



12 Te Rapa North Industrial Zone

12.1 Purpose

a) Industrial development in Te Rapa North has the potential to support regionally important infrastructure and industries. The existing Te Rapa Dairy Manufacturing Site and the proposed interchange at the junction of the Te Rapa and Ngaruawahia sections of the Waikato Expressway, provides opportunity for limited industrial activity to develop in an integrated, efficient and co-ordinated manner. ~~An~~ Areas identified as Stage 1A ~~and 1B~~ on Planning Maps ~~have~~ been identified for this purpose. Permitting unanticipated industrial development, either within or outside Stages 1A ~~and 1B~~, other than on the Dairy Manufacturing Site, would mean the inefficient provision of infrastructure.

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Note

1. The area, with an exception for the Dairy Manufacturing Site and the ~~6030ha~~ within Stage 1A ~~and 1B~~ as provided for, is covered by the provisions identified in Chapter 14 Future Urban Zone. This is because of the deferred industrial status of the land and a future urban zoning being applicable for deferred industrial.

12.2 Objectives and Policies: Te Rapa North Industrial Zone

Objective	Policies
12.2.1 Industrial land uses are able to establish and operate within the zone in an efficient and effective manner.	12.2.1a Industrial land is used for industrial uses.
	12.2.1b Non-industrial uses establish and operate only where they are ancillary to industrial activities, supporting industrial activities, or are consistent with industrial land uses.
	12.2.1c Non-industrial uses do not adversely affect the industrial use of the Te Rapa North Industrial Zone, or impact adversely on the strategic role of the Central City as the primary office, retail, and entertainment centre, and the other commercial centres in the City.
Explanation <i>Activities that are non-industrial and that are provided for in other parts of the City should in general not be carried out within industrial locations. The District Plan sets as the key principle in this regard that industrial land should be preserved for industrial activities. Nevertheless, there is the need for the provision of a range of non-industrial uses, ancillary to and supporting industrial activities, or specific forms of commercial activity acceptable within industrial environments due to their characteristics.</i> <i>This means those businesses that attract a great deal of traffic are directed towards the Central City and commercial centres, where they will be more accessible, and</i>	

<i>where significant public investment has been made in providing amenities and facilities capable of supporting such activities.</i>	
Objective	Policies
<p>12.2.2 The amenity levels of greenfield areas (including Stage 1A and Stage 1B) are to be enhanced.</p> <p>The amenity levels of the existing Te Rapa Dairy Manufacturing Site are to be maintained.</p>	<p>12.2.2a Amenity levels within the Te Rapa North Industrial Zone are improved through the use of landscaping, screening and setbacks within the interfaces between the zone and the Waikato Expressway and Te Rapa Road.</p>
	<p>12.2.2b Amenity levels within the Dairy Manufacturing Site will continue to reflect the existing activity on site.</p>
<i>Explanation</i>	
<p><i>Although lower standards of amenity are often characteristic of industrial locations, Plan provisions aim to enable a general improvement in the amenity of the City's industrial locations. The Te Rapa North Industrial Zone incorporates both greenfield and the existing Dairy Manufacturing Site, and the amenities of both are important to consider. The purpose of this is to create functional and attractive employment areas and to contribute to raising amenity levels within the City generally. Greater emphasis is also placed on ensuring entrances into Hamilton are attractive and contribute to the overall amenity of Hamilton. This will ensure alignment with Hamilton City's Gateway Policy.</i></p> <p><i>This is to be achieved through resource consent being required for the development of a Concept Development Consent for the specific Stage 1A and 1B areas.</i></p>	
Objective	Policies
<p>12.2.3 Industrial development is consistent with the long-term land use pattern for the Te Rapa North Industrial Zone and occurs in an integrated, efficient and co-ordinated manner.</p>	<p>12.2.3a The development of land in the Te Rapa North Industrial Zone is undertaken to ensure it aligns with the Regional Policy Statement.</p>
	<p>12.2.3b Industrial development in the Te Rapa North Industrial Zone occurs in an integrated and coordinated manner that aligns with capacity improvements to the existing reticulated infrastructure (water and wastewater) and roading, or which is in accordance with exemptions from the requirement to connect new development to that infrastructure.</p>

