormwater catchment area in which the Master Plan neighbourhood or neighbourhoods are located. Demonstrate the integration of any short term infrastructure solutions created under Rule 23.6.10(f) into the overall infrastructure solution for the Peacocke Structure Plan area as indentified by the Master Plan.~~

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~~c~~iii) **Natural Environment Network**

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

~~d~~iv) **Open Space Network**

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

~~e~~v) **Land Use**

The ~~Master~~ Concept Plan will need to identify the location of commercial and community facilities (If relevant) as well as residential densities. It will need to also develop the street pattern taking into account the open space, natural environment and transport network. The street pattern will also need to take into consideration the development principles set out in the structure plan and the transport corridor hierarchies, including demonstrating the need for rear sites, where these are proposed.~~.~~

~~f~~vi) **Detailed Development Response**

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

~~g~~vii) **Staging**

The plan will need to identify the staging of development to demonstrate how any urban development ~~created under Rule 23.6.10(f)~~ is integrated into the overall ~~m~~ development of Peacocke.~~aster plan for the neighbourhood~~.

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1.2.2.4 Landscaping Plan

Any development that is required to provide landscaping and screening under Chapter 25.5 shall provide a plan which identifies the location of the required or proposed landscaping or screening.

1.2.2.5 Water Impact Assessments

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

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

	Type of Water Impact Assessment and what information is to be provided (✓ = required)	
Information to be provided	**Type 1** (Residential activities)	**Type 2** (Other activities)
i. How the proposal is consistent with, or otherwise complies with, the recommendations, measures and targets of any relevant Integrated Catchment Management Plan.	✓	✓
ii. An assessment of any potential effects (including cumulative effects) of the development in relation to its catchment.	✓	✓

	Type of Water Impact Assessment and what information is to be provided (✓ = required)	
Information to be provided	**Type 1** (Residential activities)	**Type 2** (Other activities)
iii. Details of what water-sensitive techniques are proposed. iv. Details of the expected water efficiency benefits arising from the proposed water-sensitive techniques compared to the same development without using those water-sensitive techniques. v. Details of how the water-sensitive techniques will be operated and maintained to ensure ongoing water efficiency benefits. vi. Where no water-sensitive techniques are proposed, an assessment containing reasons and justification for not incorporating water-sensitive techniques, having particular regard to the objectives and policies of the Volume 1, Chapter 25.13: City-wide – Three Waters.	✓	✓
vii. Confirmation of available Three Waters infrastructure and capacity to appropriately service the proposal.	✓	✓
viii. Details of the water demand (flow and pressure) and water sources.	✓	✓
ix. Where the water demand of the proposal is greater than 15m^3 of water per day, details of a programme explaining how the proposal intends to reduce its water consumption to achieve that level. ***Note*** Consent from the Regional Council for an increased water take may be required where a proposal is to take in excess of 15m^3 of water per day.		✓
x. Information on how wastewater (including trade waste) will be managed to minimise any impacts on the reticulated network.		✓
xi. A list of measureable targets and performance indicators to allow the efficient and effective monitoring of the proposal's compliance with any conditions arising from the Water Impact Assessment.		✓

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

Note

1. The extent and degree of assessment needed for a Water Impact Assessment may be greater when without an existing Integrated Catchment Management Plan.

2. As an outcome of the Water Impact Assessment, conditions may be applied to the development. These may include financial contributions, monitoring and the requirement for the installation of specific water sensitive techniques.

1.2.2.6 Integrated Catchment Management Plans (ICMP)

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

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

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

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

Note

1. Greenfield Areas include the Future Urban Zone, Temple View Zone, Te Rapa North Industrial Zone, Large Lot Residential Zone and all Structure Plan Areas identified in Appendix 2.

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

a)	Maps/drawings identifying for the relevant hydrological catchment (or sub-catchment): i. the catchment boundary; (***Note***: In the case of a full ICMP, this will be used in relation to determining future compliance with Rule 25.13.4.1(b)); ii. Natural features, surface water bodies, existing drainage systems and infrastructure; iii. Existing development and land uses (see f) vi below); iv. Proposed future development and land uses (see d) below); and v. The extent of the infrastructure networks that have been assessed and the location of any network constraints (see f) vii below).
b)	Classification of the surface water bodies within the catchment (or sub-catchment) as detailed in the Waikato Regional Plan.
c)	The social, economic, ecological, amenity and cultural objectives being sought for the catchment (likely to stem from a structure planning process).
d)	A description of proposed urban growth, development and land use intensification within the catchment (or sub-catchment).

e) A list of the key stakeholders associated with the catchment (or sub-catchment), details of the consultation undertaken, and details of their respective views on providing for new stormwater diversion and discharge activities with the catchment (or sub-catchment).

f) An assessment of the current state of the catchment (or sub-catchment) and stormwater receiving environment/s, and the provision of catchment baseline information (including maps/drawings) on:

i. Topography;
ii. Soils and geology;
iii. Receiving environment –
    a. Erosion;
    b. Ecology, including ecological sensitivity;
    c. Water quality (including contaminant load);
    d. Sediment quality; and
    e. Hydrology;
iv. Hydrogeology;
v. Flooding (including overland flow paths);
vi. Existing development and land uses;
vii. Existing three waters infrastructure and water source(s), including their capacity to appropriately service the proposed urban growth, development and landuse intensification within the catchment (or sub-catchment); and
viii. All relevant existing resource use authorisations (including, for example, consents issued by the Waikato Regional Council for water take, wastewater and stormwater diversion and discharge activities).

g) The effects of climate change.

h) An assessment of the environmental effects, including cumulative effects over time, of all proposed water take, wastewater management and stormwater diversion and discharge activities on the catchment (or sub-catchment) and stormwater receiving environment/s. The assessment shall include maps/drawings and be in such detail as corresponds with the scale and significance of the effects on the catchment (or sub-catchment) including, but not limited to, effects on the following, taking into account the effects of climate change:

i. Natural features, surface water bodies and aquifers, including water sources;
ii. Sites of cultural and/or historical significance;
iii. Public health;
iv. Flooding hazards, including overland flow;
v. Receiving water hydrology, including base flows and peak flows in rivers and streams and long-term aquifer levels;
vi. Receiving water sediment and water quality;
vii. Receiving water habitat, ecology and ecosystem health, including an explanation of how they will be maintained and enhanced;
viii. Receiving water riparian vegetation;

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

Note

1. Information requirements shaded in the table above do not apply to sub-catchment ICMPs for greenfield areas, but do apply to full ICMPs.
2. Council will hold some information and modelling data that may assist in preparing any type of ICMP.
3. Anyone preparing an ICMP will need to collaborate closely with Council. Council's guidance should be sought prior to commissioning any ICMP work. Council will define appropriate methodologies and deliverables for the technical components of an ICMP and how the information and assessments are to be presented. See also the Three Waters Management Practice Notes on Council's website.

4. Catchment boundaries will not always follow the boundary of a site. Some sites may fall within more than one hydrological catchment. Water supply, wastewater and stormwater networks often cross hydrological catchment boundaries.

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

A Water Impact Assessment in accordance with Appendix 1.2.2.5 that also includes details of how adverse effects arising from the following will be avoided, remedied or mitigated: a) Flood hazards; b) Stormwater disposal; c) Discharges of contaminants; and d) Identified network constraints.

Table 1.2.2.6d: Completion of Full ICMP Preparation

Preparation of a full ICMP shall be considered complete when the ICMP has received technical certification by: a) Council that the ICMP complies with the relevant information requirements; and b) Waikato Regional Council that the guidance within the ICMP for stormwater diversion and discharge activities is to an acceptable standard.

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

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

a) Written advice from an appropriately qualified person or body concerning the effects of the proposed activity on the cultural and heritage values identified for the site and outlining possible mitigation measures.

b) In the case of the site having identified tangata whenua values, advice from relevant iwi.

c) Where the site history indicates that there may be historical artefacts or other physical remains, advice from a suitably qualified and experienced archaeologist.

d) Advice that the necessary authority to modify or damage an archaeological site has been obtained from Heritage New Zealand Pouhere Taonga under the Heritage New Zealand Pouhere Taonga Act 2014.

Note

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

1.2.2.8 Comprehensive Development Plan

a) All CDP applications shall show the total expected development for the identified Comprehensive Development Plan area (even if the development is to proceed in stages) through plans and explanatory text.

b) Where a CDP area is to be developed in stages, the information required for each stage of the CDP process must be sufficient to enable assessment of the application in terms of the Concept Plan (Rototuna), Structure Plan and the Urban Design Guide.

c) Any staged application for the development of a CDP area shall include an overall development framework setting out the following for the entire CDP area:

   i. Staging,

   ii. Main block pattern,

   iii. Roads and access ways,

   iv. Stormwater solutions,

   v. Reserves, and

   vi. Bulk and scale of the buildings.

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

d) For CDP applications in the Industrial Zone refer to Rule 9.3.3 and 9.3.4.

e) CDP applications (except those in the industrial zone) shall include where relevant, but not be limited to the following:

Note

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

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

Information Requirements	Rototuna Town Centre Zone	All other CDPs (excluding the Industrial Zone)
e) The method by which the development of each Comprehensive Development Plan Area is to be managed, and how it will relate to surrounding land, and the wider Structure Plan area.		✓
f) The method by which the development of each precinct is to be managed, and how precincts will relate to each other, surrounding land and the wider Rototuna Town Centre area.	✓	
g) How transportation and other infrastructure is to be provided to enable the efficient, safe, effective, functional and sustainable delivery of infrastructure. This must take into account the subject Comprehensive Development Plan Area, integration with the surrounding CDP areas and the wider Structure Plan area.		✓
h) How transportation and other infrastructure is to be provided to enable the efficient, safe, effective, functional and sustainable delivery of infrastructure. This must take into account the subject Comprehensive Development Plan Area, integration with the surrounding CDP areas, the wider Rototuna Town Centre and the wider Structure Plan area.	✓	
i) Showing the exact location and design of proposed areas of open space, ecological links and natural features which are to be retained or enhanced, and the areas to be developed for stormwater purposes.	✓	✓
j) Site development. Illustrate:		
i. Activity types	✓	✓
ii. Building footprints	✓	✓
iii. Individual shop and business tenancy sizes	✓	
iv. The number of residential units proposed	✓	✓
v. External layout and floor areas of residential units	✓	✓
vi. How the identified yield is to be met	✓	✓
vii. Pedestrian walkways and cycleways	✓	✓
viii. Carparking areas and vehicular circulation	✓	✓

Information Requirements	Rototuna Town Centre Zone	All other CDPs (excluding the Industrial Zone)
ix. Vehicular access points between the site and public roads	✓	✓
x. Landscaping areas	✓	✓
xi. Service areas with appropriate screening	✓	✓
xii. Outdoor living courts		✓
xiii. Position of any existing buildings on adjacent land	✓	✓
xiv. How the proposal integrates with adjacent properties in terms of contributing to an overall urban design and streetscape character including treatment of building frontages, and relationship between internal boundaries of Comprehensive Development Areas (e.g. glazing and orientation)		✓
xv. How the proposal integrates with adjacent properties in terms of contributing to an overall urban design and streetscape character including treatment of building frontages (e.g. glazing and orientation)	✓	
k) Development staging: Explain if the development of the Comprehensive Development Area is to be staged, the manner and proposed timeframes for the staging and the means of managing any vacant land during the staging process.	✓	✓
l) Elevations. Illustrate: i. Building height and orientation, building exterior design features, any balconies, any artificial lighting to exterior walls and features, and how the proposed development will integrate with adjacent properties in terms of overall urban design, streetscape character and amenity.	✓	✓
ii. Verandas	✓	
m) Signs. Give details on number, dimensions, location, content, means of support and attachment. This includes signs of the names of the residential development if applicable.	✓	✓

Information Requirements	Rototuna Town Centre Zone	All other CDPs (excluding the Industrial Zone)
n) Transportation. Carry out an Integrated Transport Assessment (ITA) which addresses: i. Provision for pedestrians, cyclists and passenger transport ii. Consistency with Access Hamilton and associated action plans iii. On-site provision of car parking, servicing and manoeuvring space iv. How car parking is to be provided, taking into account surrounding land uses and the opportunities for shared car parking v. Safe and efficient provision of entry and exit, including safety for all road users vi. Safe sight visibility distance for access points vii. Safe separation of access points from intersections and other access points viii. Impact of access on safe and efficient traffic flow on the transport network ix. Impact on the capacity and performance of the transport network.	✓	✓
o) Possible transport and accessibility modelling to assist in the preparation of the ITA. Applicants must also demonstrate whether a Travel Plan is required to mitigate any transport impacts from the development.	✓	✓
p) Servicing. Explain the provision, staging, location and capacity of network utilities and integration with existing and planned network utilities, quantity and quality of stormwater and proposed stormwater treatment, management and disposal facilities. Prepare an assessment of the impact on the infrastructure including network capacity and tolerance to support the development including future maintenance requirements.	✓	✓
q) Road Design. Provide details of: i. Form, function and design of internal roads including the integration with the existing transport network ii. Pavement and surfacing materials		✓

Information Requirements	Rototuna Town Centre Zone	All other CDPs (excluding the Industrial Zone)
iii. Location of parking areas iv. Planting and street furniture v. Provision for pedestrians and cyclists vi. Location of passenger transport facilities, including corridors or priority treatments vii. Provision for road lighting viii. Proposed speed limit and design speed ix. The location and concept design of the roads (including typologies).		
r) Pedestrian and Cycle Links. Provide details of the position of walkways and cycle ways, links to adjacent sites, consideration of passive surveillance and other CPTED principles, and any artificial lighting to be used within these areas.	✓	✓
s) Planting and Screening. Provide details of: i. The type of landscaping to be established in yards, carparking areas, and other landscape areas ii. Identification of the plant and tree species to be used iii. Size of the vegetation iv. Number of plants to be used v. Artificial lighting or screening to be used vi. Consideration of passive surveillance and other CPTED principles vii. Maintenance provisions.	✓	✓
t) Public Square: Show the type of landscaping and materials to be used, taking into consideration CPTED and lighting for safety, amenity and ambience. Consideration must be given to the multifunctional use of the square and its relationship with surrounding buildings and features.	✓	
u) Gateways: Show how the areas defined as gateways in the Rototuna Town Centre Design Guide will be treated in terms of opportunities for landmark buildings, structures, and public art to announce the sense of arrival and departure.	✓	

Information Requirements	Rototuna Town Centre Zone	All other CDPs (excluding the Industrial Zone)
v) ICMP: Show how the development takes into account and addresses a completed and approved ICMP.		

1.2.2.8a Temple View Precincts

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

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

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

c) Notwithstanding a) and b) above, all applications for resource consent for the development of a Temple View Precinct shall include an overall development framework which sets out the following for the entire Precinct:

i. Staging,

ii. Main block pattern,

iii. Roads and access ways,

iv. Stormwater solutions,

v. Reserves, and

vi. Bulk and scale of the buildings.

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

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

Note

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

Information Requirements	Temple View Zone				
	Precinct 1	Precinct 2	Precinct 3	Precinct 4	Precinct 5
a) Demonstrate via an urban design assessment how the proposed development addresses the relevant assessment criteria and design guide.	✓	✓	✓	✓	✓
b) Demonstrate how the standards of the zone will be met and the extent to which the relevant assessment criteria are achieved.	✓	✓	✓	✓	✓
c) Demonstrate how the proposed activities will integrate with the anticipated development for the entire Precinct and the surrounding Precincts	-	✓	✓	✓	✓
d) Demonstrate how infrastructure, including transportation links, will be provided which is safe, functional and sustainable; and which will integrate with development within the Precinct as well as surrounding Precincts.	✓	✓	✓	✓	✓
e) Identify the location and design of proposed areas of open space, ecological links and natural features which are to be retained or enhanced, and the areas to be developed for stormwater purposes.	✓	✓	✓	✓	✓
f) Details of the proposed development, including:	-	-	-	-	-
i. Activity types	✓	✓	✓	✓	✓
ii. Building footprints	✓	✓	✓	✓	✓
iii. Individual shop and business tenancy sizes	✓	-	-	-	-

Information Requirements	Temple View Zone				
	Precinct 1	Precinct 2	Precinct 3	Precinct 4	Precinct 5
iv. The number of residential units	✓	✓	✓	✓	✓
v. External layout and floor areas of residential units	✓	✓	✓	✓	✓
vi. Pedestrian walkways and cycleways	✓	✓	✓	✓	✓
vii. Carparking areas and vehicular circulation	✓	✓	✓	✓	✓
viii. Vehicular access points between the site and public roads	✓	✓	✓	✓	✓
ix. Landscaping areas	✓	✓	✓	✓	✓
x. Service areas with appropriate screening	✓	✓	✓	✓	✓
xi. Outdoor living courts	✓	✓	✓	✓	✓
xii. Position of any existing buildings on adjacent land	✓	✓	✓	✓	✓
xiii. How the proposal integrates with adjacent properties in terms of contributing to an overall urban design and streetscape character including building frontages, and relationship between precinct boundaries (e.g. glazing and orientation)	✓	✓	✓	✓	✓
g) Development staging: Explain if the development of the Precinct is to be staged, the manner and proposed timeframes for the staging and how any vacant land will be managed over time until all stages of the development are complete [where this is known and/or the Precinct land is owned by a single land owner or where a single enterprise has control over development across the entire Precinct].	✓	✓	✓	✓	✓

Information Requirements	Temple View Zone				
	Precinct 1	Precinct 2	Precinct 3	Precinct 4	Precinct 5
h) Building height and orientation, building exterior design features, any balconies, any artificial lighting to exterior walls and features, and how the proposed development will integrate with adjacent Precinct properties in terms of overall urban design, streetscape character and amenity.	✓	✓	✓	✓	✓
i) Signs: Give details on number, dimensions, location, content, means of support and attachment. This includes signs of the names of the residential development if applicable.	✓	✓	✓	✓	✓
j) Transportation: Require the preparation of an ITA as set out in Chapter 25, Rule 25.14.4.3	✓	✓	✓	✓	✓
k) Servicing: Explain the provision, staging, location and capacity of network utilities and their integration with existing and planned network utilities. Provide details (to an appropriate level, commensurate with the nature and scale of the development), of the quantity and quality of stormwater; and any proposed stormwater treatment, management and disposal facilities. Provide an assessment of the impact on the infrastructure including network capacity and tolerance to support the development including future maintenance requirements.	✓	✓	✓	✓	✓
l) Road Design: Provide details of: i. Form, function and design of internal roads including the integration with the existing transport network ii. Pavement and surfacing materials	✓	✓	✓	✓	✓

Information Requirements	Temple View Zone				
	Precinct 1	Precinct 2	Precinct 3	Precinct 4	Precinct 5
iii. Location of parking areas iv. Planting and street furniture v. Provision for pedestrians and cyclists vi. Location of passenger transport facilities, including corridors or priority treatments vii. Provision for road lighting viii. Proposed speed limit and design speed ix. The location and concept design of the roads (including typologies).					
m) Pedestrian and Cycle Links: Provide details of the position of walkways and cycle ways, links to adjacent sites, consideration of passive surveillance and other CPTED principles, and any artificial lighting to be used within these areas.	✓	✓	✓	✓	✓
n) Planting and Screening: Provide details of: i. The type of landscaping to be established in yards, carparking areas, and other landscape areas ii. Identification of the plant and tree species to be used iii. Size of the vegetation iv. Number of plants to be used v. Artificial lighting or screening to be used vi. Consideration of passive surveillance and other CPTED principles vii. Maintenance provisions.	✓	✓	✓	✓	✓
o) Demonstrate how the development of the Precincts will integrate with the heritage items	✓	✓	✓	✓	✓

Information Requirements	Temple View Zone				
	Precinct 1	Precinct 2	Precinct 3	Precinct 4	Precinct 5
and Archaeological site within the Temple View Zone that are listed in Appendix 8A and Appendix 8B to ensure the retention of the heritage values associated with these items.					
p) Demonstrate how reverse sensitivity will be managed; and how the proposed development will address the interface between the urban activities within Hamilton City and the rural activities within Waipa District.	-	-	✓	-	-

1.2.2.9 Flood Risk Assessment Report

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

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

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

a) The report must be prepared by an appropriately experienced and qualified practitioner and consider up to at least a 1% annual exceedance probability event.

b) The report must include, but may not be limited to, the following matters, where applicable.

   i. The existing use and development of the site.

   ii. An outline of the likelihood and effects of flooding on the site.

   iii. A site layout plan showing:

   - Land potentially affected by flooding in a flood event, including areas of overland flow paths on the subject site and all adjoining sites.
   - The location of the proposed activity, including any proposed building platforms, in relation to the land potentially affected by flooding.

iv. Whether there is a reasonable or practicable alternative to locating the proposed use or development on land within a Flood Hazard Area.

v. The sensitivity of the proposed activity to the adverse effects of flooding.

vi. The potential risk to life, health and safety, and property during a flood event including consideration of:

- Frequency, duration, extent, depth and velocity of flooding on the site and any access to the proposed activity,
- Cumulative risks from interactions with any other natural hazard affecting that site (e.g. geotechnical conditions),
- Any available flood warning time, and
- The ability to access or evacuate the site and the danger to residents and emergency service personnel if the site or access to the proposed activity is affected by flooding.

vii. The positive or adverse effect of the proposed activity on:

- Overland flow paths (e.g. obstructing or diverting),
- Hydrological capacity (e.g. reduced flood water storage capacity),
- Flood water depths, and
- Flood water velocities.

viii. Whether the proposed activity creates a new or exacerbates an existing natural hazard both on or off site.

ix. Options to avoid or mitigate the adverse effects of flood hazards and reduce risk to the proposed activity to an acceptable level, including consideration of the appropriateness of any mitigation measures proposed. This may require:

- An elevation plan showing freeboard heights in relation to the top water flood level of a 1% annual exceedance probability event.
- Information confirming that the proposed design of sub-floor structures, walls or fences allows for the free passage of flood waters.
- Information confirming that the design of proposed structures or buildings is sufficient to withstand inundation by flood waters.

c) If the report relies on flood hazard modelling information other than that used by Council to identify the Flood Hazard Areas in the Planning Maps then the report must include detail about the model methodology, assumptions and limitations, validation and any peer review.

d) The report may recommend the refinement of the extent of the Flood Hazard Areas depicted in the Planning Maps to reflect a greater level of topographical detail than that used in Council's flood hazard modelling. An explanation of the methodology used and the nature, extent and effect of the refinement is required.

Note

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

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

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

a) Location, extent and form of all existing and proposed:

   i. Buildings and structures.

   ii. Landscaping (including retaining walls and fences).

   iii. Sealed and impermeable ground surfaces.

b) Existing and proposed site contours at 0.5m intervals.

c) Location, extent and species of:

   i. Existing vegetation being removed.

   ii. Existing vegetation being retained.

   iii. Any proposed new vegetation.

d) The location of vehicle access, manoeuvring and parking areas.

e) The nature of the ground conditions and the suitability of the proposal having regard to these ground conditions.

f) Any risk mitigation measures proposed.

g) Land stability, erosion, earthquake (amplification and liquefaction) or any other natural hazard, including any modification to landforms and removal of vegetation.

h) Methods proposed for site management of earthworks and stormwater.

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

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

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

1.2.2.11 Stormwater Disposal Report

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

a) A description of the site, including:

   i. Natural drainage patterns and any other drainage features (including any spring or groundwater seepage).

   ii. Its relationship to broader stormwater catchments.

   iii. Ground conditions and any particular geotechnical vulnerabilities.

b) Existing stormwater consent constraints (if any) and whether these impact on the proposal.

c) An assessment of the wet season (winter) water table that establishes the minimum capacity of the ground to absorb water.

d) An assessment of post-development stormwater flows and the means to be employed to match these to predevelopment flows.

1.2.2.12 Hazardous Facilities

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

a) The proposed site and layout, with a description of the nature and scale of the proposed hazardous facility and associated operations.

b) Quantities of hazardous substances proposed to be used, stored, transported or disposed of on the site.

c) Site drainage and off-site infrastructure, including the biophysical characteristics of the site and surrounding areas (e.g. stormwater systems, transport corridors).

d) Design and location of site access to provide safe access to and from the transport network.

e) The sensitivity of the surrounding human, natural and physical environment and proposed measures to protect them.

f) Separation distances from neighbouring activities and people potentially at risk from the hazardous substance facility, including consideration of the proximity to people oriented activities (e.g. childcare facilities, hospitals, schools, rest homes).

g) Identification of on-site hazards and exposure pathways from the proposed facility, including a description of the environment actually or potentially affected by the proposal.

h) Potential cumulative effects with neighbouring facilities.

i) Preliminary hazard and risk assessment that systematically addresses the site hazards, likely accident scenarios, exposure pathways, receiving environments and potential environmental effects.

j) Management of wastes containing hazardous substances, including a waste management plan.

k) Fire safety and fire water management.

l) Proposed contingency measures and emergency plans.

m) Proposed monitoring and maintenance schedules.

n) **Risk assessment.** For any activity that requires discretionary activity consent under Chapter 25.4 City-wide – Hazardous Facilities, the Assessment of Environmental Effects must contain a risk assessment that systematically addresses site hazards, likely accident scenarios, exposure pathways, receiving environments and potential environmental effects. The detailed hazard analysis and risk assessment of installations, operations and processes involving hazardous substances is to be appropriate to the type and scale of the proposed facility. For

significant facilities a quantitative risk assessment may be required. This assessment should place emphasis on:

i. Identification of potential hazards, failure modes and exposure pathways; assessment of the probability and potential consequences of an accident leading to a release of a hazardous substance or loss of control, including, as applicable, cumulative or synergistic effects.

ii. Acceptability of the assessed risks, including cumulative risks.

iii. Residual risks after applying proposed risk control and mitigation measures.

o) **Alternatives.** For any activity that requires discretionary activity consent under Chapter 25.4 City-wide – Hazardous Facilities, the Assessment of Environmental Effects must also contain an evaluation of alternatives (sites or locations, substances, quantities, processes or equipment, site management, etc) to determine whether there are any alternatives to the proposal, particularly where it is possible that the activity is likely to result in significant environmental effects.

p) **Risk mitigation and control.** For any activity that requires discretionary activity consent under Chapter 25.4 City-wide – Hazardous Facilities, the Assessment of Environmental Effects must clearly identify proposed risk control and mitigation measures, with emphasis on sensitive land-use activities and environments, including, as applicable:

i. Equipment, systems and engineered safety measures such as containment devices, fire safety apparatus and spill contingency or clean-up equipment.

ii. Emergency management plans, monitoring and maintenance schedules, and training programmes.

1.2.2.13 Events

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

a) Waste Management Plan

The Waste Management Plan shall outline:

i) An estimate of the types and volumes of waste to be generated by the event.

ii) Any opportunities for waste minimisation.

iii) Steps to be taken to maximise the use and collection of recyclables or re-usable materials.

iv) Waste and recyclables collection, storage and transportation equipment to be provided.

v) The method of and person responsible for the collection and disposal of waste generated by the event.

vi) The arrangements made for the provision of post-event waste analysis and reporting of that information to the Council.

vii) The arrangements made for the provision of litter minimisation, collection, and removal from within the event site and its immediate surrounds.

b) Transport Management Plan

The Transport Management Plan shall outline:

i) On and off street parking provisions.

ii) Travel plan including (but is not limited to):

i. Provision for access on and off the site for walking, cycling, passenger transport and the mobility impaired.

ii. Promotion of options for travel.

iii. Incentives for using passenger transport, walking or cycling.

iv. Cycle-parking facilities.

v. Map for ease of route planning.

iii) A Temporary Traffic Management Plan prepared in accordance with the NZTA Code of Practice for Temporary Traffic Management.

iv) The outcome of consultation with NZTA, NZ Police, emergency services, directly affected residents/businesses and Waikato Regional Council (passenger transport), wherever relevant.

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

c) Noise Management Plan

The Noise Management Plan shall outline:

i) Days and times of pre-event sound testing and practice, and of the main event.

ii) Identification of likely noise sources and the nature of noise emissions (including frequency of occurrence and duration and any special audible characteristics).

iii) The applicable noise performance standards.

iv) Identification of likely affected persons and any special needs of those persons.

v) Community consultation and notification of affected persons.

vi) Mitigation measures, including for any pre-event sound testing and practice.

vii) Monitoring of sound levels during the event to ensure compliance with the noise performance standards.

viii) Complaints management procedure.

ix) Contact details of key personnel.

x) Reporting of monitoring results to Council.

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

Any application for a Concept Development Consent and consents for Te Awa Lakes Adventure Park for major facilities shall show the total expected development of the

facility (even if the development in that area is to proceed in stages) through plans and explanatory text which may include the following information (as relevant).

a) How the proposal is in general accordance with the urban design approach objectives and policies in Volume 1, Chapter 25.15: City-wide – Urban Design.

b) Demonstrate how the objectives, policies and rules in Volume 1, Chapter 17: Major Facilities Zone have been met.

c) Demonstrate how the relevant assessment criteria have been met.

d) Details of any consultation undertaken.

e) A Concept Development Consent application and resource consent applications for Te Awa Lakes Adventure Park shall include a concept plan which shows diagrammatically, in the form of precincts:

   i. The general distribution of activities, buildings, open space and parking facilities.

   ii. Provision for access to and movement within the site for vehicles.

   iii. Pedestrian and cycle links. Show the position of existing and proposed walkway and cycleway links within the site and to adjacent sites.

   iv. The interrelationships with the surrounding locality, including buffer areas, links to local centres and access to passenger transport.

   v. Future development areas, major landscaping areas and protected natural heritage and cultural features.

   vi. The parameters to which development in different areas will be subject, in terms of the general configuration and bulk of existing and proposed buildings.

   vii. Development Staging. Explain if development of the major facility is to be staged, the manner and proposed timeframes for the staging (if known) and the means of managing any vacant land during the staging process.

   viii. How Interface Areas on site are being appropriately planned for in the development of Concept Development Consents.

   ix. In the case of Waikato Stadium a shading diagram showing the extent and duration of shading resulting from new development proposals over any neighbouring properties.

f) Any other information that may be needed to assess the application.

g) New Concept Development Consents and resource consents for Te Awa Lakes Adventure Park shall include a Broad ITA in accordance with Appendix 15-2. In Te Awa Lakes Adventure Park the ITA shall assess the levels of traffic generation to determine the implementation of transport infrastructure improvements and their staging and timing in accordance with clause 3.8.3 and Rule 3.8.5.3 in Section 3.8, Te Awa Lakes Structure Plan. The ITA shall include information describing the proposed walking and cycling network and its connections to existing shared paths in the locality. The ITA shall include evidence of consultation with NZTA and how the outcomes of that consultation have been addressed.

h) In Te Awa Lakes Adventure Park, a Travel Demand Management (TDM) Plan that outlines the measures to be implemented to achieve:

   - Leadership of travel demand management by the consent holder;

- Collaborative participation with Hamilton City Council, Waikato Regional Council and the local Te Awa Lakes community;
- Strong mode shift outcomes to alternative, non-motorised and public transport utilisation:
- Integration with existing and future public transport outcomes;
- Multi-modal ride share alternatives and associated infrastructure;
- Cycle network integration and enhancement;
- Pedestrian network integration and enhancement; and
- Minimisation of external private trip making.

i) In Te Awa Lakes Adventure Park a management plan for the cable ski lake, and any other water bodies in the Adventure Park designed for immersion in water, including swimming, that has a purpose of achieving a swimmable water quality. The management plan is to include:

- A plan for monitoring water inflows and water quality to provide sufficient data to adaptively manage the water bodies to meet a swimmable water quality;
- A series of triggers and actions including the use of chlorophyll-*a* as a metric, to maintain the water quality;
- Details of who will be responsible for undertaking the monitoring and any actions to maintain the water quality of the water bodies; and
- An Operations and Maintenance Manual for the ongoing maintenance of the water bodies.

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

i. Objectives that focus on eradication of the weed from the site but provide for an adaptive approach of stopping its spread and reducing its density if that proves impracticable;

ii. Identification of measures for the safe disposal or removal off site of soil or other material infested with alligator weed;

iii. Identification of the need for any of the management and control measures to be implemented on an ongoing basis following subdivision and development, and to be incorporated into conditions of consent and through consent notices; and

iv. Evidence of consultation with Waikato Regional Council and Hamilton City Council (as asset manager), including how the outcomes of that consultation have been addressed, and a copy of any Weed Hygiene Plan that is in place in accordance with the provisions of the Waikato Regional Pest Management Plan.

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

developed and includes pest plants. The Waikato Regional Pest Management Plan is administered by Waikato Regional Council.

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

1.2.2.15 Centre Assessment Report

a) Any applicant for a resource consent for office or retail activities that are not listed permitted activities on any sites outside the Central City or Business Zones shall provide a detailed Centre Assessment Report as part of the application excluding for a Dairy in the General Residential Zone.

b) Any applicant for a resource consent for office or retail activities within the Central City or Business Zones may be required to provide a detailed Centre Assessment Report as part of the application, excluding:

i. Ancillary retail and offices in any Central City or Business zone

ii. Any retail activity in the Central City Zone

iii. Any office activity in the Central City Zone (Downtown Precinct)

iv. Yard based retail

v. Building Improvement Centres

vi. Wholesale and trade retail supplies

vii. Any office or retail activity that is provided for in the Zone Activity Status Table as Permitted but requires resource consent due to failure to comply with one or more General Standard(s).

c) **Purpose**

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

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

d) **Information requirements**

The information shall include:

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

ii. The following comparative indicators on the current vitality, functions and amenity of the Central City and sub-regional centres for the activity and a summary analysis of discernible trends:

- Retail expenditure patterns
- Floorspace and activity mix
- Employment by type

- Pedestrian environment and flows
- Parking and public transport services and connections
- Retail and office demand and supply, including vacancy levels.

iii. The existing and consented development located outside of the Central City and/or sub-regional centres, which has been taken into account when assessing the potential adverse effects of the development.

iv. Any external non-development factors such as macroeconomic trends or site specific factors that could influence the above indicators

v. Information should be included to demonstrate the appropriateness of the timeframes used to demonstrate trends and future predictions.

1.2.2.16 Ruakura Logistics Zone

a) Applications for Freight-handling activities and Logistics and Freight-handling infrastructure within the Inland Port (Sub Area A (Inland Port)), see Figure 2-14, shall be accompanied by a Noise and Vibration Management Plan for the relevant stage of the Inland Port which shall include the following:

i. The result of any noise monitoring undertaken to demonstrate that earlier stages of Inland Port development and logistics activities, if any, meet noise performance standards, with an analysis of compliance as necessary.

ii. A recalibrated model based on the results of the above monitoring.

iii. The identification of construction and operational noise and vibration sources and the noise emissions associated with each stage of the development of the Inland Port (Sub Area A (Inland Port)), including refrigerated containers.

iv. The applicable noise performance standards to be achieved at different times of the day.

v. The applicable vibration performance standards.

vi. Operational strategies and configurations adopted for each stage based on modelling which achieve compliance with the noise and vibration performance standards set out in Chapter 25.8.

vii. Plans and diagrams sufficient to illustrate the location, scale and dimensions of the noise barrier designed to achieve compliance with the noise performance standards set out in Chapter 25.8.

viii. Strategies and configurations to be adopted during construction which achieve compliance with the noise and vibration performance standards set out in Chapter 25.8.

ix. A signed statement by its author stating that the measures identified will enable the activity to comply with the noise and vibration performance standards set out in Chapter 25.8.

x. A subsequent signed statement by the designer of the noise barrier that it has been constructed in a way that makes it fit for purpose.

xi. Identification of persons potentially affected by noise and vibration from the operation and construction of the Inland Port (Sub Area A (Inland Port)) (including but not limited to members of the Inland Port Community Liaison Committee required under Rule 10.5.1), a record of meetings held and consultation undertaken with such potentially affected persons, and responses to matters raised in consultation.

xii. Procedures for monitoring noise levels to ensure compliance with the noise performance standards in Chapter 25.8.

xiii. Management of noise emissions at night, with particular emphasis on the methods to effectively manage the noise effects on noise sensitive activities and which avoid or minimise sudden and/or loud noises at night.

xiv. Procedures for receiving and addressing noise complaints.

xv. Methods for updating the Noise and Vibration Management Plan as appropriate to respond to changing requirements.

xvi. Contact details of key personnel, including the name of the person with overall responsibility for ensuring noise limits are met.

xvii. An independent peer review report prepared by a suitably qualified and experienced expert acceptable to the Council that considers all aspects of the Noise and Vibration Management Plan, in particular the accuracy of modelling, the matters of discretion listed in Appendix 1.3.3 N2 Ruakura and compliance with noise and vibration performance standards.

1.2.2.17 Knowledge Zone Precinct C

1.2.2.17.1 Centre Assessment Report

a) Purpose

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

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

b) Information requirements

The assessment shall include the following information:

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

ii. The following comparative indicators on the current vitality, functions and amenity of the Central City and sub-regional centres for the activity and a summary analysis of discernible trends:

- Retail expenditure patterns

- Floorspace and activity mix
- Employment by type
- Pedestrian environment and flows
- Parking and public transport services and connections
- Retail and office demand and supply, including vacancy levels.

iii. The existing and consented development located outside of the Central City and/or subregional centres, which has been taken into account when assessing the potential adverse effects of the development.

iv. Any external non-development factors such as macroeconomic trends or site specific factors that could influence the above indicators.

v. Information should be included to demonstrate the appropriateness of the timeframes used to demonstrate trends and future predictions.

1.2.2.18 Land Development Plans - Ruakura

Land Development Consent

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

General

a) The exact boundaries between the Land Development Plan and adjoining Land Development Plan Areas.

b) The exact boundaries of any Open Space Zone included in the Land Development Plan.

c) Where an application for Land Development Consent is made for part of a Land Development Plan Area (as shown on Figure 2-16), pursuant to rule 3.7.4.2b) the following indicative information for the balance area of each Land Development Plan Areas shall be provided as part of that application:

i. The location and width of proposed roads and carriageways and their integration with the existing and future transport networks;

ii. The location of proposed Ruakura Strategic Infrastructure to ensure connectivity across the entire structure plan and adjacent Land Development Plan areas;

iii. The National Grid electricity transmission network;

iv. Where the Land Development Plan contains any part of the Inland Port (Sub Area A (Inland Port)) an indicative layout plan showing internal roads, hardstand and impermeable areas, crossing points under transmission lines, indicative building locations, future rail sidings and connections to the East Coast Main Trunk railway and clearances between finished surface levels of the Inland Port and the National Grid electricity transmission network;

v. The location and size of storm water treatment and control measures; and

vi. The location, size and purpose of open spaces.

Concept Layout Plan

d) The location, width and design of proposed roads and carriageways (including lighting, street furniture and signs) and the integration of roads with the existing and future transport network and the National Grid electricity transmission network.

e) The location of proposed Ruakura Strategic Infrastructure to ensure connectivity across the entire structure plan and adjacent land development plan areas.

f) Within the Inland Port (Sub Area A (Inland Port)) – an indicative layout plan showing internal roads, hardstand and impermeable areas, crossing points under transmission lines, indicative building locations, future rail sidings and connections to the East Coast Main Trunk Railway and clearances between finished surface levels of the Inland Port and the National Grid electricity transmission network.

g) The location and design of storm water treatment and control measures.

h) The location and dimension of open spaces, and the total area provided for each open space purpose consistent with the purpose of the Ruakura Open Space Zone and Ruakura Structure Plan area.

i) The location and dimension of pedestrian and cycle ways.

j) Existing and proposed Three Waters infrastructure necessary to service the Land Development Area.

k) Existing and proposed ground levels and associated earthworks (Note: consent for earthworks within a National Grid Yard may also be required under Rule 25.2.3 or 25.7.4).

l) Methods to provide public access to and use of the Open Space, except as may need to be limited for safety reasons.

m) Consistency with the overall strategic infrastructure network for the structure plan as shown on Figures 2-15A and B Ruakura Strategic Infrastruture (Appendix 2).

Landscape Concept and Ecological Enhancement Plan

n) A Landscape Concept and Ecological Enhancement Plan that includes the following:

   i. A landscape concept for the area of open space included in the Land Development Plan, consistent with the purpose of the Ruakura Open Space Zone and Ruakura Structure Plan area.

   ii. Details of landscape treatment of streets, footpaths and cycleways.

   iii. Details of landscape treatment of storage basins, swales and linear wetlands, which show at a minimum the following:

      a. 100% cover of indigenous wetland vegetation in linear wetlands associated with arterial, collector roads and local roads in Industrial Park Zone; and

      b. 80% cover of indigenous wetland vegetation in linear wetlands associated with the main greenway corridor, including the Silverdale Road to Mangaonua greenway and the corridor adjoining the expressway in the Logistics and Industrial Park Zones.

iv. Details of the Landscape Buffer Areas in the Inland Port (Sub Area A (Inland Port)) required in Rule 10.5 and as shown on Figure 2-17 Inland Port Building Setbacks and Landscape Controls (Appendix 2). These details shall include:

a. Measures to ensure that filled ground provides optimum growing conditions such as avoiding the placement of compacted fill and installing topsoil that has been stripped and stockpiled according to sound practice.

b. Plant types and species, sizes at time of planting and spacing sufficient to achieve the screening purpose of the buffer areas.

c. The selection of quick growing trees that are capable of achieving the planting heights (other than understorey and edge planting) specified on Figure 2-17 Inland Port Building Setbacks and Landscape Controls (Appendix 2) according to the following growth rates:

- Year 1 = 2m
- Year 5 = 6m-8m
- Year 8 = 8m-10m
- Year 10 = 10m-12m

d. Details of ongoing maintenance to ensure the planting achieves the best possible growth rates.

v. Details of the Landscape Buffer Areas for Percival Road required under Rules 10.5.4.3 and 11.5.3 and as shown on Figures 10.5.4.3a and 11.5.3a. These details shall include those as outlined in iv a), b) and d) above.

vi. Measures to ensure the implementation and ongoing maintenance of the Landscape and Ecological Concept Plan. In particular, the Landscape and Ecological Concept Plan shall detail the proposed timeframes for the implementation of the planting in the Landscape Buffer Areas in the Inland Port (Sub Area A (Inland Port)) relative to the proposed development and operation of logistics and freight-handling activities and infrastructure.

vii. A design statement, and details of plant species[1] and materials including indigenous trees and shrubs bordering the linear wetland to improve the ecological function without hindering their treatment functions.

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

viii. Methods in the design and layout of Open Space to provide for the amenity of adjoining and adjacent activities.

ix. The design of the linear wetlands to support black mudfish, shortfin eels and longfin eels, including a range of vegetation suitable to support these fish

species without hindering the treatment functions of the linear wetland. The design shall take account of risk factors for black mudfish including competition from pest fish, lack of suitable peat soils, drying out, lack of cavities for mudfish to aestivate (sleep over summer) and inappropriate pH of water due to lack of peat. This may necessitate retention or incorporation of peat soils in the construction of the linear wetlands.

x. Methods to ensure implementation of a Native Fish Management Plan for the Land Development Plan Area consistent with the requirements of the Structure Plan Area-wide Native Fish Management Plan.

xi. Methods to ensure implementation of a Native Lizard Management Plan for the Land Development Plan Area consistent with the requirements of the Structure Plan Area-wide Native Lizard Management Plan.

xii. The Native Fish Management Plan and Native Lizard Management Plan prepared by suitably qualified and experienced ecologist and shall include:

a. containment and translocation methods for at risk species;

b. methods to ensure adequate separation between black mudfish and longfin eels;

c. adaptive management, monitoring and response process to determine the success or otherwise and to implement a contingency plan if necessary; and

d. an analysis of risk relating to timing of collection, containment and translocation.

Water Impact Assessment

o) A Water Impact Assessment based on anticipated development in the Land Development Plan that includes the following:

i. How the proposal is consistent with, or otherwise complies with, the recommendations, measures and targets of any relevant Integrated Catchment Management Plan.

ii. Where there is no relevant Integrated Catchment Management Plan, how the proposal is consistent with the development of and gives effect to Ruakura Strategic Infrastructure including as shown on Figures 2-15A and B in Appendix 2 for the entire structure plan area.

iii. How the Land Development Plan provides for the eventual diversion of any temporary connections to strategic infrastructure, including timing or triggers for such diversions.

iv. An assessment of any potential effects (including cumulative effects) of the development in relation to its catchment. In particular, the assessment should include consideration of potential construction effects and the potential effects of new stormwater devices on adjacent private property.

v. Details of what water-sensitive techniques are proposed and methods of implementation.

vi. Details of the expected water efficiency benefits arising from the proposed water-sensitive techniques compared to the same development without using those water-sensitive techniques.

vii. Details of how the water-sensitive techniques will be operated and maintained to ensure ongoing water efficiency benefits.

viii. Confirmation of available Three Waters infrastructure and capacity, existing and proposed, to appropriately service anticipated development in the Land Development Plan area and the wider structure plan area.

ix. Details of the water demand (flow and pressure) and water sources.

x. An assessment of the effect that any staged or interim development and infrastructure has on the strategic network described in Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2) including an assessment of when any diversion to that strategic network is required to restore the city wide network capacity that was being used on an interim basis.

***Note**:*
Consent from the Regional Council for an increased water take may be required where a development proposal is to take in excess of $15m^3$ of water per day.

Integrated Transport Assessment

p) An Integrated Transport Assessment (ITA) for anticipated development within the Land Development Plan area, prepared in accordance with the requirements of Rule 25.14.4.3 and confirming that the anticipated levels of development will comply with Rule 3.7.4.3 Staging and Traffic Requirements. Prior to approving an ITA or Land Development Plan for the first stage of the Inland Port (Sub Area A (Inland Port)), the upgrading requirements of Ruakura Road from, and including, the Silverdale Road intersection to Wairere Drive shall be reviewed. Any upgrading required shall be agreed with the Hamilton City Council, and be completed in accordance with the agreement before operation of the Inland Port (Sub Area A (Inland Port)) or other development commences.

q) Details of how the Land Development Plan has been designed to align with the Cyclist and Pedestrian Network Plan in Figure 2-18 Ruakura Cyclist and Pedestrian Network Plan in (Appendix 2), including the grade separation of facilities on arterial routes.

r) Details of any proposed crossing of the East Coast Main Trunk Railway by the Spine Road, which show how it will be grade-separated.

Mitigation of Adverse Land Development Effects on Habitats

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

Medium Density Residential Zone

t) The layout of roads, public spaces and lots, showing how compliance with a minimum net density of 16 dwellings per hectare will be achieved.

u) The specific location and extent of the Integrated Retail Development consistent with that shown on Figure 2-14 Ruakura Structure Plan – Land use (Appendix 2).

Open Space Provisions

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

v) Greenway - In addition to the stormwater management function, the greenway shall create opportunities for improved habitat and ecological benefits in the Ruakura Structure Plan area and in downstream receiving environments.

w) Gullies - Layout of the residential area is to been designed to provide opportunities for the restoration and enhancement of the Kirikiriroa Stream headwaters.

x) Visual amenity and buffer between incompatible activities – in particular the following open space areas identified on the Ruakura Structure Plan are intended to provide a buffer function: (See Figure 2.14 Ruakura Structure Plan – Land use (Appendix 2))

- The greenway;
- The area to the north of the proposed Ruakura Industrial Park Zone that adjoins the General Residential Zone;
- The transmission corridor between Ruakura Road and the Knowledge Zone
- The area between the realigned Ruakura Road and Silverdale Road, and between the Ruakura Industrial Park Zone and the existing General Residential Zone to the south;
- The area between the logistics and industrial activities, and the residential neighbourhoods in Silverdale and the University of Waikato.
- The area between Fairview Downs residential area and the Spine Road.

y) Neighbourhood reserves – these will be required as part of the subdivision process and the establishment of residential neighbourhoods. As such the location of the neighbourhood reserves on Figure 2-14 Ruakura Structure Plan – Land use (Appendix 2) is indicative only. Each neighbourhood reserve shall be an area of approximately 0.5ha and serve a catchment area of approximately 500m radius. Neighbourhood reserves complement the range of facilities provided by the Ruakura Open Space Zone and provide a focal point for, and contribute to the visual amenity of the local community.

z) Connectivity – a concept layout plan at Land Development Plan stage will show the location and dimension of pedestrian and cycle ways in accordance with Figure 2-18 Cyclist and Pedestrian Network Plan (Appendix 2) as well as the landscape treatment of streets, footpaths and cycleways.

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

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

1.2.2.19 Staging and Traffic Requirements

a) The application shall be accompanied by an Integrated Transport Assessment (ITA) prepared in accordance with Rule 25.14.4.3.

b) All ITAs required shall be prepared by suitably qualified professionals and should generally follow the approach and guidelines of New Zealand Transport Agency's "Research Report 422: Integrated Transport Assessment Guidelines, November 2010", or its replacement.

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

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

a) How the proposal is in general accordance with the urban design approach objectives and policies in Volume 1, Chapter 25.15: City-wide – Urban Design.

b) Demonstrate how the objectives, policies and rules in Volume 1, Chapter 8: Knowledge Zone have been met.

c) Demonstrate how the relevant assessment criteria have been met.

d) Details of any consultation undertaken.

e) A Concept Plan shall be provided as part of a Concept Plan Consent that shows diagrammatically, in the form of sub areas:

   i. The general distribution of activities, buildings, open space and parking facilities.

   ii. Provision for access to and movement within the site for vehicles.

   iii. Pedestrian and cycle links. Show the position of existing and proposed walkway and cycleway links within the site and to adjacent sites.

   iv. The interrelationships with the surrounding locality, including buffer areas, links to local centres and access to passenger transport.

   v. Future development areas, major landscaping areas and protected natural heritage and cultural features.

   vi. The parameters to which development in different areas will be subject, in terms of the general configuration and bulk of existing and proposed buildings.

   vii. Development Staging. Explain if development of the precinct is to be staged, the manner and proposed timeframes for the staging (if known) and the means of managing any vacant land during the staging process.

   viii. How Interface Areas on site are being appropriately planned for in the development of Concept Plans as part of a Concept Plan Consent.

f) Any other information that may be needed to assess the application.

g) New Concept Plan Consents shall include a Broad ITA in accordance with Rule 25.14.4.3.

Note

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

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

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

a) The boundaries between the Land Development Plan and adjoining Land Development Plan Areas.

b) The boundaries of any Open Space Zone included in the Land Development Plan.

c) Where an application for Land Development Consent is made for part of a Land Development Plan Area (as shown on Figure 2-21) pursuant to Rule 4.5.6 b), the following indicative information for the balance area of each Land Development Plan Area shall be provided as part of that application:

   i. The location of proposed roads and their integration with the existing and future transport networks;

   ii. The location and size of stormwater treatment and control measures; and

   iii. The location, size and purpose of open spaces.

d) The location, width and design of proposed roads and carriageways (including lighting, street furniture and signs), and including measures that achieve safe speed environments, and the integration of roads with the existing and future transport network.

e) The location and design of stormwater treatment and control measures.

f) The locations and dimensions of the main linear lake and any relevant components of open space described in 3.8.2.8, in accordance with Figure 2-19 and Rule 3.8.5.4 in Section 3.8 Te Awa Lakes Structure Plan. In addition, for the main linear lake, the details of engineering measures to be implemented at the northern and southern outlets of the lake to ensure a maximum hydraulic gradient of 2% between the linear lake and the Waikato River is maintained at all times. For the avoidance of doubt, any engineering measures required to ensure compliance with this rule shall take precedence over any other engineering provisions in the District Plan and the requirements of the Regional Infrastructure Technical Standards (RITS).

g) The location and dimensions of pedestrian and cycleways including details of how the Land Development Plan has been designed to align with the Walking and Cycling Network in Figure 2-19 Framework Plan in Section 3.8 Te Awa Lakes Structure Plan and to connect to the walking and cycling paths referred to in clause 3.8.3 in Section 3.8 Te Awa Lakes Structure Plan, including their integration with existing and future pedestrian and cycleways.

h) Existing and proposed Three Waters infrastructure necessary to service the Land Development Plan Area and in accordance with any relevant Full ICMP. If there is no relevant Full ICMP, prepare and include a sub-catchment ICMP in accordance with Appendix 1.2.2.6.

i) Existing and proposed ground levels and associated earthworks.

j) A landscape concept plan, incorporating an indigenous landscape plan, that includes:

   i. A landscape concept for any areas of open space, including neighbourhood reserves and esplanade reserves.

   ii. Details of landscape treatment of streets, footpaths and cycleways.

   iii. Details of landscape treatment of stormwater swales, wetlands, detention basins and lake riparian margins.

   iv. Details of landscape treatment to provide a buffer adjacent to the Waikato Expressway.

   v. Details of plant types and species and sizes at time of planting, including eco-sourcing of plants from within the Waikato Basin and choice of species that reflect the history of the area.

   vi. Details of ongoing maintenance to ensure the planting achieves the best possible growth rates.

   vii. Use of indigenous plant species and landscape design that reflect cultural perspectives including valued food gathering species and those that support habitat for mahinga kai, native birds and lizards.

   viii. Details of any interpretation materials communicating the history and significance of places and resources and any tangata whenua inspired artwork or structures.

   ix. Evidence of consistency with the Ecological Rehabilitation and Management Plan required by Rule 1.2.2.21 k).

   x. Evidence of engagement with tangata whenua in preparation of the landscape concept plan, including how the outcomes of that engagement have been addressed.

k) An Ecological Rehabilitation Management Plan (ERMP). The objective of the ERMP is to enhance ecological values where practicable and if not, to avoid, remedy or mitigate potential adverse effects on freshwater and terrestrial ecological values. It is to include the following, and the methods to implement them:

   i. An indigenous fish management plan, including a summary of fish habitat and species present, a summary of planned works, permitting requirements, procedures for dealing with pest fish, biosecurity protocols, timing of works, procedures for recovering indigenous fish prior to and during works, roles and responsibilities of parties, reporting requirements and any specific mitigation measures.

   ii. Planting of trees for bat habitat, including tall tree species such as Kahikatea and Totara, in areas where bat habitat utilisation is likely to be high, except for LDP Areas Q and R, and area X in the Business 6 zone, where smaller species will have less geotechnical risk.

iii. Lighting design that is sensitive to bat habitat including minimal lighting in areas close to the Waikato River, avoidance of upward-facing lighting and UV lighting, and avoidance of lighting in wetland and riparian margin areas.

iv. Restoration planting to include wetland restoration, habitat enhancement and riparian buffer zones.

v. Provision of passage into the main linear recreational lake for indigenous fish if practicable, while excluding exotic pest fish species.

vi. Main linear recreational lake bathymetry that is sufficient to help reduce wind-driven sediment resuspension and excessive growth of nuisance weeds.

vii. Incorporating diversity into the main linear recreational lake shore habitat including built areas, wetland plants and beach areas.

viii. Ensuring sufficient water flow through the main linear lake or other methods to maintain high water quality, having particular regard to avoidance of nuisance phytoplankton blooms.

ix. Ensuring new stream habitat mimics natural systems.

x. A specific ecological rehabilitation plan to restore and enhance the unnamed tributary to the Waikato River that is the southern stormwater outlet of the site. The stream runs through the adjacent Lot 1 DPS 57602 and Part Lot 1 DPS 11080, and the plan is to apply to its full length and incorporate as a minimum:

- Creation of a diverse and variable habitat and channel complexity over time to allow for differences in flow velocities.
- Provision of vegetative cover, woody debris or other in-stream structures.
- Fish passage by way of lined ramp or similar to enable native climbing species.
- A meandering channel.
- Creation of pool-riffle-run sequences.
- Proposals for ongoing maintenance and management.
- Avoidance of instream works during peak fish migration periods (August-December)

xi. Evidence of engagement with tangata whenua during preparation of the ERMP including how the outcomes of that engagement have been addressed.

l) Within 200m of the Waikato Expressway carriageway, the layout of roads and lots to generally achieve orientation of habitable rooms in buildings away from the Expressway.

m) Within 100m of Hutchinson Road the design of residential dwellings to demonstrate that their main living area outlook and their outdoor living spaces are not orientated to the south.

n) A Water Impact Assessment that demonstrates how the proposal is consistent with the recommendations, measures and targets of the relevant Integrated Catchment Management Plan or Subcatchment Integrated Catchment Management Plan.

o) A management plan for the main linear lake that has the purpose of achieving a high level of water quality for recreational use with a target of swimmable quality to be achieved to the extent practicable. It is to include:

- A plan for monitoring stormwater inflows and lake water quality to provide sufficient data to adaptively manage the lake to meet a high level of water quality with a target of swimmable quality.
- A series of triggers and actions, including the use of chlorophyll-*a* as a metric, to maintain high lake water quality.
- Details of who will be responsible for undertaking the monitoring and any actions to maintain the lake and its water quality.
- An Operations and Maintenance Manual for the ongoing maintenance of the lake.

p) The layout of roads, public spaces and lots, showing how the dwelling unit yields in Rule 4.6.2 b) will be achieved.

q) Building envelopes to demonstrate the suitability of any lots intended for duplex or apartment development.

r) A Broad Integrated Transport Assessment for anticipated development within the LDP area, prepared in accordance with the requirements of Rule 3.8.5.3 and Appendix 15-2 and assessing the levels of traffic generation to determine the implementation of transport infrastructure improvements and their staging and timing in accordance with clause 3.8.3 and Rule 3.8.3.5 in Section 3.8, Te Awa Lakes Structure Plan. The Integrated Transport Assessment shall include information describing the proposed walking and cycling network, its connections to existing shared paths in the locality and proposals to provide a shared use connection to the Te Rapa area as described in clause 3.8.3 in Section 3.8, Te Awa Lakes Structure Plan. The ITA shall include evidence of consultation with NZTA, AFFCO New Zealand Limited, Fonterra Limited and Ports of Auckland Limited and how the outcomes of that consultation have been addressed.

s) A Travel Demand Management (TDM) Plan that outlines the measures to be implemented to achieve:

- Leadership of travel demand management by the consent holder;
- Collaborative participation with Hamilton City Council, Waikato Regional Council, Fonterra Limited, AFFCO New Zealand Limited and the local Te Awa Lakes community;
- Strong mode shift outcomes to alternative, non-motorised and public transport utilisation;
- Integration with existing and future public transport outcomes;
- Multi-modal rideshare alternatives and associated infrastructure;
- Cycle network integration and enhancement;
- Pedestrian network integration and enhancement; and
- Minimisation of external private trip making.

t) In Land Development Plan Areas Q and R, and area X in the Business 6 zone, the following additional information to address geotechnical risk on an ongoing basis, following subdivision and development, is required:

i. Methods to avoid the establishment or removal of large trees.
ii. Methods to avoid on-site stormwater disposal.
iii. Methods to avoid directional drilling or trenching below maximum ground water level.
iv. Methods to avoid groundwater recharge or extraction.
v. Methods to control bedding and backfilling requirements for buried infrastructure.
vi. Methods to avoid bulk cut or fill earthworks.
vii. Methods to ensure all buildings are subject to specific foundation design, including geotechnical review.

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

i. Objectives that focus on eradication of the weed from the site but provide for an adaptive approach of stopping its spread and reducing its density if that proves impracticable.

ii. Identification of measures for the safe disposal or removal off site of soil or other material infested with alligator weed.

iii. Identification of the need for any of the management and control measures to be implemented on an ongoing basis following subdivision and development, and to be incorporated into conditions of consent and through consent notices.

iv. Evidence of consultation with Waikato Regional Council and Hamilton City Council (as asset manager), including how the outcomes of that consultation have been addressed, and a copy of any Weed Hygiene Plan that is in place in accordance with the provisions of the Waikato Regional Pest Management Plan.

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

v) In Land Development Plan Areas Q and R, and area X in the Business 6 Zone, the following additional information to address residual natural hazard risks resulting from future activities, is required:

i. Location, extent and form of all existing and proposed:

- Buildings and structures.
- Landscaping (including retaining walls and fences) in accordance with the Landscape Concept Plan required by Rule 1.2.2.21 j).
- Sealed and other impermeable ground surfaces.

ii. Existing and proposed site contours at 0.5m intervals.

iii. Location, extent and species of:

- Existing vegetation being removed.
- Existing vegetation being retained.
- Any proposed new vegetation.

iv. The location of vehicle access, manoeuvring and parking areas where relevant.

v. The nature of ground conditions and a description of proposed remediation and ground improvement measures.

vi. Details of proposed ground surface levels to ensure underground services can be installed sufficiently above ground water levels.

vii. Evidence of consultation with underground service providers on required service installation depths and how that information has informed the final ground surface design.

viii. Landform design to direct surface water towards the lake rather than the river.

ix. Details of the use of any low permeability lining to be placed over the base of services trenches.

x. Details of combined services trenches.

xi. Specific geotechnical designs of structures.

xii. Details of any rainwater reuse tanks and their overflow paths and discharge locations.

xiii. Methods to mitigate any land stability, erosion, earthquake (amplification and liquefaction) or any other natural hazards.

xiv. An assessment and design to demonstrate how the proposed landform width in LDP Areas Q and R minimises the risk of piping erosion or other ground failure.

xv. Any mitigation measures proposed.

xvi. Methods for site management of earthworks and stormwater.

w) In Land Development Plan Areas I and J (the main linear lake), Q and R, and area X in the Business 6 zone, the outcomes of an independent engineering peer review commissioned by the applicant in consultation with Hamilton City Council.

1.2.2.22 Resource Consents - Te Awa Lakes Business 6 Zone

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

i. Objectives that focus on eradication of the weed from the site but provide for an adaptive approach of stopping its spread and reducing its density if that proves impracticable.

ii. Identification of measures for the safe disposal or removal off site of soil or other material infested with alligator weed.

iii. Identification of the need for any of the management and control measures to be implemented on an ongoing basis following subdivision and development, and to be incorporated into conditions of consent and through consent notices.

iv. Evidence of consultation with Waikato Regional Council and Hamilton City Council (as asset manager), including how the outcomes of that consultation have been addressed, and a copy of any Weed Hygiene Plan that is in place in accordance with the provisions of the Waikato Regional Pest Management Plan.

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

1.2.2.23 Rotokauri North

a) Subdivision of a Duplex

i) For any restricted discretionary activity subdivision of a permitted activity duplex (which meets Rule 4.7.12(a)), applicants need not provide a site analysis (otherwise provided for in 1.2.2.2 c) above).

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1.2.2.24 Landscape Concept Plans Peacocke Structure Plan

For any subdivision application in the Peacocke Structure Plan adjoining or including any open space zone or involving more than two hectares of land, a Landscape Concept Plan shall be provided with the application that meets the following requirements (and shall apply to the application footprint of the proposed subdivision).

The objectives of the Landscape Concept Plan is to identify opportunities to protect or enhance the natural character and cultural, heritage and amenity values, within the subdivision site, to recognise and provide for tangata whenua values and relationships with Peacocke, and their aspirations for the area, and to reflect the area's character and heritage. The landscape concept plan shall include:

	i	A landscape concept identifying any areas of open space proposed within the subdivision site, including details of landscape treatment for any neighbourhood reserves, special purpose reserves, streets, footpaths, cycleways, stormwater swales, wetlands, detention basins, streams, riparian margins, as relevant to the subdivision site.
	ii.	Details of plant types and species and sizes at time of planting, proposed within the subdivision site, including eco-sourcing of plants from within the Hamilton Ecological District and choice of species that reflect the history of the area.
	iii.	Use of indigenous species and landscape design proposed within the subdivision site that reflect tangata whenua cultural perspectives including species that are valued as customary food or for traditional uses, and those that support indigenous biodiversity and provide habitat for mahinga kai, native birds and lizards.

	iv.	Details of ongoing maintenance to ensure the planting achieves the best possible growth rates.
	v.	Details of any sites of significance for tangata whenua and how they will be protected, enhanced or commemorated.
	vi.	Details of any proposed sites for water-related activities and proposed public access to them and to and alongside waterways and wetlands.
	vii.	A list of traditional names suggested by tangata whenua for sites, developments, streets, neighbourhoods or sub-catchments in Peacocke.
	viii.	Details of any interpretation materials communicating the history and significance of places and resources and any tangata whenua inspired artwork or structures.
	ix.	Evidence of consistency with the Ecological Rehabilitation and Management Plan required by Rule 1.2.2.26.
	x.	Evidence of engagement with tangata whenua in preparation of the Landscape Concept Plan, including how the outcomes of that engagement have been addressed.

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1.2.2.25 Ecological Rehabilitation and Management Plan Peacocke Structure Plan

All subdivision applications within the Peacocke Structure Plan adjoining or including any open space zone or involving more than two hectares of land shall include, as part of the resource consent application, an Ecological Rehabilitation Management Plan (ERMP). The objective of the ERMP is to enhance freshwater and terrestrial ecological values within the site. As a minimum, it is to include the following, and the methods to implement them:

	i.	An indigenous fish management plan for any stream or wetland habitat within the site, including a summary of fish habitat and species present, a summary of planned works, permitting requirements, procedures for dealing with pest fish, biosecurity protocols, timing of works, procedures for recovering indigenous fish prior to and during works, roles and responsibilities of parties, reporting requirements and any specific mitigation measures.
	ii.	Planting of indigenous tree species to provide indigenous vegetation and habitat for indigenous fauna.
	iii.	Fixed lighting design that achieves the required lighting standards in relation to areas of Significant Bat Habitat, and is sensitive to bats in the wider area, including avoidance of upward-facing lighting and UV lighting, and avoidance of lighting in wetland and riparian margin areas.
	iv.	Restoration planting to include wetland restoration, habitat enhancement and riparian buffer zones.

	v.	The establishment and enhancement of identified Significant Bat Habitat corridors as identified within the Peacocke Structure Plan.
	vi.	Evidence of engagement with tangata whenua during preparation of the ERMP including how the outcomes of that engagement have been addressed.

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1.2.2.26 Peacocke Local Centre Master Plan

All applications for development within the Peacocke Local Centre Zone that relate to the establishment or alteration of buildings, associated parking, transport corridors, or areas public space shall include a Master plan that includes:

1. Transport network

i. Outline the proposed street network within the Local Centre including walking and cycling routes and how they tie into the wider Peacocke Structure Plan network.

ii. Include detail regarding the proposed street typologies that will be used in the development including how accessibility is to be managed.

iii. Provide a parking plan that shows how parking is to be provided and managed in the Local Centre, including provision for bicycle parking.

2. Built form and land use

a. Provide detail drawings of the proposed buildings including proposed plans, elevations and perspectives, including: Building height and orientation, building exterior design features, any balconies, any artificial lighting to exterior walls and features, and how the proposed development will integrate with adjacent properties in terms of overall urban design, streetscape character and amenity.

b. Show how buildings will relate to, and interact with, the street, public square and reserve area.

c. Outline the future development outcome of the town centre and show how the proposed development ties into existing or future development to create a high-amenity urban centre.

d. Show how the proposal is consistent with the Peacocke Structure Plan, the Peacocke Local Centre Concept Plan and Peacocke Local Centre Design Guide.

3. Landscaping and Public Space

a. Provide a landscaping plan that shows how landscaping and planting will be provided for in relation to the application, including how it ties into the rest of the local centre and provides for the outcomes sought, including:

i. Plant and tree species proposed.

ii. Size of vegetation

iii. Number of plants to be used

iv. Provision of lighting and screening

v. Provision of hard surfacing, seating

vi. Provision of open space that can be use

vii. Consideration of passive surveillance and CPTED principles

viii. Maintenance provisions.

b. Where development adjoins the public square provide a design for the square that is consistent with the Peacocke Structure Plan, the Peacocke Local Centre Concept Plan and Peacocke Local Centre Design Guide. Include details of:

i. Plant and tree species, location, size and number

ii. Detail of hard surfacing and seating
iii. Provision of multi-purpose public space
iv. Lighting and screening

Plan Change 5 Peacocke Structure Plan

4. Staging and Development

a. Explain how the development of the Local Centre is to be staged, the anticipated timeframes associated with the staging and how vacant land is to be managed during the staging process.

1.2.2.27 Bat Management Plan

All applications in the Significant Bat Habitat area that seek to remove any trees or vegetation with a DBH higher than 15cm shall include a bat management plan. The Bat Management Plan shall be prepared and undertaken by a suitably qualified bat ecologist (Class D or E) and include:

A. Identification of which trees are proposed to be removed.

B. A pre-felling monitoring regime that includes:
   a. An assessment of the trees/vegetation proposed to be felled with a DBH > 15cm and whether they contain any of the following features:
      i. Cracks, crevices, cavities and/or fractured limbs large enough to support roosting bat(s).
      ii. Sections of loose flaking bark large enough to support roosting bat(s).
      iii. A hollow trunk, stem or branches.
      iv. Deadwood in canopy or stem of sufficient size to support roost cavities or hollows.
      v. Bat droppings, grease marks and/or urine staining around cavities.

   Note: *If no features are identified, then no further information is required.*

   b. Where potential roost features are identified:
      i. Identified methodology of how acoustic or visual monitoring is to be undertaken in accordance with best practice to establish the presence of roosting bats.

C. How trees which are identified as roosting sites are to be managed to ensure effects on bats are to be avoided or mitigated.

1.3 Assessment Criteria

1.3.1 Guide to Using the Criteria

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

Specifically:

1. Controlled Activities will be assessed against the matters over which Council has reserved control. The assessment criteria are provided within section 1.3.2 with the section headings being the Matters of Control.

2. Restricted Discretionary Activities that are restricted solely due to failed standards will be assessed against the effects resulting from an activity not complying with any relevant standard(s) in this District Plan (refer section 1.3.3. A1 of this appendix).

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

3. Restricted Discretionary Activities that are restricted solely due to being listed in the chapters as a Restricted Discretionary Activity will be assessed against the specific matters of discretion which are identified against each activity in the chapter.

   The headings within section 1.3.3 relate to the Matters of Discretion. The criteria listed under each heading are to be used where relevant. Subheadings are provided under each subject matter to define zone or activity specific criteria for that subject matter, thereby enabling them to be considered or discarded depending on relevance.

4. Restricted Discretionary Activities that are restricted by virtue of being listed in the chapter as a Controlled Activity and also fail standards will be assessed against the relevant criteria as outlined in points 1 & 2 above.

5. Restricted Discretionary Activities that are restricted by virtue of being listed in the chapter as a Restricted Discretionary Activity and also fail standards will be assessed against the relevant criteria as outlined in points 2 and 3 above.

6. Discretionary and Non-Complying Activities may use the criteria in section 1.3.3 as a guide with specific reference to the general criteria in A2.

1.3.2 Controlled Activities – Matters of Control

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

Note

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

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

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

A.	**Hazardous Facilities**	
	The extent to which the effects on, and risks to, the health and safety of people, property and the environment are appropriately managed, including:	
	i.	Matters referred to in the relevant standards in Rule 25.4.4 of Chapter 25.4 City-wide – Hazardous Facilities.
	ii.	Safe access to and from the transport network.
	iii.	Effects due to the sensitivity of the surrounding natural, human and physical environment.
	iv.	Separation distances and the type of environment/number of people potentially at risk from the proposed facility.
	v.	Potential hazards and exposure pathways arising from the proposed facility.
	vi.	Potential cumulative hazards presented in conjunction with neighbouring facilities.
	vii.	Proposed:
		• Fire safety and fire water management
		• Spill contingency and emergency planning
		• Monitoring and maintenance schedules
		• Waste disposal management
		• Hazardous substance transport arrangements
	viii.	Compliance with relevant Standards and Codes of Practice.
	ix.	Any other measures to avoid or mitigate risks posed by the activity.
	Note Relevant Standards and Codes of practice referred to above may include: • Below Ground Stationary Container Systems for Petroleum – Design and Installation HSNOCOP 44, Environmental Protection Agency, May 2012 • Below Ground Stationary Container Systems for Petroleum – Operation HSNOCOP 45, Environmental Protection Agency, May 2012 • Guidelines for Assessing and Managing Petroleum Hydrocarbon Contaminated Sites in	

		New Zealand, Ministry for the Environment, 1999 • Environmental Guidelines for Water Discharges from Petroleum Industry Sites in New Zealand, Ministry for the Environment, 1998 • NZS8409: 2004 Management of Agrichemicals • AS/NZS 1596: 2008 – Storage and Handling of Liquid Petroleum Gas • AS/NZS 2982: 2010 – Laboratory Design and Construction • AS/NZS 2243.1: 2005 – Safety in Laboratories – Planning and Operational Aspects • AS/NZS 2243.2: 2006 – Safety in Laboratories – Chemical Aspects • AS/NZS 2243.3: 2010 – Safety in Laboratories – Microbiology • AS/NZS 2243.5: 2004 – Safety in Laboratories – Non-ionising Radiation • AS/NZS 2243.6: 2010 – Safety in Laboratories – Plant and Equipment Aspects • AS/NZS 2243.8: 2006 – Safety in Laboratories – Fume Cupboards • AS/NZS 2243.9: 2009 – Safety in Laboratories – Recirculating Fume Cabinets • AS/NZS 2243.10: 2004 – Safety in Laboratories – Storage of Chemicals
B.	**Industrial Zone**	
a)	**Building Design, External Appearance and Site Layout**	
	i.	The extent to which any activity involving buildings adjoining an identified transport corridor and buildings within the Rotokauri Employment Area presents an attractive visual appearance, including minimising:
		• Large featureless building façades facing the transport corridor.
		• The placement of any plant or machinery on the front of the building or within the front yard setback (with the exception of machinery displayed for sale, hire, or plant associated with on-site security).
		• Over-dominant illuminated signage within the site.
		• Front fences, walls and signs that detract from an active visual relationship between the site and street/primary transport corridor.
		• The location of the service and outdoor storage areas within the front setback.
	ii.	For ancillary residential activities, the extent to which:
		• Outdoor living areas or balconies are contiguous with the internal living areas.
		• The design, size and location of the private and/or communal open space, parking, loading spaces and driveways on the site achieves a high standard of amenity, noise and visual privacy for residents, whilst effect from dust, fumes and light glare are minimised.
b)	**Site Layout**	
	iii.	Within the Rotokauri Employment Area, the extent to which the adverse effects of the location of buildings, parking areas and outside storage areas minimise their potential impact on the amenity of any adjoining Residential, Special Character or Open Space Zones.
	iv.	For ancillary residential activities and within the Rotokauri Employment Area, the extent to which the development has been designed and located so that the potential for reverse sensitivity effects (including noise) is avoided, remedied or mitigated.

	v.			The extent to which the site layout incorporates Crime Prevention Through Environmental Design, to develop a positive relationship with the street and improve passive surveillance.
	vi.			The extent to which landscaping is incorporated within the site layout, to visually reduce the bulk of new development and mitigate adverse visual effects, particularly from the front boundary and those parts of the site visible from public spaces. ***Note*** This is particularly important in relation to the setback from the front boundary and those parts of the site visible from public spaces and interfaces along state highways and arterial transport corridors.
	vii.			Within the Rotokauri Employment Area, the extent to which landscaping enhances amenity at key interfaces such as State Highway 1, green corridors, arterial transport corridors, Wintec Rotokauri Campus and the Rotokauri Suburban Centre.
C.	**Knowledge Zone and Major Facilities Zone**			
a)	**Building Design, External Appearance and Configuration**			
	i.			The extent to which the external appearance, scale and design of buildings:
		1.		Contributes to compatibility between buildings and their integration with other development on the site, adjacent sites and surrounding public spaces.
		2.		Contributes to the active frontage along public streets and open space, particularly at corner sites.
		3.		Minimises, as practicable, effects on adjacent public spaces (including footpaths) in terms of shading and daylight.
	ii.			The cumulative effect of buildings and the extent to which opportunities have been taken to cluster buildings and/or ensure that areas are left free from buildings.
	iii.			The extent to which parking, manoeuvring areas, driveways and outdoor service areas are designed and located to be safe and efficient, and to protect amenity values of the streetscape and adjoining sites.
	iv.			The extent to which the building design and development:
		1.		Makes a positive contribution to the local character of the site and surrounding area.
		2.		Improves large façades (including side walls) that are visible from public places by ensuring they are treated in a way that provides visual interest and reduces the apparent bulk of the building.
	v.			The extent to which Crime Prevention Through Environmental Design principles have been incorporated.
	vi.			Encourage easy and safe pedestrian access and circulation for those not arriving by vehicle.
b)	**Landscaping**			

	vii.	The extent to which landscaping is incorporated within the site layout to reduce the bulk of new development and mitigates adverse visual effects. ***Note*** This is particularly important in relation to setback from the front boundary and those parts of the site visible from public spaces and interfaces along state highways, arterial transport corridors and City gateways.
In addition to the above general matters, the following relate to site specific matters of control.		
	University of Waikato	
	viii.	The extent to which existing linkages between land uses are reinforced by the layout of buildings and transport corridors. New connections created should seek to enhance accessibility through the zone and have regard to connectivity to the adjoining University of Waikato campus.
	ix.	The extent to which high rise buildings are concentrated on the Hillcrest Road ridge.
	x.	The extent to which the location of buildings maintains the safe and efficient operation of network utilities, including high voltage transmission lines.
	Knowledge Zone	
	xi.	The extent to which the open space character of the northwest sector of the site is maintained.
	Claudelands Event Centre	
	xii.	The extent to which the open space character of the eastern part of the site is maintained including the maintenance of a suitable buffer adjoining Jubilee Park.
	Te Rapa Racecourse/Thoroughbred Business Park	
	xiii.	The extent to which development of the site retains views between the racecourse and Minogue Park.
	Waikato Hospital	
	xiv.	The extent to which activities of an industrial nature and the heliport are grouped in the south-western sector of the site.
	xv.	The extent to which high rise buildings are concentrated towards the centre of the hospital complex.
	Waikato Stadium and Seddon Park	
	xvi.	The extent to which future buildings and the enhancement of facilities including any provision for office, retail and visitor accommodation provides for functional integration with the site.
	Wintec Rotokauri	
	xvii.	The extent to which development of the site has regard to the future development of the Rotokauri Area and the relationship of the site with Lake Waiwhakareke.
D.	**Te Rapa North Industrial Zone**	

a)	**Concept Development Consent for Stage 1A**	
	i.	The extent to which it identifies the total area not exceeding 30ha available for industrial development within Stage 1A.
	ii.	The extent to which it defines the location and extent of the development area not exceeding 7ha pursuant to Rule 12.6.1.
	iii.	The extent to which it defines the general location and extent of the development area not exceeding 23ha pursuant to Rule 12.6.1.
	iv.	The extent to which it demonstrates connectivity and sequential development between the 7ha and 23ha land release areas and adjacent sites.
	v.	The extent to which it provides an indicative internal road layout and it provides for alternative modes of transport including public transport, pedestrian and cycle linkages within and between the 30ha and adjacent land.
	vi.	The extent to which it considers and responds to the recommendations and proposed conditions of an Integrated Transport Assessment prepared in accordance with Rule 25.14.4.3.
	vii.	The extent to which it specifies methods by which vehicle movements will be managed to achieve compliance with Rule 12.4.7b).
	viii.	The extent to which it identifies any existing indigenous vegetation and areas of ecological value including recognition of existing gully systems and proposals for their management.
	ix.	The extent to which it provides for any landscaping and screen planting including landscaping buffers where land adjoins the Waikato Expressway designation boundary.
	x.	The extent to which it provides a report which demonstrates the extent to which the provision of reticulated infrastructure for the entire 30ha within the Stage 1A development area will occur; provided that existing infrastructure available from the Te Rapa Dairy Manufacturing Site and/or Council infrastructure and headworks (water and wastewater only) may be relied on for the 7ha development under Rule 12.3.3f).
		Note The above does not involve: • Activities requiring an air discharge consent under the Regional Plan (except on land situated to the north of Hutchinson Road, east of Te Rapa Road) • Hazardous waste reprocessing, disposal or storage, except for temporary storage of waste from commercial activities awaiting collection • An extractive industry • Offices, except those that are ancillary to industrial uses • Hospitals, day care facilities, and educational institutions • Retail activities, except for food outlets less than 200m^2 • Residential activities unless associated with a lawfully established activity.
E.	**Historic Heritage**	
a)	**Management of effects on, and risks to the heritage value of the historic heritage building or structure, including:**	

	i.	Effects to the exterior of the historic heritage building or structure.
	ii.	Potential loss of the heritage values of the building or structure.
	iii.	Any other measures to avoid or mitigate risks proposed by the activity.
	iv.	Works compatible with and reflect the original fabric of the historic heritage building or structure.
	v.	Earthquake strengthening not detracting from the appearance and integrity of the historic heritage building or structure.
	vi.	Demonstration of the conservation principles of the International Council on Monuments and Sites (ICOMOS) New Zealand.
F.	**Ruakura**	
a)	**Interface Design Control Area**	
		Landscaping
	i.	Ruakura Logistics Zone - Subject to biosecurity requirements, landscaping should be incorporated within the site layout to reduce the bulk of new development and mitigate adverse visual effects. This is particularly important in relation to setbacks from the front boundary and those parts of the site visible from public spaces and interfaces along state highways, arterial transport corridors, and the Ruakura Open Space Zone and City gateways.
	ii.	In relation to the Waikato Expressway, whether landscaping along the boundary with the Expressway Designation is of appropriate scale and density so as to soften views from the Expressway of industrial development.
	iii.	Ruakura Industrial Park Zone – Landscaping and screening should be incorporated within the site layout to reduce the bulk of new buildings and associated development, and to mitigate adverse visual effects - particularly from storage, loading and operational areas likely to be visible from residential areas. This is also important in relation to setbacks from the front boundary and those parts of the site visible from public spaces and interfaces along state highways, arterial transport corridors, and the Ruakura Open Space Zone and city gateways.
	iv.	Ruakura Industrial Park Zone – In relation to buildings and associated development on sites that adjoin the Ruakura Open Space Zone and abutting the northern boundary of properties on Sheridan Street and Nevada Road or are adjacent to Silverdale Road, proposed landscaping and screening is subject to specific assessment and the standards in Rule 25.5.3.1 are to be used as a guide only.
b)	**Crime Prevention Through Environmental Design**	
	i.	Buildings and the site layout shall be designed to: a) Provide surveillance from offices over main access, car parks and the adjacent street. b) Ensure a clear distinction between visitor areas and operational areas. c) Provide direct, legible and well lit visitor routes.

		d) Avoid opportunities for concealment.
c)	**Temporary Logistics Activities in Sub Area A**	
	i.	Conditions shall be imposed to ensure that the location of buildings associated with logistics is temporary, the future rail spur corridor is not compromised and that buildings and activities do not preclude the future full development of the Inland Port.
d)	**Medium Density Residential Zone**	
	i.	Impact of building design, external appearance and configuration on the public realm particularly when viewed from the Ruakura Open Space Zone and arterial corridor.
	ii.	Site layout.
	iii.	Landscaping.
	iv.	The extent to which the amenity and safety of future occupiers will be protected.

1.3.3 Restricted Discretionary, Discretionary and Non-Complying Assessment Criteria

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

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

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

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

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

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

A	**General Criteria** **Restricted Discretionary Activities due to Performance Standard Non-Compliance**		
A1	The effects resulting from an activity not complying with any relevant standard(s) in this District Plan. Guidance on the assessment of effects may be derived from: a) Any relevant criteria within section 1.3.3 of this appendix; and b) Any relevant design guidelines contained within this Plan.		
A2	The extent to which any adverse effects would be offset by benefits to the community or the natural environment.		
	Discretionary & Non-Complying Activities - General Criteria		
A3	Without restricting the exercise of its discretion to grant or refuse consent or impose conditions, the Council shall have regard to the assessment criteria set out below when considering any application under sections 104 and 104B of the Act. Discretionary activities and Non-Complying activities shall be assessed against, but not limited to the following assessment criteria:		
	a)	Assessment against relevant objectives and policies including Chapter 2 Strategic Framework	
	b)	The extent to which the proposal is consistent with relevant:	
		i.	Standards in this Plan.
		ii.	Assessment Criteria, listed in this plan.

		iii.	Design Guides.
		iv.	Structure Plans.
		v.	Comprehensive Development Consents.
		vi.	Concept Plans or Concept Development Consents.
		vii.	Reserve Management Plans.
		viii.	Iwi or Hapu Management Plans.
		ix.	Waikato River Vision and Strategy.
		x.	Master Plans.
		xi.	Temple View Precincts
B	**Design and Layout**		
	General		
B1	Whether the proposed building design and / or site layout is consistent with the intent of any relevant design guide in Appendix 1 Section 1.4. ***Note*** If an activity is a Restricted Discretionary Activity in relation to Design and Layout matters and there is a relevant design guide, then the activity should seek to address the outcomes sought in the design guide as a priority over relevant criteria in this section. Where an application is for a Concept Plan Consent in the Knowledge Zone, the Design and Layout assessment criteria will focus on building precincts / sub-areas, development and infrastructure layout rather than individual buildings.		
B2	Whether the external appearance, scale and design of buildings and structures:		
	a)	Are consistent with the purpose of the zone, and enhance the character and amenity of the surrounding area, streetscape qualities and adjoining land uses.	
	b)	For corner sites, where appropriate, provide active frontages along both elevations.	
	c)	Incorporate Crime Prevention Through Environmental Design principles.	
B3	The extent to which the proposed design provides or continues to provide for informal surveillance of public spaces within and adjacent to the development by:		
	a)	Locating doors, windows and other openings associated with living and working areas, so that they overlook and interact with public spaces.	
	b)	Locating primary entrances to buildings to face the transport corridor frontage, with the main entrance located adjacent to the frontage with the most pedestrian traffic.	
B4	The extent to which building design will add visual interest and vitality to the streetscape and avoids large, featureless façades. For example, through articulation of a façade, attention to fenestration and rooflines, the design of verandas and balconies and the careful choice of materials and colour.		
B5	The extent to which parking, manoeuvring areas, driveways and outdoor service areas have been designed and located:		
	a)	To protect amenity values of the streetscape and adjoining sites, including through the use of appropriate screening and landscaping.	
	b)	To not be visually dominant.	
	c)	To be away from the front of the site and buildings.	

	d)	To integrate with adjacent activities and development in terms of the provision of entrances, publicly accessible spaces, verandas, parking, loading areas, access to public transport and pedestrian linkages.
B6	The extent to which the activity, including landscaping, has been designed in a manner that supports and enhances pedestrian and cyclists movements, including access to the transport network and along frontages considered important for shopping or entertainment activities.	
	Landscaping and Screening	
B7	The extent to which planting and landscaping is used to:	
	a)	Establish and maintain a well vegetated environment that is compatible with the zone and existing character.
	b)	Visually reduce the bulk of new development and mitigate adverse visual effects particularly from the front boundary and those parts of the site visible from public spaces.
	c)	Create an attractive environment that maintains safety and amenity for pedestrians.
	Waste Management	
B8	The extent to which developments provide for goods handling, storage, waste and recycling areas that are:	
	a)	Easily accessible for collection agencies and avoid adverse visual, noise or odour effects.
	b)	Consistent with the amenity values of the site and avoid causing nuisance for neighbouring residential activities.
	c)	Suitable for the demand expected by the activity.
	Business Zones	
B9	Whether the proposed building setback adversely affects the use and safety of public spaces, or the continuity of shopping frontages.	
B10	Whether development of a site adjoining the riverbank encourages pedestrian access to and facilitates public use and enjoyment of, the promenade and environs of the Waikato River.	
B11	In relation to the setbacks from internal boundaries at upper levels (i.e. fourth level and above), the extent to which the proposal minimises shadowing and loss of natural light on existing adjacent buildings by providing adequate separation between the proposed development and any existing residential development.	
	Knowledge Zone	
B12	The extent to which public spaces and streets have been designed to be accessible and open to the public at all times (except where closed for operational safety or security reasons).	
	University of Waikato	
B13	The extent to which existing linkages between land uses are reinforced by the layout of buildings and transport corridors. New connections created should enhance accessibility through the zone and have regard to connectivity to the adjoining University of Waikato campus.	
B14	The extent to which high rise buildings are concentrated on the Hillcrest Road ridge.	

B15	The extent to which the open space character of the northwest sector of the site is maintained.	
	Sites Adjoining the Waikato Riverbank	
B16	The extent to which development of a site adjoining the riverbank:	
	a)	Provides a scale and design of any building or structure that maintains or enhances street and reserve areas, the character and amenity, and the heritage or open space values of the adjoining riverbank area.
	b)	Makes provision for building design and configuration, site layout and/or landscaping which enhances the visual and physical relationship with the Waikato River.
	c)	Mitigates the impact of large developments and vehicular oriented activities on the amenity values of the riverbank environment.
	Development within a Structure Plan Area	
B17	The extent to which the proposal is consistent with any relevant objectives of any structure plan or could prejudice or foreclose options for future urban development and in particular with the proposals shown on the relevant Structure Plan for the area.	
B18	The extent to which the proposed transport network promotes opportunities to achieve:	
	a)	A legible and logical pattern of development in accordance with the planned transport network identified within the relevant structure plan or the ability to extend existing transport networks, and
	b)	The future transport network within the relevant structure plan area for which more precise design, location and layout has been approved.
B19	The extent to which the proposal takes into account new information or policies (including but not limited to ICMPs) that will result in outcomes that are more beneficial than those shown on the Structure Plan.	
	Dairies in General Residential and Special Character Zones	
B20	The extent to which the site can adequately accommodate the dairy, any associated residential activity, parking, planting, service areas and signage, whilst ensuring that the building would not dominate the streetscape.	
C	**Character and Amenity**	
	General	
C1	The extent to which the activity:	
	a)	Makes adequate provision to protect the visual and acoustic privacy of abutting residential and community uses, including through building and site design and hours of operation.
	b)	Is compatible with the location in terms of maintaining and enhancing the character and amenity of the surrounding streetscape and urban form.
	c)	Is able to avoid, remedy or mitigate adverse effects on the existing and foreseeable future amenity of the area, particularly in relation to noise, traffic generation, material deposited on roads, dust, odour and lighting.
	Reverse Sensitivity	

C2	The extent to which the development (including residential development) has been designed and located so that the potential for reverse sensitivity effects (including noise) are avoided, remedied or mitigated.	
C2a	In the Te Awa Lakes Medium-Density Residential zone and the Te Awa Lakes Business 6 zone, within 100m of Hutchinson Road, the extent to which the main living area outlook is oriented to the north, away from Hutchinson Road.	
C2b	In the Te Awa Lakes Medium-Density Residential Zone, within 200m of the Waikato Expressway, the extent to which the main living area outlook is oriented away from the Waikato Expressway.	
C2c	In the Te Awa Lakes Medium-Density Residential Zone, and the Te Awa Lakes Business 6 Zone, the extent to which the development (including residential development and visitor accommodation) has been designed so that the potential for reverse sensitivity effects on industrial activities in the wider environment are avoided, remedied or mitigated.	
	Residential Zone	
C3	The extent to which the cumulative effects of a non-residential activity together with other non-residential activities will result in an adverse effect to the residential character of the neighbourhood.	
	Central City & Business Zones	
C4	The extent to which the level of non-retail activity within a shopping frontage would adversely affect the attraction of shoppers and visitors.	
C4a	In Te Awa Lakes Business 6 zone the extent to which the recommendations of an alligator weed management plan in accordance with Rule 1.2.2.22 are to be implemented.	
	Future Urban Zone	
C5	The extent to which the location and siting of effluent storage and disposal can avoid effects to dwellings or adjoining sites.	
C6	The extent to which the rural activity remains the predominant activity on the site.	
C7	The extent to which any intensive farming activity avoids adverse effects of noise, odour, vermin and other potential health hazards or mitigates these through management practices, site layout (placement and orientation), design of buildings, screening and landscaping.	
C8	The measures to be adopted to avoid, remedy or mitigate potential effects on residential activities on the site and adjoining properties.	
	Non-Industrial Activities in the Industrial Zone	
C9	The extent to which the non-industrial activity, within an Industrial Zone, serves the needs of an industrial area and adjoining areas, or is more appropriate to an industrial location than in other areas having regard to the nature of the activity, travel demand characteristics and amenity expectations.	
	Residential activities in Figure 9.3a	
C10	For managed care facilities, retirement villages, and rest homes, the extent to which:	
	a)	The siting, scale, design and layout of buildings ensures compatibility between buildings and their integration with other sensitive development on the site, adjacent sites and surrounding public spaces such as Ashurst Park.

	b)	The design, size and location of the private and/or communal open space, parking, loading spaces and driveways on the site achieves a high standard of on-site amenity, noise and visual privacy for residents, and ensures that effects from dust, fumes and light glare are minimised.
	c)	Outdoor living areas or balconies are contiguous with the internal living areas.
	d)	The location of buildings, window and door placement, parking areas and outside amenity areas avoid reverse sensitivity effects on any adjoining industrial activities.
	e)	Existing linkages between land uses are reinforced by the layout of buildings and their positive interface with the proposed linkage road between Maui Street and Karewa Place.
	Subdivision	
C11	The extent to which the proposal is consistent with any relevant design guidance in Appendix 1 Section 1.4.	
C12	The extent to which any boundary adjustment would have potential adverse effects on the site or the surrounding area.	
C13	Whether the subdivision creates lots that are appropriate for their intended use.	
C14	The extent to which subdivision or subsequent building design, including the location of transport corridors and reserves, provides for existing electricity lines and their corridors.	
C15	The extent to which the proposal is consistent with objectives of any relevant structure plan or could prejudice or foreclose options for future urban development and in particular with the proposals shown on the relevant Structure Plan for the area.	
C16	The extent to which the proposal (including the proposed transport network) promotes opportunities to achieve:	
	a)	A legible and logical pattern of development in accordance with the planned transport network identified within the relevant structure plan or the ability to extend existing transport networks, and
	b)	The future transport network within the relevant structure plan area for which more precise design, location and layout has been approved.
	Ancillary retailing and offices in the Industrial Zone	
C17	In assessing the suitability for ancillary retail or office activity to expand over the thresholds denoted in the Plan, regard shall be given to the following:	
	a)	Whether the ancillary use is integral to the continuing operation of the principal activity on the site.
	b)	Whether the ancillary use remains incidental and subordinate to the principal activity on the site.
	c)	Whether the principal activity continues to be of an industrial character and nature.
	Fee simple subdivision of apartment buildings	

C18	The suitability of a fee simple subdivision of either an existing, or an approved land use consented, apartment building, is where:	
	a)	Appropriate provision is made for access, services, open space and car parking.
	b)	Subdivision layout clearly outlines areas of individual ownership and areas of shared rights and interests in common.
	c)	Easements, access lots, covenants or similar legal instruments that manage individual ownership and any shared space or common 'elements' to the subdivision, are provided at time of resource consent application for subdivision.
	d)	Appropriate provision made for infrastructure, particularly where shared between lots or crossing several lots.
	e)	The subdivision layout of the proposed sites does not result in new or increased non-compliance with other city-wide and/or zone rules, and the extent of non-compliance with an approved resource consent for the apartment development.
D	**Natural Character and Open Space**	
	General	
D1	The extent to which buildings, earthworks, developments and site layout and clustering:	
	a)	Complements and retains the underlying landform and the legibility of the ridgeline features including views to and from ridgelines, having regard to both immediate and cumulative effects.
	b)	Provides a sufficient area of open space to enable a sense of the underlying landform to be retained.
	c)	Retains and incorporates natural features and established mature and indigenous vegetation into the design.
D2	The extent to which the site for a proposed building or structure integrates with the site features of the open space.	
	Activities Affecting Scheduled Trees or a Significant Natural Area	
D3	The extent to which activities associated with the proposal will:	
	a)	Adversely affect any identified value of the tree.
	b)	Adversely affect the health of the tree.
	c)	Adversely affect any identified value of the Significant Natural Area.
	d)	Adversely affect the health of the Significant Natural Area.
	e)	Cause the loss of habitat that provides a key life-cycle function or the physical disturbance of indigenous species listed as 'threatened' or 'at risk' in the New Zealand Threat Classification Systems Lists.
D4	The extent to which impermeable surfaces adversely affect water quality, and the surrounding watertable.	

D5	The extent to which vegetation removal adversely affects the natural character or landscape value of any lake or wetland and the ability to offset such effects through restoration or enhancement.	
D6	The extent to which any earthworks will adversely affect the surrounding water table and water quality and the opportunity to mitigate the loss of water from the site.	
D7	The extent to which earthworks exacerbate or contribute to flooding, both on-site and off-site.	
D8	Whether the removal of peat soils can be mitigated to protect the surrounding water table.	
D9	Where it is clearly impractical to dispose of stormwater to ground the provision of other mitigation measures to maintain the water table and protect water quality.	
D10	The extent to which undertaking the activity will enable replacement or enhancement of existing vegetation, natural values, or the improvement of riparian margins.	
	Non-emergency Works to, Removal or Transplanting of, a Scheduled Tree	
D11	The extent to which the tree is causing serious damage to structures or the tree constitutes a hazard to human health, property and infrastructure.	
D12	Whether the tree's chance of survival, in the case of transplanting, is better than in its existing location.	
D13	Whether alternative developments avoiding the need to remove the tree(s) have been adequately considered.	
	Surface of Water	
D14	The extent to which water flows are impeded and the potential for debris to be snagged.	
D15	The extent of the effect of the proposal on:	
	a)	Natural character, ecological values, riparian habitat, recreational values, landscape quality and amenity values of the waterway.
	b)	Public access to the waterway and on the surface of water.
	c)	Adjacent scheduled historic buildings, structures and sites, significant natural areas and significant trees.
	d)	Land-based activities.
	e)	Other users of the water body including recreational and other commercial activities.
	f)	Health and safety and effects on navigation.
	g)	Stirring sediment, transporting weeds and aquatic pests.
	h)	Bank erosion.
D16	The extent to which the effects of flow levels of the river have been taken into account. (Events should not take place when the Waikato River is in flood, or in low-flow condition.)	
D17	The extent to which the design of a pontoon, jetty or boat ramp allows for the operation of the Waikato Hydro System between the lower and upper operating levels for the System.	

	Esplanade Reserves and Strips	
D18	Any reduction in the required width of esplanade reserve or strip may be considered where:	
	a)	Topography or the location of an existing building dictates a practical boundary less than 20m.
	b)	Reduction of part is offset with a compensatory increased width elsewhere.
		Note For any stream, the purpose of the reserve can be met by a lesser width but should not be considered less than 4m.
	And, whether the varied width of the esplanade reserve or strip is such that:	
	c)	There is adequate public access to any river, lake or stream and their margins to enable the public to meet any social, recreational or cultural needs.
	d)	The natural habitats of flora and fauna in, on or surrounding the river, lake or stream are not adversely affected.
	e)	Any Significant Historic Heritage sites identified in Schedule 8A or 8B of Appendix 8 are protected from encroaching development.
	f)	Any adverse impacts on water quality are adequately and efficiently mitigated.
D19	In assessing whether an esplanade strip should be set aside, the Council will consider:	
	a)	Whether there is a need to retain public access because the opportunity to acquire an esplanade reserve is unlikely to arise.
	b)	Whether public benefits can be achieved.
D20	The banks of any river, lake or stream can be adequately and efficiently maintained.	
E	**Heritage Values and Special Character**	
	General	
E1	The extent to which the proposal, development, excavation or subdivision of a historic heritage site or place:	
	a)	Is consistent with the identified heritage values, including scale, design, form, style, bulk, height, materials and colour, and retains, protects or enhances the historic context.
	b)	Provides for design, layout or location of the activity, including associated building platforms, vehicle access and services on site in a manner that will minimise the disturbance of the site.
	c)	Provides for the on-going maintenance of the site to ensure that the site is preserved and that damage does not occur.
	d)	In Schedule 8A of Appendix 8 maintains visual linkages between the building or structure and the street.
	e)	Is compatible with the reasons for inclusion of the building, structure or site and its significance in Schedules 8A or 8B, of Appendix 8.
	f)	Addresses cumulative effects on heritage values.
	g)	Considers the irreversibility of an effect (e.g. the loss of unique features)

	h)	Considers the opportunities for remediation and the costs and technical feasibility of remediation.
	i)	Considers the resilience of the heritage feature to change (e.g. the ability of the feature to assimilate change, or the vulnerability of the feature to change).
	j)	Adheres to the conservation principles of International Council on Monuments and Sites (ICOMOS) New Zealand Charter (2010) for the Conservation of Places of Cultural Heritage Value, where applicable.
	k)	Includes consultation with Heritage New Zealand Pouhere Taonga.
	l)	In the event of relocation, has adequately considered whether the relocation is necessary and whether appropriate measures are proposed to ensure any potential adverse effects on heritage values are avoided, remedied or mitigated.
	m)	Incorporates proposed planting, fencing and identification (e.g. signage) sufficient to ensure site recognition.
E2	The extent to which the heritage values of any buildings or places identified in Schedules 8A or 8B of Appendix 8 would be adversely affected by the proposal.	
E3	The extent to which the proposal including modification, re-use, renovation or restoration to the building or structure:	
	a)	Contributes positively to the character of the surrounding area and maintains the relationship of the building or structure with its setting.
	b)	Will maintain and enhance environmental, social, or cultural effects for the wider community.
	c)	Considers the extent to which the primary façade of a scheduled building is proposed to be altered, and whether the main determinants of the style and character, and the heritage significance, of the building are maintained or restored.
	d)	Ensures new buildings respect the design, scale and materials of any original façade.
E4	The extent to which it is practicable to provide noise insulation to the required standard without compromising the heritage significance and fabric of the building.	
E5	The extent to which the addition of an awning would likely detract from the original character of an identified heritage building in Schedule 8A and 8B of Appendix 8.	
	Temple View Heritage Area	
E6	The extent to which new development or earthworks (including the planting or removal of vegetation and trees) would adversely affect the landscape setting and views of the Temple from Tuhikaramea Road.	
E7	The extent to which works to a transport corridor or parking area continue the consistent use of materials and kerb edging used throughout the Heritage Area.	
E8	The extent to which provision has been made for the investigation, recording or preservation of any archaeological deposits or features.	
	Temple View Character Area	
E9	The extent to which development maintains the characteristic setback of buildings from the transport corridor, visibility between the dwelling and the transport corridor	

	and high levels of landscaping and permeable surfaces within the front building setback.
E10	The extent to which the proposed development, building, structure, alteration or addition is compatible with the scale, form, style, bulk, height, colour or materials of surrounding buildings or structures within the Temple View Character Area.
E11	Whether removal of any building or structure within Precinct 1, 2 and 4 will affect the gateway appearance of the Temple View Character Area.
E12	The extent to which the generous spacing between single dwellings is maintained.
E13	Whether it has been clearly demonstrated that demolition of any heritage building in Schedule 8A of Appendix 8 is necessary, considering alternatives for the refurbishment or re-use of the building, financial cost and technical feasibility.
E14	Any immediate or cumulative effects of the loss, alteration or removal of any buildings on the overall coherence of the Temple View Character Area.
E15	The extent to which new development or earthworks would adversely affect the landscape setting and views of the Temple View Character Area.
E16	The extent to which new development maintains a coherent character within the Temple View Character Area and, where relevant, integrates with developme within the subject Precinct, and any adjacent Precinct.
	Peacocke Special Character Zone
~~E17~~	~~The extent to which provision for effluent and stormwater disposal mitigates any risk of landslip or erosion and avoids adverse effects on water quality as it relates to ground water, the Waikato River, and the Mangakotukutuku gully ecosystem.~~
~~E18~~	~~The extent to which the proposed development takes into account existing rural activities, the location of existing use building platforms and the proposed arterial transport corridors as shown on the Peacocke structure Plan.~~
~~E19~~	~~Whether the placement of buildings would facilitate future urban re-subdivision particularly with regards to achieving a cohesive urban layout anticipated by the Peacocke Structure Plan and does not compromise the economic provision of future infrastructure.~~
~~E20~~	~~The extent to which the development provides for the avoidance of natural hazards.~~
~~E21~~	~~The extent to which a development could have an adverse effect on the consistency and amenity of the area or the presence of mature vegetation.~~
~~E22~~	~~Any positive impacts to the neighbourhood or the wider community, including the extent to which the activity might enhance the amenity of the area.~~
~~E23~~	~~Any cumulative effects from the activity, whether on its own or in combination with other activities in the area.~~
~~E24~~	~~The extent to which the proposed development is compatible with the intent of the consented Master Plan.~~
	Rototuna North East Character Zone
E25	The extent to which any proposed development or building is consistent with the development controls for the Rototuna North East Character Zone and responds to the existing landform, including the extent to which it avoids excessive earthworks including significant cutting and filling, and does not adversely affect the natural

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

	d)	Has the structural integrity to withstand inundation.		
F2	The extent to which an appropriate building platform can be provided free from any identified hazard area.			
F3	The extent to which the applicant has demonstrated, through the use of an engineering design report:			
	a)	That the risk of ground failure can be reduced to avoid the effects on the safety of occupiers and neighbours.		
	b)	That any structure will perform safely under hazard conditions for the life of the structure.		
	c)	That any work to be carried out maintains the stability of the river bank or gully and does not increase the risk of ground instability on the subject site or adjacent sites.		
F4	The extent to which a flood risk assessment report submitted, with the proposal, contains recommended refinements to the extent of any Flood Hazard Area as a result of additional flood hazard modelling or site specific topographical analysis.			
	Earthworks			
F5	The extent to which the earthworks:			
	a)	Will obstruct or provide overland flow paths or natural surface ponding areas.		
	b)	Are managed, designed and constructed to:		
		i.	Provide any sediment control measures necessary to control the discharge of sediments.	
		ii.	Remain safe and stable for the duration of the intended land use.	
		iii.	Provide safe and accessible building sites and infrastructure.	
		iv.	Provide for the adequate control of stormwater, cater for natural groundwater flows, and avoid adverse effects from changes to natural water flows and established drainage paths.	
		v.	Avoid exacerbating the effects of natural hazards and ecological effects arising from additional sediment release.	
	Hazardous Facilities			
F6	The extent to which the proposed site design, construction and operation of a hazardous facility are appropriate to:			
	a)	Avoid the accidental release, or loss of control, of hazardous substances, and whether adequate emergency and spill contingency plans are provided; and		
	b)	Avoid and mitigate any adverse effects resulting from activities on the site involving hazardous substances on people, property and environmentally sensitive areas.		
F7	The extent to which off-site transport of hazardous substances has been adequately addressed, and the extent to which vehicles transporting hazardous substances use appropriate routes and do not use local transport corridors in residential areas.			
F8	The extent to which the waste management plan adequately addresses the management of significant quantities of wastes containing hazardous substances, including procedures for disposal practices and use of waste contractors.			

F9	Where appropriate, the extent to which alternative locations have been considered adequately.	
F10	The extent to which the risks presented by the hazardous facility to humans, the environment and property have been assessed fully and systematically, and whether they are able to be avoided or minimised satisfactorily.	
	Nuisance and Health	
F11	The extent to which industrial activities giving rise to nuisance can be adequately managed or sited so as to reduce the impact on neighbouring sites.	
F12	The extent to which noise effects have been addressed in a noise management plan, including the location of specific noise generating activities, hours of amplified sound and the potential mitigation proposed.	
F13	The extent to which the activity may have adverse effects on the environment including water discharges, air pollution, noise and other emissions.	
F14	The extent to which any habitable rooms are located, oriented or designed in such a way that would make noise insulation to the required standards unnecessary.	
G	**Transportation**	
	General	
G1	The extent to which the proposal:	
	a)	Integrates with, and minimises adverse effects on the safe and efficient functioning of the transport network and infrastructure.
	b)	Minimises conflicts between users both within the site and any adjoining transport corridor.
	c)	Encourages easy and safe access and circulation for those not arriving by vehicle.
	d)	Provides for the accessibility needs of all users of the site.
	e)	Provides convenient and safe circulation for connections and/or the provision of facilities for passenger transport modes of travel relative to the scale of the proposal.
	f)	Provides for integration with neighbouring activities to reduce the need for separate traffic movements on the transport network.
		Note Acceptable means of compliance for the provision, design and construction of infrastructure is contained within the Hamilton City Infrastructure Technical Specifications.
G2	The extent to which the proposal and the traffic (including nature and type of the traffic, volume and peak flows, travel routes) generated by the proposal:	
	a)	Requires improvements, modifications or alterations to the transport network and infrastructure to mitigate its effects.
	b)	Achieves efficient connectivity and accessibility of transport corridors, pedestrian accessways, cycleways, public reserves and green corridors.
	c)	Adversely affects the streetscape amenity, particularly in relation to sensitive land use environments (e.g. residential land use environments identified within Table 15-4a of Appendix 15).

	Integrated Transport Assessment ***Note*** In addition to the specific ITA criteria outlined in G3 to G6 below, the balance of criteria contained within Section G may be used to assess a simple or broad ITA where considered relevant.			
G3	The extent to which the proposal considers and responds to:			
	a)	The issues, opportunities and shared outcomes in the Access Hamilton Strategy and its associated Action Plans.		
	b)	Relevant:		
		i.	New Zealand Transport Agency guidelines	
		ii.	Kiwirail guidelines	
		iii.	Regional and national transport and growth strategies	
	c)	The recommendations and proposed conditions of any integrated transport assessment prepared to accompany the application.		
	d)	Issues and outcomes arising from consultation with the relevant road controlling authorities and/or Kiwirail.		
G4	The extent to which the proposal incorporates travel demand management and is well-located to be served by passenger transport, or encourages other active modes of travel such as walking or cycling.			
G5	The extent to which an integrated transport assessment assesses how the proposal and any mitigation measures ensure that the safety and efficiency of the transport network is maintained or enhanced.			
G6	Whether access restrictions, auxiliary lanes or other measures are necessary to provide for the safe and efficient operation of key transport corridors such as:			
	a)	Major arterial transport corridors		
	b)	Transport corridors that are part of the Strategic Network		
	c)	Transport corridors carrying more than 20,000 vehicles per day or with four or more vehicle lanes.		
G6a	Provision of safe walking and cycling connectivity between the Waikato Expressway and the Te Awa Lakes Structure Plan area.			
	Access			
G7	The extent to which the proposal minimises the number of vehicle access points to transport corridors, taking into account:			
	a)	Opportunities that exist for shared access with adjoining sites.		
	b)	The hierarchy of the fronting transport corridor and opportunities that exist for access to transport corridors of a lower status (e.g. collector or local transport corridors or service lanes).		
	c)	Traffic generated by the proposal.		

	d)	The siting of the access points with respect to adjacent access points, visibility and flow.
	e)	The operational requirements of the proposal.
	f)	Potential obstruction for access to network utilities.
	g)	The appropriateness of restricting types of movements (e.g. left in/out only, entry or exit only).
	h)	The impact of multiple vehicle entrances (which break up berm, landscaping, footpath and cycleway continuity) on streetscape amenity, retail frontage areas and pedestrian and cycle movements.
	i)	The cumulative effects on traffic safety and efficiency from multiple vehicular accesses on to major arterial routes and whether this can be adequately addressed.
	Parking	
G8	Except in the Central City Zone where there are no minimum parking standards, the extent to which the proposal provides for anticipated parking demand to meet current and future needs.	
G9	In assessing a lesser number of parking spaces and the adequacy of end-of-journey facilities, regard may be had for the following:	
	a)	The anticipated parking demand generated by the proposal including typical operating and peak conditions. Where it can be demonstrated that this is less than the number of spaces required by the standard a lesser number of parking spaces may be accepted.
	b)	The hours of operation relative to other activities on the site or on adjoining sites and opportunities for sharing parking spaces.
	c)	The ability and appropriateness of adjacent transport corridors being used to accommodate on-road parking, particularly in regard to the safe and efficient operation of the transport network and the protection of local character.
	d)	The availability of appropriate off-road public parking in the locality.
	e)	Options for providing additional parking if required in the future.
	f)	The extent to which the provision of end-of-journey facilities, such as bicycle parking, showers, changing rooms and lockers are provided.
	g)	The extent to which provision for active modes of transport or travel planning has been made.
	h)	The availability of passenger transport services in the locality, the proximity of the proposed activity to passenger transport stops and the extent to which those passenger transport services are suited to providing for the transport needs of the proposed activity.
G10	In assessing whether the parking demand for a particular proposal may be provided on other sites, regard shall be given to the following:	
	a)	Whether off site parking is in close proximity with clear, safe and convenient access.
	b)	Whether shared parking provision is acceptable particularly where hours of operation are different.

	c)	The desirability of avoiding vehicular access to the site because of the effects on traffic safety or pedestrian amenity.
	d)	The convenience and safety of those using the parking spaces especially the general public.
	e)	Any arrangement for alternative parking provision is adequately secured by a legally binding mechanism.
	f)	The extent to which the safe and efficient functioning of the transport corridor is affected.
	New Transport Corridor Design	
G11	The extent to which transport corridor design provides design elements identified in or otherwise contrary to any criteria contained in Table 15-6a of Appendix 15.	
G12	The extent to which the transport corridor design meets the traffic needs of the area and the wider transport network, taking into account the function of the corridor in the transport corridor hierarchy.	
G13	The extent to which the width and alignment of the transport corridor is sufficient to accommodate, in a safe and efficient manner, the volume and type of traffic likely to use it, including service and emergency vehicles and heavy vehicles.	
G14	The adequacy of provision for the movement of pedestrians, cyclists, physically impaired and transport disadvantaged and any implications for their safety.	
G15	The adequacy of provision within the transport corridor for parking spaces relative to existing and potential developments on adjoining land.	
G16	The extent to which the extension to an existing, new or an upgraded transport corridor 'matches' the rest of the existing transport network (e.g. levels, design, construction).	
G17	The extent to which the design of the road allows for easy installation and maintenance of non-transport infrastructure and amenity tree planting.	
G18	The extent to which the design of the transport corridor recognises the character and amenity values of the adjacent land use.	
	Note In considering the above matters Council may have regard to relevant parts of Austroads Design Guides and NZS 4404:2010 Land Development and Subdivision Infrastructure, and the Hamilton City Infrastructure Technical Specifications.	
H	**Functionality, Vitality and Amenity of Centres**	
H1	The extent to which the proposed retail or office activity (having regard to its size, composition and characteristics), in conjunction with other established or consented retail or office activity:	
	a)	Avoids adverse effects on the vitality, function and amenity of the Central City and sub-regional centres that go beyond those effects ordinarily associated with competition on trade competitors.
	b)	Avoids the inefficient use of existing physical resources and promotes a compact urban form.
	c)	Promotes the efficient use of existing and planned public and private investment in infrastructure.

	d)	Reinforces the primacy of the Central City and the functions of other centres in the business hierarchy.
H2	Whether and to what extent the proposed Supermarket activity in the Industrial, Business 1 or 4 zones:	
	a)	Avoids adverse effects on the vitality, function and amenity of the Central City and sub-regional centres that go beyond those effects ordinarily associated with competition on trade competitors.
	b)	Avoids the inefficient use of existing physical resources and promotes a compact urban form.
	c)	Promotes the efficient use of existing and planned public and private investment in infrastructure.
	d)	Is located within a catchment where suitable land is not available within the business centres.
	e)	Reinforces the primacy of the Central City and does not undermine the role and function of other centres within the business hierarchy where they are within the same catchment as the proposed supermarket.
I	**Network Utilities and Transmission**	
	Network Utilities	
I1	The extent to which alternative technologies and techniques have been considered.	
I2	The extent to which co-location of overhead electricity and telecommunication lines is technically, economically and practically reasonable.	
I3	The extent to which the proposal is in accordance with relevant industry standards and meets specified clearance requirements for operational and safety reasons.	
I4	The extent to which the proposal will adversely affect the amenity values of the site and locality.	
I5	The extent to which there are difficult ground conditions, topography or obstructions which make undergrounding impractical.	
I6	The extent to which it is necessary for the proposed site to provide and maintain essential network utility services.	
	Electricity Transmission	
I7	The extent to which the location, height, scale, orientation and use of buildings and structures is appropriate to manage the following effects.	
	a)	The risk to the structural integrity of the transmission line.
	b)	The effects on the ability of the transmission line owner to access, operate, maintain and upgrade the transmission network.
	c)	The risk of electrical hazards affecting public or individual safety, and risk of property damage.
	d)	The extent of earthworks required, and use of mobile machinery near transmission lines, which may put the line at risk.
	e)	Minimising adverse effects including reverse sensitivity, visual and nuisance effects and from transmission lines.

	Note Consultation with Transpower New Zealand Ltd (or its successor) is advised when considering construction within Transmission Corridors A or B. The New Zealand Electrical Code of Practice NZECP: 34 contain restrictions on the location of structures in relation to lines.	
I8	The extent of separation between specified building envelopes and existing lines ensures any adverse effects on and from the Electricity Transmission network and on public safety are appropriately avoided, remedied or mitigated.	
I9	The extent of separation between the location of any proposed trees and existing lines, taking into account:	
	a)	The likely mature height of the trees,
	b)	Whether they have potential to interfere with the lines, and
	c)	Whether an alternative location for the trees would be more suitable to meet the operational requirements of the lines' owner.
	Note All trees/vegetation planted in the transmission corridor must achieve compliance with the Electricity (Hazards from Trees) Regulations 2003.	
I10	The extent to which appropriate safeguards are in place to avoid contact or flashovers from lines, and effects on the stability of support structures.	
	Note All earthworks, including the use of mobile plant, must comply with the requirements of the New Zealand Electrical Code of Practice 34:2001 (NZECP34:2001).	
I11	The extent to which the design of the subdivision, any earthworks and the construction of any subsequent buildings will comply with the safe separation distance requirements in NZECP34:2001.	
J	**Three Waters Capacity and Techniques**	
J1	The extent to which the proposal:	
	a)	Can be adequately serviced by capacity within existing Three Waters infrastructure, including access to and use of an appropriate and sustainable water source.
	b)	Can dispose of stormwater and wastewater without adversely affecting the surrounding environment.
J2	Whether the servicing needs of the proposal would necessitate additional public investment in Three Waters infrastructure, services or amenities.	
	Note Information requirements relating to WIA or ICMP applications are outlined in Volume 2, Appendix 1.2.	
J3	The extent to which the proposal is consistent with the provisions of any Integrated Catchment Management Plan (ICMP) relevant to the site and a consideration of consent conditions imposed in order to achieve that consistency.	
J4	Where there is no ICMP, the extent to which the proposal incorporates sustainable management techniques and controls to:	
	a)	Protect water quality.
	b)	Protect the integrity and health of any water courses.
	c)	Maintain land stability.

	d)	Limit erosion and sedimentation.
	e)	Limit water wastage.
	f)	Limit the generation of stormwater and wastewater.
	g)	Limit water usage.
J5	Where there is no ICMP, for all new industrial and commercial users with a requirement for high volumes and pressures, the extent to which onsite water storage is provided.	
J6	Where there is no ICMP, for development that will create a trade waste discharge:	
	a)	The extent to which suitable and safe practices will be employed.
	b)	The extent to which such waste can be treated or pre-treated onsite to improve the quality of the waste or decrease the amount of the waste, prior to any discharge to the municipal wastewater treatment network.
J7	Where there is no ICMP, the extent to which any physical works associated with the proposal affects stormwater storage and retention and whether an equivalent capacity is restored at the completion of works.	
K	**Major Facility Concept Development Consent Consistency**	
	General	
K1	The extent to which the proposal is consistent with the approved Concept Development Consent for the Major Facility.	
	Concept Development Consent	
K2	The extent to which the preparation of a Concept Development Consent or an update to an existing Concept Development Consent has given regard to the following.	
	a)	The extent to which the major facility integrates with surrounding land uses and transport network.
	b)	The extent to which the development has been designed to minimise, as far as practicable, any adverse effects on adjoining activities, particularly residential activities.
	c)	The extent to which any large façades (including side walls) that are visible from public places have been modulated, articulated, detailed or visually treated in a way that reduces the apparent bulk of the building or provides visual interest.
	d)	The extent to which the proximity of facilities intended to accommodate events are sited close to residential areas.
	e)	The extent to which the provision for vehicular and pedestrian access and circulation facilitates ready dispersal of vehicles and patrons from large events.
	f)	The extent to which provision for vehicular and pedestrian access and circulation prioritises pedestrian safety.
	g)	The extent to which appropriate, convenient provisions enable public transport to service the site, recognising the need for such services to directly access the Central City area.
	h)	The extent to which signage is directed primarily at the patrons attending the venues and television audiences and the extent to which visibility is limited

		from any public space or near-by site, with the exception of signage associated with the naming of the major facility and signs that advertise coming events.		
	i)	The extent to which the adverse effects of earthworks are managed.		
K3	The extent to which the following have been applied as part of a new Concept Development Consent, an update to an existing Concept Development Consent or in the absence of a Concept Development Consent within the Interface Areas of all Major Facility Sites.			
	a)	Built Form and Layout		
		i.	The extent to which the external appearance, scale and design of buildings • Contributes to compatibility between buildings and its integration with other development on the site, adjacent sites and surrounding public spaces • Contributes to active frontage along public streets and open space, particularly for corner sites • Minimises, as practicable, effects on adjacent public spaces (including footpaths) in terms of shading and daylight.	
		ii.	The extent to which building design and development • Makes a positive contribution to the local character of the site and surrounding areas • Ensures large façades are well designed to provide visual interest and reduce the apparent bulk of buildings within the Interface Area.	
		iii.	The extent to which Crime Prevention Through Environmental Design principles have been incorporated.	
	b)	Landscaping		
		i.	Incorporation of landscaping within the site layout to reduce the bulk of new development and mitigate adverse visual effects of development within the Interface Area, particularly as they interact with public spaces.	
		ii.	Incorporates landscaping to maintain and enhance the character and amenity of the site and surrounding areas.	
	Claudelands Events Centre			
K4	The extent to which the open space character of the eastern part of the site is maintained and in particular whether a suitable buffer is provided adjoining Jubilee Park.			
	Te Rapa Racecourse			
K5	The extent to which development of the site retains views between the racecourse and Minogue Park.			
	Waikato Hospital Complex			
K6	The extent to which activities of an industrial nature and the heliport are grouped in the south-western sector of the site.			
K7	The extent to which high rise buildings are concentrated towards the centre of the hospital complex.			
	Waikato Stadium and Seddon Park			

K8	The extent to which future buildings and the enhancement of facilities, including any provision for office, retail and visitor accommodation, ensure a high degree of functional integration within the site.
K9	The extent to which security fencing is unobtrusive and maintains views of the Stadia grounds from surrounding streets, accepting that no views will be available of the principal playing surfaces and that the Stadia need to ensure the security of the venues as 'charge grounds'.
K10	The extent to which the bulk and location of additional buildings at Waikato Stadium and Seddon Park has been designed and constructed to minimise the extent and duration of shading cast over residential sites.
K11	The extent to which the design and appearance of any replacement grandstand or a substantial alteration to an existing grandstand aims to create an enduring statement and identity, which reflects the pre-eminent role of these sites in hosting international events. Additionally, the extent to which recognition is provided for the cultural heritage of the Whatanoa Gateway.
K12	The extent to which the Mill Street frontage of the Waikato Stadium, including the Mill Street Field, is maintained as open space to continue the historical association with the West Town Belt, providing an attractive vista, enhancing links with the Central City area and the Stadium building.
K13	The extent to which development and landscaping proposals provide for the retention of the existing Kahikatea trees on the Seddon Road frontage of the Waikato stadium and the existing mature trees on the Norton Road and Tristram Street frontages of Seddon Park.
	Wintec Rotokauri Campus
K14	The extent to which development of the site has regard to the future development of the Rotokauri Area and the relationship of the site with Lake Waiwhakareke and the Rotokauri Suburban Centre.
K15	The extent to which farming activities are adequately buffered from neighbouring Residential or Special Character Zones.
	Te Awa Lakes Adventure Park
K16	The extent to which implementation of the management plan required under Appendix 1.2.2.14 h will maintain the water quality in the cable ski lake, and other water features involving swimming, to a standard appropriate to their use.
K17	The extent to which the noise effects of activities are avoided, remedied or mitigated, including through: • Management practices • Site layout (location and orientation) • Design of buildings and screening • Hours of operation • Lower noise producing equipment and methods have been investigated and incorporated.
K18	The extent to which the recommendations of any alligator weed management plan are to be implemented.

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

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

	Design and Layout	
M1	The extent to which the external appearance, scale and design of buildings (including material and colour), equipment and structures:	
	a)	Provide visual interest through a variety of styles and forms in terms of footprint, design and height.
	b)	Maintain streetscape amenity and continuity of built form.
	c)	Within the Central City Zone, whether any proposed building setback will adversely affect the definition, use or safety of public spaces, or the continuity of defined primary or secondary active frontages (Volume 2, Appendix 5, Figure 5-7).
M2	The extent to which parking, manoeuvring areas, driveways and outdoor service areas have been designed and located:	
	a)	To appropriately manage any adverse effects resulting from the location and interrelationship between these areas on streetscape amenity.
	b)	To ensure traffic generation avoids, remedies or mitigates adverse effects on amenity values.
	c)	So as not to compromise the safe use of the footpath adjacent to the site.
	d)	To integrate with adjacent activities and development in terms of the provision of entrances, publicly accessible spaces, parking, loading areas, access to public transport and pedestrian linkages.
	Landscaping and Screening	
M3	The extent to which planting and landscaping is used to:	
	a)	Mitigate adverse visual effects particularly from the front boundary and those parts of the site visible from public spaces and interfaces along state highways, arterial transport corridors and City gateways.
	b)	Create an attractive environment that maintains safety and amenity for pedestrians.
	Waste Management	
M4	The extent to which developments provide for goods handling, storage, waste and recycling areas that are:	
	a)	Easily accessible for collection agencies and avoid adverse visual, noise or odour effects.
	b)	Consistent with the amenity values of the site and avoid causing nuisance for neighbouring residential activities.
	c)	Suitable for the demand expected by the activity.
	Character and Amenity	
M5	The extent to which the activity makes adequate provision to protect the visual and acoustic privacy of abutting sites including through building and site design.	
M6	Considering whether the relationship of buildings and their associated parking, storage and service areas to the street helps to maintain the amenity values of public spaces and streets.	

M7	The extent to which any parking or service area is provided, landscaped, screened and maintained in a form which mitigates any adverse effects to adjacent activities and does not detract from the streetscape.	
	Drive-through Services	
M8	For the purpose of assessing the above criteria, regard shall be had to the following operational and functional requirements:	
	a)	The drive-through lane is an integral feature of the site layout.
	b)	Customer car parking access is preferably distinct from drive-through lanes.
	c)	Adequate and accessible servicing areas that are preferably separated from customer vehicle traffic, drive-through lanes and pedestrian movements.
	Building Improvement Centres	
M9	For the purpose of assessing the above criteria, regard shall be had to the following operational and functional requirements:	
	a)	Where large-format building formats are required, there is provision for some solid façades to facilitate internal racking of bulky products.
	b)	The provision of appropriate customer car parking, which is clearly visible from the local road network.
	c)	Adequate and accessible servicing areas that are preferably separated from customer vehicle traffic, timber trade sales access and pedestrian movements.
	Supermarkets	
M10	For the purpose of assessing the above criteria, regard shall be had to the following operational and functional requirements:	
	a)	Store visibility that is easily identifiable when viewed from the street and surrounding area.
	b)	The provision of appropriate customer car parking, which is clearly visible and accessible to motorists approaching the store from the local roading network and to customers on-site.
	c)	Where large-format building formats are required, there is provision for some solid façades to facilitate internal shelving and fresh produce display.
	d)	Adequate and accessible servicing areas that are preferably separated from customer vehicle traffic and pedestrian movements.
N	**Ruakura and Te Awa Lakes**	
N1	**Land Development Plans**	
	In determining the application for resource consent for a restricted discretionary activity, Council shall reserve its discretion to the following matters, where relevant.	
	a)	Integration with and effects on transport and Three Waters infrastructure.
	b)	Consistency with any relevant Integrated Catchment Management Plan or regional discharge consent.
	c)	Effects on significant habitats of indigenous fauna and habitat values of natural water courses.
	d)	Open Space and road reserve design, layout and use.

	e)	Consistency with the Ruakura Strategic Infrastructures network for the structure plan as shown on Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2); or consistency with the Te Awa Lakes Framework Plan Figure 2-19 (Appendix 2).
	f)	Where staged development of any Land Development Area is sought then the following information for the balance area shall be provided: i. The indicative location and width of proposed roads and carriageways and their integration with the existing and future transport network; ii. The indicative location of proposed Ruakura Strategic Infrastructure to ensure connectivity across the entire structure plan and adjacent Land Development Plan Areas.
	g)	Construction effects.
	h)	Effects of new stormwater ponds and wetlands (excluding swales) on private property.
	hh)	In the Te Awa Lakes Structure Plan Area, reverse sensitivity effects on the transport network and existing industrial activities.
	In determining the application, the Council shall consider the following assessment criteria:	
	hhh)	In the Te Awa Lakes Structure Plan Area, whether the Land Development Plan is consistent with the objectives and policies for the Te Awa Lakes Structure Plan Area.
	i)	Whether there is appropriate Three Waters infrastructure and capacity, existing and proposed, to appropriately service anticipated development in the Land Development Plan area. For new stormwater ponds and wetlands, the extent to which the following adverse effects of the works on adjacent private property are avoided: i. Flooding and adverse effects on ground water levels; and ii. Creating habitat for mosquitoes and other undesirable insects.
	j)	Whether the proposal is consistent with, or otherwise complies with, the recommendations, measures and targets of any relevant Integrated Catchment Management Plan.
	k)	Whether anticipated development in the Land Development Plan area integrates with, and minimises adverse effects on the safe and efficient functioning of the transport network and transport infrastructure, having regard to the cumulative traffic effects of other approved Land Development Plans. The extent to which the Land Development Plan provides for the sequential extension of the Spine Road for Ruakura.
	l)	Whether the Land Development Plan is consistent with Figure 2-18 Cyclist and Pedestrian Network Plan (Appendix 2) for Ruakura and Figure 2-19 Framework Plan for Te Awa Lakes.
	m)	The ITA matters for assessment set out in Appendix 1.3.3 G.
	n)	Whether the Land Development Plan considers and responds to the recommendations and proposed conditions of the Integrated Transport Assessment and Water Impact Assessment prepared to accompany the application, and for Te Awa Lakes Land Development Plans, the extent to which

		it achieves the Travel Demand Management plan and its outcomes specified in 1.2.2.21 s).
	o)	The potential for cumulative construction noise effects to adversely affect individual residential properties, and the mitigation methods proposed to minimise such effects.
	oo)	In the Te Awa Lakes Structure Plan Area the extent to which noise sensitive activities protect themselves from effects resulting from the operation of industrial activities and the transport network through a combination of acoustic insulation, orientation of habitable areas and outdoor living spaces, and other methods to avoid, remedy or mitigate reverse sensitivity effects.
	p)	Whether the Land Development Plan considers and responds to issues and outcomes arising from consultation with relevant road controlling agencies, the New Zealand Transport Agency and, where relevant, KiwiRail and Fonterra Limited.
	q)	Whether appropriate consideration has been given to electrical hazards and earthworks and ground level changes associated with the installation of underground Infrastructure within 12 metres of a National Grid support structure for Ruakura and consideration of the high pressure gas pipeline for Te Awa Lakes.
	r)	Where land development will cause loss of significant habitats of indigenous fauna (including but not limited to, black mudfish, shortfin eels and longfin eels), require that unavoidable adverse effects on such habitat are remedied or mitigated through: i. Replacing significant habitat; or ii. Creating new habitat; or iii. Enhancing areas of alternative habitat supporting similar ecological values and/or significance; and iv. Legal and physical protection.
	s)	Whether land development will adversely affect the flooding, water quality and habitat values of adjoining natural water courses.
	t)	Whether the Landscape Concept and Ecological Enhancement Plan provides for a comprehensive and connected section of Open Space and road reserves, which incorporates, as necessary: i. connectivity of open space and streets; ii. passive and active recreation opportunities; iii. Crime Prevention Through Environmental Design principles; iv. pedestrian and cycle paths forming a network with adjacent parts of the Open Space network; v. general amenity planting and amenity for adjoining properties, including use of specimen trees in roads; vi. street furniture; vii. provision for habitats; viii. lighting design that does not deter bat movement; and ix. stormwater management.
	u)	Whether the Land Development Plan will appropriately provide for indigenous

		i. fish and lizards; and ii. bats for Te Awa Lakes.
	v)	Whether the Land Development Plan includes a greenway that provides for improved habitat and ecological benefits for Ruakura.
	w)	Whether the Landscape Concept and Ecological Enhancement Plan provides for a greenway to enhance long term ecological function for Ruakura.
	x)	Where the boundaries of a Land Development Plan Area in application for Land Development Consent differ from those shown on Figure 2-16 for Ruakura or Figure 2-21 for Te Awa Lakes, the extent of the Land Development Plan Area shall be developed in an integrated manner. This shall include the provision for and connectivity to infrastructure, and ensure that key infrastructure such as the Spine Road for Ruakura is developed in a manner that provides at least the same levels of efficiency, effectiveness and safety anticipated through a land development consent in accordance with Figure 2-16. Where an application includes part of a Land Development Plan Area in Figure 2-16 (Ruakura) or Figure 2-21 (Te Awa Lakes) it shall be demonstrated that granting consent to that part will not prevent the integrated development of the balance of that Area.
	xa)	For Te Awa Lakes the extent to which the recommendations of the alligator weed management plan are to be implemented.
	xb)	For Te Awa Lakes the extent to which the Ecological Rehabilitation and Management Plan (ERMP): i. Replaces significant habitat or creates new habitat or enhances areas of alternative habitat supporting similar ecological value and/or significance and provides legal and physical protection. ii. Provides comprehensive and connected open spaces that incorporate provision for habitats and stormwater management. iii. Provides for indigenous fauna. iv. Provides for improved habitat and ecological benefit. v. Provides for enhanced long-term ecological function. vi. Provides for appropriate monitoring and review.
	Additional Matters for Open Space	
	y)	Whether the layout and design of Open Space: i. Creates an informal parkland character; ii. Integrates with the landscape design of roads within the Land Development Plan area; iii. Applies Crime Prevention Through Environmental Design principles; iv. Utilises planting to soften the views of industrial development; v. Contains pedestrian and cycle paths forming a network with adjacent parts of the Open Space Network; vi. Provides for the amenity of adjoining and adjacent activities; vii. Integrates linear wetlands and stormwater treatment devices.
	z)	Whether provision has been made to ensure public access to and use of the Open Space, except as may need to be limited for safety reasons.

	aa)	The extent to which the different functions of Open Space are clearly identified and provided for in the Land Development Plan application.
	Additional Matters for the Medium Density Residential Zone	
	bb)	The extent to which the street network promotes a high degree of connectivity and permeability through the following: i. A grid-like street layout. ii. Block sizes that promote permeability for pedestrians/cyclists as well as for vehicles. iii. Connections to the City-wide arterial networks. iv. Paths to the Open Space Network.
	cc)	Street amenity shall be provided by the location of specimen trees and landscaped areas interspersed by kerb-side parking.
	dd)	When assessing the suitability for residential buildings to be within the side yards, regard shall be given to the following: i. The extent to which reasonable sunlight and daylight access to adjacent dwellings and outdoor living areas will be affected. ii. The extent to which pedestrian access to the rear of the site will be hindered. iii. The extent to which on-site amenity is maintained.
	Additional Matters for Precinct C within the Knowledge Zone - Ruakura	
	ee)	The extent to which the street network is: i. Orientated toward the Ruakura Retail Centre. ii. Permeable for pedestrians/cyclists as well as for vehicles. iii. Legible with a simple and readily understood street pattern. iv. Provides a connected path network to the Ruakura Open Space Zone.
	ff)	The extent to which blocks and lots are configured to facilitate walking and accommodate operational areas in rear yards.
	Additional Matters for the Logistics Zone (Inland Port) - Ruakura	
	gg)	Whether the planting of the Landscape Buffer Areas will achieve the purpose of screening the Inland Port (Sub Area A (Inland Port)) from Ryburn and Percival Roads.
	hh)	The effects of the planting of the Landscape Buffer Areas on the operation, maintenance, upgrading and development of the National Grid transmission network and the requirements of the Growth Limit Zones Schedule of the Electricity (Hazards from Trees) Regulations 2003.
	ii)	Whether Level of Service D will be achieved at the intersections of Silverdale Road and Knighton Road with Ruakura Road when Stage 1 of the Inland Port (Sub Area A (Inland Port)) is operational.
	Construction - Ruakura	
	jj)	Whether appropriate conditions can be placed on the resource consent to manage adverse effects associated with construction of the activities proposed in the Land Development Plan. This will be satisfied by a condition requiring the lodgement of a Construction Management Plan for Council approval, prior to the commencement of the works.

		The Construction Management Plan shall include at a minimum: i. Details of the works, their timing and duration. ii. Methods to control dust, debris on roads and silt laden runoff during construction. iii. Anticipated truck movements and routes to and from the site during construction. iv. Means to ensure compliance with the Construction Noise Standards in Rule 25.8.3.2 and Construction Vibration Standard in Rule 25.8.3.3. v. Contact details for the contractor, including a process for complaints and remedying concerns. The Construction Management Plan shall also ensure that: vi. Prior to the opening of the Waikato Expressway (Hamilton Section) and the realignment of Ruakura Road to traffic, construction traffic arising from the Land Development Plan area shall be managed to ensure that the capacity of local roads, as determined by normal Hamilton City Council traffic management design criteria, is not exceeded. vii. Once the Waikato Expressway (Hamilton Section) and realigned Ruakura Road are open for traffic, construction traffic arising from the Land Development Plan area shall, to the extent reasonable and practicable, be directed to use the Waikato Expressway (Hamilton Section) to minimise effects on local roads.
N2	**Construction Noise and Operation Noise of the Inl and Port (Sub Area A) - Ruakura**	
	a)	The extent to which: i. The construction and operation of the Inland Port avoids or mitigates adverse noise and vibration effects on adjoining facilities, existing residential dwellings and/or Large Lot Residential zoned areas. ii. Measures to avoid where possible, and otherwise minimise sudden and/or loud noises at night have been incorporated. iii. Lower noise producing equipment and methods have been investigated and incorporated. iv. The location and orientation of refrigerated containers have been selected to minimise noise effects on residential properties. v. The accuracy of the noise model used for predicting noise levels in Stages 2 and 3 of the development of the Inland Port, taking into account recalibration based on monitoring of previous stages.
	b)	The adequacy of the consideration of alternative methods that would meet the night time noise limits set out in Rule 25.8.3.13 and their costs and benefits.
	c)	At individual residential properties where noise levels would exceed the night-times noise limits set out in Rule 25.8.3.13, the extent to which the ambient night-time noise levels at those properties exceed 40 $dBL_{Aeq(15)}$ once the Waikato Expressway is operational.
N3	**Ruakura Retail Centre**	
	a)	Staged development should be in accordance with an overall master plan for the Ruakura Retail Centre which shall show the location of the Ruakura Retail Centre Mainstreet, building footprints, circulation network, public open space and provision for parking.
	b)	A Ruakura Retail Centre Mainstreet shall be provided and should be orientated

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

			g) The extent to which appropriate, convenient provisions enable public transport to service the site, recognising the need for such services to directly access the Central City area.
		ii.	The extent to which the following have been applied as part of a new Concept Plan, an update to an existing Concept Plan or in the absence of a Concept Plan within the Interface Areas of Precincts A, B and D.
			a) Built Form and Layout i. The extent to which the external appearance, scale and design of buildings: • Contributes to compatibility between buildings and its integration with other development on the site, adjacent sites and surrounding public spaces; • Contributes to active frontage along public streets and open space, particularly for corner sites; • Minimises, as practicable, effects on adjacent public spaces (including footpaths) in terms of shading and daylight. ii. The extent to which building design and development: • Makes a positive contribution to the local character of the site and surrounding areas; • Ensure large facades are well designed to provide visual interest and reduce the apparent bulk of buildings within the Interface Area; • The extent to which crime prevention through environmental design principles have been incorporated.
			b) Landscaping i. Incorporation of landscaping within the site layout to reduce the bulk of new development and mitigate adverse visual effects of development within the Interface Area, particularly as they interact with public spaces. ii. Incorporates landscaping to maintain and enhance the character and amenity of the site and surrounding areas.
N5	**Ruakura Open Space Zone**		
	a)	For new stormwater ponds and wetlands, the extent to which adverse effects of the works on adjacent private property are avoided in relation to:	
		i.	Flooding and adverse effects on groundwater levels; and
		ii.	Creating habitat for mosquitoes and other undesirable insects
N6	**Development within a Greenfield Area – Ruakura**		
	a)	The extent to which the proposal is consistent with an approved Land Development Plan or could prejudice or foreclose options for future urban development and in particular with the proposals shown on Figure 2-14, Ruakura Structure Plan – Land use (Appendix 2).	
	National Grid Corridors – Ruakura		
N7	For crossing points for Mobile Plant that are a Restricted Discretionary Activity in Table 25.7.4, the matters to which the Council shall restrict its discretion are limited to the actual and potential effects of crossing points on the scale and efficient operation and maintenance of the National Grid.		
N8	In determining any application for resource consent for crossing points, the Council shall have regard to the following matters:		

	a)	Suitable mechanisms are in place to ensure that mobile plant and machinery moving in the National Grid Yard can not infringe safe clearance distances specified in NZECP:34. This may include physical, operational or electronic measures and will be deemed satisfied by overhead gate structures (e.g. hurdles) being erected no closer than 4.5 metres from the lowest sag of the line at maximum operating temperature.
	b)	Crossings are approximately perpendicular to the National Grid Yard.
	c)	Crossings and any associated traffic management structures are located no closer than 12 metres from the outer visible edge of a National Grid support structure.
	d)	Any overhead gate structure (e.g. hurdle) is constructed to a suitable engineering standard to withstand vehicle (including mobile plant transporting containers) impact travelling at normal operating speed.
	e)	Appropriate management and operational methods to ensure safe procedures are specified in the resource consent conditions and followed when crossing beneath the lines.
N9	For the unloading and loading of containers, stacking containers, container stacks, operation of mobile plant associated with these activities and Light Towers, noise walls and fences greater than 2.5 metres high, the matters to which the Council shall restrict its discretion are limited to the actual and potential effects of these structures, buildings and activities on the safe and efficient operation and maintenance of the National Grid. In determining any applications for resource consent for these structures, buildings and activities, the Council shall have regard to the following matters.	
	a)	Any operational procedures and physical measures to ensure compliance with NZECP:34, including layout and allowable height limits for container stacking.
	b)	Light towers shall ensure sufficient clearances in accordance with NZECP:34 are provided including any setback requirements for mobile plant required for maintenance and lamp replacement.
	c)	Suitable mechanisms are in place to ensure that mobile plant and machinery moving in the National Grid Corridor can not infringe safe clearance distances specified in NZECP:34. This may include physical, operational or electronic measures.
N10	For earthworks that are a Restricted Discretionary Activity the matters to which the Council shall restrict its discretion are limited to:	
	a)	The effects of the earthworks on the operation, maintenance, upgrading, and development of the National Grid transmission network.
N11	For Subdivision that is a Restricted Discretionary Activity the matters to which the Council shall restrict its discretion are limited to:	
	a)	The extent to which the subdivision design, including the location of roads and reserves, landscaping and building platforms, allows for activities to be set back from National Grid transmission lines to ensure adverse effects on, and from, the National Grid and on public safety are appropriately avoided, remedied or mitigated.

	b)	The extent to which the subdivision design/layout and consequential development will minimise the potential reverse sensitivity on, and amenity and nuisance effects of, the National Grid.
	c)	The provision for on-going inspection, operation, maintenance and development of the National Grid, including continued reasonable access.
	d)	The extent to which the design and development will minimise the risk of injury and/or property damage from such lines.
	e)	Compliance with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP: 34).
	f)	Outcomes of any consultation with Transpower New Zealand Limited.
	Te Awa Lakes: Lake Management	
N12	In determining the application for a resource consent for a restricted discretionary activity, Council shall reserve its discretion to the following matters, where relevant.	
	a)	The extent to which implementation of the management plan required under Appendix 1.2.2.21 n) will maintain a high level of water quality for recreational use in the main linear lake, including the extent to which a target of swimmable quality will be achieved.
	b)	The extent to which any delay in establishing the main linear lake will affect residents' and visitors' ability to undertake recreational activities within or on the lake, considering possible changing seasonal demands for different types of activities.
	Te Awa Lakes Earthworks and Land Remediation	
N13	In determining the application for Land Development Activities as a Restricted Discretionary Activity, Council shall reserve its discretion to the following matters, together with reference to Objectives 22.2.1 and 25.2.2.1, where relevant:	
	a)	The extent to which appropriate building platforms can be provided free from any identified hazards.
	b)	The extent to which the applicant has demonstrated through the use of an engineering design report: i. That the risk of ground failure can be minimised to avoid effects on the safety of occupiers and neighbours. ii. That any structure will perform safely under hazard conditions for the life of the structure. iii. That any work to be carried out maintains the stability of the site, including the riverbank and gully and does not increase the risk of ground instability on the subject site or adjacent sites. iv. That the potential for preferential flow paths to be created between the linear lake and the Waikato River is minimised by ensuring a maximum hydraulic gradient of 2% between the linear lake and the River is maintained at all times.
	c)	The extent to which the land development activities: i. Provide any sediment control measure necessary to control the discharge of sediment. ii. Remain safe and stable for the duration of the intended land use. iii. Provide safe and accessible building sites and infrastructure.

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

	j)	Whether specific geotechnical designs of all structures are provided.
	k)	The extent to which any of items a) to j) should take precedence over any other engineering provisions in the Plan and the requirements of the Regional Infrastructure Technical Standards (RITS).
	l)	Any other measures proposed to ensure that temporary and long-term residual natural hazard risks resulting from future activities on Areas Q and R and Area X fulfil the purpose of these assessment criteria.
O	**Rotokauri North**	
O1		For any subdivision adjacent to the SH39 network:
	a)	Subdivison should establish a landscape buffer against SH39 (with a minimum width of 3m), and estsblish suitable legal mechanism for ongoing protection of the landscape buffer.
O2		The creation of a private rear lane:
	a)	The establishment of appropriate legal mechamisms for ownership and ongoing maintenance of the lane.
O3		All restricted discretionary, discretionary and non-compiying activites
	a)	The extent to which the proposal gives effect to the objectives and policies of the Rotokauri North Structure Plan. 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 or guidance set by the Design Guidelines in 1.4 the outcomes described in section 3.6A.1 and the objectives and policies in 3.6A.2 shall have greater weight.
	b)	The extent to which the proposal avoids, remedies or mitigates adverse effects on, or where possible enhances, any significant habitats of indigenous fauna
O4		For any subdivision of a duplex which meets Rule 4.7.12(a), the Council will restrict its discretion to the following matters:
	a)	Whether the sites can be appropriately serviced for infrastructure and access
	b)	Administration of the consent (i.e monitoring etc)
	c)	A restriction on the commencement of the subdivision until after the pre-line inspection stage of duplex building construction under the Building Act 2004.
O5		For any duplex complying with Rule 4.7.12.a i) and ii) but not the Rotokauri North Acceptable Solutions Code in Rule 4.14 the Council will restrict its discretion to the following matter:
	a)	Whether the alternatives provided will result in the same or a better outcome than that envisaged by the Rotokauri North Acceptable Solutions Code.

Plan Change 5 Peacocke Structure Plan

P	***Peacocke Structure Plan***	
P1		*Earthworks in the Peacocke Structure Plan:*
	a)	*The extent to which earthworks are sympathetic to the existing landform.*
	b)	*Whether bulk earthworks are carried out in a comprehensive and integrated manner that minimises the need for secondary earthworks and retaining walls.*
	c)	*The extent to which the roading network has been designed to work with the topography and features of the site.*

	d)	Whether earthworks minimise the need for retaining walls throughout the site and if required: i. Minimises the use of retaining walls in front yards. ii. Minimises their visibility from public spaces. iii. Minimises their height. iv. Are designed to minimise their visual impact through the use of stepped walls, landscaping and planting. v. Are a consistent style throughout a development.
	e)	The extent to which earthworks facilitate outcomes that are consistent with the Peacocke Structure Plan.
P3		Development in the Peacocke Precinct
	a)	The extent the proposal is consistent with the objectives and policies in the Peacocke Structure Plan or any relevant design guide.
	b)	The extent to which the development provides a high level of on-site amenity by: i. Providing private, useable outdoor living areas. ii. Providing access to sunlight and daylight. iii. Providing principal living areas with sufficient outlook.
	c)	The extent to which the proposed development supports a vibrant and viable town centre by providing for higher density within a walkable catchment of the local centre.
	d)	The extent to which development contributes a range of housing typologies and densities to create a diverse neighbourhood consistent with the purpose of the Peacocke Structure Plan.
	e)	The extent to which development is designed to respond to ecological corridors and habitat, and ensures they protect and maintain the ecological function of these corridors; including the management of lighting and building location.
	f)	The extent to which development has been designed to manage the effects of climate change, including changes in rainfall patterns, and temperature.
	g)	Where located within the Seismic Setback Line: i. The extent to which an appropriate building platform can be provided free from any identified hazard area. ii. The extent to which the applicant has demonstrated, through the use of an engineering design report: a. That the risk of ground failure can be reduced to avoid the effects on the safety of occupiers and neighbours. b. That any structure will perform safely under hazard conditions for the life of the structure. iii. That any work to be carried out maintains the stability of the river bank or gully and does not increase the risk of ground instability on the subject site or adjacent sites.
	h)	The extent to which parking, manoeuvring areas, driveways and outdoor service areas have been designed and located:

Plan Change 5 Peacocke Structure Plan

		i. To protect amenity values of the streetscape and adjoining sites, including through the use of appropriate screening and landscaping. *ii. To not be visually dominant.* *iii. To be away from the front of the site and buildings.* *iv. To minimise car parking at the front of the site where narrow dwelling frontages have been proposed to ensure the streetscape is not visually dominated by carparking.* *v. To maximise the safety of pedestrians and cyclists.*
	i)	*The extent to which lighting has been designed and located to maintain the function and quality of long-tailed bat habitat.*
P4		*Development in the Peacocke Business Centres*
	a)	The extent to which development achieves high quality urban design by: i. Orienting buildings to public spaces and transport corridors. ii. Creating active frontages at street level, minimising blank walls. iii. Establishing a finer grain, walkable environment. iv. Locating parking and vehicle access as to not dominate the streetscape. v. Integrating with walking and biking connections and providing for bike parking. vi. Creating a high amenity interface with adjacent land uses. vii. Where applicable, emphasising street corners through building placement and design. viii. Incorporating the principles of CPTED into the design of buildings and spaces. ix. Using architectural design and detail to create an interesting streetscape. x. Locating vehicle parking and service areas to the rear of buildings. xi. Minimising vehicle crossings.
	b)	The extent to which the streetscape and road corridors have been designed to: i. Establish a slow speed environment that priorities the safe movements of pedestrians and cyclists. ii. Enable use of the footpath for outdoor dining. iii. Integrate with Public Transport. iv. Be accessible and useable by people of all ages and abilities. v. Provide a high amenity environment with lighting, seating and planting. vi. For the main street, provide sufficient space to enable onstreet dining and seating.
	c)	The extent to which the public plaza in the Local Centre has been designed and developed to: i. Accommodate a range of uses and activities, including outdoor dining. ii. Interact with and be accessed from adjacent buildings iii. Be a high amenity environment with lighting, seating, landscaping and public art. iv. Be accessible and useable by people of all ages and abilities.

Plan Change 5 Peacocke Structure Plan

		v. Be a safe environment, taking into account the principles of CPTED. vi. Visually and physically connect with the river corridor. vii. Reflect and celebrate the history and relationship of tangata whenua with the area.
	d)	The extent to which the proposal is consistent with the Peacocke Structure Plan, Peacocke Local Centre Concept Plan and the Peacocke Local Centre Guidelines.
P5		*Subdivision in the Peacocke Structure Plan*
	a)	*The extent to which subdivision is designed to create a walkable and cyclable block pattern that provides clear, direct access to commercial centres and public transport routes, schools for pedestrians and people on bikes.*
	b)	*Whether pedestrian and cyclist accessways are designed in a manner consistent with the principles of CPTED ensuring they are easy to navigate, have clear sightlines and facilitate movement through the subdivision by directly connecting with established, or planned cycleways to provide a contiguous route.*
	c)	*The extent to which the public open space has been located and designed to be accessible for people of all ages and abilities, safe, and fronted by a road.*
	d)	*The extent to which the design of the subdivision provides for connection and integration to existing or future adjacent development.*
	e)	*The extent to which subdivision creates a block pattern that enables dwellings to have public frontages and private back yards.*
	f)	*The extent to which subdivision is designed to maximise solar gain, establishing, where possible, a north/south block structure or varying the shape of lots to provide access to sunlight.*
	g)	*Where narrow dwelling units are proposed and rear lanes are required for vehicle access, the extent to which:* *1. The lane provides safe access to adjoining dwellings;* *2. The lane incorporates planting/landscaping to provide on-site amenity;* *3. It is designed to ensure it provides rear access only and any adjoining dwellings front a public road or a reserve where pedestrian access is provided.* *4. The design allows for ease of access to the transport corridor for management of rubbish and servicing.*
	h)	*The extent to which the subdivision provides for high density residential development within a walkable distance of the suburban centre, public transport routes. schools and areas of high amenity.*
	i)	*The extent to which the subdivision minimises the creation of rear lots and only locates these to areas where required due to topographical constraints.*

Plan Change 5 Peacocke Structure Plan

	j)	*The extent to which culs-de-sac are minimised, and if proposed, are designed to be short and provide for pedestrian and cycle connections.*
	k)	*The extent to which the size and shape of larger lots will enable the development of multi-unit typologies that are able to comply with the built form requirements of the residential zone.*
	l)	*Where vehicle crossings are proposed across separated cycleways and shared paths, the extent to which these are minimised, and the transport corridor is designed to maximise the safety of pedestrians and cyclists.*
	m)	*Whether the transport corridor has been designed to provide a high amenity environment that provides for public transport, a high-quality, safe walking and cycling network that maximises accessibility for people of all ages and abilities.*
	n)	*The extent to which vehicle crossings adversely effect on street parking.*
	o)	*The extent to which lots accessed from the rear lane are sized to accommodate a dwelling, parking and manoeuvring requirements.*
	p)	*The extent to which the proposal:* 1. *Restores, protects and enhances aquatic and terrestrial ecological values associated with springs, streams, waterways, wetlands and their margins in Peacocke.* 2. *Protects or enhances the natural character and ecological, cultural, heritage and amenity values of Peacocke's open spaces.* 3. *Provides sites for water related activities and public access to them and to and alongside waterways.* 4. *Recognises and provides for tangata whenua values and relationships with Peacocke and their aspirations for the area, including provision for cultural harvest, interpretation of the landscape's significance, protection, enhancement and commemoration of sites of significance, use of traditional tangata whenua names for sites, developments, street, neighbourhoods and sub-catchments and application of cultural protocols during the development process.* 5. *Reflects the characters and heritage.*
	q)	*The extent to which subdivision has been designed to manage the effects of development and subdivision on the role and function of Significant Bat Habitat.*
	r)	*The extent to which the proposal mitigates or off-sets the effects of development on Significant Bat Habitat through the provision and enhancement of ecological corridors.*
	s)	*The extent to which the subdivision has been designed to manage the effects of climate change, including changes in rainfall patterns, and temperature.*
	t)	*The extent to which subdivision facilitates the outcomes anticipated in the Peacocke Local Centre Concept Plan, and Local Centre Design Guide.*
	u)	*Where located within the Seismic Setback Line:* 1. *The extent to which an appropriate building platform can be provided free from any identified hazard area.* 2. *The extent to which the applicant has demonstrated, through the use of an engineering design report:*

Plan Change 5 Peacocke Structure Plan

		a. That the risk of ground failure can be reduced to avoid the effects on the safety of occupiers and neighbours. *b. That any structure will perform safely under hazard conditions for the life of the structure.* *3. That any work to be carried out maintains the stability of the river bank or gully and does not increase the risk of ground instability on the subject site or adjacent sites.*
	v)	*Whether the proposal is in accordance with the identified staging in the Peacocke Structure Plan.*

1.4 Design Guides

1.4.1 Subdivision Design Guide

1.4.1.1 Purpose

This section provides design guidance for any subdivision undertaken within the City. It contains general guidance for subdivision in any zone, as well as specific guidance for subdivision in the General Residential Zone.

The assessment criteria for subdivision, outlined in Section 1.3.3, require applications to be assessed against the Subdivision Design Guide. Information Requirement 1.2.2.2 - Subdivision Concept Plan - also requires consideration against the Subdivision Design Guide outlined here.

1.4.1.2 How to Use the Design Guide

Applications for subdivision shall include an assessment against the Design Guidance included in this Appendix as they are relevant to the nature and scale of the subdivision proposed.

Section 1.4.1.3 General Design Guidance and section 1.4.1.4 General Residential Zone apply to all subdivision, except:

- residential subdivision creating four or less residential lots; or
- residential subdivisions that are based on the layout and pattern of occupation associated with a previously approved or permitted residential development.

Where necessary, in regard to any relevant criterion that is not met, the applicant shall explain:

i. Whether site constraints inhibit the ability to address the criterion.

ii. How the intention of the criterion is met by the proposal.

iii. Whether the proposal represents a better design solution than that sought by the criterion.

Note

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

1.4.1.3 General Design Guidance

Design Element 1: Public Interfaces

a) Public open spaces should be bounded by public transport corridors where possible (refer Figure 1.4.1a).

b) Where a transport corridor boundary is not practicable, private-way boundaries with public open spaces should be provided to ensure that buildings front on to public open spaces (refer Figure 1.4.1b).

c) Private ways where abutting public open spaces should ensure sightlines to the public open space via permeable fencing (see rule 15.4.6).

Figure 1.4.1a: Poorly located public open space, lacking boundaries with public transport corridors



Figure 1.4.1b: Subdivision layout



Showing:

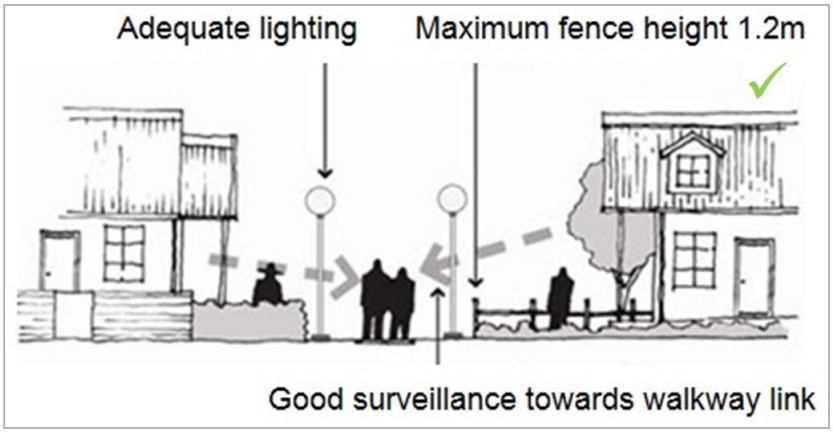
- Well located public open space (A), with boundaries to public transport corridor and private ways.
- Clear and straight pedestrian and cycle links with maximum lengths and fence height limits providing improved connectivity and following CPTED principles.

Design Element 2: Pedestrian Accessways

Pedestrian accessways should:

a) Be designed in a manner consistent with CPTED principles principles – facilitating passive surveillance and adequate lighting where appropriate (refer Figures 1.4.1e and 1.4.1f).

Figure 1.4.1e: Cross section showing a well designed interface between allotments and a pedestrian accessway. Low, visually permeable fences and walls, low cut planting and adequate lighting creates a 'safer' public space



b) Include clear and coherent direction signs.

c) Be of an easy gradient and where possible avoid the need for steps.

Figure 1.4.1f: Poorly designed interface with pedestrian accessway. High, visually impermeable fences, poor lighting and landscaping prevents passive surveillance



Design Element 3: Public Open Spaces

a) All public open spaces should be of an appropriate size and dimensions to allow for their anticipated primary function. Land to be vested as public open space will be accepted by the Council only if it is suitable for the intended functions.

b) Subdivision layout should provide, where appropriate, opportunities for connections that support the integration of pedestrian and cycling networks within and between the transport and open space networks (refer Figure 1.4.1g).

c) Public open spaces should be designed in a manner consistent with CPTED principles.

d) All public open spaces should:

i. Incorporate natural features that contribute to the functioning of ecological corridors, transport corridors and stormwater functions, where relevant.

ii. Look to incorporate existing trees and features of interest (natural and cultural).

iii. Provide recreational amenity.

iv. Contribute to the development of a coherent open space network.

v. Be easily accessible where appropriate for all aspects of the community.

vi. Be provided as identified on any relevant Structure Plan.

e) Walking and cycle paths should be provided where appropriate within the public open space network and should be well connected:

i. Through the public open space network.

ii. With adjacent streets.

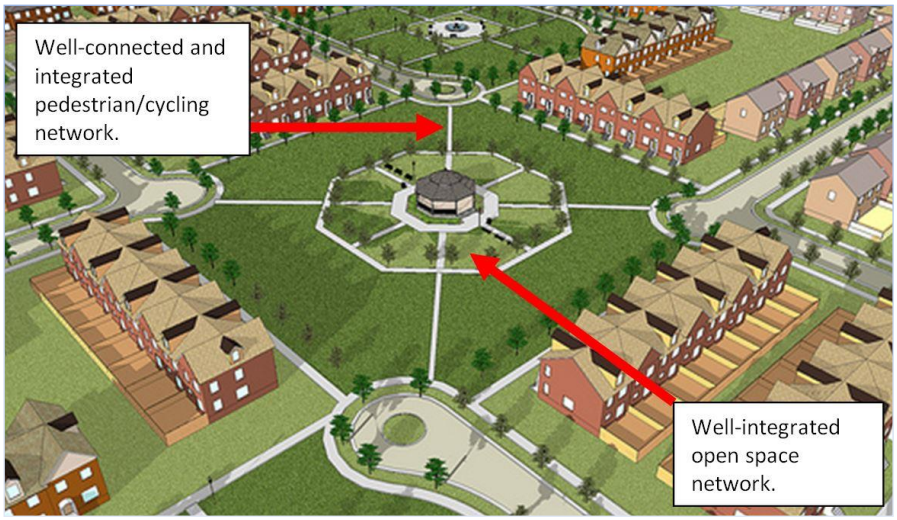
iii. With other open spaces, community facilities and any other likely destinations.

f) The provision of public open space under high-voltage transmission lines will be considered on a case-by-case basis having regard to the appropriate use of the land.

g) Neighbourhood parks should be reasonably flat and be designed and located to provide a focal point for a neighbourhood (refer Figure 1.4.1h).

h) Where required, car parking should be accessible, appropriately landscaped and designed so that traffic movement can occur in a safe and efficient manner.

Figure 1.4.1g: Public open spaces designed and located to integrate pedestrian and cycling networks with the open space network



Design Element 4: Transport Network Layout

a) The proposed transport network layout should:

i. Create sufficient separation distances and space to provide for safe vehicle access to and from the transport network.

ii. Where possible avoid the need for direct vehicle access from allotments on to the strategic or arterial transport network.

iii. Minimise local transport corridor connections to arterial or strategic transport corridors.

iv. Protect, provide for and be integrated with any planned transport corridors identified in Structure Plans or by designations.

Figure 1.4.1h: Public open spaces designed and located to be a key focal point of the neighbourhood, particularly adjoining uses



v. Create an accessible, walkable neighbourhood by:

- Providing a highly connected network of transport corridors that enables relatively direct trips in and between neighbourhoods and to local activity points (such as shops, parks, schools and passenger transport stops).
- Avoiding transport infrastructure designs that disadvantage mobility impaired, pedestrians and cyclists by hindering their ability to move safely and easily.

vi. Provide links for pedestrians and cyclists and use of passenger transport for daily activities that create an attractive, friendly, efficient, connected, safe and accessible environment.

vii. Enhance personal safety and perceptions of safety and minimise potential for crime, vandalism and fear.

viii. Avoid large blocks as these increase the trip lengths between points reducing connectivity, accessibility and the attractiveness of walking or cycling.

ix. Unless physically constrained avoid culs-de-sac and other layouts that reduce transport network connectivity.

x. Provide for strong connections to existing, committed and proposed development in adjacent areas, to help with connection and integration.

b) In accordance with the transport corridor hierarchy, the layout should provide a logical and legible network of connected transport corridors, these corridors should:

i. Contribute to a transport network that is accessible for the whole community by maximising connections and opportunities for route and mode choice.

ii. Provide local or collector transport corridors for safe property access.

c) The hierarchy of transport corridors should be reinforced by incorporating design elements appropriate to the transport function and surrounding land use (guidance is available in Appendices 15-4 and 15-6). This may include using landscaping, street materials, and space allocation (e.g. carriageway widths) to signal changes in hierarchy that directs through-traffic to and along higher-order transport corridors and encourages lower speeds in residential or pedestrian-oriented environments.

d) When considering layouts that connect to existing areas the effects of that connection, such as increased traffic volumes, should be compatible with the form and function of the existing transport network and the surrounding land use.

Design Element 5: Landscaping and Vegetation

a) Subdivision layout should seek to provide opportunities for retaining existing mature trees.

b) Streetscape should reflect the functions and characteristics of the road type in the network with larger, uniform and more formally organised trees on major transport corridors and smaller, less-regimented variation along local streets.

Note

1. Guidance on acceptable approaches to the selection and location of street tree planting is contained within the Hamilton City Infrastructure Technical Specifications.

1.4.1.4 General Residential Zone

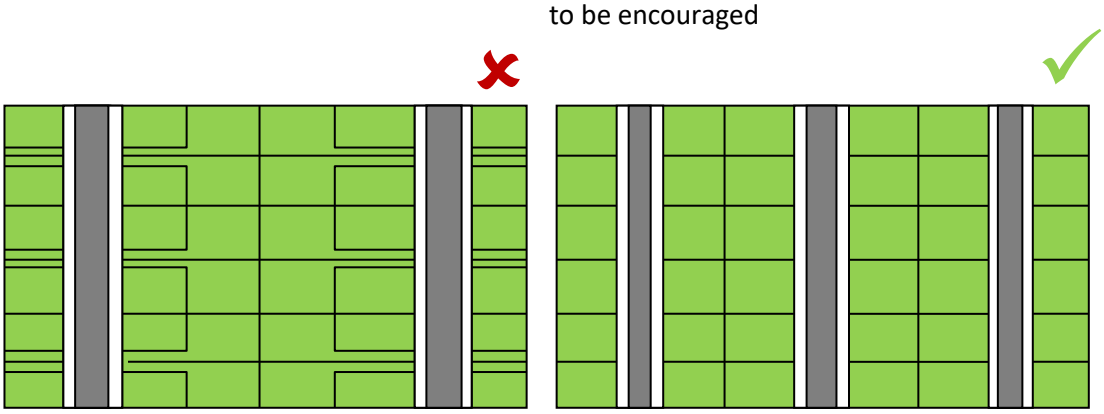
This section provides design guidance for any General Residential Zone subdivision undertaken within the City which propose to create more than four vacant fee-simple lots.

Design Element 1: Block and Allotment Layout and Orientation

a) Where possible blocks should be no more than two allotments deep (refer Figures 1.4.1i and 1.4.1j).

Figure 1.4.1i: Subdivision layouts creating deep blocks with large numbers of rear sites are to be discouraged

Figure 1.4.1j: Subdivision layout creating blocks no more than two allotments deep and maximising the creation of front sites is to be encouraged



b) Allotments should be orientated so that dwellings can be located in a manner where their front door and main living area face the adjacent transport corridor – rear sites should generally be avoided (refer Figure 1.4.1k).

Figure 1.4.1k: Allotments oriented to enable dwelling designs that can front the transport corridor



c) Block length should be limited to ensure high levels of accessibility and connectivity.

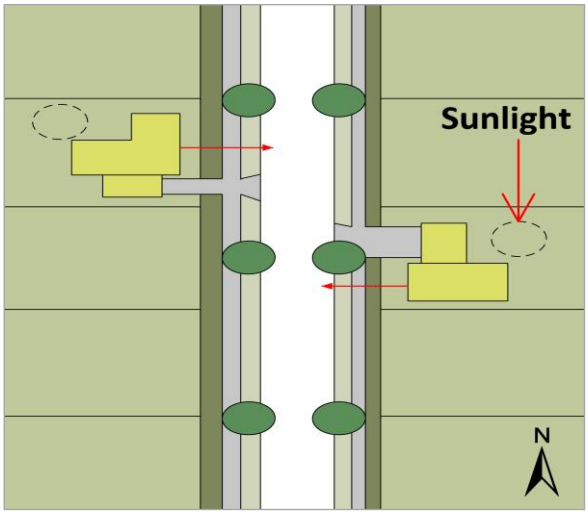
d) Blocks and allotments should be designed to enable good sunlight and daylight into future dwellings. This can be achieved by:

i. Aligning roads north/south and allotments east/west where possible.

ii. Providing south-facing allotments with north-facing backyards for outdoor living.

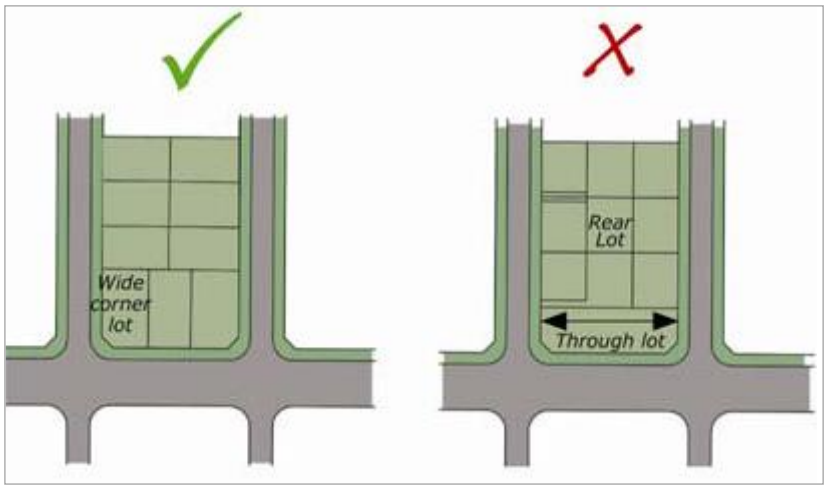
iii. Ensuring sunlight access to transport corridors, including the selection of trees to allow sunlight to penetrate through winter.

Figure 1.4.1l: Blocks and allotments have been located and designed to ensure dwellings and allotments receive a good level of sunlight



e) Through allotments should be avoided (refer Figure 1.4.1m).

Figure 1.4.1m: Blocks and allotments should be located and designed to avoid the creation of rear and through allotments



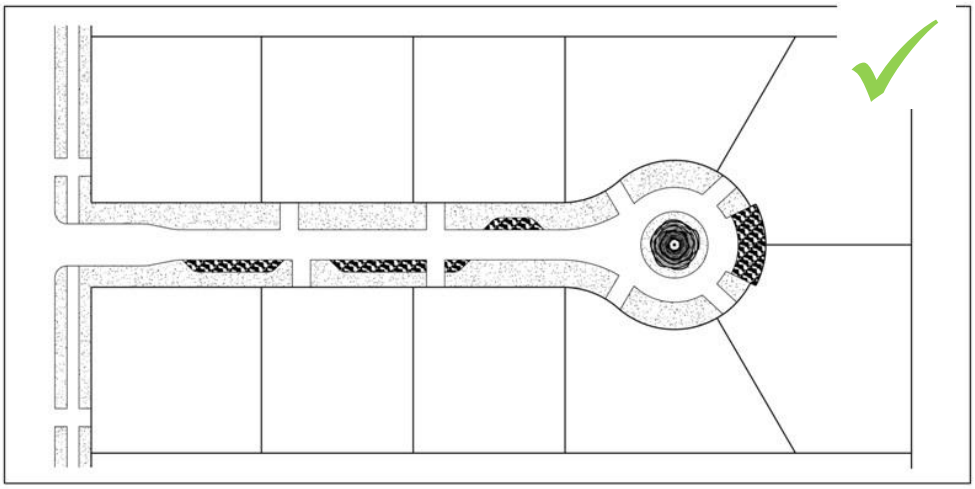
f) Culs-de-sac should be avoided where possible. Where they are proposed as part of a subdivision, the applicant shall provide:

i. Justification and reasons why a more integrated movement network cannot be provided.

ii. How the proposal manages to achieve appropriate connectivity and accessibility.

g) Where they cannot be avoided, culs-de-sac should be straight and short (unless physically constrained for example by topography, infrastructure or geotechnical factors) (refer Figure 1.4.1n).

Figure 1.4.1n: Where provided, culs-de-sac should be straight and short



h) Where culs-de-sac cannot be avoided, they should provide, where appropriate, pedestrian and cycle links to other streets and/or open spaces at their heads to create connectivity and accessibility (refer Figure 1.4.1o)

Figure 1.4.1o: Where vehicle connections cannot be made culs-de-sac should include, where appropriate, pedestrian and cycle links



i) More than one private-way accessing on to a cul-de-sac should be discouraged where possible.

Where this is proposed, the applicant shall provide provide justification and reasons showing how the proposal will achieve appropriate connectivity (including safe pedestrian access), how CPTED principles, visitor parking, emergency access and refuse collection are addressed.

1.4.2 Residential Design Guide (Residential and Special Character Zones)

1.4.2.1 Purpose

This section provides design guidance for developments undertaken within the General Residential Zone, Residential Intensification Zone, Large Lot Residential Zone and Special Character Zone. The guidelines apply to:

a) Apartment buildings

b) Papakaianga

c) Third and subsequent single dwellings per site

d) Duplexes

e) Integrated Residential Developments.

As noted within the section 1.3.3 B Design and Layout, if an activity is a Restricted Discretionary Activity solely to Design and Layout matters and there is a relevant design guide; then the activity should seek to address the outcomes sought in the design guide as a priority over any other criteria in section 1.3.3 B.

1.4.2.2 How to use the Design Guidelines

Applications for development within the Zones as described in 1.4.2.1 should provide an assessment against the guidelines outlined within this Appendix.

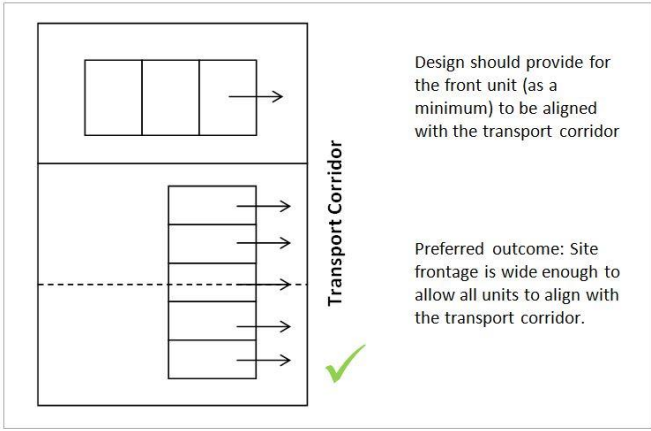
As the guidelines are generic, they may not be appropriate in every instance and a degree of flexibility is reasonable and to be expected. In such cases, the creation of an equivalent or better outcome should be demonstrated.

1.4.2.3 Site Size and Dimensions

a) To ensure good overall design outcomes, the site should be of an appropriate size to accommodate the proposed number of residential units and ancillary spaces, such as car parks and outdoor living areas.

b) Where possible, the site should have an adequate length of transport corridor frontage to allow residential units to be oriented parallel to the transport corridor (refer Figure 1.4.2a).

Figure 1.4.2a: Preferred unit orientation



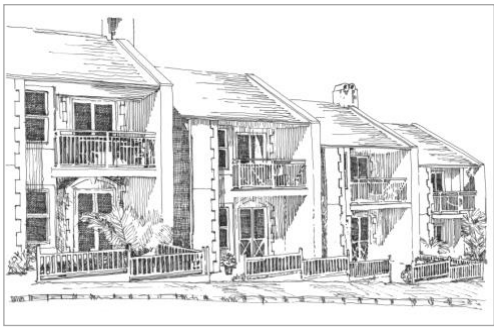
1.4.2.4 Interface between Public and Private Land

a) Where appropriate, the site layout and building design should promote passive surveillance of adjoining or adjacent public spaces (including transport corridors).

b) To achieve this, the following aspects need to be considered:

- Where possible, ensure units have a public front and a more private side or rear.
- Promote a clear definition between public, semi-private and private spaces through the use of design features which may include low boundary walls and landscaping as appropriate.
- Avoid bland, featureless elevations, high blank walls and non-permeable fencing.
- Where possible, orientate habitable rooms, balconies and entrances towards the public space (including transport corridors - refer Figure 1.4.2b, c and d).

Figures 1.4.2b, c and d: Examples showing public/private interfaces that have been well-designed



Apartment



Detached dwelling



Duplex

1.4.2.5 Building Orientation and Siting

a) Buildings should be oriented and located to allow adequate daylight and sunlight to reach principal living rooms and outdoor spaces.

b) Buildings should be positioned to minimise overshadowing of adjoining buildings or private outdoor spaces.

c) Buildings should be oriented, sited and designed to accommodate outdoor living areas, service areas and storage areas as well as permeable surfaces.

1.4.2.6 Access, Garages and Parking

a) Where possible, garages and car parking should not dominate the frontage and should be located to the side or rear of the building to reduce visual impact (refer Figure 1.4.2e).

b) When locating garages and outdoor parking spaces, consideration should be given to safety for users.

c) Where possible, driveways should not be located side by side. Preferably use shared driveways to serve more than one residential unit.

d) The design of the vehicle entry and exit to the site should ensure safety for the residents and pedestrians and the safe and efficient operation of the transport network.

e) The design and landscaping of car parks should contribute to the amenity of the development and the safety of users.

Figure 1.4.2e: Garage doors forward of the front face of buildings should be discouraged



1.4.2.7 External Appearance

a) When viewed from any transport corridor or public open space, buildings should be designed to create visual interest through appropriate modulation, articulation, and architectural expression (refer Figure 1.4.2f).

Figure 1.4.2f: Building design that creates visual interest by incorporating a range of features



b) Features such as balconies, canopies, porches, bay windows, dormers and pediments can also be used to break up continuous building mass and large roof forms.

c) Height should not exceed the relevant District Plan standard unless the particular design will:

i. Contribute to identity and local character.

ii. Add interest.

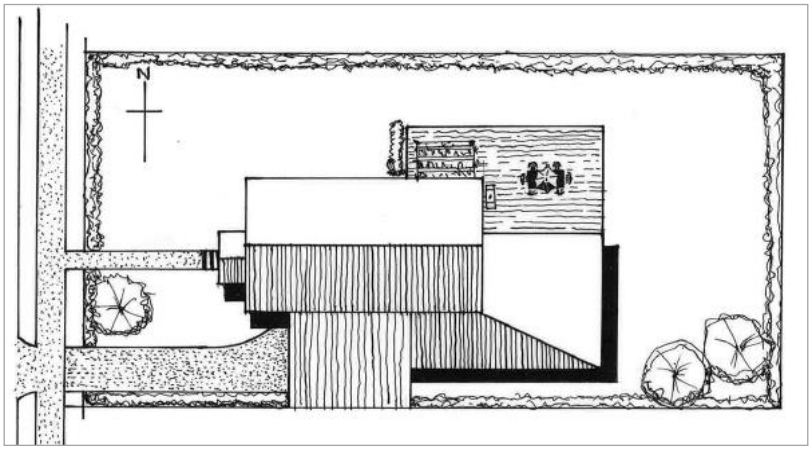
iii. Where appropriate, create local landmarks.

d) Where similar buildings are grouped or joined together, visual interest should be promoted through high quality architectural design, including the use of varying design features, e.g. roof form, canopies, porches, balconies, windows, colour and materials.

1.4.2.8 Private Outdoor Living Areas

a) Private or communal outdoor living areas should be located either to the north, east or west of the residential unit, readily accessible from a living area within the residential unit (refer Figure 1.4.2g). The private outdoor living area may be at ground level or an upper-storey balcony.

Figure 1.4.2g: Example of a functional, usable and private outdoor living area



b) Outdoor living areas should be sited and designed to ensure safe use.

c) Outdoor living areas should be of appropriate size and dimensions to suit both occupancy and residential unit type. Regard should be given to available shared outdoor space (for multi-unit development) and the proximity of the site to a public open space.

d) Outdoor living areas should be located and designed to achieve an adequate level of visual privacy, protected from being overlooked from windows and private outdoor living areas of adjacent residential units. Responses could include:

i. The shape and position of buildings, spaces and windows.
ii. Varying levels.
iii. Separation distance.
iv. Screening such as hedges.
v. Offset and high sill windows.
vi. Opaque glass.

1.4.2.9 Landscaping and Vegetation

a) Where possible, existing mature trees should be retained where they contribute to site amenity.

b) Landscaping and vegetation should complement the layout of the site and the buildings.

1.4.2.10 Acoustic Amenity

a) Attached dwellings should be designed to minimise sound transmission between residential units.

b) Noise-producing activities such as driveways and/or car parks should be separated from bedroom windows of adjacent residential units.

c) Residential units should be designed with appropriate acoustic treatment to maintain residential amenity.

1.4.2.11 Service Areas

a) Outdoor service areas should be provided for solid waste and recycling storage without creating adverse visual, noise or odour effects for residents or neighbours.

b) The waste and recycling storage in outdoor service areas should be easily accessible for residents and collection agencies.

1.4.2.12 Water Efficiency

a) Water-sensitive techniques should be used where possible.

b) Sites should ensure a sufficient area of permeable surface to manage the volume of stormwater entering the reticulated system (e.g. through stormwater collection and detention); or be able to provide alternative stormwater solutions.

c) Landscaping should be used to minimise and control the impacts of stormwater run-off. This could be through use of vegetation filtration techniques (e.g. swales

and rain gardens, refer Figures 1.4.2h and 1.4.2i) and choosing appropriate plant species.

d) The reuse of water including grey water should be considered and adopted where appropriate. (Also see Waikato Regional Council requirements.)

Figures 1.4.2h and i: Examples of swales to manage stormwater (from Hobsonville and Long Bay, Auckland)





1.4.2.13 Integrated Residential Developments

In addition to the above design guidelines, the following should be considered when preparing and assessing a resource consent application for an integrated residential development:

f) Developments should be designed to minimise adverse impacts on neighbouring sites, the streetscape and the character of the area.

g) This includes, where applicable, consideration of building height and the impact on views and vistas to and from the site and the natural landform.

h) The built form should be residential in nature and scale and where possible avoid excessive repetition of architectural styles.

i) As much as possible, developments should have a unique identity and sense of place whilst respecting the character of the surrounding context.

j) Developments should be designed in a way that provides an appropriate level of on-site amenity through the use of landscaping and communal open space, building placement and maintaninance of privacy.

k) Access arrangements should be carefully considered, including the provision of rear access lanes and ensuring garages do not visually dominate.

g) Developments should ensure an integrated service space is provided and that it is easily accessible.

1.4.3 Medium-Density Residential Design Guidelines

1.4.3.1 Purpose

These design guidelines are developed to assist groups, professionals, and Council to prepare and assess resource consent applications for medium-density residential.

1.4.3.2 How to Use the Design Guidelines

These guidelines form part of the assessment criteria for Comprehensive Development Plans along with applications for development occurring after the implementation of the Comprehensive Development Plan (CDP). A resource consent application is required for each area.

The guidelines have been incorporated as assessment criteria rather than performance standards as they are more of a guide than an absolute standard that must be adhered to. Refer to Chapter 1 – Plan Overview, Section 1.1.4f iii Design Guides.

There are two steps to consider when preparing a CDP. Firstly, there are a number of specific design guidelines which outline basic bulk and location requirements. Secondly, the application should be assessed against the urban design principles outlined in the Design Guide.

For clarity, these rules do not apply to development in the Rotokauri North Structure Plan area, as all bulk and location requirements for the Rotokauri North Medium Density Zone are contained in Chapter 4 Residential Zones.

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

1.4.3.3 Site Coverage

a) Site coverage	Up to 50%

1.4.3.4 Permeable Surfaces

a) Net site permeability	At least 20% of the net site area. The front yard requirements are to be included in this percentage.
b) Front sites only: Permeability forward of the building line of the dwelling planted in grass, shrubs and trees	At least 50%

1.4.3.5 Building Height

a) Height of buildings	Up to 12.5m

1.4.3.6 Building Setbacks

Building setback from	Minimum distance
a) Transport corridor boundary – local and collector transport corridors	3m
b) Transport corridor boundary – arterial transport corridors Except that any garage or carport facing the transport corridor should be set back a minimum of 8m	5m
c) Waikato Expressway (Designation E90 and E90a)	i. 35m from the designation boundary, or ii. 40m from the actual carriageway edge of the Waikato Expressway if: 1. The location of the carriageway within the designation corridor of the Waikato Expressway has been confirmed in writing by the Requiring Authority, or 2. Construction is underway or completed.
d) Boundary of a Comprehensive Development Area or zone boundary	1.5m

1.4.3.7 Water Management

a) Rainwater storage devices for the supply of non-potable water for outdoor use and indoor toilets, and for the purpose of stormwater soakage or detention, should be provided.

1.4.3.8 Interface Between Public and Private

a) The front wall of all accessory buildings that are detached (including carports and garages) and an integral part of the design and construction of the dwelling, should be:

   i. Located no further forward of the front building line of the dwelling than 0.5m if the garage door is to face the street;

   ii. Located forward of the front line of the dwelling (but not encroaching into the front setback) by no more than 8m if the garage door is 90 degrees to the street;

b) At least one principal room should have a clear-glazed window facing the street. For corner sites and sites with two transport corridor frontages, this is required only on the transport corridor frontage from which vehicular access is provided.

1.4.3.9 Fences

a) All fences should have a maximum height of 1.8m except for those adjoining an open space zone (refer to 15.4.6).

1.4.3.10 Residential Buildings – Separation and Privacy

a) Residential buildings should maintain an appropriate set back from the nearest part of any other residential building, except:

i. No separation is required between buildings that are attached.

ii. Where windows are located and designed (including by glazing) to avoid views between rooms in different buildings, the separation distance could be reduced.

b) To ensure privacy, any balcony at upper-floor level should be appropriately set back from adjacent residential buildings. This does not apply along a transport corridor, access way, right-of-way, private way, access lot, or entrance strip less than 6m wide.

1.4.3.11 Outdoor Living Area

a) Each residential unit, except for when a communal area is provided, should be provided with an outdoor living area that is:

i. For the exclusive use of each residential unit.

ii. Readily accessible from a living area inside the residential unit.

iii. Free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas.

iv. Located on a side of the residential unit which faces north, east or west.

b) Outdoor living areas for residential units to have areas and dimensions as follows.

Residential units	Outdoor living area per residential unit	Shape
i. Single dwellings, duplex dwellings and dwellings in comprehensive residential developments	40m²	Capable of containing a 6m-diameter circle
ii. Ancillary residential units	12m²	No dimension less than 2.5m
iii. Apartments	12m²	No dimension less than 2.5m

c) The outdoor living area for an ancillary residential unit should be separate from the outdoor living area provided for the principal residential unit.

Note

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

1.4.3.12 Service Areas

Description	Minimum requirements
a) Single dwellings, duplex dwellings and dwellings in comprehensive residential developments	$20m^2$ Minimum dimension 3m
b) Service area per ancillary residential unit	Additional $10m^2$ Minimum dimension 2.5m
c) Apartments	$10m^2$ Minimum dimension 2.5m
d) All service areas	Readily accessible from each residential unit Not visible from a public place

1.4.4 Rototuna Town Centre Design Guide

1.4.4.1 Purpose

This design guide was developed to assist groups, professionals and Council to prepare and assess resource consent applications for Comprehensive Development Plans (CDPs) and resource consent applications for development occurring after the implementation of the CDP (refer to Volume 1, Rule 13.5c).

A Concept Plan (Appendix 7, Figure 7-1) has been prepared for the Rototuna Town Centre. The Rototuna Town Centre Concept Plan provides a design-led framework for the development of the Centre. The Rototuna Town Centre Concept Plan comprises several activity precincts. The Concept Plan identifies the location and extent of land use types and other essential features including:

i. The main street and other streets,

ii. The public square, and

iii. Community and open space elements.

All development in the Rototuna Town Centre Zone:

i. Will have a strong emphasis on urban design considerations.

ii. Must demonstrate that urban design principles have been applied.

iii. Must be in general accordance with the Rototuna Town Centre Concept Plan.

iv. Must be designed in accordance with this Guide. To achieve this, before commencing development within the Rototuna Town Centre Zone, a Comprehensive Development Plan (land use consent) must be prepared and approved for each of the Comprehensive Development Areas identified in Appendix 7, Figure 7-2.

1.4.4.2 How to Use the Design Guide

The Design Guide contains four parts.

i. Part 1: The Overall Concept (refer to 1.4.4.3).

ii. Part 2: Guidelines relating to the Rototuna Town Centre (refer to 1.4.4.4).

iii. Part 3: General Principles for Comprehensive Development Plans (refer to 1.4.4.5).

iv. Part 4: Principles and Assessment Criteria for Precincts (refer to 1.4.4.6).

There are three steps to using this Guide when preparing a Comprehensive Development Plan. Firstly, there are a number of guidelines which clearly outline Council's expectations for achieving high quality design, set out in Sections 1.4.4.4. Secondly, the application should be assessed against the general principles which are outlined in Section 1.4.4.5, and thirdly, the application should be considered in terms of the relevant assessment criteria for the precinct/area in Section 1.4.4.6.

There is a degree of flexibility, and the standards may not be appropriate in every instance. In such cases it must be demonstrated that design flexibility is warranted through the creation of an equivalent or better outcome.

1.4.4.3 Part 1: The Overall Concept

Vision

A Town Centre for Rototuna that functions as a focal point for the wider Rototuna community by enabling a diverse range of activities that operate within a pedestrian-focused, street-based layout, and incorporate principles of good urban design.

Key Features

The key features of the Rototuna Town Centre are:

a) The Main Street

The Main Street provides the central core of the retail area with a traditional street-based layout which is intended to be a pedestrian focused, vibrant shopping destination for the local community. Primary and secondary frontage areas are identified in Appendix 7, Figure 7-3, to facilitate active frontages with buildings closely relating to the street. Pedestrian orientated activities will be encouraged along these frontages, particularly along the Main Street and Public Square which are to be the principal shopping areas.

The carriageway should accommodate cyclists, buses and motor vehicles. There should be wide pedestrian walkways on either side of the carriageway to provide space for street-side dining, parking bays and large specimen trees. The street will be a slow speed environment. The street should have a clear and distinguishing landscaping treatment (streetscape design) applied, to highlight its importance and add to its character, identity and legibility.

The CDP for the Comprehensive Development Plan Areas will include an Integrated Transport Assessment to determine the nature of the intersections at (as relevant):

i. Borman Road/North City Road.

ii. North City Road/Park Lane/Suburban Collector Roads.

iii. Suburban Collector Roads/Local Streets.

iv. Suburban Collector Roads/Residential Collector Roads.

v. Midblock access for Public Square, Pool & Library.

The intersection treatments should also consider the pedestrian and cyclist provision to ensure a safe environment and high level of connectivity occurs.

b) The Public Square

The Public Square is designed to be an important public space where markets, fairs and special events can be held. The library and retail areas will open onto the Square. It can be accessed from the Main Street and from walkways and cycleways through the adjoining watercourse and drainage reserve.

The Square should contain key amenity features such as lighting, seating, trees, landscape features and public art. The design should incorporate on the eastern edge the entrance space for the library and other small businesses such as cafés – including space for outdoor dining. A consistent design theme and materials should be used throughout the Square.

c) The Gateways

Key gateway features such as public art at the entrances to the Town Centre from the arterial roads would identify the Centre and contribute to its sense of place. A gateway feature could take a variety of forms or elements (e.g. public art, gantry, landscaping). The carriageway/building design at these key entrance points should be flexible enough to allow a gateway feature to be incorporated into the design.

d) The Watercourse

A central unifying feature of the Town Centre is the drainage reserve/central watercourse which has a principal stormwater function but also provides a key green corridor and walkway/cycleway link. It is important that the waterway and associated corridor is designed as a high amenity, multifunctional feature. To the north, the watercourse will connect with the Active Recreation Reserve and provide a green edge to the playing fields and the secondary school. This green edge will also accommodate shared pedestrian and cycle routes that will connect with parks and footpaths in nearby neighbourhoods.

The precise form and function of the watercourse and corridor will be determined by hydrological requirements and controls. This watercourse will be the principal secondary flow path for the concept plan area, and be sized to accommodate 1% annual exceedance probability storm flood conditions.

e) Park Lane

Park Lane runs along the eastern edge of the Active Recreation Reserve and will provide access to the Reserve and adjacent Residential High Density Precinct. The combination of the housing and lane will provide increased surveillance over the Reserve.

Park Lane should be designed as a slow moving lane, with a number of traffic calming measures incorporated into the design. Provision should be made for angled parking adjacent to the park, and berms for landscaping. Its character should be that of a tree-lined lane within a residential environment.

f) Passenger Transport

Passenger transport within the Town Centre should be catered for via integrated bus stops within the transport corridor carriageway.

A transport interchange opposite the Public Square on the Main Street should be provided. The interchange is central to the Concept Plan. It will bring people directly to the heart of the Town Centre and will improve the general surveillance and safety around the Public Square.

g) Connectivity

In order to achieve a legible and efficient transport network it is essential that all nodes are well connected both internally and to other nodes. The local nodes and Town Centre in particular shall be well connected to the surrounding residential neighbourhood they serve.

h) Walkways/Cycleways

The emphasis in and around the Town Centre is on achieving good walking and cycling connectivity. Effective connections to the Centre must be provided from the adjoining residential areas. The central drainage reserve/water course must

incorporate walking and cycling paths, offering good connectivity with the Active Recreation Reserve, community facilities and schools, and to the southwest along existing walkways/cycleways.

i) Primary/Secondary Frontages

Primary and secondary frontages have been identified where the interface between buildings and the street or public space is considered particularly important. Along these edges at ground floor level, retail activity should predominate and buildings must relate closely to the street – providing activity, interest and vitality.

Precincts

As shown on the Concept Plan, the Rototuna Town Centre is made up of several activity precincts that contribute to the overall function of the Centre. These include:

a) Retail Precinct

The Concept Plan provides for two distinct retail areas – Retail Precincts 1 and 2.

The Retail 1 Precinct has frontage to the Main Street and Public Square and adjoins the proposed library and aquatic centre. Within this Precinct, the scale and form of the buildings and shopfronts should respond to and reflect the pedestrian nature of the streetscape. Retail should be of a fine grain and typically include small shops of a maximum floor area of 400m^2, restaurants and cafés. Offices and apartments should be located above ground floor level. Activities provided for in this precinct include entertainment, restaurants, cafes, takeaways and small store retailing.

In the Retail 2 Precinct, which is located immediately to the west of the Main Street, the Concept Plan provides for larger scale retail activities to serve the local community. Development should, however, still provide an active frontage to the street – either through a main entrance or by sleeving the development with smaller retail outlets.

b) Employment Precinct

It is intended that this centre have a strong employment base, and areas for business and light industry are identified on the Concept Plan. Employment based activities should not interrupt or conflict with shopping activities or more sensitive uses in adjacent precincts. Appropriate locations are therefore shown to the north of the Retail 2 Precinct and close to the major arterial road.

The Employment Precinct will provide for light industry and service type activities to predominantly meet the needs of local residents. Light industry activities include vehicle servicing and repair activities, small scale home improvement activities, electronic and computer repairs and service, small scale manufacturing, cleaning services, food preparation, catering, printing and storage.

c) Residential Mixed Use Precinct

The Residential Mixed Use Precinct will act as a transition area between retail and residential development. The Precinct predominantly provides for residential activities, however a limited amount of office development, service industry, small retailing and activities that will not compromise residential living amenity levels are also provided for.

d) Residential High/Medium Density Precinct

Residential High Density and Residential Medium Density Precincts form part of the Town Centre. These precincts are intended to provide a population base to support the Centre's retail, employment, entertainment, community and recreational activities and enhance its vitality and vibrancy. Conversely, the Centre will provide goods and services for the local residential catchment. It is therefore important that residential land is developed to a sufficient density to enable these mutual benefits, and to ensure efficient use of the land resource.

e) Community Precinct

In addition to the planned community facilities described below, land has been set aside for other community facilities such as community centres, education and training facilities and health care services.