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	<p>12.2.3c Industrial development in the Te Rapa North Industrial Zone, beyond the first 7 ha for each Stage <u>Stage 1A (1A and 1B)</u>, is timed to coincide with the availability of all necessary reticulated infrastructure unless an express exception is provided for in this Plan.</p>
	<p>12.2.3d Traffic and transportation effects are managed through land use planning, peak traffic generation controls and integrated, multi-modal transport approaches, to ensure industrial development in the Te Rapa North Industrial Zone does not adversely affect the safety and efficiency of the wider roading network.</p> <p>12.2.3e Concept Development Consents shall be used to manage the nature, scale and intensity of proposed industrial developments, to ensure the efficient provision and use of reticulated infrastructure and associated funding mechanisms aligns with Council's LTP and planned growth strategies, subject to exceptions provided for in this Plan.</p> <p>12.2.3f The development of land within Stages 1A and 1B is undertaken in a manner which ensures the integrated and efficient development of the Te Rapa North Industrial Zone.</p> <p>12.2.3g The development of land beyond the areas identified for development in this District Plan shall be avoided until specific district plan provision is made for that development.</p>

Explanation

The Te Rapa North Industrial Zone has a number of strategic strengths that support its development for industrial purposes. These include its proximity to the Te Rapa and Ngaruawahia sections of the Waikato Expressway, Te Rapa Road (the existing State Highway 1), the North Island Main Trunk Railway (NIMTR), and its relative separation from sensitive residential activities.

The Te Rapa ~~and Ngaruawahia~~ sections of the Waikato Expressway provide an appropriate boundary to the north of the area. The area is well suited to a mix of industrial activities, provided environmental mitigation measures are included to protect the amenity of the Waikato River.

It is appropriate to provide for further dairy industry development in the vicinity of the Te Rapa Dairy Manufacturing Site and motorist support near the future Te Rapa and Ngaruawahia sections of the Waikato Expressway interchange. The staging

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acknowledges the importance of facilitating the growth of the dairy industry in a sustainable manner and the benefits of a service centre at a strategic location in the Waikato Expressway network.

To sustainably manage growth in a strategic manner, a total of ~~6030~~ hectares (~~147ha~~ prior to 1 January 2021 and another ~~4623~~ hectares after 1 January 2021) shall be released for industrial development over the next 30 year period. The development of the remaining land area will be provided for in future planning instruments. Knowledge of the future growth rates, land demand and any changes in land use and development will guide future planning. The release of the identified ~~6030~~ hectares for development will be dependent on the establishment of the strategic transport network and the ability to service and provide the necessary infrastructure.

Objective	Policies
<p>12.2.4 Strategically important infrastructure and investment are supported and not compromised by inappropriate land use activities.</p>	<p>12.2.4a A limited area of land in Stage 1A should be developed as a dairy business cluster in conjunction with and complementary to the existing Te Rapa Dairy Manufacturing Site.</p>
	<p>12.2.4b A limited area of land in Stage 1B in the vicinity of the proposed Te Rapa/Ngaruawahia sections of the Waikato Expressway interchange should be developed as a service centre and associated industrial activities for traveller service and support.</p>
	<p>12.2.4bc Activities allowed within the Te Rapa North Industrial Zone should not give rise to reverse sensitivity effects in relation to existing or future industrial activities.</p>

Explanation

The implementation of a land release regime (refer Planning Maps for Stages ~~1A and 1B~~) for the industrial development in the Te Rapa North Industrial Zone is based upon development being undertaken in conjunction with the provisions of appropriate infrastructure occurring in the specific locations identified. This is a response to the ~~two~~ main anchoring elements – Stage 1A, the Te Rapa Dairy Manufacturing Site ~~and Stage 1B, the proposed Te Rapa and Ngaruawahia section of the Waikato Expressway interchange~~. Notwithstanding the managed release of industrial land it is considered appropriate, in the immediate planning period (up to 2021), to also limit the type of industrial activities to reflect the locational specific nature of the ~~two~~ identified areas.