Library – The proposed new library will occupy a key central site within the Town Centre having frontages onto both the Public Square and the watercourse. Ideally this will be designed as a high quality, innovative building.

Aquatic Centre – The aquatic centre is strategically located between the Retail 1 Precinct and Active Recreation Reserve. This will enable shared use of facilities such as changing rooms and carparking space. As with the library, this building should be of high quality and innovative design.

Schools – A new primary school and a new secondary school will contribute to the overall Town Centre 'node'. Both schools are within a 10 minute walk of the heart of the Centre. The schools are to be zoned Community Facilities and do not form part of the Concept Plan.

Apostolic Church – There is an existing church on North City Road. This existing use will be acknowledged by identifying the land as a Community Facilities Precinct.

Parks and Green Space

A large recreation reserve is centrally located in the Town Centre and in close proximity to the aquatic centre and schools. The reserve will provide for playing fields, one of which may be served by a stand, together with other facilities such as courts, cricket ovals and potentially floodlighting. Transport corridors and high density residential developments are planned around the perimeter, offering good views into the reserve. In turn this will increase passive surveillance and overall safety, and provide open space and amenity for residents.

1.4.4.4 Part 2: Guidelines for the Rototuna Town Centre

a) Building Height

Building height standards for each Precinct are as follows.

Precinct	Maximum Building Height	Minimum Building Height	Minimum Storeys
Retail 1 and Retail 2	15m	8m Primary frontage	2 in Primary Frontage

Precinct	Maximum Building Height	Minimum Building Height	Minimum Storeys
Community	15m	8m Primary frontage	2 in Primary Frontage
Employment	6m	-	-
Active Recreation	i. 8m, except public toilets adjoining a transport corridor boundary where the maximum height shall be 3m ii. Maximum height of any floodlighting shall be 15m	-	-
Public Square	-	-	-
Residential Mixed Use	12.5m	-	-
Residential High Density	12.5m	-	-
Residential Medium Density	12.5m	-	-

b) Separation Distances and Privacy

i. Where two or more buildings, excluding accessory buildings, are located on the one site, no eaves of a building shall be located closer than 3m from the eaves of another building.

ii. A balcony or window of a habitable room at upper-floor level shall be set back 5m from any boundary of a Comprehensive Development Area, zone boundary, precinct boundary, or public open space, excluding the road boundary or adjoining an accessway, any entrance strip with a width of 6m or less, or any right of way, private way or access lot.

iii. Where buildings are attached, no setback is required between those buildings.

iv. Separation distances may be reduced where:

- Windows are at an angle of 60° or greater to the boundary, or
- Window sill height from the finished upper-floor level is 1.7m, or
- Opaque or obscure glazing is provided.

c) Building Setbacks

Building setback standards for each Precinct are as follows:

Precinct	Maximum Building Setback from Transport Corridor	Minimum Building Setback from Transport Corridor	Minimum Building Setback from side, and rear boundary
Retail 1 and Retail 2	• 0m Primary frontage	0m	

Precinct	Maximum Building Setback from Transport Corridor	Minimum Building Setback from Transport Corridor	Minimum Building Setback from side, and rear boundary
	• 0m Secondary frontage • No maximum elsewhere		
Community	• 0m Primary frontage • 0m Secondary frontage • No maximum elsewhere	0m Primary frontage 5m front	Refer Volume 1, Rule 16.4.4 Where site adjoins the Residential or Special Character Zone or a Residential Precinct – 3m
Employment	10m	5m	5m
Active Recreation	-	5m except public toilets which may be sited up to the transport corridor boundary	5m from the boundary of any Residential Precinct
Public Square	-	-	-
Residential Mixed Use	• 0m Primary frontage • 0m Secondary frontage • No maximum elsewhere	0m	
Residential High Density	5m	1m	1.5m where adjoining another precinct, CDP Area or zone boundary
Residential Medium Density	No maximum	i. 3m from the boundary of a local/collector transport corridor ii. 5m from the boundary of an arterial transport corridor	1.5m where adjoining another precinct, CDP Area or zone boundary

d) Development Intensity

Development Intensity for each precinct shall be as follows.

Precinct	Maximum Floor Area Ratio	Maximum Site Coverage
Retail 1	3:1	100%

Retail 2	3:1	100%
Community	2:1	100%
Employment	1:1	75%
Public Square	NA	NA
Residential Mixed Use	2:1	100%
Residential High Density	NA	50%
Residential Medium Density	NA	50%

e) Primary Frontages

For buildings within the Primary Frontages as defined in Appendix 7, Figure 7-3:

i. Buildings shall include a minimum of 2 stories of useable floor space.

ii. A minimum of 75% of ground floor wall facing the street or public space, for the length of the ground floor wall, shall be of clear glass and capable of being used for displaying goods and services to passing pedestrians.

iii. Ground floor tenancies shall have the main customer entrance facing the street.

iv. A continuous veranda not less than 2.5m deep shall be provided which extends along the full street frontage except that no veranda over a footpath may encroach to within 600mm from the kerb. Verandas should be designed to provide continuous pedestrian cover so they abut one another.

v. There shall be no vehicle access, parking or service areas within the Primary Frontage Area.

f) Secondary Frontages

For buildings within the Secondary Frontages as defined in Appendix 7, Figure 7-3:

i. A minimum of 50% of the ground floor wall facing the street or public space, for the length of the ground floor wall, shall be of clear glass and capable of being used for displaying goods and services to passing pedestrians.

ii. Ground floor tenancies shall have the main customer entrance facing the street.

iii. There shall be no parking or service areas within the Secondary Frontage Area.

g) Outdoor Living Area

Each Residential Unit or any residential accommodation associated with non-residential activities shall be provided with an outdoor living area which:

i. Shall be for the exclusive use of the Residential Unit.

ii. Shall be readily accessible from a living area of a Residential Unit.

iii. Shall be free of driveways, manoeuvring area, parking spaces, accessory buildings, and service areas.

iv. Shall have a minimum area per Residential Unit of $12m^2$, and a minimum dimension of 2.5m width.

Note

1. Any communal outdoor living is optional, and shall be provided in addition to the above provisions.

h) Service Area

Each Residential Unit or any residential accommodation associated with non-residential activities shall be provided with service areas as follows.

i. A minimum service area of $10m^2$ with a minimum dimension of 2.5m located at ground floor level, and readily accessible to that residential accommodation.

ii. The service area shall be maintained with an all-weather, dust free surface.

iii. The vehicular access associated with a service area may not be located within a primary or secondary frontage.

iv. A service area shall not be able to be viewed from a public space.

v. The service area required under this rule shall be additional to the service area required under Volume 1, Chapter 13: Rototuna Town Centre, Rule 13.8.5.

i) Communal Outdoor Space

Any Residential Accommodation that does not constitute a Residential Unit (e.g. hostels, and motels), and all Visitor Accommodation shall provide a Communal Outdoor Living Area for each building which:

i. Has a minimum area which shall be equal to $12m^2$ multiplied by the number of Residential Units or 12% of the gross leasable area of that part of any building occupied by residential accommodation, whichever is the greater.

ii. Has a minimum dimension of not less than 4m.

iii. Is capable of containing a circle not less than 8m in diameter.

iv. Is readily accessible to those parts of any buildings occupied by Residential Activities.

1.4.4.5 Part 3: General Principles for Comprehensive Development Plans

Principle

Development of the Rototuna Town Centre shall be undertaken in accordance with a CDP to be approved by Council for the individual Areas shown in Appendix 7, Figure 7-2.

Explanation

An application for a CDP needs to address the following.

a) The overall design of the Rototuna Town Centre achieves aesthetic and architectural coherence, and is of a design, scale, form and character appropriate to its unique location.

b) The arrangement of buildings, car parking, service areas, and open spaces including provision for vehicular, cycle and pedestrian circulation will:

i. Enable the establishment of activities that are appropriate for the comfort, and convenience of visitors to the Rototuna Suburban Centre, and the local community.

ii. Be safe, and convenient, and achieve high standards of amenity.

iii. Be functionally linked with, and physically connected by, walkways/cycleways to the suburban centre.

iv. Reinforce high quality urban design, particularly the orientation of buildings to outdoor public spaces, transport corridors, and utilising a variety of architectural elements.

v. Provide for appropriate public access (pedestrian and cyclists) to, and around the area.

vi. Provide direct access paths on the most well-used routes with appropriate lighting, landscaping, and seating.

vii. Buildings shall be constructed from solid and durable materials to ensure a high standard of aesthetic coherence, and amenity consistent with the aim of providing an attractive suburban centre.

c) Design and layout of transport corridors

i. To ensure appropriate connections to existing, and future transport corridors.

ii. Respond to the site's existing landform, vegetation, views, water courses (for the purposes of stormwater runoff), and areas of public open space.

iii. Accommodate safe traffic speeds, and sightlines for all transport corridors users (pedestrians, cyclists, and motorists).

iv. Provide sufficient width to safely accommodate all transport corridor users, parking, footpaths, cycle ways and amenity landscaping.

v. Promote a consistent design theme to achieve high amenity values.

vi. Have regard to the future design relationship between the transport corridors, adjoining land and adjacent precincts.

vii. Design guidance for transport corridors can be found in Appendix 15-6: Criteria for the Form of Transport Corridors, and the Hamilton City Infrastructure Technical Specifications.

d) Type, form, and density of housing

Whether future development sites have been identified in a manner that:

i. Responds to the context within which the development site is to be located, including roads, open space, pedestrian linkages, views and natural features.

ii. Is appropriate to the type, and form of housing (medium density or high density).

iii. Is in accordance with policies and rules in Volume 1, Chapter 13: Rototuna Town Centre Zone, setting out the required yield for the various precincts.

iv. Has regard to the relationship with existing developed areas.

v. Gives consideration to the size, shape and aspect of the land, and its suitability for future development, with particular regard to the relationship of the site to the transport corridor, and adjoining sites.

vi. Integrates the development of sites with the relevant precinct as a whole.

1.4.4.6 Part 4: Principles and Assessment Criteria for Precincts

a) Retail Precinct 1

Principle

The Retail 1 precinct faces onto the Main Street and Public Square, and adjoins the proposed library and aquatic centre. This is the main shopping area within the centre and activities have been specifically selected to create a vibrant and vital centre. It is therefore important that there is a continuity of buildings facing onto the street and that they have 'active' frontages. This coupled with the range of activities and public realm elements (footpaths, lighting, landscaping, street furniture, open space, etc) play an important role in creating an attractive and thriving Town Centre.

Figure 1.4.4a: Main shopping street



Explanation

The intent is to create a community focal point providing employment, shopping, recreation and passenger transport opportunities for a locally-based population. A key consideration is the creation of a local identity for Rototuna's main retail area. The centre's design needs to be of a high quality so that people want to shop, linger, live, work and play within its environs. Therefore the setting needs to be safe, attractive, comfortable, accessible and durable. This is achieved by ensuring that buildings have 'active' street frontages. The scale and form of buildings should be of a fine grain and designed to reflect the street's pedestrian focus.

It is envisaged that buildings within this part of Rototuna will be a minimum of two levels. Residential activities must be able to protect themselves from adjacent activities namely restaurants, bars (licensed premises) and bakeries, as these activities operate at a time when they may disturb residents. One key consideration is the protection of business land in, and around, this centre. Locations that work for businesses are fewer than for residential.

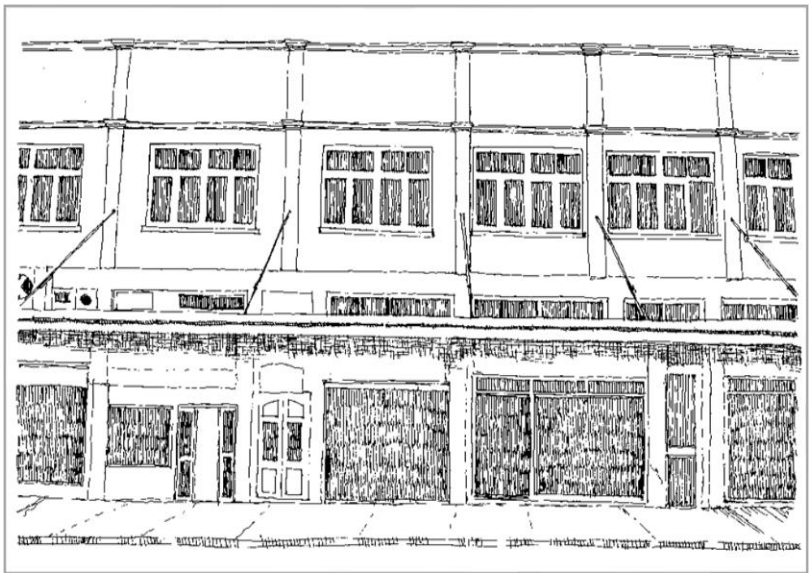
Assessment Criteria

1. Active Street Frontages

Active street frontages add interest, life and vitality to the public realm. This means:

i. Buildings must contain street level activity, along with frequent doors, windows and few blank walls, which allows a visual connection between people within the building, and those on the street.
ii. Shop frontages should be narrow to provide frequent changes in use and add visual interest.
iii. Building entries need to be clearly identifiable, face onto the street and be at the same level as the street.

Figure 1.4.4b: Active street frontages



2. Building Design – Form and Appearance

Building design defines the public realm while setting the scene for character and form including window, door proportion and placement. This means:

High quality design

i. Buildings should be designed to be of a high quality and help create a unique identity and character.
ii. Durable materials should be used.

Building continuity

iii. Buildings need to be designed so that they line both sides of the street. Minor modulation to the building's frontage is acceptable (including pedestrian entrances, windows, bay windows, etc) provided street front continuity is not compromised.

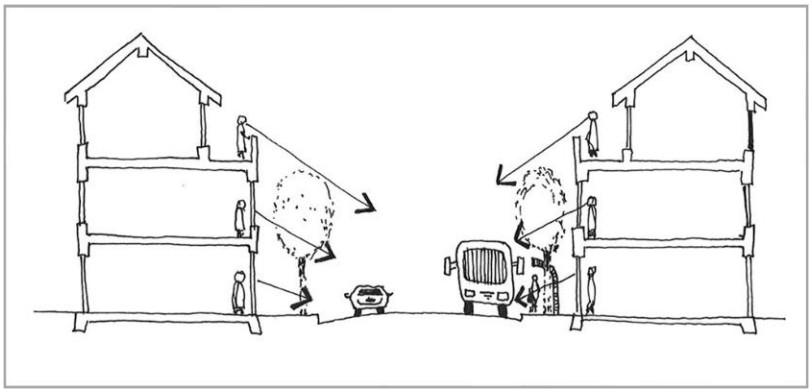
Corner buildings

iv. Where buildings are located on street corners (intersection of two streets) architectural details should be used to emphasise and address the street corner.

Passive surveillance

v. Buildings should be designed so that their occupants can overlook the street and public open space.

Figure 1.4.4c: Passive surveillance



Public access

vi. Buildings facing onto open space are required to create openings so people can access such buildings from open space areas.

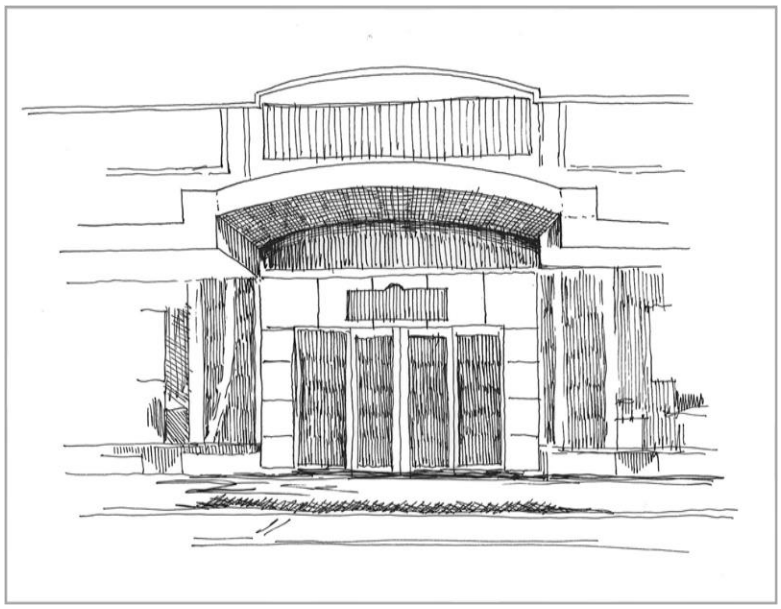
vii. Access into buildings should be at grade for both pedestrians and vehicles, to reduce the need for pedestrians to negotiate changes in footpath grade.

Building façades

viii. Building façades should incorporate the following features.

- Articulation, celebration of main building entrances, use of projections such as bays and balconies.

Figure 1.4.4d: Building façades



- Narrow building frontages – this gives the street scene a vertical as opposed to a horizontal emphasis.
- Variation in materials, colour, window shape and size to accentuate and highlight features.
- Use eaves, and window sills to create interest for street users.
- Car parking and service entries need to be designed so they have a minimal effect on building continuity, where possible using rear lanes and access ways.
- Use architectural details to differentiate building levels, e.g. the building's ground, middle and upper levels.
- Blank façades which are visible from public spaces are inappropriate.

Rooftops

ix. Integrate lift plant, and mechanical services into the building's roof so they are not visible from public spaces.
x. Orientate satellite dishes, telecommunication antennae, and air conditioning units so they are not visible from public spaces.
xi. Use a variety of roof forms to provide visual interest. Sections of long horizontal 'flat' roofs are inappropriate.

Acoustic amenity

xii. Apartment buildings need to be designed so that residents are not disturbed by street noise or from neighbouring residents.

b) Retail Precinct 2:

Principle

This Precinct is separated from the Retail 1 Precinct by a proposed drainage reserve containing a watercourse. The Retail 1 Precinct contains similar land uses to the Retail 1 Precinct. The main difference is that provision is made for larger format retailing in Retail 2.

Explanation

It is still preferable that buildings provide an active frontage to the street, either through a main entrance or by sleeving the development with smaller retail outlets.

Assessment Criteria

The same assessment criteria for Retail 1 also applies to the Retail 2 area. For larger scale buildings, use should be made of the Employment Precinct assessment criteria outlined below.

c) Employment Precinct:

Principle

The Employment Precinct provides opportunity for business, and light industry. In certain instances it may be necessary to buffer this precinct from adjacent residential areas.

Explanation

Employment Precinct land will not provide the level of amenity found within the Retail 1, and 2 zones. However these zones will be used by Town Centre workers, and visitors, and pedestrians walking from areas beyond it.

Front Façades, and Entrances

Business buildings are often of a larger scale, and can therefore potentially create adverse effects due to the traffic they attract, e.g. conflicts between visitors, staff, and service based vehicles. Due to their size these buildings can often have large blank façades making it difficult to create an attractive street scene.

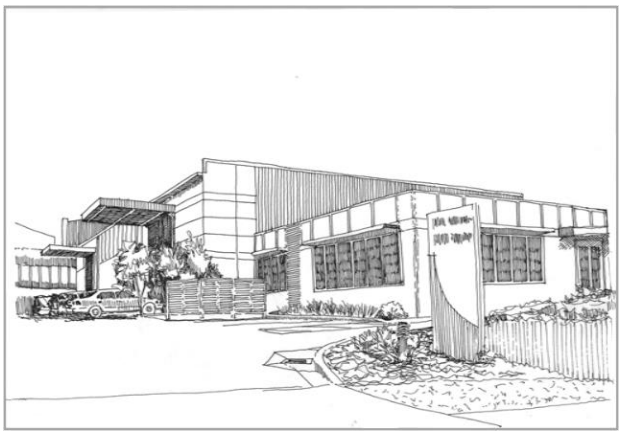
Assessment Criteria

i. Site entrances need to be obvious, and located next to vehicular and pedestrian entrances from the street.

ii. Pedestrian walkways should be provided directly from the public footpath to the building's front door.

iii. Buildings should make a positive connection with the street. This can be achieved by designing buildings so they present a narrow face to the street and locating building mass away from the frontage.

Figure 1.4.4e: Example light industry



iv. Signage should be minimal, and clear – the focus should be on business identification rather than promotion of goods and services.
v. Office components should be located towards the building's front, since this minimises vehicle/pedestrian conflicts.
vi. Corner buildings – refer Retail Area 1 buildings.

Loading and servicing

vii. Storage areas should be located at the rear or side of buildings, and ensure that they are screened from the street, so that the collection of rubbish, waste products, and goods cannot be viewed from the street.

viii. Car parking should be located at the side or near the front of buildings, as these areas need to be visible from the street so that visitors do not enter unsafe or hazardous areas.

Landscaping

ix. Use landscaping to help soften the appearance of large buildings, provide amenity, and screen loading, and service areas.

x. Where possible use landscaping to mitigate stormwater run-off as this helps to reduce the need for piped infrastructure.

xi. Use landscaping to provide visual relief to areas of car parking.

Buffers

In certain circumstances, it may be necessary to buffer employment activity to protect the adjacent residential areas. Buffers generally consist of a physical element that acts as a barrier, screening device or shield between quiet areas, and noise producing areas of a single development. Buffers are essential in that they help maintain good levels of noise and visual privacy, thereby providing an acceptable degree of amenity for all occupants.

Examples of buffers include:

- Physical distance – a space or courtyard separating employment and residential uses to sufficiently protect residents from the noise source.
- Structural element – a well insulated exterior wall may minimise noise transmission between buildings. Similarly horizontal separation between activities such as commercial, offices, and upper residential floors.

Landscape feature

Trees/vegetation can be used as a buffer. Other landscape buffers include: ground level changes along with planting to create 'screens' or 'shields'.

d) Residential Mixed-use Precinct

Principle

An area of residential mixed-use has been incorporated into the concept plan to further encourage choice and diversity. When designing mixed-use development it is important to ensure that buildings can accommodate a range of different uses, as these can change over time.

Explanation

Mixed-use development needs to provide a degree of flexibility so that the buildings can respond to changes in demand whether this is office, residential or retail. Such development can encourage people to use the centre outside the working day. Business activity helps to create vibrancy and life including 24- hour occupancy of buildings.

Assessment Criteria

i. Residential entries need to be clearly demarcated and separated from business entries.

ii. Separate business loading docks and waste storage areas from residential access.

iii. Ensure that the design of residential units recognises the needs for servicing, privacy and outlook, and that this is not compromised by business activities.

iv. Consider acoustic privacy. The design needs to specifically address this issue demonstrating that an acceptable residential living environment can be created and maintained.

Figure 1.4.4f: Example mixed-use development



e) Residential Medium Density – in the Rototuna Town Centre Medium Density Precinct

Principle

Medium density housing typically consists of a mix of detached and terraced type housing.

Explanation

Housing lots at medium densities typically deliver around 25 units per hectare, and typically comprise a mix of single dwellings located on single sites and terraced dwellings. There are important amenity considerations associated with this development form. For example how buildings address the street and how they create visual interest.

Figure 1.4.4g: Example medium density housing



Assessment Criteria

i. Buildings need to be designed to form a positive relationship with the street so that:

- They provide for streetscape amenity, through the careful placement of entry doors, windows, porches, balconies, entry courtyards as these attributes help to create an active frontage to the street.
- They demonstrate the transition between the street (public realm), the building's front yard (semi-public realm) and the building's private rear yard.
- Visitors know how to access the building.

ii. Design balconies so that they face onto public space/roads, including a clear outlook of at least 6m which is not of adjacent properties. It is preferable that balconies which face roads be designed as recessed elements so they do not protrude from the face of buildings.

iii. Site buildings to maximise sunlight into indoor and outdoor areas:

- Maximise north facing windows.
- Maximise exposure to private open space e.g. rear yards facing north.

iv. Make provision within each residential unit for:

- Collection of recyclable materials and an area for rubbish bins, ensuring they are located and designed not to be visible from the street or other public places.
- Storage area for outdoor equipment e.g. bicycles, prams, sports equipment etc.

v. Use landscaping to provide visual interest, create privacy and shelter people from prevailing winds.

vi. Maximise privacy between dwellings by taking extra care over the interface at the sides of adjacent buildings. This is dependent on each development and local circumstances.

vii. Design buildings so they provide visual interest, diversity and variation. This helps to avoid monotonous repetition of building form including: roof pitches, materials, decks, courtyards, balconies and other detailing.

viii. Design buildings to address local conditions including topography, views and climate. Use eaves to control summer sun, provide shelter from rain and shelter courtyards from wind.

ix. Avoid locating satellite dishes and clothes lines at the front of buildings. Locate these items so they are not clearly visible from the street.

x. Garages and car ports need to be designed and located so that:

- There is sufficient space to park a car between the site's front boundary and the front of the garage/carport.
- Garages and carports are set back from the dwelling's main façade.
- They relate to the building's design in terms of height, roof form, materials, detailing and colours.

f) Residential High Density Precinct

Principle

Within this precinct, the form of development is likely to be comprised of two level apartments or terraced housing. It is preferable that such development faces onto, and overlooks the active recreation reserve.

Explanation

Locating higher density housing within a five minute walk of the Rototuna Town Centre helps increase the probability of people using passenger transport. It also increases the likelihood of people walking to the main street as opposed to taking the car.

Higher density residential housing requires a higher design standard including improved pedestrian and cycle connections to the Town Centre. In Rototuna's case the high density area is located on either side of the Active Recreation Reserve.

With this housing it is important that appropriate scale is maintained to avoid the creation of large monolithic structures similar in appearance to commercial and industrial buildings.

Height needs to be sensitively managed, pitched roofs can assist in this regard. Flat roofs are discouraged as these often give the development a strong horizontal feel and can be monotonous.

The key is to create a degree of variety, and this means using balconies, recesses, and voids, along with careful roof design.

Figure 1.4.4h: Example of high density housing

Assessment Criteria



i. The above criteria for Residential Medium Density housing, namely i, ii, iii, iv, v, vi, viii, and ix.

ii. For iv above consideration needs to be given to the provision of these items either within an individual building or within an apartment complex.

iii. Where possible, residential development should front onto and overlook the Active Recreation Reserve.

iv. Where vehicular access is from the street (at the front of the development) parking bays and garages should be set to the side/rear of buildings.

v. Rear lane access may also be appropriate to reduce the need for garages located at the development's street front.

vi. Consider locating car parking areas half a level below ground and placing buildings half a level above. This helps reduce the amount of space taken up by garaging and parking on a given site.

vii. Use elements such as balconies, recesses, voids, materials, colours and roof design to create variety, such features should be used to reduce building mass.

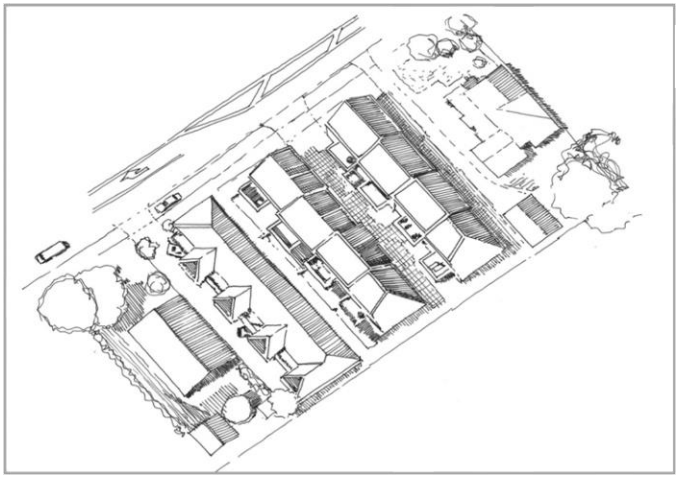
viii. Design buildings so they provide a range of accommodation choice in terms of type, style, and size.

ix. Consider acoustic privacy. The design needs to specifically address this key consideration and demonstrate that an acceptable residential living environment can be created and maintained. This can be achieved by:

- Placing living rooms of one apartment adjacent to the living rooms of adjacent apartments along with bedrooms next to bedrooms.
- Locate noise sources such as kitchens, bathrooms and laundries next to noise sources in adjacent apartments.
- Locate vehicle, pedestrian entranceways away from bedroom areas.

xiii. Avoid locating buildings so that they are perpendicular to the street as this presents an extremely poor street interface and adversely affects the privacy of neighbouring units.

Figure 1.4.4i: Example of high density housing



g) Community Facilities

Principle

A feature of the concept plan is the provision of new community facilities, namely a library, aquatic centre and the secondary school (outside the concept plan boundary). This also includes some land which will be privately developed, along with an existing church.

Explanation

The proper integration of these facilities with the movement and activity network is key to ensuring the success of the Rototuna Town Centre. It is envisaged that other community facilities will locate within the centre. Where this occurs it is important that these activities face onto transport corridors, for example Borman Road.

Although these features have not been designed in detail the following general guidelines apply.

Assessment Criteria

i. Library

The library needs to be designed and located so that people will choose to visit because it is easy to use, exciting, modern and comfortable. The following therefore applies.

- The library is envisaged as a landmark building that will occupy a key central site within the centre, adjoining and defining one edge of the public square.
- The library should have active edges towards the public square, the main street to the northeast and the drainage reserve to the northwest. Avoid presenting blank façades to public areas.
- The library's main entrance shall be directly off the public square and the building shall be located to help define the square's southwestern edge.

- The design of the building should focus on facilitating pedestrian movement in, and around, the site.

ii. Aquatic Centre

The aquatic centre calls for the design of the facility to reflect its setting within the Rototuna Town Centre.

Currently, the scope of this project includes the design, construction and commissioning of a new aquatic centre facility, landscape works and parking facilities. A concept design is to be developed for a Community Centre/Recreation facility in conjunction with the concept design for the aquatic centre.

The aquatic centre will be located on North City Road, directly opposite the public square. The following therefore applies.

- The building is envisaged to be a landmark building and will be a significant feature for the centre.
- The building's main entrance shall be located so people can gain direct access from the main street.
- The building's northern and western façades including the changing facility for the active reserve, should be carefully designed to actively engage with the adjacent open spaces.

h) Active Recreation

Principle

Central to the Town Centre is a large active recreation reserve which is intended to be a focal point for the local community. The development of this area is critical to the functioning of the wider area. The detailed design and operation of the reserve will be subject to a Reserve Management Plan, which has yet to be finalised.

Explanation

Good visual and physical connectivity between the reserve and adjoining uses is important. The drainage reserve/watercourse corridor provides a key linking element of this connectivity within the area.

The following therefore applies.

i. The reserve will be primarily used as an active sports area containing fields and court areas.

ii. The reserve should be bounded by roads or lanes to ensure effective connectivity and integration.

iii. The western edge of the park needs to be activated with a shared pedestrian/cycle route.

iv. The reserve should be designed to be accessible from surrounding dwellings.

v. The design of the park should enable effective access for pedestrians, cyclists and the disabled.

i) Public Square

Principle

A key feature of the concept is the provision of a key piece of public open space – a public square. Conceptually, this space marks the intersection of the main street and the drainage reserve/watercourse, and links the public library to the aquatic centre (refer concept plan). The square is located north-east of the library, opening out onto the main street.

Explanation

It is envisaged that the square will be a primary gathering and social space for the wider area. The creation of a high quality, functional public space is essential to the vitality of the Town Centre.

Assessment Criteria

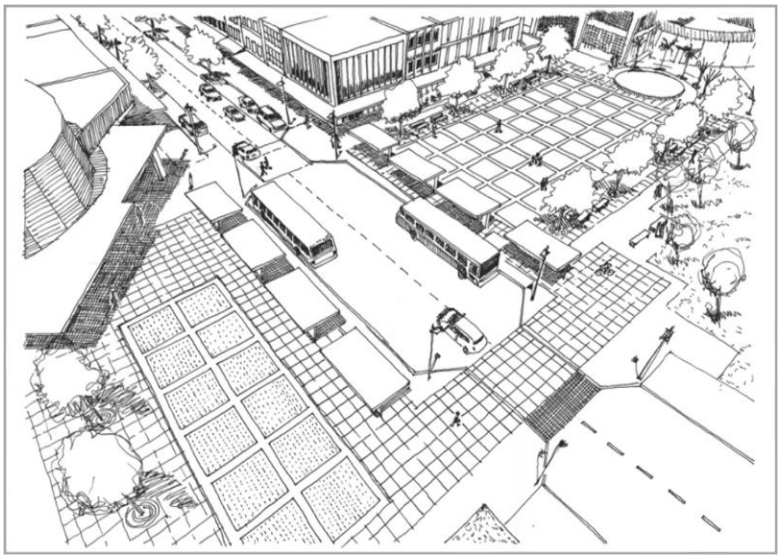
i. The Public Square needs to be designed to accommodate a range of uses and activities, including outdoor dining.

ii. The Public Square is to be flanked by retail development, the library, drainage reserve and main street. It is important that active edges are provided around the perimeter of this space. A key component is entrances to these activities opening out onto this square.

iii. The space should contain key amenity features including, lighting, seating, trees/landscaping, public art.

iv. CPTED principles should be incorporated into the Public Square's design.

Figure 1.4.4j: Example of a public square



j) Drainage Reserve/Watercourse

Principle

Another unifying feature of the concept plan is the central drainage reserve/watercourse corridor. Its principal function is stormwater management however it also forms part of the open space network catering for pedestrians, and cyclists.

Explanation

It is important that this corridor is designed as a movement corridor, providing a link from the Te Awa O Katapaki esplanade in the southwest to the northern areas of Rototuna. This link will help provide strong connections with the surrounding residential areas for both pedestrians and cyclists.

Furthermore, the concept plan includes a larger green space at its southwestern corner. This space will be particularly visible from the Town Centre and it is therefore important that this vista is maintained and reinforced. From the north the watercourse will link with the active recreation reserve creating a green edge to the playing fields and secondary school.

The precise form and function of this corridor will be determined by hydrological requirements and controls but is likely to become more urban in character as it gets closer to the main street. The following therefore applies.

i. All buildings that face onto the drainage reserve/watercourse corridor need to be designed so that the ground floor faces onto the drainage reserve/watercourse corridor.

ii. Fences that line the drainage reserve/watercourse corridor need to be no higher than 1.4m if of a solid construction; if permeable (pool fence or similar) they should be up to but no greater than 1.8m in height.

iii. The drainage reserve/watercourse corridor needs to be designed and developed to be an attractive landscaped space.

iv. Entrance and exit points onto the corridor should be aligned to enable connections to be made with the wider pedestrian and cycleway network, and may require bridging of the watercourse.

k) Transport Network

1. Street Design

Principle

The creation of attractive, safe streets which encourage walking/cycling is an important goal. The transport network is required to provide effective movement for all transport modes.

Explanation

A key consideration is the provision for pedestrian and cycle paths. The Town Centre will be promoted as a walkable node to cater for the large number of people anticipated to be living within a 10 minute walk (800m) of its centre.

The concept plan indicates a pedestrian/cycle path along the active reserve's western edge. The link could be reinforced with appropriate landscaping and lighting. This link will provide good connectivity to the north side of the site whilst providing an effective linkage to schools and the bus interchange.

The Rototuna Town Centre comprises minor collector and major arterial transport corridors which will be designed in accordance with the guidance in Appendix 15-6, and the Hamilton City Infrastructure Technical Specifications. This concept contains three main types of street; these are the Main Street,

Park Lane and local streets. The following guidelines apply to the three street typologies.

Main Street

i. North City Road is to be designed to function as the Town Centre's main street.

ii. The carriageway needs to accommodate buses, cars and cyclists, and be designed so these uses can safely co-exist with one another. Footpaths need to be sufficiently wide to provide for pedestrians along with opportunities for street-side dining.

iii. Parking should be accommodated along with large structure trees within the parking area.

iv. The street should be designed to create a low speed environment.

v. All crossing points should be at grade.

vi. Develop a 'shared street' concept (where pedestrians have priority) in conjunction with the passenger transport interchange.

Park Lane

vii. The Lane's primary function is to provide access to the active recreation reserve and adjacent residential development.

viii. Park Lane must provide a strong interface with the edge of the recreation reserve.

ix. The street must be designed to have a low speed environment.

x. A shared pedestrian/cycle path needs to be provided along the edge of the recreation reserve.

xi. Angled parking should be provided along the edge of the recreation reserve, along with planted berms (containing large specimen trees).

xii. Design safe pedestrian/cycle access ways to the schools.

Local Streets

xiii. These streets are intended to provide connections to other areas of the Town Centre.

xiv. The carriageway needs to be designed to accommodate vehicles, cyclists and pedestrians, and to include parking (angle and parallel) along with provision for service vehicles. Paved pavement areas need to be provided on both sides of the street.

xv. Landscaping is to include large specimen trees on either side of these streets.

2. Car Parking

Principle

An adequate number of parking spaces needs to be provided to enable the Town Centre to function effectively.

Explanation

Parking provision that is not carefully integrated with the surrounding buildings has the potential to disrupt the centre's pedestrian-friendly nature and compact urban form.

The following therefore applies.

i. Large open parking areas should be avoided, especially along primary and secondary street frontages as this can disrupt building continuity.

ii. Parking areas should be located at the rear or side of development or towards the centre's perimeter.

iii. Shared parking should be promoted so it can be used by a multitude of users rather than those visiting a single building.

iv. Multi-level parking buildings should be located away from the main street unless they can be designed to accommodate 'active' ground floor uses. Consideration needs to be given to the design of the building's façade so this has a minimal effect on the centre's streetscape.

v. Parking and circulation areas adjacent to the open space network need to be carefully designed and landscaped to integrate with the streetscape, landscape and buildings.

3. Passenger Transport

Within the Town Centre, it is intended that bus stops will be integrated into the carriageway of the transport corridors. A transport interchange will be provided and located opposite the public square on either side of the Main Street. A number of routes will converge on the centre at this point enabling people to transfer from one route to another.

The interchange (including shelters, bins and other streetscape elements) needs to be carefully designed to reflect and compliment street character, the public square, and surrounding buildings. The street at this location needs to be designed as a 'shared space' (where no single mode has priority) to facilitate the large number of pedestrians anticipated to be crossing the transport corridor at this point.

4. Gateway design principles

Two gateways have been identified on the concept plan, to define the start and end of the heart of the Rototuna centre. Main road intersections provide opportunities for landmark buildings/structures which are often used to announce the sense of arrival and departure.

It is therefore important that the gateway features be carefully designed so that views can terminate upon them. The exact form of the Gateway features has yet to be determined and will be developed as part of the CDP for the area. Council's Public Art Plan will be a key reference point.

1.4.5 Key Development Site Design Guidance

1.4.5.1 Purpose

These design guidelines apply to new buildings, including, where appropriate, alterations and additions to existing buildings on Key Development Sites identified in Volume 2, Appendix 5, Figure 5-9.

The intention of the guidelines is to provide landowners, applicants, Council regulatory staff and decision makers with an indication of desired outcomes for the sites based on the objectives and policies of the Central City area. Key design principles have been provided for each site to promote and encourage good urban design outcomes. The priority outcomes, concept plans, sections and precedent images are indicative only, and represent one way in which the key design principles for development may be applied.

1.4.5.2 How to use the Design Guide

Applications for new buildings, including, where appropriate, alterations and additions to existing buildings on Key Development Sites identified in Volume 2, Appendix 5, Figure 5-9 shall provide an assessment of how the proposed design will promote the key design principles and, in doing so, achieve the objectives and policies of the Central City area.

1.4.5.3 Key Development Site 1 – Cobham Drive

Located in the City Living Precinct, bounded by Clarence and Anglesea Streets and Cobham Drive (refer to Figure 1.4.5a).

a) **Site Characteristics**

i. Flat, Central City-edge fringe, 2991m^2.

ii. The site occupies a prominent corner location at the southern entry to the Central City with potential to create a memorable corner reinforced by the design of the building.

iii. The site is currently under-utilised accommodating a 730m^2 building with the remaining site occupied by grade car parking (refer to Figure 1.4.5b).

iv. The site has a north-facing frontage, which faces onto a no-exit street (which has potential to be upgraded to enhance local amenity.

v. The potential for the site to be a pedestrian destination from the Central City is limited, however, there is potential for the site to be an anchor to activities in the existing blocks to the north.

vi. There is the potential to improve site accessfrom Clarence Street, improving access to the arterial transport network.

b) **Key Design Principles**

i. Maximise the development potential of the site.

ii. Provide for a diverse range of activities, including appropriate ground floor activities that address Clarence Street (e.g. small format retail, dining).

iii. High-quality living environment shall be encouraged through appropriately sized and located internal living spaces with adequate external outlook space, orientated to maximise solar gain.

iv. Locate internal shared open space adjacent to Clarence Street and design this as a destination.Council has the potential to provide for 90 degree parking along Clarence Street, adjacent to street facing and courtyard dining.

v. Provide for retail, commercial office and other uses that add to the vitality of the City Centre.

vi. Provide for car parking away from the street (e.g. internal, above ground or below ground).

c) **Short term priority outcomes**

i. Landowners / applicants to develop a site masterplan to review the bulk and location options, and assess the usability of landscape strips currently edging arterial transport corridors.

ii. Develop the site to establish an attractive built form entry to Hamilton's Central City.

iii. Subject to funding, Council to upgrade the street amenity (paving, trees, carparking) at the same time as building development occurs.

Note
Landowners/applicants of the key development site and Council are encouraged to liaise together, to work towards a common vision for the key development site (led by the landowner/applicants) and the adjoining public realm (along Clarence Street, led by Council), to achieve the Key Design Principles outlined above.

d) **Medium to long term priority outcomes**

i. Build on the precedent set by the primary redevelopment and encourage the revitalisation of Clarence Street.

e) **Proposed mix of uses on site**

i. Net retail and commercial approximately 5,600m^2 (approximately 225 employees/235 employees per hectare).

ii. Net residential: approx. 36 1-3 bedroom residential units; approx. 90-100 residents (approximately 100 dwellings per hectare).

f) Figures 1.4.5c to 1.4.5i show indicative concepts and future development preferences that are consistent with the design principles for this site.

Figure 1.4.5a: Location map of Key Development Site 1


ANGLESEA STREET
CLARENCE STREET
COBHAM DRIVE

Figure 1.4.5b: Existing situation on Key Development Site 1 (2014)



Figure 1.4.5c Indicative concept plan for Key Development Site 1 – long term vision

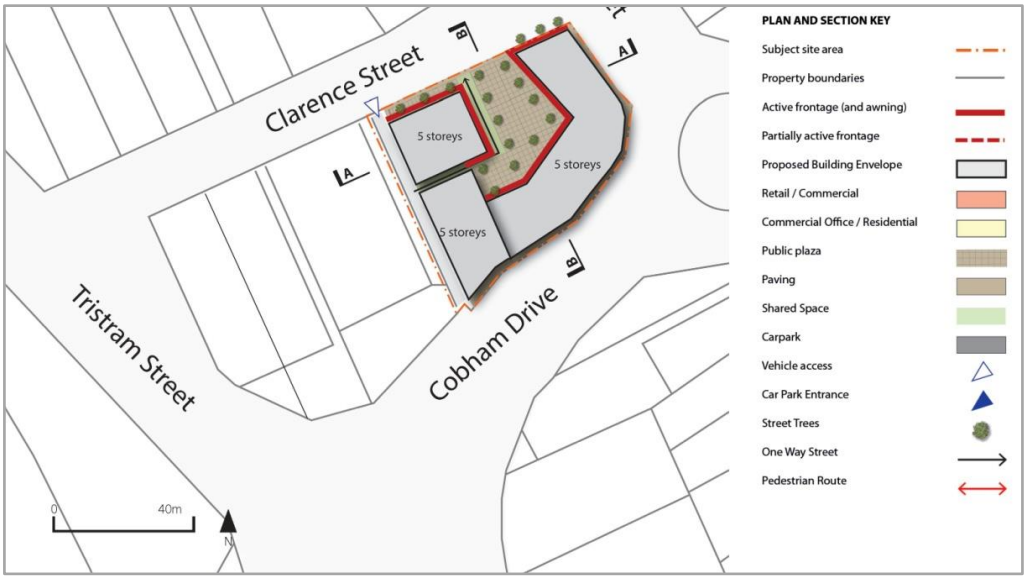


Figure 1.4.5d: Indicative concept cross section A-A for Key Development Site 1

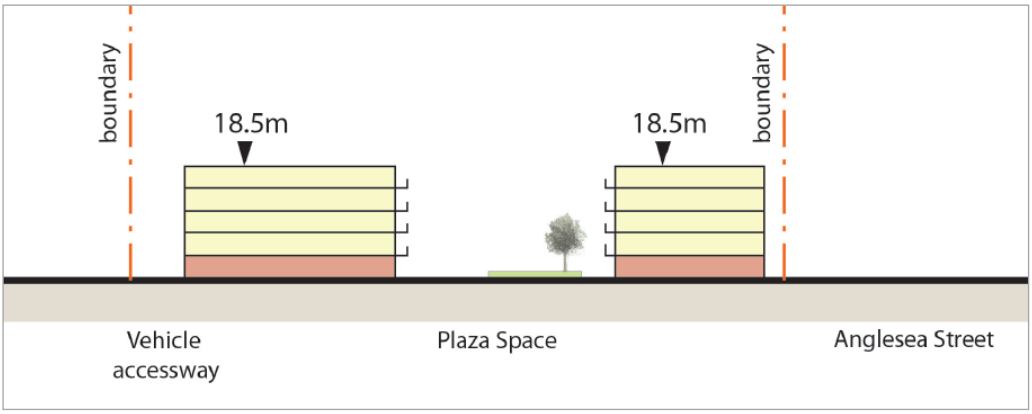


Figure 1.4.5e: Indicative concept cross section B-B for Key Development Site 1

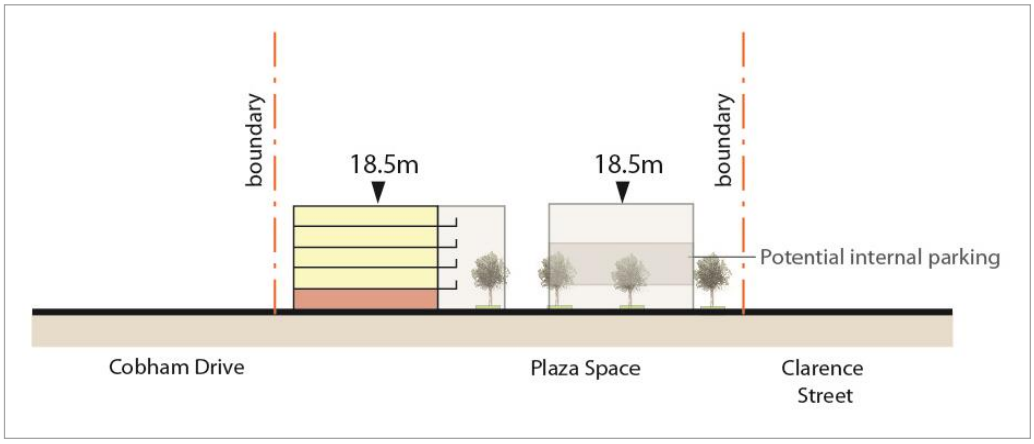


Figure 1.4.5f: Future development preference – indicative visualisation of potential future development showing active ground level, courtyards, streetscape improvements and five to six storey development emphasizing the gateway location



Figure 1.4.5g: Future development preference – architecture that responds to the site and its gateway location



Figure 1.4.5h: Future development preference – five storey commercial/mixed use with activate frontages along Clarence Street



Figure 1.4.5i: Future development preference – plaza space within the site



1.4.5.4 Key Development Site 2 – Corner of Alexandra and Hood Streets

Located in the Downtown Precinct, bounded by Alexandra, Hood and Anglesea Streets (refer to Figure 1.4.5j).

a) Site Characteristics

i. Flat, Central City site, 10,300m^2.

ii. Large block pattern.

iii. Currently dominated by car and service yards, and low density commercial uses (refer to Figure 1.4.5k).

iv. Located adjacent to an existing car parking building in close vicinity to Garden place and Victoria Street.

b) Key Design Principles

i. Maximise commercial development potential of the site, providing high quality offices with shared open space.

ii. Provide active frontages at ground level through appropriate commercial retail activities; increase public realm by requiring a 2m setback on Anglesea Street.

iii. Provide ongoing opportunity for existing uses including car sales, albeit in a higher amenity environment.

iv. Provide for through site links to assist in breaking up blocks, building upon wider proposals for future pedestrian connections.

v. Provide for underground parking where required.

c) Short term priority outcomes

i. Upgrade of Alexandra and western Hood Streets.

d) Medium to long term priority outcomes

i. Comprehensive development of sites, including provision of shared private public space and a pedestrian through link at mid block, between Anglesea and Alexandra Streets.

e) Proposed mix of uses on site

i. Net retail and commercial approx. 21,800m^2 (approximately 870 employees).

ii. No residential component is envisaged.

Figures 1.4.5l to 1.4.5r show indicative concepts and future development preferences that are consistent with the design principles for this site.

Figure 1.4.5j: Location map of Key Development Site 2



Figure 1.4.5k: Existing situation on Key Development Site 2 (2011)



Figure 1.4.5l: Indicative concept plan for Key Development Site 2 – long term vision

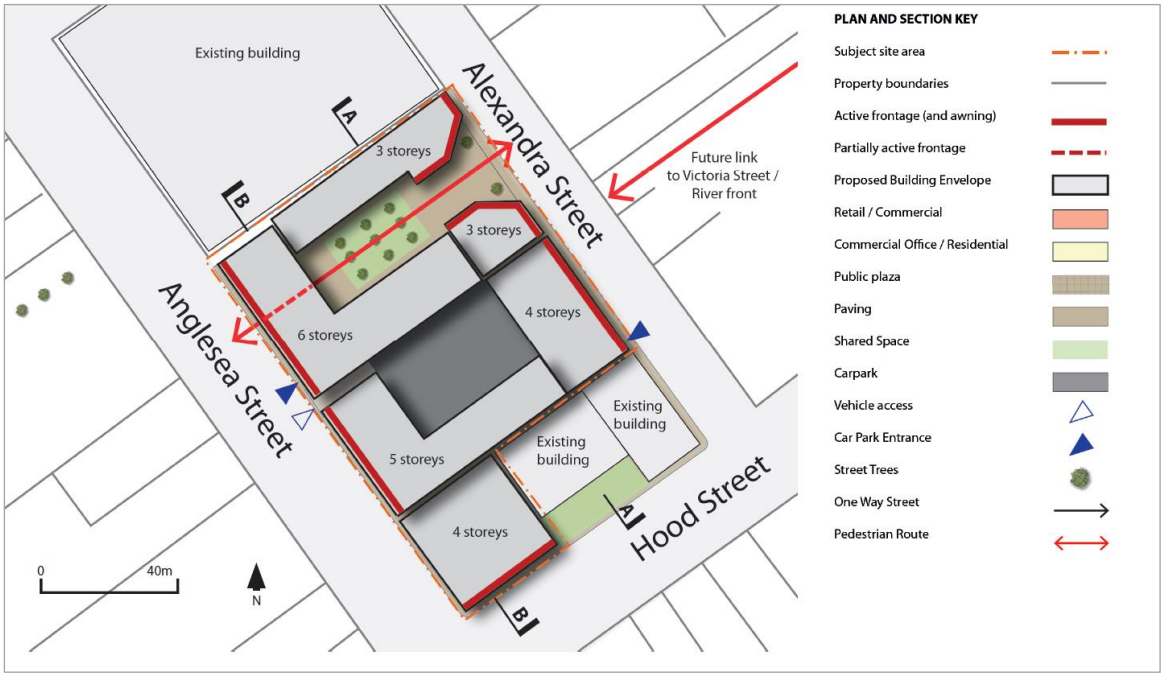


Figure 1.4.5m: Indicative concept cross section A-A for Key Development Site 1

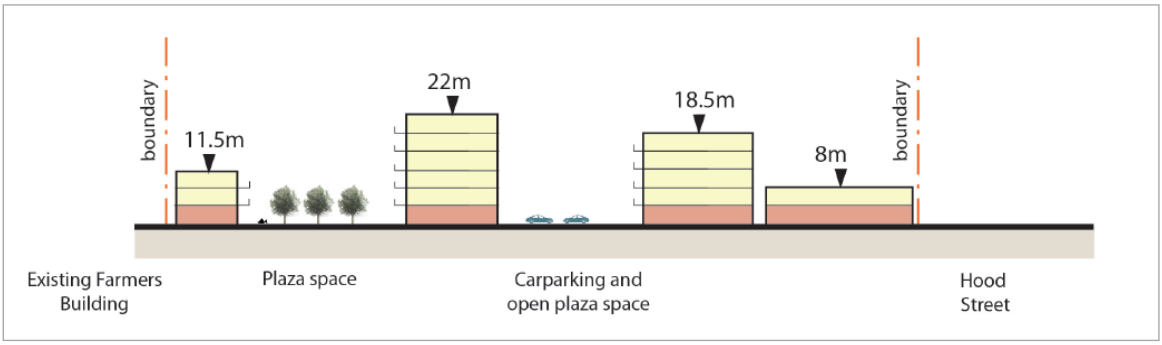


Figure 1.4.5n: Indicative concept cross section B-B for Key Development Site 1

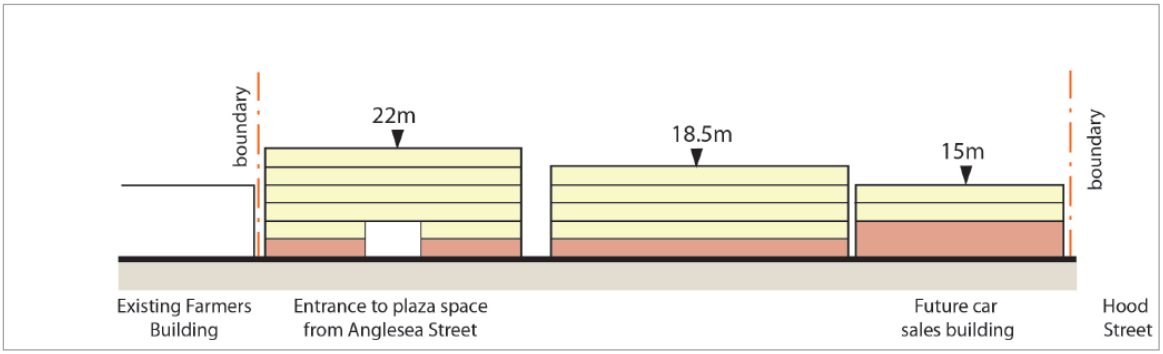


Figure 1.4.5o: Future development preference – Indicative visualisation of potential future development showing through-site links, active ground floor uses, improved streetscape, increased landscape amenity and high quality built form



Figure 1.4.5p: Future development preference – high quality, car showroom with offices above



Figure 1.4.5q: Future development preference – 3D model showing potential built form, with through-site links, internal courtyards and veranda cover



Figure 1.4.5r: Future development preference – internal public courtyard



1.4.5.5 Key Development Site 3 – Victoria on the River

Located in the Downtown Precinct, on Victoria Street (refer to Figure 1.4.5s).

a) Site Characteristics

i. Flat, riverside site, approximately 3,800 m^2.

ii. Located on Victoria Street, within the restaurant and cafe hub of the city

iii. Located adjacent to and with good views over the river; currently underutilised (predominantly parking) in relation to its strategic position within the city (refer to Figures 1.4.5t and 1.4.5u).

iv Potential to contribute to the revitalisation of the city centre and, in particular, enhance the relationship with the Waikato River.

b) Key Design Principles and Priority Outcomes

i. Maximise development potential of the site: provide for restaurant, cafe, small scale offices and similar uses at ground level, and for commercial and residential living at upper levels.

ii. Provide for a Riverfront promenade as outlined below in the indicative concept plan Figure 1.4.5v and in Figure 1.4.6b: Future Vision (2021).

iii. Provide north-south pedestrian access along the river's edge (through building setbacks), implemented over time with adjoining sites.

iv. Respect the existing built form pattern along Victoria Street through appropriate scale.

v. Residential and commercial units to have access to high amenity outdoor space.

vi. Provide access from Victoria Street through to public open space, adjacent to the river's edge.

vii. Provide for vehicle parking away from Victoria Street preferably underground, undercroft (sleeved) or at upper levels (subject to viability).

c) Short term priority outcomes

i. Masterplanning and redevelopment of site as a comprehensive development; access to public open space adjacent to rivers edge.

d) Medium to long term priority outcomes

i. Provision of access to lower river walkway, continued access along adjacent sites.

ii. Access to construction of, a pedestrian bridge across the river.

e) Proposed mix of uses on site

i. The site has the possibility to provide for up to approximately 10,000m2 of gross floor space.

ii. Land use at ground level should be limited to retail and small scale office activities.

iii. Land use at upper levels may be commercial and/or residential.

Figures 1.4.5v to 1.4.5cc show indicative concepts and future development preferences that are consistent with the design principles for this site.

Figure 1.4.5s: Location map of Key Development Site 3



Figure 1.4.5t: Existing situation on Key Development Site 3 (2011)



Figure 1.4.5u: Existing situation on Key Development Site 3 (2011)



Figure 1.4.5v: Indicative concept plan for Key Development Site 3 – long term vision

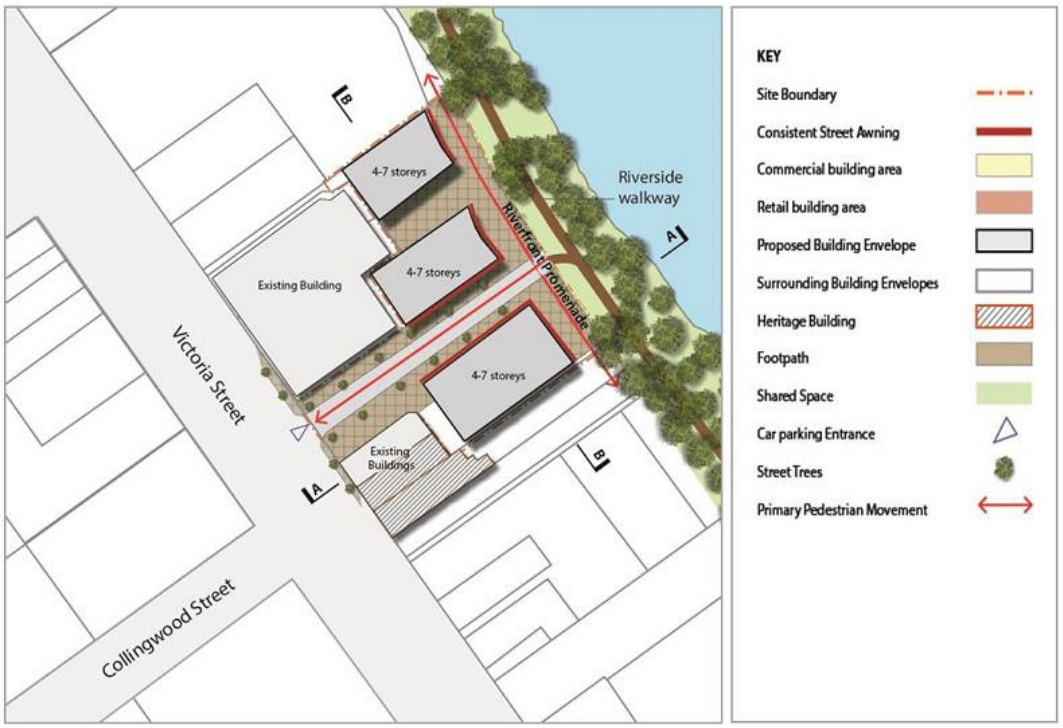


Figure 1.4.5w: Indicative concept cross section A-A for Key Development Site 3

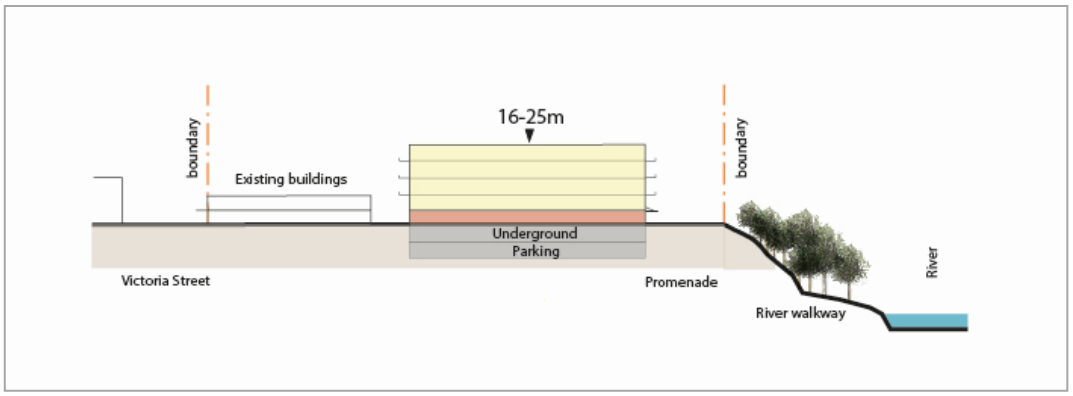


Figure 1.4.5x: Indicative concept cross section B-B for Key Development Site 3

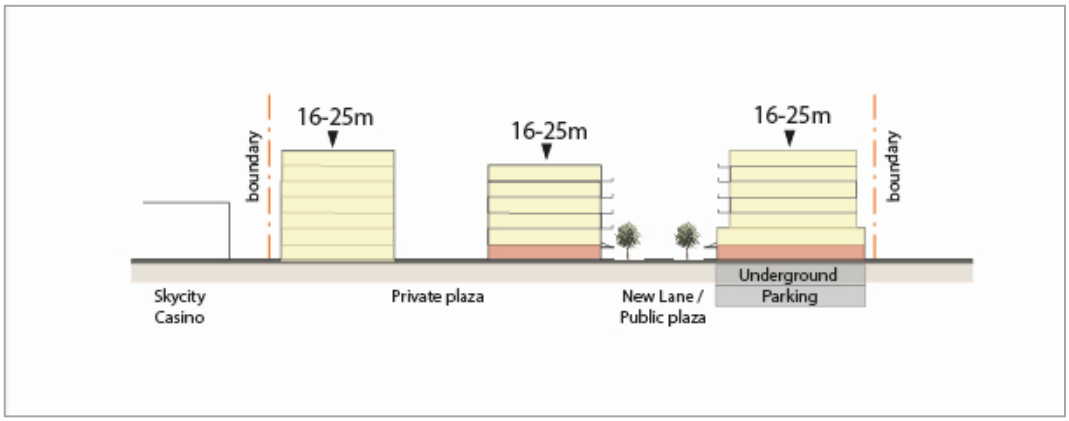


Figure 1.4.5y: Future development preference – upper level riverfront promenade and recreation space



Figure 1.4.5z: Future development preference – internal laneway/shared lane with active frontages



Figure 1.4.5aa: Future development preference – courtyard dining along an internal laneway with active frontages



Figure 1.4.5bb: Future development preference – Indicative visualisation of potential development showing a high quality through-site link connecting Victoria Street with the riverfront, active ground floor frontages, veranda cover and landscaping



Figure 1.4.5cc: Future development preference – indicative visualisation of future promenade along Victoria on the River, with access down to the river walkway and to a future river crossing



1.4.5.6 Key Development Site 4 – Warehouse/Kmart/Transport Centre Site

Located in the Downtown Precinct, bounded by Anglesea, Ward and Tristram Streets (refer to Figure 1.4.5dd).

a) Site Characteristics

i. Flat Central City site, 46,160m^2.

ii. Currently dominated by low density, large format, commercial use with little or no relationship to the surrounding public realm (refer to Figures 1.4.5ee and 1.4.5ff).

b) Key Design Principles

i. Maximise development potential of the site, providing flexibility and ensuring a high quality public realm is delivered, particularly along Ward and Bryce Streets.

Practice Note: Make full use of development potential, include a mix of uses and focus on the contribution of the building to the public realm.

ii. Provide frontages which promote activity and passive surveillance to provide for good pedestrian amenity on high pedestrian routes.

Practice Note: Provide active frontages to Key Development Site 4 where:

1. The buildings with public road frontage and frontage onto a through site link shall:

- *Provide at least 75% of the primary active frontage, and at least 50% of the secondary active frontage or through site link, as clear glazing (or equivalent) at ground floor level.*
- *Be capable of use for displaying goods and services to passing pedestrians.*
- *Not have painted, covered or otherwise altered glazed areas so as to render them ineffective in achieving the purpose of this rule.*

2. *Vehicular access across active frontages shall not use any more than 10% of the defined frontage.*
3. *The principle public entrance to a building shall be provided from the active frontage.*
4. *All storage areas should be situated within or to the rear of the buildings.*

iii. Provide for a north-south pedestrian through site link between Bryce Street and Ward Street through Key Development Site 4.

Practice Note: Enable a legible pedestrian connection and through site link that responds to or enhances pedestrian permeability, between street Ward Street and Bryce Street, taking into consideration the Transport Centre, traffic movements and potential pedestrian crossing points along those streets.

iv. Enhance crossing points between north and south blocks over Bryce Street while enabling traffic flows and access to parking along Bryce Street.

v. Provide appropriate built form to create a gateway to the Downtown Precinct.

Practice Note: The built form on the corner of Tristram and Ward Streets should reinforce the gateway function through appropriate height, architectural form and detailing.

vi. Protect the public transport function of the Transport Centre.

Practice Note: Maintain vehicle access points for the safe and efficient movement of the public transport vehicles to and from the transport centre.

c) Short term priority outcomes

i. Upgrade of Anglesea and Ward Streets.

d) Medium to long term priority outcomes

i. Comprehensive development of sites, to deliver a gateway building and attractive, safe streets and pedestrian spaces (including through site connectivity) which connect to the wider movement network.

e) Proposed mix of uses on site

i. A wide range of activities are appropriate for the site including retail, commercial office, cafes and restaurants, education, car parking buildings, residential apartments and other uses that add to the vitality of the city centre.

Figure 1.4.5dd: Location map of Key Development Site 4



Figure 1.4.5ee: Existing situation on Key Development Site 4 (2011)



Figure 1.4.5ff: Existing situation on Key Development Site 4 (2011)



Figures 1.4.5gg to 1.4.5kk show indicative concepts and future development preferences that are consistent with the design principles for this site.

Figure 1.4.5gg: Indicative concept plan for Key Development Site 4 – long term vision

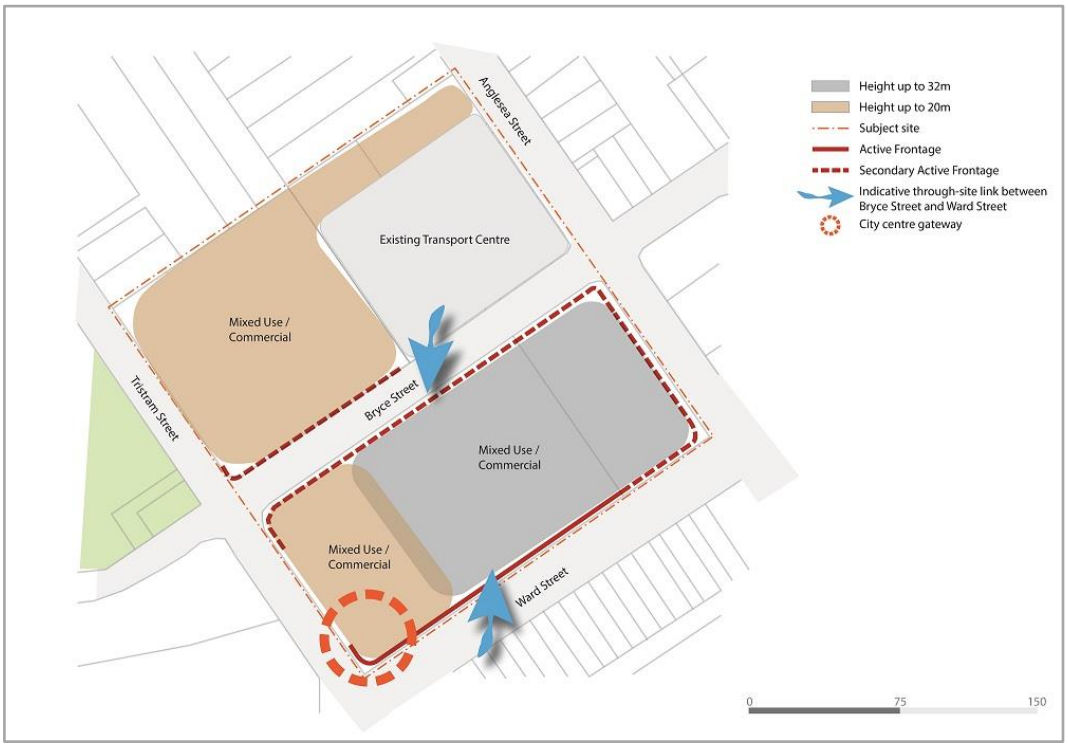


Figure 1.4.5hh : Future development preference – indicative visualisation of potential development showing an improved streetscape with increased pedestrian priority, active ground floor uses, enhanced landscaping and high quality built form contributing to a 'human scale' along the street.



Figure 1.4.5ii : Future development preference – activated through site link, human scale development



Figure 1.4.5jj : Future development preference – high quality built form, improved streetscape and landscaping



Figure 1.4.5kk : Future development preference – local dining along street edge/laneway



1.4.5.7 Key Development Site 5 – Countdown Site, Anglesea North

Located in City Living Precinct, bounded by Anglesea, Vialou and Liverpool Streets (refer to Figure 1.4.5ll).

a) Site Characteristics

i. Flat Central City fringe site, 15,600m^2.

ii. Site is occupied by large format food retail with a service station on the corner (refer to Figure 1.4.5mm)

iii. Located on a prominent entry corner and potential future gateway to Hamilton's Central City.

iv. Site design and surrounding street radii based on vehicle access.

v. One block away from significant open space (west of Tristram Street).

vi. Building is set back from the street with carparking in front.

b) Key Design Principles

i. Continue to support the existing supermarket activities on site, as a building block for future high density residential living within the northern city area.

Practice Note: Supermarket activities have the potential to support future residential development on and around the subject site and are therefore encouraged (although not essential), either in their current form, or within an alternative more compact form in the future.

ii. Provide for high amenity pedestrian routes around and through the site.

Practice Note: Where practicable, pedestrian routes through the site be provided to increase permeability. These routes should be free of conflict with vehicles, have good CPTED qualities, high landscape amenity, visual interest and be well connected to a wider pedestrian network of desire lines.

iii. Comprehensive redevelopment of the site should support the gateway function of the site.

Practice Note: The built form of the corner of Anglesea and Liverpool Streets should reinforce the gateway function through appropriate height, architectural form and detailing.

iv. Provide building frontages which promote activity and passive surveillance to provide for good pedestrian amenity and support the shift to a mixed use area.

Practice Note: Building frontages, particularly at ground level, should provide for interest through the use of architectural features and textures. Passive surveillance of the street should be provided by active uses and glazing at ground level, pedestrian entry and exit points. Storage and services areas which detract from good building frontage should be placed internal to the site and away from the public street frontage.

c) Short term priority outcomes

i. Develop a public realm masterplan to establish Council led projects that will reinforce the change in land use and encourage different modes of travel – walking and cycling (refer to Figure 1.4.5nn).

d) Medium to long term priority outcomes

i. Continue to implement the public realm masterplan that has been developed, including the creation of a northern entry boulevard along Anglesea Street with pedestrian and cycling provision.

ii. Celebrate and mark the city entrance through development of an appropriate marker building at the corner of Anglesea and Liverpool Streets.

e) Proposed mix of uses on site

i. Retail, commercial office, education, and other uses that add vitality to the city centre.

Figure 1.4.5ll: Location map of Key Development Site 5



Figure 1.4.5mm: Existing situation on Key Development Site 5 (2014)



Figures 1.4.5nn to 1.4.5uu show indicative concepts and future development preferences that are consistent with the design principles for this site.

Figure 1.4.5nn: Indicative concept plan for Key Development Site 5 – long term vision

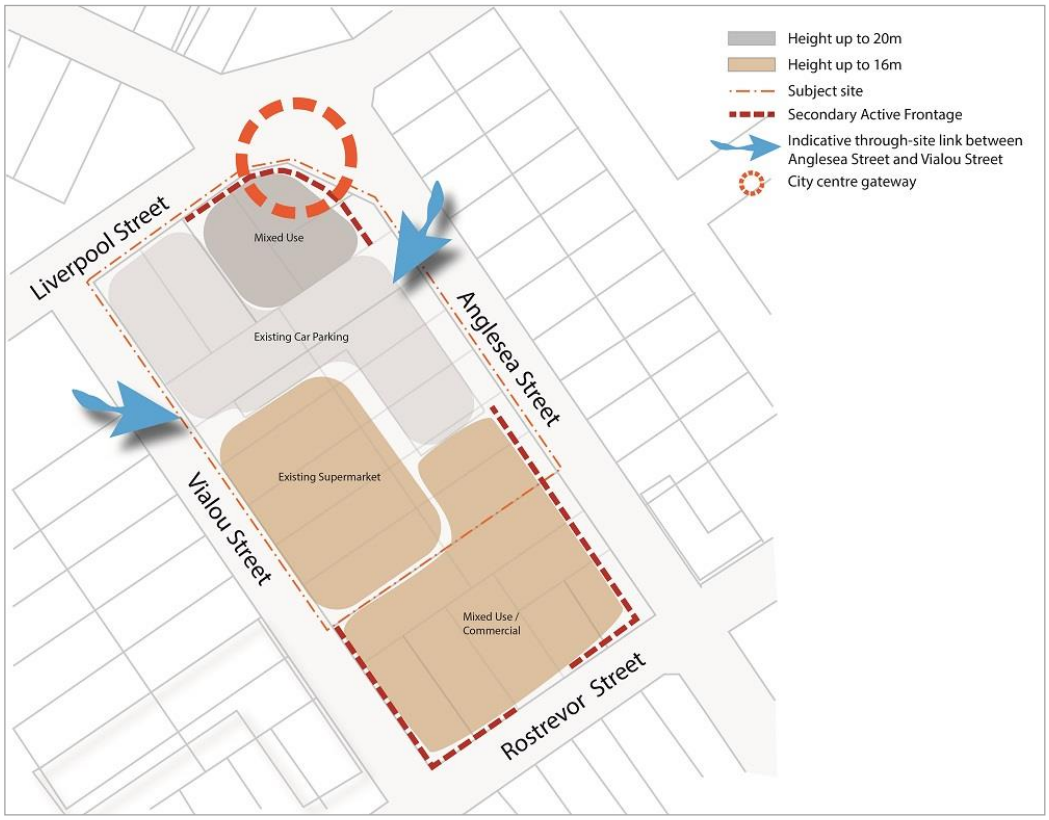


Figure 1.4.5oo: Future development preference – integrated pedestrian and vehicle spaces



Figure 1.4.5pp: Future development preference – integrated pedestrian and vehicle spaces



Figure 1.4.5qq : Future development preference – high quality landscaping within carparks



Figure 1.4.5rr : Future development preference – improved pedestrian space/public realm providing opportunities for passive recreation



Figure 1.4.5ss: Future development preference – Indicative visualisation of potential development showing high quality built form, active frontages and sleeved carparking.



Figure 1.4.5tt: Future development preference – Indicative visualisation of potential development showing a gateway entrance to the Central City from the North, looking down Anglesea Street. High quality built form, improved streetscape and landscaping is promoted at gateway locations



Figure 1.4.5uu: Future development preference – indicative visualisation of potential development including possibility for enhancing connections with surrounding pedestrian and cycle linkage



1.4.5.8 Key Development Site 6 – Sonning

Located in the Downtown Precinct on the eastern side of the Waikato River (refer to Figure 1.4.5ww)

a) Site Characteristics

i. Flat, Central City fringe site, 9,700m^2.

ii. Site is used for car parking and Sunday Farmers' Market.

iii. Located on a prominent entry point to Hamilton's Central City.

iv. Used as a pedestrian route between the Central City and Claudelands Event Centre.

v. Western boundary adjoins the Waikato River margins and bank.

vi. Northern boundary adjoins existing residential development.

vii. Access off River Road on northern part of the Eastern Boundary. Significant portion of the eastern boundary adjoins the bridge buttressing for River Road crossing the railway line and Claudelands Road.

viii. Southern boundary adjoins the railway line. A pedestrian footbridge connects Sonning to Claudelands Bridge.

b) Key Design Principles

i. Development must maintain the amenity of the adjoining residential area to the north.

ii. Active ground floor use to attract people to visit the site and enhance the viability of development.

iii. Provide for safe and more clearly defined pedestrian and cycle paths through the site, along desire lines.

iv. Potential for a sleeved parking building serving the site and providing parking for Central City visitors.

c) Proposed mix of uses on site

i. Promote a mix of uses such as retail, offices, apartments and/or visitor accommodation.

Figures 1.4.5xx and 1.4.5yy show indicative concepts and future development preferences that are consistent with the design principles for this site.

Figure 1.4.5ww: Location map of Key Development Site 6



Figure 1.4.5xx: Indicative concept plan for Key Development Site 6

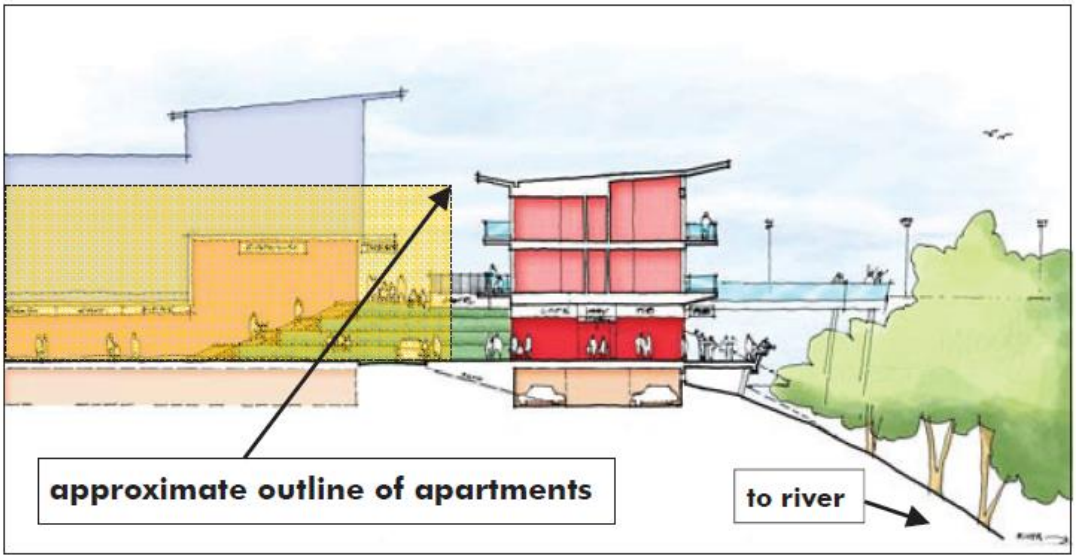
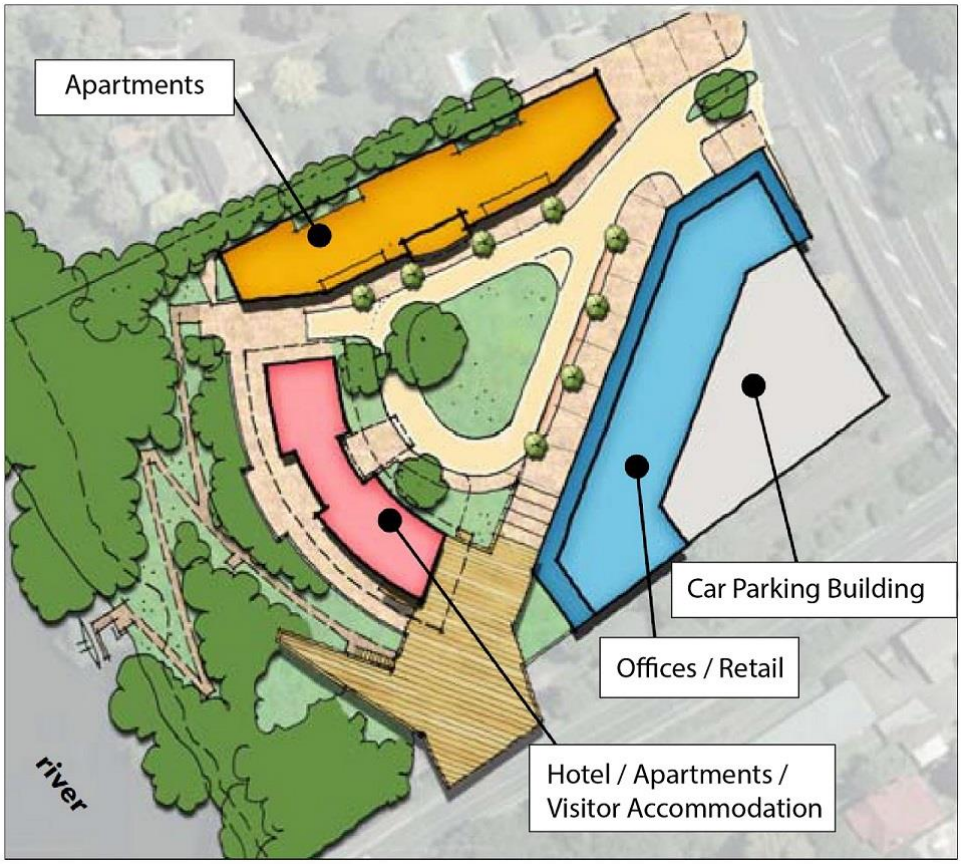


Figure 1.4.5yy: Indicative concept plan for Key Development Site 6



1.4.6 Riverfront Development Design Guide

1.4.6.1 Purpose

These design guidelines are developed to assist groups, landowners, developers, professionals and Council to prepare and assess applications for development within the Riverfront Overlay area as shown in Appendix 5 Figure 5-1.

This design guide applies to development within the Riverfront Overlay area, as shown in Appendix 5 Figure 5-1, and demonstrates how the area can evolve in a way which embraces the Waikato River as part of the Central City.

The existing river frontage in Hamilton is hidden from the Central City. There are a number of obvious connections between Victoria Street and the river's edge and existing built form turns its back on the river. To encourage the establishment of such connections in the public's favour, Council will, in line with the provisions for the Central City, provide incentives through additional height.

This area presents a major opportunity for Hamilton to create a premier public open space along the river's edge, supported by safe and legible connections and attractive and sustainable built form.

1.4.6.2 How to use the Design Guide

Applications for new buildings, including alterations and additions to existing buildings, within the Riverfront Overlay area as shown in Appendix 5 Figure 5-1 should provide an

assessment against the guidance outlined within this Appendix. In particular, it is expected that the proposed design will promote the key design principles, either as shown within the indicative development concepts, or in another manner that achieves a comparable outcome.

1.4.6.3 Background

a) Figure 1.4.6a illustrates the existing situation along the riverfront in Hamilton's Central City. This shows sparse built form and an abundance of 'dead space' along the river's edge, currently utilised for parking or 'back of house' services.

b) The existing open space along the river's edge, (Soldiers Memorial Park and Jesmond Park to the East and Grantham Reserve and the area surrounding the Rowing Club to the west) provide green 'book ends' framing the river and providing strong potential for improved connections along the river front itself and across the river from west to east.

c) There are several 'character' and heritage buildings located along Victoria Street, and these have been highlighted in the plan. It is recommended that heritage buildings be preserved and enhanced with adjacent buildings sympathetic in scale, form and colour.

d) Building height ranges from 3-4m to 30m along the river's edge, with higher buildings generally used as hotel and accommodation facilities. The form of the buildings ranges from small, narrow shop frontages to large format buildings such as the Casino.

e) There are several spaces between buildings (refer to Figure 1.4.6a) that could provide successful linkages from Victoria Street to the river's edge.

f) Activation of these spaces is fundamental to ensuring use and safety. Existing connections to the river are provided down Sapper Moore-Jones Place, the Riff Raff reserve connection and Alma Street.

1.4.6.4 Design Objectives

The following design objectives identify a future vision for Hamilton's Riverfront (refer to Appendix 5 Central City Zone, Figure 5-1 Central City Zone Precinct Plan).

A riverfront promenade will develop over time, with initial public space along the river's edge taking the form of 'pocket parks', as illustrated in Figure 1.4.6b.

Over time, new buildings will set back from the river's edge, and some areas will be built out in front of existing buildings to create a continuous riverside promenade, refer Figure 1.4.6c.

Design Objective	
A Public Riverfront	a) The riverfront will be developed as Hamilton's premiere public space, providing opportunities for people to access and appreciate the Waikato River.
A Connected Riverfront	b) The riverfront will be safely and easily accessible from Victoria Street via streets and laneways. Additional pedestrian connections from the east side of the river will

Design Objective	
	improve pedestrian connectivity not only to the river front, but also to the Central City.
An Active Riverfront	c) The riverfront will be an active public space, with buildings fronting on and opening out on to a riverside promenade. d) This area will be prime real estate, with high quality new development creating complete street blocks between the river and Victoria Street.
A Sustainable Riverfront	e) The riverfront will be sustainable. Built form will carefully consider daylighting principles to ensure that the buildings provide a pleasant environment both within the buildings themselves and also the public spaces which surround them and open out on to the river.
An Iconic Riverfront	f) The riverfront will be iconic – a destination within Hamilton, Waikato and New Zealand. A pedestrian bridge connecting west to east will be a feature, attracting people to the river's edge. The materials, lighting and landscaping along the promenade will be of a high quality, reflecting the significance and beauty of the Waikato River.

1.4.6.5 Design Principles

The following design principles provide guidance as to how the riverfront area should be developed over time to achieve the objectives listed above and the 2021 and 2041 vision (refer to 1.4.6b and 1.4.6c).

These design principles have informed District Plan rules and ensure riverfront development is appropriate and will not degrade or detract from this area of natural amenity.

Design Principles	
Promenade and open space	a) As part of the development or redevelopment of any site adjoining the Waikato Riverbank area between London Street and Sapper Moore-Jones Place, provision shall be made for a continuous pedestrian promenade. b) The minimum width of the promenade is 5m, providing adequate space for pedestrian and cycle access. c) Open space in key locations (i.e. those identified within the medium and long term visions for the Riverfront) shall be provided with minimum dimensions of 15m in width alongside the promenade, to provide room for outdoor dining and other activities. Such space shall be accessible and appropriately designed and landscaped to achieve safe, attractive, comfortable space for use by patrons of restaurants, cafes and the general public. d) All public space, including the promenade, shall be designed in accordance with best practice CPTED principles.

Design Principles	
Height	e) Height allowance will be in relation to provision of public space. Where significant public space is provided (in the form of promenade, public open space or similar, either connecting between Victoria Street and the Riverfront, or along the Riverfront) and gateway locations, additional height shall be provided for. Importantly, height will assist and enable the reading of the cityscape such that taller buildings will be associated with greater public accessibility to the Riverfront.
Built form	f) Building setbacks, in addition to preserving general amenity values, will assist to preserve daylighting, human scale and openness of the proposed promenade (and reduce wind tunnelling effects). Buildings with boundaries adjoining the Riverbank will be required to have a minimum setback of 5m. g) In relation to the setbacks from internal boundaries at upper levels (i.e. fourth level and above), assessment criteria will facilitate a more enabling approach to guide whether the proposal minimises shadowing and loss of natural light on existing adjacent buildings by providing adequate separation between the proposed and existing development. h) Importantly, additional height allowance will be provided for where setbacks from boundaries provide for through-site links and public open space along the riverfront (refer to Figure 1.4.6d). i) Based on the height and built form principles, the preferred built form will be one of narrow buildings running perpendicular to the riverfront, providing for through-site links to the riverfront.

1.4.6.6 Design Interventions

Figures 1.4.6b and 1.4.6c identify six medium-term interventions for key areas or catalyst sites key to realising the design objectives for the Riverfront Area.

Area/Site Reference Refer to Figures 1.4.6b and 1.4.6c	Design Interventions
1	Promote events and temporary activities within this space, drawing people to the river's edge and keeping people engaged through its evolving and temporary nature.
2	Encourage the formalisation of laneways and through-site links into public spaces. Activate laneways through ground-floor activities, such as 'hole-in-the-wall' cafes and encourage upper levels to overlook these spaces to promote safety and CPTED principles.
3	Key Development Site 3 – Victoria on the River (refer to 1.4.5.5).
4	Use streets connecting Victoria Street to the river's edge as key pedestrian links and areas of public space. Open out views to the river at the end of these streets, where possible, and connect the end of the street with the upper-level promenade. Encourage active, ground-floor uses with buildings fronting on to these streets.

Area/Site Reference Refer to Figures 1.4.6b and 1.4.6c	Design Interventions
5	Encourage the development of the 'Art Post' site in line with some of the initiatives outlined as part of the City Heart project, with additional built form complementing the Waikato Museum and better embracing its riverfront location.
6	Encourage the continuation of an upper-level riverside promenade along the western river bank through walkways, built out from the river bank where necessary to connect 'pocket parks' or areas of public space along the riverfront.
7	Provide at least eight pocket parks at regular intervals along the upper level promenade, terminating at major through-links, to act as activity nodes along the promenade that will support and encourage walking and enjoyment of the river environment.

Figure 1.4.6a: Existing Situation (2011) – An analysis of the existing riverfront, illustrating areas of vacant or underutilised space, age of buildings and potential connections

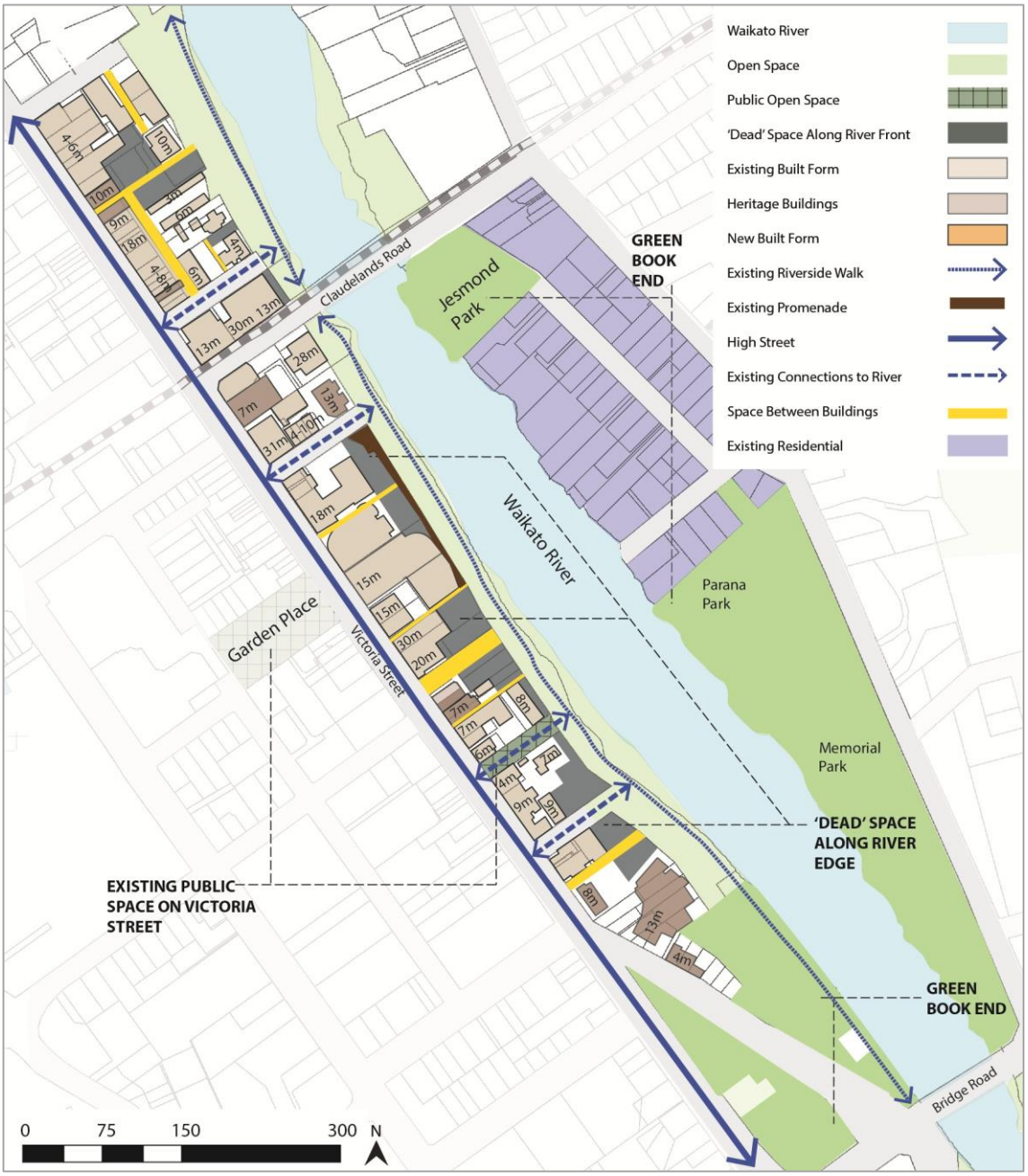


Figure 1.4.6b: Future Vision (2021) – Visual representation showing potential development along the riverfront at 2021, beginning with pockets of public spaces

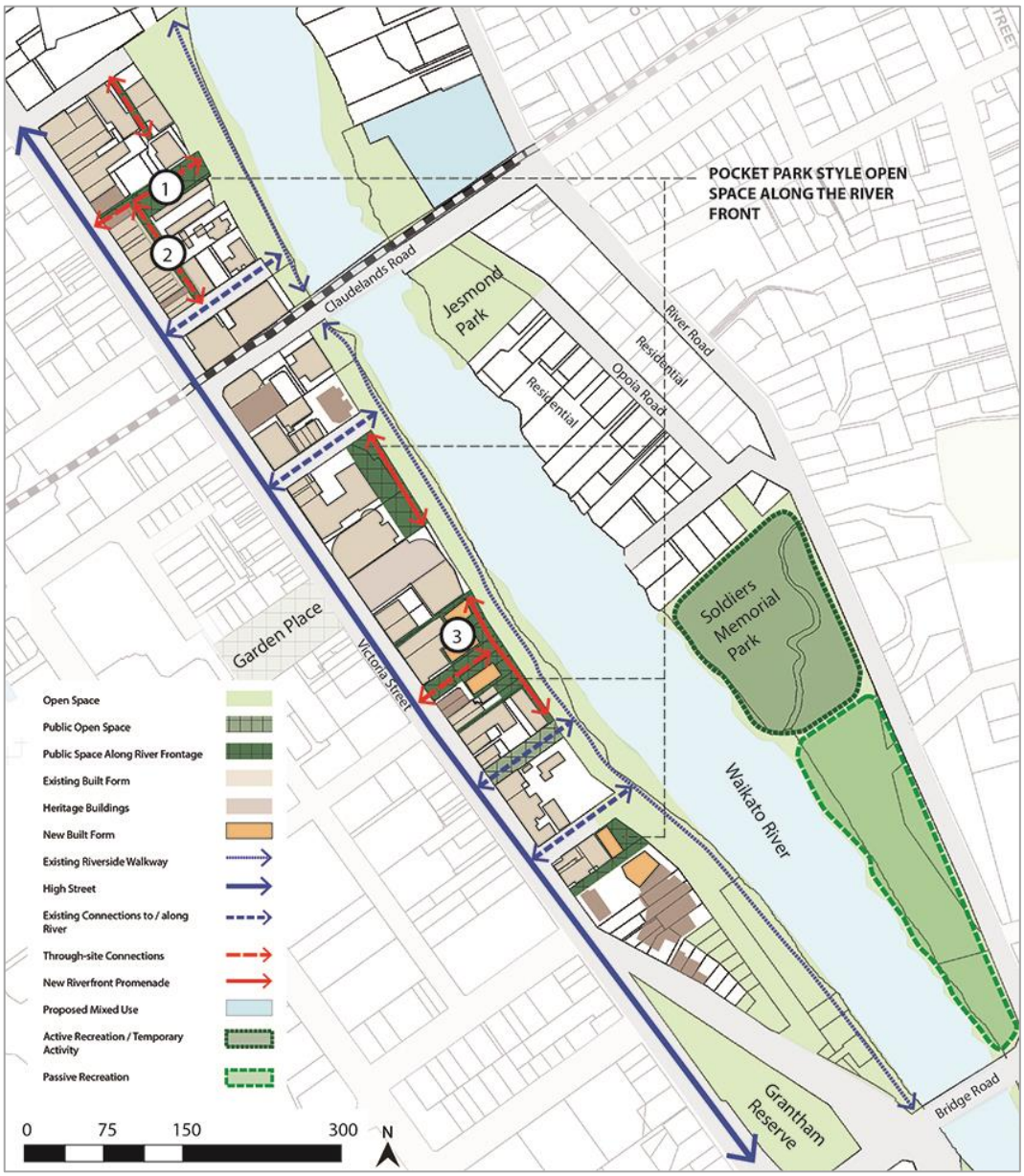


Figure 1.4.6c: Future Vision (2041) – Visual representation showing potential development along the riverfront (including indicative development within Opoia) and a continuous pedestrian promenade

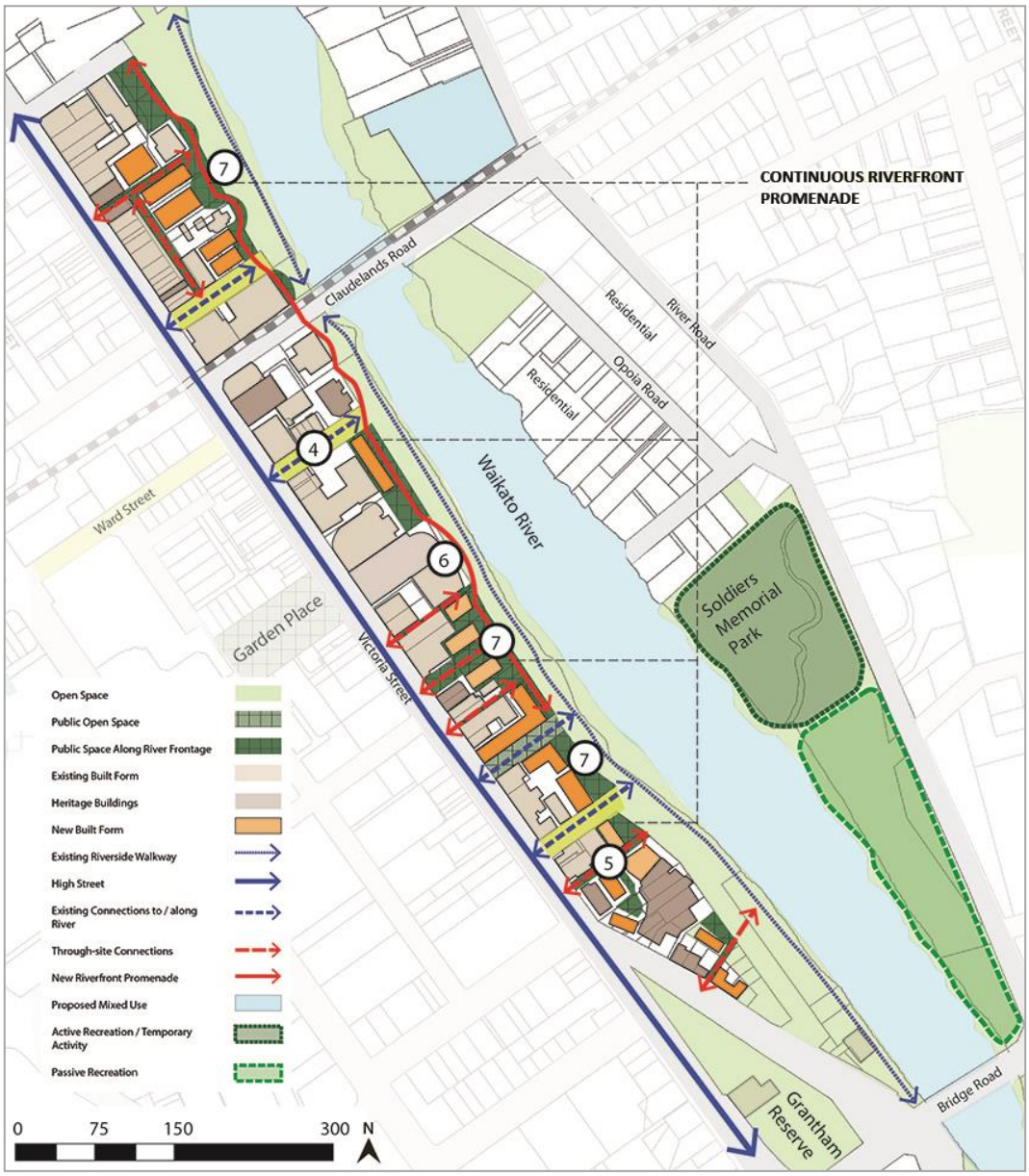
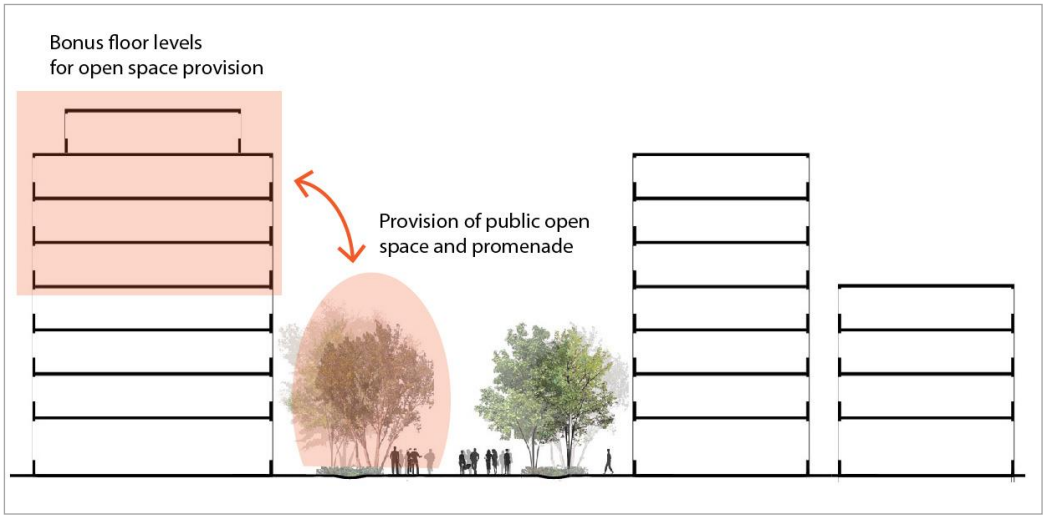


Figure 1.4.6d: Illustrating potential bonus height allowances when through-site linkages and public spaces are provided by development proposals along the riverfront



1.4.7 Lake Waiwhakareke Landscape Character Area Design Guide

1.4.7.1 Purpose

The Rotokauri Structure Plan, the Special Natural Zone and the Rotokauri – Lake Waiwhakareke Landscape Character Area identify the need to protect and enhance the special character of the Lake Waiwhakareke area. The District Plan's rules regarding development and subdivision provide controls that will enable a sensitive response to this character.

Where these rules provide for an element of discretion through the ability of Council to impose conditions on, this guide provides further description and amplification of the area's particular character. This will assist with consistent interpretation and provide more certainty to the development industry.

The Guide recognises Council's commitment to the adaption of best practice urban design techniques as expressed in its urban design guide, *Vista*.

1.4.7.2 How to Use This Guide

Applications for development within the Rotokauri - Lake Waiwhakareke Landscape Character Area as shown on the planning maps provide for an assessment against the guidance outlined within this Appendix.

Within each element, the design guidelines are organised as follows.

Explanation

Rationale for that particular design element and how it contributes to the development of a sustainable neighbourhood.

Design consideration

Consideration to guide development outlining how a proposal should respond to particular elements of character.

Design guideline

Representative of good design solutions which help achieve the design consideration. They do not however preclude other ways of achieving good design.

1.4.7.3 Background

The Lake Waiwhakareke Landscape Character Area represents a distinctive landscape unit which is defined by Rotokauri Road to the east and north, Brymer Road to the west and Baverstock Road to the south. The characteristics of the Lake Waiwhakareke Landscape Character Area are described in the operative Waiwhakareke Natural Heritage Park Management Plan 2011 and summarised in this guide. This character is derived from the unique combination of natural, cultural and recreational values present in and around the lake and the Natural Heritage Park. Together the lake and Natural Heritage Park create a focal point for adjoining development and provide very significant and cultural opportunities that need to be recognised and reflected through future development.

The lake and the extensive natural areas provided within the Natural Heritage Park, combined with the sharply undulating topography that frame them, clearly sets this part of the Rotokauri Structure Plan area apart from the area to the north of Rotokauri Road.

The following character elements have influenced how the Rotokauri Structure Plan and Special Natural Zone seeks to manage development in this area.

- The sharply undulating topography of the area and the way in which it provides a point of difference in the landscape
- The native ecology of and the recreational resource presented by the Natural Heritage Park (including its value as an educational resource)
- The lake itself and its role in providing a strong focal point for the area
- The natural drainage pattern of the area
- The historic and cultural values associated with the area.

1.4.7.4 Understanding the Context

a) Explanation

The Lake Waiwhakareke Landscape Character Area is located at the southern end of the Rotokauri Structure Plan, in close proximity to existing urban development along Baverstock Road and to a lesser extent along Rotokauri Road. It will be dominated by the 50ha Natural Heritage Park that is ultimately intended to become a self-sustaining habitat sanctuary surrounding Lake Waiwhakareke and representative of the original ecosystem diversity of the Hamilton Basin.

The Natural Heritage Park will be managed by the operative Waiwhakareke Natural Heritage Park Management Plan 2011. This provides a framework for the future management of the Park and identifies some key concepts to consider during development of the Lake Waiwhakareke Landscape Character Area. The importance of the location of the entrances to the Park, treatment of the park edges, the planting scheme, the community parks and proposed street furniture design for the residential area are explained within this guide.

The context for development in the surrounding area is established by the Rotokauri Structure Plan. The key locational relationships to note are the presence of Hamilton Zoo adjacent to the southwestern corner of the Heritage Park, the neighbourhood centre proposed to the northeast, the proximity of the Wintec Rotokauri Campus and Nga Taiatea Wharekura School, the green corridor running from Lake Waiwhakareke and the importance of Rotokauri Road as a public transport corridor.

In order to design a development that respects the unique characteristics of a particular location, it is necessary to conduct the following:

- Context analysis
- Site analysis

b) Context analysis – Design consideration

Proposals should demonstrate an understanding of the context of the site, its relationship to the natural and surrounding built environment and the impact that has on the design of the site.

Design guideline

Prepare plans, diagrams and maps that illustrate the location of the site and its characteristics in relation to:

- Proximity to nearby services – shops, transport, schools, other services or recreation facilities
- Immediate surrounds – natural landscape, significant vegetation or waterways, buildings and land uses
- Adjoining infrastructure – roads, open spaces, public transport services

c) Site analysis – Design consideration

Proposals should demonstrate an understanding of the particular features of the site itself, both its natural features and character of the adjacent built up area.

Design guideline

Prepare plans, diagrams and maps that illustrate the characteristics of the site particularly in relation to:

- Natural features – slope, topography, vegetation, waterways, geotechnical considerations
- Orientation – prevailing winds, sun and shading (winter and summer), views, overlooking (to and from neighbours)
- Movement – desire lines, missing links to surrounding neighbourhoods (e.g. from Neighbourhood Centre and Wintec Rotokauri Campus through to Heritage Park and to Hamilton Zoo)
- Other features that may influence site layout – e.g. nearby open spaces, arterial roads

1.4.7.5 Designing for Topography

a) Explanation

The Lake Waiwhakareke area derives a major element of its character from topography. This is sharply undulating in its form with prominent east-west orientated ridgelines that give detail to the area, and provide a point of difference in the landscape.

The ridges and slopes act as local landmarks and enable long distance views to be gained both north to the Hakarimata Ranges and south to Lake Waiwhakareke. Utilising these opportunities will help create a sense of place and a stronger connection to the surrounding landscape.

Retaining the underlying landform is an important part of ensuring that the area's character is preserved once development occurs (refer Figure 1.4.7a). Particular consideration should therefore be given to:

- Designing for slope
- Alternating slope and landform
- Orientation and outlook

b) Designing for slope – Design consideration

Proposals should avoid unnecessary loss of underlying landform, to reflect the character of the site and surroundings and retain the significant features of the site.

Design guideline

- Minimise need for major engineering intervention
- Use existing topography and land features to define the structure of the subdivision – street layouts, open space, view shafts and building platforms (Refer Figures 1.4.7a, 1.4.7b and 1.4.7c)

Figure 1.4.7a: Design with existing features – landform, vegetation, waterways

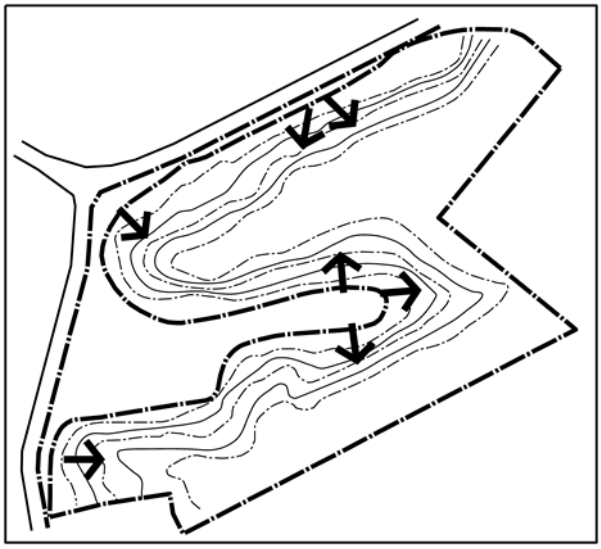
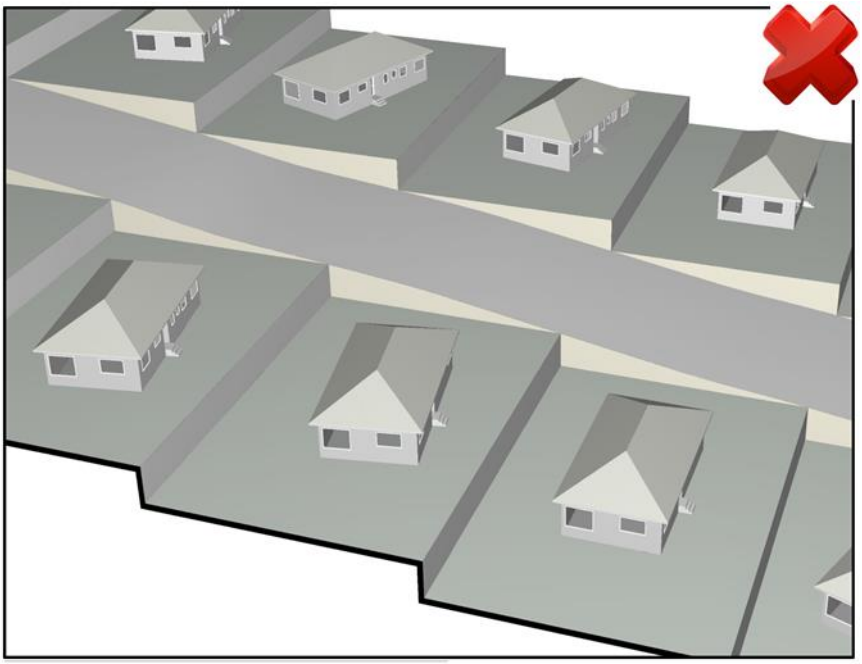


Figure 1.4.7b: Design that has worked with existing features – landform, vegetation, waterways



Figure 1.4.7c: Design that has not worked with existing features – landform, vegetation, waterways



c) Altering slope and landform – Design consideration

Where it is necessary to re-contour land to allow for access and building platforms, the intervention should not be large scale or visually obvious once planting has matured.

Design guideline

Site contouring and retention should be on a site-by-site basis to allow building platforms to be formed. House designs should be customised to reflect the slope and orientation of the site, discouraging single platform for each site on sloping terrain.

Use of retaining walls should be minimised by terracing and planting to mimic the natural features, particularly when viewed from the transport corridor.

d) Orientation and outlook – Design consideration

Proposals should take advantage of the sloping terrain to maximise the views available from both individual properties and the public realm (transport corridors and open spaces).

Design guideline

Consider long and short views when aligning transport corridors, open spaces and walkways to provide glimpses of the surrounding landscape and natural features.

1.4.7.6 Reinforcing Local Character

g) Explanation

The Natural Heritage Park will be a defining element of this area's character and surrounding development will establish both a physical and a natural relationship with it.

Residents will have the advantage of a large public space on their doorstep, notwithstanding that access to the Park will be limited and controlled. The Natural Heritage Park will incorporate small community parks at its entrances and these will serve as local purpose reserves.

The way in which landscaping treatments are handled within the developed areas can reinforce the natural settings of the Natural Heritage Park and provide a stronger sense of place and character for the neighbourhoods created around it.

The overall goal for the Natural Heritage Park is to create a self sustaining habitat sanctuary that represents the original ecosystem for this part of Hamilton. The Heritage Park Management Plan identifies the vegetative species appropriate for the differing terrain encountered within the area, such as ridge tops and hill slopes.

Important considerations are therefore:

- Physical and visual relationship to the Natural Heritage Park
- Links to and between existing habitats and features
- Species and planting combinations

b) Physical and visual relationship to Heritage Park – Design consideration

Surrounding development should provide an edge to the Natural Heritage Park, both to increase public surveillance and to offer an opportunity for people to circumnavigate the park and enjoy views into and beyond it.

Design guideline

Buildings along the northern boundary of the Natural Heritage Park should be of sufficient height and orientated towards the park in order to provide surveillance of the road, park or walkway.

Public access should preferably be along a perimeter street, open to cars as well as pedestrians, to provide surveillance from passing traffic and greater safety after dark.

If the site is only appropriate for a pedestrian walkway at the perimeter of the Natural Heritage Park, such as the fence of the hill slope, it should be connected to the street system and of sufficient width to provide long views allowing for curves and changes in topography. This will ensure some surveillance of pedestrians using the walkway.

Fencing adjacent to the walkway should be transparent enough to allow observation from neighbouring houses.

If the topography demands that some lots are side or rear-facing, fencing should be low and transparent and at least one main room should overlook the park edge (refer Figure 1.4.7d).

c) Link to existing habitats – Design consideration

Public and private spaces within the Lake Waiwhakareke Landscape Character Area should reflect ecosystems within the Natural Heritage Park and provide an extension of the parks habitat. This will create a network of indigenous flora and fauna, and reduce the risk of pest plant invasions of the park.

Design guideline

Identify opportunities to extend habitats which are favourable to flora and fauna beyond the extent of the Natural Heritage Park. While the network does not need to be continuous, it does need to take into account the preferred habitat and travel patterns of the particular species it is intended to encourage.

d) Species and planting combinations – Design consideration

The Natural Heritage Park Management Plan identifies a programme of weeds and predator eradication, and replanting of more appropriate species to encourage indigenous flora and fauna. Identifying and replicating those successful plant combinations both extends heritage plant character beyond its boundaries and creates a low maintenance landscape regime that adds to a sense of place in the surrounding development.

Design guideline

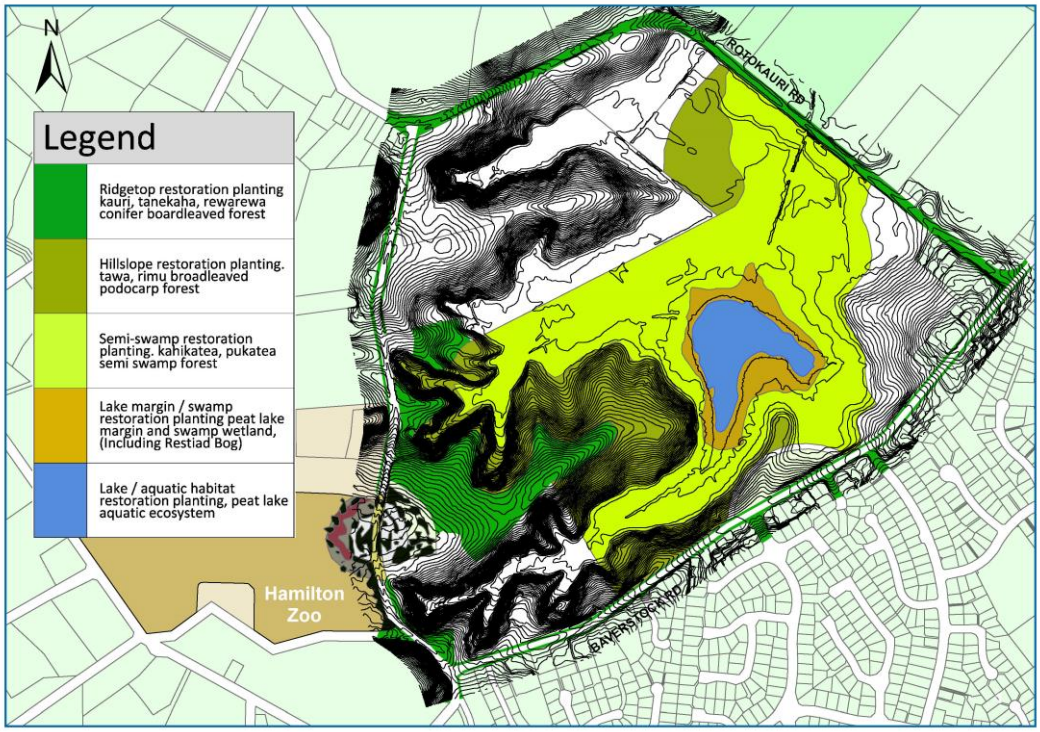
Based on the Heritage Park Management Plan, identify a plant palette and planting scheme which reflects the underlying indigenous combinations and avoids re-infestation of the Heritage Park by weeds. Refer Figure 1.4.7d.

Provide future residents with suggestions for selecting and maintaining planting schemes which extend the philosophy of the Heritage Park.

Any species planted should be eco-sourced.

Refer to *Plant Me Instead: Waikato Region* and *Gully Restoration Guide: A guide to assist in the ecological restoration of Hamilton's gully systems*.

Figure 1.4.7d: Topography and vegetation types at Waiwhakareke Natural Heritage Park



Note
Diagram shows proposed vegetation scheme inside the Natural Heritage Park. This concept should be extended into the surrounding Waiwhakareke Landscape Character Area through the introduction of a range of methods and eco-sourced plants.

1.4.7.7 Connectivity

a) Explanation

Topographical constraints present a number of challenges in terms of achieving high levels of connectivity for movements within and beyond the Lake Waiwhakareke Landscape Character Area. This is true for pedestrian and cyclists as well as motorised vehicles.

The alignment of roads in the area of land immediately north of the Natural Heritage Park is likely to be predominantly east-west in nature. However, in designing a network that encourages walking and cycling it is important to acknowledge that the elements of convenience, safety and amenity required by these users might differ from the needs of those driving cars.

With large parts of the Heritage Park likely to be enclosed by development, it is important that routes into and around the park are legible and provide a choice of routes reflecting desire lines.

Effective connectivity will therefore benefit from a consideration of the following.

- Walking
- Legibility
- Types of streets
- Additional links
- Street Furniture

b) Walking and cycling – Design consideration

Proposals should deliver a connected street network that provides a variety of direct routes for pedestrians and cyclists to nearby services such as the neighbourhood centre, Zoo and the closest entrance to the Natural Heritage Park.

Design guideline

The overall street network should be inter-connected, with block sizes that provide a choice of routes for pedestrians as directly as possible. Where possible, a street used by pedestrians and vehicles is preferable to provide the security of passing vehicles and avoid less used pedestrian-only links.

Given that vehicular traffic flows are expected to be low and slow moving, cyclists should be encouraged to use the street network. Connections to areas outside the Lake Waiwhakareke Landscape Character Area such as the neighbourhood centre may necessitate the provision of dedicated cycle lanes.

Block sizes will vary with topography and location, but ideally should not be longer than 120m between intersections.

c) Legibility – Design consideration

The street hierarchy should be legible for visitors and residents, and clearly signal the route to the park edge or entrances as distinct from more local access to residential blocks.

Design guideline

Identify the main routes to the edges and entrances to the park by the treatment of the street – width, landscape treatment, footpath width and location.

Visual signals, which may match the branding and arts programme proposed for the Waiwhakareke Natural Heritage Park can also act as subtle markers to identify the route to the park, such as colouring of street furniture and lights or distinctive markers along the route (refer Section 1.4.8).

On all streets, cyclists should be encouraged to use the street network. As the routes link to the main external circulation, additional measures such as dedicated cycle lanes may need to be considered.

d) Types of streets – Design consideration

The treatment of each street can vary depending on its location and role. In general it is assumed there will be three main types of streets with section dimensions and treatment to suit.

Local access streets – main circulation connecting sub-neighbourhoods and linking to the Natural Heritage Park.

Green Streets – smaller-scaled street adjacent to the Natural Heritage Park or local reserve.

Local Lane – smaller scaled cross-streets to serve blocks between local access streets.

Design guideline

The Rotokauri Structure Plan provides for low speed, green streets along the northern and south-eastern edges of the Natural Heritage Park in order to provide active frontages.

Minimising curb radii creates tight corners – forcing cars to slow and making it easier for pedestrians to cross.

Avoid roundabouts – these disadvantage pedestrians and cyclists and require more space at intersections (reducing the sense of enclosure and encouraging faster vehicle movement).

e) Additional links – Design consideration

Where streets are not appropriate, allow for safe alternative routes for pedestrians, with good surveillance (refer Figure 1.4.7e).

Design guideline

Pedestrian only routes should generally be not less than 2m wide, provide clear visibility from the main street footpath and contain no hidden spaces which could conceal people or activity from view of the main street.

Pedestrian routes should be overlooked by adjacent development with low or transparent fencing and preferably overlooked by main occupied rooms of the adjacent houses.

If the pedestrian routes are connecting two different levels, attempts should be made to keep the slope at 1:12 and where steps are necessary a handrail should be provided.

The above illustrations indicate an acceptable design for a given environment but should not be regarded as being a specific requirement or the only design solution that will be adopted.

f) Street furniture – Design consideration

Street furniture should cater for the safety and comfort of pedestrians and cyclists, including lighting, street trees and other planting, and items such as seats, rubbish bins and cycle parking racks.

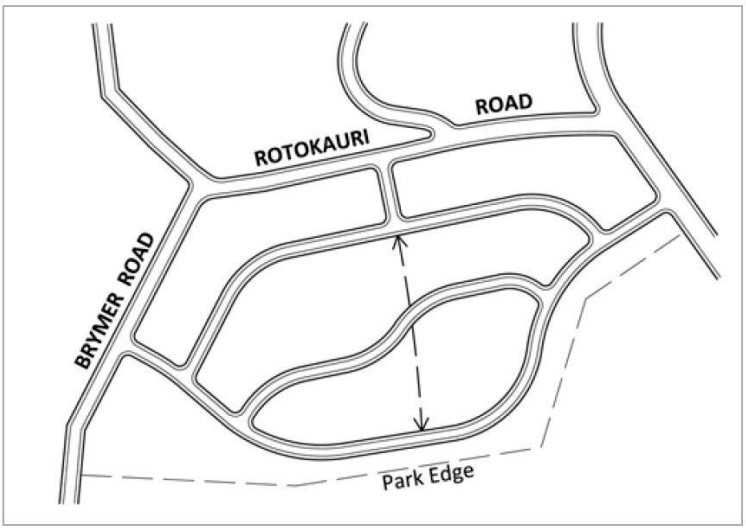
Design guideline

Street lighting should provide high quality, safe environments for pedestrians.

The suite of furniture, including street lights, should co-ordinate with the colours and branding adopted for the Waiwhakareke Natural Heritage Park (refer Section 1.4.8).

Street planting should take into account the need to reflect the native vegetation and planting combinations within the Natural Heritage Park.

Figure 1.4.7e: Layout allows for safe alternative routes for pedestrians, with good surveillance



1.4.7.8 The Layout of Development

a) Explanation

The topography of the Lake Waiwhakareke Landscape Character Area presents significant opportunities and constraints for development. The sharply undulating terrain offers the possibility for residents to enjoy long distance views, but at the same time the orientation of the resulting street network may present challenges for maximising solar gain.

On flat land, rectangular or square locks represent the most efficient form of lot layouts. Sloping land however, requires a modified approach to be taken. It is also desirable that the size and shape of lots are configured to allow some flexibility in the types and density of housing that can be established.

The orientation of lots influences the amount of sun gained inside the house and in outdoor living areas. The layout of development should seek to maximise the proportion of dwellings receiving sun, particularly in the winter.

In planning the layout of development, the following issues need to be considered.

- Configuration of lots
- Solar orientation
- Front yard living

b) Configuration – Design consideration

Regardless of the density or housing type being built, the size and configuration of lots should allow for building platforms that provide good internal spaces and solar orientation as well as sunny and private outdoor areas (refer Figures 1.4.7f and 1.4.7~~h~~g).

Design guideline

- The depth of the lots should allow for an efficient building platform and a distance of 20m back to back between buildings.

Figure 1.4.7f: Design for deeper back yards to allow sun in south-facing parts of the site, front setbacks of at least 3m allow for a front porch or deck

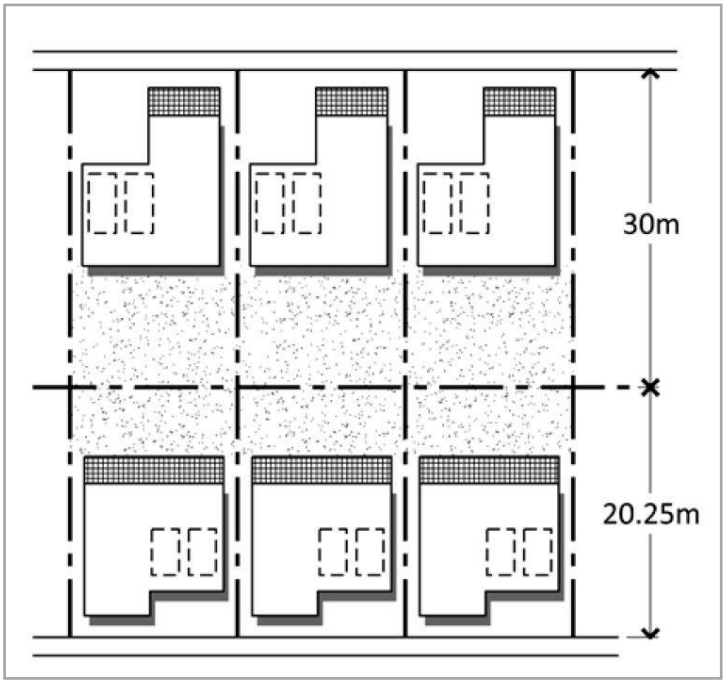
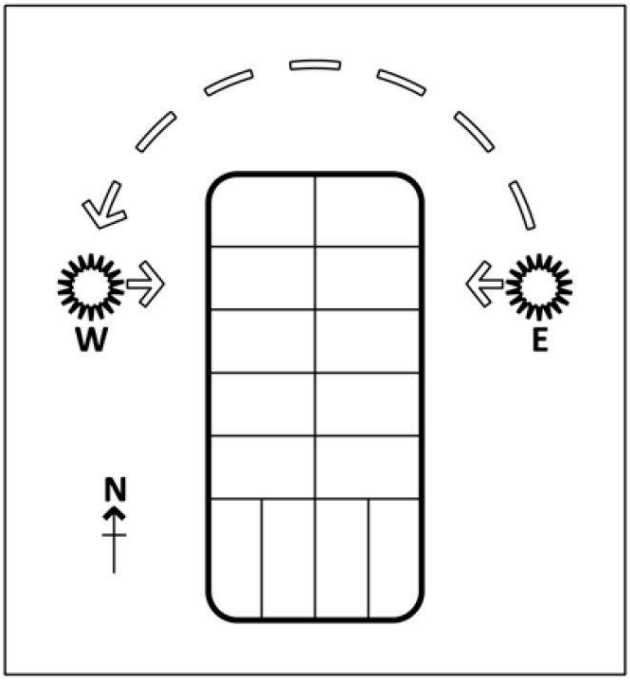


Figure 1.4.7g: Allotments oriented north-south or with north-facing back yards mean sun in front and rear setbacks most of the year



c) Solar orientation – Design consideration

Maximise opportunities for solar gain.

Design guideline

Maximise the number of lots with the long axis within range N200W to N300E or E200N to E300S.

Orientate houses to allow some living spaces setback from the northern boundary to gain northern sun in winter.

In a comprehensive development, zero lot lines can maximise useable outdoor space by setting houses to the southern boundary and locating service areas along that wall.

Vary the depth of north-south facing lots. Consider using the upper levels to create outdoor living platforms that receive some sunshine and may also pick up views over rooftops.

d) Front-yard living – Design consideration

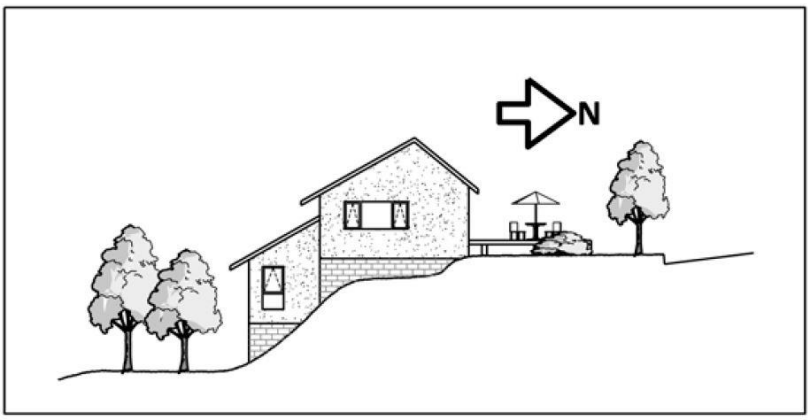
Where the rear of the house may not receive sufficient sunshine, additional outdoor living space should be provided at the front of the house.

Design guideline

Where dwellings have a south-facing back yard, include some form of semi-private outdoor living space on the northern front of the house. Traditional verandas or decks can be treated to provide privacy for those using them but also providing 'eyes on the street' and an attractive frontage for passers-by (refer Figure 1.4.7h).

Upstairs balconies or bay windows also create sunny living spaces and enliven the frontage of a house.

Figure 1.4.7h: Terraces in the front yard allows sunny outdoor living on south-facing slopes



1.4.7.9 Stormwater Management

a) Explanation

Hydrological processes account, in large measure, for many of the natural features present in the Lake area. They are also of special significance for tangata whenua.

Lake Waiwhakareke itself is a sensitive receiving environment and can be adversely affected by both the quality and quantity of stormwater arising from surrounding development.

The management of stormwater must therefore take account of local drainage conditions, which in parts of the area will include peat soils and correspondingly high ground water levels. There are likely, however, to be significant opportunities for incorporating management measures as part of the design of public spaces.

In formulating stormwater management systems, the following matters should be taken into account.

- The potential impact of development on Lake Waiwhakareke
- Retention of natural drainage patterns
- Treatment of streets
- Integration into open space

b) The potential impact of development on Lake Waiwhakareke

Development around Lake Waiwhakareke shall manage the quality and quantity of runoff that enters the Lake in order to avoid any adverse effects on Lake Waiwhakareke.

Design guide

Development should be informed by an approved Integrated Catchment Management Plan. The ICMP should be used to identify any issues that may impact on the water quality of Lake Waiwhakareke.

c) Retention of natural drainage patterns – Design consideration

The natural drainage pattern of the area should be maintained where possible.

Design guideline

Identify natural watercourses in the early site analysis so they can help inform the subdivision layout. Where possible they should be retained and enhanced with vegetation as part of the open space network.

The use of impermeable surfaces should be minimised wherever possible.

Naturally occurring fresh springs should not be piped or diverted.

d) Location and treatment of streets – Design consideration

The street network should take into account overland flow paths and may be designed as temporary flood ways during major storm events. Treatment of berms and kerb systems can absorb some stormwater or minimise flows during extreme events.

Design guideline

Streets adjacent to public open spaces or water courses may be designed as temporary floodways during major events, provided that vehicular access can be maintained (at slow speed) and that water flows do not become a hazard for motorists or adjacent residents.

Swales and rain gardens can be considered, either in the centre of the carriageway or side berms. A 'soft' edge adjacent to a park or open space serves the dual purpose of stormwater management and extending the visual amenity of the park to the edge of the carriageway.

Consider permeable paving on low trafficked streets (such as local lanes) or parking bays which are offset from the main carriageway.

e) Integration into open space network – Design consideration

In addition to creating an open space network around existing water courses or wetlands, permanent water features can be incorporated into open spaces and circulation networks to add amenity or recreational features as well as assist with stormwater or minimise flows during extreme events (refer Figure 1.4.7i).

Design guideline

Incorporate stormwater management into hard and soft landscape design for open spaces and streetscapes. Features such as ponds, wetlands and rain gardens can be considered.

Pedestrian paths between levels can incorporate hard or soft flow paths, creating amenity and stormwater treatment. Care must be taken to ensure paths are still safe and useable during storm events.

Figure 1.4.7i: Pedestrian link on steep slopes provides opportunity for informal watercourse – width provides space for amenity planting as well as surveillance (CPTED)



1.4.8 Design Theme for Waiwhakareke Natural Heritage Park

1.4.8.1 Purpose

The Designation Open Space Zone near Lake Waiwhakareke in the Rotokauri Structure Plan is labelled the Waiwhakareke Natural Heritage Park on the planning maps. This Appendix provides guidance for development within the Park.

1.4.8.2 How to Use This Guide

Applications for development within the Rotokauri - Lake Waiwhakareke Landscape Character Area as shown on the planning maps provide for an assessment against the guidance outlined within this Appendix.

1.4.8.3 Background

Waiwhakareke Natural Heritage Park represents a rare opportunity for Hamilton City to integrate a significant ecological restoration project within its current environmental, promotional, planning and development strategies.

The design intent is to create a key ecological hub within the City. This will not only provide for the well being of the flora and fauna that will live within it, but also for the well being of the City's residents and visitors, through educational opportunities and amenity values it will provide.

Ecological viability and the need to meet the desires and aspirations of the community were key factors in the development of the overview concept for the park. This concept delivers both opportunities for recreation and community wellbeing by creating an accessible natural resource within the City. It also provides for the reintroduction of plants and animals that no longer inhabit the area.

1.4.8.4 Connections

There is an opportunity to create a significant link between the site and Hamilton Zoo. The entrances to the two facilities are located together to create a specific destination. This will allow integration between the facilities and permit efficient use of Council resources through shared use.

Specifically, the creation of a main entrance facility that would combine the entrance facilities of the park and zoo would mean that facilities such as administration, education and retail could be shared between the two amenities.

It is intended that facilities fundamental to the Heritage Park's development and operation are developed on the eastern side of Brymer Rd, and those fundamental to the Zoo's operation, or shared between the Heritage Park and Zoo, developed on the western side.

A number of important secondary nodes and potential access points have also been identified. These are located along Baverstock Road and Rotokauri Roads, indicating potential linkages for the community and Wintec. These nodes are important when considering the location requirements for community parks for Nawton and future communities that will establish as a result of the Rotokauri Structure planning process.

1.4.8.5 Design Overview

The Heritage Park concept involves the retirement and ecological restoration of approximately 50ha of farm land surrounding Waiwhakareke (Horseshoe Lake).

Key components of the concept include:

a) The creation of an eco-centre, in association with Hamilton Zoo, to act as the main entrance to the park, a tourist destination in its own right.

b) The reintroduction of indigenous flora and fauna to the site made possible by the use of predator proof fencing to enclose the site.

c) The development of a publicly accessible walkway network within the site and a cycleway around the perimeter.

d) While not part of this proposal, two parks will also be created for the local community.

1.4.8.6 Buildings

a) Buildings will be of contemporary architectural design, reflecting the purpose and function of the park and the zoo.

b) Buildings will be open to nature, providing opportunities for multi-functional use.

c) Construction techniques, cladding and roofing materials will follow sustainable design principles, for example cladding buildings in a mixture of natural timbers.

d) Building design will reflect the ecological themes of the park, yet provide for modern contemporary facilities.

e) Significant areas of canopy will be incorporated into the building design in order to provide shade and shelter.

f) A large membrane canopy, covering a paved plaza, will provide a sheltered environment for planting day demonstrations and educational opportunities.

g) At the main entrance to the park, an integrated facilities building will be constructed.

h) This will house interpretive material, indoor and outdoor demonstration areas, toilet facilities and provide secure storage for maintenance equipment.

i) Where possible, sustainable building principles will be used e.g. solar hot water heating, composting toilets.

j) Building colours should reflect nature and be chosen so that the building blends into its surroundings (e.g. brown tones).

1.4.8.7 Parking

a) The informal parkland at the main entrance between Brymer Road and the pest-proof fence can be used for overflow parking, and if required may be used for future car park extensions.

1.4.8.8 Main Entranceway

a) The Zoo and Park will be physically linked by a central pedestrian spine.

b) Entrance statements and traffic calming measures (decorative rumble strips along Brymer Road) will be used to slow traffic and create a sense of arrival.

c) Local iwi will be closely involved in the design and development so that recognition of this site and elements of pre-European Māori life are reflected in the park.

1.4.8.9 Furniture and Facilities

a) It is intended that any constructed elements within Waiwhakareke Natural Heritage Park be elegant and contemporary in nature, reflecting the processes and principles of the ecological design. All furniture should be designed specifically for the park and standard 'off the shelf' street furniture should be avoided.

b) Facilities and site furniture such as seating, rubbish bins, boardwalks and interpretation panels are to be contextually appropriate. This means that they appear linked to the overall concept of the design when seen within the context of the site. All design should be subtle and symbolic in nature. Literal interpretations should be avoided.

c) *Seats* – seats will resemble a stylised leaf shape and be constructed out of a renewable hardwood timber or recycled native timber, and a metal frame.

d) *Rubbish Bins* – rubbish bins will also resemble a stylised leaf shape, constructed out of sheet metal with profile cut and embossed patterns and textures that symbolise the indigenous flora and fauna of the Natural Heritage Park.

e) *Boardwalk* – the boardwalk network will be made of a renewable hardwood timber and detailed in areas of interpretation with the timber placed in a directional pattern (symbolising the patterns of a leaf).

f) *Interpretation panels* – the interpretation panels will be constructed of curvilinear sheet metal with profile cut and embossed images and text, and recycled native timber. The timber will incorporate Māori carvings.

g) *Balustrade (for viewing platforms)* – the balustrades will be constructed with curvilinear sheet metal uprights and steel rods in an overlapping stylised reed pattern.

1.4.9 Temple View Zone Urban Design Guide

1.4.9.1 Purpose of the Guide

The purpose of this guide is to give direction for further development in the Temple View area and assist in understanding the rationale behind the development of the five precincts and how they relate to the valued qualities and character of the Temple View Zone. It highlights urban issues that are specific to the Temple View Zone while assuming that general best practice urban design will be applied for any development. This will assist in ensuring that any development is consistent with the Zone and enhances the wider Temple View community. The District Plan's rules regarding development and subdivision provide controls that will enable a sensitive response to this character.

Where these rules provide for an element of discretion through the ability of Council to impose conditions, this guide provides further description and amplification of the area's particular character. This will assist with consistent interpretation and provide more certainty for future development. This guide responds to the broader scale urban design components of the Temple View Zone.

The Guide recognises Council's commitment to the adoption of best practice urban design techniques as expressed in its urban design guide, Vista.

1.4.9.2 Background

The Temple View area came into Hamilton City Council's jurisdiction in 2004 following a Local Government Boundary Adjustment process. This area consisted of the narrow land connection between the Temple View settlement and Hamilton's boundary at Dinsdale to the east, through to Collins Road to the south where Collins and Tuhikaramea Roads intersect. The majority of the former college campus was brought into Hamilton, with the exception of approximately 14 hectares containing the sports fields, tennis courts and maintenance areas that remained in Waipa District. This was due to mesh block boundaries at that time.

In 2014, following another Local Government Commission process initiated by the Church of Jesus Christ of Latter-day Saints Trust Board and supported by both Hamilton City Council and Waipa District Council, this remaining land area was amalgamated with Hamilton.

The Temple View Zone identifies an area of Temple View which, through a combination of layout, building scale and materiality, colour, landscape treatment and maintenance, has a distinctive character. Much of this character is derived from the cultural influence of the Hamilton New Zealand Temple of the Church of Jesus Christ of Latter-day Saints (the Temple) and the former Associated Church College of New Zealand (CCNZ) Campus, reflecting the combination of planned and opportune incremental development that occurred over the initial construction period throughout the 1950s and 1960s.

This process involved the construction of a range of buildings, some specifically for or in support of the former CCNZ, while others formed part of the construction industry which developed on site during this period. These, often simple structures, provided both masonry product and processed timber to the former CCNZ site and wider afield to support the building of chapels in other parts of New Zealand. Over time, buildings were removed, re-purposed or modified, and others added as required. This resulted in a variety of building styles and forms that reflected the pragmatic and utilitarian requirements of the time. The continued management of the area by the Church, the

application of a limited colour palette and the tended landscape provided a sense of consistency to what would otherwise have appeared markedly disparate elements.

At the closure of the CCNZ in 2009, many of the original structures, while appearing ostensibly sound, were over 50 years old and no longer met contemporary standards for building code compliance or structural integrity. With the closure, an opportunity to repurpose the former campus has provided for a mix of development to support the community. The application of this design guide, in combination with the restricted discretionary consent status for building demolition, will ensure that future development has reference to the original Temple View character.

Figure 1.4.9a: 2012 aerial photo showing the layout of the CCNZ campus prior to the site redevelopment



Figure 1.4.9b: 2012 photograph showing the former CCNZ campus above Tuhikaramea Road and the original teacher housing that lay immediately on either side of Tuhikaramea Road



Figure 1.4.9c: 2012 photograph showing the former CCNZ campus below Tuhikaramea Road and the original teacher housing that lay immediately on either side of Tuhikaramea Road



The Temple View Zone encompasses a broad area that includes the Temple and its immediate environs, the former CCNZ Campus, and the former Teacher Housing that lay on either side of Tuhikaramea Road. This Zone includes 6 heritage scheduled buildings, 3 stands of trees and 1 individual specimen tree that are protected through this Plan. (See Appendix 8 and 9.)

Figure 1.4.9d: 2012 photograph showing the Temple, former CCNZ Campus to the right of Tuhikaramea Road and the original Teacher Housing that lay on either side of Tuhikaramea Road, with residential development to the west.



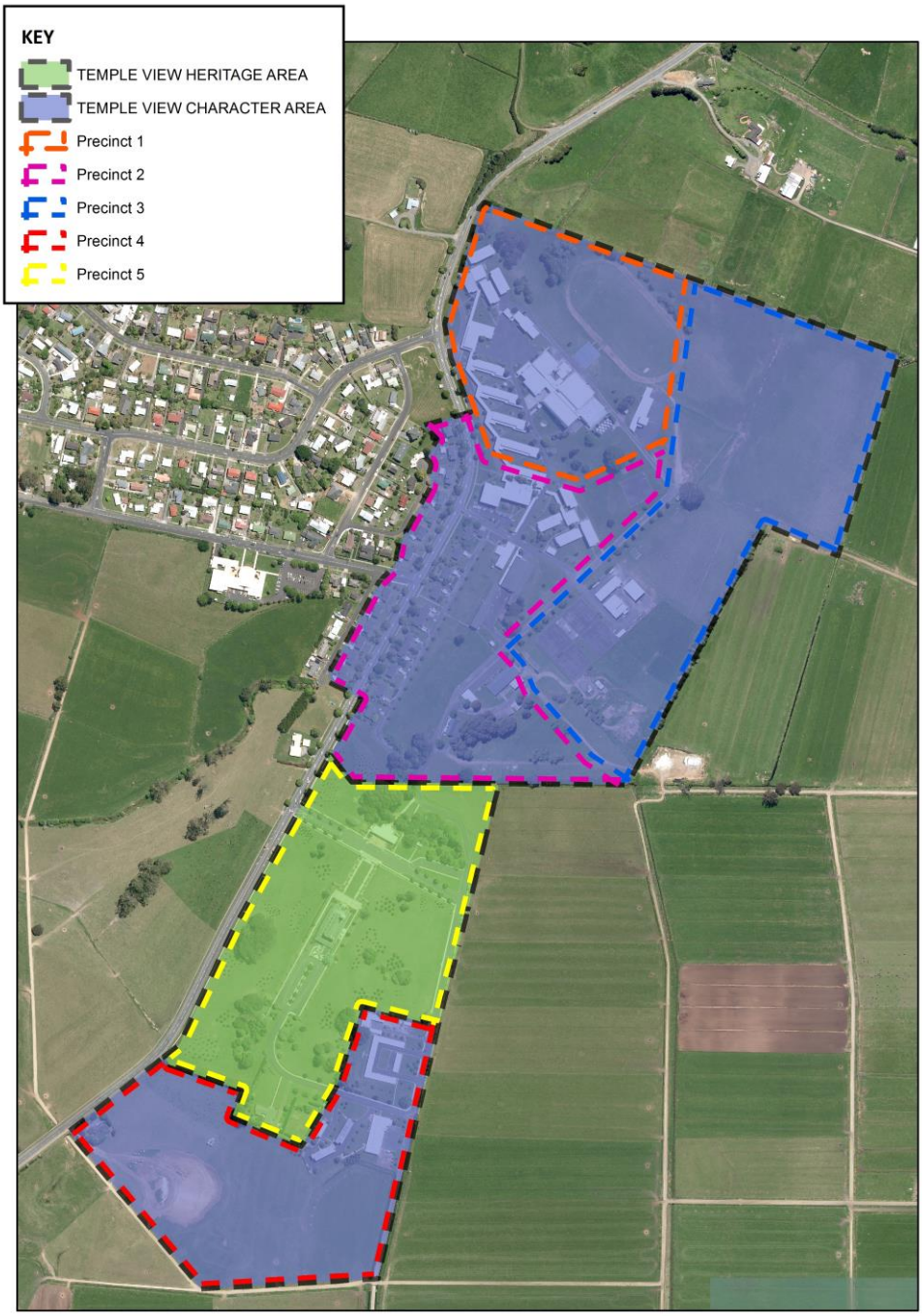
Figure 1.4.9e: 2012 photograph showing the Temple



The Temple View Zone has been divided into two distinct areas: the Temple View Heritage Area, including the Temple and its immediate surrounds (identified as Precinct 5); and the Temple View Character Area, including the former CCNZ buildings, open space areas, the residential development aligning Tuhikaramea Road and the area south of the Temple (identified as Precincts 1, 2, 3 & 4).

As the Temple View Character Area is more diverse in character and has a greater scope for development opportunities, it has been divided into four areas: Precinct 1 being the elevated land and sports field to the north, Precinct 2 being the flatter land to the south, Precinct 3 being the former sports fields, tennis courts and maintenance sheds, and Precinct 4 to the south of the Temple containing existing living and visitor accommodation.

Figure 1.4.9f: Temple View Precincts



1.4.9.3 How to Use the Guide

Development of the precincts within the Temple View Zone will give form to the intended development and identity at a broad scale to the nature of the intended activities, their distribution and how they relate with the surrounding existing and proposed activities.

Development in the Temple View Character Area should reflect the activity mix for the four precincts. Similarly, development within the Temple View Heritage Area should reflect the activity mix within Precinct 5.

The design guidance below is split between the general design guidance that applies in the development of each precinct as well as identifying the locational specific design guidance for each.

1.4.9.4 Design Guidance

1.4.9.4.1 General Design Guidance

An application for an activitiy or activities within a precinct will need to address how the following outcomes will be achieved:

a. How the overall design of the Precinct achieves the intended aesthetic and architectural coherence and is of a design, scale, form and character appropriate to its precinct location.

b. How the arrangement of buildings, car parking, service areas and open spaces including provision for vehicular, cycle and pedestrian circulation will:

   i. Be safe and convenient and achieve high standards of amenity
   ii. Be functionally linked with and physically connected by walkways/cycleways to areas of open space within the Precinct
   iii. Will enable safe pedestrian and cycle linkages to be created to the existing Temple View community
   iv. Be aesthetically coherent and reinforce good urban design, particularly the orientation of buildings to outdoor public spaces, roads and utilising a variety of architectural elements consistent with the Temple View character
   v. Give consideration to the identified heritage values of items listed within the District Plan.

c. How the design and layout of roads will:

   i. Ensure appropriate connections to existing and future roads
   ii. Respond to the site's existing landform, vegetation, views, water courses (for the purposes of stormwater runoff) and areas of public open space
   iii. Accommodate safe traffic speeds and sightlines for all road users (pedestrians, cyclists and motorists)
   iv. Provide sufficient width to safely accommodate all road users, parking, footpaths, cycle ways, amenity landscaping and compliance with Council's Infrastructure Technical Specifications
   v. Promote a consistent design theme to achieve high amenity values
   vi. Have regard to the future design relationship between the road, adjoining land and adjacent precincts.

d. How the location and size of future development sites have been identified in a manner that:

   i. Responds to the context within which the development site is to be located, including roads, open space, pedestrian linkages, views and natural features
   ii. Where they are for residential housing, is appropriate to the type and form of housing (medium density or high density) they will contain

iii. Has regard to the relationship with existing grain and scale of developed areas

iv. Gives consideration to the size, shape and aspect of the land, and its suitability for future development

v. Integrates the development of sites within the relevant precinct as a whole.

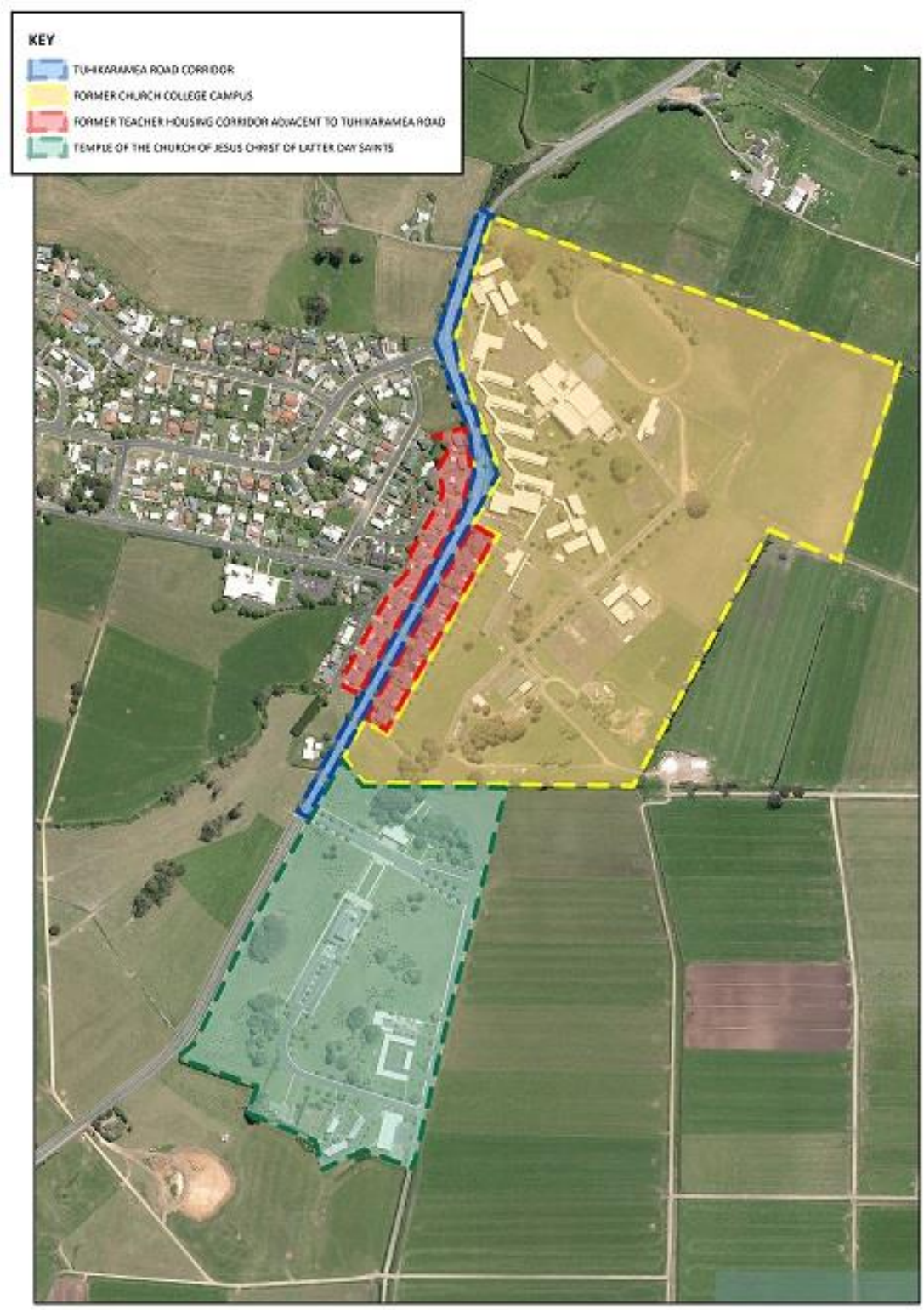
1.4.9.4.2 Local Character Specific Design Guidance

In order to evaluate the appropriateness of any development within a Precinct an understanding of the character of the area is required. Much of the character of the Temple View Zone is derived from the cultural influence of the Temple, the associated former CCNZ campus and the evolution of this area with a variable building vernacular since the 1950s. In 2012, these characteristics provided a collective character that gave the Temple View Zone a superficial consistency of appearance which allowed the diverse components to be perceived as a whole. This has been used as the basis of determining the four sections which contributed significantly to the character of the area (refer to Figure 1.4.9g):

1. The Tuhikaramea Road Corridor
2. The Former Teacher Housing adjacent to the Tuhikaramea Road Corridor
3. The former Church College Campus
4. The Temple of The Church of Jesus Christ of Latter-day Saints.

Each of these sections contains elements which mark it as distinct from the others and warrant specific consideration. The following sections outline the specific elements or combination of elements that contributed to this character and offer suggestions as to how future development can respond and maintain that character.

Figure 1.4.9g: Temple View Local Character Areas


KEY
TUHIKARAMEA ROAD CORRIDOR
FORMER CHURCH COLLEGE CAMPUS
FORMER TEACHER HOUSING CORRIDOR ADJACENT TO TUHIKARAMEA ROAD
TEMPLE OF THE CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS

1. The Tuhikaramea Road Corridor

The original character of the Tuhikaramea Road Corridor was informed by the degree of consistency and repetition of the elements within a linear corridor when compared to a typical residential street. Although these elements were somewhat variable, typically the road corridor was defined by delineating elements such as a low masonry curtilage wall of uniform cream colour, metal balustrade atop a retaining wall or round timber bollards. These delineating elements typically contain some permutation of the simple combination of footpath, lawn, street trees and the road carriage way of Tuhikaramea Road.

At the northern entrance to Temple View, the sweeping driveway into the former CCNZ created an atypical entrance node with a broad swath of grass separating the development from the road corridor. This then returned to the more typical configuration of street trees, grass and footpath. The absence of a delineating element, combined with the curvature of the roadway, presented a less defined edge to the corridor. As a result a more expansive experience was obtained with the character being augmented by more lawn, palm trees and built form (the former privacy wall and covered walkway).

The original stature of street trees and extent of their canopy, when viewed from along the road alignment, formed an unbroken visual element, which reinforced the corridor experience. Elements to either side were partially visible beneath or above the canopy, but only readily seen when viewed perpendicular to the alignment of the street trees.

These are the characteristics that are to form the basis of all future developments.

Design Guidance:

- Where a low curtilage wall is proposed, it shall be similar to the original masonry materiality of Temple View and the standard tree and pathway berm configurations utilised along Tuhikaramea Road, especially within the former Teacher Housing Character Area.
- Where no curtilage wall is proposed, the standard berm configuration of trees, pathway and grass berm should be maintained where practical.
- Where no curtilage walls are utilised, any delineating elements, such as courtyard and walkway walls should allow visibility into and from the street. Where the delineating element is a building that building should address the street.
- Alternate design configurations may be considered where they maintain or enhance the spatial and visual integrity of the road corridor as it was in 2012 and provide best practice urban design solutions.
- The road alignment is to be maintained where possible so as to maintain the integrity of the visual corridor. Where, according to roading design best practice, improvements (such as roundabouts or traffic islands for traffic calming) are required, vertical deviations are preferred over horizontal deviations and any deviations should be contained as much as practicable within the existing road corridor.
- Encourage arrival features and/or gateway markers at key locations within the Tuhikaramea Road Corridor.

Figure 1.4.9h: 2012 photograph showing the Tuhikaramea Road Corridor



Figure 1.4.9i: 2012 photograph showing the Tuhikaramea Road Corridor



2. Former Teacher Housing Corridor on Tuhikaramea Road

The character of the former Teacher Housing closely associated with the Tuhikaramea Road Corridor was informed by a level of spatial consistency and repetition of residential scale architecture, materiality and colour. In addition to a consistent architectural vernacular, albeit with a degree of variation in architectural form, the former Teacher Housing layout provided a regular manner relative to their setback from the Tuhikaramea Road corridor and their spacing in-between.

The buildings were relatively modest in size being mainly one storey, some with basements, but varying in configuration with both single dwelling and duplex configurations. The buildings were oriented toward the Tuhikaramea Road Corridor with modest gates and simple direct pathways leading from the street to the houses.

While pedestrian access was afforded from Tuhikaramea Road, no parking was available on Tuhikaramea Road; garages and vehicular access were obtained only from the rear of these properties. Demarcation between individual properties was very limited and for the most part achieved through soft landscaping of a residential character.

The former Teacher Housing Character Corridor contains one building listed as a Heritage Item under this Plan, being the First House /George Biesinger House (H133).

Design Guidance

- Development within this area should respond with appropriate scale and setback, in a similar manner to the former residential setback alignment. The development should address Tuhikaramea Road, where practical and contiguous grades allow, and present an attractive frontage for passers-by. It should also offer an appropriate response to any adjoining open space.
- Consideration should be given to strategies to reduce or ameliorate the discontiguous grades.
- Where discontiguous grades prevent a direct visual connection with the street, alternative configurations which provide attractive street frontage treatments consistent with good urban design may be considered.
- Consideration should be given to alternative dwelling orientations which respond to the wider area and may result in a better urban design outcome for the overall development.
- Vehicle parking should be provided on Tuhikaramea Road.
- Pedestrian access should be provided from Tuhikaramea Road, with garages and vehicular access provided at the rear of the development.
- In addition to the above, development along the western side of Tuhikaramea Road should respond to the residential scale and grain of development to which it is immediately adjacent.
- Materials and colour should be compatible with the Temple View Character area.
- Development should respond to existing heritage buildings and consider scale, materials and contextual cues.

Figure 1.4.9j: 2012 photograph showing the typology of the original Teacher housing on Tuhikaramea Road



Figure 1.4.9k: 2012 photograph showing the typology of the original Teacher Housing on Tuhikaramea Road



3. The Former Church College of New Zealand Campus

The character of the former CCNZ Campus was informed by the distribution of built form over elevated topography within the wider park-like campus. The buildings were generally of similar institutional scale, one to two storey rectilinear form of a variety of construction materials. The majority of the built form reflected the combination of planned and opportune incremental development that occurred during the construction period (which spanned the 1950s till the late 1970s). This process involved the construction of a range of buildings, some specifically for or in support of the former CCNZ, while others formed part of a construction industry which developed on site during the initial construction period. Over time some of these buildings were removed, others re-purposed or modified, and others added. The application of a limited colour palette and tended landscape, provided a sense of consistency to disparate structures which might otherwise have appeared markedly different.

The distribution of the former CCNZ buildings followed either Tuhikaramea Road or the elevated terrace overlooking the campus sport fields, with the orientation of the buildings predominately to the north. Only the Matthew Cowley Administration building (now demolished) and the repurposed Wendell B Mendenhall Library addressed Tuhikaramea Road. These buildings and the now demolished privacy wall and covered walkway, when viewed from Tuhikaramea Road, conveyed the character of an institutional but introverted development.

When approaching Temple View from the north, the former CCNZ campus appeared as a cluster of large buildings that dominated the ridgeline with groups of specimen trees in the fore ground. The largest of these buildings was the now demolished David O McKay building. This building was flanked by an ordered array of similar coloured single and double-storyed buildings. Although the buildings addressed the open space, with the playing field in the foreground providing a balance to the bulk of the buildings, the elevated position, limited windows and the expanse of surrounding open space conveyed a sense of introversion.

During the life of the former CCNZ Campus there was a consistent quality of maintenance of the surrounding landscape, with tidy groomed planting and specimen trees and stands of trees contained within a wider matrix of manicured lawn. In combination, the application of a limited colour palette and tended landscape provided a sense of coherence to the disparate structures. Overall the former CCNZ campus conveyed a coherent albeit introverted character in spite of the differences in architectural form.

The Character Area contains 5 buildings listed as a Heritage Item under this Plan being the GRB Building (H107), The Wendell B Mendenhall Library (H109), Kai Hall (H134), the Block Plant (H135) and the First House (H133). These buildings are valued because of their association with the former CCNZ and the missionaries involved in their construction. (See Appendix 8.)

This area also contains three stands of significant trees, which extends into the Heritage Area (being T62, T63 and part of T64). These stands are predominantly Kahikatea with some Titoki. These trees are scheduled under this Plan (see Appendix 9).

Design Guidance:

- Development within this area should contain either larger scale elements or clusters of buildings particularly along the northern ridgeline and Tuhikaramea Road frontages.
- Developments within this area should address the street by providing an active edge and "eyes on the street" with an attractive frontage for passers-by. This should be particularly emphasised for development on Tuhikaramea Road frontages.
- Garages and parking should be located such that they do not dominate the street frontage.
- Development should offer an appropriate response to any adjoining open space.
- Development should respond to existing heritage buildings and consider scale, materials and contextual cues.

Figure1.4.9l: 2012 photograph showing the former Church College of New Zealand campus



Figure 1.4.9m: 2012 photograph showing the former Church College of New Zealand campus



4. The Temple of the Church of Jesus Christ of Latter-day Saints

The Hamilton New Zealand Temple of the Church of Jesus Christ of Latter-day Saints (H108) is listed as a Heritage Item under this Plan. This building has not been ranked by Heritage New Zealand Pouhere Taonga but is valued because of its historic, cultural and architectural qualities.

The heritage values of this area are derived from the combination of the built and landscaped environment immediately surrounding the Temple, and the significant role the church has played in the physical, spiritual and social development of the local community and further afield. The Temple itself was the first in the southern hemisphere and is the focal point of the Church of Jesus Christ of Latter-day Saints in New Zealand.

The siting, design and landscape treatment of the Temple emphasise the vertical proportions of the building and create an impression of a monument. Other buildings within the area include the Visitors Centre, which has a strong visual relationship with the north elevation of the Temple and the central parking area, the Temple President's House which is visually connected by the walled car parking area to the south of the Temple, and the dormitory accommodation on the eastern side. Much of the character of this area is due to the relative absence of other buildings particularly when viewed from Tuhikaramea Road. Consequently, landscaping and the tree planting emphasise the dramatic and dominant position of the Temple in the local landscape. This tree planting includes trees that mark periods of occupation and development of the site by the Church.

This area contains part of a stand of significant trees, predominantly Kahikatea with some Titoki, which extend from the former CCNZ Character Area (being part of T64). In addition, it contains one Bunya-bunya tree (T65). These trees are scheduled under this Plan as significant.

Design Guidance:

- Development shall maintain the primacy of the Temple as the key focus of the area.
- Existing view shafts to the temple shall be maintained with respect to siting of buildings and landscape elements. Consideration may be given to developments and landscape elements within these view shafts which improve the overall amenity of the area with respect to the temple setting.

- Any development should consider and relate to the grain and distribution of development within the immediate area.
- Development should respond to existing heritage building and consider the scale, materials and contextual cues presented by this building.

Figure 1.4.9n: 2012 photographs showing the Temple of the Church of Jesus Christ of Latter-day Saints



1.4.10 Peacocke Local Centre Design Guide

Plan Change 5 Peacocke Structure Plan

Design Guidance

A concept plan has been developed for the Peacocke Local Centre. This sets up a design-led framework for the development of the centre. The Local Centre area has been informed by economic analysis that projects the demand for office, retail and commercial service activity within the structure plan area out to full construction of the structure plan in 2048.

The concept plan identifies the main street, which is to be the focal point of activity within the centre and sets out a framework that integrates the design principles and features identified in creating a successful centre. This includes an overarching direction on the types of activities and where they are anticipated to be located within the Local Centre. The purpose of this is to provide certainty of achieving the principles of development associated with the Local Centre:

- Creation of a pedestrian orientated main street which has the following qualities:
    - A road corridor that facilitates a low speed vehicle environment and provides plenty of space for pedestrian movement and activity including on-street dining.
    - A built form that is of a scale and form that creates a fine grain pedestrian-oriented space.
    - Is generally occupied by entertainment, restaurants and cafes, food and beverage and small-scale retail activities.
    - Is free from off street carparking.
    - Includes second floor activities, such as residential apartments, office space and medical services.
    - Provides a connection to the Waikato River Corridor and associated open space.
    - Is designed to be universally accessible, meaning that it is able to be used and accessed by people of all ages and abilities.

- Locate off-street parking areas outside of or behind identified frontages and encourage parking to be consolidated and shared between activities.

- Provide for supermarket(s) away from the main street where:
    - The design of the building provides an active frontage to the street by locating a pedestrian entrance from an identified frontage, or the use of sleeving of large buildings by smaller retail activities to interface with the street (dependent on location of the supermarket.
    - The architectural design of any supermarket responds to, and is in keeping with, the character and identity of the Peacocke Centre.
    - Parking and loading is located away from identified primary and secondary frontages.

- Achieve a high level of walking and cycling connectivity allowing people to move to and through the Local Centre. Of particular importance is ensuring clear, safe and direct access from the surrounding residential areas and the green network and provision of safe crossing facilities that tie in with public transport stops and any school that may be located in the vicinity. It is important that the design considers how the centre can be accessed and used by people of all ages and abilities.

- Create a low speed, pedestrian friendly network throughout the Local Centre, including on the main street.

Development within the Peacocke Local Centre will be required to:

Plan Change 5 Peacocke Structure Plan

1) Have a strong emphasis on high quality urban design.
2) Demonstrate how these principles have been applied.
3) Be in general accordance with the Peacocke Town Concept Plan.
4) Be in accordance with the Peacocke Local Centre Design Guide.

Vision for Peacocke Local Centre

An attractive and well-designed Local Centre for the Peacocke area that is a gathering point for the Peacocke Community. The centre should be pedestrian focussed and street based, providing an accessible and walkable environment that is well served by public transport.

Main street

The main street is the centre of the Peacocke Local Centre and is to be developed to provide a pedestrian focussed, vibrant destination for the Peacocke community. Development will be required to be a finer grain with active frontages, encouraging pedestrian activity. Land use activities such as retail, cafes, restaurants that effectively utilise their main street location are provided for on the ground floor, with office, community service and larger footprint medical activities encouraged to locate above the ground floor or in other locations in the centre. This is to be the primary retail location within the structure plan.

In order to facilitate a vibrant mainstreet, the road corridor should be designed to establish a high-quality pedestrian environment. This means creating wide footpaths that enable on-street dining and activity, amenity planting and comfortable movement through the area. The vehicle carriageway should be a slow speed environment, providing for vehicle access and some parking. The main street should be managed in a way that allows it to be used for a range of community functions and events, enabling it to be closed to vehicles if required. This means considering the appropriate roading classification to achieve this outcome.

River Corridor Connection

The main street should be visually and physically connected to the river corridor, acknowledging the connection the Peacocke area has to the Waikato River. This will also provide for alternate access to the Local Centre from the open space network.

Public Plaza/Open Space

The Local Centre should provide a public plaza / area of open space that provides a location for events, such as markets or concerts and a space for the community to gather. The plaza should be easily accessed from the main street and adjacent land uses, and tie into the river corridor. The edges of the plaza shall be activated through

the establishment of activities that can open into the space providing vibrancy, activity and safety. The design of the public plaza and connection to the river corridor should reflect the history and relationship of tangata whenua with the area.

Plan Change 5 Peacocke Structure Plan

Passenger Transport

The centre's location presents an ideal place to access public transport given its position on a crossroads of the east/west minor arterial corridor and the arterial corridor to the north/south. The planned bus network uses these two transport corridors to provide connections to the central city and other areas of employment via eastern and western bus routes. To maximise efficiency and allow for access to all routes, public transport facilities should be provided within the road corridor on the northern side of the Local Centre's intersection on both sides of the corridor, with space to allow buses to wait. It will also require land use to consider the possible amenity effects of buses dropping off, picking up and waiting for passengers.

Connectivity and Accessibility

To facilitate a high level of activity within the Local Centre, it is important that it is well connected to the surrounding residential catchment through legible and permeable transport connections, including walking and cycling paths. Within the centre, this should be provided by smaller block patterns that facilitate a well-connected environment. Specific consideration should be provided to ensuring the Local centre is able to be accessed and used by people of all ages and abilities, taking into account the principles of universal design.

Primary/Secondary Frontages

Frontages have been identified where the interface between buildings and the public realm is considered to be particularly important. In these locations, activities at ground level should provide a high level of interaction, activity and engagement with the street front such as small-scale retail outlets, cafes and restaurants. The building design should provide for pedestrian access, a high level of glazing allowing a view into buildings and shelter to allow the space to be used in all weather. These areas can be supported by office spaces, commercial services and residential apartments above the ground floor, increasing the vibrancy of the centre.

Road Network

The Peacocke Local Centre is located on the intersection of the minor arterial roads on the eastern side of Peacocke. The primary purpose of these two corridors is moving people to and through the area. The location of the Local Centre on the confluence of these roads presents an opportunity to incorporate public transport into the centre, increasing activity and therefore the vibrancy and vitality of the centre. It also means that people will have easy access to the centre via other modes of transport including walking and cycling. It is likely that a primary school will also be near this intersection, which will bring more activity to the area, again presenting an opportunity to maximise the vibrancy and vitality of the centre. It does however bring a number of vulnerable users to the area, reinforcing the need for a safe, low speed environment.

In order to facilitate a safe, accessible and walkable local centre, it is important that the road network is designed to manage the potential amenity and severance effects of the centre and create a safe environment for people walking and on bikes.

The treatment and design of the road corridor in the area of the Local Centre should:

- Create a low speed environment (30km/hr) that is safe for pedestrians and enables safe and easy crossing of Peacockes Road.
- Establish a high amenity road corridor that portrays a sense of arrival and helps define the Local Centre location through the use of gateways, threshold treatments and the use of different materials.
- Enable safe crossing of the road for pedestrian and provide priority to active mode users. This includes considering how the network can be managed to enable ease of access for pedestrians and cyclist and those with disabilities.
- Minimise crossing widths for pedestrians through narrow vehicle lanes.
- Establish wide footpaths that provide for pedestrian movement, landscaping and planting and street furniture.
- Incorporate public transport stops into the centre on the northern side of the intersection.

Plan Change 5 Peacocke Structure Plan

Key moves

In order to facilitate a high-quality urban design outcome, the Local Centre identifies key aspects that need to be delivered.

Main Street

A pedestrian scaled main street is to be the heart of the Peacocke Local Centre and connects with the public square and connection to the Waikato River Corridor. This will act as the main retail and dining street in the Local Centre. The scale and form of the buildings in this location should create a main street feel that should respond to and reflect pedestrian nature of the streetscape. Retail activity should be of a fine grain, with small footprints, no larger than 400m^2. Cafes and restaurants should facilitate on-street dining and activate the public square and open space adjacent to the river corridor. These activities are able to be supported by upper floor development including offices, health-care, community activities and residential apartments.

Public Square and Open Space

The Local Centre is to tie in and connect with the Waikato River corridor and establish a public plaza/square that is designed to reflect its context and function as a civic space. Area of open space should be subject to high levels of passive surveillance and overall safety. The design should include high quality materials and be designed to reflect the location of the public square, it's connection to the Waikato River and reflect the history and cultural narratives of the area, with input from tangata whenua. Any community buildings such as a library or community hall located in the centre should be incorporated with the plaza creating opportunities for these features to work together to create a successful gathering place for the community.

Commercial use

Areas outside of the main street are to provide for larger commercial activities such as a supermarket, medical centre or service activities that do not adversely affect the amenity of the Local Centre. This will allow service and employment opportunities that support the needs of the surrounding community.

Residential use

The town centre is to be supported by high density residential activity that is located above ground floor and on the edges of the centre in the surrounding high density residential zone, taking advantage of the amenity provided by the river corridor and the centre itself providing a transition to the adjacent residential development.

Plan Change 5 Peacocke Structure Plan

Guidelines

The design of public spaces and the scale and architectural design of buildings, their placement on site and relationship to public spaces, including the street and areas of open space is critical in determining the character of the Peacocke Local Centre. The following provides design guidance for the development of the Peacocke Local Centre.

Main street

1. Within the Main Street, design buildings to be located along the front boundary of the site, defining the road corridor and create a continuous frontage by avoiding the use of side yards except where providing access via a pedestrian lane.

2. Use buildings to frame the main street,and maximise the outlook over streets and public places.

3. Activate and front areas of public places, providing for interaction with, and surveillance of public plazas. Enable activities to spill out onto and use areas of public space.

4. Break up the bulk and mass of buildings using different façade treatments, modulation and architectural detail to create a finer grain main street.

5. Design and construct buildings to be of high-quality materials that will stand the test of time and create a visually pleasing built form.

6. Design buildings to reference the Peacocke context and establish a local centre that contributes to the identity of Peacocke with a cohesive architectural form.

7. Design façades that activate the street frontage, providing an attractive and safe street by:
    a. Establishing the primary customer access to the main street.
    b. Locating service and loading areas to the rear of the building.
    c. Having at least 75% of the ground floor wall facing the street or public place of clear glass capable of displaying goods and services to passing pedestrians where Primary Frontages are identified.
    d. Having at least 50% of the ground floor wall facing the street or public place of clear glass capable of displaying goods and services to passing pedestrians where Secondary Frontages are identified.
    e. Ensure architectural detail and glazing is continued into the upper floors, avoiding blank facades throughout the main street.
    f. Including a continuous veranda that provides shelter and shade to pedestrians no less than 2.5m.
    g. Not locating parking within identified primary frontages.

8. Defining corner sites by:
    a. Using height to create a visual reference and wayfinding point in the area.
    b. Locating their access to front the intersection, activating the space.
    c. Ensuring that the design of the building continues around the corners of the site.
    d. Ensuring that carparks, service areas, vehicle access and loading are located to the rear of the site.

9. Ensure signage is designed and located to not dominate the façade of buildings or the streetscape.

10. Ensure the road corridor is designed to create an attractive and safe public space by:
    a. Establishing a slow speed environment that is safe for people walking and people on bikes using narrow lanes, different materials and landscaping to provide horizontal friction.
    b. Providing universal access, meaning it is able to be used and accessed by people of all ages and abilities.
    c. Creating wide berms that have sufficient space that enables safe and comfortable pedestrian thoroughfare, on-street dining, street furniture, lighting and high amenity landscaping and planting.

Plan Change 5 Peacocke Structure Plan

11. Locate loading zones and service areas to the rear of sites.

12. Where provided, parking should contribute to a well-functioning high amenity local centre by:
    a. Being located to the rear of the site and outside of identified frontages.
    b. Being designed and located to be safe and achieve a high level of amenity using appropriate lighting and landscaping and high-quality materials and finishes.
    c. Be connected to areas of activity through footpaths that provide clear, safe and direct universal access.

13. Manage and design planting and landscaping to:
    a. Ensure planting is low maintenance and robust.
    b. Reference the context of the site.
    c. Consider the use of trees and their impacts on shading and sunlight, particularly in winter.
    d. Avoid blocking sightlines for pedestrians and vehicles.
    e. Maintain connection to the river corridor.

Commercial Use

1. Activate and frame the street by locating and designing buildings along identified Primary and Secondary Frontages to be built on the transport boundary.

2. Where a large singular building such as a supermarket is proposed to be located on this site, sleeve identified Primary Frontages with smaller footprint activities that directly access the street.

3. Avoid locating smaller footprint stores outside of identified frontages to ensure the vibrancy and vitality of the Main Street is not undermined.

4. Design façades that activate the street frontage, providing an attractive and safe street by:

- **a.** Establishing the primary customer access to the street.
- **b.** Locating parking, service and loading areas to the rear of the building.
- **c.** Providing glazing to the street front enabling activation of the street.
- **d.** Ensure architectural detail and glazing is continued into the upper floors, avoiding blank facades throughout the main street.
- **e.** Provides shelter and shade to pedestrians through veranda's

Plan Change 5 Peacocke Structure Plan

5. Defining corner sites by:

- **a.** Using height to create a visual reference and wayfinding point in the area.
- **b.** Locating their access to front the intersection, activating the space.
- **c.** Ensuring that the design of the building continues around the corners of the site.
- **d.** Ensuring that carparks, service areas, vehicle access and loading are located to the rear of the site.

6. Where provided, parking should contribute to a well-functioning high amenity Local Centre by:

- **a.** Being located to the rear of the site and outside of identified frontages.
- **b.** Being designed and located to be safe and achieve a high level of amenity using appropriate lighting and landscaping and high-quality materials and finishes.
- **c.** Be connected to areas of activity through paths that provide clear, safe and direct universal access.

1.5 Other Methods of Implementation

Many issues require a regulatory response through District Plan rules. The Resource Management Act also requires that regard be paid to other methods that may provide for more effective resource management, either on their own or in combination with rules.

This section outlines some of the methods, other than District Plan regulation, that will be developed and implemented to give effect to the District Plan's objectives. These 'other methods' may change and develop over the life of the District Plan as the Council progresses its strategic and annual planning responsibilities through its 10-year Long-Term Plan.

The following list of 'other methods' is an indication of the types of methods that contribute towards achieving District Plan objectives, the list is not exhaustive.

1.5.1 Regulatory Methods Outside the District Plan

a) National Environmental Standards (air-quality standards, assessing and managing contaminants in soil, sources of human drinking water standards, telecommunication facilities, electricity transmission).

b) National Policy Statements such as Electricity Transmission and Renewable Electricity Generation.

c) Additional matters for consenting process for land affected by instability or inundation in the Resource Management Act, section 106.

d) Civil Defence Emergency Management Act 2002 and Civil Defence Emergency Management Plans.

e) Soil Conservation and Rivers Control Act 1941.

f) Hazardous Substances and New Organisms Act 1996 and regulations.

g) Reserves Act 1977 and the development, implementation and review Reserves Act 1977 Management Plans for Council reserves.

h) Historic Places Act 1993.

i) Wildlife Act 1953.

j) Local Government Act 1974 and 2002.

k) Electoral Act 1993 and regulations (e.g. election signs).

l) Speed Limit Bylaws and safer speed areas.

m) Traffic Bylaws (including restrictions on heavy vehicle transport routes).

n) Hamilton City Council Bylaws.

o) Enforcement action under the Resource Management Act.

p) Consenting process and enforcement action under the Building Act 2004 and regulations.

q) Public Works Act 1981 and designations.

r) Land Transport Act 1998 and regulations.

s) Utilities Access Act 2010.

t) Waikato Regional Policy Statement, Regional Plans and Strategies (e.g. Regional Land Transport Strategy).

u) Other Regional or Sub-Regional Strategies (e.g. Futureproof and Sub-Regional Three Waters Strategy).

v) Hamilton City Strategies (e.g. Access Hamilton and any associated action plans, Hamilton Urban Growth Strategy) and Plans.

1.5.2 Education and Advocacy

a) Information from Land Information Memorandum/Project Information Memorandum.

b) Information about contaminants in soil from:

i. Hamilton City Council's Selected Land-use Register.

ii. Waikato Regional Council's Register of Contaminated Land.

iii. Land Information Memorandum.

iv. Ministry for the Environment's Hazardous Activities and Industries List.

v. Ministry for the Environment's Contaminated Land Guidelines.

vi. Department of Labour's Health and Safety Guidelines on the Cleanup of Contaminated Sites.

vii. Industry health and environmental guidelines for assessing and managing contaminated sites.

c) Guides and technical advice include information on:

i. Planting in the City, including recommendations on native planting.

ii. Earthworks.

iii. Good-quality urban design (e.g. *Vista* – highlights key urban design principles).

iv. Low-Impact Urban Design and Development principles.

v. Efficient water use and conservation (e.g. water-sensitive techniques including technologies such as low-flow shower heads and dual-flush toilets in new developments; water-efficient appliances (e.g. washing machines).

d) Promote the Hamilton Waste Management and Minimisation Plan including:

i. Waste audits and waste reduction to be carried out by high waste-generating activities.

ii. Re-use, recycling and disposal of waste including demolition materials.

e) Advocate or promote:

i. Good-quality urban design. Specific advice is available through the Urban Design Panel.

ii. The incorporation of public art into the City.

iii. Water-sensitive approaches to water use and disposal and the benefits of energy- and water-efficiency mechanisms and changing behaviour.

iv. Conservation of landscape, ecological values and gully restoration including voluntary protection of natural environments (e.g. QEII covenants).

v. Undergrounding of network utility services where possible.

vi. Improvements to passenger transport, walkable environments and the outcomes stated in the action plans developed under Access Hamilton.

vii. Broadband across the City.

viii. The benefits of a compact city coupled with good urban design and the advantages of medium-density and mixed-use development.

f) Manage landowner expectations by clear and consistent information about:

i. The constraints and opportunities of having a scheduled building/structure/site.

ii. The timing and sequencing of development of different parts of the City, in accordance with the Hamilton Urban Growth Strategy.

iii. Location of business and industrial activities in centres.

g) Make available natural hazard information. Information about the risks of natural hazards should be provided to assist with the planning and preparation for natural hazard events.

h) Build civic consciousness and pride through public promotion of sites that are of character-defining significance or unique to Hamilton and its history.

1.5.3 Council Projects and Initiatives (Subject to Long Term Plan and Annual Plan)

a) Local Government Act 2002 policies and plans identifying community outcomes, establishing council financial policies, operational/management programmes and infrastructure plans (e.g. Long-term Plans, activity management plans, and budgets).

b) Council work shows leadership in:

i. Co-ordination with other network utility operators regarding the location of new utility services.

ii. Urban design, accessibility, innovation, sustainability and optimisation.

iii. Best practice solutions.

c) Council provides services such as:

i. Monitoring and enforcement.

ii. Transportation and Three Water infrastructure services.

iii. Inner-city free wireless internet.

d) Implement the Public Art Plan and commission public art.

e) Provide infrastructure in a manner that supports residential, business, industrial activities in preferred locations in accordance with City and Regional growth strategies.

f) Develop Integrated Catchment Management Plans and/or water impact assessments for the long-term sustainable management of water resources and align Council works with those Catchment Management Plans and river bank stability programmes.

g) Maintain Hamilton City Infrastructure Technical Specifications, as a guide for acceptable engineering practice and design solutions.

h) Develop and implement Hamilton City Council Three Waters Management Plan.

i) Activity Management Plans for development and management of infrastructure to respond to City growth, renewal and enhanced service levels (including improved service levels to meet environmental objectives).

j) Observe responsibilities under Council's resource consents for water take, wastewater and stormwater management to increase water efficiency and the resulting slowing of growth in demand.

k) Undertake appropriate site investigation, assessment and design, and ensure good management practices are followed for Council-controlled infrastructure and community facilities.

l) Undertake demonstration projects (including public-private) for:

   i. Mixed-use developments.

   ii. Medium-density residential.

   iii. Higher-density Central City living.

   iv. Use of new technology in key public sites.

m) Implement Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010, (Hamilton City Council and other parties) through an integrated River Management Plan and associated joint management agreements and documents.

n) Facilitate public access from the Central City to the riverbank.

o) Develop a Master Plan for future development of the River Corridor.

p) Adopt appropriate place and street names, commemorative signs or pou.

q) Enhance identified Hamilton character areas, precincts and built and natural character.

r) Construct gateways, under the Gateways Policy, including securing land.

s) Develop and implement an Open Space Plan that will set the direction for the future provision of open space in Hamilton, taking account of City growth, demographic change and changes in recreation patterns. As well as providing for recreation needs the plan will acknowledge the role of open space in protecting areas of natural, cultural and historic value. The plan will emphasise the benefits of providing open space that serves multiple values and is connected to provide for pedestrian/cycle paths and ecological links.

t) Develop and implement action plans as described in Access Hamilton, including for parking, safety, travel demand, active travel and passenger transport.

u) Secure necessary land, consents and designations for infrastructure (e.g. land for waste and recycling, and materials recovery activities; transport corridors; Three Waters networks).

v) Develop an Opoia Precinct Framework to guide future development, which builds upon engagement with key stakeholders and addresses key issues including access, connectivity, residential amenity and mix of use.

1.5.4 Collaboration and Partnership

a) Involve and consult with tangata whenua.

b) Work with tangata whenua to improve community understanding of tikanga and customs (e.g. meaning and significance of waahi tapu sites, sensitivities about funeral activities near to food retail activities, scattering of ashes in waterways) .

c) Work with Futureproof partnership to implement the Futureproof Strategy.

d) Collaborate with the Waikato Regional Council, landowners and occupiers in the identification and assessment of potentially contaminated land and the remediation, management or containment of contaminated land.

e) Collaborate with Waikato Regional Council, Civil Defence, and other territorial authorities, to collect and analyse natural hazard risk information.

f) Collaborate with Waikato Regional Council to develop and implement public education and awareness programmes on natural hazards and their associated risks.

g) Participate in any regional natural hazards forum to promote organisational integration and information sharing across jurisdictional and plan boundaries.

h) Co-ordinate upgrades with other network utility operators so road corridor openings are minimised.

i) Advocate for enhanced advertising standards in commercial centres and along industrial frontages.

j) Develop public-private partnerships and joint ventures with the Crown and other councils, as appropriate.

k) Work with infrastructure providers (e.g. Council, NZTA, Kiwi Rail) to develop infrastructure including roads, walkways and cycleways, passenger transport, water services, energy and telecommunications infrastructure, public space and reserves to complement land uses.

l) Maintain an ongoing partnership between Hamilton City Council and event organisers.

m) Maintain an ongoing relationship with the controlling authorities of major facilities.

n) Work with key stakeholders to manage adverse social effects created by alcohol and substance abuse (e.g. liquor ban bylaws, discouraging liquor outlets from neighbourhood centres).

o) Work with community groups in conservation and ecological restoration efforts within Hamilton City.

p) Collaborate with Mighty River Power for design of infrastructure to allow for carefull management of public walkways/cycleways within the operating range of the Waikato Hydro System.

q) Engage with stakeholders involved in the movement of goods that exceed normal maximum size of loads to ensure their operating needs are being considered as part of managing the transport network.

1.5.5 Economic Instruments

a) Develop Development Contributions and Financial Contributions policies that are consistent with the City's strategies, Hamilton City Long-term Plan, Annual Plans and Activity Management Plans.

b) Development agreements between Council and developers for the funding of additional infrastructure and the use and upgrading of existing infrastructure.

c) Cost recovery for services provided (fees and charges).

d) Incentives (e.g. development bonuses, rebates, financial contributions for reserves, discounts) for proposals to:

   i. Encourage high-level adoption of water-sensitive techniques, including financial incentives for water-efficient appliances or financial disincentives (e.g. water metering).

   ii. Retain, plant or covenant native bush areas.