In addition to the objectives and policies, the planning provisions requiring Concept Development Consents for each stage, along with controls over the nature of activities and staging in advance of any subdivision or development, allows for growth sequencing, the effects of development and the provision of efficient reticulated infrastructure to be strategically managed.

The Te Rapa North Zone forms part of a long term industrial land supply for Hamilton's western area. It is important that the supply is used in a sustainable and efficient

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<i>manner. Accordingly, the staging of development will be subject to the availability of infrastructure to enable the development of activities which are linked with existing industries or infrastructure to develop in a sustainably managed way, to avoid unnecessary financial burden being placed on the community as a whole.</i>	
Objective	Policies
12.2.5 Investment in the Te Rapa Dairy Manufacturing Site as a national and regionally important strategic facility is supported.	12.2.5a The Dairy Manufacturing Site should be recognised for the important benefits it contributes to the community and dairy industrial base for the Waikato.
	12.2.5b Subdivision, use and development shall not compromise the ongoing and efficient operation of the Dairy Manufacturing Site.
	12.2.5c The Dairy Manufacturing Site, as an integral facility to the agricultural sector of Waikato, shall retain its opportunities for continued use, intensification and expansion.
	12.2.5d The ongoing development and use of the Dairy Manufacturing Site shall be supported through the application of specific provisions to enable buildings and structures, noise emissions and heavy vehicle movements occur in a manner to ensure the efficient operation of the Dairy Manufacturing Site.
Explanation	
<i>The Dairy Manufacturing Site confers large benefits in terms of economic and community wellbeing at both the local, regional and national level. Therefore, due to its size and importance to the national economy the Dairy Manufacturing Site warrants special consideration in the District Plan through sustainable management practices while enabling opportunities for its continued use, intensification and expansion.</i>	
<i>The establishment of incompatible uses nearby is a significant risk to its ongoing viability. Accordingly, it is important to consider the zoning around the Dairy Manufacturing Site. It is considered an industrial zone with specific noise and air quality controls to assist with maintaining the viability of the Dairy Manufacturing Site.</i>	
<i>The relevant activity statuses in 12.3.3 and general standards in 12.4 apply to the Dairy Manufacturing Site.</i>	
<i>Nevertheless, it is important to note that whilst the ongoing operation and development of the Dairy Manufacturing Site is key, these will not occur as of right and in such cases resource consent will be required.</i>	

12.3 Rules

12.3.1 Concept Development Consent – Process within Te Rapa North Industrial Zone – Stage 1A ~~and Stage 1B~~

- a) The Te Rapa North Industrial Zone is divided into two Concept Development Consent (CDC) areas; Stage 1A ~~and Stage 1B~~ (see Volume 2, Appendix 17, Features Map 1B, 2B and 6B). The establishment of the CDC areas ~~are~~ is to ensure limited industrial activity can occur in an integrated, efficient and co-ordinated manner.
- b) Unless otherwise stated, a CDC for the entire CDC area as identified on Planning Maps 1B, 2B and 6B requires an application for resource consent as a Controlled Activity. The development within the CDC area may proceed in stages. (Refer to Volume 2, Appendix 1.2.2.8 for what is required in a CDC)
- c) The activity status of a CDC will be either a Discretionary Activity or Non-Complying Activity if not complying with the relevant Rules in 12.3.2.
- d) All development and activities are subject to consented CDC requirements.
- e) The general standards set out in 12.4 for the Te Rapa North Industrial Zone will be used as a guide to assess any Concept Development Consent.