Appendix 2 - Structure Plans

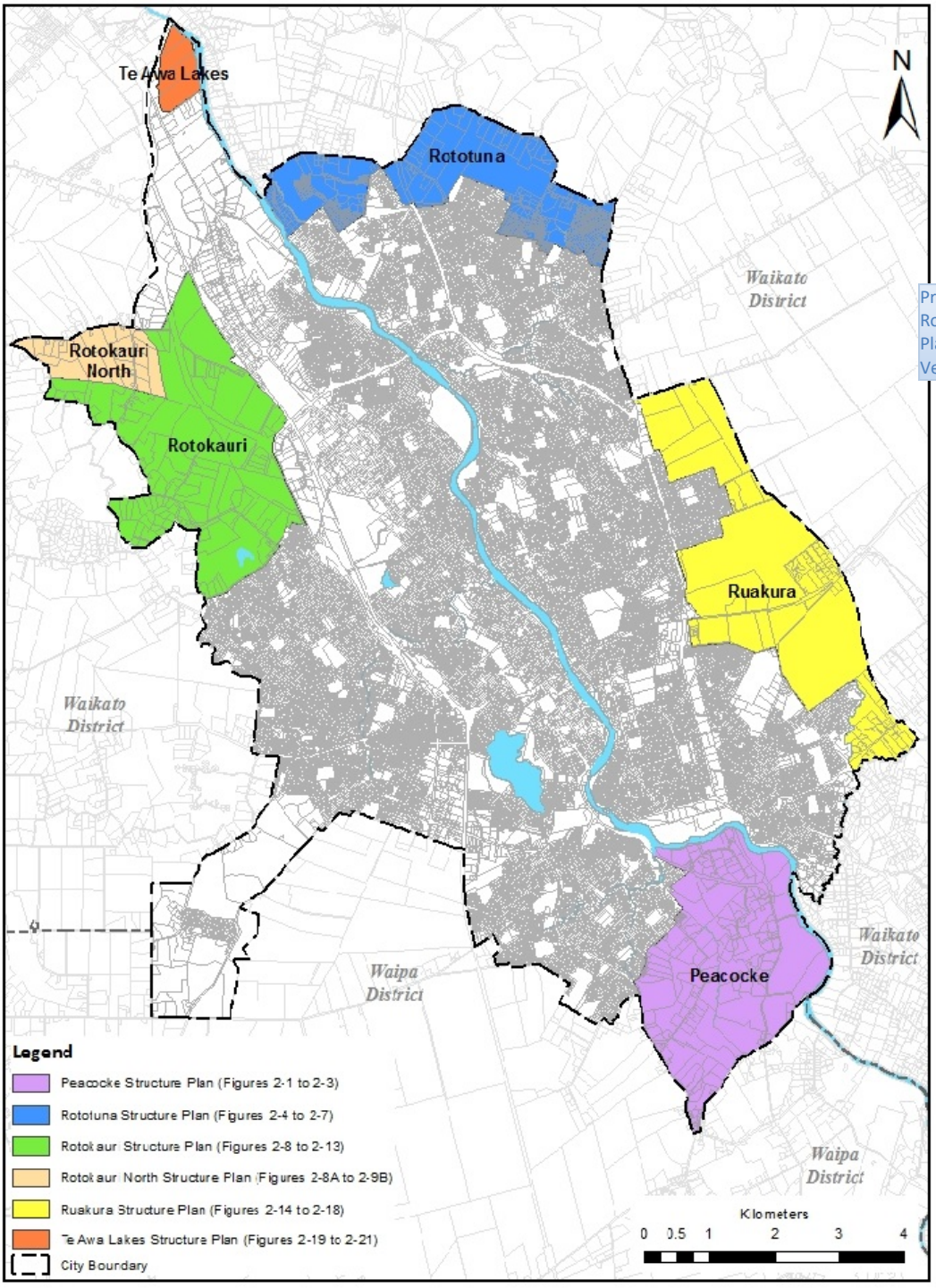
Hamilton City Council
Te kaunihera o Kirikiriroa

This chapter is subject to the following plan changes:

- *Proposed Plan Change 7 – Rotokauri North Private Plan Change*
- *Plan Change 5 – Peacocke Structure Plan (insertions underlined, deletions ~~struck out~~)*

Appendix 2: Structure Plans

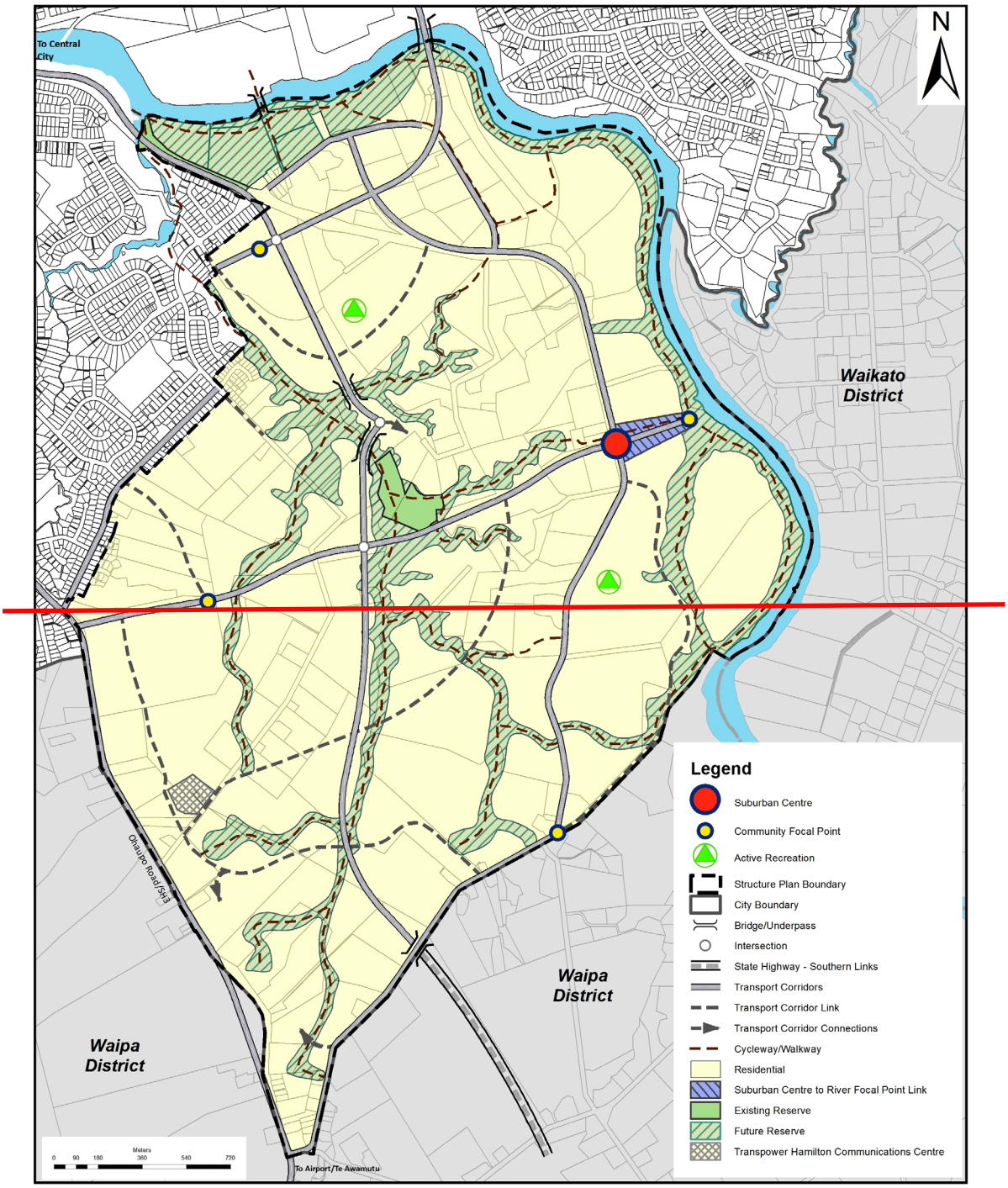
Structure Plans Locality Guide

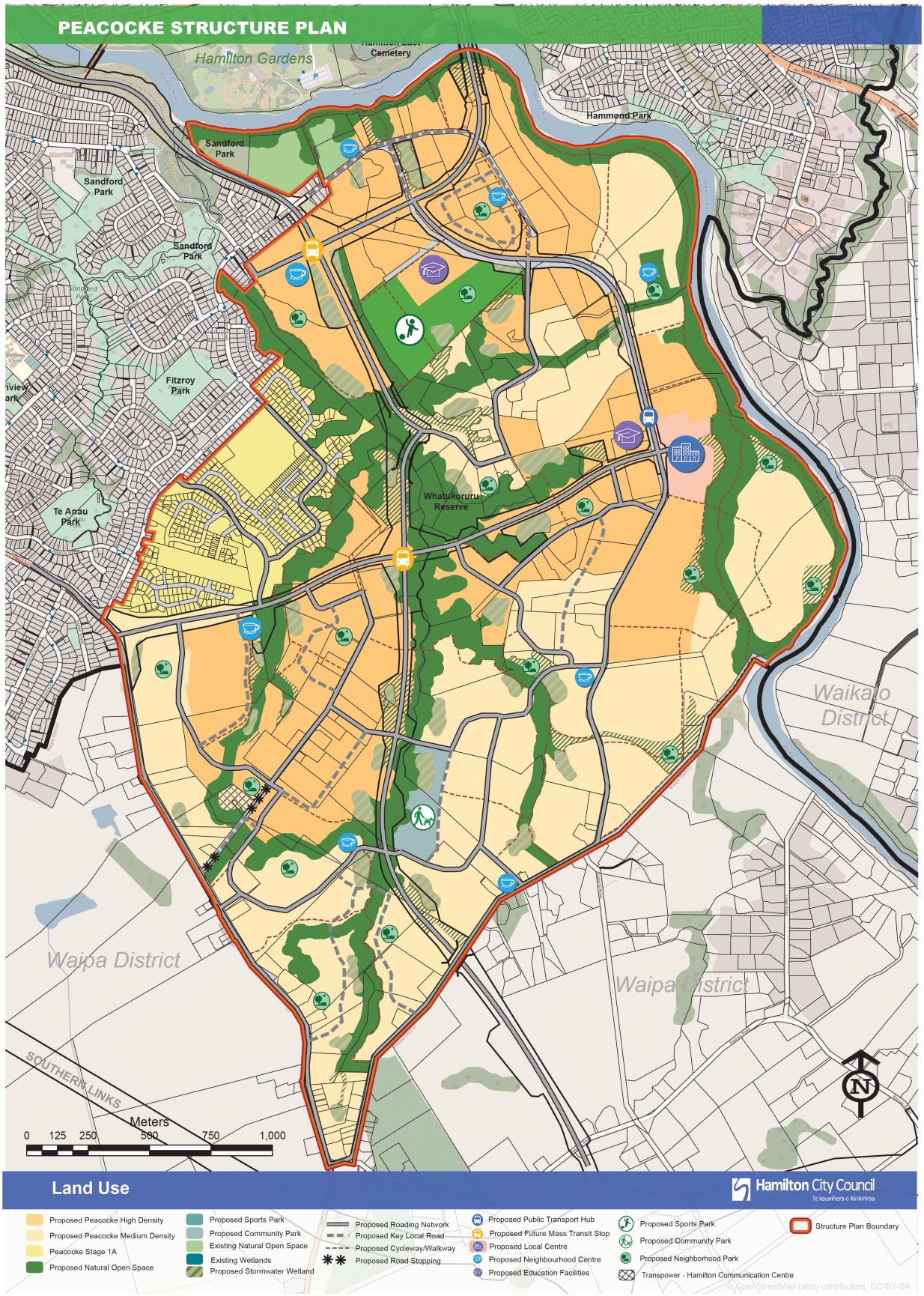


Proposed Plan Change 7- Rotokauri North Private Plan Change - Notified Version

Plan Change 5 Peacocke Structure Plan

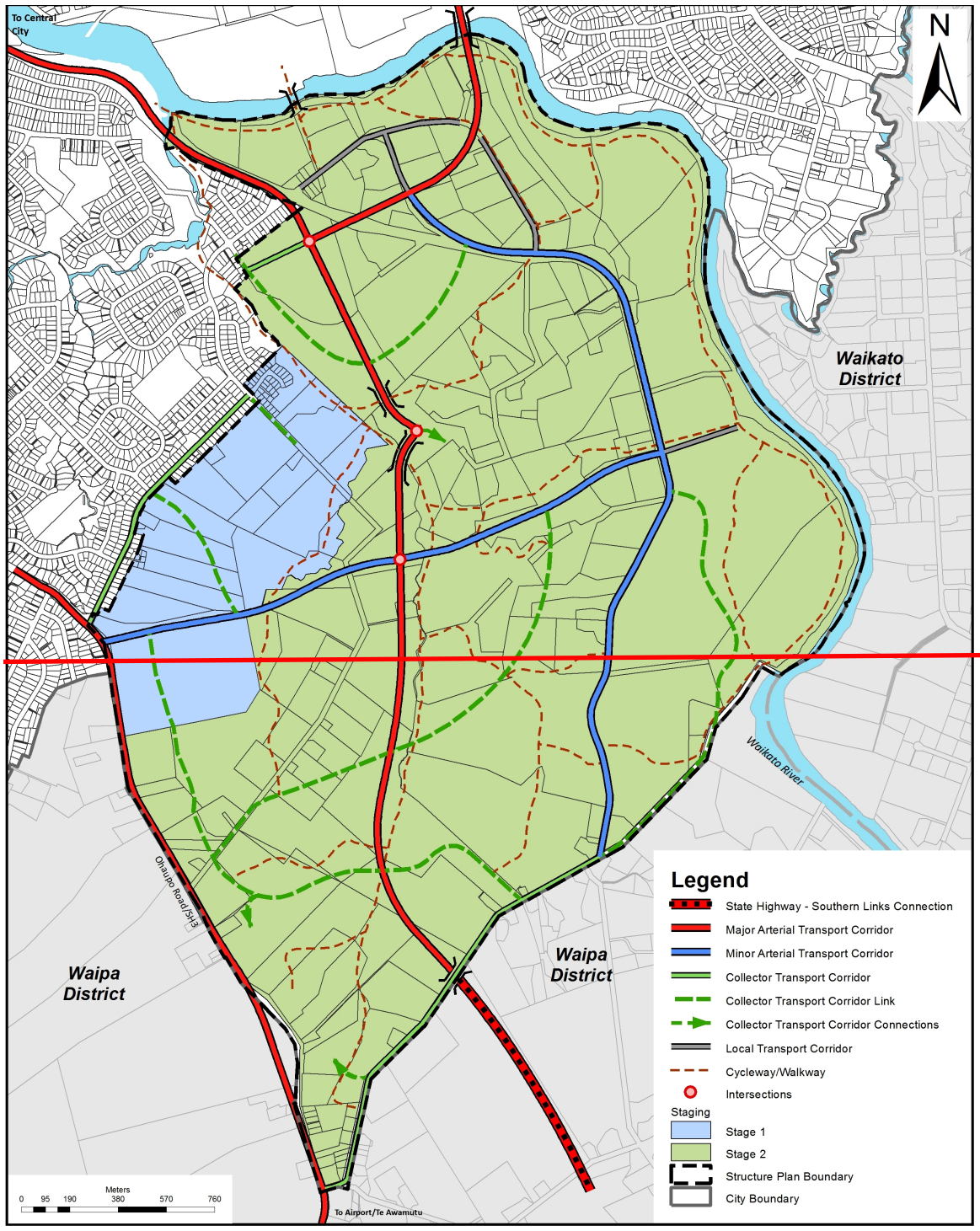
1. Figure 2-1: Peacocke Structure Plan – Land Use



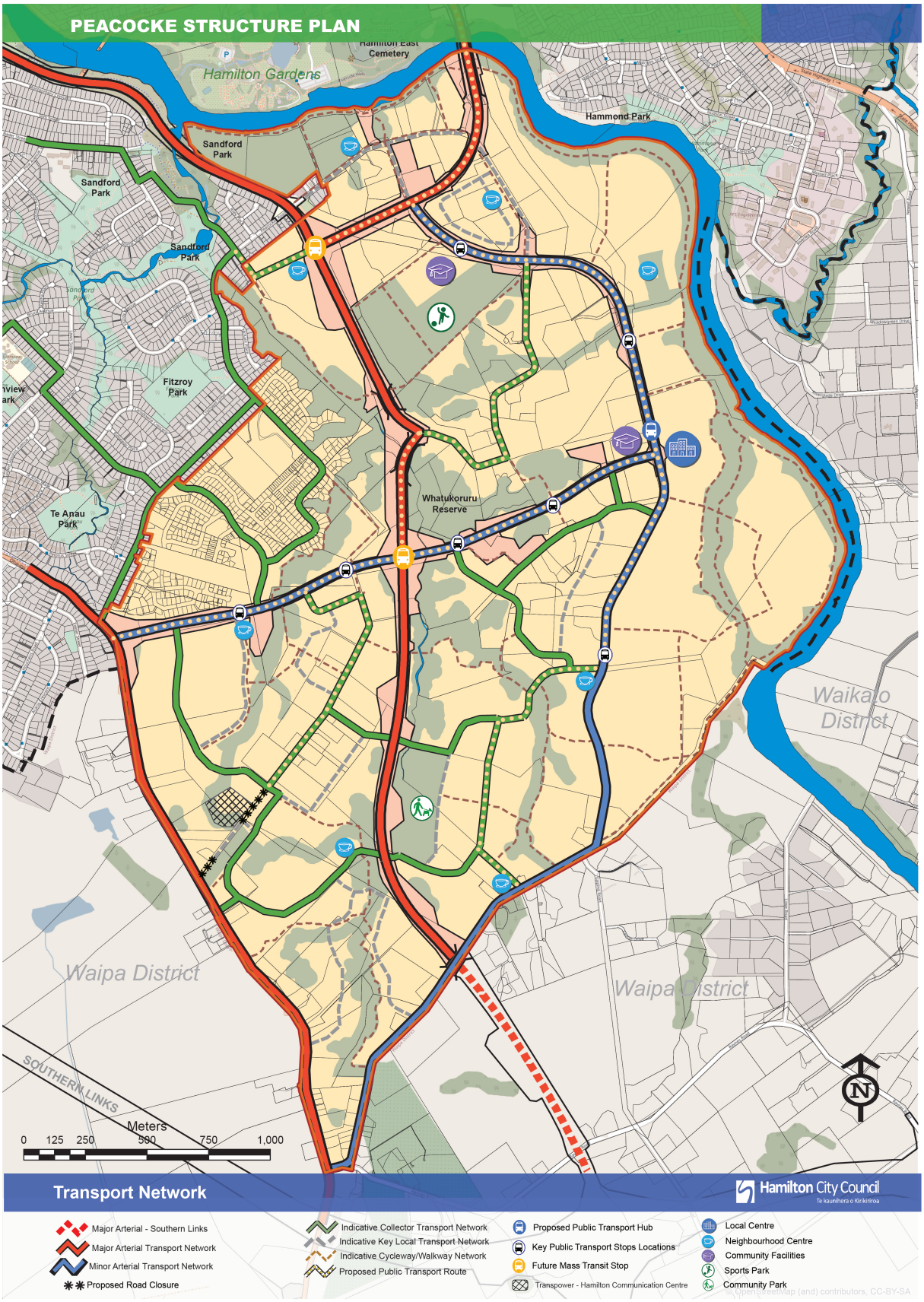


Plan Change 5 Peacocke Structure Plan

Figure 2-2: Peacocke Structure Plan –Transport Network

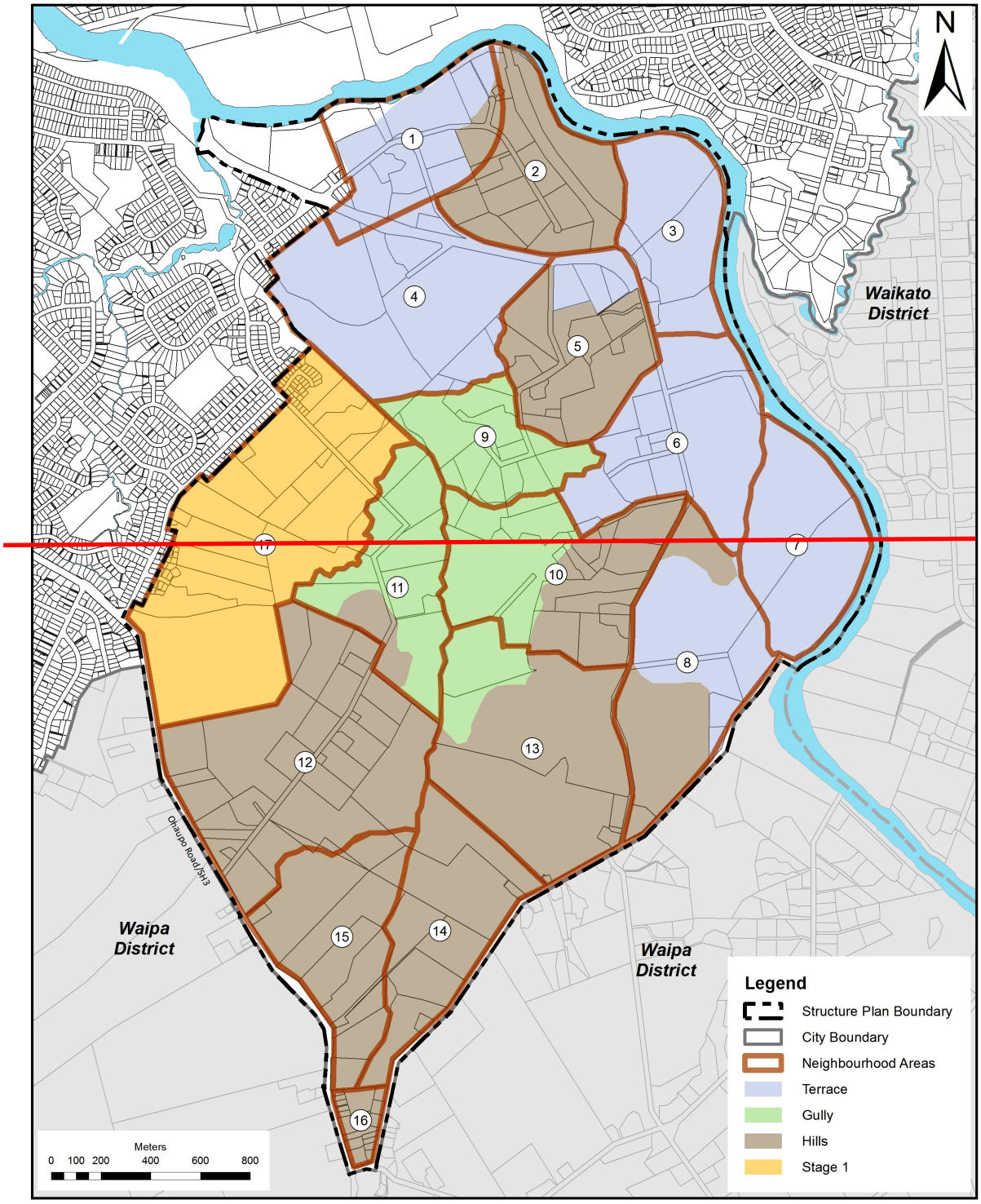


Plan Change 5 Peacocke Structure Plan

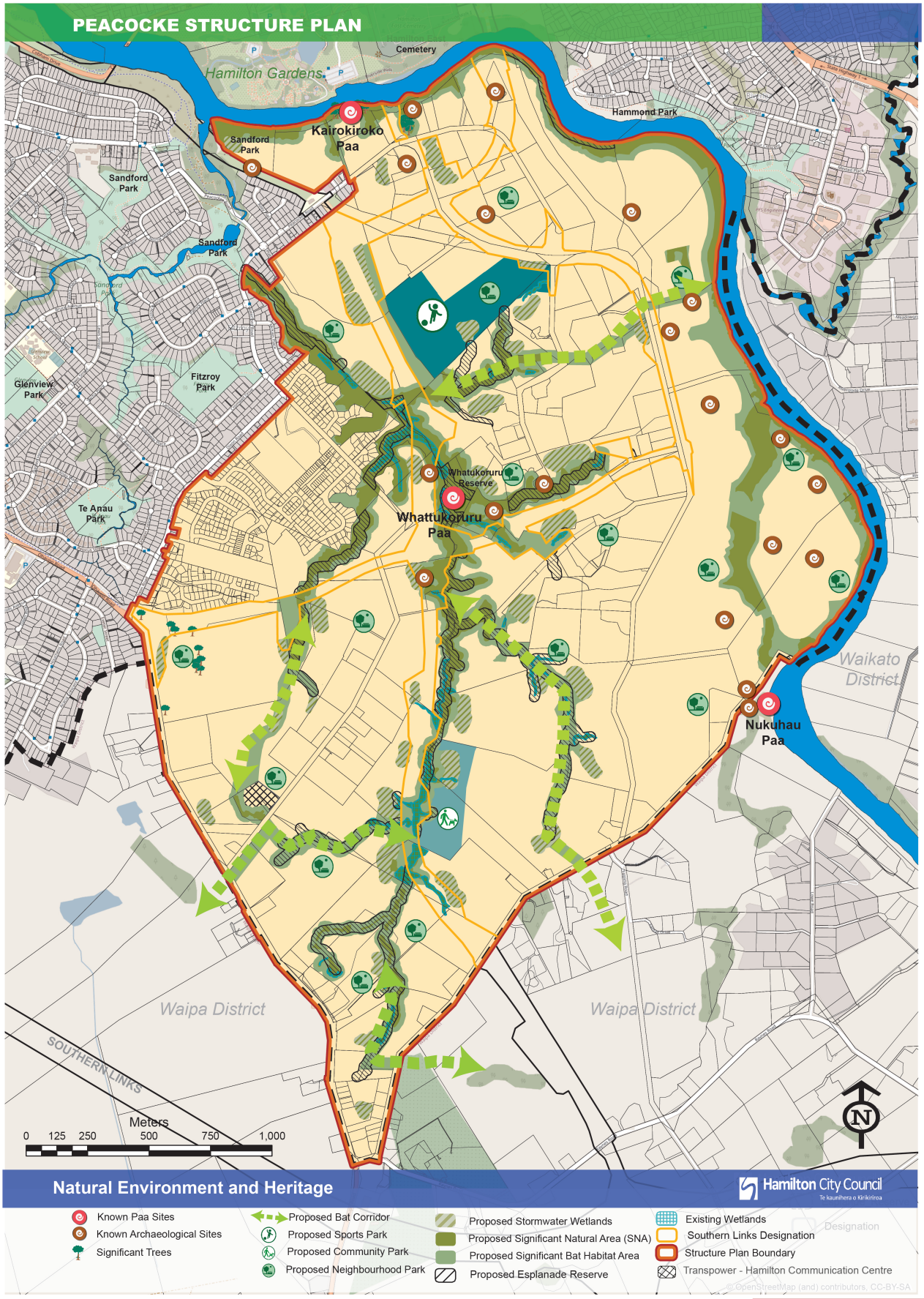


Plan Change 5 Peacocke Structure Plan

Figure 2-3: Peacocke Structure Plan – Natural Environment and Heritage



Plan Change 5 Peacocke Structure Plan



Plan Change 5 Peacocke Structure Plan

Figure 2-3a: Peacocke Structure Plan – Staging and Infrastructure

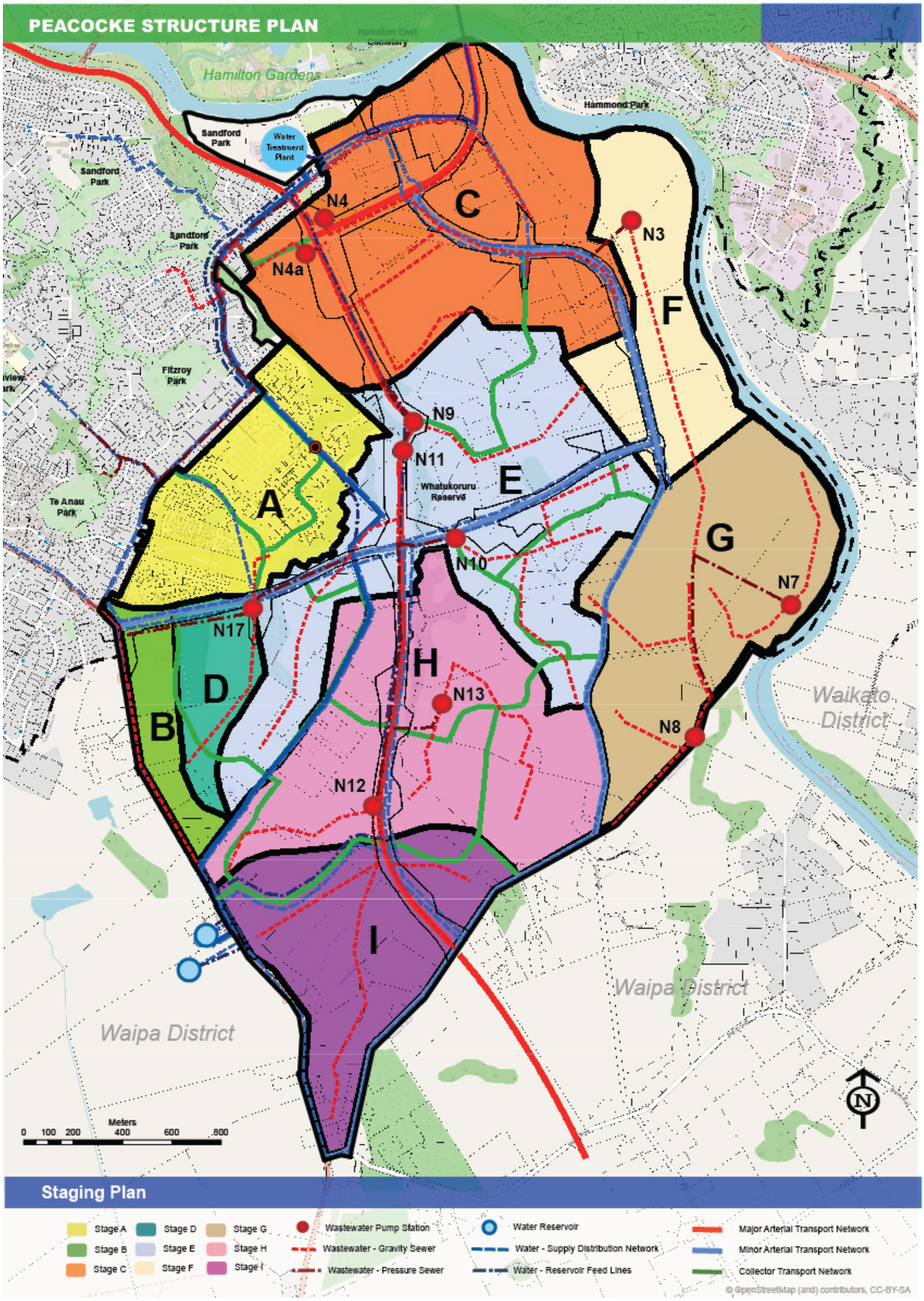
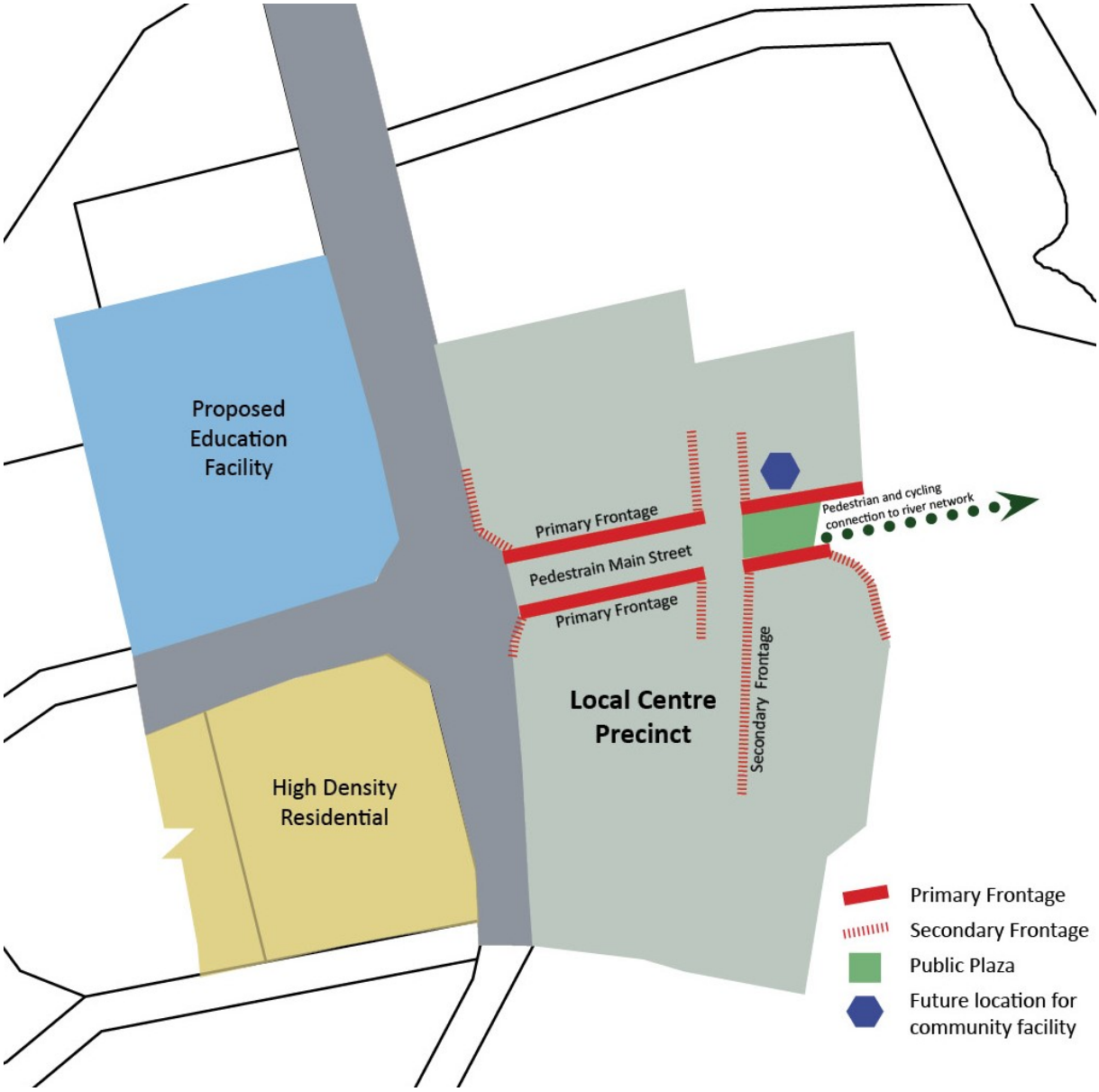


Figure 2-3b: Peacocke Structure Plan – Peacocke Local Centre Concept



Plan Change 5 Peacocke Structure Plan

Appendix 8 - Historic Heritage

Hamilton City Council
Te kaunihera o Kirikiriroa

This chapter is subject to the following plan changes:

- *Plan Change 5 – Peacocke Structure Plan (insertions underlined, deletions ~~struck out~~)*
- *The following provisions have immediate legal effect under Section 86B (3) of the RMA*

Appendix 8: Heritage

8-1 Assessment of Historic Buildings and Structures

8-1.1 Rankings of Significance

Rankings for historic buildings and structures listed in Schedule 8A have been established as follows.

Plan Ranking A: Historic places of highly significant heritage value include those assessed as being of outstanding or high value in relation to one or more of the criteria and are considered to be of outstanding or high heritage value locally, regionally or nationally.

Plan Ranking B: Historic places of significant heritage value include those assessed as being of high or moderate value in relation to one or more of the heritage criteria and are considered to be of value locally or regionally.

The heritage value of historic places has been assessed based on evaluation against the following individual heritage criteria.

8-1.2 Heritage Assessment Criteria

a) Historic Qualities

i. Associative value: The historic place has a direct association with or relationship to, a person, group, institution, event or activity that is of historical significance to Hamilton, the Waikato or New Zealand.

A person, group, institution, event or activity that is of great historical significance regionally or nationally is closely associated with the place	*Outstanding*
A person, group, institution, event or activity that is of great historical significance locally, regionally or nationally is closely associated with the place	*High*
A person, group, institution, event or activity that is of historical significance to the local area, or region is associated with the place	*Moderate*

ii. Historical pattern: The historic place is associated with important patterns of local, regional or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities.

Historic themes or patterns of national, regional or local importance are strongly represented by the place	*High*
Historic themes or patterns important to the local area or region are represented by the place	*Moderate*

Schedule 8B: Group 1 Archaeological and Cultural Sites

Note
Reference needs to be made to assessment reports prepared for individual Archaeological and Cultural sites to determine their archaeological and cultural significance (NZAA Site Records)

Site Number (NZAA Number*)	Name	Legal Description	Map Number
A1 (S14/165)	Te Awa o Katapaki – Borrow Pits	Lot 18 DPS 85254, Pt Lot 13 DPS 85254	8B
A2 (S14/204)	Lime Kiln, Taunga Waka and Te Puru O Hinemoa	Sec 2 SO 61140	37B
A3 (S14/189)	Te Totara	Lot 2 DPS 62544	16B
A4 (S14/46)	Kairokiroki Pa	Lot 1 DP 358987, Lot 2 DP 358987, Lot 2 DP 312185, Lot 1 DP 312185	56B
A5 (S14/59)	Te Kourahi Pa	Pt Lot 514 DPS 9477	55B
A6 (S14/201)	Mangaiti – Borrow Pits	Road Reserve	18B
A7 (S14/38)	Miropiko Pa	Lot 1 DP 31703, Lot 2 DP 31703, Pt Allot 215 Kirikiriroa PSH	37B
A8 (S14/77)	Un-named – Pa	Lot 1 DPS 16456, Lot 48 DPS 13635	57B
A9 (S14/208)	Kukutaruhe	Lot 33 DPS 6071	27B
A10 (S14/111)	Umu (Oven)	Pt Allot 4 Pukete PSH	7B
A11	Koromatua – Urupa (burial grounds)	Pt Allot 371 Tuhikaramea PSH	60B
A12 (S14/25, S14/28)	Owhango Pa	Lot 3 DPS 9044, Lot 24 DPS 64834, Lot 15 DPS 71459, Pt Lot 2 DPS 9044, Lot 25 DPS 64834, Lot 33 DPS 65265, Lot 6 DPS 71459	17B
A13 (S14/27)	Kukutaruhe Pa	Lot 24 DPS 16087, Lot 4 DPS 16087, Lot 5 DPS 16087, Lot 6 DPS 16087	27B
A14 (S14/28)	Te Inanga Pa	Lot 4 DPS 5738, Lot 3 DPS 5738, Lot 2 DPS 5738, Lot 1 DPS 5738	27B
A15 (S14/3)	Tupari Pa	Lot 3 DPS 28101, Pt Lot 2 DPS 28101, Lot 10 DPS 9657, Lot 1 DPS 88068, Pt Lot 1 DPS 9657, Lot 8 DPS 10486	27B

Site Number (NZAA Number*)	Name	Legal Description	Map Number
A16 (S14/34, S14/64)	Te Rapa Pa	Sec 2 SO 337569	45B, 55B
A17 (S14/37)	Waitawhiriwhiri Urupa	Allot 286 Pukete PSH	36B
A18 (S14/39)	Kirikiriroa Pa	Lot 1 DPS 65343, Lot 1 DPS 87404, Lot 4 DP 344056, Lot 2 DPS 87404, Lot 3 DP 31762, Lot 6 DPS 87404, Lot 3 DPS 87404, Lot 1 DPS 81452, Lot 2 DP 344056, Pt Lot 11 DP 11019, Lot 5 DPS 5279, Lot 3 DPS 65343, Pt Lot 12 DP 11019, Lot 1 DP 344056, Pt Lot 11 DP 11019, Lot 7 DPS 87404, Lot 1 DP 312723, Pt Lot 12 DP 11019, Lot 3 DP 10335, Lot 2 DPS 81452, Pt Lot 2 DP 10335, Lot 1 DPS 27882, Lot 4 DP 10335	37B, 45B
A19 (S14/41)	Opoia Pa	Lot 3 DP 14636, Lot 2 DP 14636, Lot 1 DP 14636, Allots 471, 465, 466 and 472 Kirikiriroa PSH, Lot 3 DP 18921	37B, 45B
A20 (S14/44)	Te Pa O Ruamutu	Lot 33 DPS 9899, Lot 34 DPS 9899, Lot 1 DPS 34675, Lot 32 DPS 9899, Lot 26 DPS 9899, Lot 23 DPS 9899, Lot 44 DPS 9899, Lot 27 DPS 9899, Lot 24 DPS 9899, Lot 35 DPS 9899, Lot 28 DPS 9899, Lot 25 DPS 9899, Lot 29 DPS 9899, Lot 1 DPS 76159	58B
A21 (S14/60)	Te Parapara Pa	Pt Allot 252A Kirikiriroa PSH	56B
A22 (S14/63)	Waitawhiriwhiri Pa	Lot 1 DPS 63511, Pt Lot 6 DP 14611, Pt Lot 7 DP 14611	36B
A23 (S14/90)	Whatanoa Pa	Allot 457 TN OF Hamilton West	36B
A24 (S14/97)	Te Raratuna O Tutumua - Pa/Urupa	Allot 4A Pukete PSH	7B
A25 (S14/30, S14/19)	Pukete Pa	Sec 2 SO 59857, Lot 1 DPS 55931, Sec 1 SO 58300, Sec 1 SO 59857, Lot 4 DP 411000	16B
A26 (S14/66)	Te Nihinihi Pa	Pt Sec 23 Hamilton East TN BELT, Allot 446 TN OF Hamilton East, Lot 3 DPS 21107, Lot 1 DPS 21107	56B
A27	Mangaonua Pa	Lot 2 DPS 68608	58B

Site Number (NZAA Number*)	Name	Legal Description	Map Number
(S14/79)			
A28	Te Moutere o Koipikau Pa	Graham Island	55B
A29 (S14/284)	Middens/Umu	Allotment 106 Parish of Horotiu and Section 2 SO Plan 486608	1B, 2B
A30 (S14/47	Whatukoruru Paa	Lot 1 DPS 90309, Section 2 SO 551228 and Section SO 60380	64B

**The NZAA number refers to the New Zealand Archaeological Association reference number for the site.*

Plan Change 5 Peacocke Structure Plan

Schedule 8C: Group 2 Archaeological and Cultural Sites

Plan Change 5 Peacocke Structure Plan

Site Number (NZAA Number*)	Name	Legal Description	Map Number
A100 (S14/176)	Borrow Pits	Lot 4 DPS 81210, Lot 2 DPS 81210 and Lot 1 DPS	57B
A101 (S14/209)	Matakanohi – Borrow Pits	Pt Allot 32 Pukete PSH, Pt Lot 3 Allot 31 Pukete PSH	17B, 18B, 26B, 27B
A103 (S14/45)	Narrows Military Redoubt	Allot 483 Kirikiriroa PSH	56B, 57B
A104 (S14/102)	Flour Mill	Lot 2 DPS 7832 and Lot 1 DPS 12535	55B
A105 (S14/165)	Te Awa o Katapaki – Borrow Pits	Pt Lot 21 DPS 86166, Pt Lot 8 DPS 86166, Lot 17 DPS 85254, Pt Lot 9 DPS 85254	8B
A106 (S14/23)	Waahi Taonga	Lot 16 DPS 7313	27B
A107 (S14/48)	Pa	Lot 3 DPS 29232	48B
A108 (S14/57)	Hamilton West Military Redoubt – Pukerangiora	Pt Allot 59A TN OF Hamilton West	45B
A109 (S14/95)	Narrows Redoubt – Military Redoubt	Allot 412 TN OF Hamilton East	46B
A110 (S14/116)	Rotokaeo – Waahi Taonga	Lot 2 DPS 6986, Lot 3 DPS 6253	35B
A111 (S14/161 & S14/490)	Kairokiroki – Waahi Taonga	Lot 1 DP 480575, Lot 2 DP 480575, Lot 3 DP 480575 and Lot 4 DP 480575~~Lot 2 DPS 12490~~	56B, 57B
A112 (S14/4)	Waiwherowhero – Borrow Pits	Lot 32 DPS 73457, Lot 29 DPS 73457, Lot 31 DPS 73457, Lot 30 DPS 73457, Lot 16 DPS 58002, Lot 28 DPS 73457, Lot 17 DPS 58002, Lot 1 DPS 73457, Lot 18 DPS 58002, Lot 142 DPS 58002, Lot 37 DPS 11797, Lot 38 DPS 11797, Lot 12 DPS 58002, Lot 67 DPS 79722, Lot 3 DPS 88119, Lot 2 DPS 88119, Lot 1 DPS 88119, Lot 87 DPS 76047, Lot 11 DPS 58002, Lot 85 DPS 76047, Lot 86 DPS 76047, Lot 88 DPS 76047, Lot 89 DPS 76047, Lot 13 DPS 58002, Lot 90 DPS 76047, Lot 94 DPS 76047, Lot 95 DPS 76047, Lot 93 DPS 76047, Lot 91 DPS 76047, Lot 92 DPS 76047, Lot 14 DPS 58002, Lot 96	26B

Plan Change 5 Peacocke Structure Plan

Site Number (NZAA Number*)	Name	Legal Description	Map Number
		DPS 76047, Lot 15 DPS 58002, Lot 32 DPS 73457, Lot 29 DPS 73457, Lot 31 DPS 73457, Lot 30 DPS 73457, Lot 16 DPS 58002, Lot 28 DPS 73457, Lot 36 DPS 11797, Lot 6 DPS 58002, Lot 7 DPS 58002	
A113 (S14/40)	Putikitiki – Oven	Lot 2 DP 17455	45B
A114	Te Wehenga – Urupa	Road Reserve (Grey Street)	45B
A115	Waipahihi Pa	Road Reserve (Armagh Street), Lot 6 DP 1258, Lot 1 DPS 22233, Lot 2 DPS 22233, Pt Lot 3 DPS 22233, Lot 4 DPS 22233, Pt Lot 5 DPS 22233, Pt Lot 12 DP79, Lot 1 DP 473450, Lot 2 DP 473450, Lot 3 DP 473450, Lot 54 DP 11312, Lot 55 DP 11312	46B
A116	The Hamilton Punt/borrow pits	Pt Lot 2 DPS 257, Lot 1 DPS 12771, Allot 498 TN of Hamilton West, Lot 1 DPS 257 Allot 414 – 430 TN of Hamilton West	45B
A117	Mangakookoea Pa	Lot 2 DPS 17549, Lot 1 DP 375694, Lot 2 DPS 89533, Lot 2 DP 323260, Lot 1 DPS 83830, Lot 2 DPS 83830, Lot 2 DPS 53641	36B
A118 (S14/86)	Pukete – Waahi Taonga	Lot 3 DPS 22187	16B
A119 (S14/72)	Te Tara-ahi Pa (later Moules Redoubt)	Lot 1 DP 35065, Lot 1 DP 21732	45B
A120	Matakanohi Pa	Lot 20 DPS 379, Lot 4 DPS 74739, Lot 2 DPS 76908	27B
A121	Urupa (unnamed)	Sec 2 SO 60256, Pt Allot 397, 398, 399 TN of Hamilton East	45B
A122	Te Toka O Arurei Urupa	Lot 2 DP 404902	45B
A123	Hua O Te Atua Urupa	Riverbank Reserve (adjacent to Marlborough Place)	45B
A124 (S14/210)	Borrow Pits	Lot 2 DPS 46395, Lot 1 DPS 83083, Lot 1 DP 526398, Lot 2 DP 526398, Lot 1 DP 321304, Lot 2 DP 321304, Lot 3 DP 321304, Lot 10 DPS 10393, Lot 17 DPS 10393 and Lot 13 DPS 10393	57B

Plan Change 5 Peacocke Structure Plan

Site Number (NZAA Number*)	Name	Legal Description	Map Number
A125 (S14/326,	Borrow Pits	Lot 2 DPS 10393, Lots 3 DPS 10393 and Lot 4 DPS 10393	57B
A126 S14/320	Borrow Pits	Section 1 SO 517435, Lot 101 DP 505873, Part Lot 2 DPS 16114 and Lot 2 DPS 11203	63B & 64B
A127 S14/322	Borrow Pits	Lot 2 DP 307340, Lot 3 DP 540770, Lot 100 DP 540770 and Lot 3 DPS 45202	64B
A128 S14/243	Borrow Pits	Lot 1 DPS 12314, Lot 4 DPS 79836 and Lot 3 DPS 79836	56B
A129 S14/477	Borrow Pits	Lot 5 DP 17475	65B
A130 S14/318	Borrow Pits	Allot 87 Te Rapa PSH	65B
A131 S14/480	Borrow Pits	Lot 1 DPS 78023, Allot 87 Te Rapa PSH, and Part Allot 94 Te Rapa PSH	65B
A132 S14/64	Borrow Pits	Lot 1 DPS 78023, Allot 87 Te Rapa PSH, and Part Allot 94 Te Rapa PSH	65B
A133 S14/319	Borrow Pits	Lot 5 DP 17475 and Allot 87 Te Rapa PSH	64B & 65B
A134 S14/479	Borrow Pits	Lot 5 DP 17475 and Allot 87 Te Rapa PSH	65B
A135 S14/478	Borrow Pits	Lot 5 DP 17475 and Allot 87 Te Rapa PSH	65B
A136 S14/321	Borrow Pits	Lot 1 DPS 90309, Lot 1 DPS 90723, Part Lot 28 DPS 7724, Lot 3 DPS 45202 and Lot 2 DP 354352	64B
A137 S14/476	Borrow Pits	Part Lot 6 DP 34164 and Lot 5 DP 17475	57B, 58B, 64B & 65B
A138 S14/224	Borrow Pits	Part Lot 6 DP 34164	57B
A139 S14/475	Borrow Pits	Lot 4 DPS 81210 and Part Lot 6 DP 34164.	57B
A140 S14/327	Borrow Pits	Lot 1 DP 316288, Sections 6,7 & 8 SO 538898, Section 12 SO 538898 and Section 15 SO 538898	57B
A141 S14/286	Borrow Pits	Lot 3 DPS 11203, Lot 2 DP 313598 and Lots 1 DP 313598	63B & 64B

Plan Change 5 Peacocke Structure Plan

**The NZAA number refers to the New Zealand Archaeological Association reference number for the site.*

Sites in Group 2 are included in the plan for information purposes only.

Appendix 9 - Natural Environments

Hamilton City Council
Te kaunihera o Kirikiriroa

This chapter is subject to the following plan changes:

- *Proposed Plan Change 7 – Rotokauri North Private Plan Change*
- *Plan Change 5 – Peacocke Structure Plan (insertions underlined, deletions ~~struck out~~)*
- *The following provisions have immediate legal effect under Section 86B (3) of the RMA*

Appendix 9: Natural Environments

9-1 Significant Tree Assessment Valuation Method and Criteria

9-1.1 The RNZIH Standard Method of Evaluation

A standard evaluation method has been developed by the Royal New Zealand Institute of Horticulture (RNZIH) for the assessment of all trees proposed for inclusion in district plans.

In this adapted form there are 13 categories (A-M). Each category asks specific questions of the assessor. Each category must be regarded as a specific question and answered without reference to other categories.

The categories are given ratings of 1 to 4. Each rating requires a clear decision. Any expansion of the rating values leads to subjectivity and fractional differences of opinion. The following assessment must be used in the context of the value of that tree or group of trees to the local community. The scoring is carried out using the form shown in Appendix 9-2.

9-1.2 Category A: Size of Tree

The **height** and the **width** of the tree are measured and the tree is then assessed for **size**. This is done by taking the larger dimension, i.e. height or width, and doubling. The lesser dimension is subsequently added. This figure will give the visual area of the tree.

Small	1-25	1 point
Medium	26-60	2 points
Large	61-86	3 points
Exceptional	86	4 points

The terrain may slope or be level without affecting the measurement method.

9-1.3 Category B: Importance of Position

This is used for assessing the trees' **visual importance** or **proximity to the public**. There is a need to recognise the value of trees that are adjacent to well-used footpaths or walkways in urban situations. For ease of definition the rating of this category is divided as follows (with vehicle counts for types of routes as a guide).

Minor Significance (local transport corridor or private garden), fewer than 3000 vehicles per day (vpd)	1 point
Significant (collector transport corridor) 3000–10,000 vpd	2 points

Schedule 9C: Significant Natural Areas

Site Number (refer to Planning Maps)	Name	Map Number
SNA 1	Te Rapa North kahikatea I	7B
SNA 2	Te Rapa North kahikatea II	7B
SNA 3	River Road North Gully	7B, 8B
SNA 4	Riverside alder with tree ferns	7B, 8B
SNA 5	Pukete kanuka Gully I	16B, 8B
SNA 6	Riverbank mahoe scrub, Pukete	16B, 8B
SNA 7	Pukete Riverside mamaku-mahoe Forest	16B, 17B
SNA 8	Pukete kanuka Gully II	16B
SNA 9	Pukete Riverside kanuka	17B
SNA 10	Puketaha astelia Gully	19B
SNA 11	~~Burbush Road Forest/Perkins Bush~~ Kereru Reserve	14B
SNA 12	Horseshoe Lake (Waiwhakareke Natural Heritage Park)	33B
SNA 13	Riverbank north of Pukete Bridge	17B
SNA 14	Kirikiriroa Gully, Harrowfield	17B
SNA 15	Totara Park	17B
SNA 16	Mooney Street kahikatea	25B
SNA 17	Kirikiriroa Gully adjacent to Gordonton Road	19B
SNA 18	Kirikiriroa Gully, Chartwell	19B
SNA 19	Riverbank opposite St Andrew's Golf Course	18B, 27B
SNA 20	St Andrew's kanuka	27B
SNA 21	Donny Park raupo	27B
SNA 22	Riverbank opposite Anne Street	27B
SNA 23	Ranfurly Park, Fairfield	36B, 37B
SNA 24	Kirikiriroa Gully, Mangaiti	18B, 19B
SNA 25	Nawton Wetland	33B
SNA 26	Brymer Park	33B
SNA 27	Lake Rotokaeo (Forest Lake)	35B
SNA 28	Grove Park kahikatea	42B
SNA 29	Waitawhiriwhiri Gully, Edgecumbe Park	36B
SNA 30	Waitawhiriwhiri Gully, Whitiora	35B
SNA 31	Claudelands Bush	37B, 38B
SNA 32	Riverbank south of Miropiko	37B
SNA 33	Seeley's Gully	37B, 38B, 45B, 46B
SNA 34	Peachgrove kahikatea	46B
SNA 35	Mixed planted forest and totara forest near Golf Area Hamilton Lake Domain	44B
SNA 36	Lake Rotoroa	44B, 45B, 54B, 55B
SNA 37	Southwell Bush	38B
SNA 38	Caldwell Native Bush	38B
SNA 39	Waikato University kahikatea	47B
SNA 40	Hillcrest kahikatea	47B
SNA 41	Mangaonua Gully, Chelmsford Park	48B
SNA 42	Mangaonua Gully, Silverdale	48B
SNA 43	Temple View kahikatea	60B

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

Site Number (refer to Planning Maps)	Name	Map Number
SNA 44	Graham Island (Te Motere o Kaipikau)	56B
SNA 45	Riverbank east of Cobham Drive	56B
SNA 46	River Island with turf vegetation	56B
SNA 47	Mamaku-mahoe forest, Hamilton Gardens Riverbank Mamaku-kamahi forest, Hamilton Gardens	57B
SNA 48	Riverbank kanuka opposite Hammond Park	57B
SNA 49	Hammond Bush	58B, 57B
SNA 50	Gully near Hammond Bush I	58B
SNA 51	Gully near Hammond Bush II	58B
SNA 52	Riverside kanuka, Hammond Park	58B
SNA 53	Mangaonua streamside, Riverlea	58B
SNA 54	Riverside kanuka, Peacocke	58B, 65B
SNA 55	Mangakotukutuku gully, Te Anau Park	63B
SNA 56	Mangakotukutuku gully, Peacocke	64B
SNA 57	Mangaonua gully, Berkley	58B
SNA 58	Mangaonua streamside, Riverlea	58B
SNA 59	Mangaonua gully arm, Riverlea	58B
SNA 60	Hall Road, Peacocke	63B
SNA 61	Mangakotukutuku gully, Peacocke II	56B, 57B, 63B, 64B, 66B, 67B
SNA 62	Waikato River esplanade, Peacocke	56B, 57B, 58B, 65B

Plan Change5

Peacocke Structure Plan

Appendix 15 - Transportation

Hamilton City Council
Te kaunihera o Kirikiriroa

This chapter is subject to the following plan change:
Proposed Plan Change 7 – Rotokauri North Private Plan Change – Notified Version (insertions underlined, deletions ~~struck out~~)
Proposed Plan Change 5 – Peacocke Structure Plan (insertions underlined, deletions ~~struck out~~)

Appendix 15: Transportation

15-1 Parking, Loading Spaces and Manoeuvring Areas – Tables and Figures

Table 15-1a: Number of parking, loading and cycle spaces

Activity	Car parking spaces	Loading spaces	Visitor cycle spaces	Staff cycle spaces
a) Ancillary residential units and apartment buildings	1 per residential unit	-	1 per 4 units	-
b) Building improvement centre (excluding nurseries and garden centres)	1 per 50m^2 gross floor area	1 space	-	-
c) Camping grounds	1 per unit, camp site or caravan site	-	-	-
d) Childcare facilities for less than six children	2 plus 1 per FTE staff member	-	-	-
e) Childcare facilities for six or more children	1 per FTE staff member plus 1 drop-off car space per 5 children that the facility is designed to accommodate	-	-	1 per 100 students
f) Community centre	1 per 30m^2 gross floor area	1 space	1 per 50m^2 gross floor area	-
g) Single dwellings and duplex dwellings (except for duplex dwellings in Rotokauri North see nn~~)~~ below or duplex and terrace dwellings in the Peacocke Structure Plan Area)	2 per household or dwelling	-	-	-
h) Drive-through services	1 per 30m^2 gross floor area (excluding canopy area over pumps) plus 5 queuing spaces per dispensing facility	1 space	1 per 100m^2 gross floor area	1 space per 10 FTE staff

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

Plan Change 5 Peacocke Plan Change

Activity	Car parking spaces	Loading spaces	Visitor cycle spaces	Staff cycle spaces
i) Emergency service facilities	1 car space per on-duty staff person, plus sufficient space for all the emergency vehicles that use the site	-	-	-
j) Health care services	3 per consultant and 1 per FTE staff	1 space	1 per 2 consultants	1 space per 10 FTE staff
k) Home-based business	2 perhousehold plus 1 per vehicle used solely for the home-based business	-	-	-
l) Hospitals	1 per 4 FTE staff plus 1 per 4 beds	1 space per 50 beds	1 per 15 beds	1 per 30 beds
m) Industrial activities (including warehouses) (excluding trade and industry training facilities)	1 per 150m^2 gross floor area	1 space per development or per 3000m^2 gross floor area, whichever is the greater	-	1 space per 15 FTE staff
n) Industrial activities (trade and industry training facilities only)	1 per FTE staff, plus 1 per 3 students the facility is designed to accommodate	1 space	1 per 3 FTE students	1 space per 15 FTE staff
o) Managed care facilities and rest homes	1 per 3 bedrooms plus 1 per every FTE staff member	-	1 per 60 beds	1 space per 15 FTE staff
p) Marae	1 per 25m^2 gross floor area	1 space	1 per 50 m^2 gross floor area or 1 for every 5 persons the facility is designed to accommodate, whichever is the greater	-
q) Nurseries and garden centres	1 space per 200m^2 site area and a minimum of 4 spaces	-	-	1 space per 15 FTE staff
r) Offices	1 per 40m^2 gross floor area	1 space	1 per 800m^2 gross floor area	1 per 250m^2 gross floor area
s) Outdoor recreational area including playing fields, courts and tracks	1 per 3 participants based on the maximum number of participants that the area is designed to accommodate	-	1 per 20 participants based on the maximum number of participants that the area is designed to accommodate	-

Activity	Car parking spaces	Loading spaces	Visitor cycle spaces	Staff cycle spaces
t) Places of assembly (except libraries and museums)	1 per 15 m^2 gross floor area or 1 for every 5 persons the facility is designed to accommodate, whichever is the greater	1 space	1 per 50 m^2 gross floor area or 1 for every 5 persons the facility is designed to accommodate, whichever is the greater	-
u) Places of assembly (Libraries and museums only)	1 per 30m^2 gross floor area	1 space	5 spaces plus 1 per 200m^2 gross floor area	1 space per 10 FTE staff
v) Places of worship	1 per 30m^2 gross floor area	1 space	1 per 50 m^2 gross floor area or 1 for every 5 persons the facility is designed to accommodate, whichever is the greater	-
w) Buildings serving outdoor recreational areas and indoor recreation buildings	1 per 20m^2 gross floor area	1 space	1 per 50m^2 gross floor area	-
x) Research and Innovation activities	1 per 40m^2 gross floor area	1 space	1 per 350m^2 gross floor area	1 space per 10 FTE staff
y) Residential centres	1 per FTE staff plus 1 per 3 bedrooms	-	1 per 5 beds	1 space per 15 FTE staff
z) Retail activities (gross floor area less than 5000$m^{2;}$ in individual ownership/tenancy or integrated retail development)	1 per 20m^2 gross floor area	1 space	1 per 500m^2 GLFA	1 per 250m^2 GLFA
aa) Retail activities (gross floor area greater than 5000m^2 and less than 10,000m^2 gross floor area; in individual ownership/tenancy or integrated retail development)	1 per 30m^2 gross floor area	1 space	1 per 500m^2 GLFA	1 per 250m^2 GLFA
bb) Retail activities (gross floor area greater than 10,000$m^{2;}$ in individual ownership/tenancy or integrated retail development)	1 per 40m^2 gross floor area	1 space	1 per 500m^2 GLFA	1 per 250m^2 GLFA

Activity	Car parking spaces	Loading spaces	Visitor cycle spaces	Staff cycle spaces
cc) Retail activities – bulky goods only	1 per 50m^2 gross floor area	1 space	-	1 space per 10 FTE staff
dd) Retail activities – outdoor only	1 per 100m^2 of uncovered display area	-	-	1 space per 10 FTE staff
ee) Retail activities – indoor display areas for vehicles, boats and agricultural and industrial machinery only	1 per 150m^2 gross floor area	1 space	-	1 space per 10 FTE staff
ff) Retail activities – food and beverage, cafes, restaurants and licensed premises only	1 per 10m^2 gross floor area	1 space	1 per 125m^2 gross floor area	1 per 400m^2 gross floor area
gg) Retail activities – supermarkets only	1 per 20m^2 gross floor area devoted to retail sales activities and 1 per 40m^2 gross floor area for all other activities	1 space	1 per 500m^2 GLFA	1 space per 10 FTE staff
hh) Retirement villages	1 per unit plus 1 for every four units	-	1 per 60 beds	1 space per 15 FTE staff
ii) Schools	1 per FTE staff plus 1 drop-off space per 50 primary and intermediate students and 1 per 100 secondary students 1 bus space per 200 students where school bus services are provided. For schools not served by school bus services, no bus spaces are required	-	Primary schools 1 per 20 students Intermediate schools 1 per 5 students Secondary schools 1 per 4 students	1 per 100 students
jj) Showhome	2 per showhome	-	-	-
kk) Tertiary education and specialised training facilities	1 per FTE staff, plus 1 per 3 students the facility is designed to accommodate	1 space	1 per 10 students the facility is designed to accommodate	1 per 10 FTE staff
ll) Transport depots	1 per 100m^2 gross floor area of building or site area used for storage, whichever is the greater	1 space	-	1 space per 20 FTE staff

Activity	Car parking spaces	Loading spaces	Visitor cycle spaces	Staff cycle spaces
mm) Visitor accommodation	1 per FTE staff member plus the greater of either 1 per 3 visitors that the facility is designed to accommodate or 1 per unit	1 space	1 per 20 beds except hotels where the rate is 1 per 30 bedrooms	1 space per 15 FTE staff
nn) Duplex dwelling in Rotokauri North	1 per unit			
oo) Single Dwellings, duplex dwellings and terrace dwellings and apartments in the Peacocke Structure Plan Area.	No minimum number of car parking spaces	-	-	-

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

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Note

1. The installation of bicycle spaces in an adjoining transport corridor is at the discretion and approval of Council as the Road Controlling Authority and may be subject to specific design requirements.
2. If fewer than four spaces and stands are required then these can be allocated to either visitor or staff parking (or both).
3. If more than four spaces are required then a minimum of 25% should be allocated to visitor use and 25% for staff use only, the remainder can be allocated to either visitor or staff parking (or both).
4. Volume 1, Rule 25.14.4.2(a)ii caps the minimum staff cycle spaces requirement at 1 per 10 FTE staff.
5. The standards in this table do not apply within the Transport Corridor Zone or Natural Open Space Zone (refer to Table 15-1c).
6. The car parking and loading space standards in this table do not apply within the Central City Zone (refer to Table 15-1b).
7. Cycle space standards in this table apply within the Central City Zone.

Table 15-1b: Number of parking and loading spaces required – Central City Zone

Activity	Car parking spaces	Loading/service spaces
a) Residential	-	-
b) All other activities	-	1 space per site This standard does not apply where the site has existing development and insufficient space to allow a compliant loading/service space

Table 15-1c: Number of parking and loading spaces in the Natural Open Space Zone and Transport Corridor Zone

Activity	Car parking spaces	Loading/service spaces

a) All activities	-	-

Table 15-1d: Number of accessible spaces required – disabled users – Non-Residential Use – All Zones

Total number of car park spaces being provided	Minimum number of accessible car park spaces for disabled users
1 – 20	1
21 – 50	2
For every additional 50 car parks above 50 car park spaces	1 additional

Table 15-1e: Number of spaces required for less mobile users – All Zones

Total number of car park spaces being provided	Minimum number of car park spaces for less mobile users
50 - 100	1
For every additional 50 car parks above 50 car park spaces	1 additional

Note

1. For the purposes of spaces required by Volume 1 Rule 25.14.4.2(c)ii and Table 15-1e, the allocation and management of use to less mobile users (e.g. elderly, parents with infants, and/or temporary disabilities) is at the discretion of the site owner or occupier.

2. The standards in this table do not apply to offices in the Central City Zone.

Table 15-1f: Number of motorcycle parking spaces required – All Zones

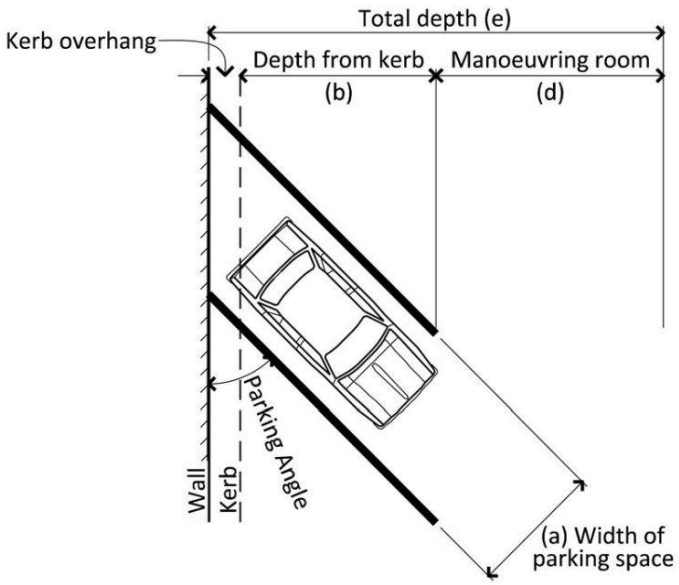
Total number of car park spaces being provided	Minimum number of motorcycle spaces
20-100 spaces	3
For every additional 40 car parks above 100 car park spaces	1 additional

Table 15-1g: Number of bicycle end-of-journey facilities required – Central City Zone and Business Zones 1 to 7

Number of staff cycle spaces	Minimum number of showers		Minimum number of changing rooms
10 – 50	2		2
51 – 150	4		

Each additional 100 cycle spaces	2 additional		

Table 15-1h: Minimum dimensions for on-site parking, loading spaces and manoeuvring areas

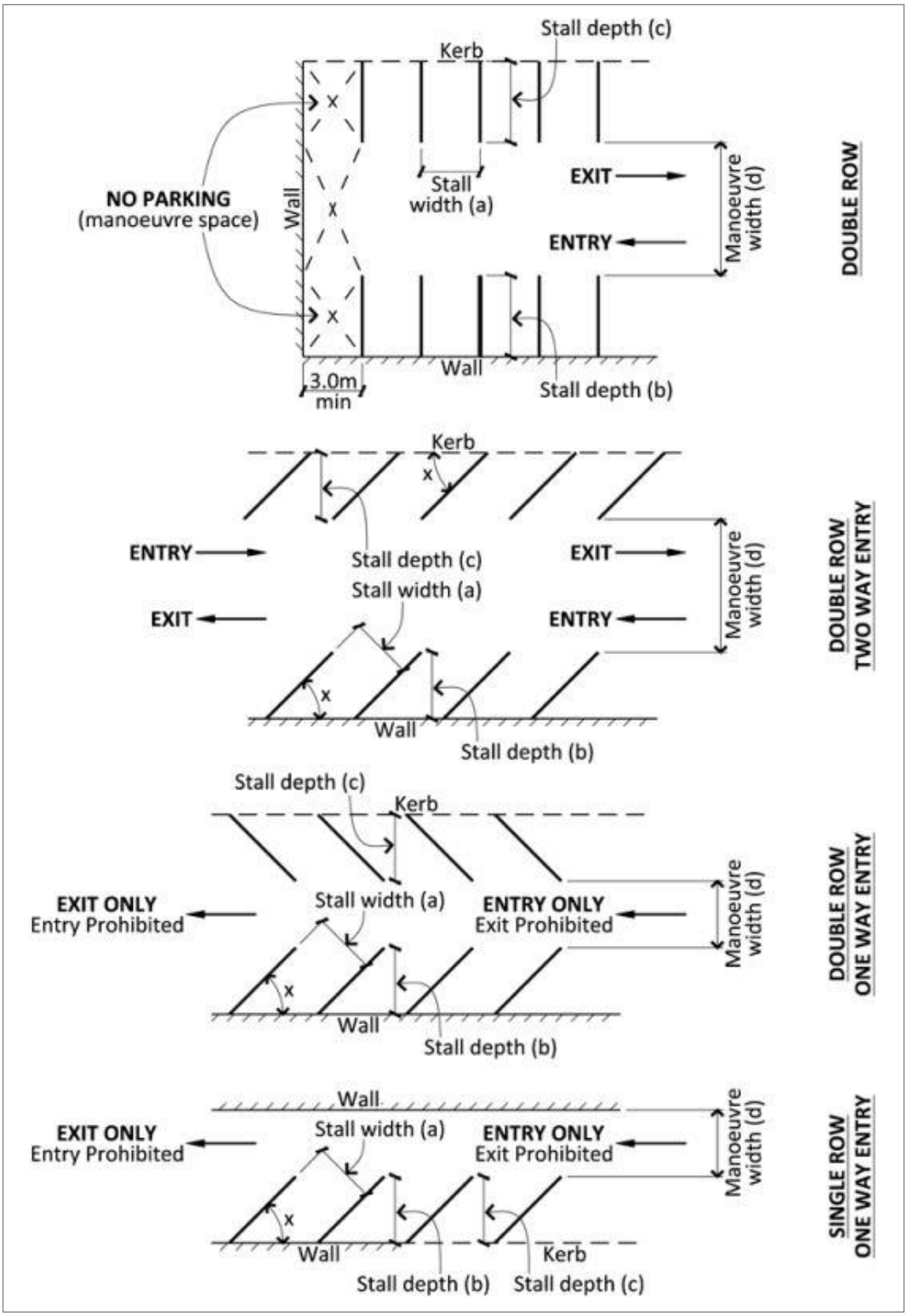


Type of parking		Stall width (a)	Stall depth		Manoeuvre width (d)	Total depth (e)	
Parking angle (x)	Type		From wall (b)	From kerb (c)		One row	Two rows
		ALL MEASUREMENTS ARE IN METRES					
90	Nose in	2.4 2.5 2.6 2.7	5.1	4.1	7.9 7.6 7.2 6.8	13.0 12.7 12.3 11.9	18.1 17.8 17.4 17.0
75	Nose in	2.4 2.5 2.6 2.7	5.4	4.4	6.4 5.8 5.2 4.6	11.3 11.2 10.6 10.0	17.2 16.6 16.0 15.4
60	Nose in	2.4 2.5 2.6 2.7	5.4	4.5	4.5 4.2 3.9 3.6	9.9 9.6 9.3 9.0	15.3 15.0 14.7 14.4
45	Nose in	2.4 2.5 2.6 2.7	5.0	4.2	3.6 3.5 3.4 3.3	8.6 8.5 8.4 8.3	13.6 13.5 13.4 13.3
30	Nose in	2.4 2.5 2.6 2.7	4.3	3.7	3.0	7.3	11.6
0	Parallel	2.5	Stall length 6.0		3.7	6.2	8.7

1. Parallel parking spaces (Parking Angle = 0) shall be 6m long, except where one end of the space is not obstructed, in which case the length of the space may be reduced to 5m.
2. Minimum aisle and accessway widths shall be 3m for one way flow, and 5.5m for two way flow. Recommended aisle and accessway widths are 3.5m for one way flow, and 6m for two way flow.

3. Maximum kerb height = 150mm.
4. Parking space dimensions will vary for accessible car park spaces.

Figure 15-1i: Examples of on-site parking configurations



Refer to Table 15-1h for relevant minimum dimensions

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Table 15-1j: Number of accessible spaces required – disabled users – Non-Residential Use – Peacocke Precinct

GFA of building	Minimum number of accessible car park spaces for disabled users
100 - 400m^2	1
400 – 1000m^2	2
For every additional 1000m^2	1 additional

Figure 15-1j: 90 Percentile Car Tracking Curve Minimum Radius

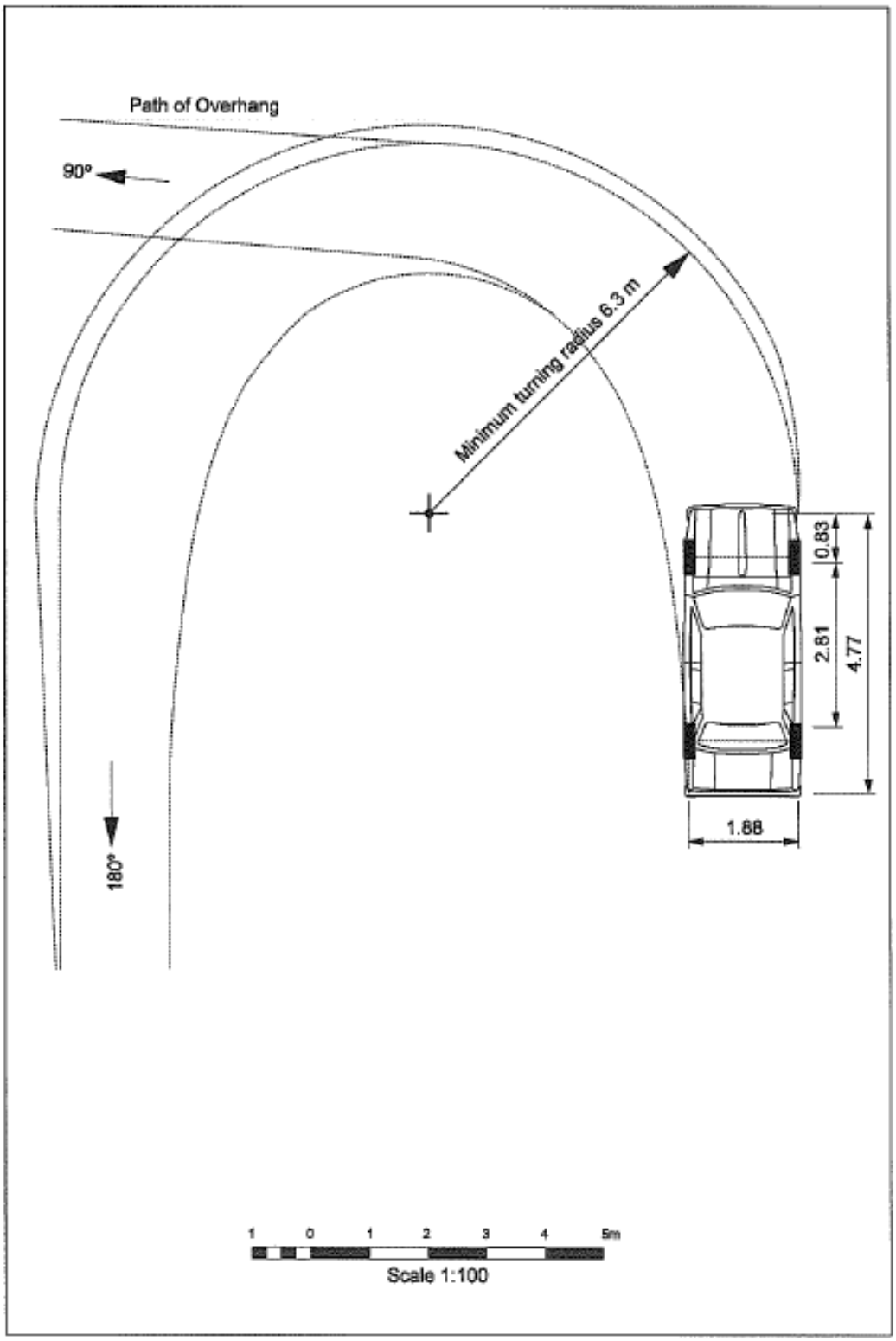


Figure 15-1k: 99 Percentile Car Tracking Curve Minimum Radius

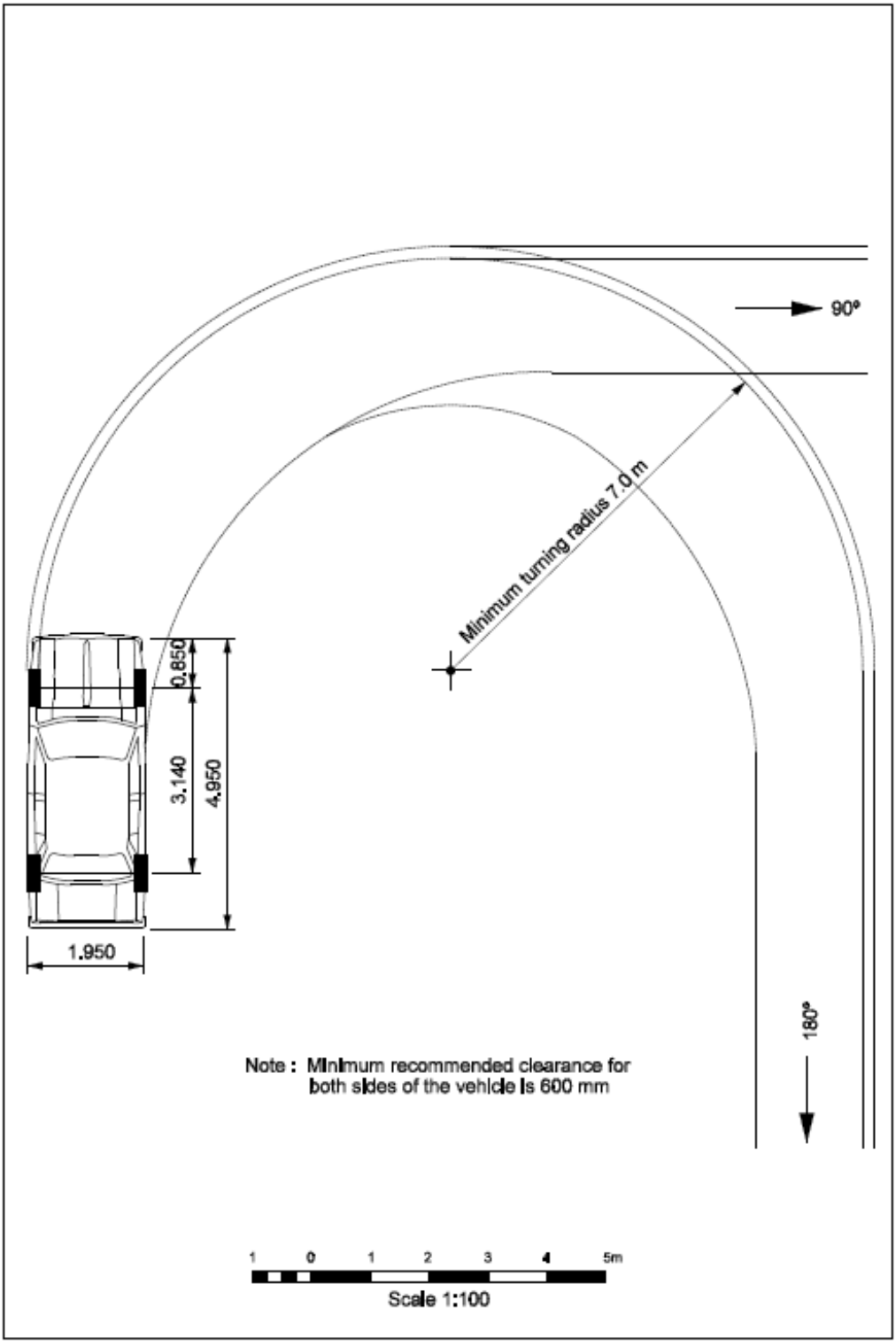
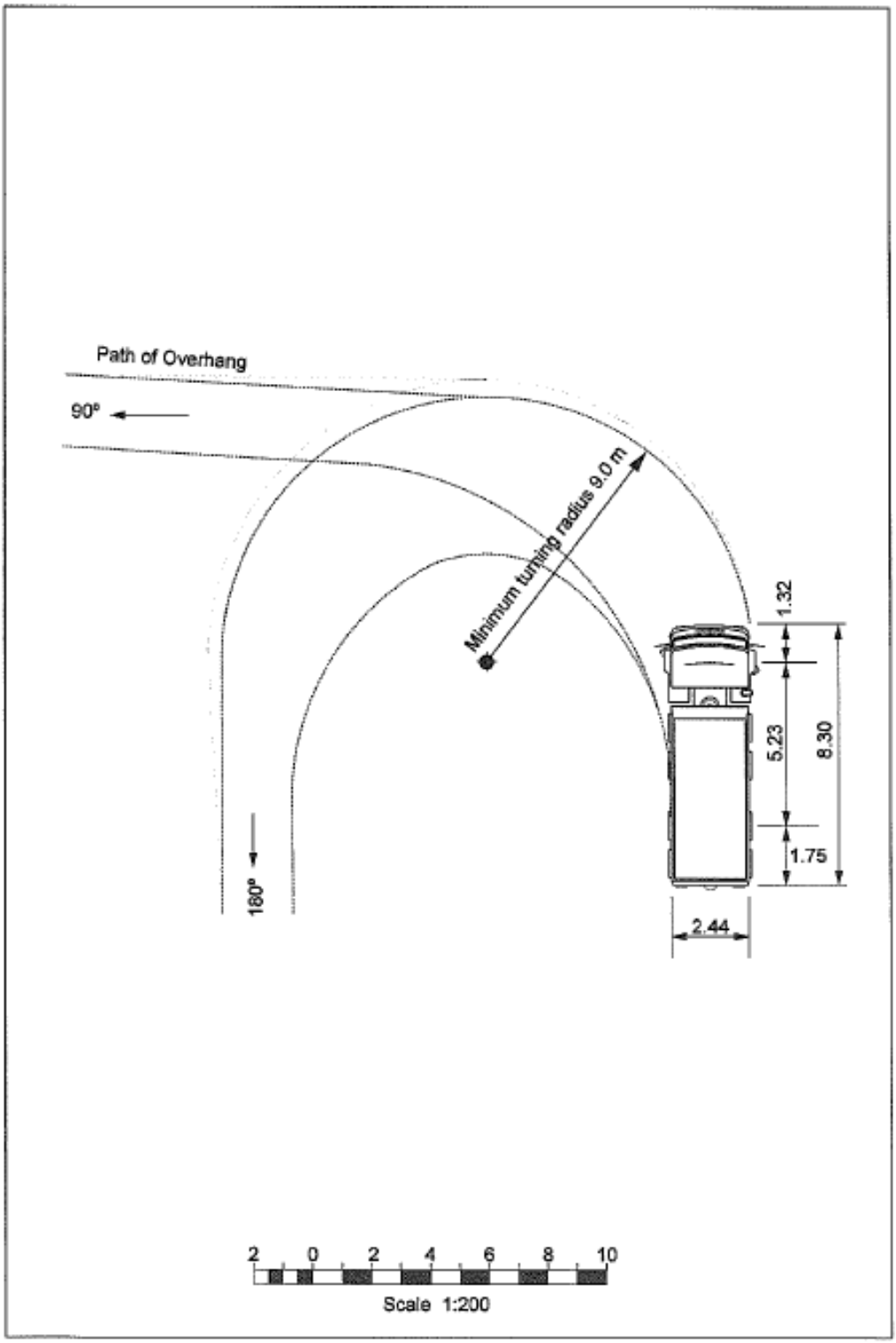


Figure 15-1l: 99 Percentile Truck Tracking Curve Minimum Radius



15-2 Integrated Transport Assessment Requirements – Tables

Table 15-2a: Simple ITA checklist

Requirements for Simple ITA[1]	
Item description	**Details to be included**
a) Background	A description of the proposed activity and the purpose and intended use of the ITA
b) Existing land data	A description of the location, site layout, existing uses, adjacent land uses, any consented or planned changes expected within 10 years likely to affect transport, and zoning
c) Existing transport data	A description of the trip generation and access arrangements for all modes, on-site parking and the surrounding transport network (including hierarchy, traffic volumes, safety and consented or planned changes expected within the next 10 years likely to affect network infrastructure, services and network management)
d) Proposal details	A description of the proposal (including site layout, operational hours, vehicle access, on-site parking and loading, internal vehicle and pedestrian circulation)
e) Predicted travel data	The trip generation of the proposal for all modes of travel.
f) Appraisal of transportation effects	An assessment of safety and efficiency and effects in the immediate vicinity. Where the proposed activity has the potential to impact on the state highway, a summary of consultation with the New Zealand Transport Agency shall be included
g) Avoiding or mitigating actions	Details of any mitigating measures and revised effects
h) Compliance with policy and other frameworks	Consideration of compliance with District Plan standards
i) Discussion and conclusions	Summary and conclusion assessment of effects
j) Recommendations	Proposed conditions (if any)

Note

1. For further guidance refer to Appendix A of New Zealand Transport Agency Research Report No.422, "Integrated Transport Assessment Guidelines", Abley et al, November 2010.

Table 15-2b: Broad ITA checklist

Requirements for Broad ITA[1]	
Item description	**Details to be included [2]**
a) Background	A description of the proposed activity, the purpose and intended use of the ITA, and an outline of any previous discussions with the relevant road controlling authorities

Requirements for Broad ITA[1]	
Item description	**Details to be included [2]**
b) Existing land data	A description of location, site layout, existing use and consents (if any), adjacent and surrounding land use
c) Existing transport data	A description of the existing access and service arrangements and on-site car parking. A description of the surrounding transport network (including hierarchy, traffic volumes, crash analysis, congestion and intersections). A description of passenger transport modes and accessibility, walking and cycling networks.
d) Committed environmental changes	Consideration of other developments and land use and transport network improvements (including passenger transport, walking and cycling)
e) Existing travel characteristics	Details on the existing trip generation, modal split, and assignment of trips to the network
f) Proposal details	A description of the proposal (including site layout, operational hours, vehicle access, on site car parking and drop off, and internal vehicle and pedestrian circulation). A description of any construction management matters. A description of what end of journey facilities are proposed
g) Predicted travel data	A description of the trip generation, modal split, trip assignment to the network, trip distribution and trip type proportions of the proposal. Consideration of future traffic volumes and trip generation. A 20-year assessment period for major arterial and strategic transport corridors should be used. Assessment periods shall be from date of application If relevant validated and comprehensive transportation forecasts are not available, the assessment should consider expected traffic conditions over a 10 year period and the sensitivity of assessment conclusions to changes in traffic conditions.
h) Appraisal of transportation effects	An assessment of safety, efficiency, environmental, accessibility, integration and economic effects (including sensitivity testing). A specific assessment of the safety and efficiency of the transport network against Assessment Criteria G3 to G6 in Appendix 1.3.3 Restricted Discretionary, Discretionary and Non-Complying Assessment Criteria – G Transportation Where the proposed activity has the potential to impact on the state highway, a summary of consultation with the New Zealand Transport Agency shall be included
i) Avoiding or mitigating actions	Details of any mitigating measures and revised effects, including measures to encourage other modes. **Travel planning and travel demand management measures and sensitivity testing mitigations**

Requirements for Broad ITA[1]	
Item description	**Details to be included [2]**
j) Compliance with policy and other frameworks	Review against District Plan objectives, policies and rules. Detailed assessment against Access Hamilton and associated action plans. Other relevant local, regional and national strategies or plans (e.g. Regional Land Transport Strategy, Regional Public Transport Plan)
k) Safety and Efficiency	Any changes over the relevant assessment period to the: a. Predicted level of personal risk to individuals (safety) using the network. b. Levels of service (efficiency) of the network Consideration of whether the desirable levels of service set out in the notes below can or should be maintained. This should also recognise the pre-proposal levels of service and whether other benefits accrue that could have the potential to offset or otherwise support a lesser level of service. For example, longer traffic delays resulting in slower speeds may support pedestrian-friendly land use environment in the Central City.
l) Discussion and conclusions	An assessment of effects and conclusion of effects. **Confirmation of the suitability of the location of the proposal**
m) Recommendations	Proposed conditions (if any)

[1] For further guidance refer to Appendix A of New Zealand Transport Agency Research Report No.422 "Integrated Transport Assessment Guidelines", Abley et al, November 2010.

[2] Details listed in bold font are required for large developments with significant transport impacts and may not be applicable for smaller developments.

Note

Guidance on 'safety' and 'efficiency'

Desirable levels of service:

i. An average delay per vehicle during Peak Periods on the approaches to intersections of no greater than:
   - 55 seconds for the Strategic Network, Major and Minor Arterial transport corridors
   - 80 seconds for all other transport corridors

ii. On the Strategic Network, Major and Minor Arterial transport corridors during Peak Periods:
   - Average vehicle speeds between intersections restricted to no less than 90% of the posted speed limit
   - Average vehicle speeds, including intersections, constrained to no less than 18 km/h

iii. Unless demonstrated otherwise with site specific data, Peak Periods are taken to be 7am to 9am and 4pm to 6pm Monday to Friday.

It is not a requirement of the Plan that individual proposals mitigate the effects of other proposals in order to achieve the desirable levels of service. Where the pre-proposal desirable levels of service over the assessment period have already been exceeded, it is not expected that a proposal be required to restore the network to the desirable levels of service, rather it is expected that the proposal mitigates its effects to maintain the pre-proposal level of service for the relevant assessment period.

Integrated Transport Assessment Requirements within the Peacocke Structure Plan Area

Any development that is required to prepare an Integrated Transport Assessment by Rule 25.14.4.3 within the Peacocke Structure Plan area shall include the following additions:

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A **Design Statement** that addresses the following:

- An explanation of how the development will achieve the objectives and is consistent with the policies of the Peacocke Structure Plan Area, including:
  - Demonstrating how the design of the development prioritises walking as the fundamental unit of movement within the structure plan area. [Note: this will affect the consideration of desirable levels of service for motor vehicles]
  - For development that includes transport corridors, and / or public cycleways and pedestrian ways:
    - Demonstrating how the design of the development achieves the design speeds and block layouts identified as part of the Peacocke Structure Plan and 23A SUB-PREC1-P Subdivision . [Note: this will likely result in narrower intersections relative to those designed for traditional developments.]
    - Demonstrating how the transport system has been designed to achieve a safe, direct walking and cycling network that provides an attractive walking and cycling experience.
  - Demonstrating how point-to-point walking distances are minimised and permeability of the transport network is optimised, for pedestrians and cyclists.
  - A description of how on-street parking is designed, including how it is intended to operate, including consideration of how on-street parking will contribute to the creation of a low speed environment and how amenity affects associated with parking will be managed.
- Include principles of universal design to demonstrate that walking and cycling networks are safe (survivable speeds); obvious (clear where people should be in the carriageway/paths; wayfinding is clear) and that there are obvious and advertised step-free routes.
- An explanation of how refuse collection is intended to be managed, including any methods such as centralised refuse bins or establishment of a neighbourhood society to mange refuse collection practicalities.
- An explanation of how much off-street parking is expected to be required, and where the parking is expected to be provided to service the residential access needs and provide transport choice for residents and visitors.
- An explanation of how parking (off-street and on-street) is to be designed to ensure it creates a safe environment for pedestrians and cyclists and facilitates a high amenity environment as per the direction of the structure plan.

Where the application includes transport corridors identified as Public Transport Routes as part of the Peacocke Structure Plan, identification of bus stop locations as agreed with Waikato Regional Council, associated infrastructure to be provided as part of the bus stop to a level commensurate with its location including, but not limited to, shelter, signage, kerb construction, pedestrian crossing facilities.

Table 15-2c Downtown Precinct ITA Checklist

Requirements for ITA within Downtown Precinct [1]	
Item description	**Details to be included [2]**
a) Background	A description of the proposed activity, the purpose and intended use of the ITA, and an outline of any previous discussions with the relevant road controlling authorities
b) Existing land data	A description of location, site layout, existing use and consents (if any)
c) Existing transport data	A description of the existing access and service arrangements and on-site car parking. A description of the transport network adjacent to the pedestrian and vehicle access points (including traffic volumes and crash analysis).
d) Committed environmental changes	Consideration of other developments, land use and transport network improvements within the Downtown Precinct (including passenger transport, walking and cycling)
e) Existing travel characteristics	Details on the existing trip generation, modal split, and assignment of trips to the network
f) Proposal details	A description of the proposal (including site layout, operational hours, vehicle access, on site car parking and drop off, and internal vehicle and pedestrian circulation). A description of what end of journey facilities are proposed
g) Predicted travel data	A description of the trip generation, modal split, trip assignment to the network, trip distribution and trip type proportions of the proposal. Consideration of future traffic volumes and trip generation using a 10-year assessment period.
h) Appraisal of transportation effects	An assessment of safety, efficiency, environmental, accessibility, and integration effects in the immediate vicinity.
i) Avoiding or mitigating actions	Details of any mitigating measures and revised effects, including measures to encourage other modes. **Travel planning and travel demand management measures.**
j) Compliance with policy and other frameworks	Review against District Plan objectives, policies and rules. Simple assessment against Access Hamilton and associated action plans.
k) Discussion and conclusions	An assessment of effects and conclusion of effects. Confirmation of the suitability of the access points of the proposal

Requirements for ITA within Downtown Precinct [1]	
Item description	**Details to be included [2]**
l) Recommendations	Proposed conditions (if any)

[1] For further guidance refer to Appendix A of New Zealand Transport Agency Research Report No.422 "Integrated Transport Assessment Guidelines", Abley et al, November 2010.

[2] Details listed in bold font are required for large developments with significant transport impacts and may not be applicable for smaller developments.

Table 15-2d: Integrated Transport Assessment vehicles per day conversion table

Activity	Threshold/unit equivalent to Vehicle Trip Generation				
	<100 vpd	100 - 249 vpd	250 - 499 vpd	500 – 1499 vpd	>1500 vpd
a) Ancillary residential units and apartment buildings	Up to 20 residential units	21-50 residential units	51-100 residential units	101-300 residential units	More than 300 residential units
b) Building improvement centre (excluding nurseries and garden centres)	Up to 100m^2 GFA	101-250m^2 GFA	251-500m^2 GFA	501-1,500m^2 GFA	More than 1500m^2 GFA
c) Camping grounds	Up to 5,000m^2 site area	5,001-12,500m^2 site area	12,501-25,000m^2 site area	25,001-75,000m^2 site area	More than 75,000m^2 site area
d) Childcare facilities	Up to 30 children	31-75 children	76-150 children	151-450 children	More than 450 children
e) Community centre	Up to 1,000m^2 GFA	1,001-2,500m^2 GFA	2,501-5,000m^2 GFA	5,001-15,000m^2 GFA	More than 15,000m^2 GFA
f) Single dwellings and duplex dwellings	Up to 10 residential units	11-25 residential units	26-50 residential units	51-150 residential units	More than 150 residential units
g) Drive through services	All proposals require a Broad ITA				
h) Emergency service facilities	All proposals require an ITA				
i) Health care services	Up to 100m^2 GFA	101-250m^2 GFA	251-500m^2 GFA	501-1,500m^2 GFA	More than 1,500m^2 GFA

Activity	Threshold/unit equivalent to Vehicle Trip Generation				
	<100 vpd	100 - 249 vpd	250 - 499 vpd	500 – 1499 vpd	>1500 vpd
j) Home-based business	ITA not required				
k) Hospitals	All proposals require a Broad ITA				
l) Industrial activities (including warehouses) (excluding trade and industry facilities)	Up to 1,500m^2 GFA	1,501-3,750m^2 GFA	3751-7,500m^2 GFA	7,501-22,500m^2 GFA	More than 22,500m^2 GFA
m) Industrial activities (trade and industry facilities only)	Up to 500m^2 GFA	501-1,250m^2 GFA	1,251-2,500m^2 GFA	2,501-7,500m^2 GFA	More than 7,500m^2 GFA
n) Managed care facilities and rest homes	Up to 15 beds	16-38 beds	39-75 beds	76-240 beds	More than 240 beds
o) Marae	Up to 1,000m^2 GFA	1,001-2,500m^2 GFA	2,501-5,000m^2 GFA	5,001-15,000m^2 GFA	More than 15,000m^2 GFA
p) Nurseries and garden centres	Up to 65m^2 GFA	66-175m^2 GFA	176-400m^2 GFA	401-1,500m^2 GFA	More than 1,500m^2 GFA
q) Offices	Up to 500m^2 GFA	501-1,250m^2 GFA	1,251-2,500m^2 GFA	2,501-7,500m^2 GFA	More than 7,500m^2 GFA
r) Outdoor recreational areas including playing fields, courts and tracks	Up to 2 courts/fields	3-5 courts/fields	6-10 courts/fields	11-30 courts/fields	More than 30 courts/fields
s) Places of assembly (except Libraries and Museums)	Up to 1,000m^2 GFA	1,001-2,500m^2 GFA	2,501-5,000m^2 GFA	5,001-15,000m^2 GFA	More than 15,000m^2 GFA
t) Places of Assembly (Libraries and Museums only)	Up to 150m^2 GFA	151m^2-400m^2 GFA	401m^2-750m^2 GFA	751-2,200m^2 GFA	More than 2,200m^2 GFA

Activity	Threshold/unit equivalent to Vehicle Trip Generation				
	<100 vpd	100 - 249 vpd	250 - 499 vpd	500 – 1499 vpd	>1500 vpd
u) Places of worship	Up to 1,000m^2 GFA	1,001m^2-2,500m^2 GFA	2,501m^2-5,000m^2 GFA	5,001-15,000m^2 GFA	More than 15,000m^2 GFA
v) Building serving recreation reserves and indoor recreation buildings	Up to 100m^2 GFA	101-250m^2 GFA	251-500m^2 GFA	501-1,500m^2 GFA	More than 1,500m^2 GFA
w) Research and Innovation activities	Up to 500m^2 GFA	501-1,250m^2 GFA	1,251-2,500m^2 GFA	2,501-7,500m^2 GFA	More than 7,500m^2 GFA
x) Residential centres	Up to 10 residents	11-25 residents	26-50 residents	51-150 residents	More than 150 residents
y) Retail activities (in individual ownership / tenancy or integrated retail development)	Up to 100m^2 GFA	101-250m^2 GFA	251-500m^2 GFA	501-1,500m^2 GFA	More than 1,500m^2 GFA
z) Retail activities – Bulky goods only	Up to 100m^2 GFA	101-250m^2 GFA	251-500m^2 GFA	501-1,500m^2 GFA	More than 1,500m^2 GFA
aa) Retail activities – Outdoor only	Up to 1,000m^2 GFA	1,001-2,500m^2 GFA	2501-5,000m^2 GFA	5,001-15,000m^2 GFA	More than 15,000m^2 GFA
bb) Retail activities – Indoor display areas for vehicles, boats and agricultural and industrial machinery	Up to 1,500m^2 GFA	1,501-3,750m^2 GFA	3,751-7,500m^2 GFA	7,501-22,500m^2 GFA	More than 22,500m^2 GFA
cc) Retail activities – Food and beverage, cafes, restaurants and licensed premises only	Up to 100m^2 GFA	101-250m^2 GFA	251-500m^2 GFA	501-1,500m^2 GFA	More than 1,500m^2 GFA
dd) Retail activities – Supermarkets only	Up to 50m^2 GFA	51-125m^2 GFA	126-250m^2 GFA	251-750m^2 GFA	More than 750m^2 GFA

Activity	Threshold/unit equivalent to Vehicle Trip Generation				
	<100 vpd	100 - 249 vpd	250 - 499 vpd	500 – 1499 vpd	>1500 vpd
ee) Retirement villages	Up to 1,200m^2 GFA	1,201m^2-3,000m^2 GFA	3,001m^2-6,000m^2 GFA	6,001-18,500m^2 GFA	More than 18,500m^2 GFA
ff) Schools	All proposals require a Broad ITA				
gg) Showhome	ITA not required				
hh) Tertiary education facilities and specialised training facilities	Up to 500m^2 GFA	501-1,250m^2 GFA	1,251-500m^2 GFA	501-1,500m^2 GFA	More than 7,500m^2 GFA
ii) Transport depots	All proposals require a Broad ITA				
jj) Visitor accommodation	Up to 10 units	11-25 units	26-50 units	51-150 units	More than 150 units

15-3 Minimum Sight Distances at Railway Level Crossings – Tables and Figures

Table 15-3a: Required approach sight distances at railway level crossings[1]

Vehicle approach speed (km/h)[2, 3]	Approach distance (A)[4]	Required approach visibility along tracks (B)[4,5]		
		Signs only	Alarms only[6]	Alarms and boom gates[6]
20	31m	318m	Approach Sight Triangles not applicable in this situation	
30	50m	282m		
40	73m	274m		
50	100m	278m		
60	130m	287m		
70	164m	300m		
80	208m	314m		
90	251m	330m		
100	298m	357m		
110	350m	376m		

[1] This table is based on the sighting distance formula used in New Zealand Transport Agency Traffic Control Devices Manual 2008, Part 9 Level Crossings and in the Australian Level Crossing Assessment Model (ALCAM). Distances are conservative and are derived from:
- A train speed of 110 kph and a single set of rail tracks
- A fall of 8 % on the approach to the level crossing and a rise of 8 % at the level crossing
- 25 m design truck
- 90° angle between road and rail
- Other parameters as specified in New Zealand Transport Agency's Traffic Control Devices Manual 2008, Part 9 Level Crossings – Appendix B

[2] Speed restrictions are not used in New Zealand around level crossings

[3] The 85th percentile road vehicle speed shall be adopted. This speed is typically estimated at the point at which a driver would first see the level crossing signs/alarms and begin to look for trains. Where this is not known, the sign-posted road speed + 10% shall be used

[4] Refer to Figure 15-3b for how to define the Approach Sight Triangle using distance (A) and (B).

[5] The distances in this table apply to a single set of rail tracks only. For each additional set of tracks add 25m to the distance (B).

[6] Railway Level Crossings controlled by alarms or boom gates do not require approach sight triangles because they provide active warning signals of approaching trains.

Figure 15-3b: Measuring approach sight triangles at railway level crossings

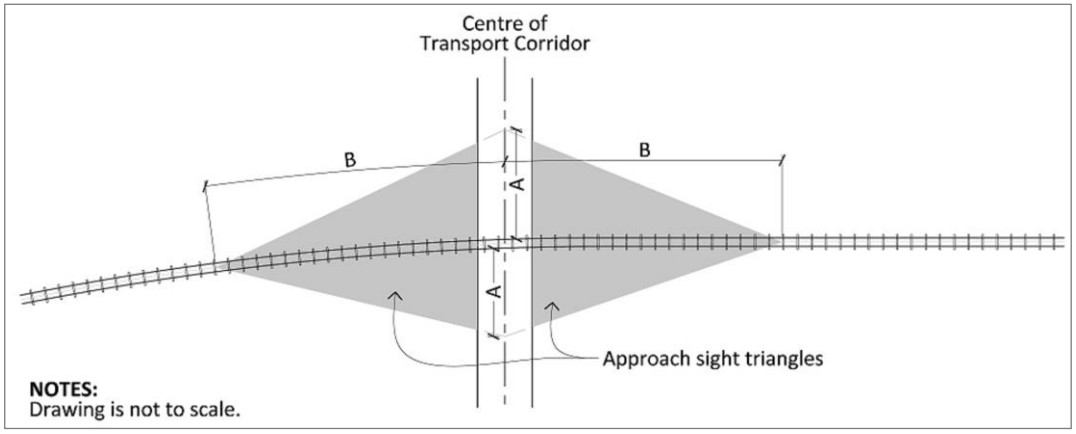


Table 15-3c: Required restart sight distances for railway level crossings[1]

Required approach visibility along tracks (C)[2.3]		
Signs only[4]	**Alarms only[4]**	**Alarms and boom gates[4]**
677m	677m	60m

[1] This table is based on the sighting distance formula used in New Zealand Transport Agency Traffic Control Devices Manual 2008, Part 9 Level Crossings and in the Australian Level Crossing Assessment Model (ALCAM). Distances are conservative and are derived from:

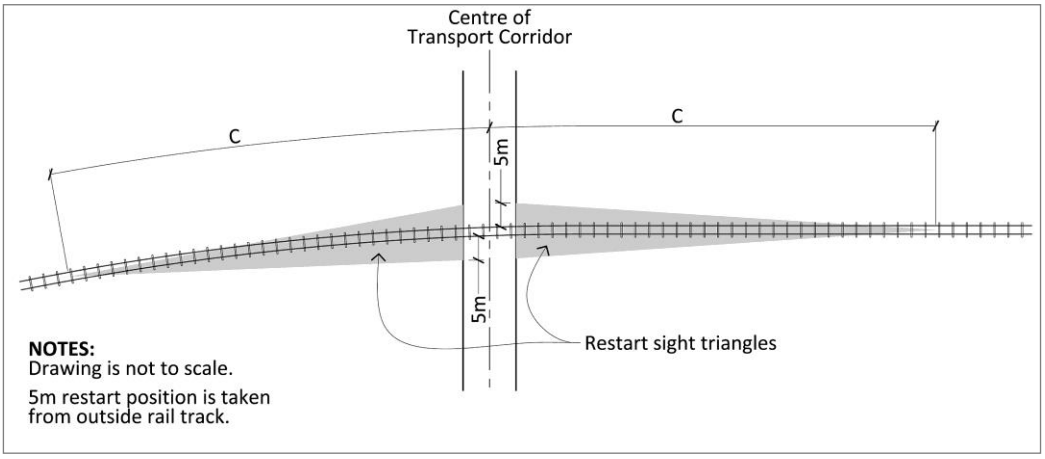
- A train speed of 110 kph and a single set of rail tracks
- A fall of 8 % on the approach to the level crossing and a rise of 8 % at the level crossing
- 25 m design truck
- 90° angle between road and rail
- Other parameters as specified in New Zealand Transport Agency's Traffic Control Devices Manual 2008, Part 9 Level Crossings – Appendix B

[2] Refer to Figure 15-3d for how to define the Restart Sight Triangle using distance (C).

[3] The distances in this table apply to a single set of rail tracks only. For each additional set of tracks add 50m to distance (C).

[4] Type of Railway Level Crossing control.

Figure 15-3d: Measuring restart sight triangles at railway level crossings



15-4 Transport Corridor Hierarchy Plan and Definitions

a) The transport corridor hierarchy classifies current and planned future transport corridors within the City. The transport corridor hierarchy plan contained within Figures 15-4b to 15-4f identifies which classification applies to each transport corridor.

b) Various standards within this Plan relate to the classification of transport corridors (e.g. building setbacks from an arterial transport corridor).

Function

c) The hierarchy groups transport corridors into five main classifications based on the transportation functions they perform. These classifications are:

i. Major arterial.

ii. Minor arterial.

iii. Collector.

iv. Local.

v. Central City.

d) A 'major arterial' transport corridor's principal function is the movement of significant levels of goods and people between parts of the City and beyond. Inter- and intra-city heavy freight and through traffic should generally be directed to these corridors. This classification includes all corridors managed as Motorway or Expressway by the New Zealand Transport Agency. Property access is either non-existent or heavily controlled. Inter-city passenger transport services are expected to use these routes. Intra-city passenger transport services may traverse these routes.

e) A 'minor arterial' transport corridor's principal function is the movement of high levels of goods and people between parts of the City. Heavy freight distributing goods to parts of the City may use these corridors. Through-traffic moving between parts of the City may use these corridors. Property access is managed. Intra-city passenger transport services are likely to use these routes.

f) A 'collector' transport corridor performs both a movement and property access function. These transport corridors often move goods and people between local destinations or to higher order transport corridors for further travel. Property access is provided with few restrictions. Depending on the land use environment heavy freight and through traffic may be limited on these corridors. Intra-city passenger transport services are likely to use these routes.

g) A 'local' transport corridor's principal function is the provision of property access. The movement of goods and people is directed to higher-order transport corridors. Property access has few restrictions. The land-use environment dictates whether heavy freight movement is supported. Through-traffic is generally discouraged. Intra-city passenger transport services are unlikely to use these routes where an alternative higher-order transport corridor is available.

h) 'Central City' transport corridors provide for both property access and the distribution of goods and people throughout, into and out of, the Central City.

Passenger transport services will use some of these corridors, particularly buses which provide services to and from the Hamilton Transport Centre. These corridors are expected to be used by significant numbers of commuters (vehicle, pedestrian and cyclists) and by service vehicles accessing properties or service lanes. High levels of visitor (e.g. shoppers, students) pedestrian traffic is also expected as people access goods and services and move about the Central City. On-street parking, loading, taxi, and bus stop facilities are common features.

i) Two overlays are used to respond to factors that cross over the four classifications. These overlays are:

   i. Strategic network.

   ii. Pedestrian-focus areas.

j) A strategic network applies to most major arterial transport corridors and generally includes the significant road corridors indentified in the Regional Policy Statement and the Regional Land Transport Strategy. This overlay recognises the significant strategic role that these transport corridors perform for moving goods and people as part of the wider national and regional transport network. Protecting the efficient and effective operation of the strategic network so it can continue to provide its wider transport functions is a critical outcome.

k) A pedestrian-focus area applies to specific transport corridors within the Central City. This reflects and supports the land-use pattern identified for the Central City. It is expected that the form of these transport corridors will evolve to support a complementary integration of the transport corridor function with the adjacent land uses. The design elements of these transport corridors will be more conducive to a vibrant, pedestrian-focused environment, supporting active frontages, on-street dining or retailing activities and the creation of high-quality public spaces.

Note

1. Shared zones (Land Transport (Road User) Rule 2004) or pedestrian malls (Section 336 of Local Government Act 1974) may be used as a means of managing the use of transport corridors in a way to give greater priority to pedestrian and cyclists. These mechanisms are very case specific and not likely to be applied generally to parts of the City. They are also unlikely to be appropriate outside of local transport corridors or Central City transport corridors within pedestrian-focus areas.

Form

l) The form and design elements of transport corridors are determined through the balancing of a corridor's function within the network with the needs and sensitivities of adjacent land uses (see Land-Use Environments below).

Land-Use Environment

m) 'Land-use environments' are groupings of land-use zones that provide for activities that share similar sensitivities to, or demands of, the transport network. These groups are defined in Table 15-4a. The land-use environments tend to affect the form of transport corridors by changing the allocation of space of various design elements (e.g. number of lanes, pedestrians, landscaping and other amenity features) and whether priorities are given to the different transport users or modes (e.g. desirable speed environment, shared spaces).

n) The detail of the design elements and criteria for transport corridors is contained within Appendix 15-6. These design elements and the form created by the combination of transport corridor hierarchy classification and land-use environment, reflects a balancing process between the transport function demands and land use values (e.g. slower vehicle speeds and greater pedestrian amenity along local residential transport corridors).

Table 15-4a: Land-use environments by zone

Land-use environment	Zone[1]
a) Residential	General Residential Zone Special Residential Zone Special Heritage Zone Special Natural Zone Temple View Zone Residential Intensification Zone ~~Peacocke Character Zone~~ Rototuna North East Character Zone Medium Density Residential Zone Medium Density Residential Zone: Peacocke Precinct Large Lot Residential Zone
b) Business	Business 1 to 7 Zones Knowledge Zone Local Centre Zone – Peacocke Precinct Neighbourhood Centre Zone – Peacocke Precinct
c) Industrial	Industrial Zone Ruakura Logistics Zone Ruakura Industrial Park Zone Te Rapa North Industrial Zone
d) Future Urban	Future Urban Zone
e) Central City	Central City Zone
f) Site/Area specific[2]	Community Facilities Zone Major Facilities Zone Neighbourhood Open Space Zone Sport and Recreation Open Space Zone Destination Open Space Zone Natural Open Space Zone Natural Open Space Zone – Peacocke Precinct

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	Sport and Active Recreation Zone – Peacocke Precinct

[1] Refer to the "Purpose of the Zone" of the relevant zone chapters for a statement about the purpose of each zone and the land-use activities they encourage or discourage.

[2] The location and extent of zones within this land-use environment category mean that transport corridors do not generally run through them. Transport corridors adjoining these land-use environments should reflect the land-use environment directly opposite these zones or be a continuation of the corridor either side. Site access controls may still vary.

Intersections

o) The form and design elements of transport corridors may alter as they approach intersections. This is particularly the case where different classifications of transport corridors intersect and especially so where arterials meet lower-order transport corridors.

p) To reinforce and protect the function of transport corridor classifications, the respective land-use environments, and the legibility of the network, intersections and their approaches may contain transport infrastructure or be managed in a way that would not normally be expected for that classification of transport corridor. For example, where a collector meets a major arterial the collector may: Gain additional lanes; have crossing infrastructure for pedestrians and cyclists; landscaping, public art or signs may be used to reinforce a change in hierarchy; or on-street parking may be restricted.

Routes Transitioning Between Land-Use Environments

q) Some transport corridors are lengthy and pass through a range of land-use environments in the City. Along a corridor the classification or land-use environment may change. A logical evolution of the form of the transport corridor should be expected. This may be achieved by a substantial and immediate change at an appropriate intersection along the route, or possibly by gradual, progressive changes over a transitional length of the corridor.

Routes with Different Land-Use Environments on Each Side

r) Parts of some transport corridors will have different zones on either side. In this situation the form of the transport corridor will need to be flexible to provide for the needs of both land-use environments.

Note

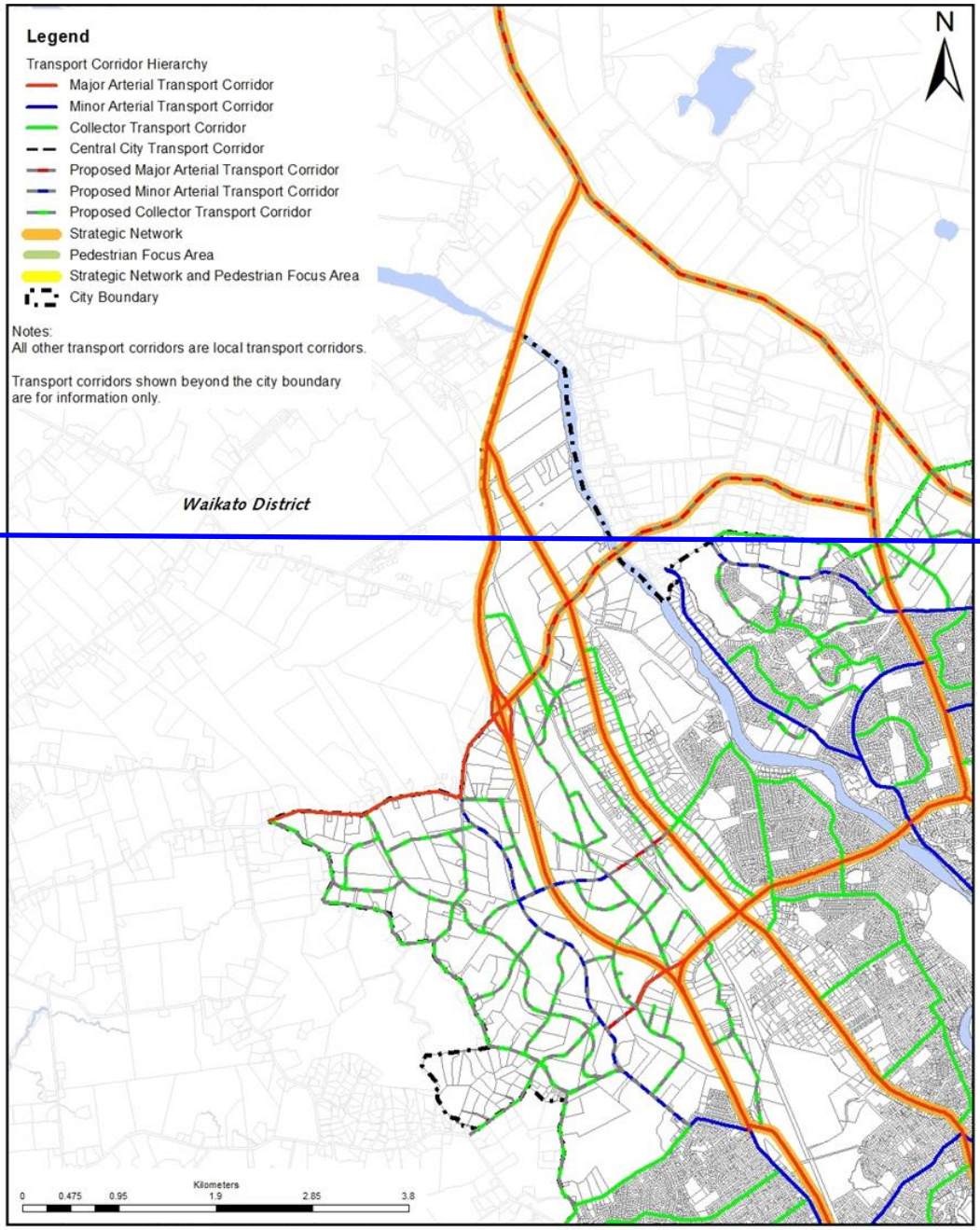
1. The Strategic Network Overlay is derived from transport corridors identified by:
   - The Regional Policy Statement 2016 – as Significant Transport Corridors
   - The Regional Land Transport Strategy 2011-2041 – as nationally or regionally significant
   - Access Hamilton – as part of the strategic network
2. The use of specific transport corridors for passenger transport (e.g. inter or intra city bus services) is determined by the Waikato Regional Council in collaboration with Council and expressed in the Regional Land Transport Strategy and Regional Public Transport Plan.
3. Some arterial transport corridors may also be limited access roads where access restrictions have been created under s88 of the Government Roading Powers Act 1989 or s346 of the Local Government Act 1974. These restrictions apply over and above any District Plan controls.
4. Access to transport corridors may also be restricted by segregation strips. Segregation strips are essentially small strips of land along the frontage of properties (even just a few centimetres wide) created under the Public Works Act 1981 (or by councils under the Local

Government Act 2002) during property negotiations and/or application negotiations. The strips are held in public ownership and are not classed as being road. Properties separated from a transport corridor by a segregation strip lose their direct vehicle access to the transport corridor adjoining the segregation strip but are generally provided with alternative vehicle access.

5. Appendix 15-5 identifies land currently set aside for road but which Council intends to 'stop'.

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

Figure 15-4b: Transport corridor hierarchy plan



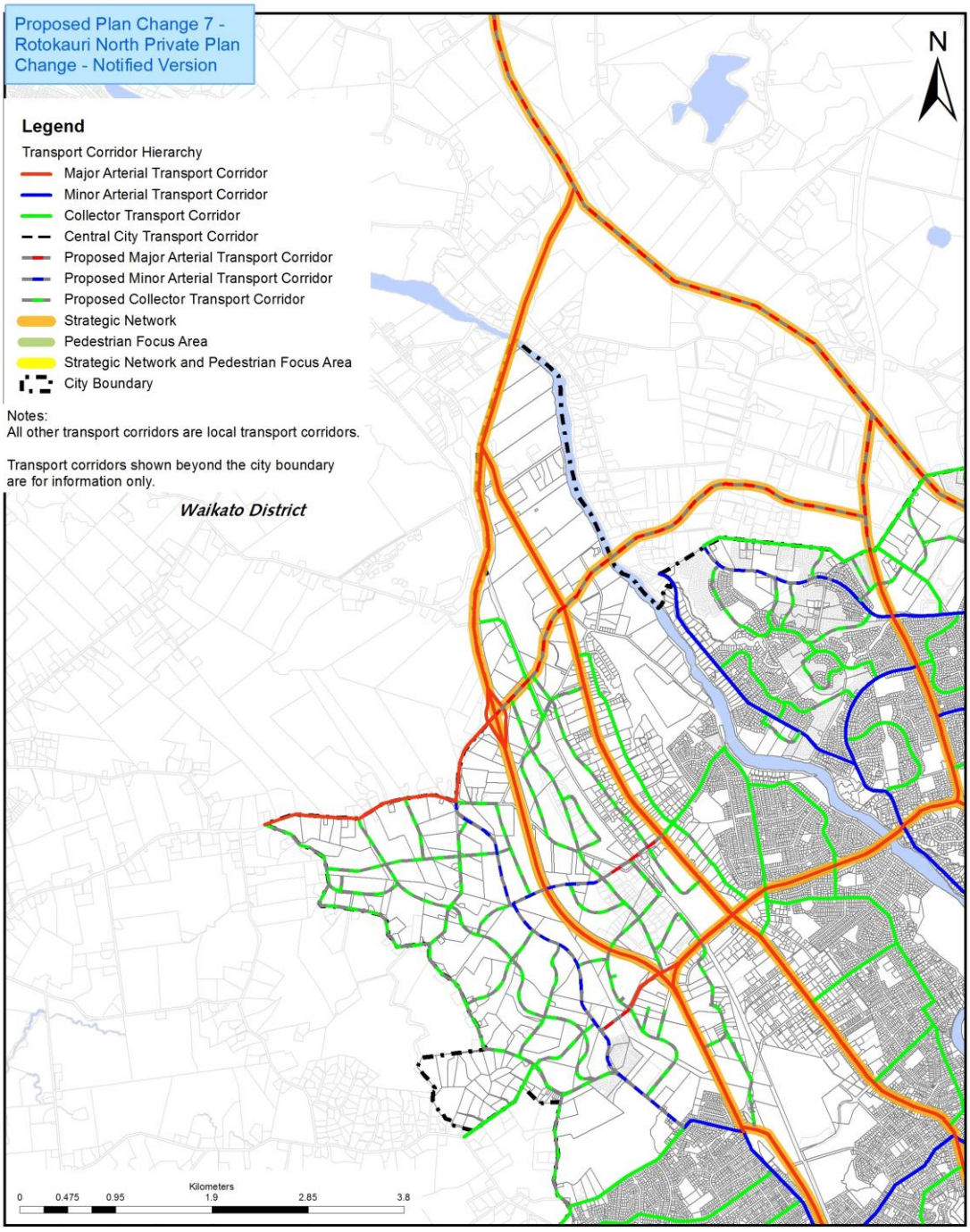

Proposed Plan Change 7 - Rotokauri North Private Plan Change - Notified Version
N
Legend
Transport Corridor Hierarchy
Major Arterial Transport Corridor
Minor Arterial Transport Corridor
Collector Transport Corridor
Central City Transport Corridor
Proposed Major Arterial Transport Corridor
Proposed Minor Arterial Transport Corridor
Proposed Collector Transport Corridor
Strategic Network
Pedestrian Focus Area
Strategic Network and Pedestrian Focus Area
City Boundary
Notes:
All other transport corridors are local transport corridors.
Transport corridors shown beyond the city boundary are for information only.
Waikato District
Kilometers
0 0.475 0.95 1.9 2.85 3.8

Figure 15-4c: Transport corridor hierarchy plan

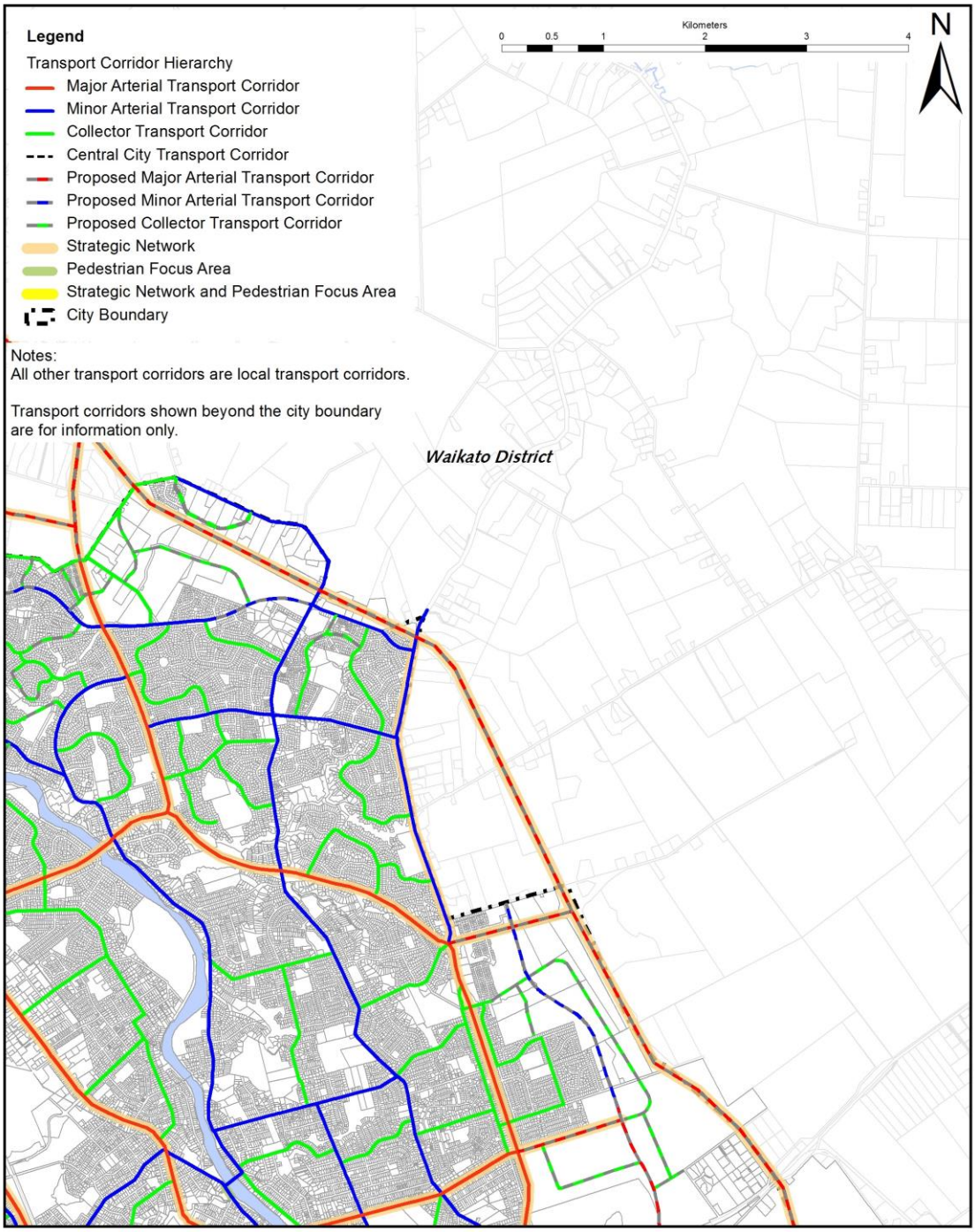


Figure 15-4d: Transport corridor hierarchy plan

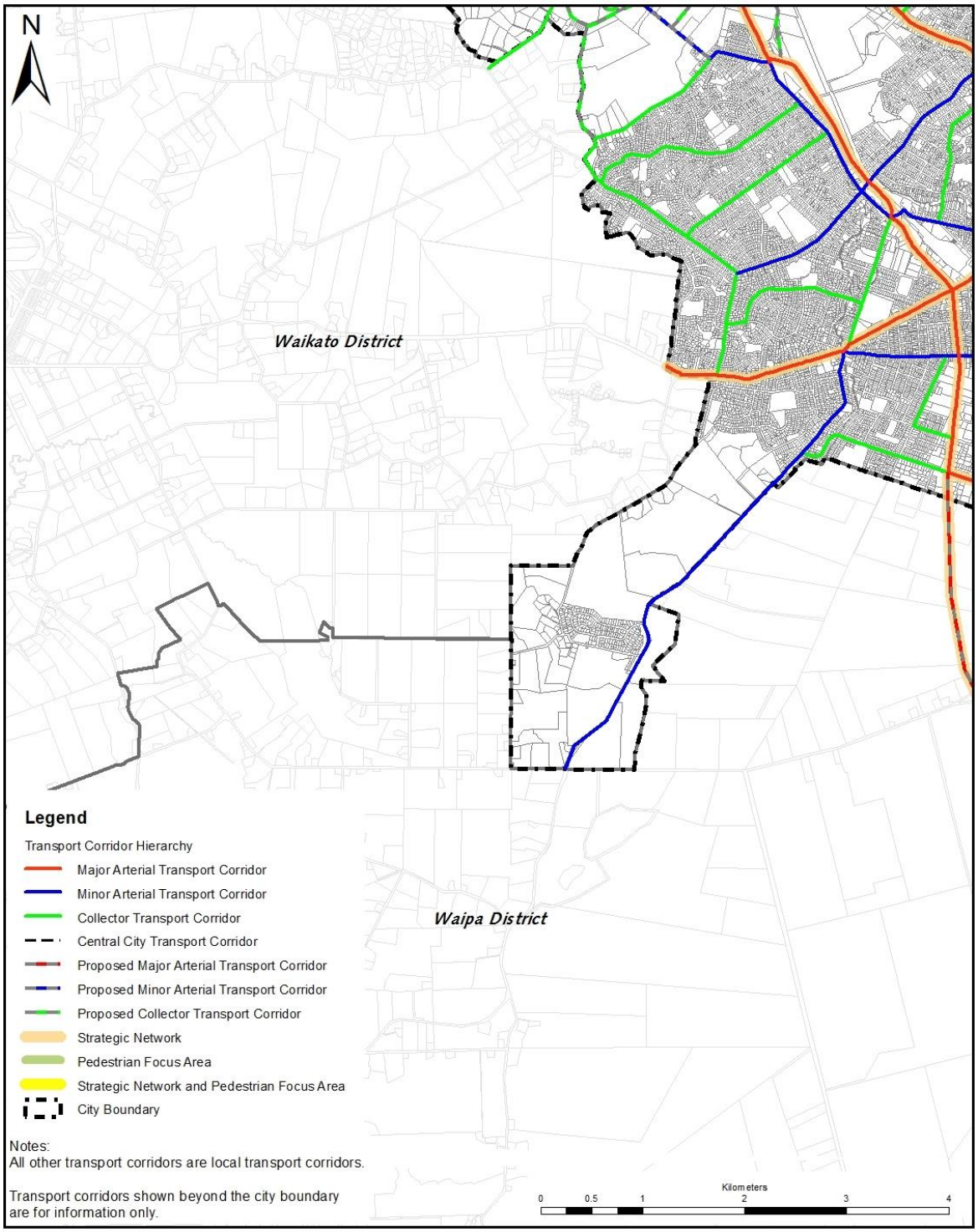
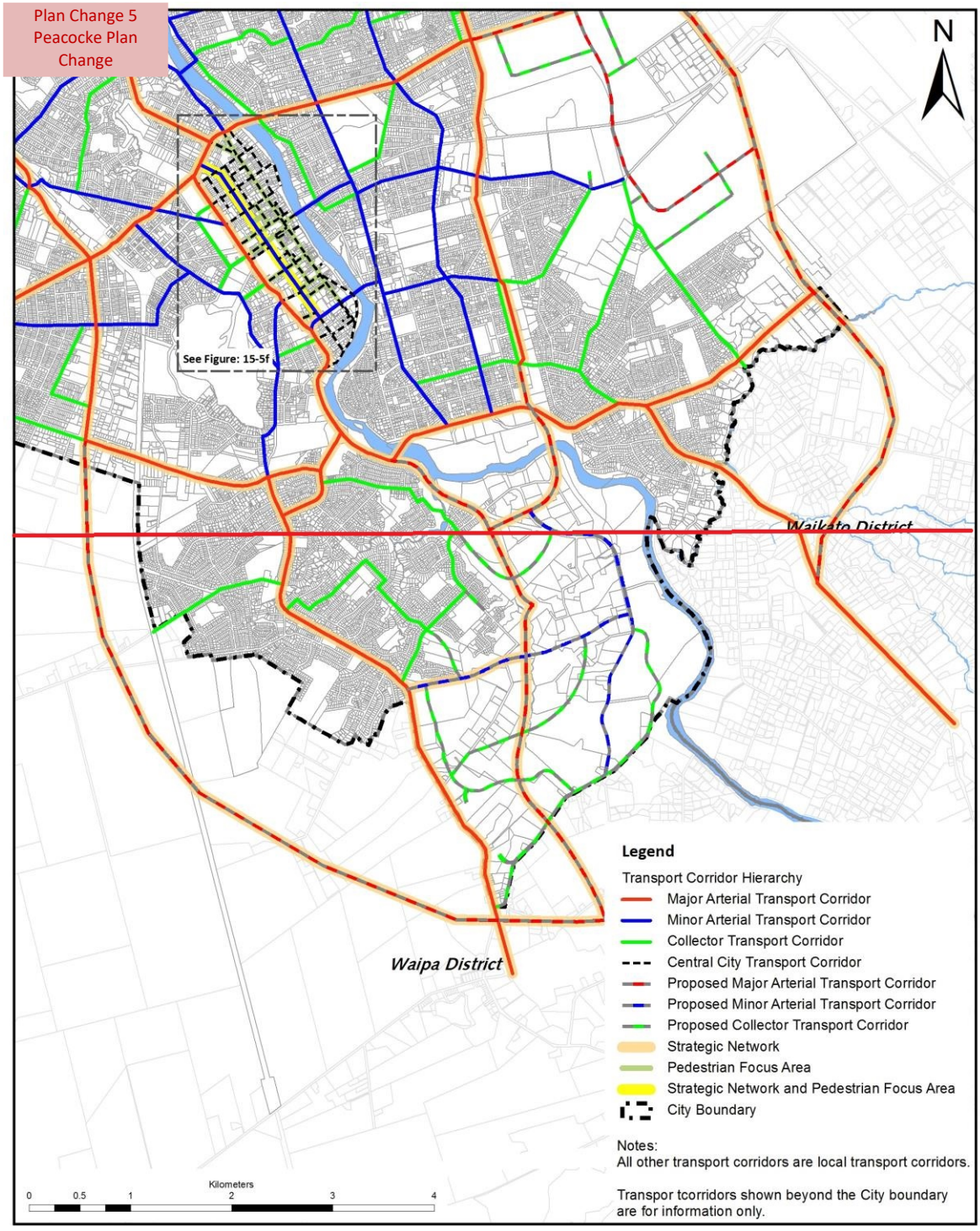


Figure 15-4e: Transport corridor hierarchy plan

Plan Change 5 Peacocke Plan Change



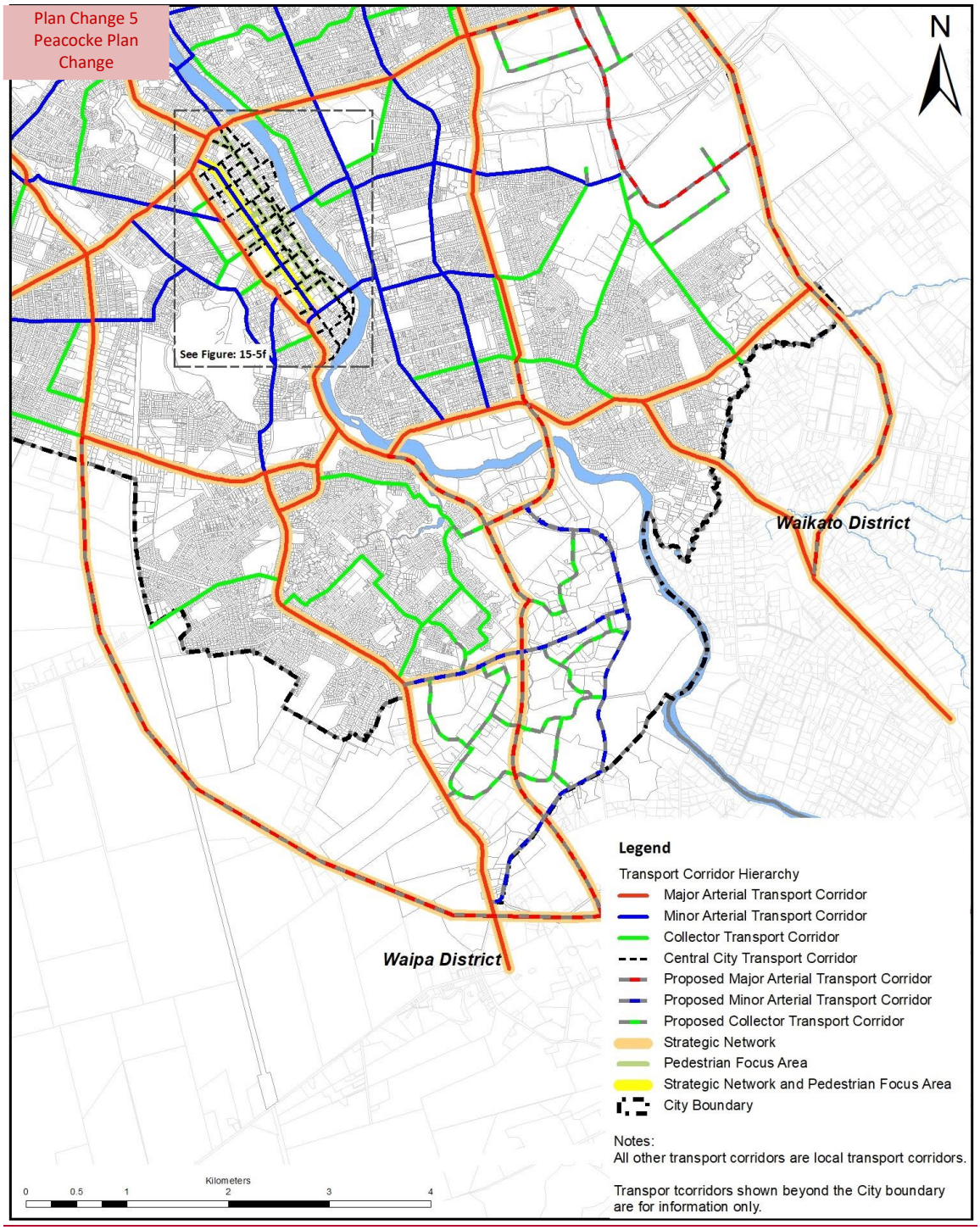
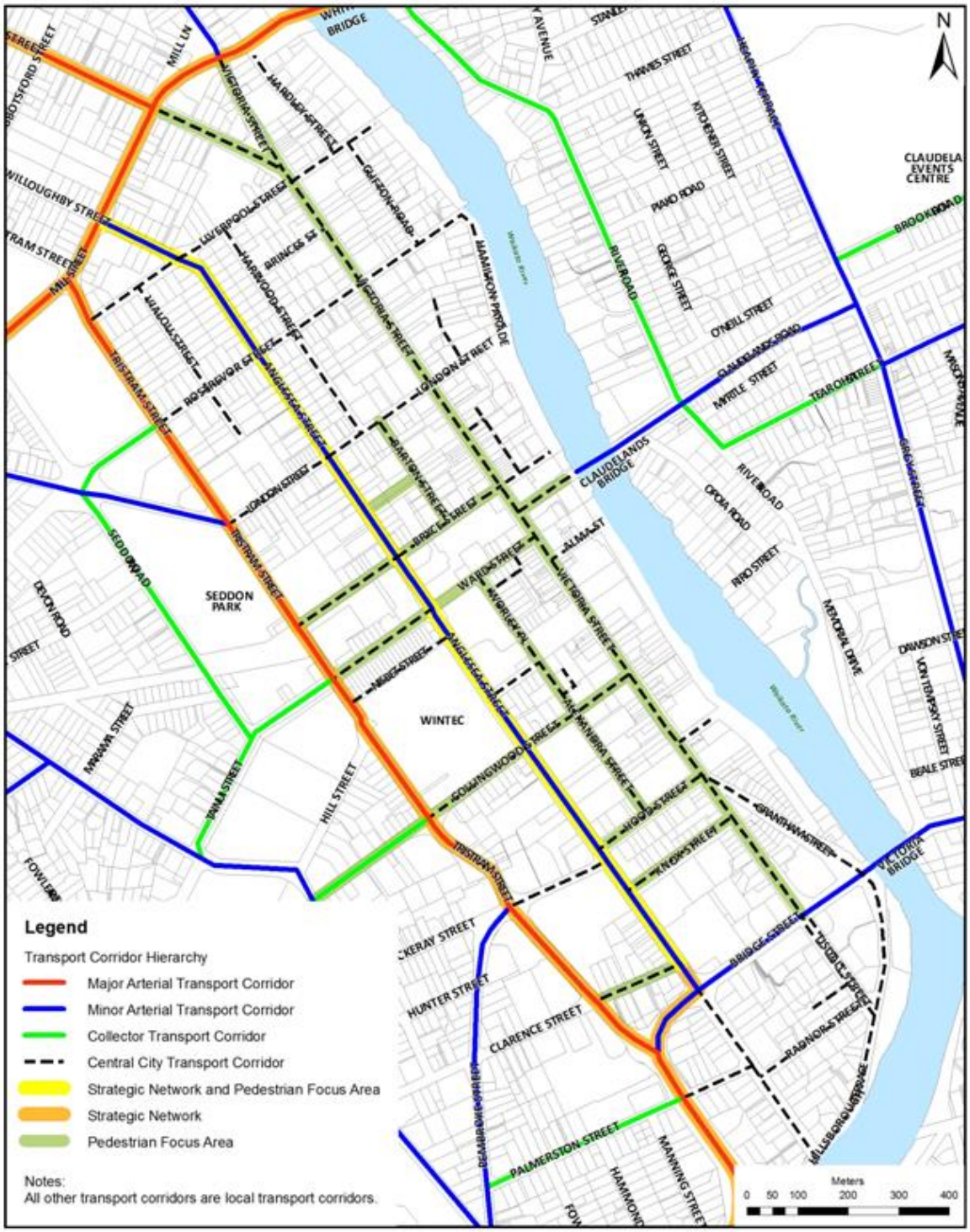

Plan Change 5
Peacocke Plan Change
N
See Figure: 15-5f
Waikato District
Waipa District
Legend
Transport Corridor Hierarchy
Major Arterial Transport Corridor
Minor Arterial Transport Corridor
Collector Transport Corridor
Central City Transport Corridor
Proposed Major Arterial Transport Corridor
Proposed Minor Arterial Transport Corridor
Proposed Collector Transport Corridor
Strategic Network
Pedestrian Focus Area
Strategic Network and Pedestrian Focus Area
City Boundary
Notes:
All other transport corridors are local transport corridors.
Transpor tcorridors shown beyond the City boundary are for information only.
Kilometers
0 0.5 1 2 3 4

Figure 15-4f: Transport corridor hierarchy plan



15-5 Proposed Road Stopping

This appendix identifies land currently set aside for road but which Council intends to 'stop'. 'Stopping' means that it will cease to be road as defined by the Local Government Act. Road stopping is a process that can be undertaken under the Local Government Act 1974 or the Public Works Act 1981, and is separate to Resource Management Act processes, although sometimes they are run concurrently.

This appendix is for information purposes only and is not an exhaustive compilation of current or potential future road stopping. It is expected that road stopping processes, particularly the stopping of small parts of road, will arise and be processed without amendments being made to this appendix.

The areas shown are indicative and not surveyed. The final extent of any stopping will be determined as part of the formal stopping process.

Figure 15-5a

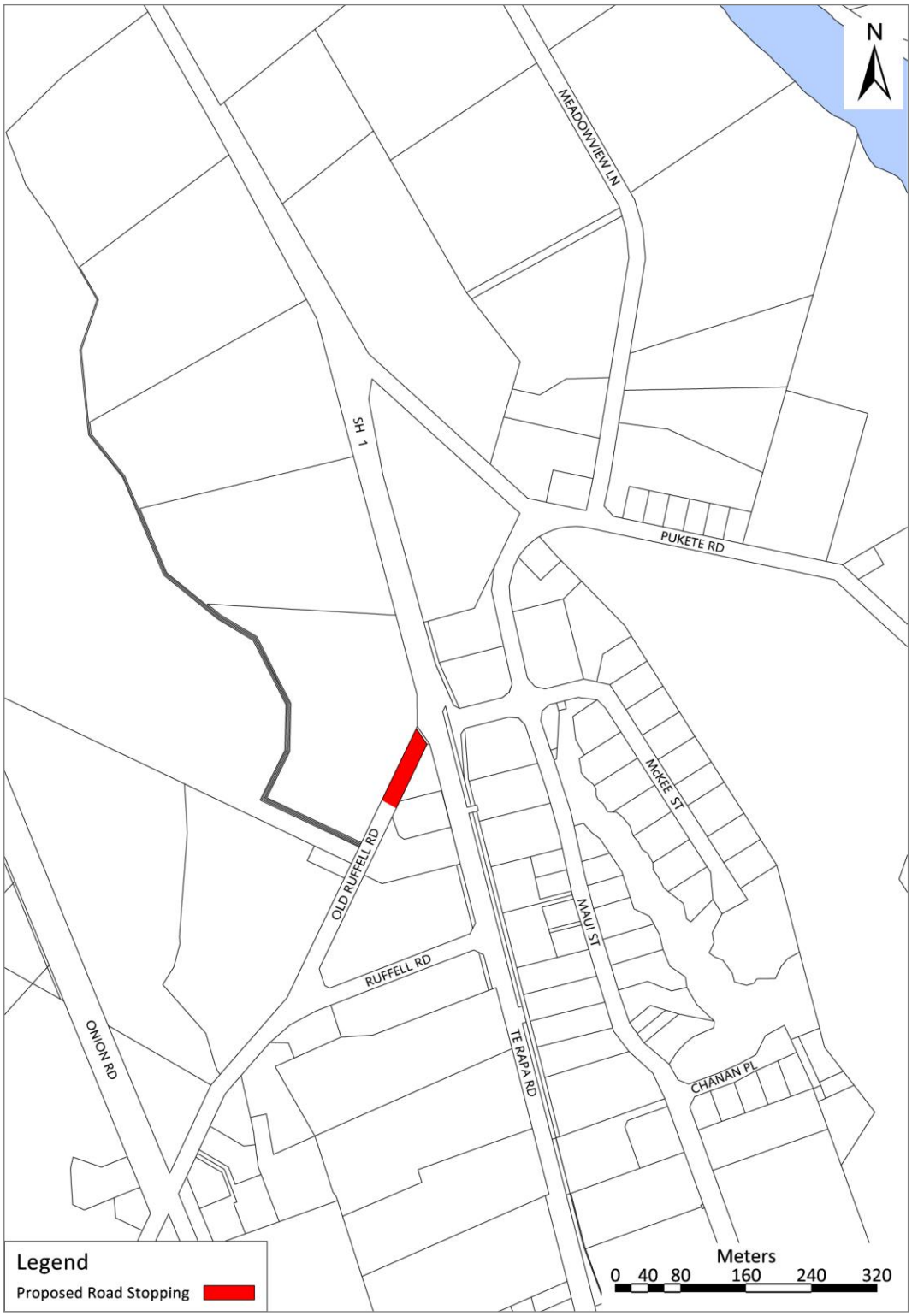

N
MEADOWVIEW LN
SH 1
PUKETE RD
McKEE ST
OLD RUFFELL RD
MAUI ST
RUFFELL RD
ONION RD
TE RAPA RD
CHANAN PL
Legend
Proposed Road Stopping
Meters
0 40 80 160 240 320

Figure 15-5b

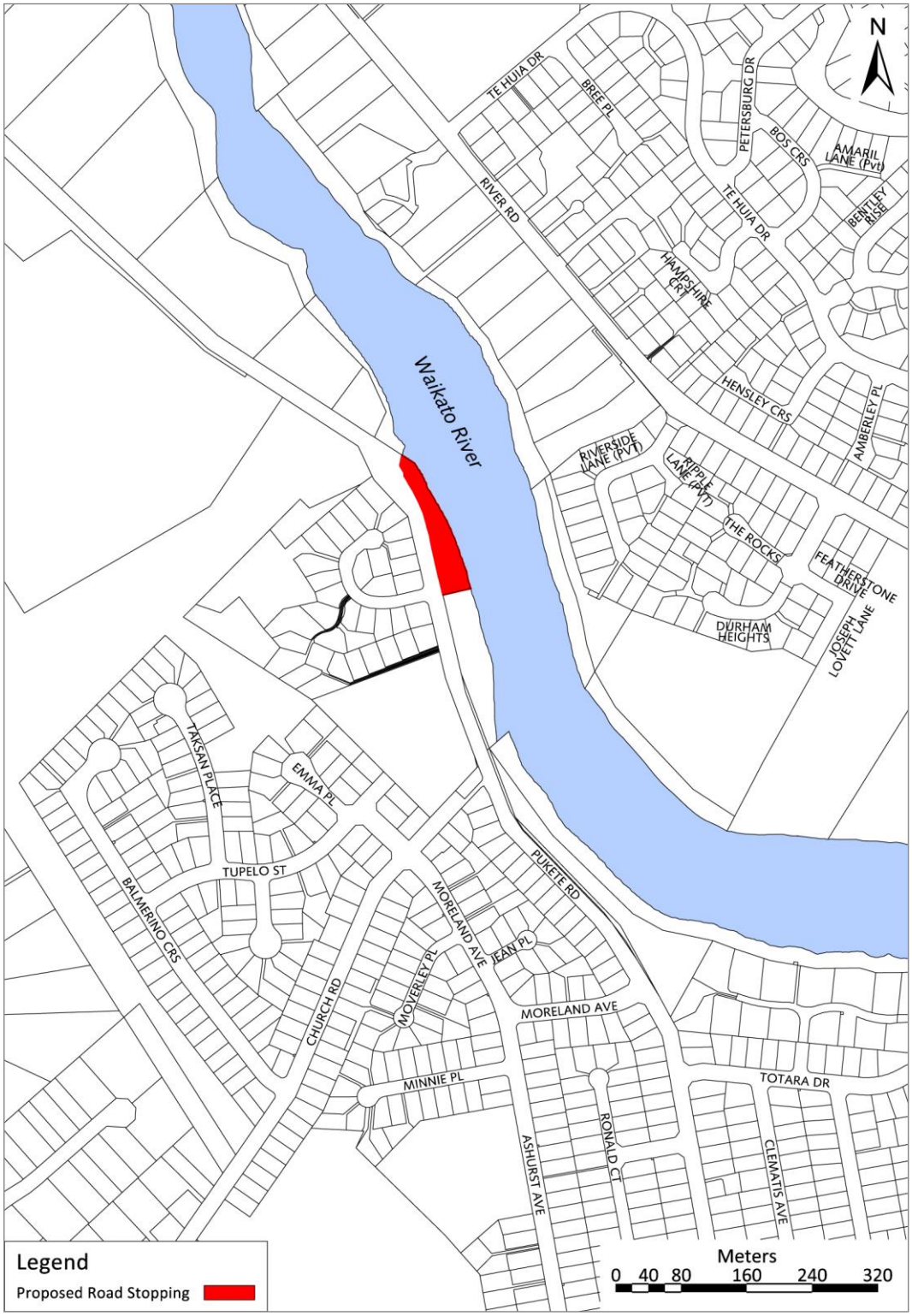

N
Waikato River
TE HUIA DR
BREE PL
PETERSBURG DR
BOS CRS
AMARIL LANE (Pvt)
RIVER RD
TE HUIA DR
BENTLEY RISE
HAMPSHIRE CRT
HENSLEY CRS
AMBERLEY PL
RIVERSIDE LANE (PVT)
RIPPLE LANE (PVT)
THE ROCKS
FEATHERSTONE DRIVE
DURHAM HEIGHTS
JOSEPH LOVETT LANE
TAKSAN PLACE
EMMA PL
TUPELO ST
BALMERINO CRS
CHURCH RD
MOVERLEY PL
MORELAND AVE
JEAN PL
PUKETE RD
MORELAND AVE
MINNIE PL
ASHURST AVE
RONALD CT
TOTARA DR
CLEMATIS AVE
Legend
Proposed Road Stopping
Meters
0 40 80 160 240 320

Figure 15-5c

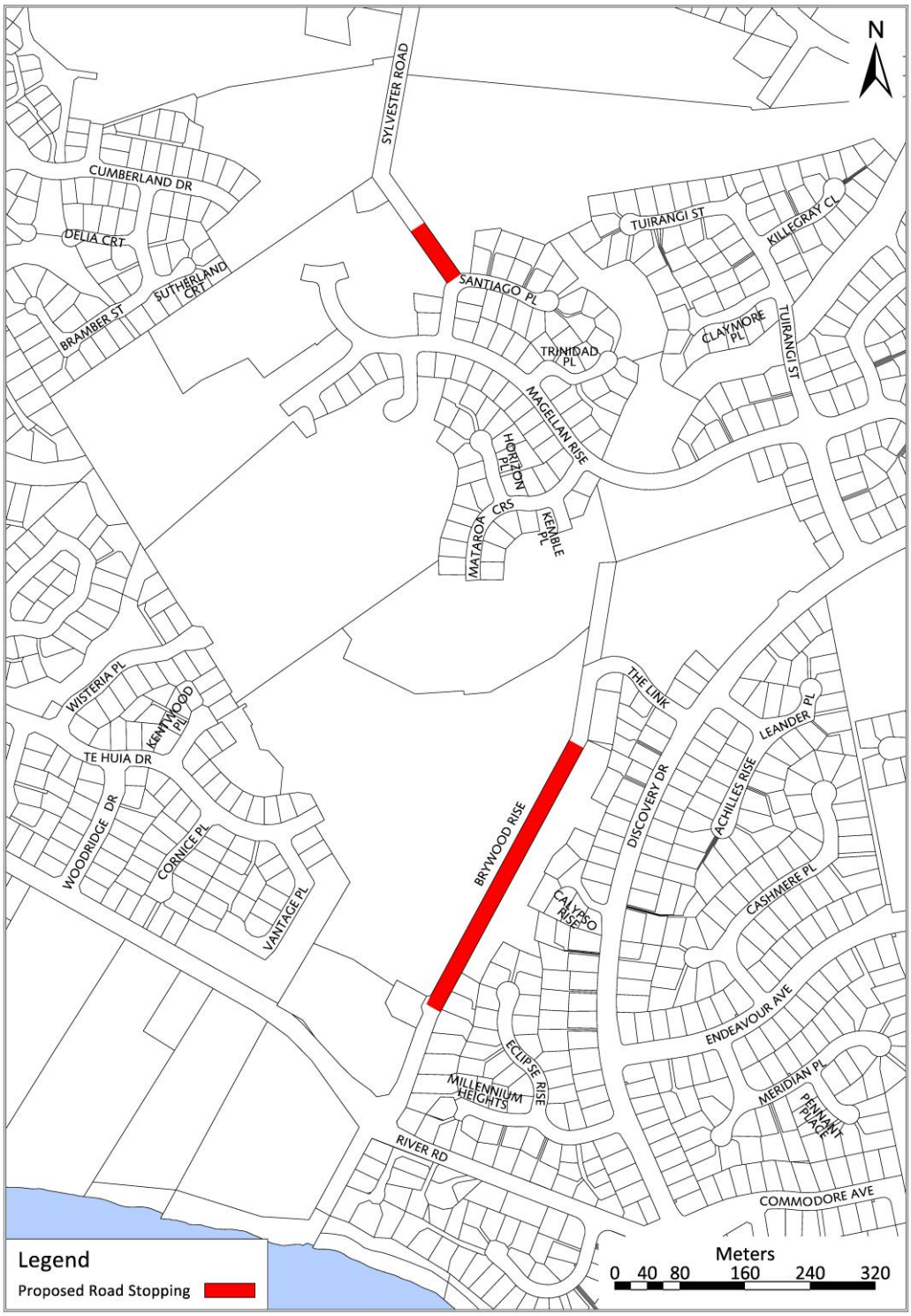

N
SYLVESTER ROAD
CUMBERLAND DR
DELIA CRT
SUTHERLAND CRT
BRAMBER ST
SANTIAGO PL
TUIRANGI ST
KILLEGRAY CL
CLAYMORE PL
TUIRANGI ST
TRINIDAD PL
MAGELLAN RISE
HORIZON PL
MATAROA CRS
KERIBLE PL
THE LINK
LEANDER PL
WISTERIA PL
KENTWOOD PL
TE HUIA DR
WOODRIDGE DR
CORNICE PL
VANTAGE PL
BRYWOOD RISE
DISCOVERY DR
ACHILLES RISE
CASHMERE PL
CALYPSO RISE
ENDEAVOUR AVE
ECLIPSE RISE
MILLENNIUM HEIGHTS
MERIDIAN PL
PENNANT PLACE
RIVER RD
COMMODORE AVE
Legend
Proposed Road Stopping
Meters
0 40 80 160 240 320

Figure 15-5d

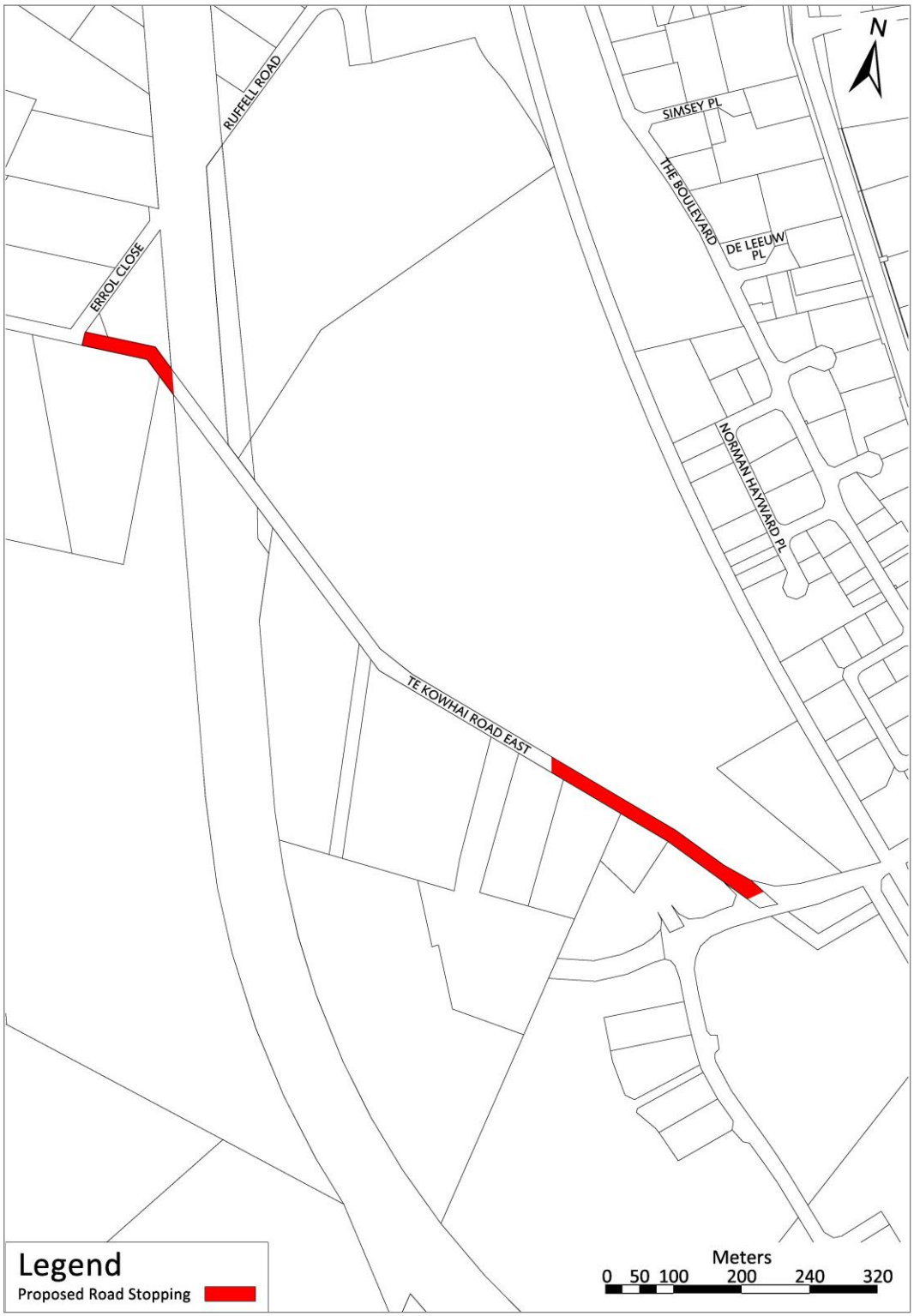

N
RUFFELL ROAD
SIMSEY PL
THE BOULEVARD
DE LEEUW PL
ERROL CLOSE
NORMAN HAYWARD PL
TE KOWHAI ROAD EAST
Legend
Proposed Road Stopping
Meters
0 50 100 200 240 320

Figure 15-5e

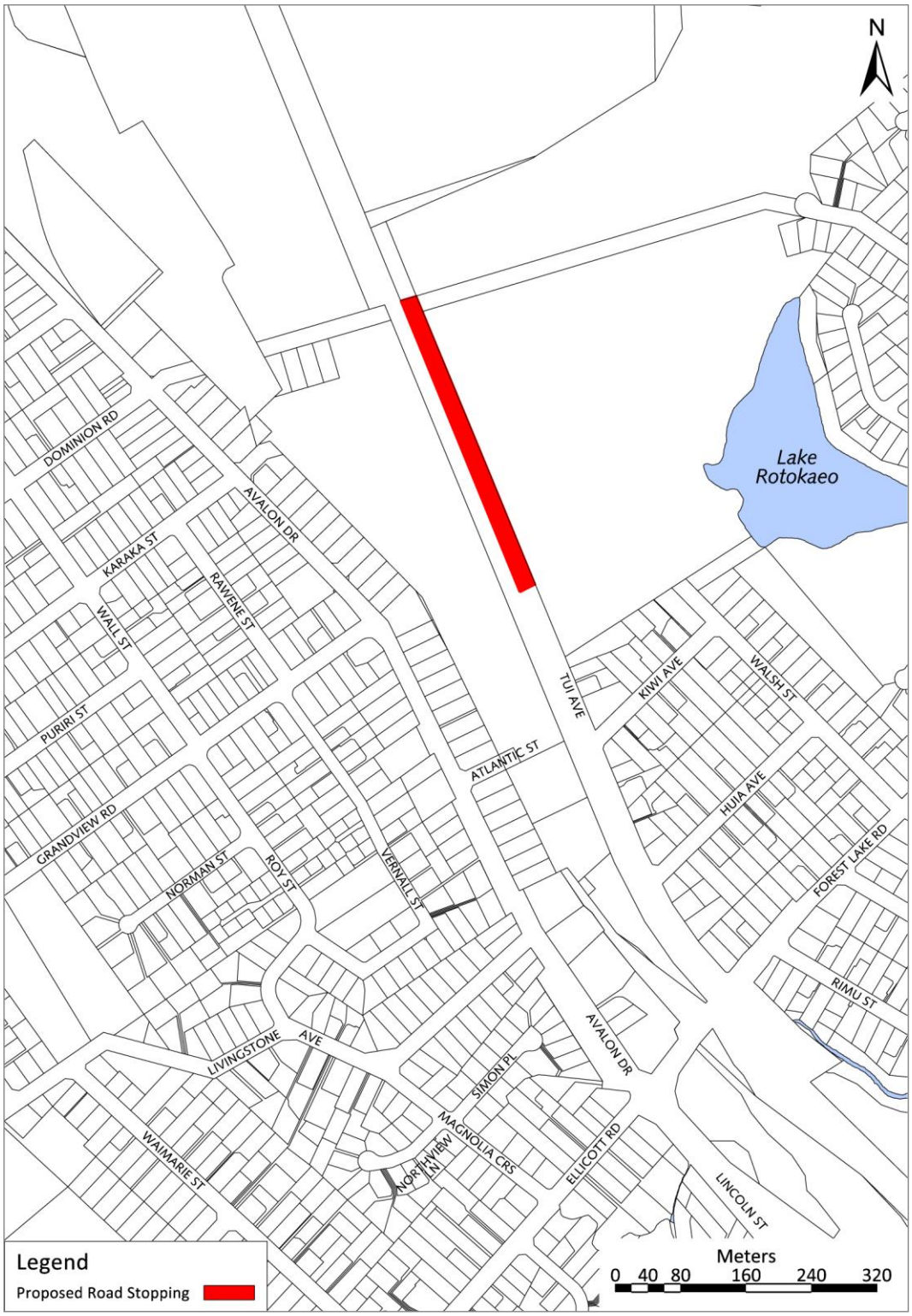

N
Lake Rotokaeo
DOMINION RD
KARAKA ST
AVALON DR
RAWIENE ST
WALL ST
PURIRI ST
GRANDVIEW RD
NORMAN ST
ROY ST
VERNALL ST
ATLANTIC ST
TUI AVE
KIWI AVE
WALSH ST
HUIA AVE
FOREST LAKE RD
RIMU ST
LIVINGSTONE AVE
SIMON PL
AVALON DR
MAGNOLIA CRS
NORTHVIEW LN
WAIMARIE ST
ELLICOTT RD
LINCOLN ST
Legend
Proposed Road Stopping
Meters
0 40 80 160 240 320

Figure 15-5f

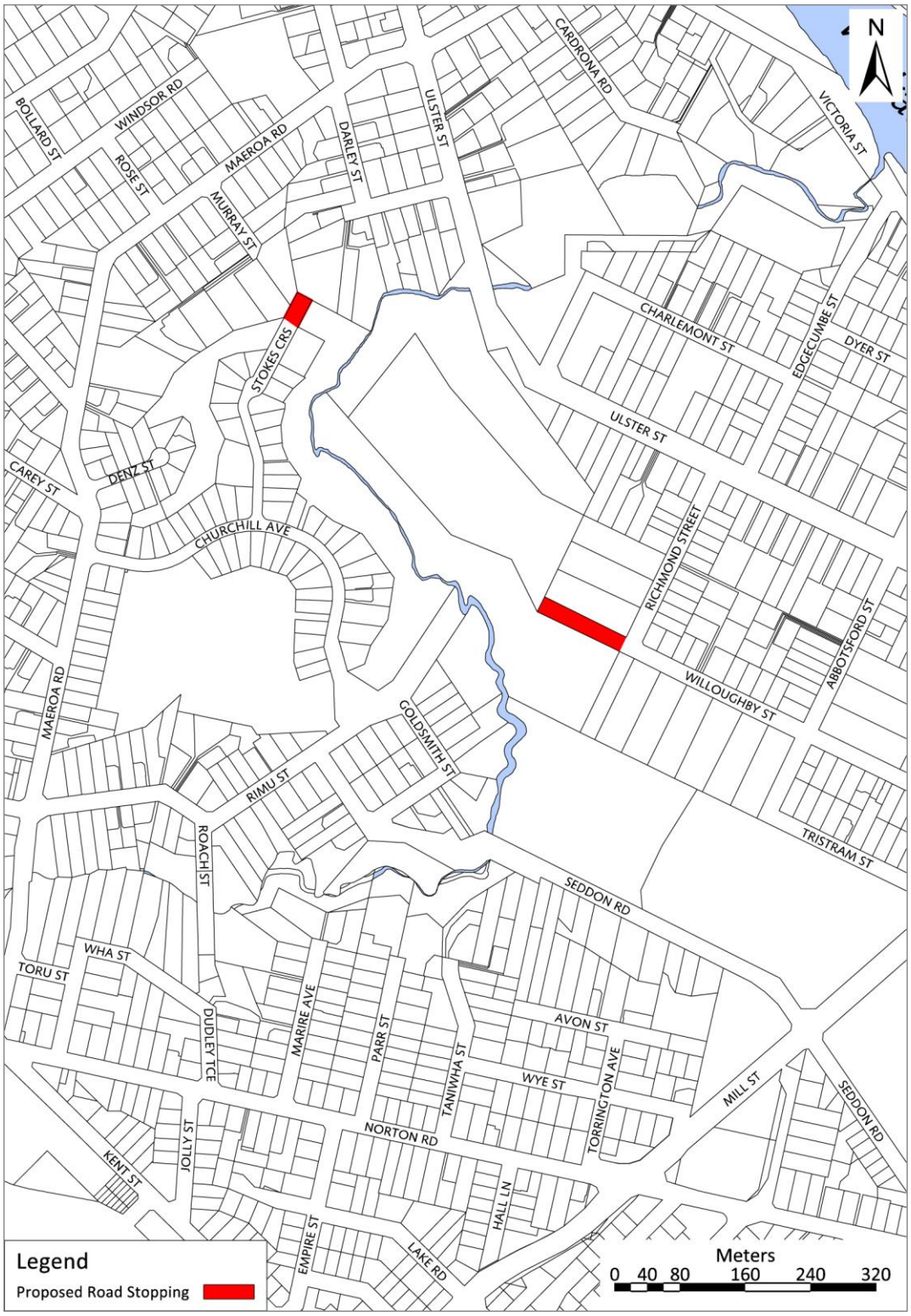

N
BOLLARD ST
WINDSOR RD
ROSE ST
MAEROA RD
MURRAY ST
DARLEY ST
ULSTER ST
CARDRONA RD
VICTORIA ST
STOKES CRS
CHARLEMONT ST
EDGECUMBE ST
DYER ST
ULSTER ST
CAREY ST
DENZ ST
CHURCHILL AVE
RICHMOND STREET
ABBOTSFORD ST
WILLOUGHBY ST
MAEROA RD
GOLDSMITH ST
RIMU ST
ROACH ST
TRISTRAM ST
SEDDON RD
WHA ST
TORU ST
DUDLEY TCE
MARIRE AVE
PARR ST
TANIWHA ST
AVON ST
WYE ST
TORRINGTON AVE
MILL ST
SEDDON RD
NORTON RD
JOLLY ST
KENT ST
HALL LN
EMPIRE ST
LAKE RD
Legend
Proposed Road Stopping
Meters
0 40 80 160 240 320

Figure 15-5g

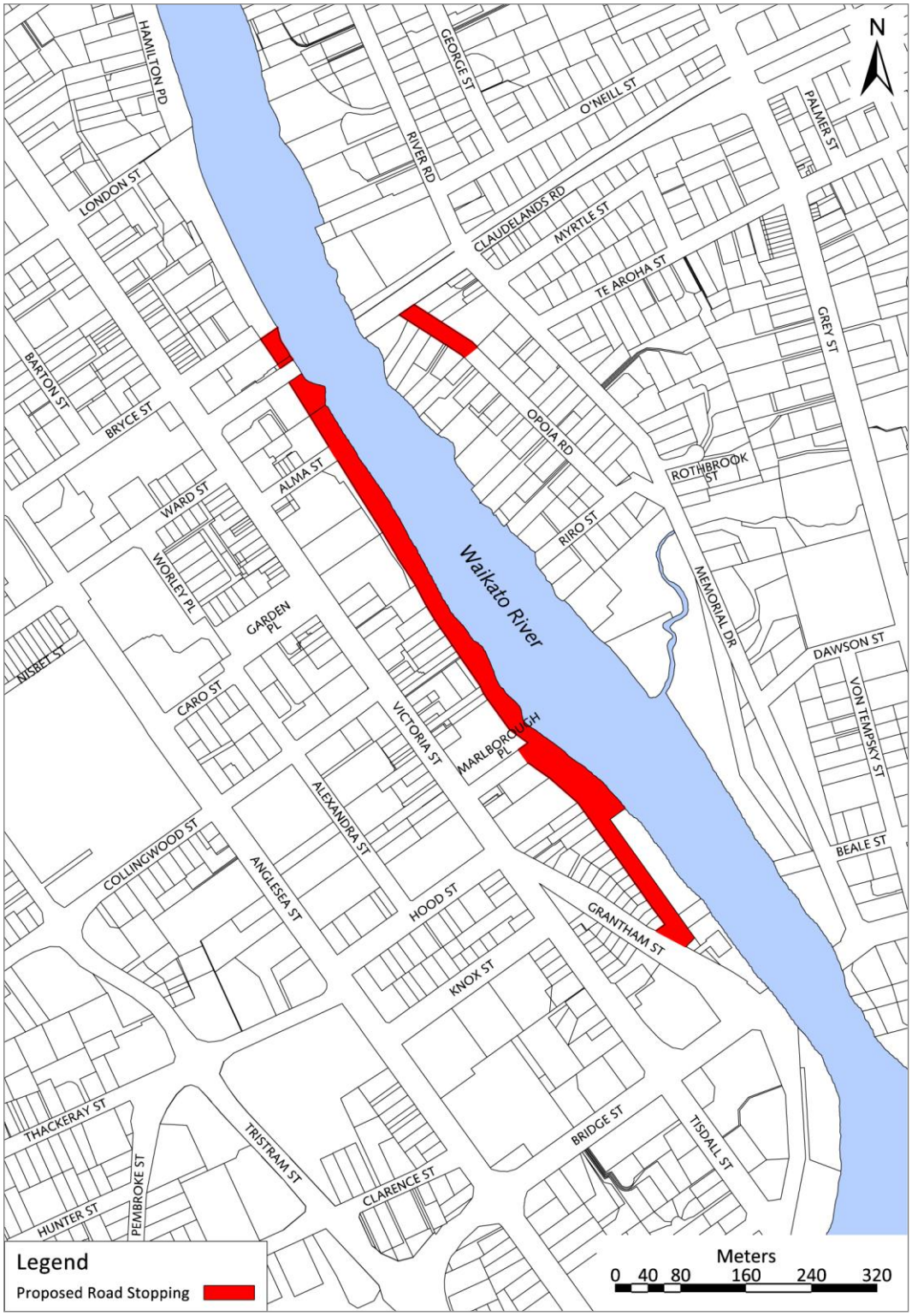

N
HAMILTON RD
LONDON ST
BARTON ST
BRYCE ST
WARD ST
WORLEY PL
GARDEN PL
NISBET ST
CARO ST
ALMA ST
GEORGE ST
RIVER RD
O'NEILL ST
CLAUDELANDS RD
MYRTLE ST
TE AROHA ST
PALMER ST
GREY ST
OPOIA RD
ROTHBROOK ST
RIRO ST
Waikato River
MEMORIAL DR
DAWSON ST
VON TEMPSKY ST
BEALE ST
VICTORIA ST
MARLBOROUGH PL
ALEXANDRA ST
COLLINGWOOD ST
ANGLESEA ST
HOOD ST
GRANTHAM ST
KNOX ST
THACKERAY ST
TRISTRAM ST
PEMBROKE ST
HUNTER ST
CLARENCE ST
BRIDGE ST
TISDALL ST
Legend
Proposed Road Stopping
Meters
0 40 80 160 240 320

Figure 15-5h


N
BROOKLYN RD
CLAUDELANDS RD
BELL ST
ST OLPHERTS AVE
RUAKURA RD
TE AROHA ST
BAINS AVE
PALMER ST
NEW ST
WHYTE ST
ARGYLE ST
MASONS AVE
WARR ST
JAMES ST
BOND ST
FRANCES ST
ARMAGH ST
PEACHGROVE RD
SCOTT AVENUE
KINGSFORD MEWS
DAWSON ST
WILSON ST
VON TEMPSKY ST
GREY ST
MEMORIAL DR
BEALE ST
KELVIN PL
Waikato River
BRIDGE ST
CLYDE ST
GALLOWAY ST
NIXON ST
FIRTH ST
COOK ST
Legend
Proposed Road Stopping
Meters
0 40 80 160 240 320

Figure 15-5i

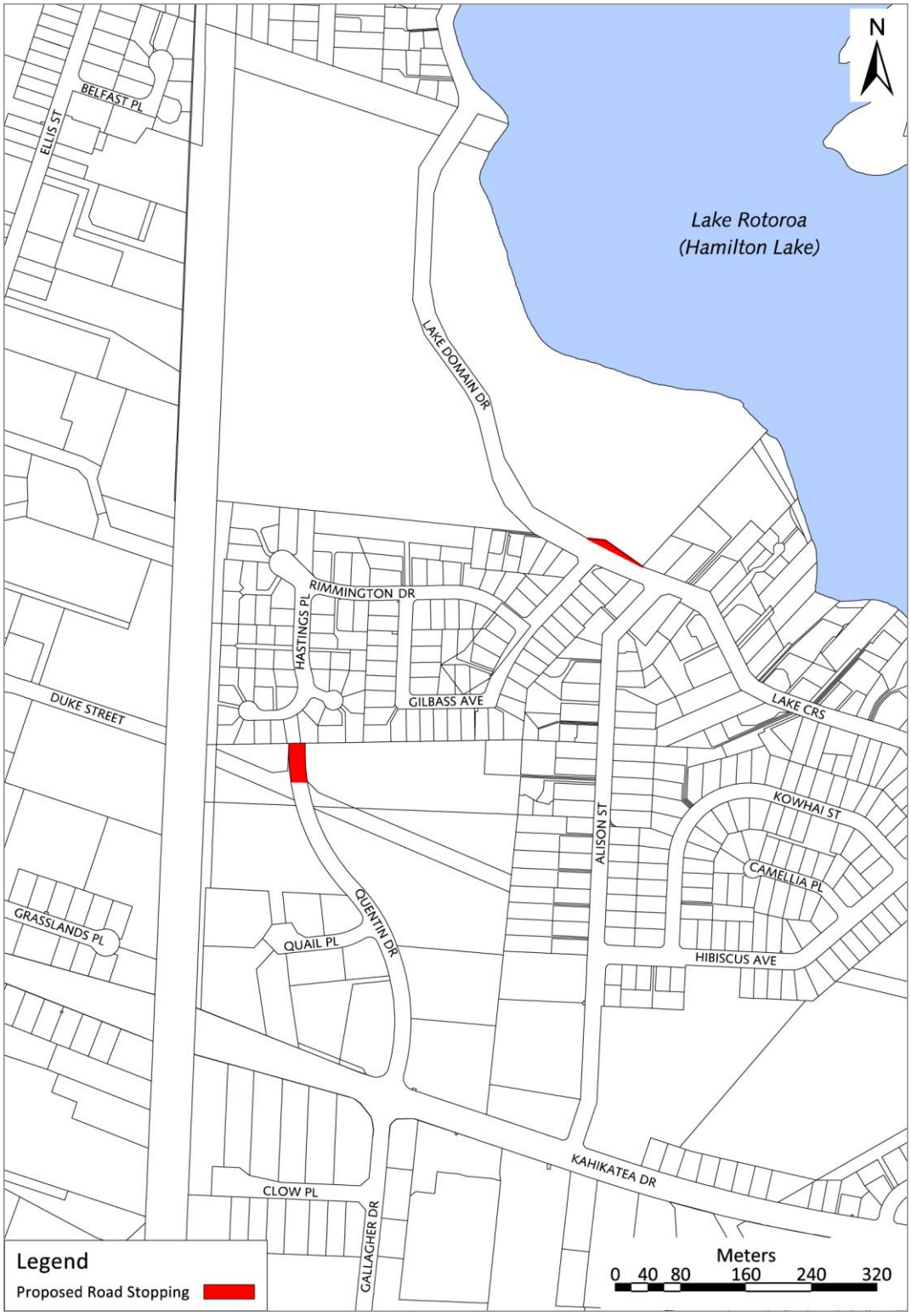

N
Lake Rotoroa
(Hamilton Lake)
BELFAST PL
ELLIS ST
LAKE DOMAIN DR
RIMMINGTON DR
HASTINGS PL
GILBASS AVE
DUKE STREET
LAKE CRS
KOWHAI ST
ALISON ST
CAMELLIA PL
HIBISCUS AVE
QUENTIN DR
QUAIL PL
GRASSLANDS PL
KAHIKATEA DR
CLOW PL
GALLAGHER DR
Legend
Proposed Road Stopping
Meters
0 40 80 160 240 320

Figure 15-5j

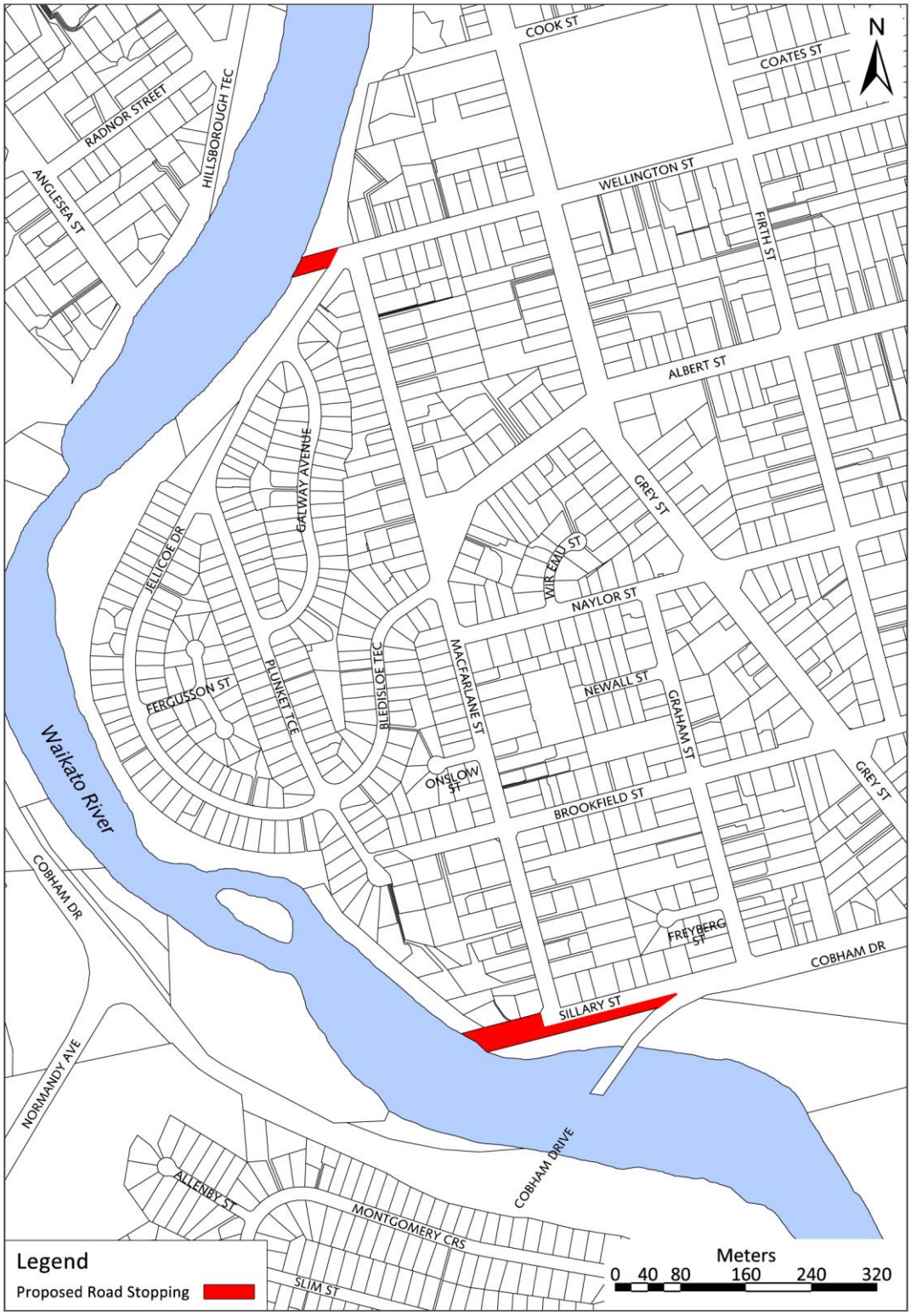

N
COOK ST
COATES ST
RADNOR STREET
HILLSBOROUGH TEC
ANGLESEA ST
WELLINGTON ST
FIRTH ST
ALBERT ST
GALWAY AVENUE
GREY ST
WIRIEMU ST
NAYLOR ST
JELLICOE DR
FERGUSSON ST
PLUNKET TCE
BLEDISLOE TEC
MACFARLANE ST
NEWALL ST
GRAHAM ST
ONSLOW ST
BROOKFIELD ST
GREY ST
Waikato River
COBHAM DR
FREYBERG ST
COBHAM DR
SILLARY ST
NORMANDY AVE
COBHAM DRIVE
ALLENBY ST
MONTGOMERY CRS
SLIM ST
Legend
Proposed Road Stopping
Meters
0 40 80 160 240 320

Figure 15-5k


N
SOMME CRS
KAKANUI AVE
KNIGHTON RD
PRESCOTT PL
FINDLAY ST
NAYLOR ST
TARBETT RD
HILLCREST RD
CAMBRIDGE RD
GALLOWAY ST
FOX ST
DEY ST
BRETTON TCE
VECTIS RD
BROOKFIELD ST
FORSTER AVE
SUTTON CRS
FLYNN RD
GARTHWOOD RD
VISTA TCE
COBHAM DR
FLYNN RD
HUNGERFORD CRS
COBHAM DR
HOWELL AVE
Waikato River
ECHOBANK PL
WESTON LEA DR
Legend
Proposed Road Stopping
Meters
0 40 80 160 240 320

15-6 Criteria for the Form of Transport Corridors and Internal Vehicle Access

For designations, new transport corridors, private ways and internal vehicle access the design elements in this table will be used as guidance.

For changes to existing transport corridors the design elements in this table are used to create a baseline within which new works are considered to be a permitted activity (refer to Chapter 18: Transport Corridor Zone).

The criteria on the following pages are based on the guidance contained in the Hamilton City Infrastructure Technical Specifications which can be referred to if necessary for clarification and interpretation.

Table 15-6a)i: Criteria for the form of Internal Vehicle Access

							Berm requirements[5]				
Transport corridor type[1]	**Land use environment [2]**	**Design speed environment (max desirable)**	**Legal width (min desirable)[4, 5, 14]**	**Carriageway width[3]**	**Movement lane width[15]**	**Berm requirements[5]**	**On street parking requirements (min desirable)**	**Passenger transport requirements (min desirable)[11]**	**Footpath requirements (min desirable)[12]**	**Cyclepath requirements (min desirable)**	**Service corridor (min desirable)[6]**
Residential Land Use Environment											
Private Way	Residential (serving 1-6 units)	10km/h	3.6m	3m	2-way flow, not marked	One side	None	None	Shared zone	Shared zone – no dedicated facility	One side
Private Way	Residential (serving 7-20 units – via common property under unit Titles Act) or, 7 – 9 units (where access is part of a fee simple subdivision)	10 to 20km/h	6m	5.5m	2-way flow, not marked	1.5m both sides	None	None	Shared zone	Shared zone – no dedicated facility	1.5m both sides

Table 15-6a)ii: Criteria for the form of Transport Corridors

							Berm requirements[5]				
Transport corridor type[1]	**Land use environment [2]**	**Design speed environment (max desirable)**	**Legal road width (min desirable)[4, 5, 14]**	**Carriageway width[3]**	**Movement lane width[15]**	**Berm requirements[5]**	**On street parking requirements (min desirable)**	**Passenger transport requirements (min desirable)[11]**	**Footpath requirements (min desirable)[12]**	**Cyclepath requirements (min desirable)**	**Service corridor (min desirable)[6]**
Residential Land Use Environment											
Local (low volume)	Residential (serving 10-20 units via fee simple tenure)	40km/h	16m	6m	2 way flow, not marked	5m both sides	Recessed parallel parking bays (2m) on both sides	None	1.5m wide footpath, both sides	Cycling on road shared in movement lane	1.5m both sides
Local	Residential	40km/h	20m	6m	2 way flow, not marked	7m both sides	Recessed parallel parking bays (2m) on both sides	None	1.5m wide footpath, both sides	Cycling on road shared in movement lane	1.5m both sides
Collector	Residential	40 to 50km/h	23m	9m	2 @ 3m, marked	7m both sides	Recessed parallel parking bays (2m) on both sides	All bus stops to be kerbside[11]	2m wide footpath, both sides	1.5m on road marked cycle lane, both sides	2m both sides

Minor Arterial	Residential (Managed or limited direct access)[10]	60km/h	Specific design[8]	Specific design[8]	2 @ 3.5m, marked, plus 3m flush median	Specific design[8]	Recessed parallel parking bays (2m) on both sides	All bus stops to be kerbside. Potential for bus priority at intersections	3m shared off road footpath and cyclepath on both sides	2.5m both sides
Major Arterial	Residential (Limited or no direct access)[10]	80km/h	Specific design[8]	Specific design[8]	4 @ 3.5m, marked, plus 3m solid median	Specific design[8]	None	All bus stops to be recessed. Potential for bus priority at intersections	3m shared off road footpath and cyclepath on one side	Specific design[8]

Industrial Land Use Environment											
Local	Industrial	40km/h	20m	9m	2 @ 4.5m, not marked	5.5m both sides	Recessed parallel parking bays (2m) on both sides	None	1.5m wide footpath, both sides	Cycling on road shared in movement lane	1.5m both sides
Collector	Industrial	40km/h	23m	11m	2 @ 4.5m, marked, plus 2m flush median	6m both sides	Recessed parallel parking bays (2m) on both sides	All bus stops to be kerbside	1.5m wide footpath, both sides	Cycling on road shared in movement lane	2m both sides
Minor Arterial	Industrial	60km/h	Specific design[8]	12m Specific design[8]	2 @ 4.5m, marked, plus 3m flush median	Specific design[8]	Recessed parallel parking bays (2m) on both sides	All bus stops to be kerbside	3m shared off road footpath and cyclepath on one side and a 1.5m footpath on the other		2.5m both sides

Major Arterial	Industrial	80km/h	Specific design[8]	Specific design[8]	4 @ 3.5m, marked, plus 3m solid median	Specific design[8]	None	All bus stops to be recessed	3m shared off road footpath and cyclepath on one side		Both sides (subject to specific design[8])
Business Centres Land Use Environment											
Service Lane	Business Centres	10km/h	9m	5m	2 way flow, not marked	Specific design[8]	None	None	Shared zone	Shared zone – no dedicated facility	1.5m both sides
Local	Business Centres	40km/h[7]	Specific design[8]	12m (subject to specific design[8])	2 @ 3m	Specific design[8]	Parking one side only. May be recessed, parallel or angled	All bus stops to be kerbside	2 @ 3.5m (subject to specific design[8])	Cycling on road shared in movement lane (subject to specific design[8])	1.5m both sides (subject to specific design[8])

Table 15-6a)ii: Criteria for the form of Transport Corridors

							Berm Requirements[5]				
Transport Corridor Type[1]	**Land Use Environment [2]**	**Design Speed Environment (max desirable)**	**Legal Road width (min desirable)[4, 5, 14]**	**Carriageway Width[3]**	**Movement Lane Width[15]**	**Berm Requirements[5]**	**On street parking requirements (min desirable)**	**Passenger Transport requirements (min desirable)[11]**	**Footpath requirements (min desirable)[12]**	**Cyclepath requirements (min desirable)**	**Service Corridor (min desirable)[6]**
Collector	Business Centres	40km/h[7]	Specific design[8]	Specific design[8]	2 @ 3.5m plus median	Specific design[8]	Specific design[8]. Parking and loading spaces recessed. Parking may be parallel or angled on both sides	All bus stops to be kerbside	2 @ 3.5m (subject to specific design[8])	Cycling on road shared in movement lane (subject to specific design[8])	2m both sides (subject to specific design[8])
Minor Arterial	Business Centres	60km/h[7]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]. Typically recessed parallel parking bays (2m) on both sides	All bus stops to be kerbside	2 @ 3.5m (subject to specific design[8])	Cycling lanes both sides (subject to specific design[8])	2.5m both sides (subject to specific design[8])
Major Arterial	Business Centres	60km/h[7]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]. Typically no on street parking provided	All bus stops to be kerbside. Potential for bus priority at intersections	3m, shared off road footpath and cyclepath, both sides		Both sides (subject to specific design[8])

							Berm Requirements[5]				
Transport Corridor Type[1]	**Land Use Environment [2]**	**Design Speed Environment (max desirable)**	**Legal Road width (min desirable)[4, 5, 14]**	**Carriageway Width[3]**	**Movement Lane Width[15]**	**Berm Requirements[5]**	**On street parking requirements (min desirable)**	**Passenger Transport requirements (min desirable)[11]**	**Footpath requirements (min desirable)[12]**	**Cyclepath requirements (min desirable)**	**Service Corridor (min desirable)[6]**
Future Urban Land Use Environment											
Local	Future Urban[9]	40km/h	Specific design[8] (no less than 20m)	8m	2 @ 3m plus 2 @ 1m shoulder	Specific design[8]	None	None	1.5m wide footpath, both sides	Cycling on road shared in movement lane	Both sides
Collector	Future Urban[9]	60 or 80km/h	Specific design[8] (no less than 23m)	9m	2 @ 3m plus 2 @ 1m shoulder	Specific design[8]	None	All bus stops to be recessed	2.5m, shared off road footpath and cyclepath, both sides		Both sides
Minor Arterial	Future Urban[9]	60km/h	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]
Major Arterial	Future Urban[9]	80km/h	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]
Central City Land Use Environment											
Central City	Central City	30km/h	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Parking and loading spaces to be separate and recessed	All bus stops to be kerbside	2 @ 4m (subject to specific design[8])	Cycling on road shared in movement lane	Both sides
Pedestrian Focus Area	Central City	30km/h	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Parking and loading spaces to be separate and recessed	Specific design.[8] All bus stops to be kerbside	2 @ 4m (subject to specific design[8])	Cycling on road shared in movement lane	Both sides

							Berm Requirements[5]				
Transport Corridor Type[1]	**Land Use Environment [2]**	**Design Speed Environment (max desirable)**	**Legal Road width (min desirable)[4, 5, 14]**	**Carriageway Width[3]**	**Movement Lane Width[15]**	**Berm Requirements[5]**	**On street parking requirements (min desirable)**	**Passenger Transport requirements (min desirable)[11]**	**Footpath requirements (min desirable)[12]**	**Cyclepath requirements (min desirable)**	**Service Corridor (min desirable)[6]**
Strategic Network and Pedestrian Focus Area (Anglesea St)	Central City	40km/h	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Parking and loading spaces to be separate and recessed	Specific design[8] Potential for bus lanes and priority at intersections	Specific design[8]	Specific design[8]	Both sides
Strategic Network (Tristram St [Mill St to Bridge St] and Mill St)	Central City	60km/h	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	None	Potential for bus priority at intersections	Specific design[8]	Specific design[8]	Both sides
Strategic Network Overlay											
Strategic Network	All	60 or 80km/h	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8] Potential for bus priority at intersections	Specific design[8]	Specific design[8]	Specific design[8]

Transport corridor type[1]	Land use environment [2]	Design speed environment (max desirable)	Legal road width (min desirable)[4, 5, 14]	Carriageway width[3]	Movement lane width[15]	Berm requirements[5]	Berm requirements[5]		Passenger transport requirements (min desirable)[11]	Footpath requirements (min desirable)[12]	Cyclepath requirements (min desirable)	Service corridor (min desirable)[6]
							On street parking and landscaping/stormwater management					
							On street parking requirements (min desirable)	Stormwater management and landscaping				
	Peacocke Residential Land Use Environment											
Private Way	Residential Rear lane access (two-way)	10-20km/h	7m	5.5m	1 or 2 way flow, not marked	One side	None		None	Shared zone	Shared zone – no dedicated facility	One side
Private Way	Residential (serving 7-20 units – via common property under unit Titles Act) or, 7 – 9 units (where access is part of a fee simple subdivision)	10 to 20km/h	9m	5.5m	2 way flow, not marked	1.5m both sides	None	None	None	Shared zone	Shared zone – no dedicated facility	1.5m both sides
Local	Residential	30km/h	16.8m[1]	6m	2 way flow, not marked	5.4m both sides	Recessed parallel parking bays (2.1m) on both sides	Where parking is not provided – Specific Design (2.1m) on both sides	None	1.8m wide footpath, both sides	Cycling on road shared in movement lane	1.5m both sides

							Berm requirements[5]					
Transport corridor type[1]	Land use environment [2]	Design speed environment (max desirable)	Legal road width (min desirable)[4, 5, 14]	Carriageway width[3]	Movement lane width[15]	Berm requirements[5]	On street parking and landscaping/stormwater management		Passenger transport requirements (min desirable)[11]	Footpath requirements (min desirable)[12]	Cyclepath requirements (min desirable)	Service corridor (min desirable)[6]
							On street parking requirements (min desirable)	Stormwater management and landscaping				
Collector – PT Route	Residential	40 km/h	24.6m[1]	6.8m	2 @ 3.4m, marked	8.8m both sides	Recessed parallel parking bays (2.1m) on both sides	Alternating where parking is not provided – Specific Design (2.1m) on both sides	All bus stops to be in lane 2.8m berm with bus shelter.	2m wide footpath, both sides	2m off road, separated from carriageway, both sides. With 0.8m separator from parking. Or 3.5m bi-directional off-road separated from carriageway on one side[2]	2m both sides

							Berm requirements[5]					
Transport corridor type[1]	Land use environment [2]	Design speed environment (max desirable)	Legal road width (min desirable)[4, 5, 14]	Carriageway width[3]	Movement lane width[15]	Berm requirements[5]	On street parking and landscaping/stormwater management		Passenger transport requirements (min desirable)[11]	Footpath requirements (min desirable)[12]	Cyclepath requirements (min desirable)	Service corridor (min desirable)[6]
							On street parking requirements (min desirable)	Stormwater management and landscaping				
Collector – Non-PT Route	Residential	40 km/h	24.2m[1]	6.4m	2 @ 3.2m, marked	8.9m both sides	Recessed parallel parking bays (2.1m) on both sides	Alternating where parking is not provided – Specific Design (2.1m) on both sides	N/A	2m wide footpath, both sides	2m off road, separated from carriageway, both sides. With 0.8m separator from parking. Or 3.5m bi-directional off-road-separated from carriageway on one side[2]	2m both sides

[1] New Major and Minor Arterial transport corridors are likely to be designated with the final design undertaken on a case by case basis. For work involving significant changes to existing transport corridors, local constraints, land use environment and network function requirements may require design compromises whereby the minimum desirable design criteria may not be able to be met. Refer to Figures 15-4b to 15-4f to identify the relevant transport corridor type.

[2] Refer to Table 15-4a for which zones form land use environments.

[3] Measured from the face of the kerb to the face of the opposite kerb (excluding any recessed parking).

[4] Full transport corridor width.

[5] Measured from the property boundary to the face of the kerb. Berm width will vary in order to accommodate features as required, including: lighting, noise attenuation, landscaping, street trees, swale drains, footpaths, cyclepaths, recessed parking. Landscaping or street trees will require a minimum width of 2m and be incorporated into the legal road width (typically replacing indented parking or medians).

[6] Location of services will be dependent upon the location of the footpath. The Hamilton City Infrastructure Technical Specifications contains relevant guidance on locating services.

[7] If high pedestrian activity is expected then a 30km/h (or lower) design speed environment will be required. An Integrated Transport Assessment and safety audits will be necessary to ensure that the safety of vulnerable transport corridor users is achieved.

[8] Specific design requires case by case consideration of the design elements in the local context. This must be undertaken with input from Council's City Infrastructure engineers.

[9] The design of transport corridors in the Future Urban land use environments should be flexible enough to enable retrofitting to a lower design speed environment should zoning of the adjacent land use change.

[10] The level of direct access (none, limited, managed) may vary along a corridor depending on network function requirements, topography and the availability of alternative access.

[11] For guidance on bus stop types refer to the Hamilton City Infrastructure Technical Specifications. The design of kerbside bus stops will result in the positioning of a stopped bus partially or fully within the cycle or movement lane. This may require kerb extensions to achieve. Bus stops are only necessary if part of a bus route.

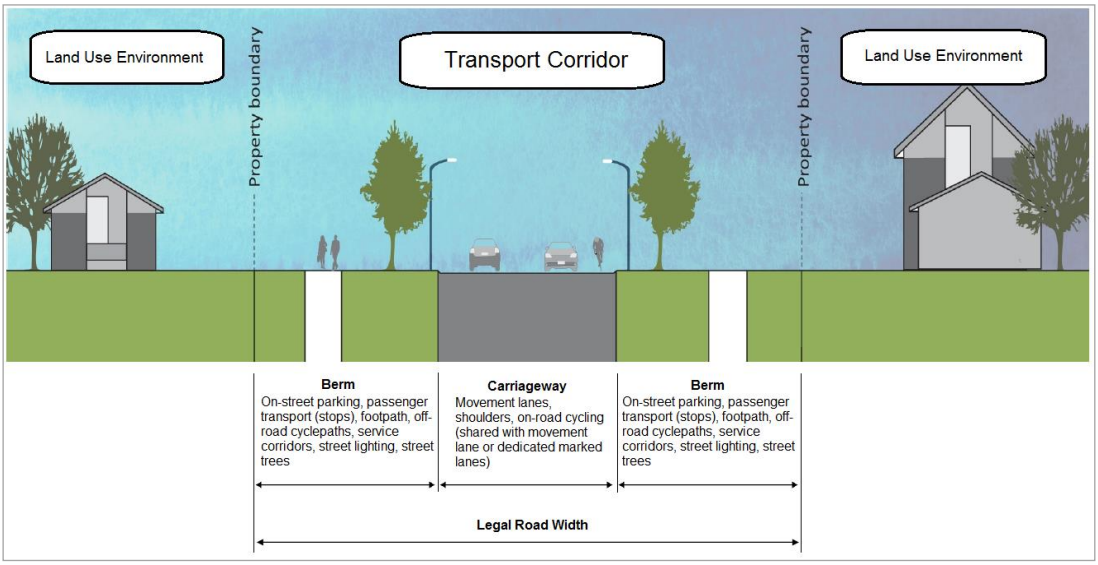
[12] For guidance on pedestrian crossing facilities refer to the Hamilton City Infrastructure Technical Specifications.

[13] Refer to 'Design Speed Environment' below for further guidance.

[14] Stormwater management solutions may require additional legal road width and alter the arrangement of elements in this table (e.g. swales or space for treatment devices).

[15] Excluding shoulders.

Figure 15-6b



Design Speed Environment

Traffic management will need to be included in transport corridor designs to ensure that the design speed environment shown in Table 15-6a is achieved.

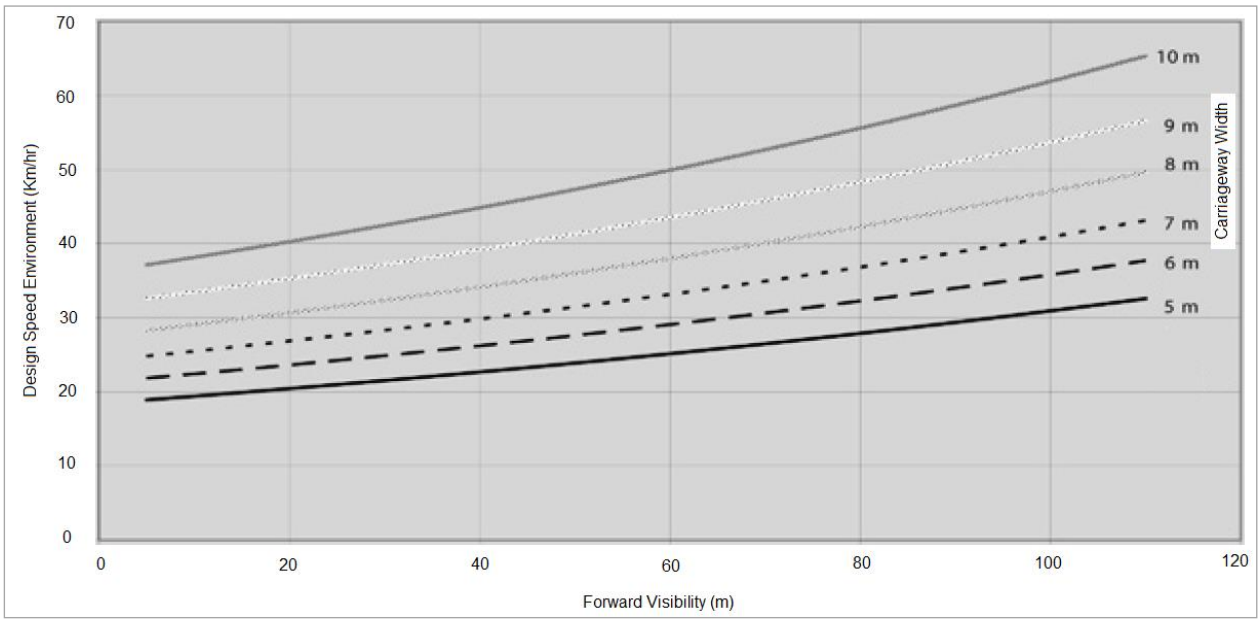
Speeds can be managed by physical and psychological devices such as narrowed movement lanes, reduced forward visibility, parking, slow points, build outs, leg lengths, chicanes, planting and landscaping, and street furniture and public art works.

Suitable guidance for designing to a design speed environment can be found in:

- The Austroads Guide to Road Design – Part 3: Geometric
- The Manual for streets (UK Department for Transport 2007)

The two key geometric factors that contribute to achieving the target operating speed are carriageway width and forward visibility. Figure 15-6c can be used to give an indication of the speed at which traffic will travel for a given carriageway width/forward visibility combination.

Figure 15-6c: Design speed environment – relationship between carriageway width and forward visibility



Source: *Adapted from figure 7.16 of UK Department for Transport 'Manual for streets' and 'TRL661 - The manual for streets: evidence and research'*

15-7 Area Specific ITA Requirement

Figure 15-7a

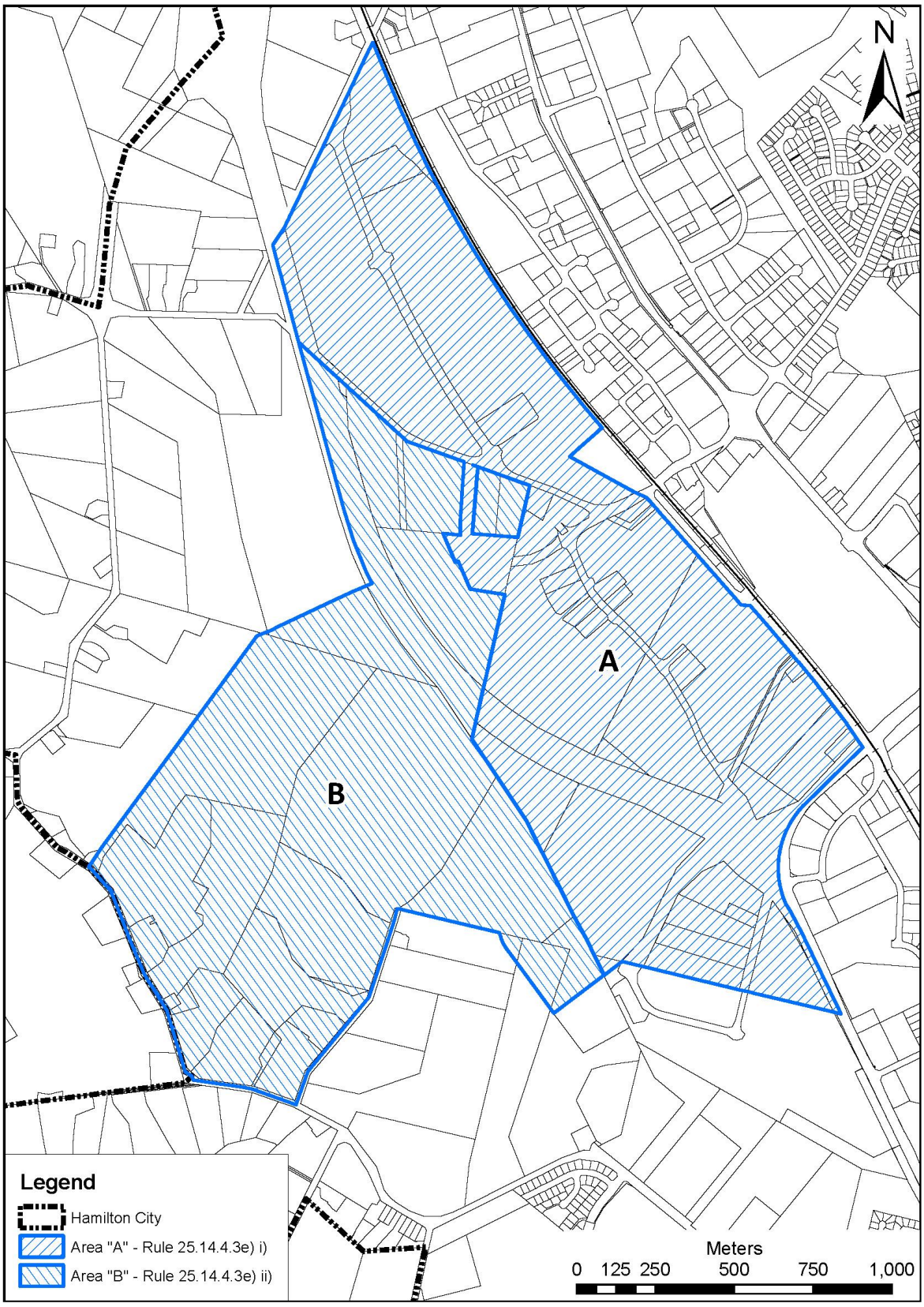


Figure 15-7b

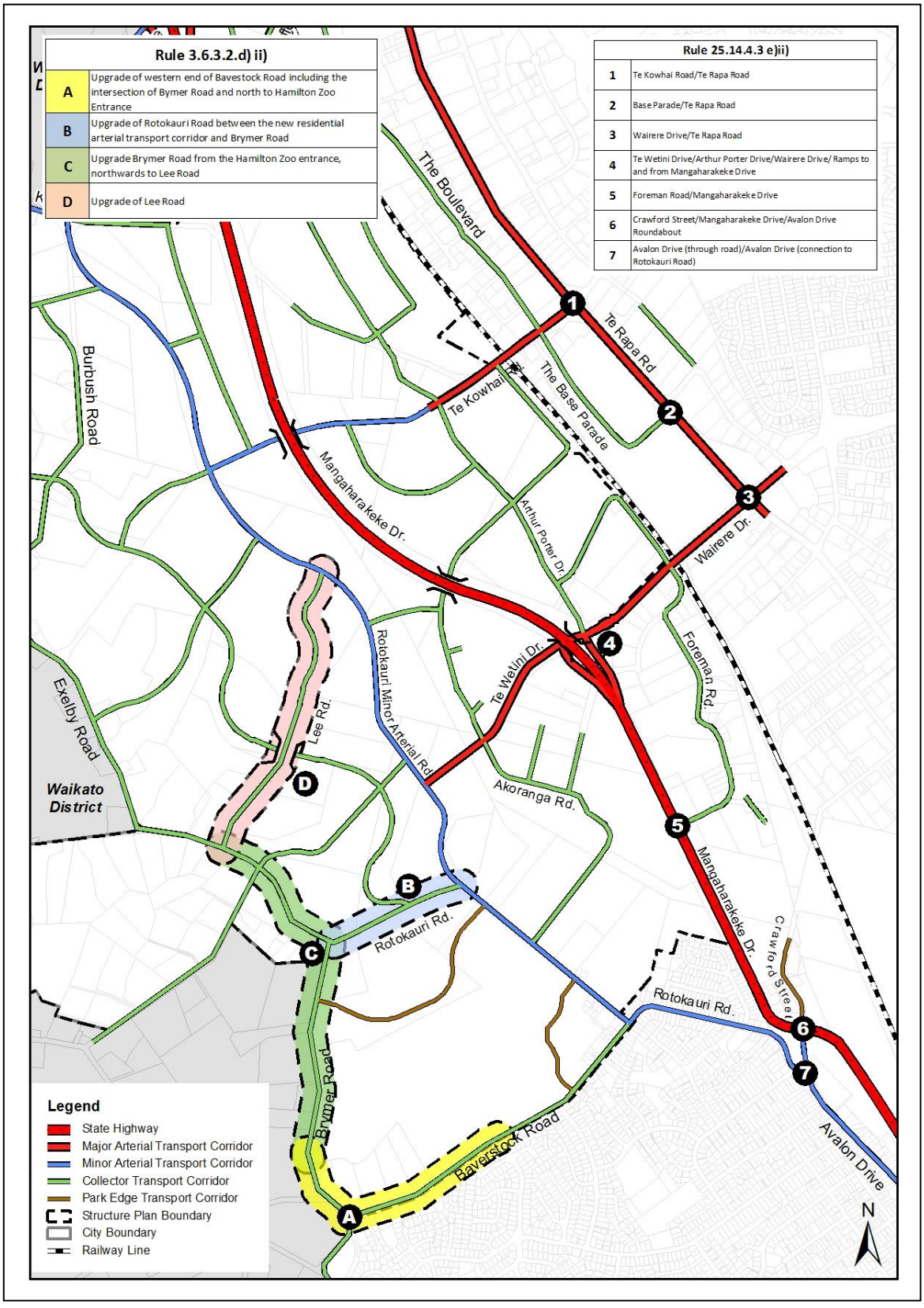
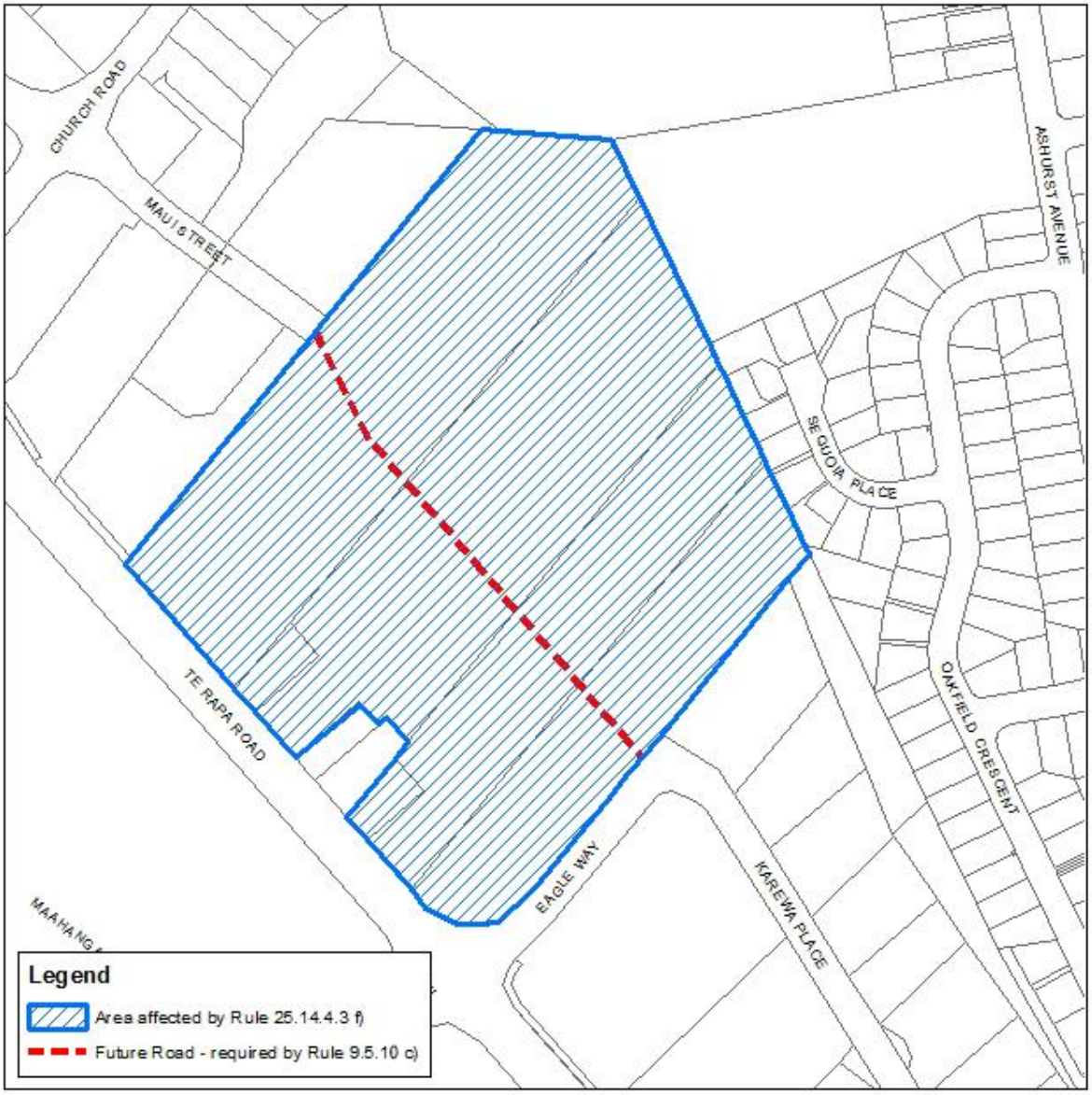
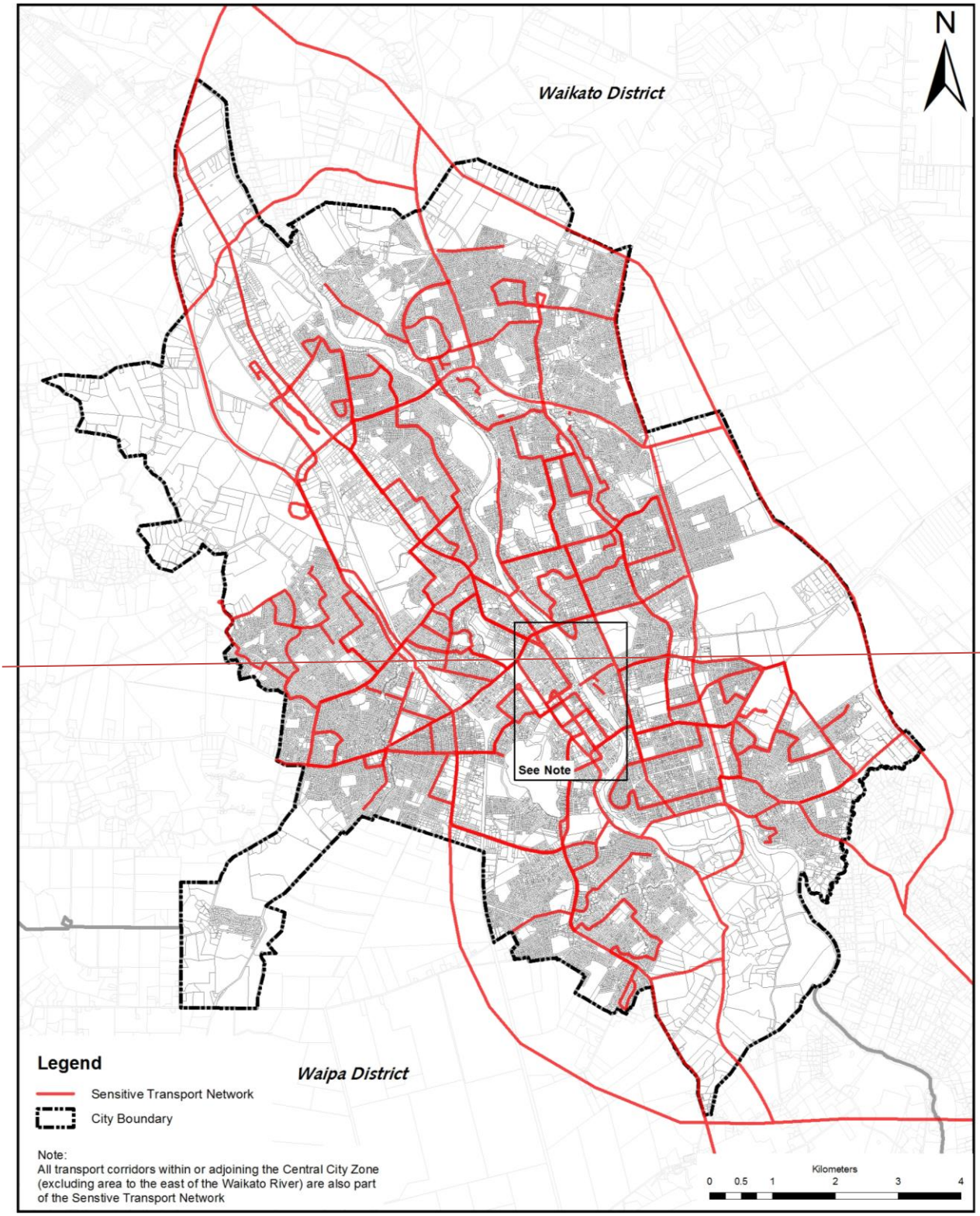

Rule 3.6.3.2.d) ii)
A Upgrade of western end of Bavestock Road including the intersection of Bymer Road and north to Hamilton Zoo Entrance
B Upgrade of Rotokauri Road between the new residential arterial transport corridor and Brymer Road
C Upgrade Brymer Road from the Hamilton Zoo entrance, northwards to Lee Road
D Upgrade of Lee Road
Rule 25.14.4.3 e)ii)
1 Te Kowhai Road/Te Rapa Road
2 Base Parade/Te Rapa Road
3 Wairere Drive/Te Rapa Road
4 Te Wetini Drive/Arthur Porter Drive/Wairere Drive/ Ramps to and from Mangaharakeke Drive
5 Foreman Road/Mangaharakeke Drive
6 Crawford Street/Mangaharakeke Drive/Avalon Drive Roundabout
7 Avalon Drive (through road)/Avalon Drive (connection to Rotokauri Road)
The Boulevard
Te Rapa Rd
Te Kowhai
The Base Parade
Burbush Road
Mangaharakeke Dr.
Arthur Porter Dr.
Wairere Dr.
Rotokauri Minor Arterial Rd
Te Wetini Dr.
Foreman Rd.
Exelby Road
Lee Rd.
Waikato District
Akoranga Rd.
Rotokauri Rd.
Brymer Road
Bavestock Road
Crawford Street
Avalon Drive
Legend
State Highway
Major Arterial Transport Corridor
Minor Arterial Transport Corridor
Collector Transport Corridor
Park Edge Transport Corridor
Structure Plan Boundary
City Boundary
Railway Line
N

Figure 15-7c


CHURCH ROAD
MAUI STREET
ASHURST AVENUE
SEQUOIA PLACE
TE RAPA ROAD
OAKFIELD CRESCENT
EAGLE WAY
KAREWA PLACE
Legend
Area affected by Rule 25.14.4.3 f)
Future Road - required by Rule 9.5.10 c)

Plan Change 5 Peacocke Plan Change

Figure 15-8: Sensitive transport network



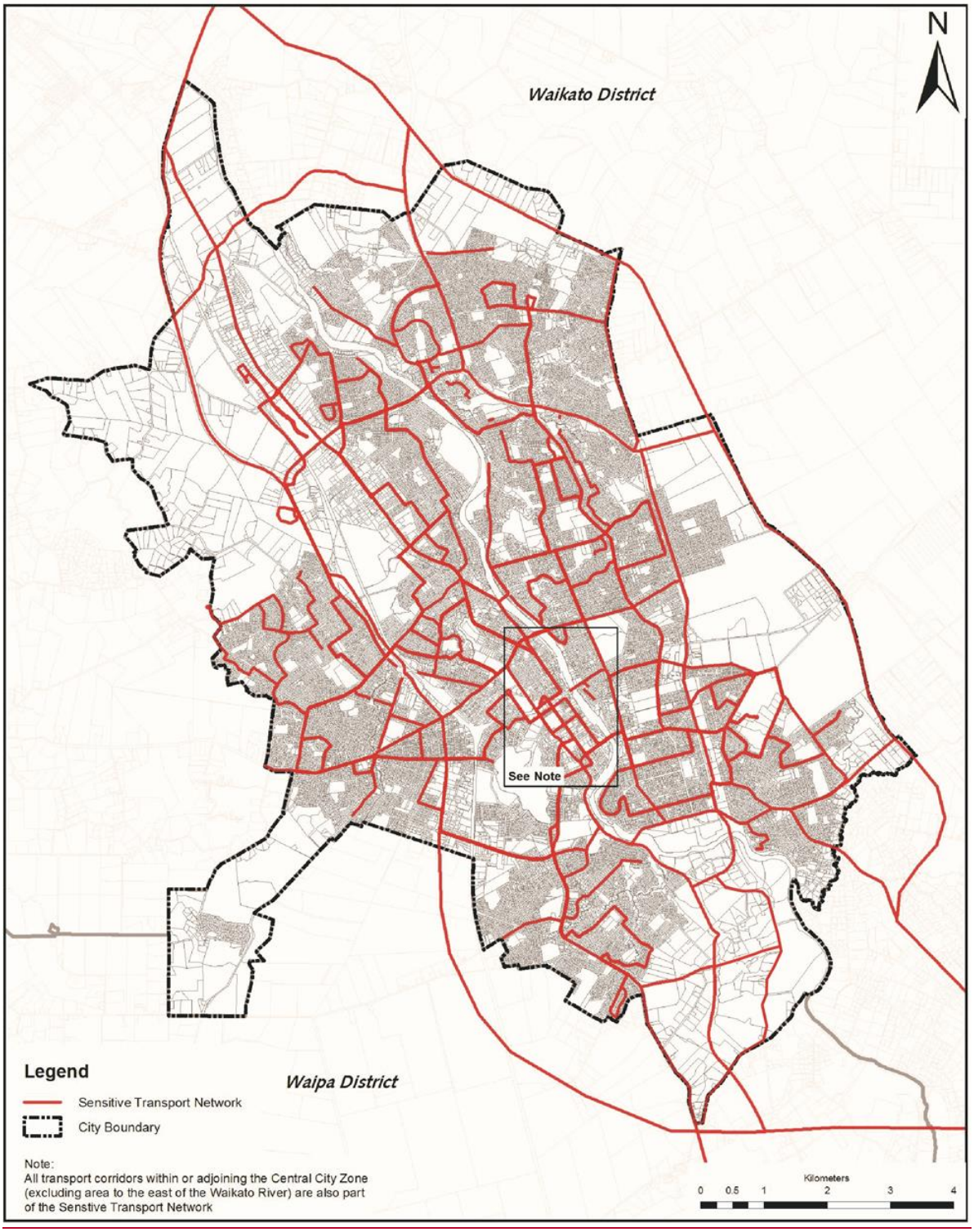
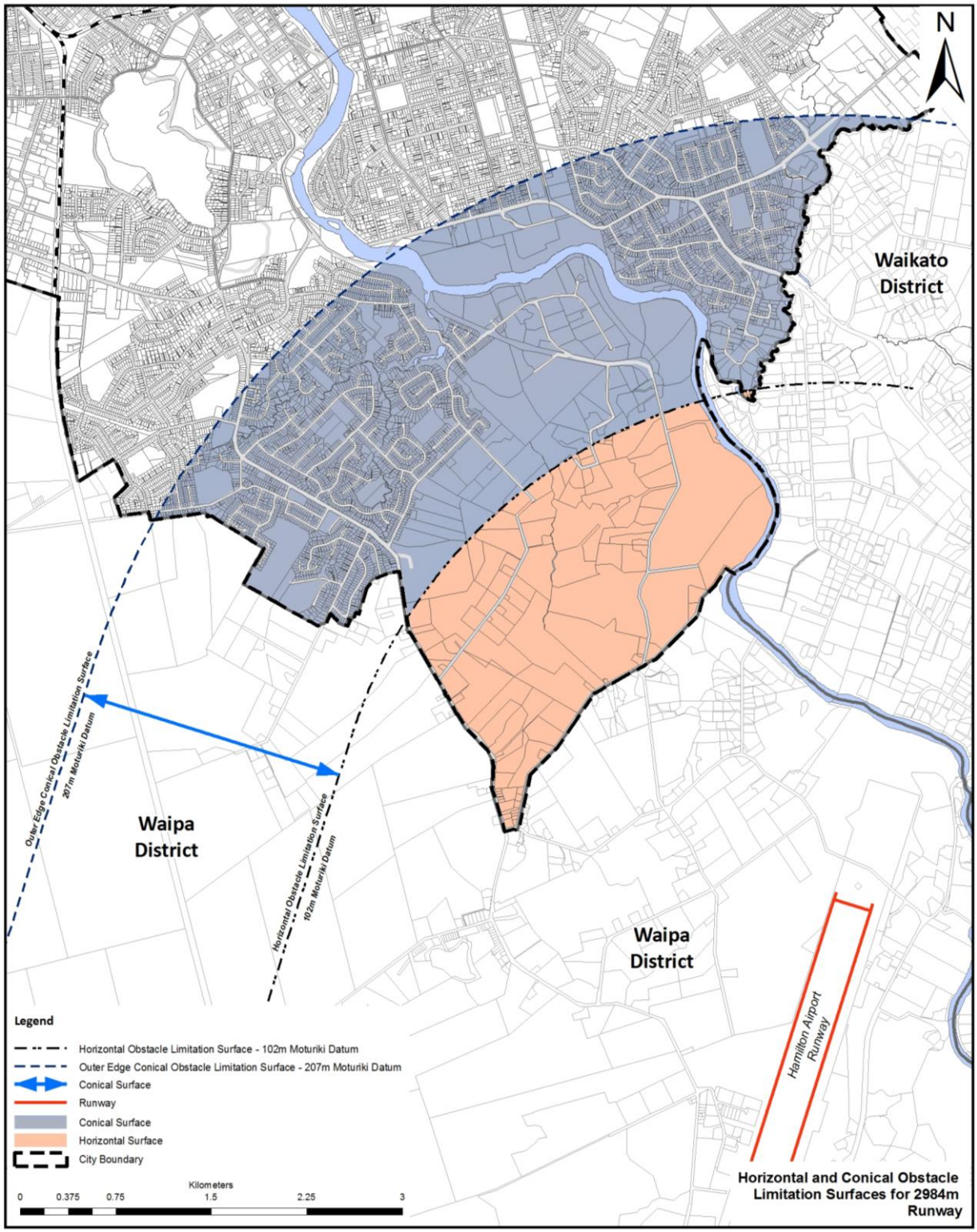

N
Waikato District
See Note
Waipa District
Legend
Sensitive Transport Network
City Boundary
Note:
All transport corridors within or adjoining the Central City Zone (excluding area to the east of the Waikato River) are also part of the Senstive Transport Network
Kilometers
0 0.5 1 2 3 4

Figure 15-9: Airport protection overlay



Appendix 17 - Planning Maps
Appendix 17A - Peacocke Planning Maps

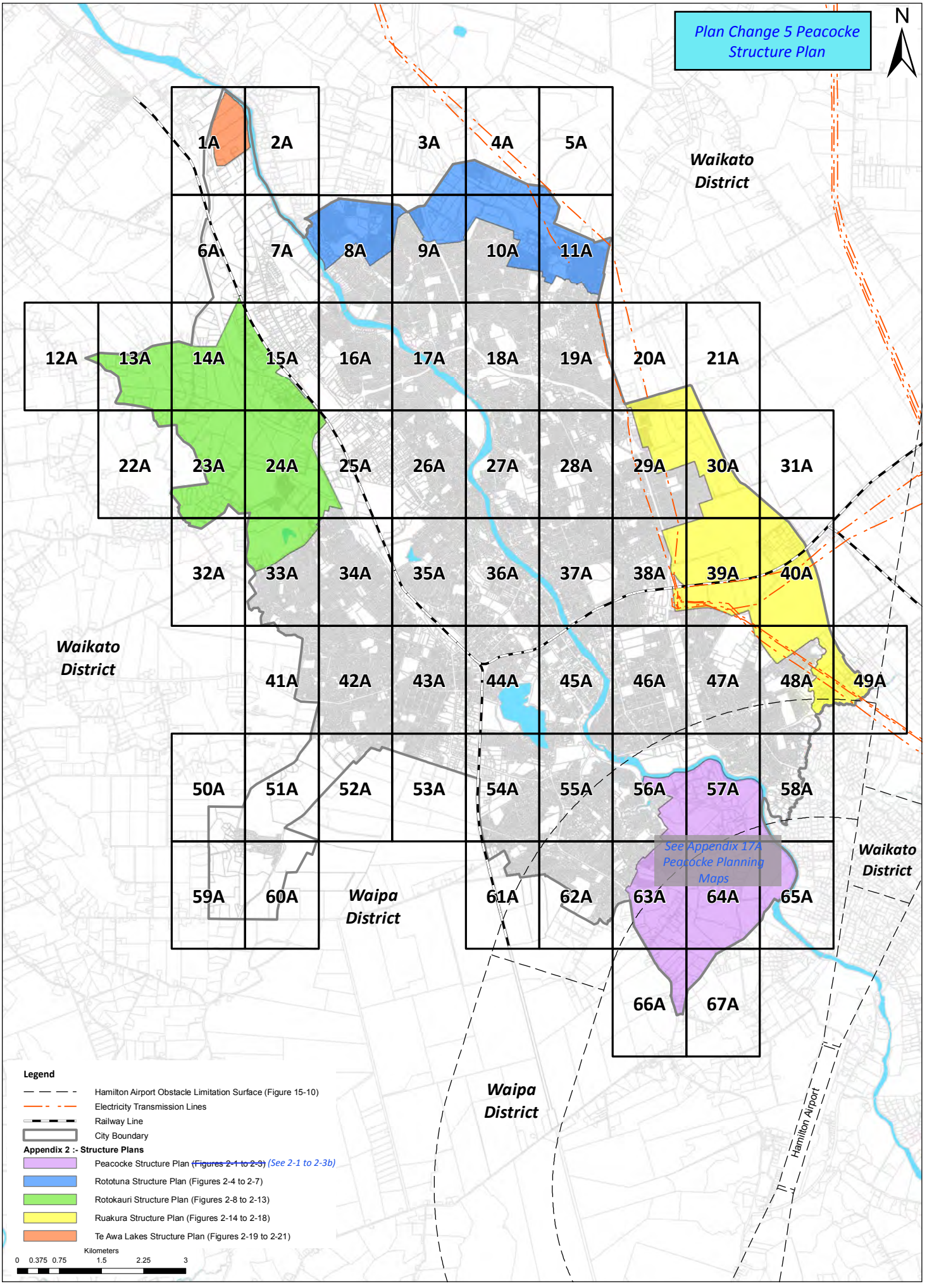
Changes to the Planning Maps have been tracked changed (insertions underlined, deletions ~~struck out~~)

Hamilton City Council
Te kaunihera o Kirikiriroa

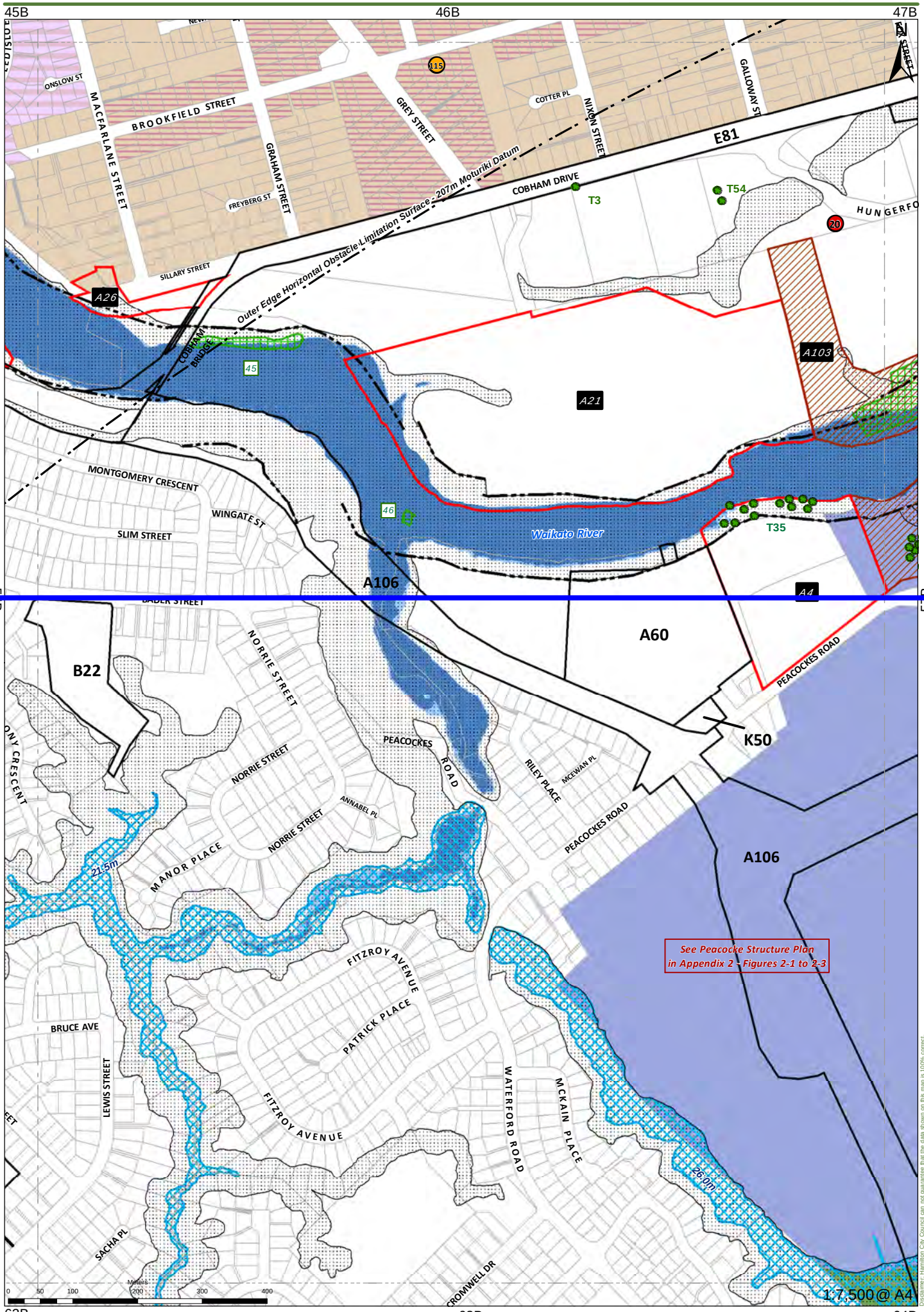
Amendments to

Appendix 17

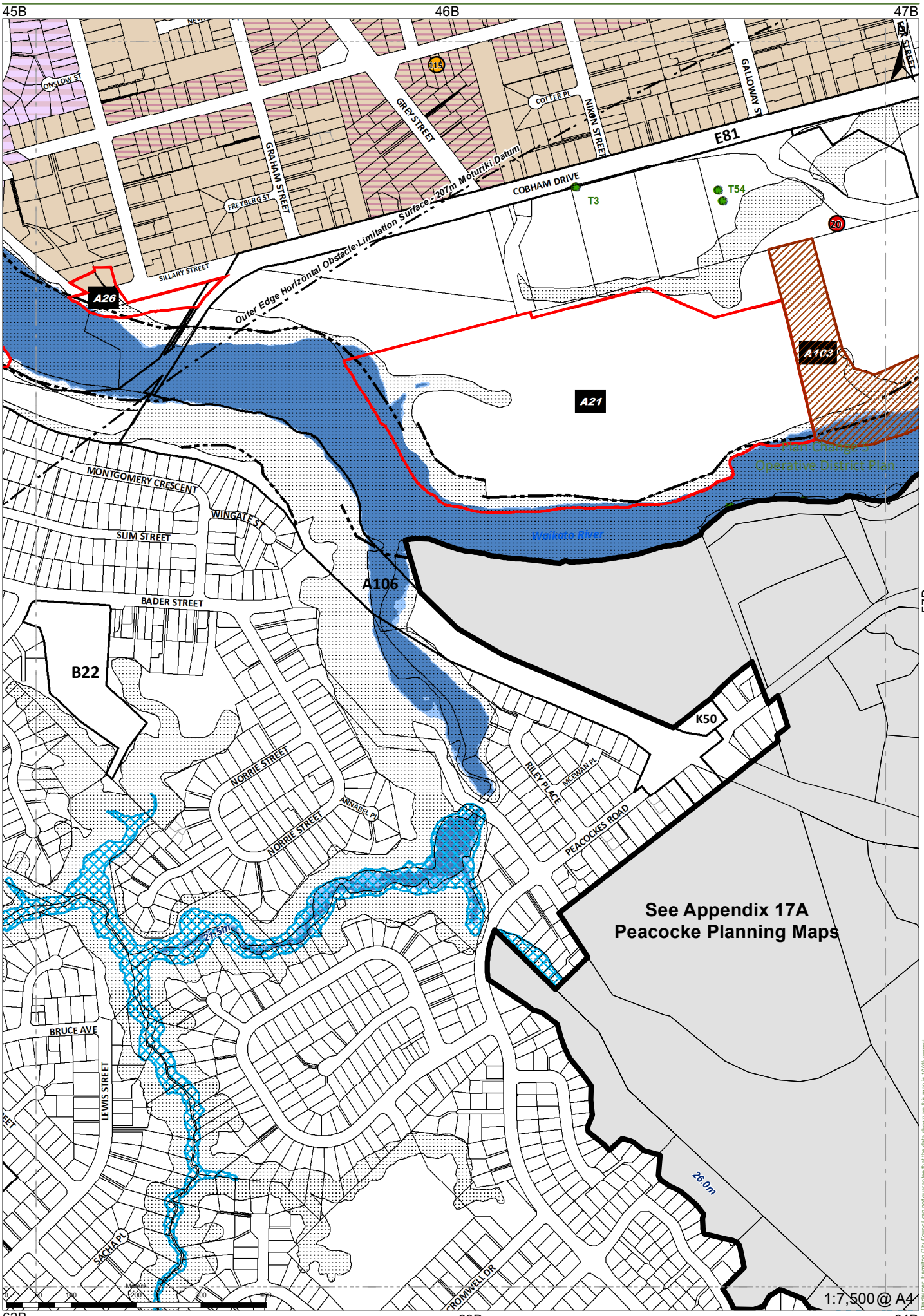
Operative Zoning Plans



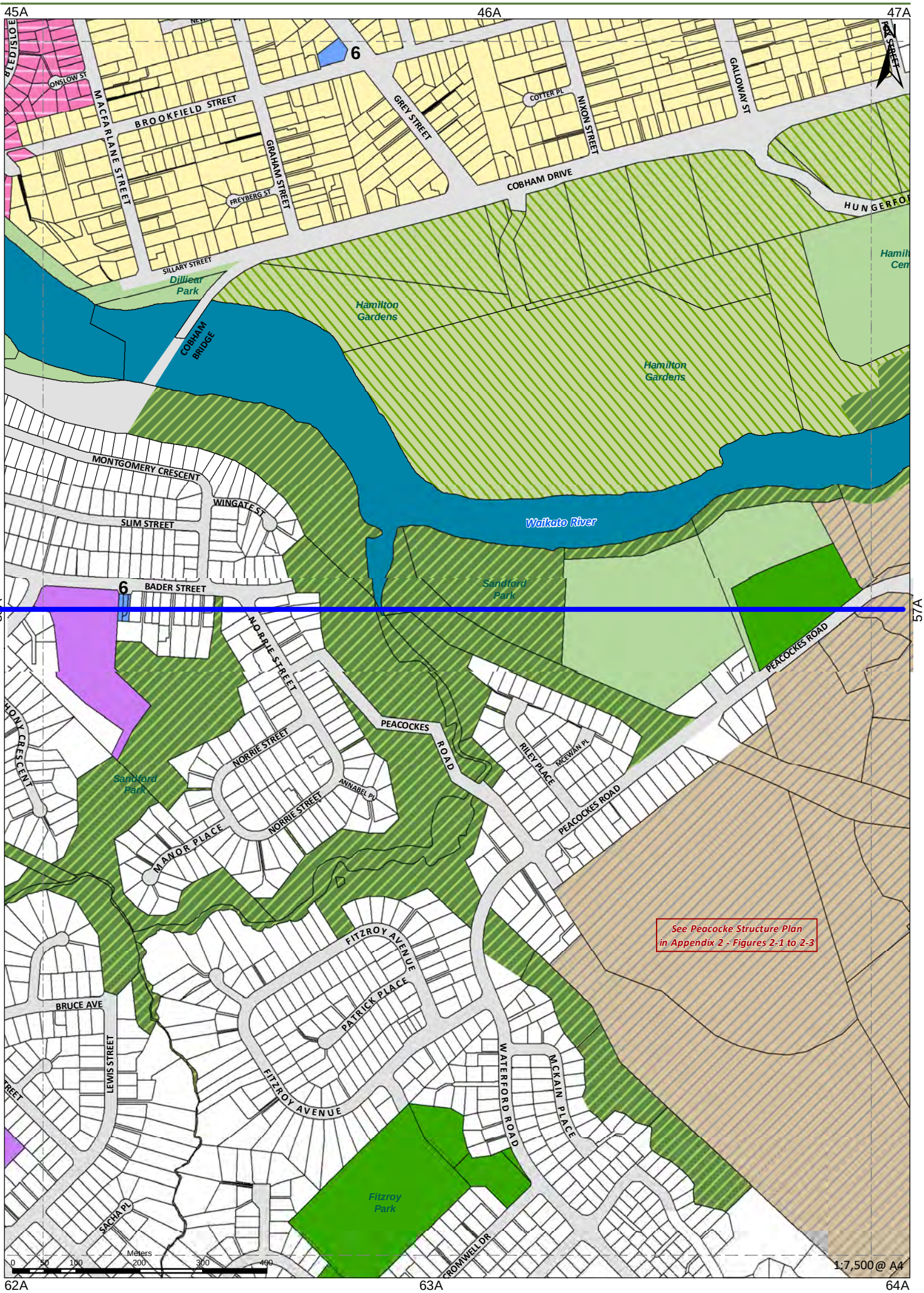
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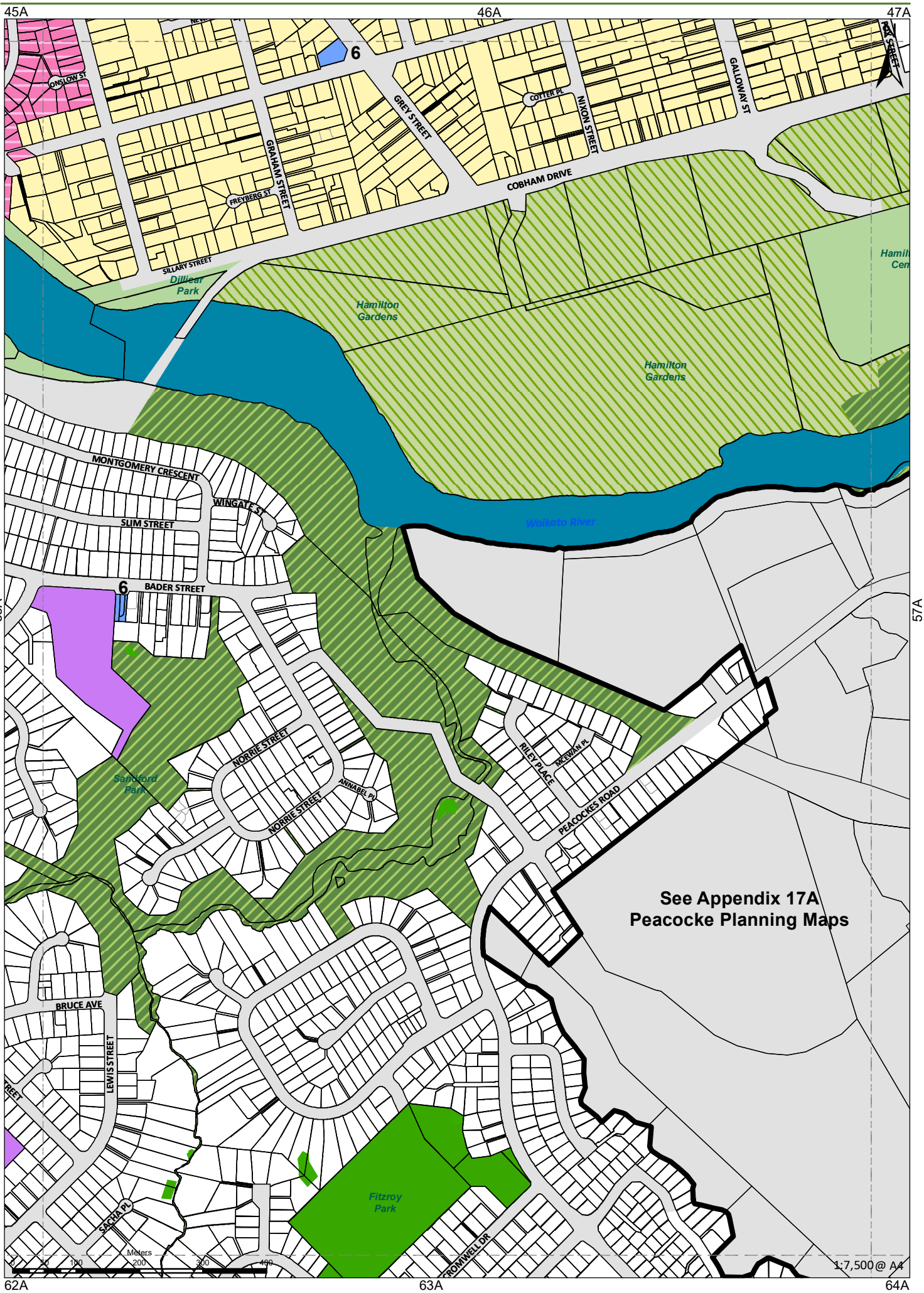
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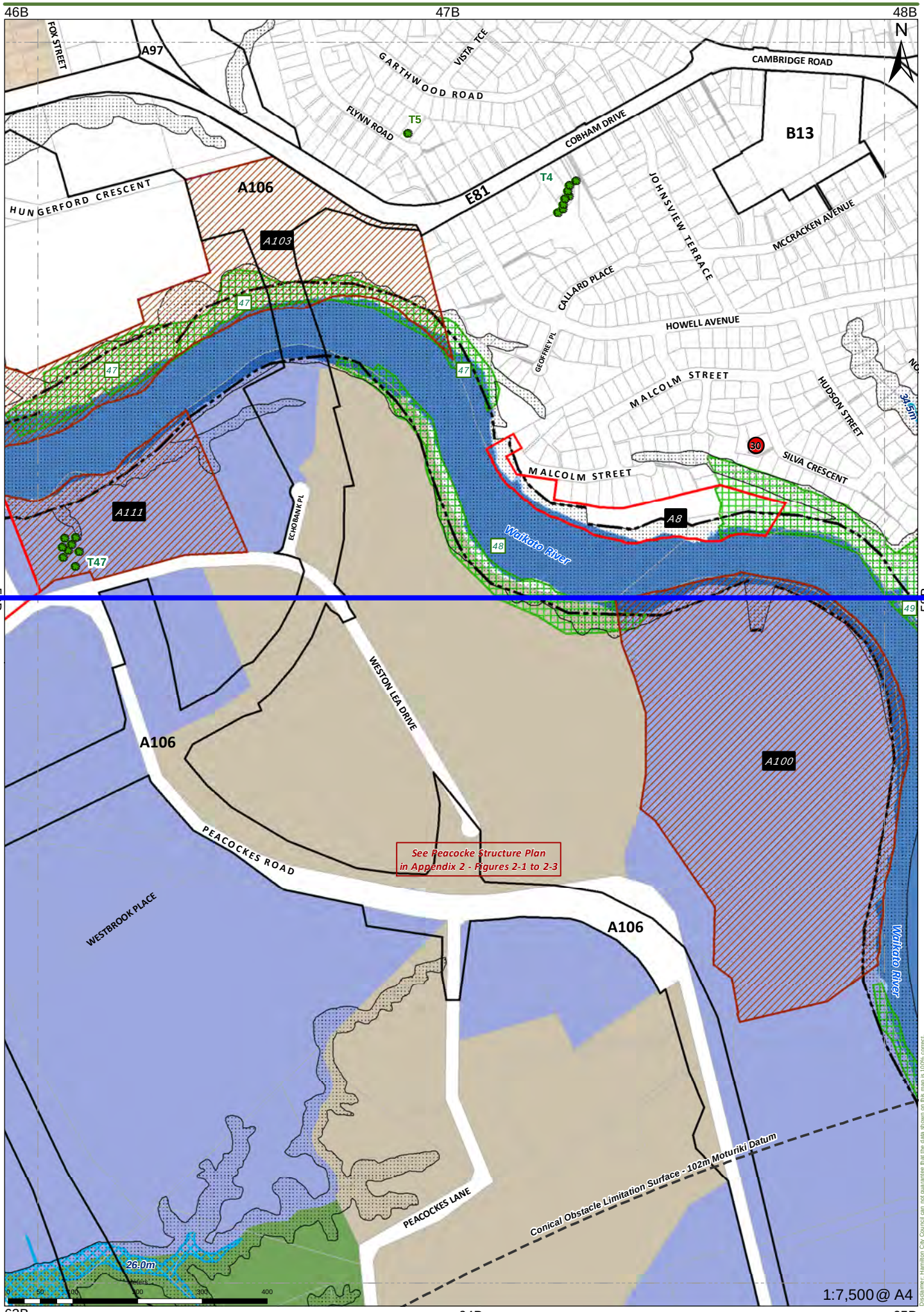
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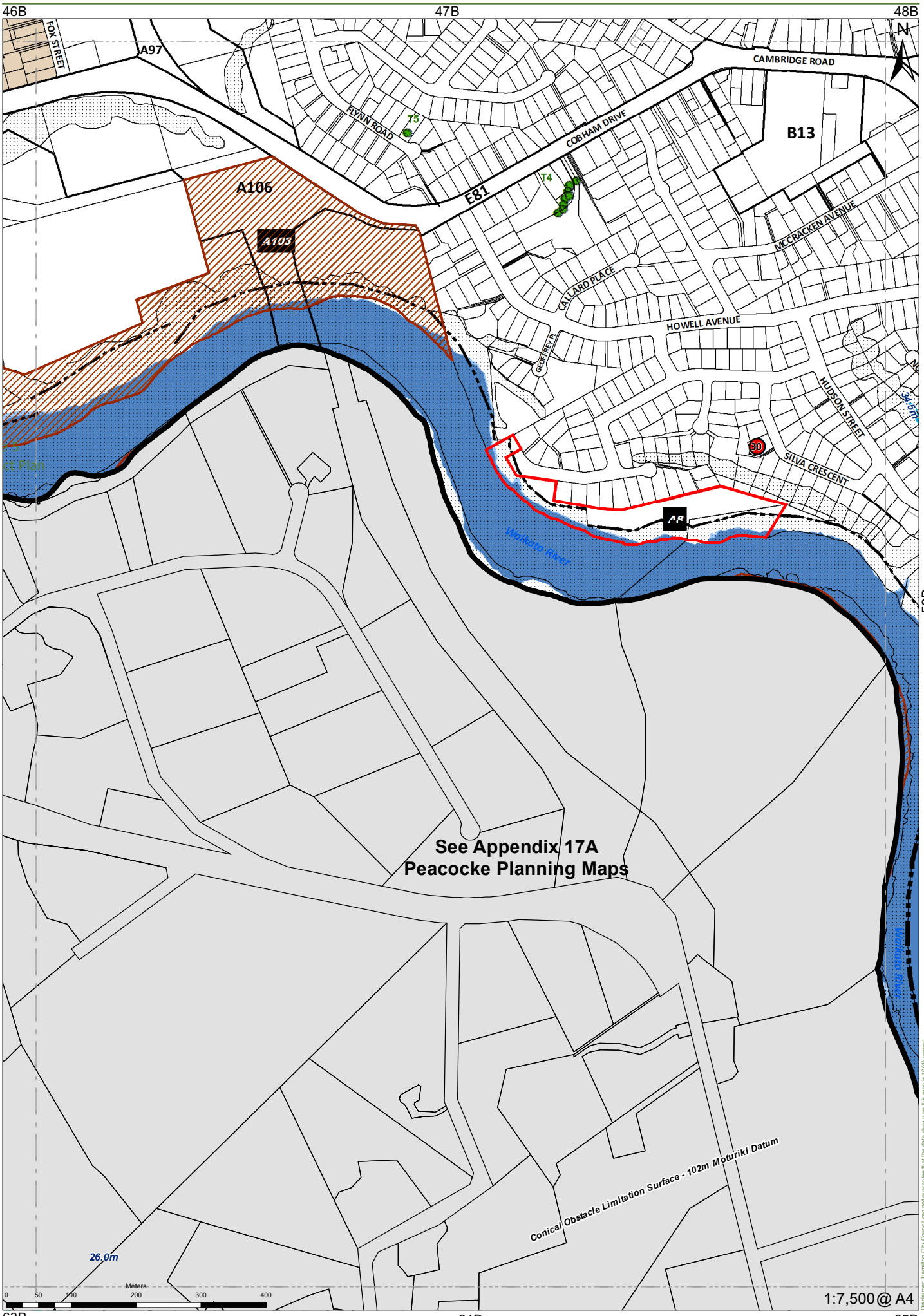
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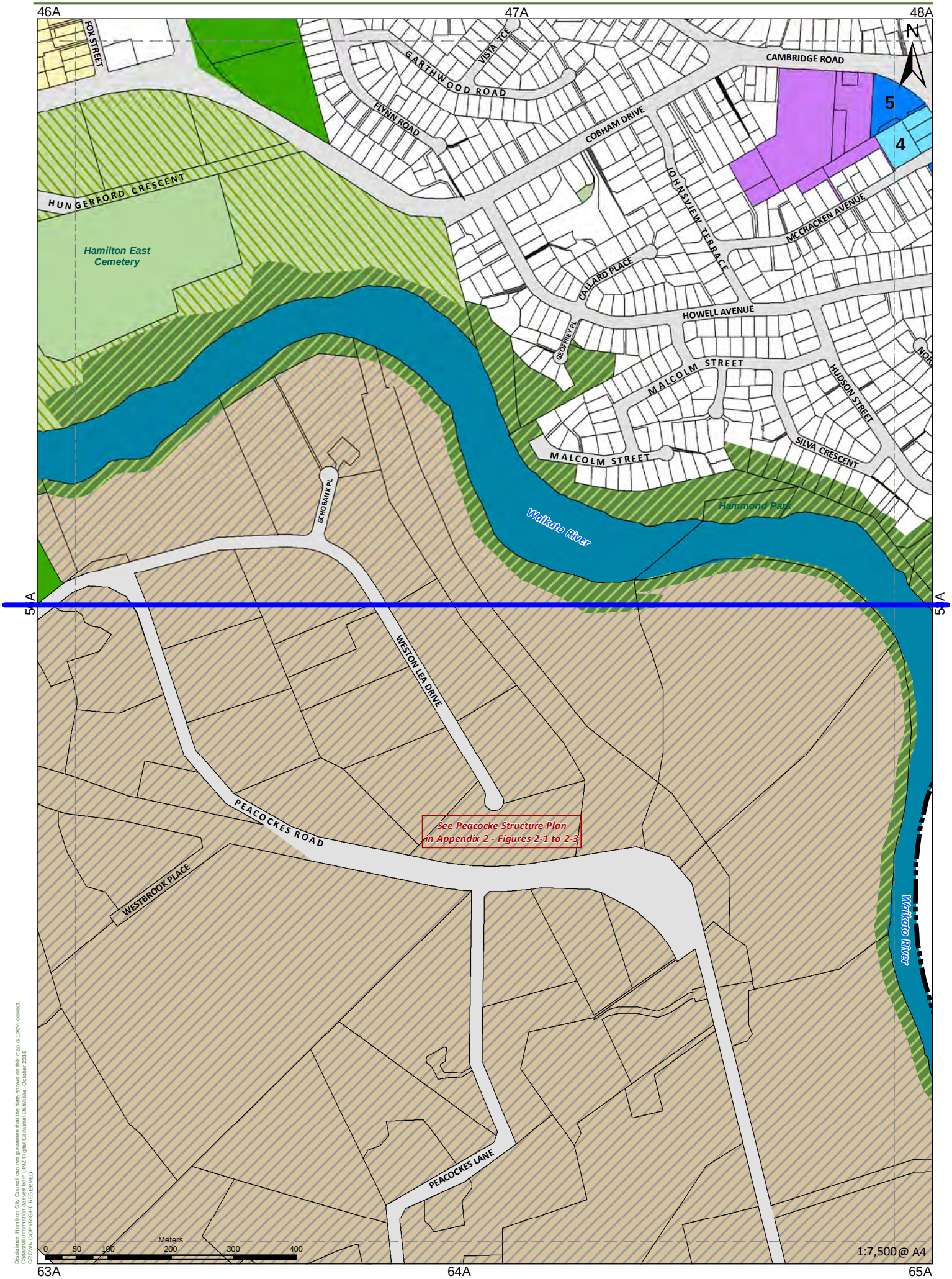
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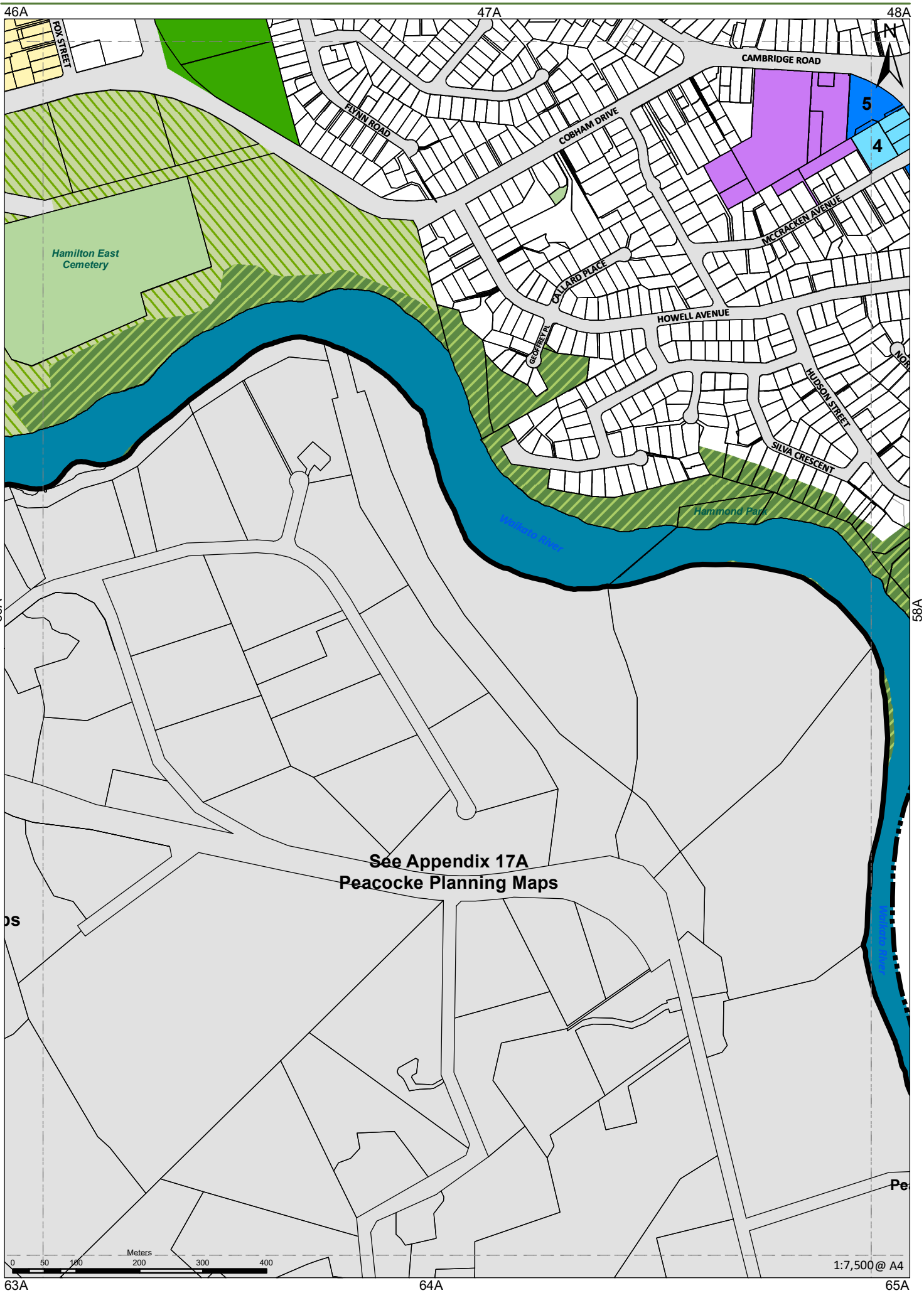
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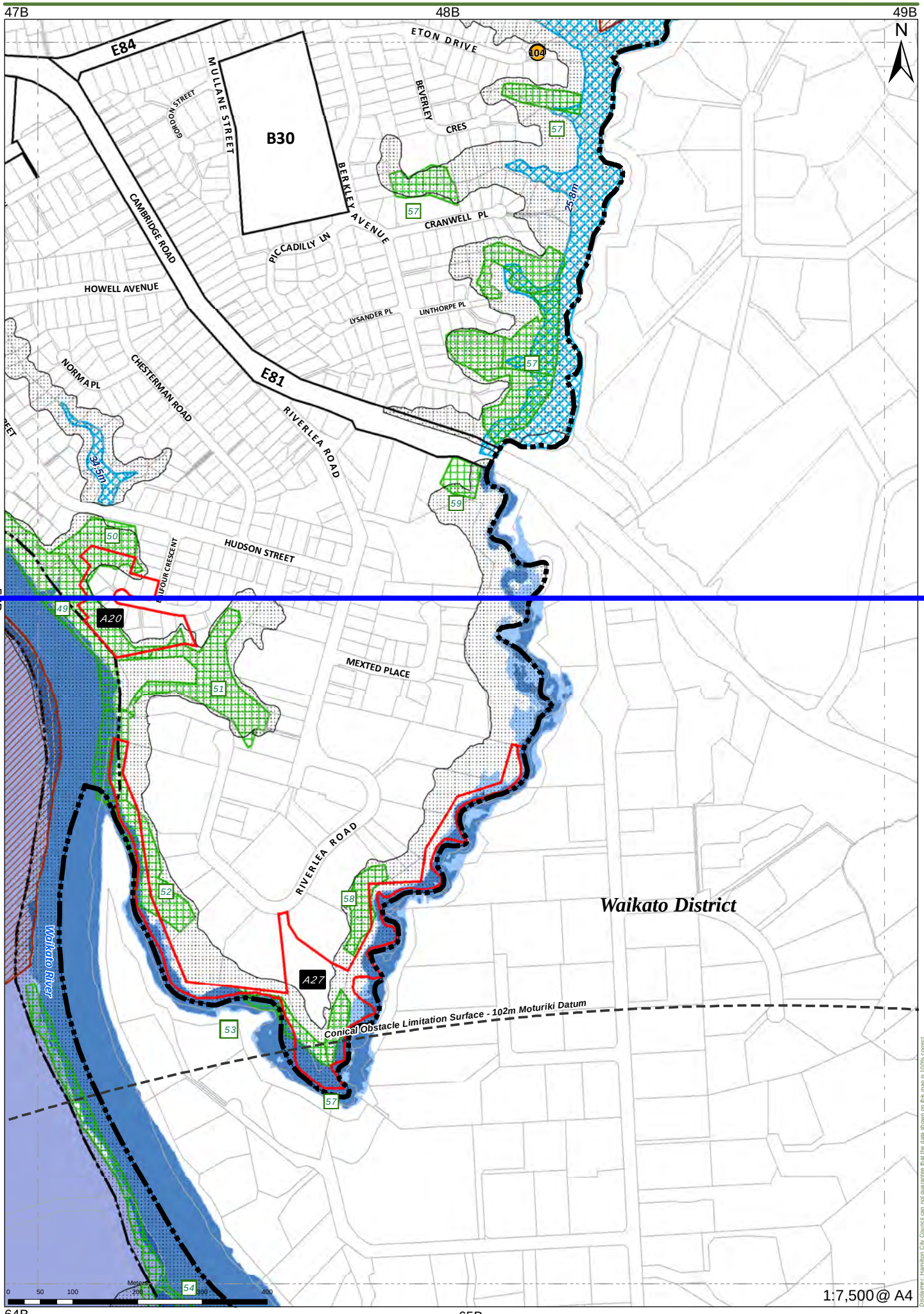
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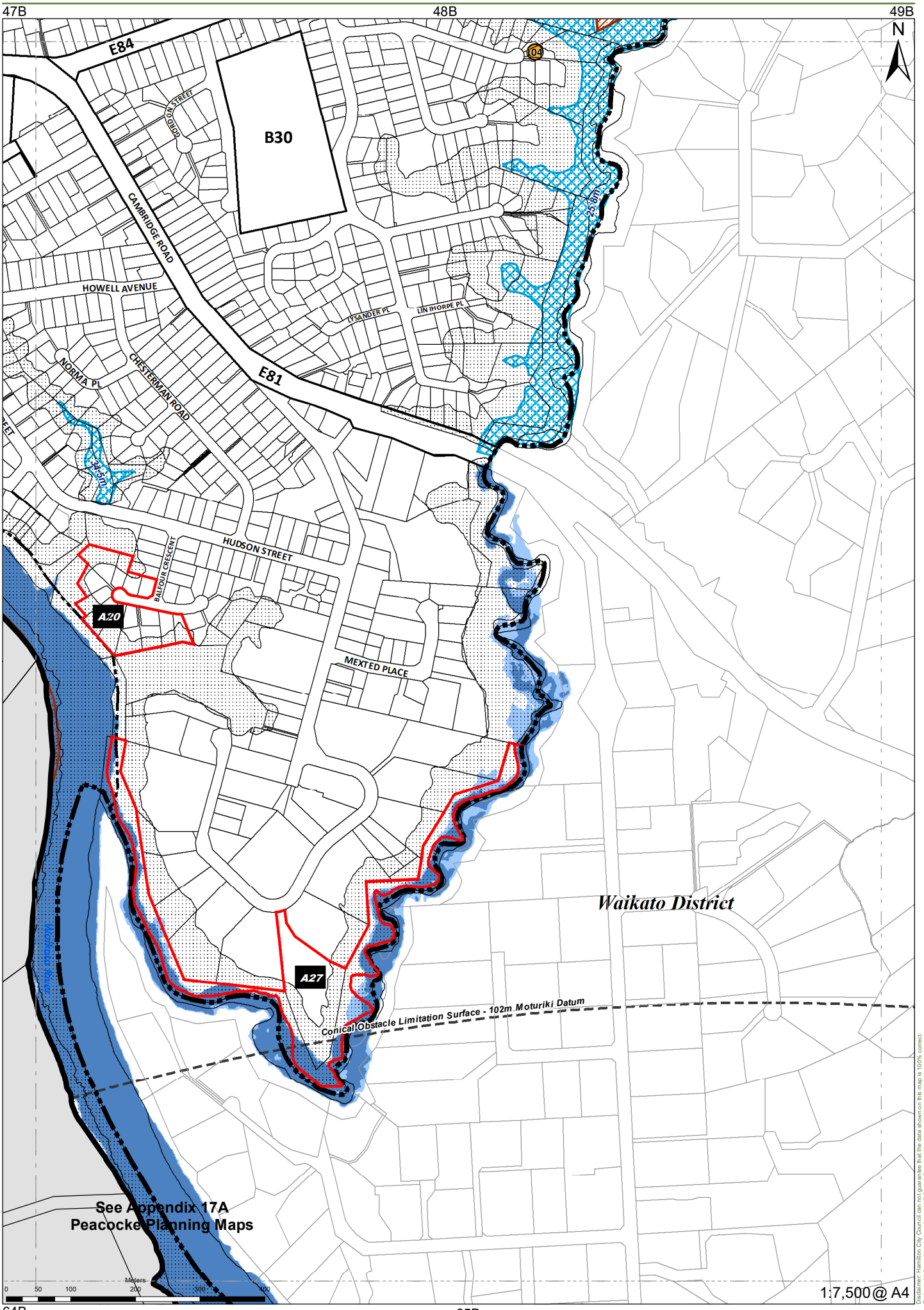
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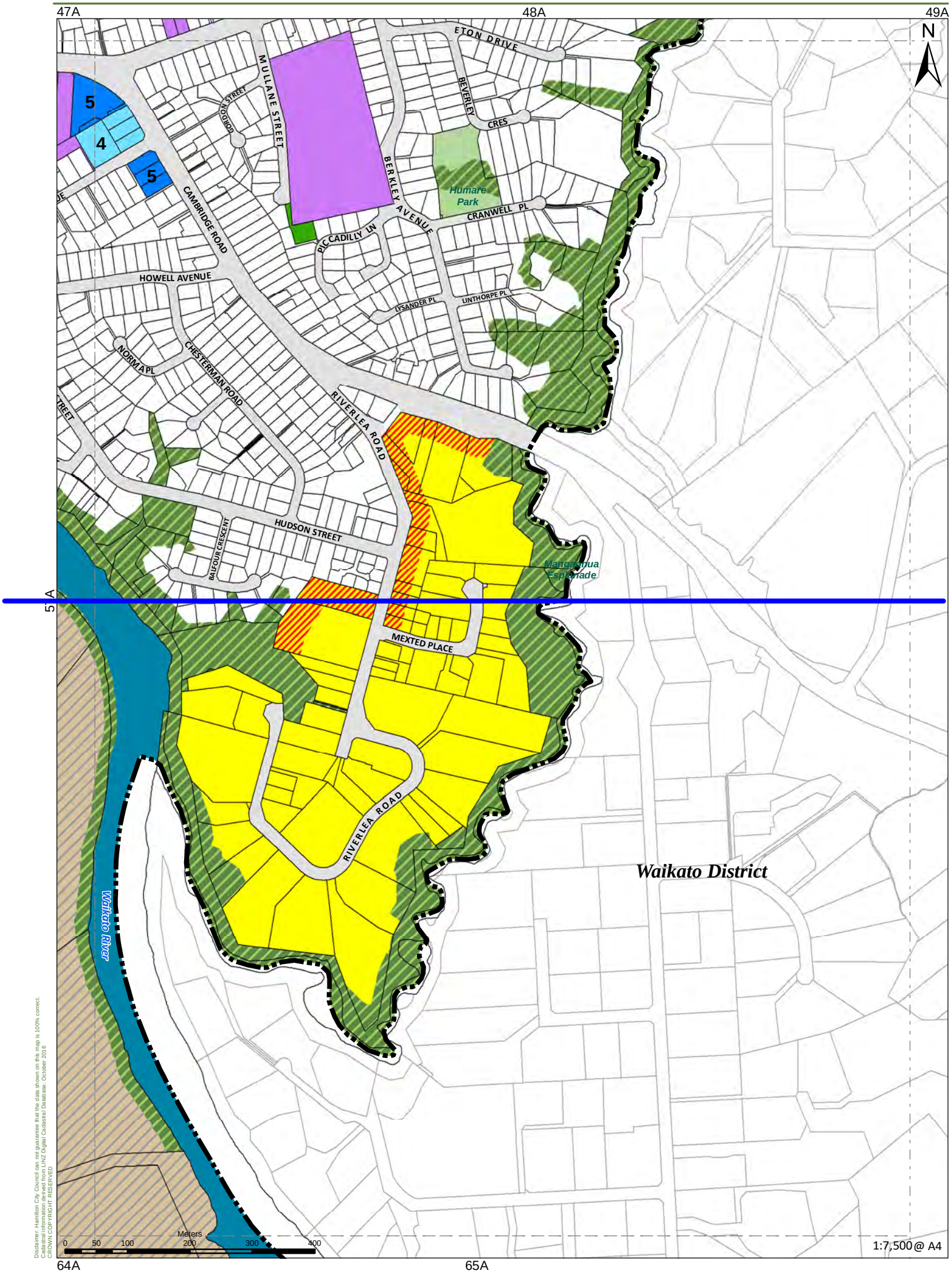
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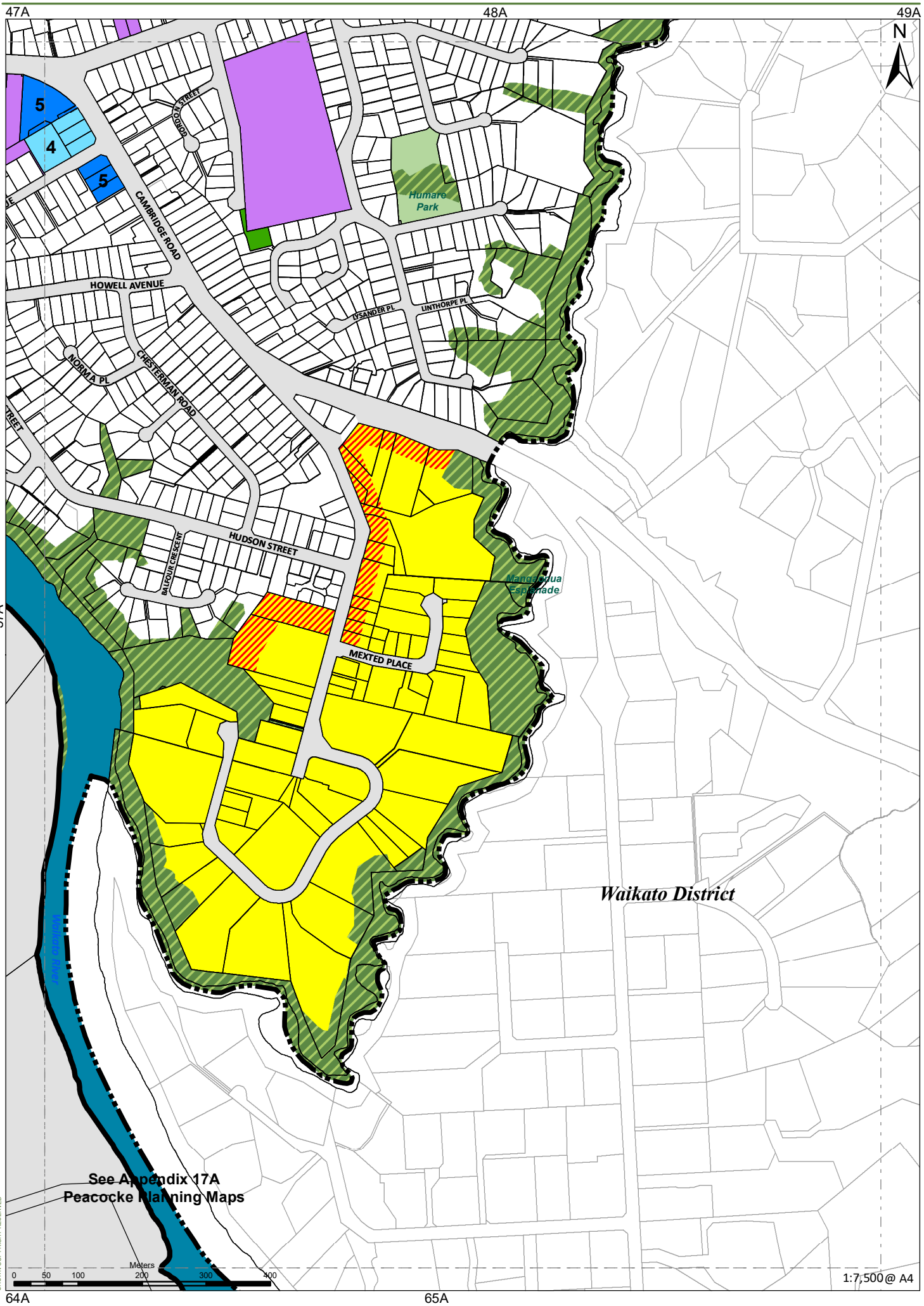
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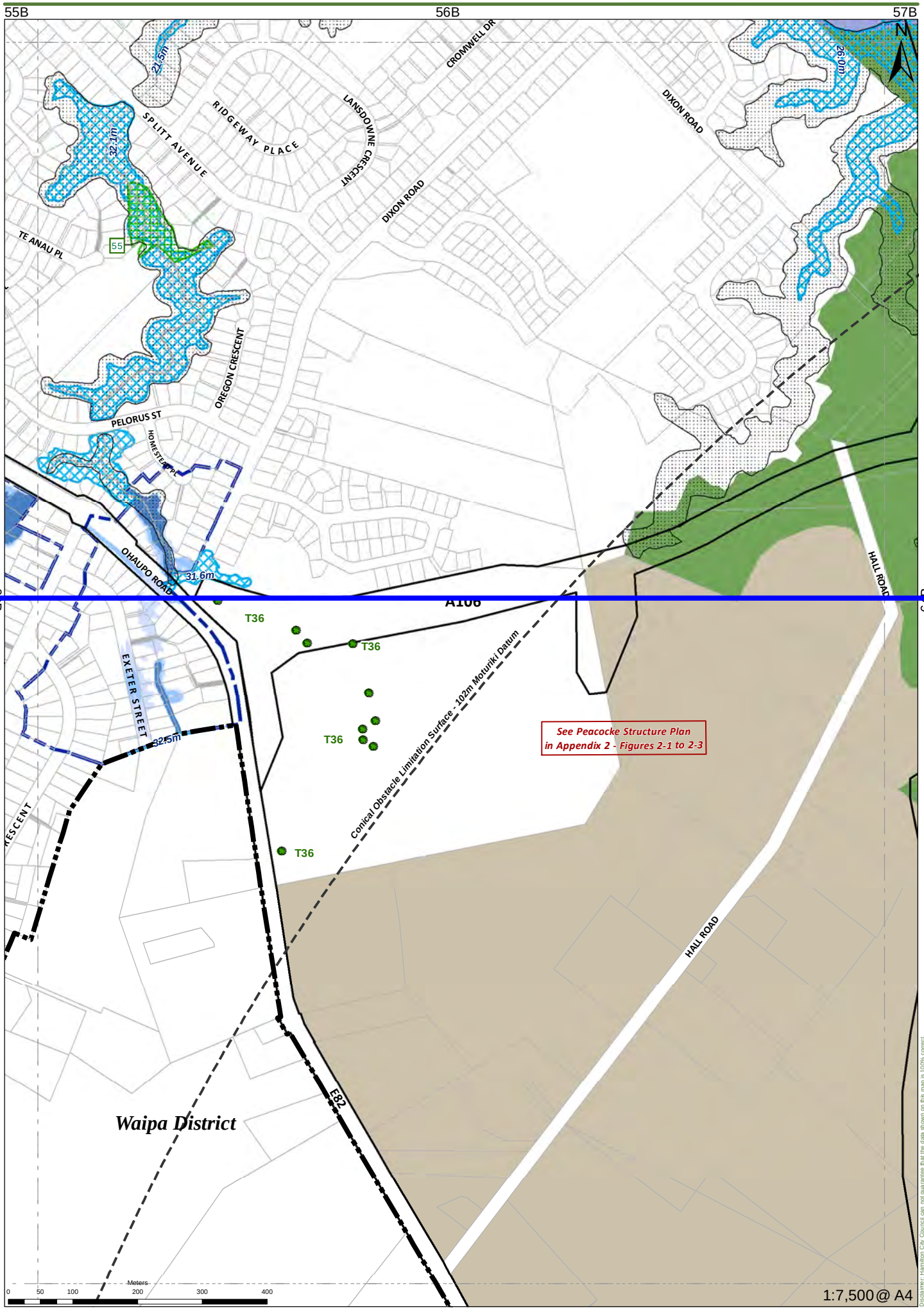
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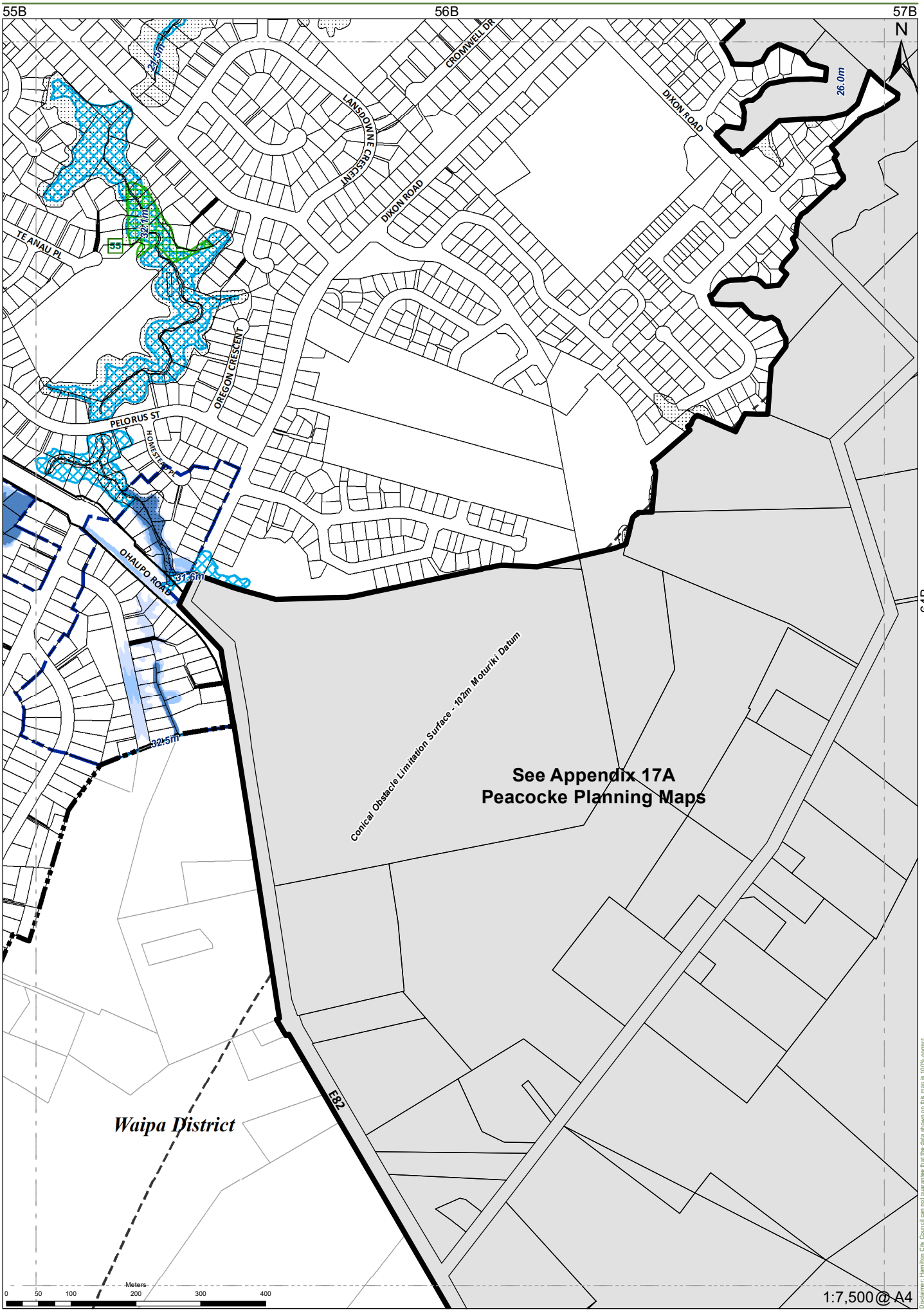
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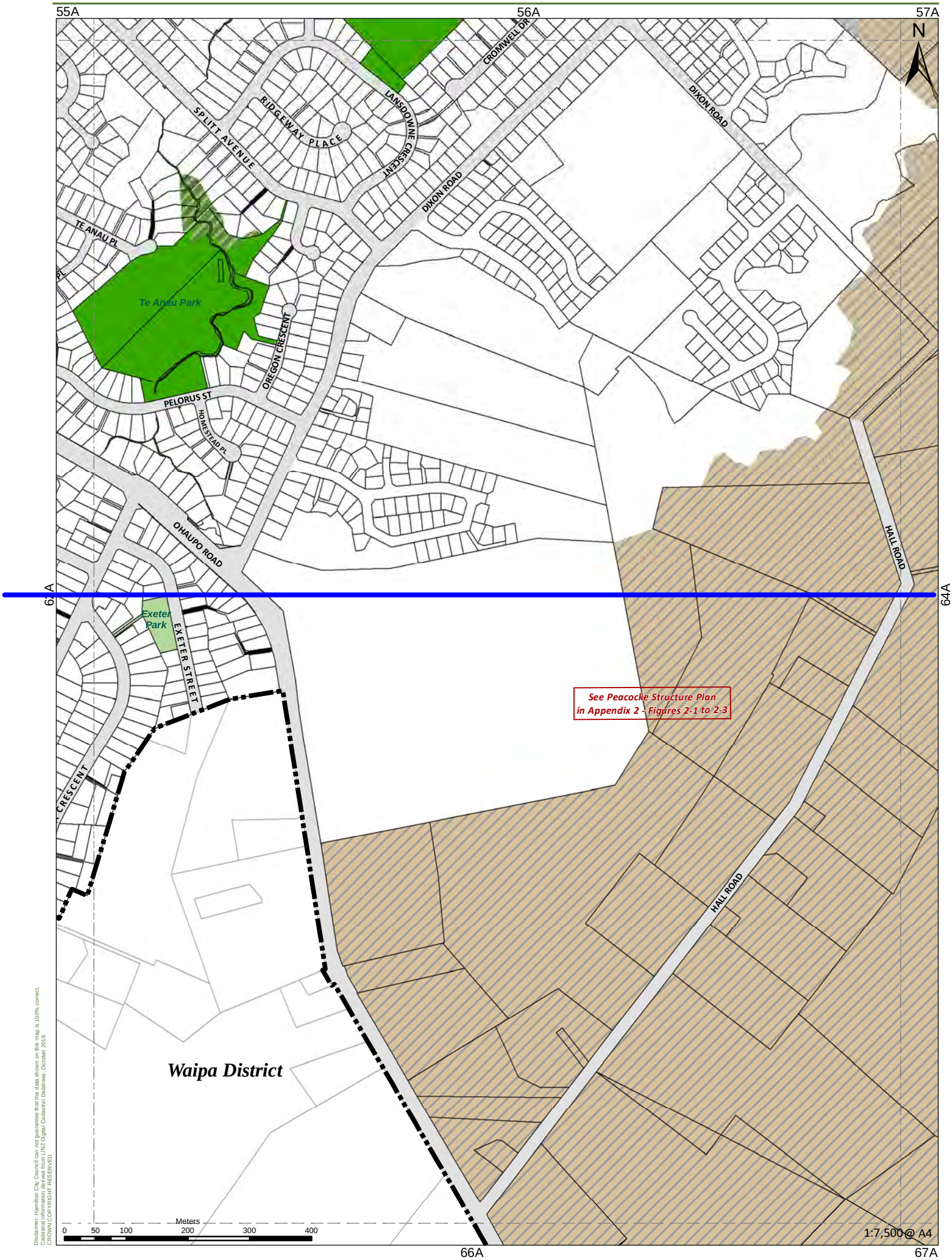
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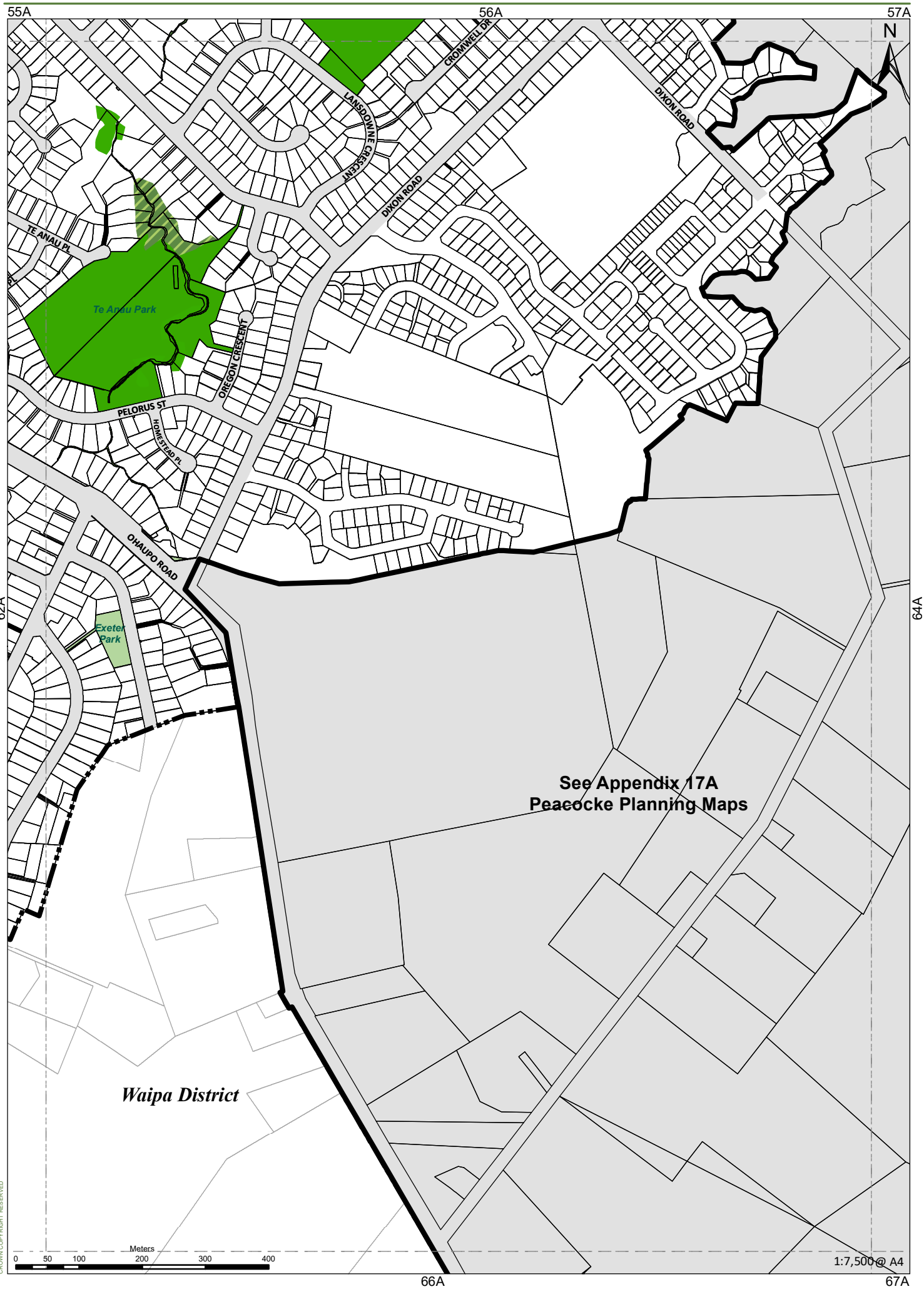
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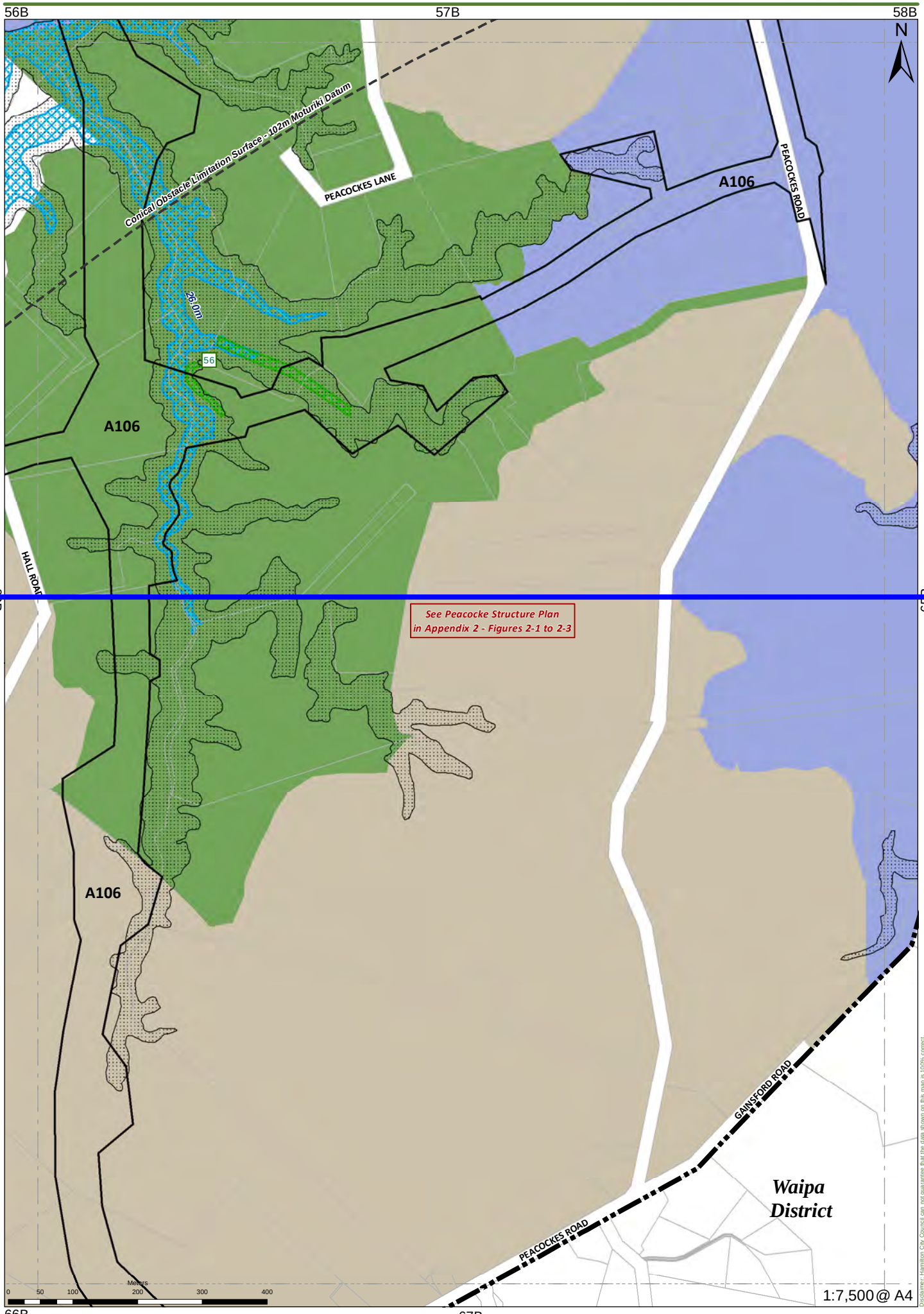
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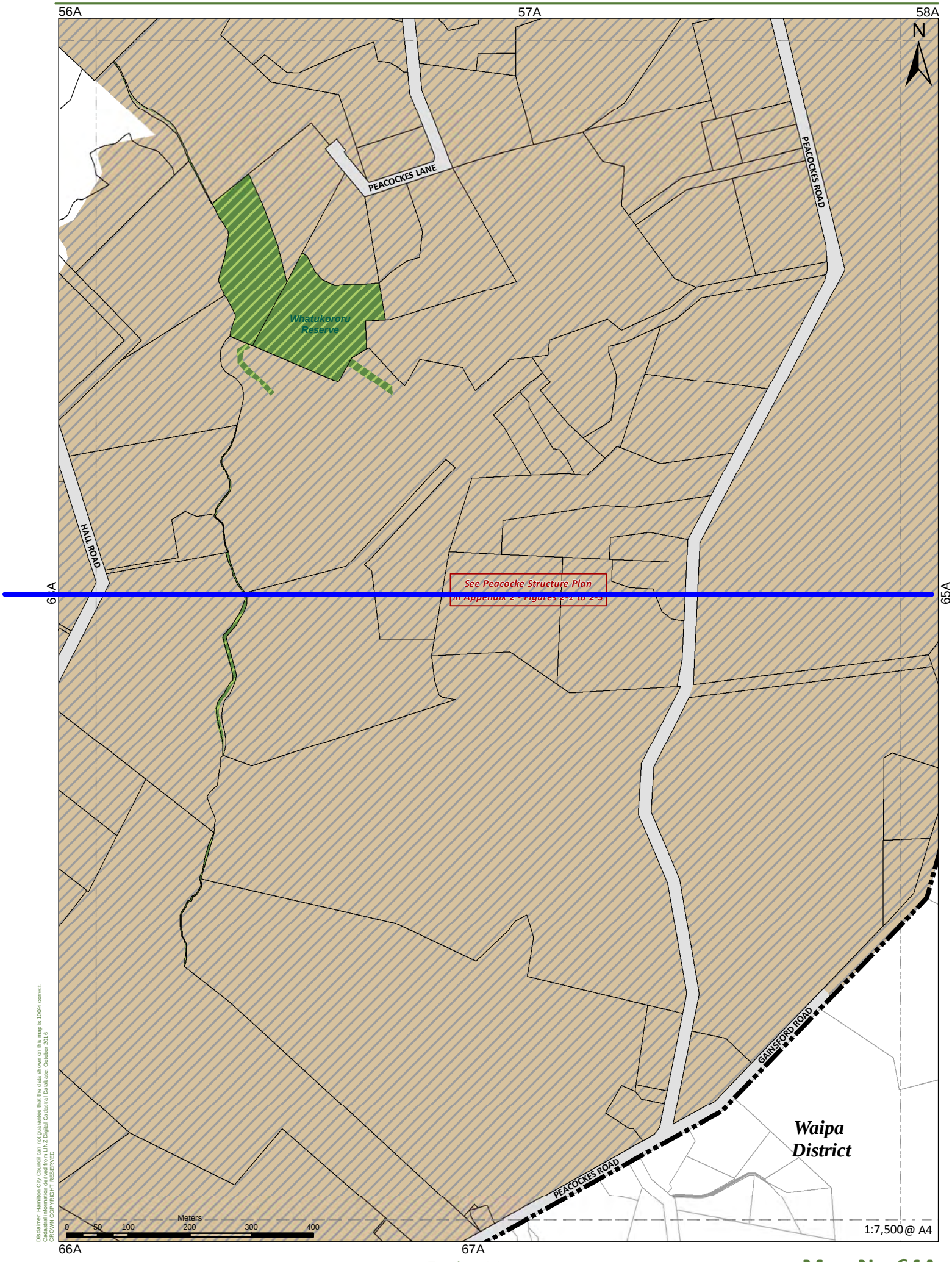
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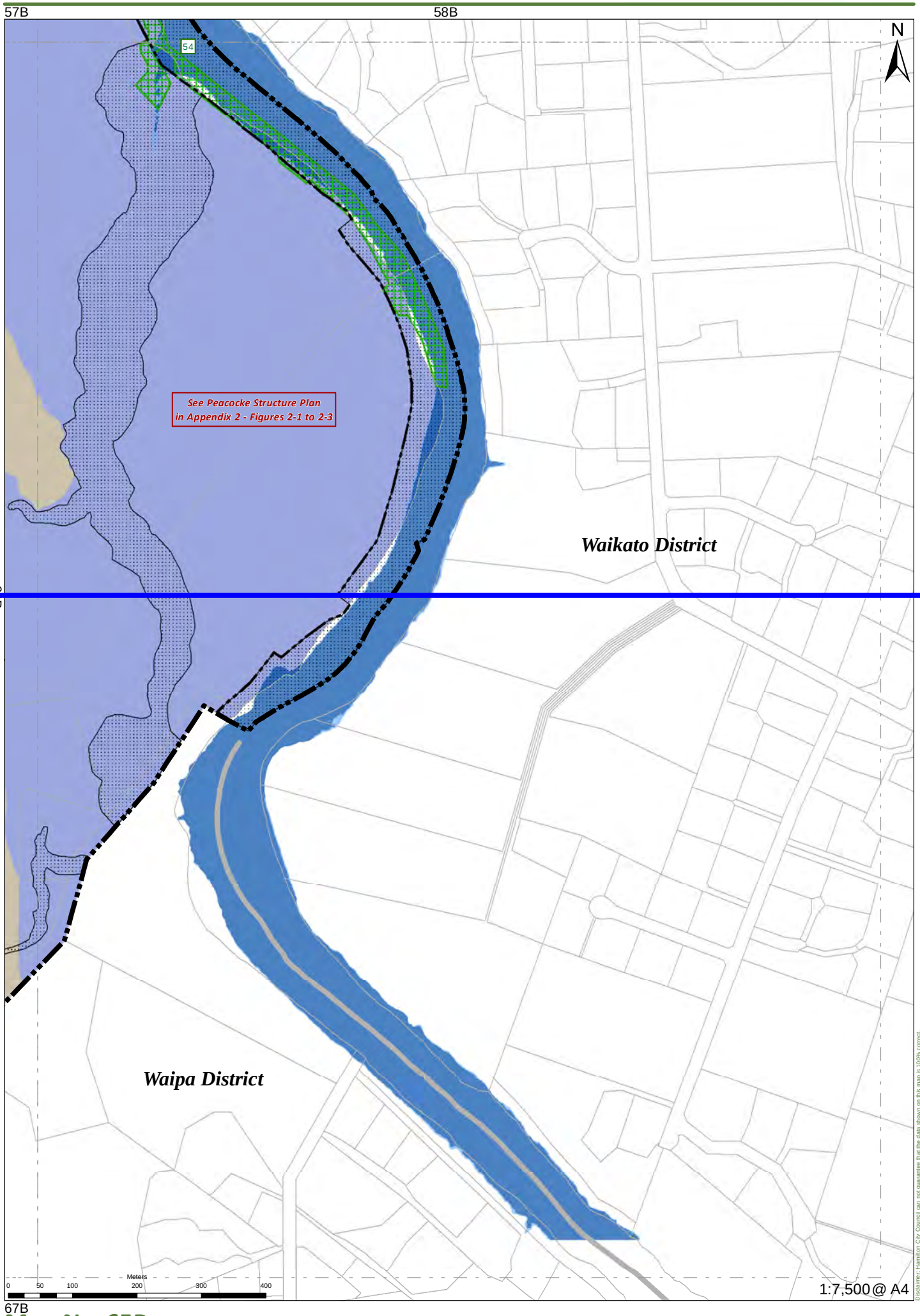
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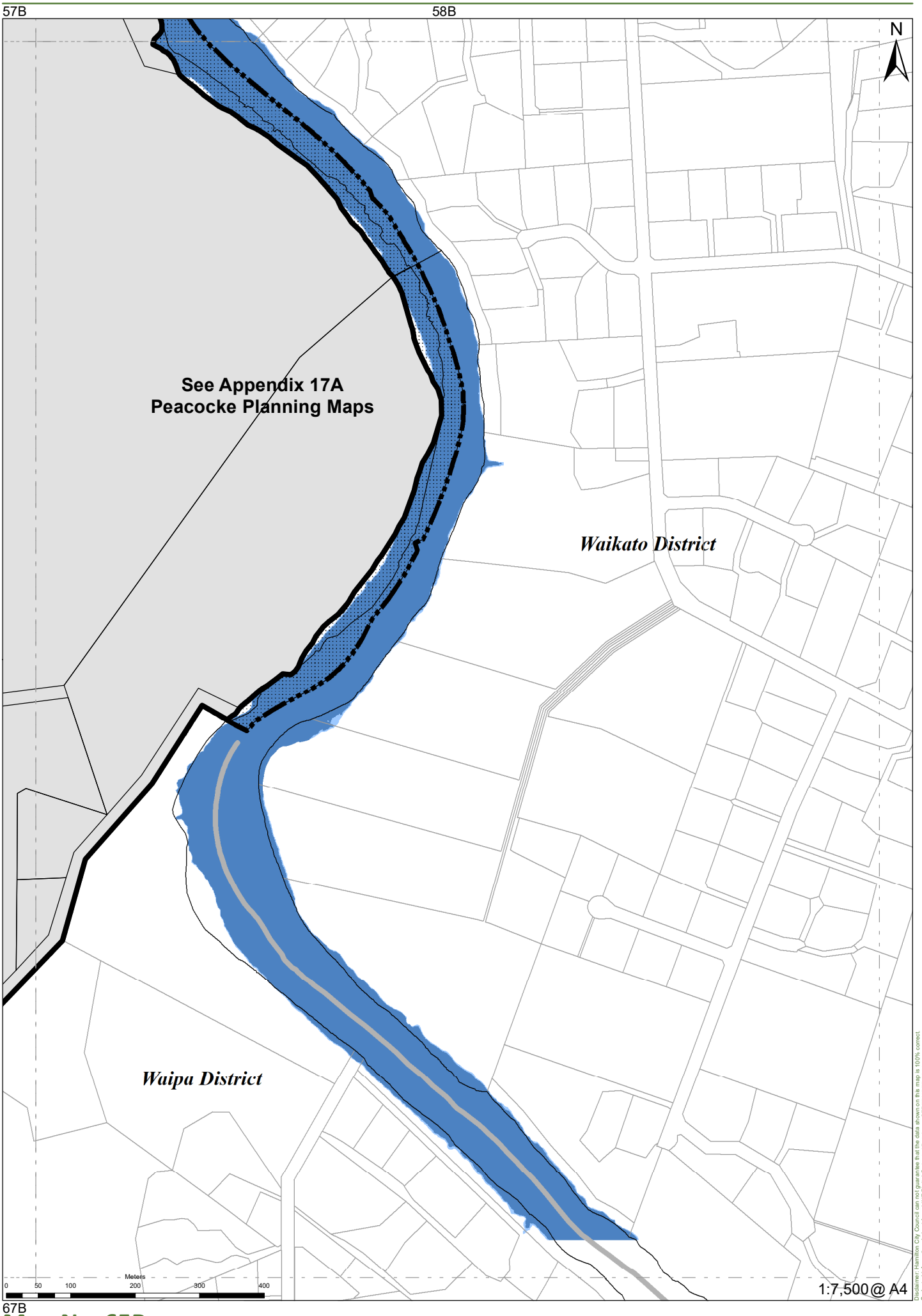
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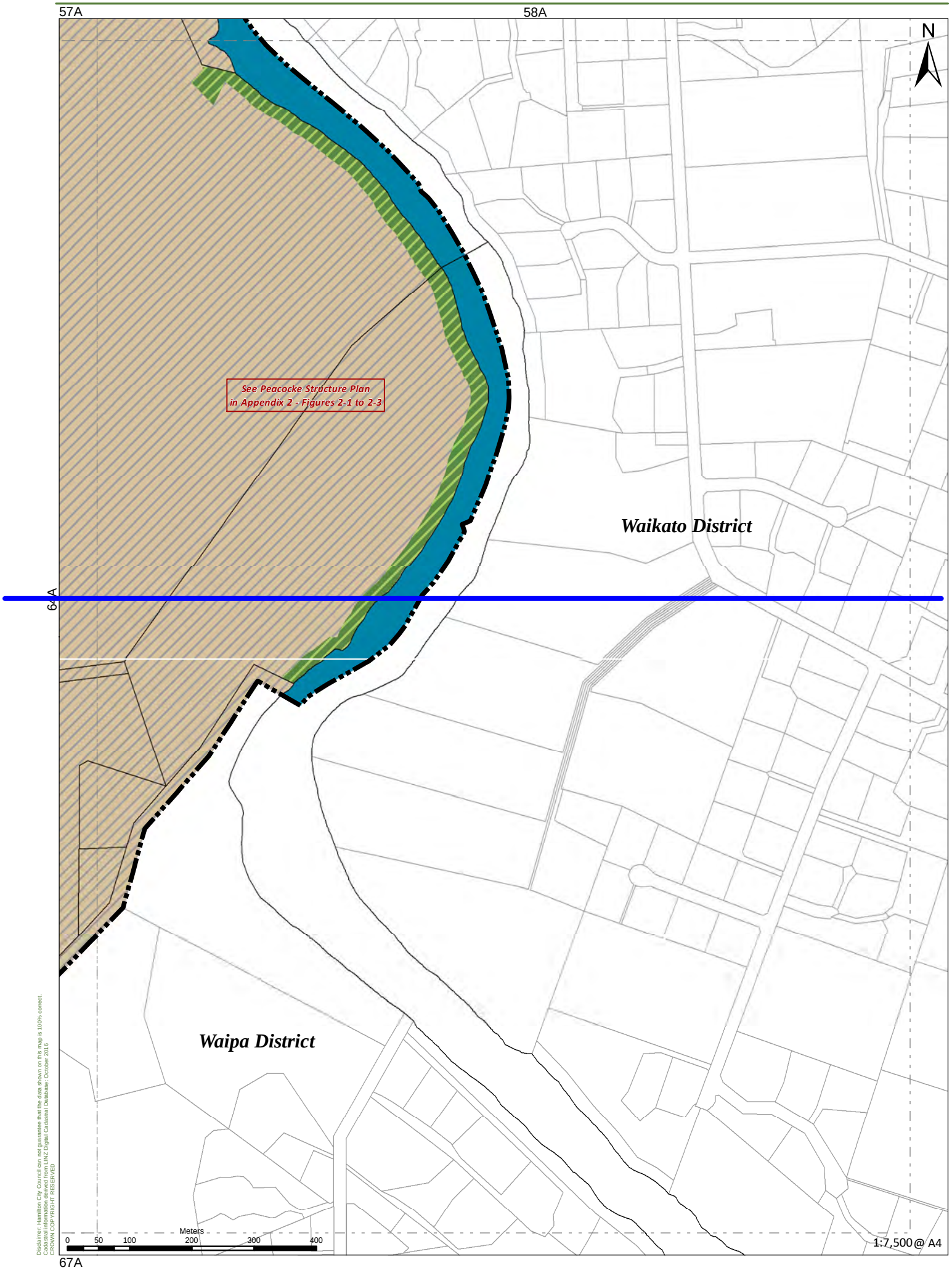
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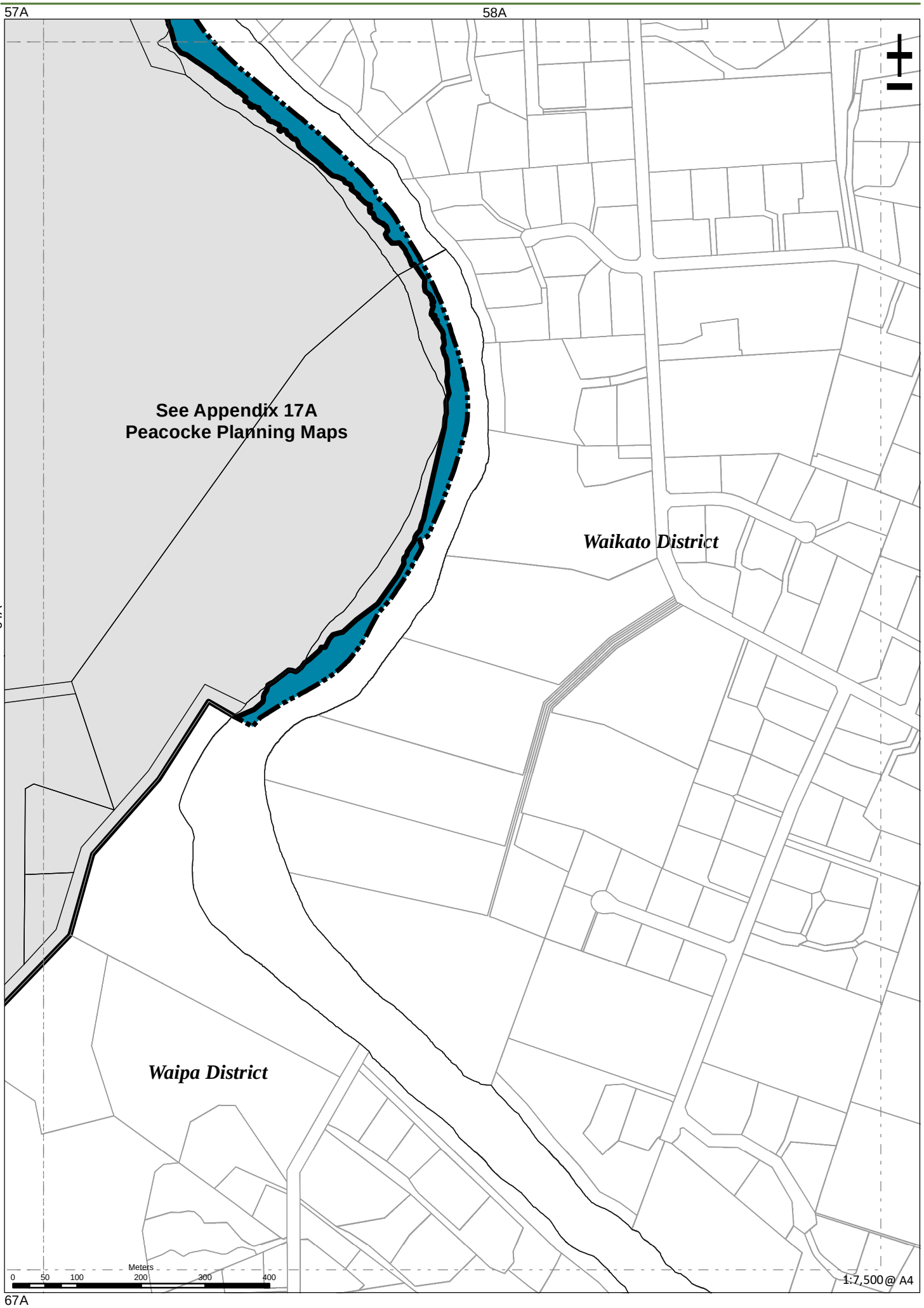
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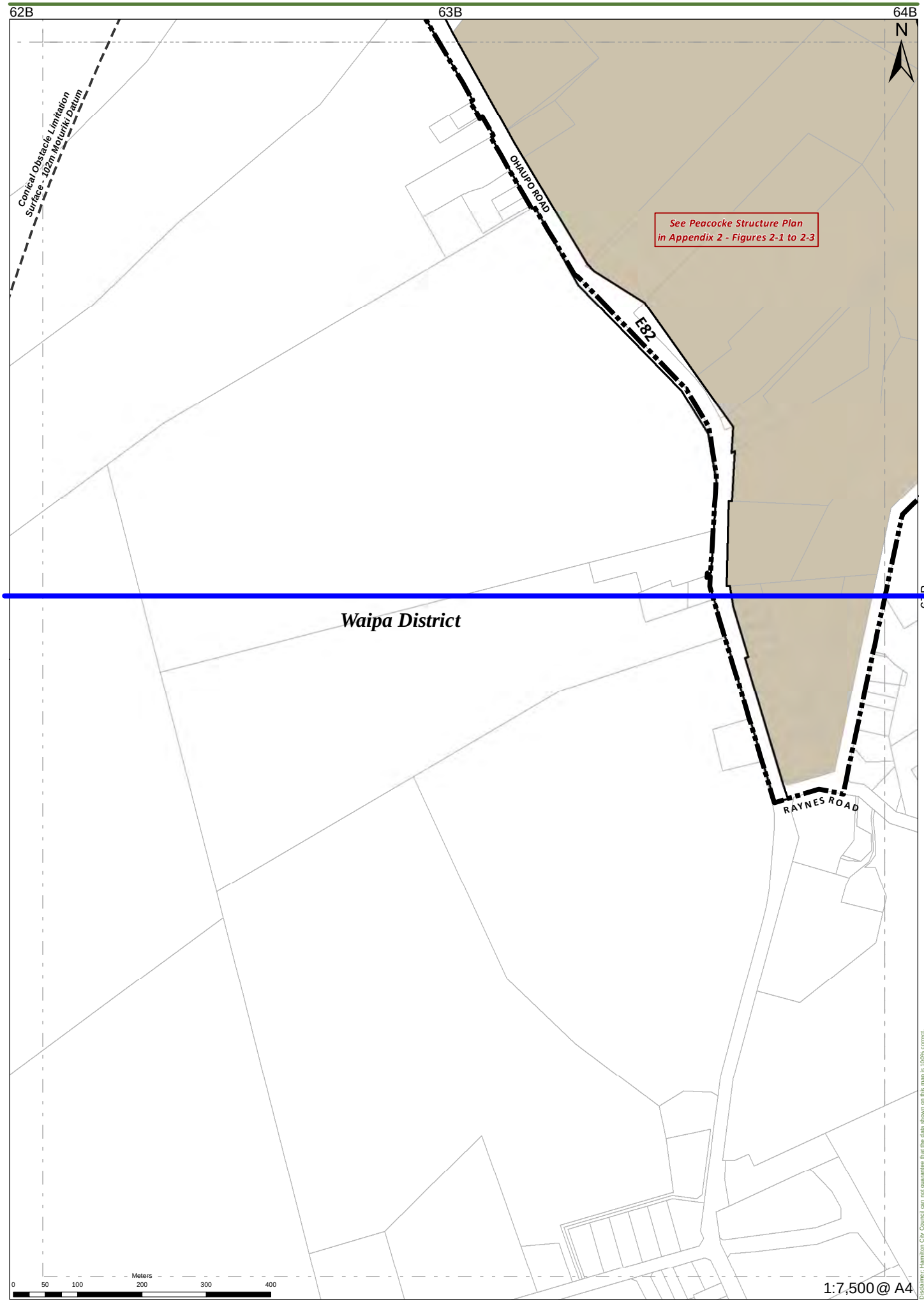
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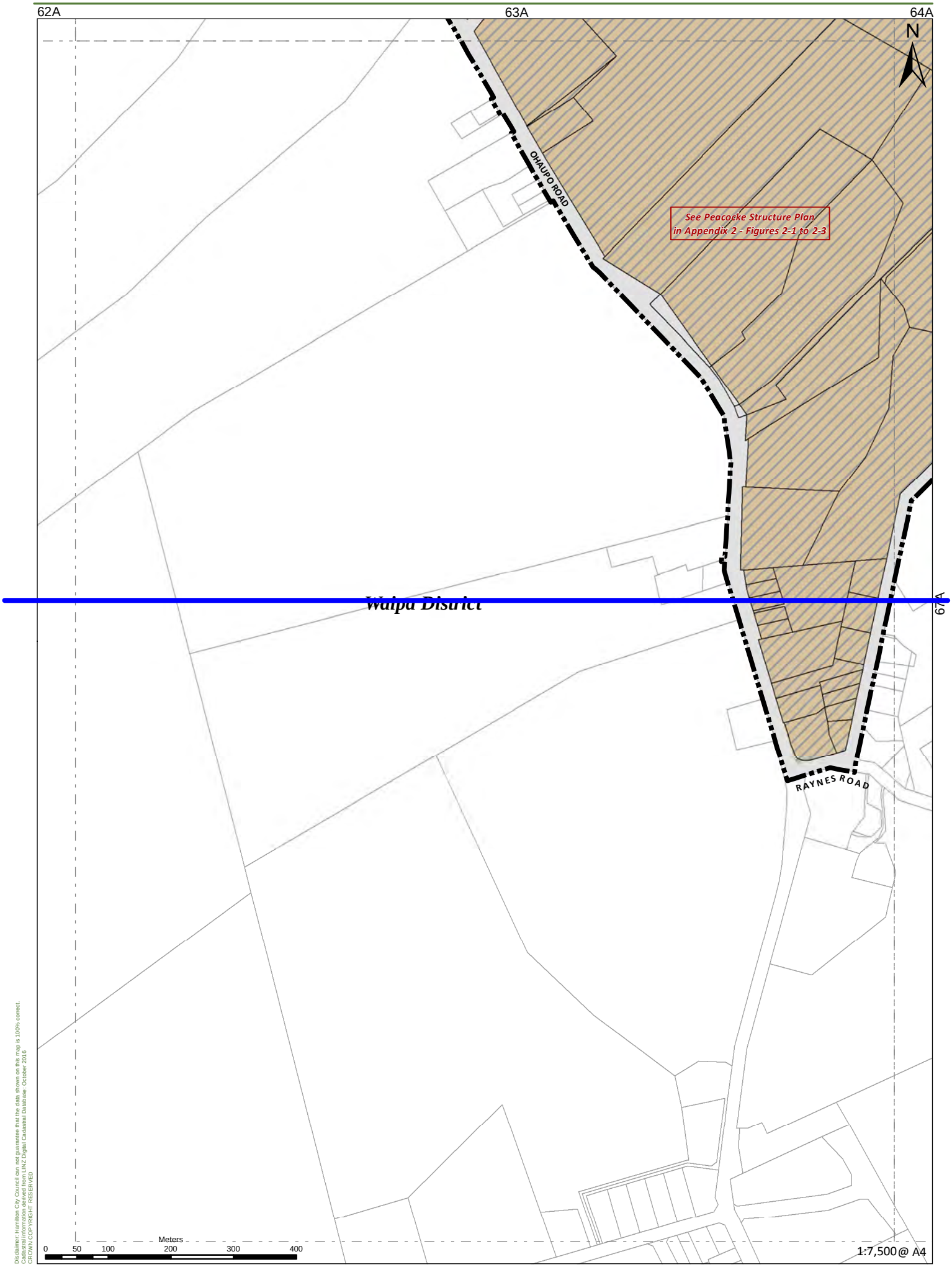


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62B
63B
64B
N
Conical Obstacle Limitation Surface - 102m Moturiki Datum
OHAUPO ROAD
E82
See Peacocke Structure Plan in Appendix 2 - Figures 2-1 to 2-3
67B
Waipa District
RAYNES ROAD
Meters
0
50
100
200
300
400
1:7,500 @ A4
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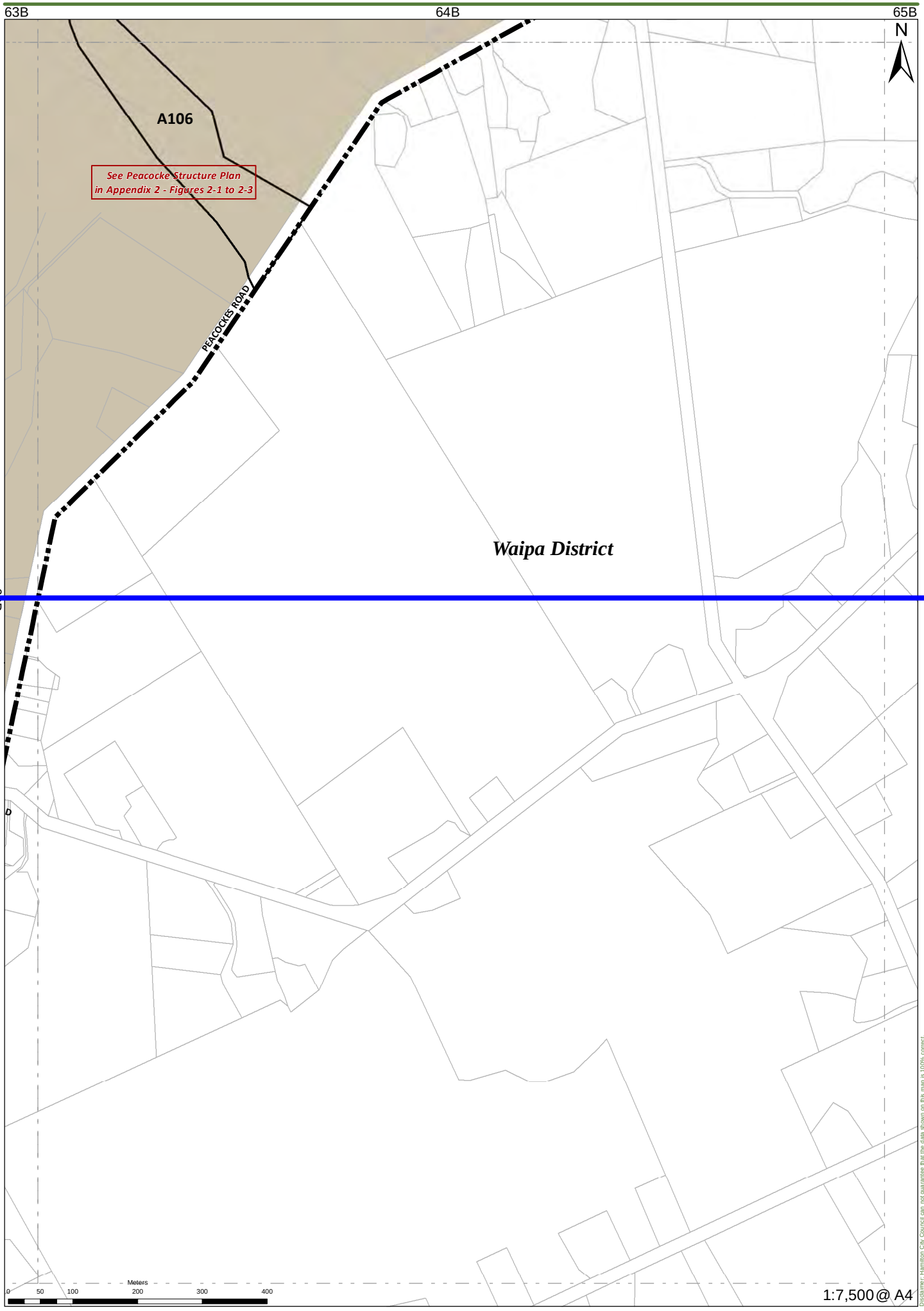
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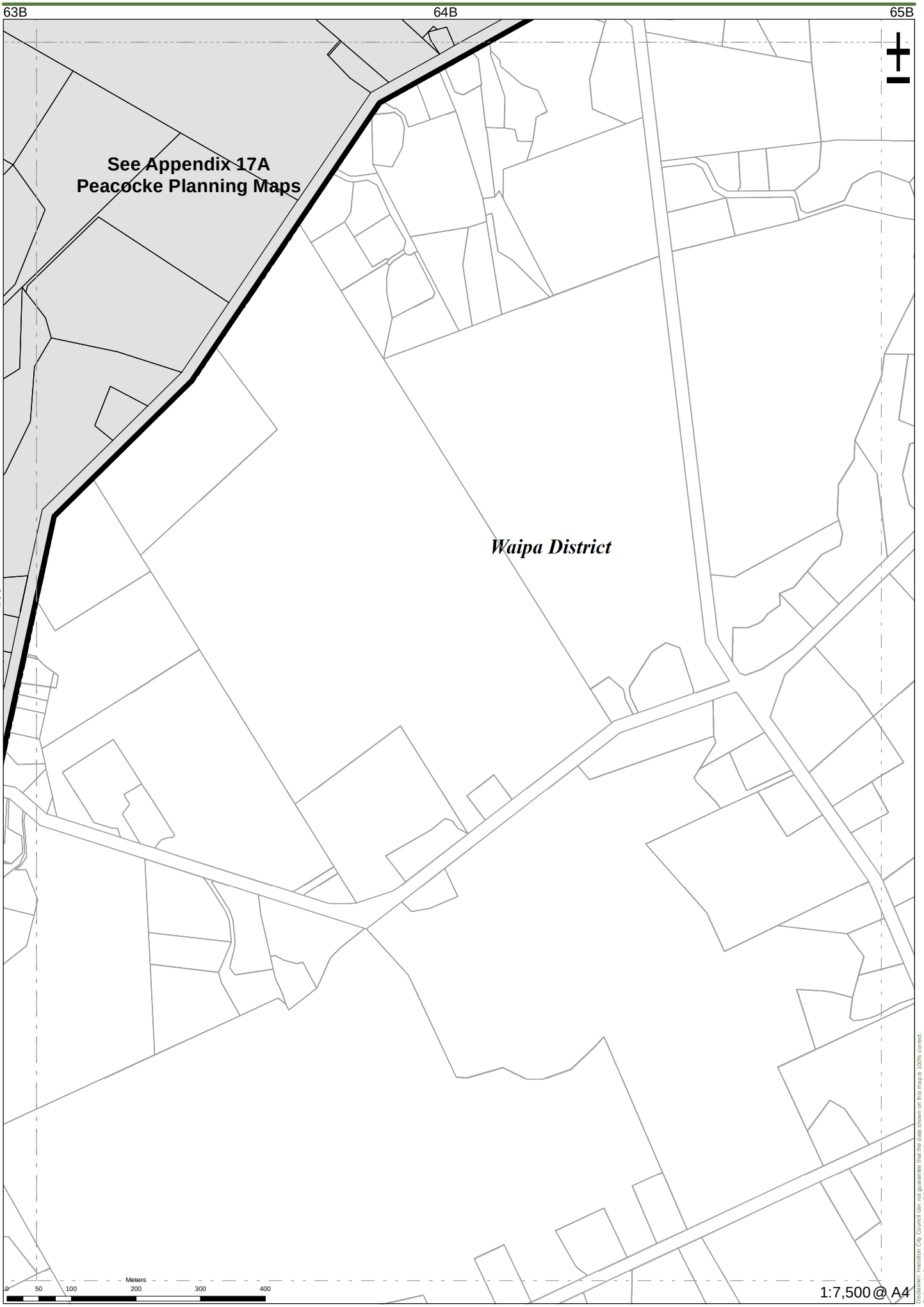


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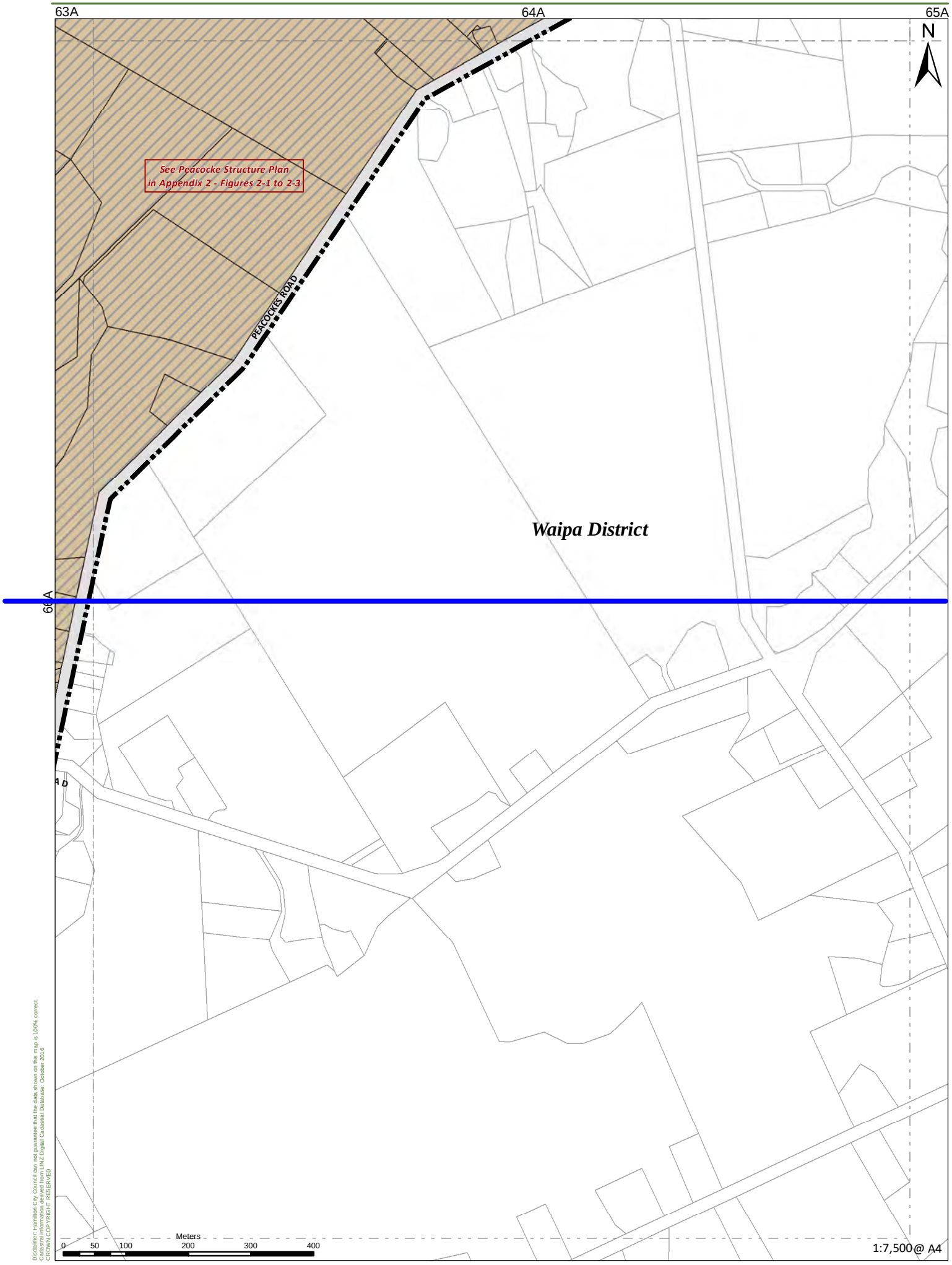


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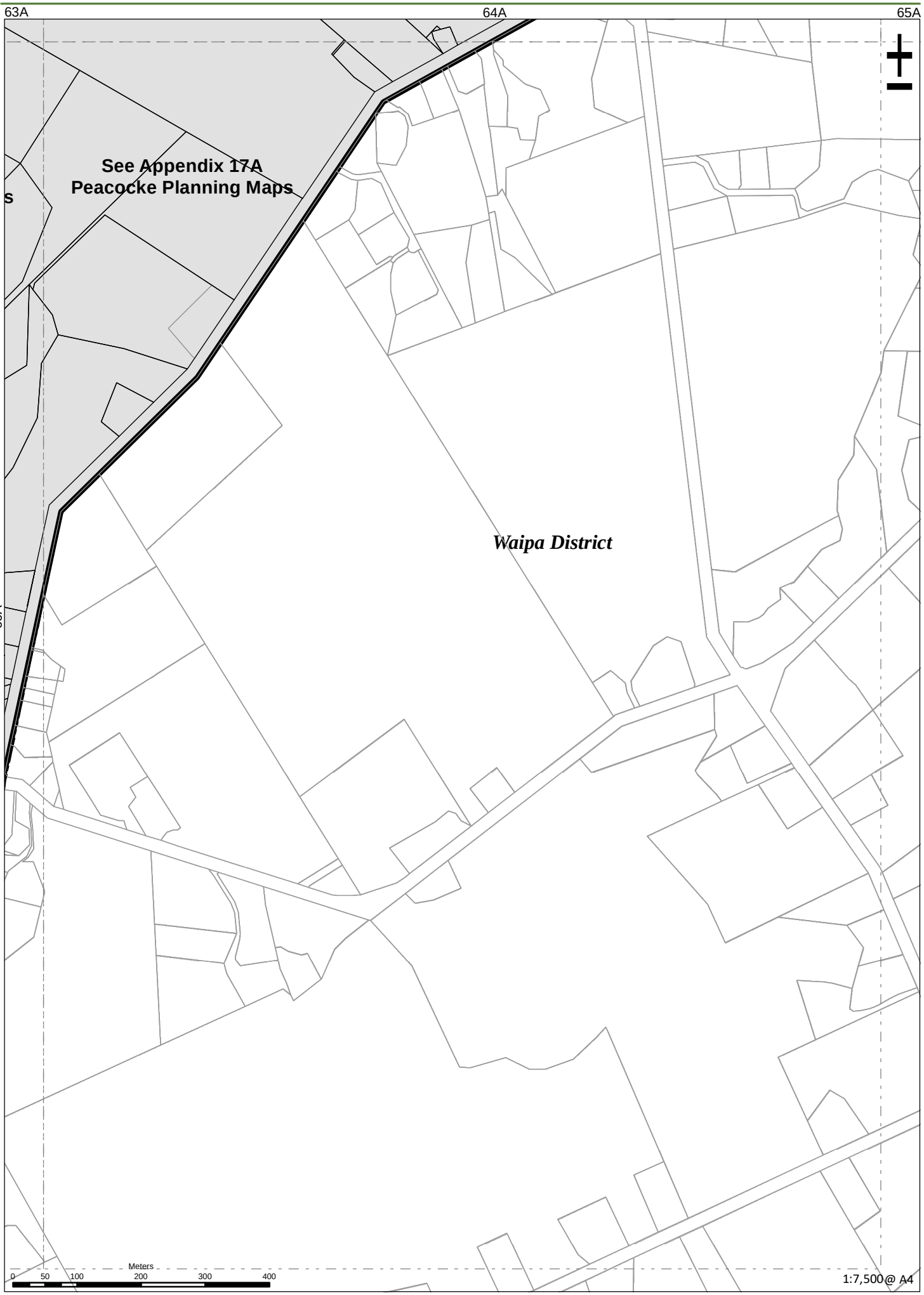

63B
64B
65B
N
A106
See Peacocke Structure Plan
in Appendix 2 - Figures 2-1 to 2-3
PEACOCKES ROAD
Waipa District
66B
Meters
0
50
100
200
300
400
1:7,500 @ A4
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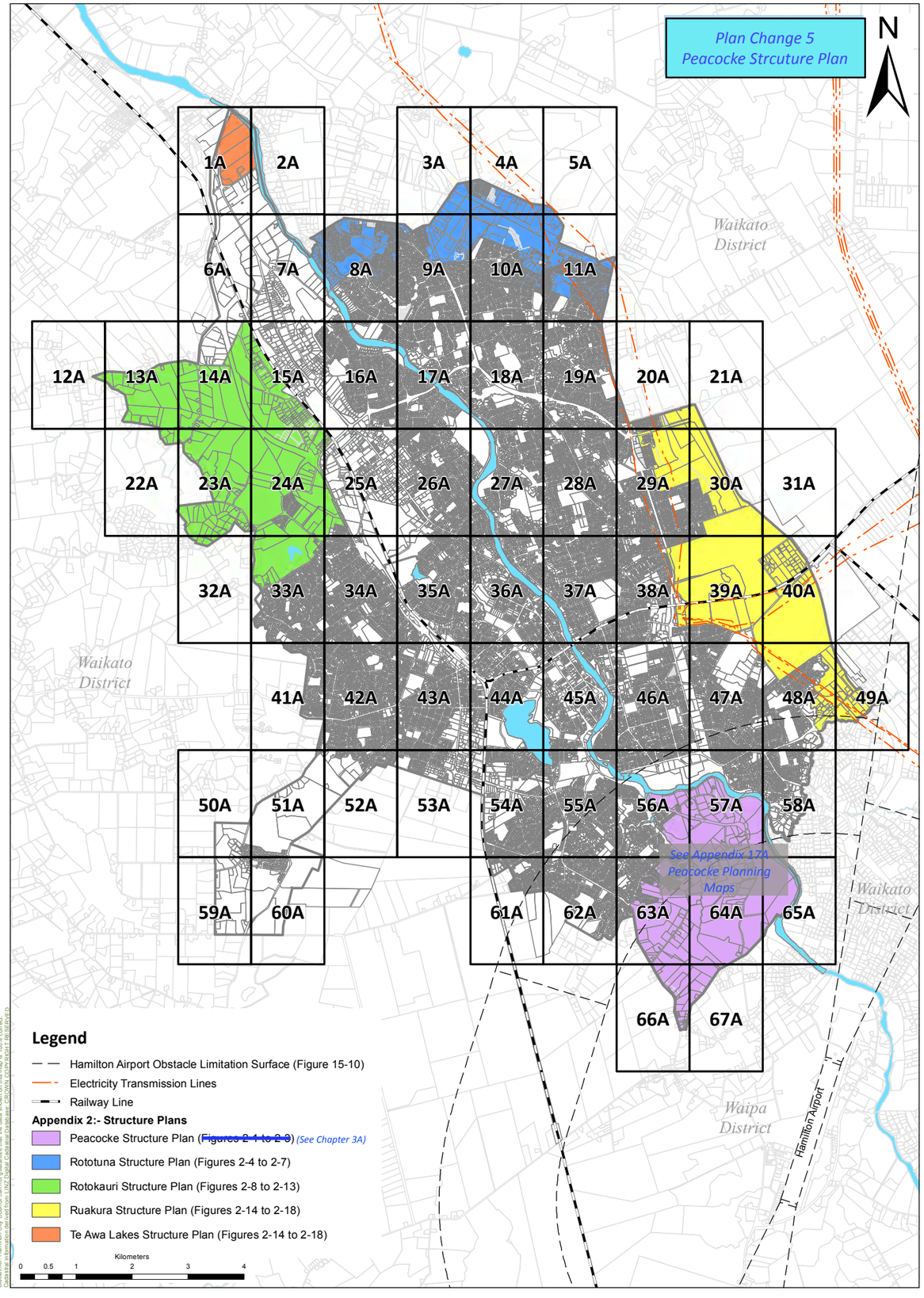
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LEGEND - FEATURES

Significant Archaeological, Historic and Cultural Sites
- Built Heritage - A Ranking (Schedule 8A)
- Built Heritage - B Ranking (Schedule 8A)
- Group 1 (Schedule 8B)
- Group 2 (Schedule 8C)

Natural Environment
- Significant Natural Areas (Schedule 9C)
- Significant Trees (Schedule 9D)
- Waikato River and Gully Hazard Area
- Waikato River Bank Stability Area
- Peat Lakes and Wetlands
- Peat Lake Catchment

Designations
- D14 Designation (Schedule 26.3 - Volume 1)

Electricity Transmission Corridors
- National Grid Yard - Greenfields
- National Grid Corridor - Greenfields
- National Grid Yard - Urban Areas
- National Grid Corridor - Urban Areas
- Transmission Line Structure - Pole
- Transmission Line Structure - Tower
- Electricity Transmission Lines

Natural Hazard Area
- Low Flood Hazard Area
- Medium Flood Hazard Area
- High Flood Hazard Area
- Flood Hazard Subcatchment Boundary
- Culvert Block Flood Hazard Area (Culvert Block Flood Level)
- Temple View Flood Hazard Area

Airport Protection Overlay
- Horizontal Obstacle Limitation Surface - 102m Moturiki Datum
- Outer Edge Conical Obstacle Limitation Surface - 207m Moturiki Datum

Other Features
- Vector Gas Pipeline Corridor
- Railway Line

Areas

Special Heritage Areas
- Frankton Railway Village
- Hamilton East Villas
- Hayes Paddock

Special Residential Areas
- Claudelands West Dwelling Control Area
- Hamilton East
- Hamilton East Dwelling Control Area

Special Natural Areas
- Rotokauri - Lake Waiwhakareke Landscape Character Area
- Rotokauri Ridgeline Area

~~Peacocke Character Areas~~
- ~~Gully Area~~
- ~~Hill Area~~
- ~~Terrace Area~~

Temple View Areas
- Character Area
- Heritage Area
- Teacher Housing Area

Industrial Areas
- Deferred Industrial Zone
- Crawford Street Freight Village
- Te Rapa Dairy Manufacturing Site
- Rotokauri Employment Area
- Thoroughbred Business Park

Residential Areas
- Visitor Facilities Area
- Frankton Living Overlay
- Hamilton East Residential Intensification Area
- River Interface
- Visitor Accommodation Overlay

LEGEND - ZONING

Residential Zones
- General Residential Zone
- Medium Density Residential Zone
- Residential Intensification Zone
- Large Lot Residential Zone

Special Character Zones
- Special Residential Zone
- Special Heritage Zone
- Special Natural Zone
- ~~Peacocke Character Zone~~
- Rototuna North East Character Zone
- Temple View Zone

Industrial Zone
- Industrial Zone
- Te Rapa North Industrial Zone
- Industrial Amenity Protection Area
- Ruakura Industrial Park Zone
- Ruakura Logistics Zone

Business Zones
- 1 Business 1 Zone - Commercial Fringe
- 2 Business 2 Zone - Events Facilities Fringe
- 3 Business 3 Zone - Sub-Regional Centre
- 4 Business 4 Zone - Large Format Retail
- 5 Business 5 Zone - Suburban Centre
- 6 Business 6 Zone - Neighbourhood Centre
- 7 Business 7 Zone - Frankton Commercial Fringe

Recreational Zones
- Sports and Recreation Open Space Zone
- Neighbourhood Open Space Zone
- Natural Open Space Zone
- Destination Open Space Zone
- Ruakura Open Space Zone
- Natural Open Space - Waikato River and Lakes

Other Zones
- Central City Zone
- Community Facilities Zone
- Future Urban Zone
- Knowledge Zone
- Major Facilities Zone
- Rototuna Town Centre Zone
- Transport Corridor Zone
- Ruakura Interface Design Control Area
- Residential Enclave Buffer Area
- City Boundary

APPENDIX 17A
PEACOCKE PRECINCT
Planning Maps
National Planning Standards

KEY:

Zoning
- Medium density residential zone
- Local centre zone
- Neighbourhood centre zone
- Natural open space zone
- Sports and active recreation zone
- Transport corridor zone

Features

Significant Trees (Schedule 9C)
- Significant Trees

Significant Archaeological Site (Schedule 8B & 8C)
- Archaeological Site - Group 1
- Archaeological Site - Group 2
- Archaeological Site - Group 1
- Archaeological Site - Group 2

Airport Protection Overlay
- Conical Obstacle Limitation Surface - 102m Moturiki Datum

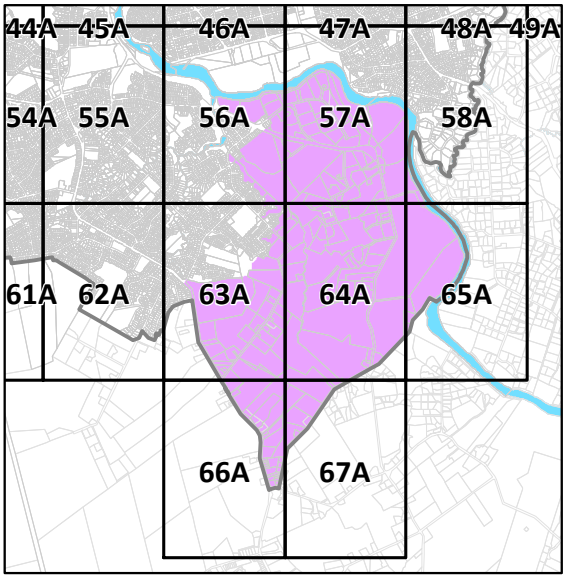
Designations (Schedule 26.3 - Volume I)
- Designation
- Notice of Requirement

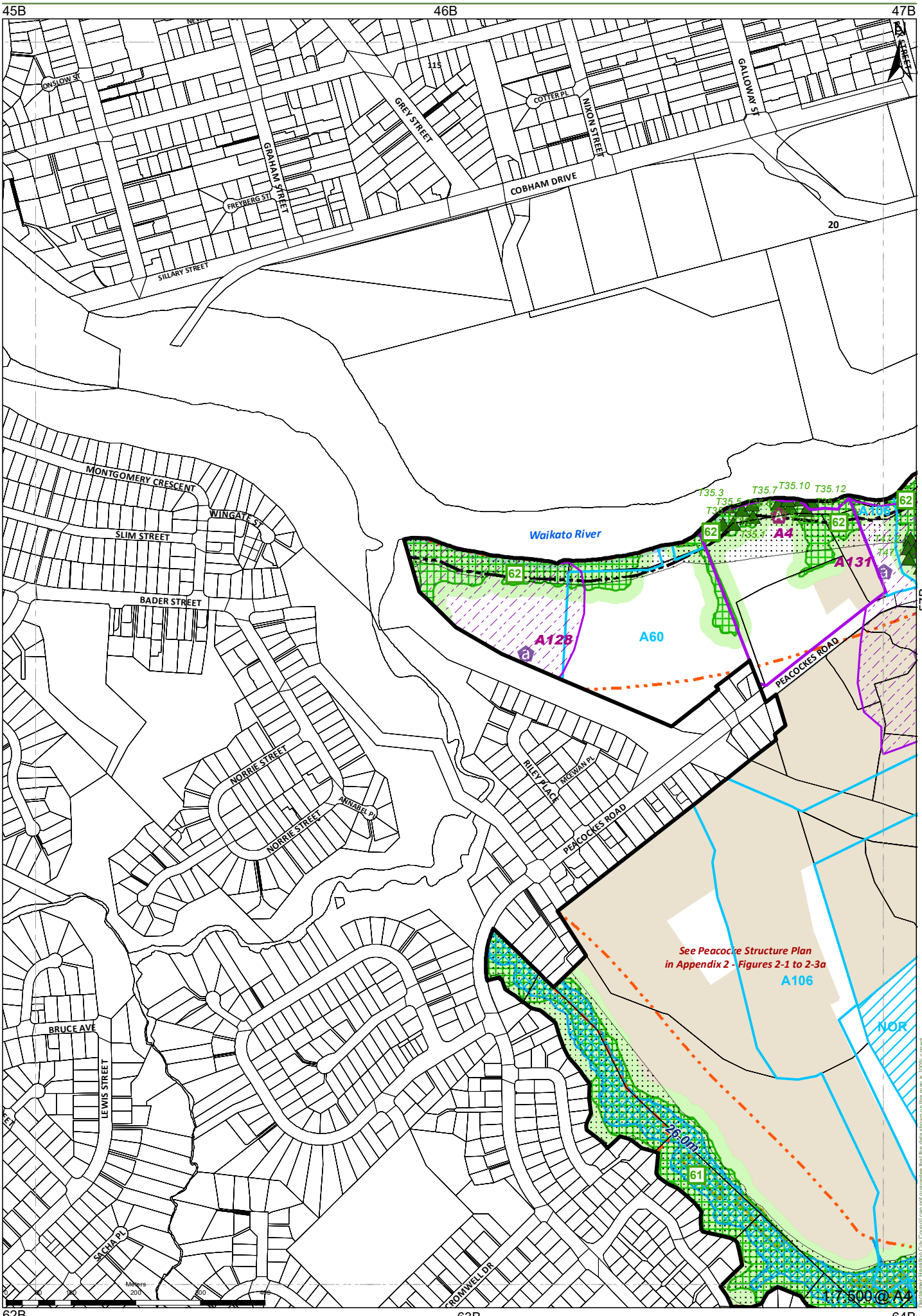
Natural Environment
- Significant Natural Area (Schedule 9c)
- Significant Bat Habitat Area
- Peat Lakes and Wetlands
- Waikato River and Gully Hazard Area
- Seismic Setback Line
- Waikato River Bank Stability Area

Residential Overlay
- High Denisty Overlay Area

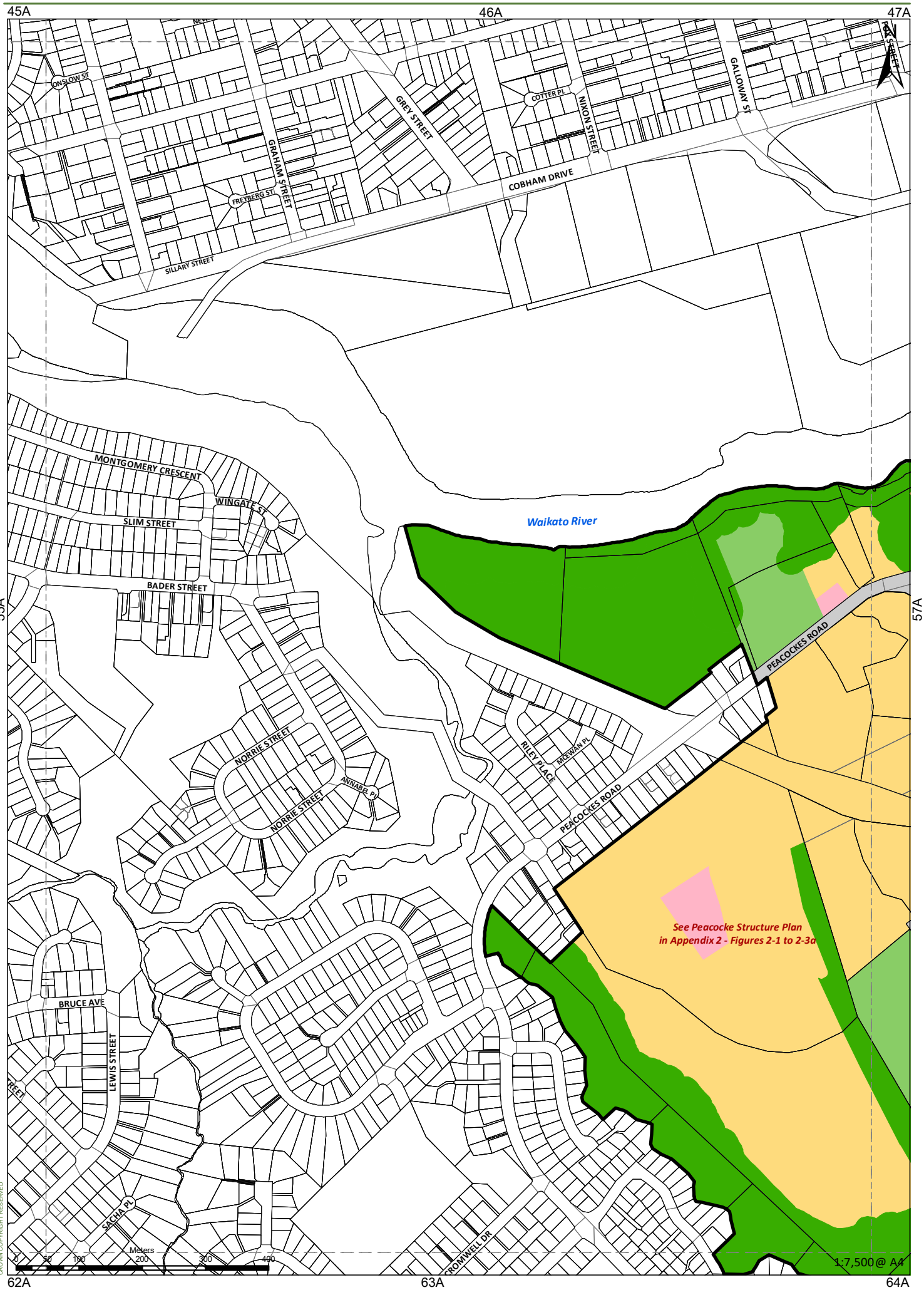
Natural Hazard Area
- Medium Flood Hazard Area
- High Flood Hazard Area
- Culvert Block Flood Hazard Area (Culvert Block Flood Level)
- Peacocke Precinct Boundary

PEACOCKE PRECINCT

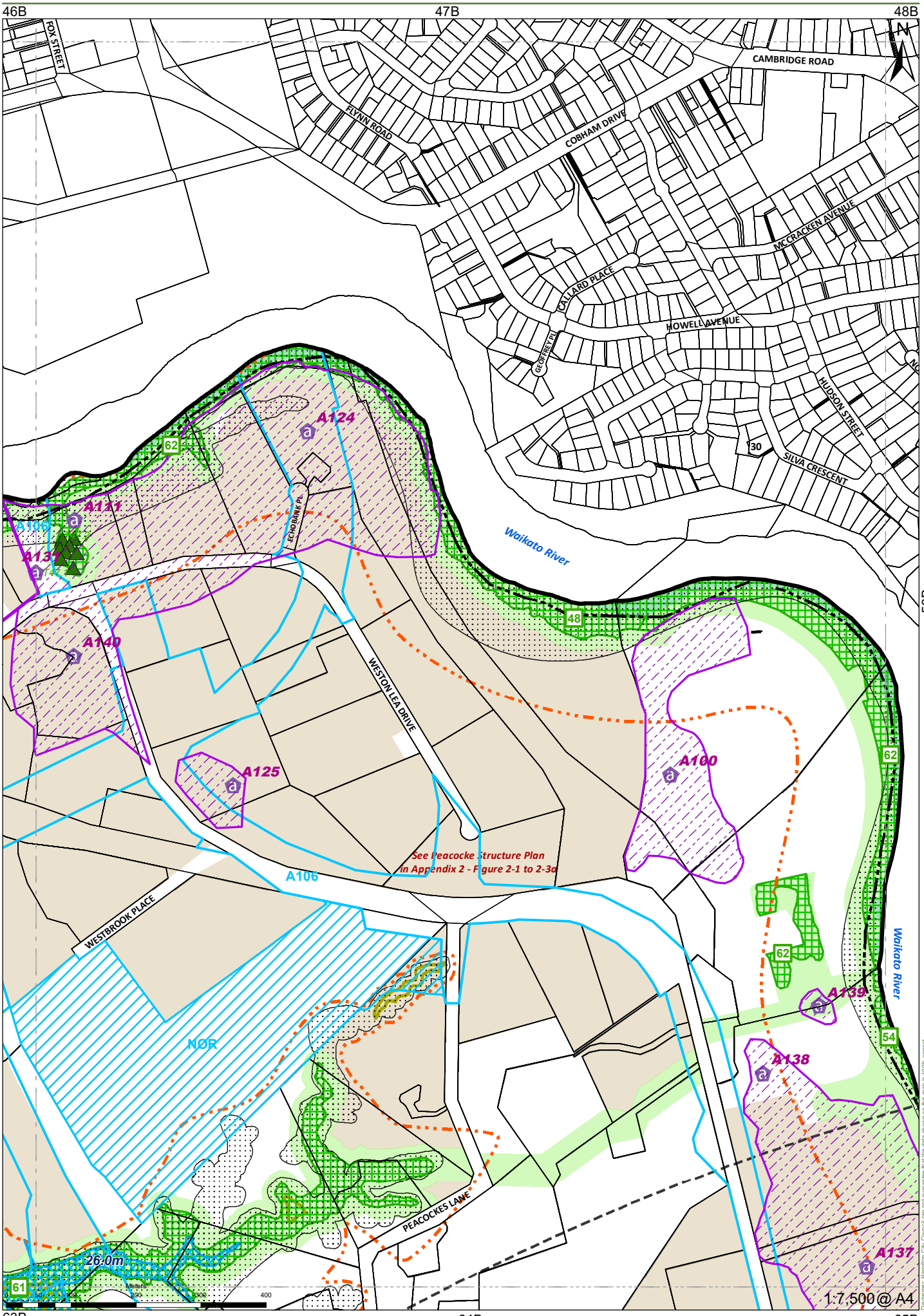




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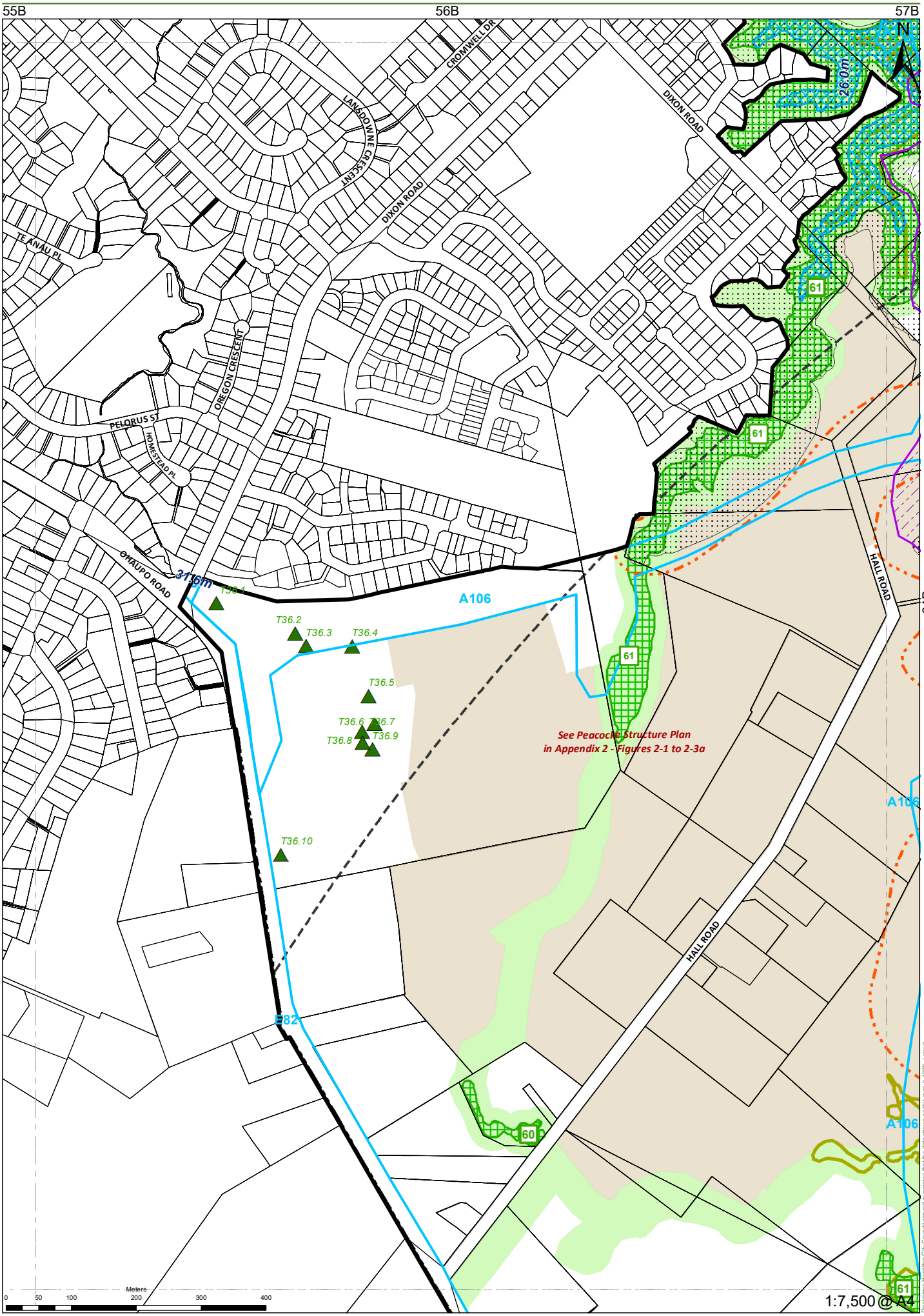
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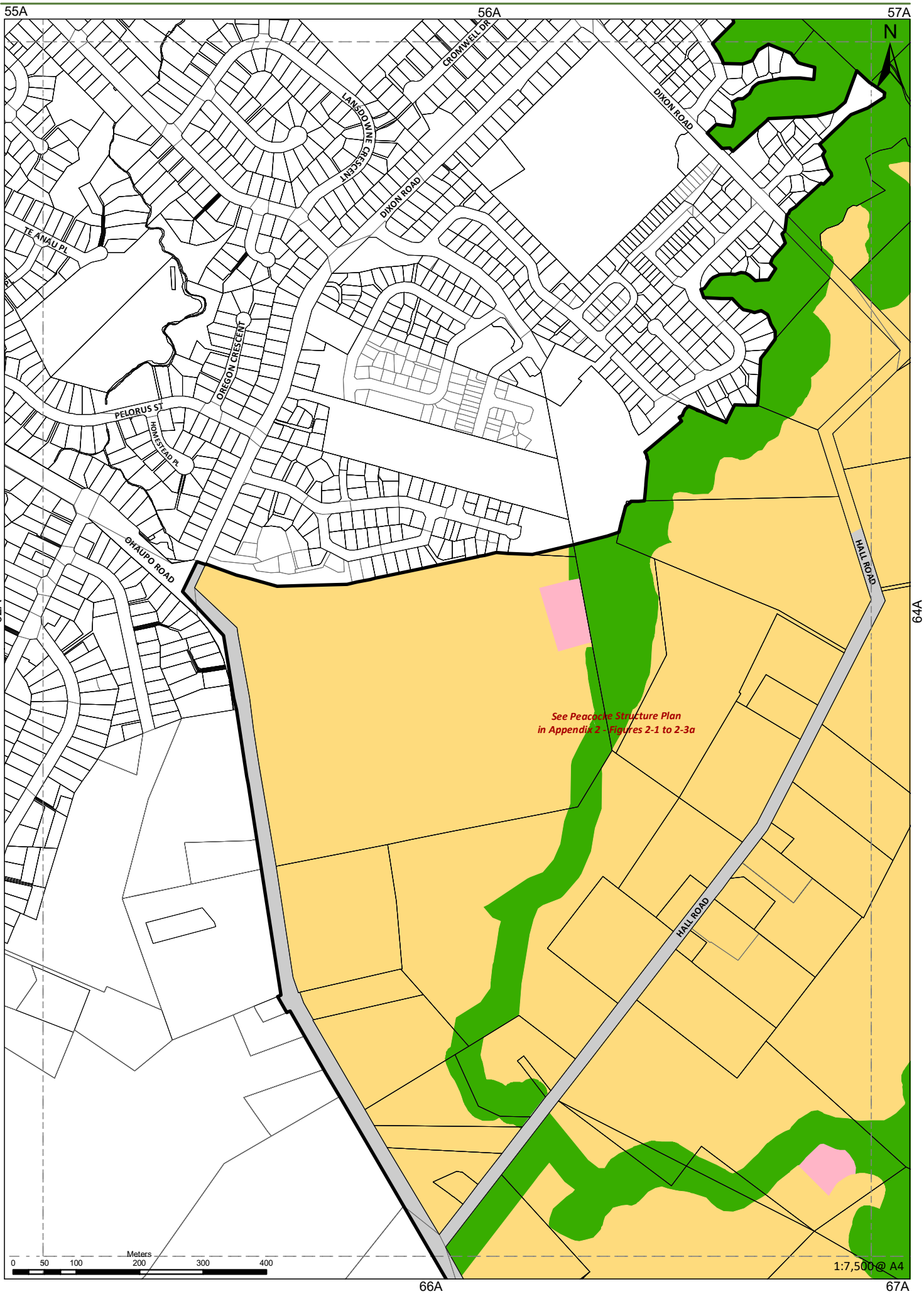
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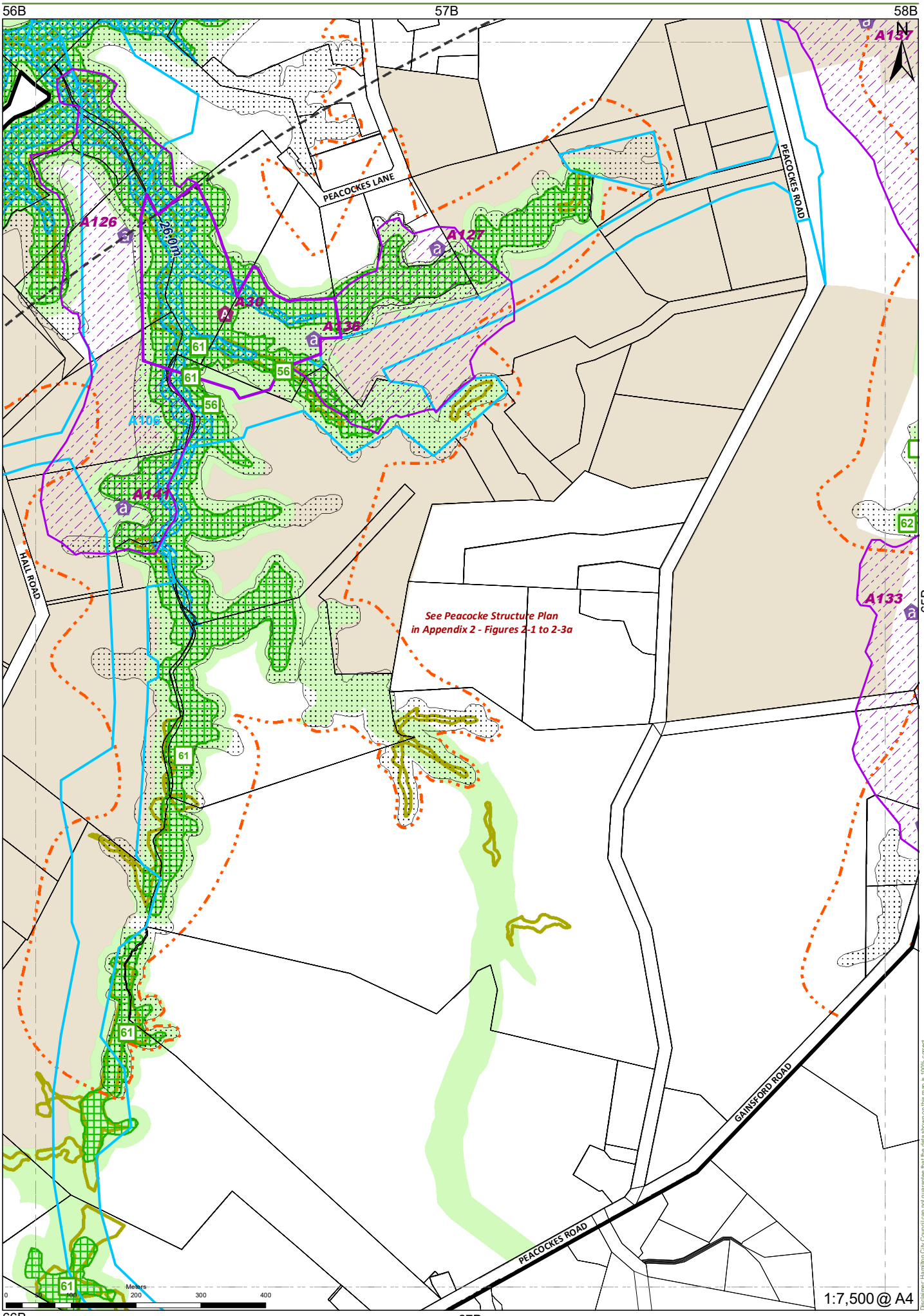
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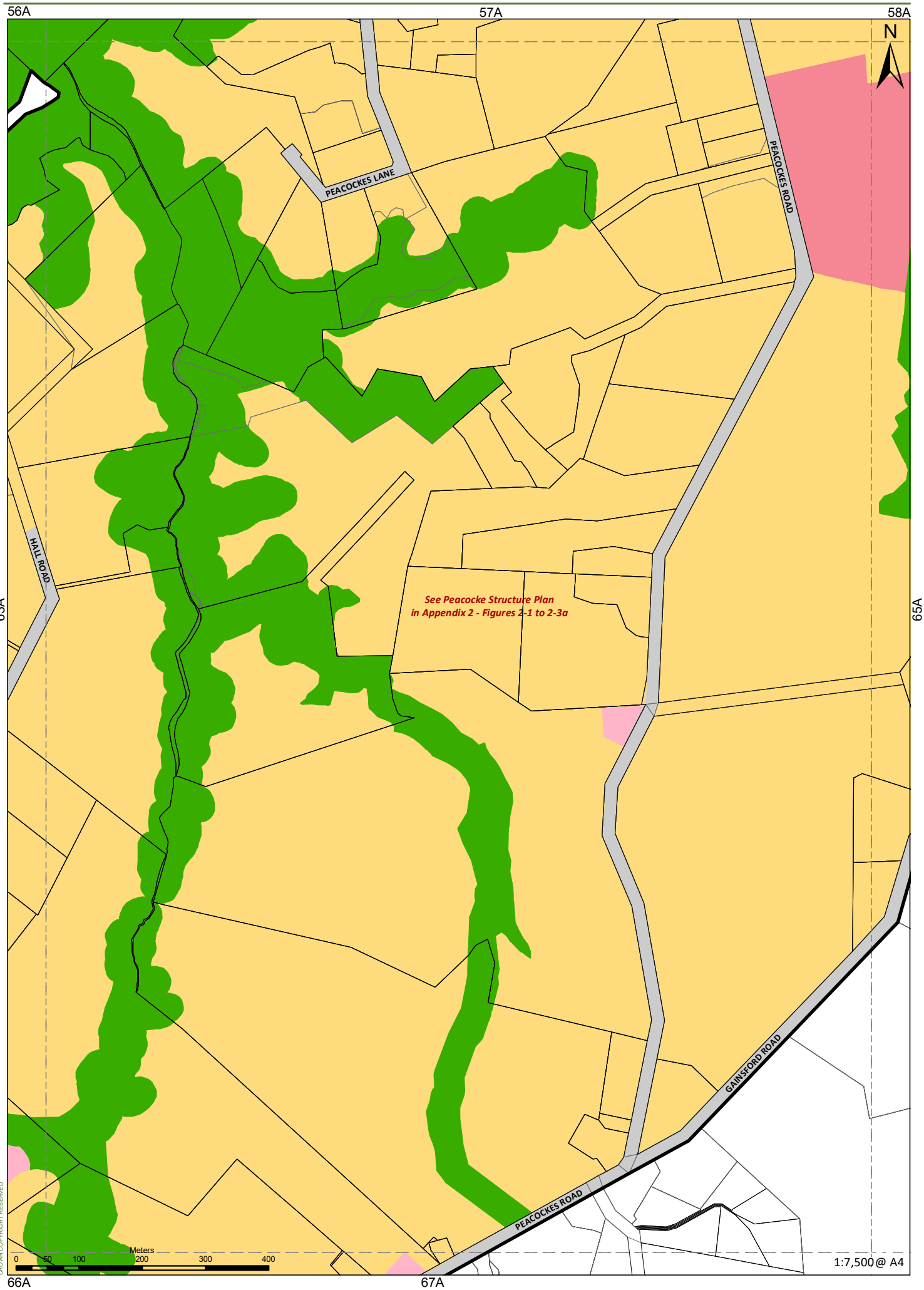
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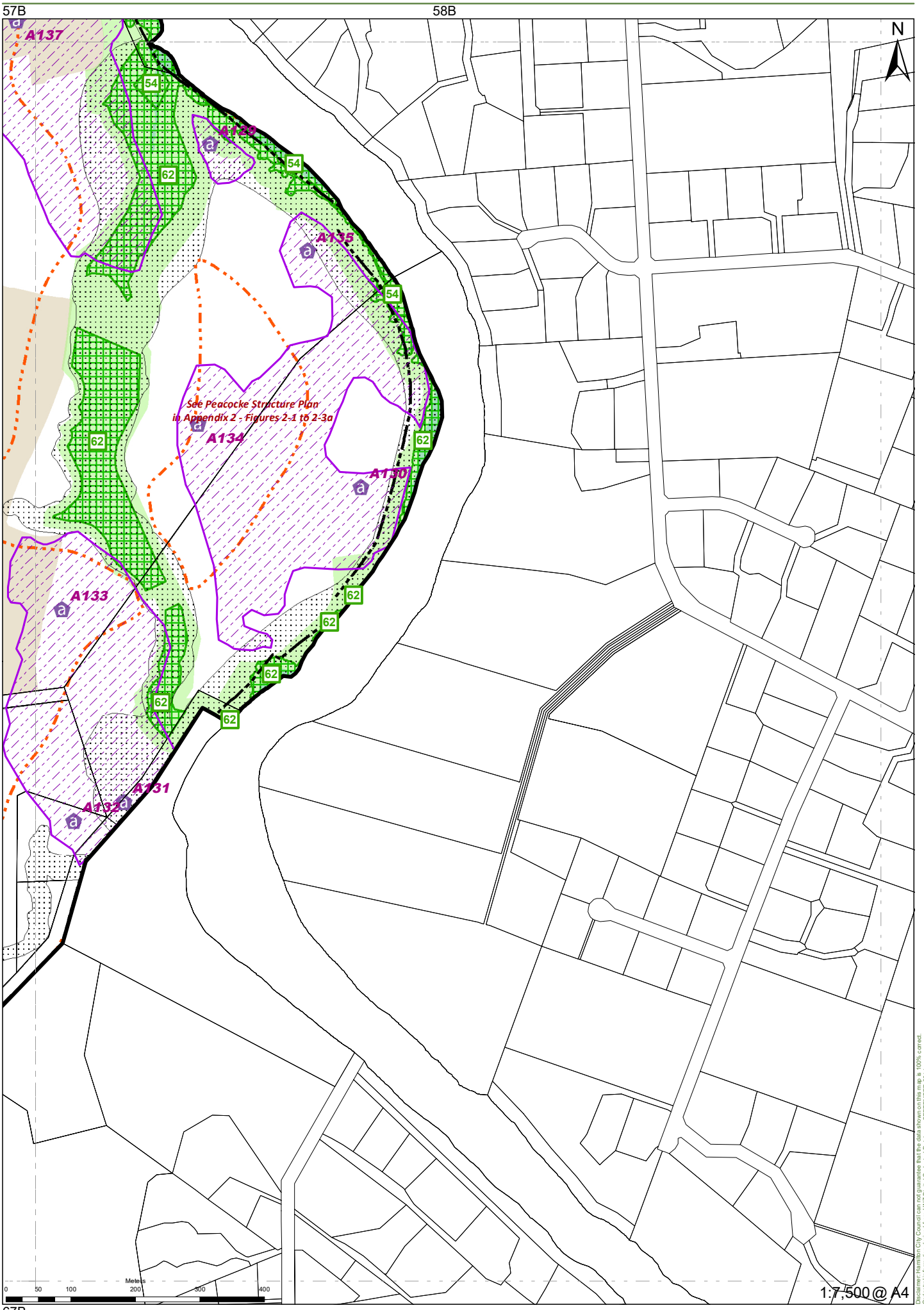
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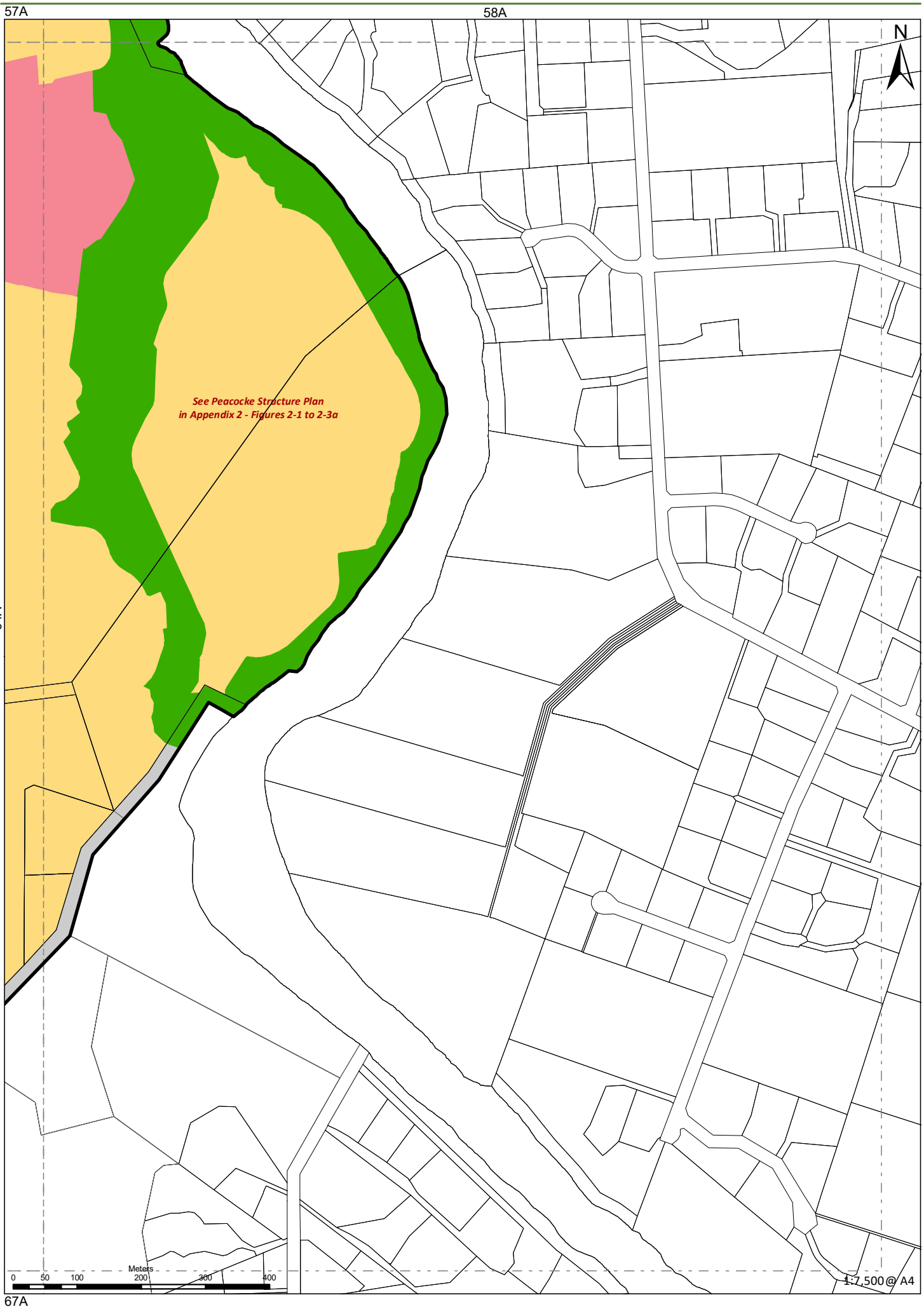
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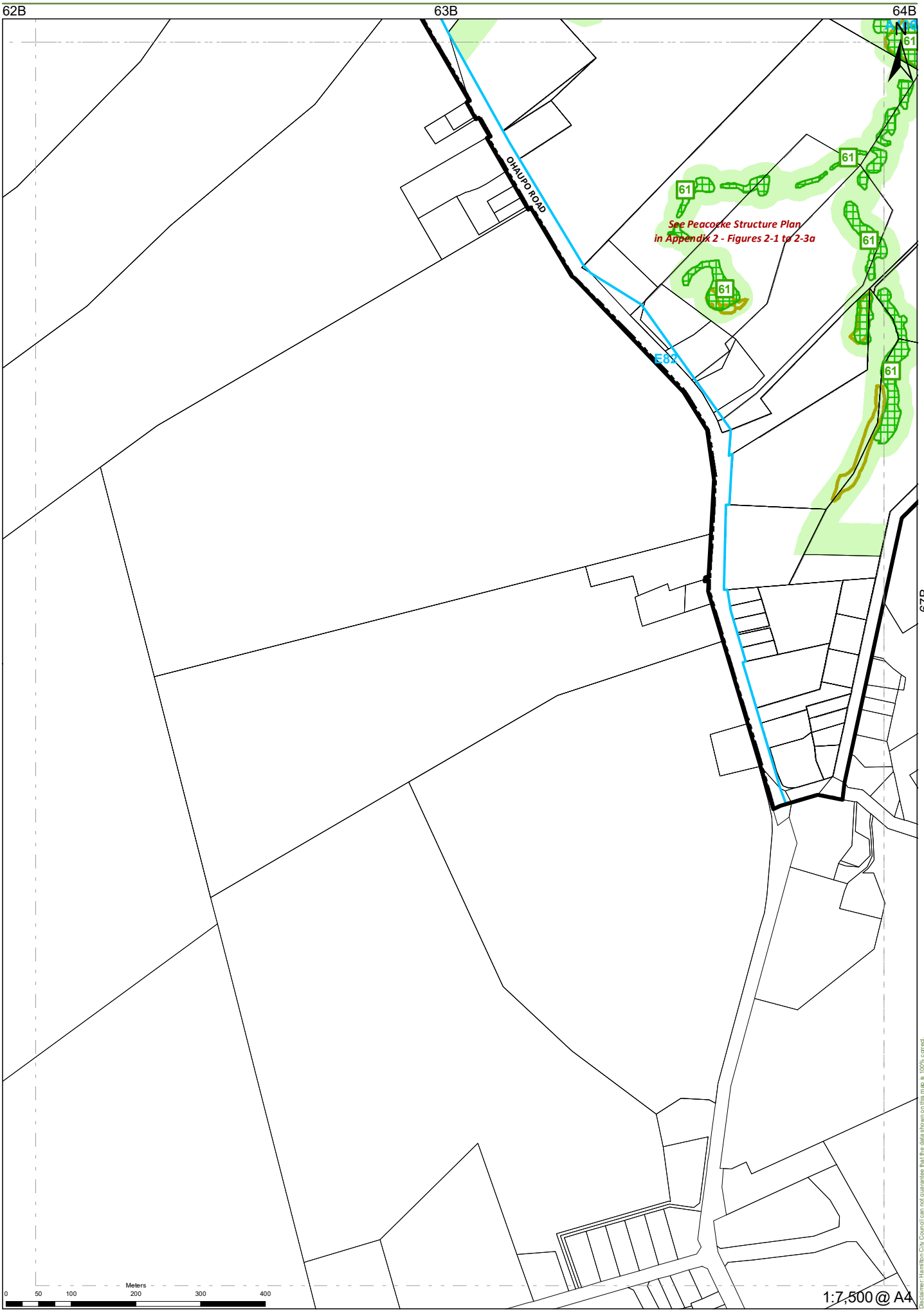
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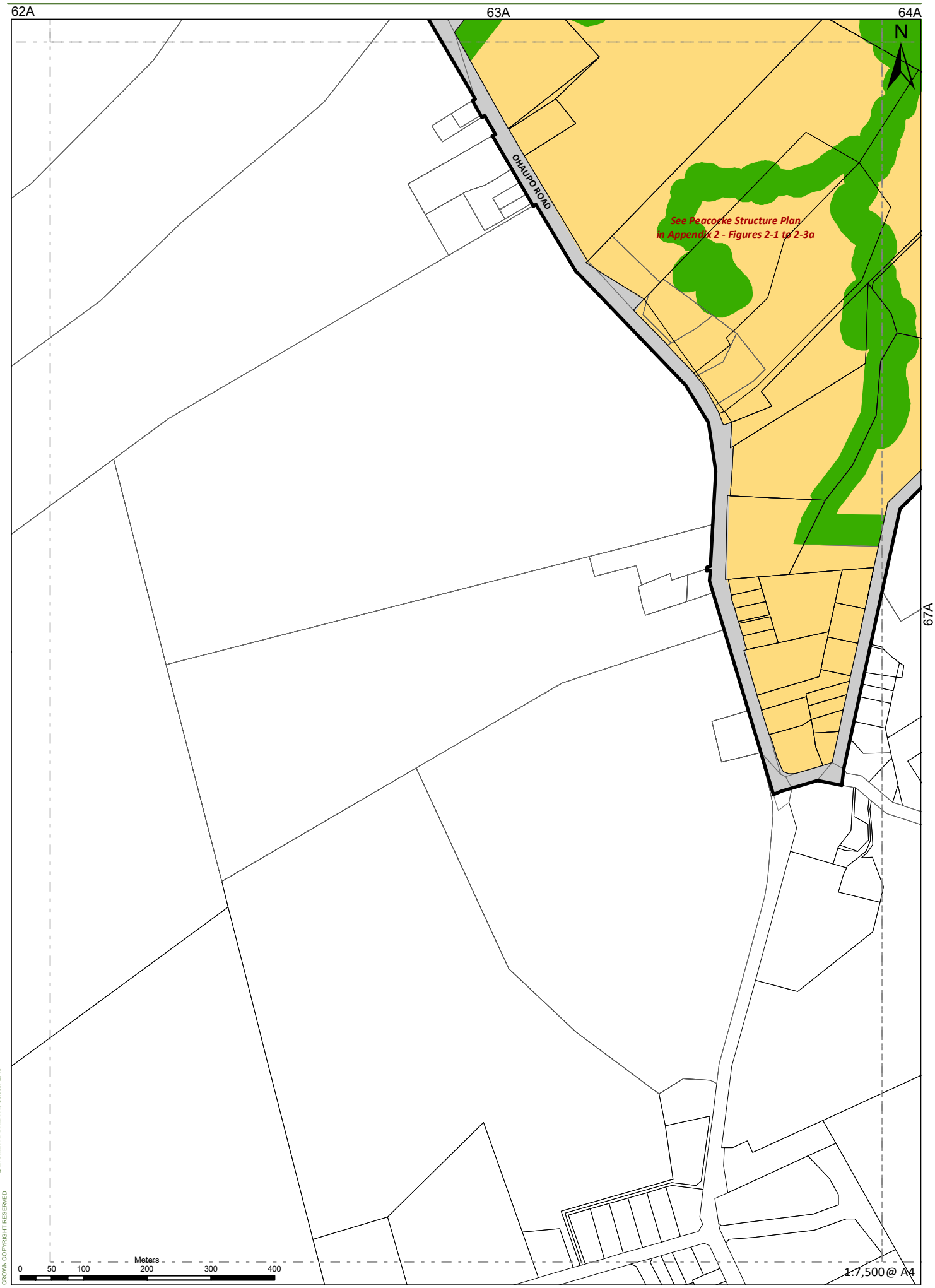
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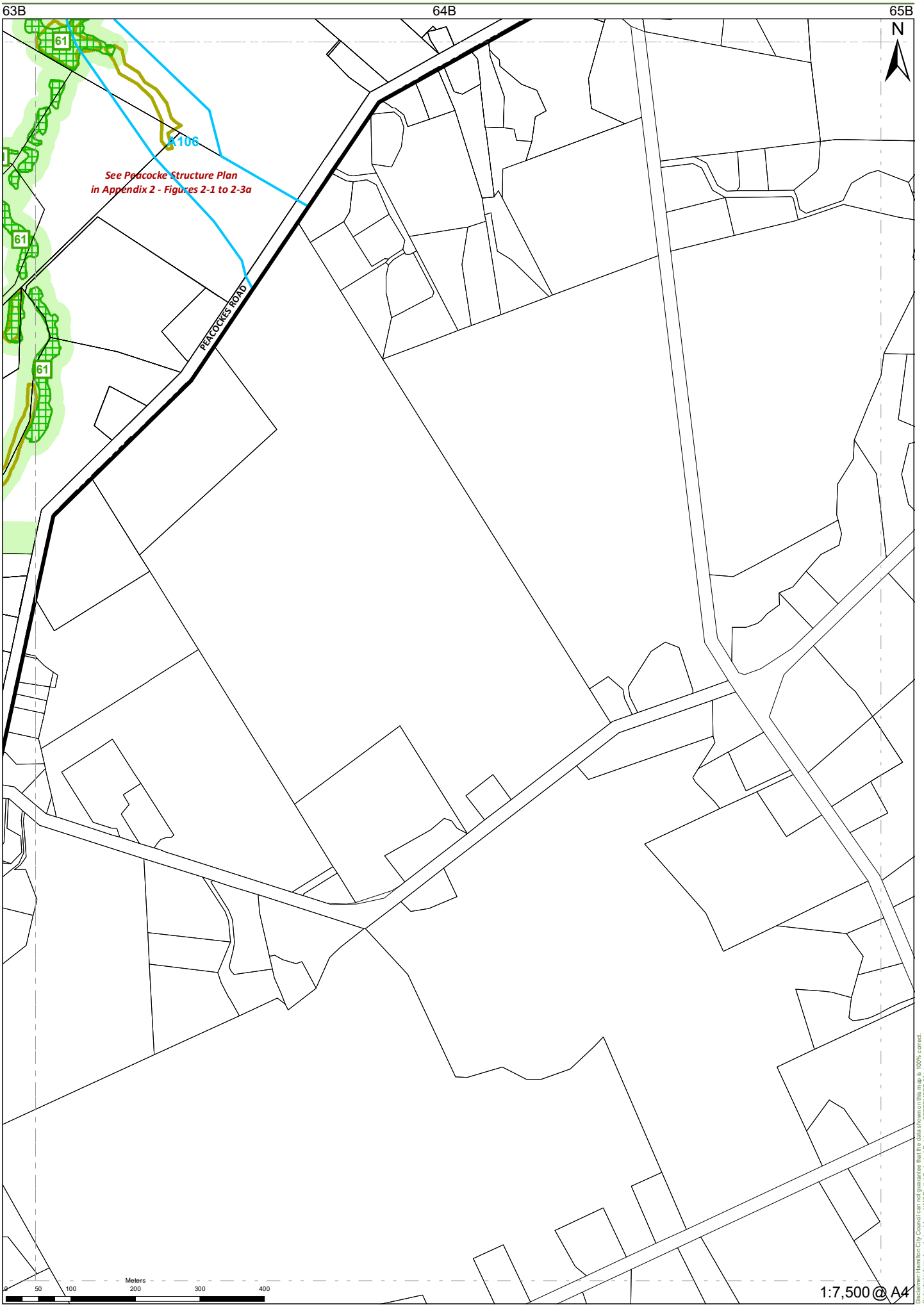
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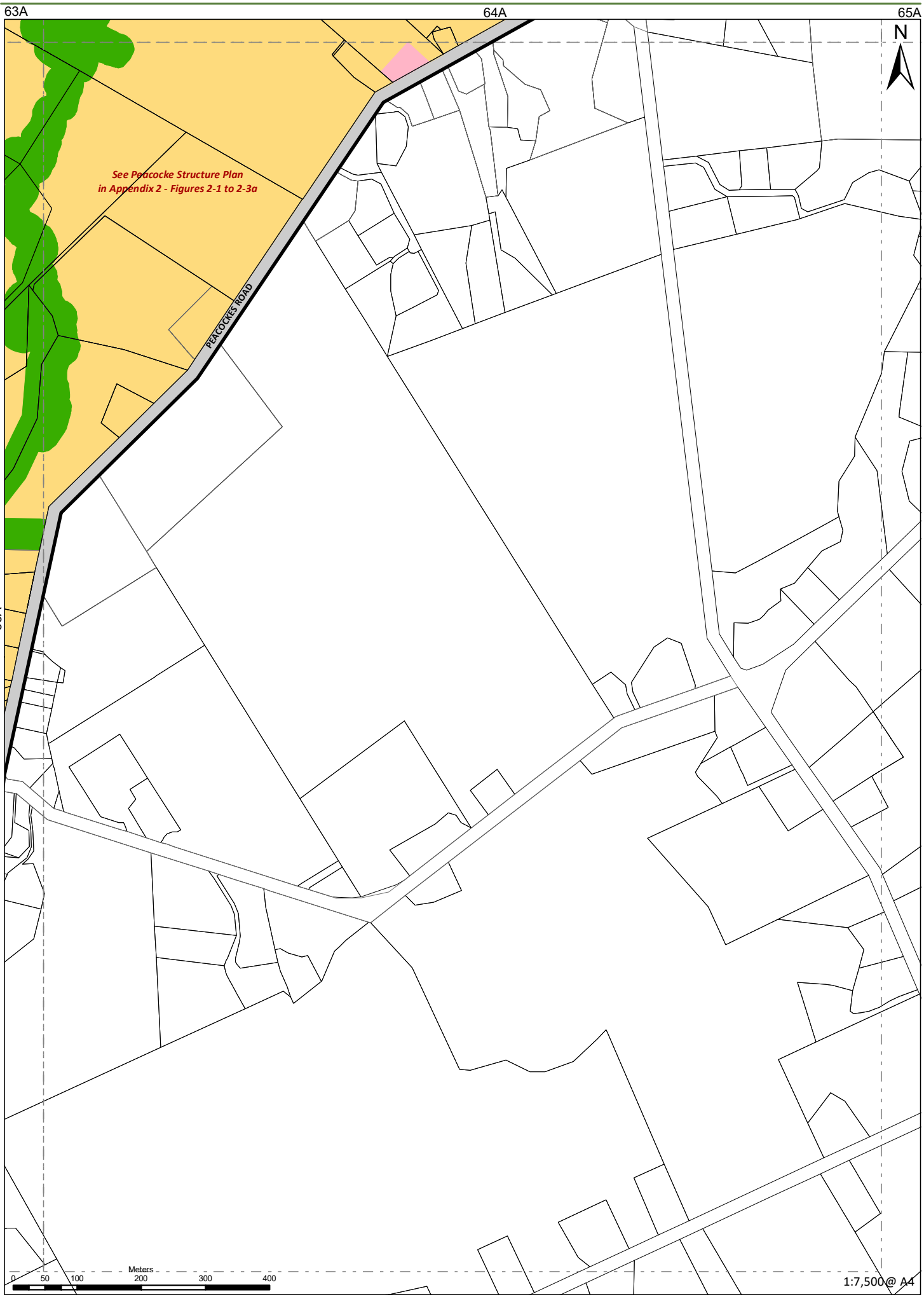
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