12.3.2 Activity Status Table – Te Rapa North Industrial Zone Concept Development Consents

Concept Development Consents	Stage 1A	Stage 1B
a) Concept Development Consent for Stage 1A compliant with Chapter 25.13 City-wide Three Waters and 25.8: City-wide Noise and Vibration and matters of control in Volume 2 Appendix 1.3.2Da)	C	-
b) Concept Development Consent for Stage 1B compliant with matters of control in Volume 2 Appendix 1.3.2Db)	-	C
b e) Concept Development Consent for Stage 1A or 1B not complying with relevant matters of control in a) or b) above, except as identified in d c) below	D	D
d c) Concept Development Consent for Stage 1A or 1B not complying with matters of control in 1.3.2Da)i or xj; or 1.3.2Db)i or vii respectively	NC	NC

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12.3.3 Activity Status Table – Te Rapa North Industrial Zone

Activity	In the absence of a CDC	Pre 2021		Post 1 January 2021		Staging Release 12.6.1		Stage 1A and 1B land release not complying with CDC	Deferred Te Rapa North Industrial Zone Area outside Stage 1A and 1B	Te Rapa Dairy Manufacturing Site
		Stage 1A	Stage 1B	Stage 1A	Stage 1B	Any activity failing to comply with 12.6.1(b)(i) or 12.6.1(d)(i)	Any activity failing to comply with 12.6.1(b)(ii) or 12.6.1(d)(ii)			
		CDC has been granted	CDC has been granted	CDC has been granted	CDC has been granted					
Land Release										
a) Te Rapa North Deferred Industrial Area, except for Stages 1A and 1B	-	-	-	-	-	-	-	-	NC	-
b) Stages 1A and 1B not exceeding 7ha in either stage pre 2021	NC	P	P	-	-	D	NC	D	-	-
c) Stages 1A and 1B not exceeding 23ha in either stage post 2021	NC	-	-	P	P	D	NC	D	-	-
Activities in Te Rapa North Deferred Industrial Area										
d) Any activity lawfully existing prior to 13 November 2012 and all other activities provided in Future Urban Zone	-	-	-	-	-	-	-	-	P	-
e) Any activity that does not comply with 12.3.3d)	-	-	-	-	-	-	-	-	NC	-
f) Any activity in Stage 1A that is listed as a permitted activity in 9.3 and within the 7ha identified on a CDC are restricted to: <ul style="list-style-type: none"> i. Manufacturing and processing of dairy products and by-products ii. Storage, transfer and distribution facilities primarily but not exclusively for dairy products and by-products iii. Transport depots primarily but not exclusively for the 	NC	P	-	P	-	D	NC	-	-	-

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Activity	In the absence of a CDC	Pre 2021		Post 1 January 2021		Staging Release 12.6.1		Stage 1A and 1B land release not complying with CDC	Deferred Te Rapa North Industrial Zone Area outside Stage 1A and 1B	Te Rapa Dairy Manufacturing Site
		Stage 1A	Stage 1B	Stage 1A	Stage 1B					
		CDC has been granted	CDC has been granted	CDC has been granted	CDC has been granted	Any activity failing to comply with 12.6.1 (a) (i) or 12.6.1 (a) (i)	Any activity failing to comply with 12.6.1 (a) (i) or 12.6.1 (a) (i)			
transport of dairy products and by-products iv. Network utilities for the purposes of servicing the Stage or adjacent Te Rapa Dairy Manufacturing Site										
g) Any activity within Stage 1A not complying with General Standards 12.4	NC	D	-	D	-	-	-	-	NC	-
h) Establishment of Transport Service Centre and within the 7ha identified on CDC are restricted to: i. The sale of pre-packaged food, groceries, stationery and toilet requisites not exceeding an aggregate gross floor area of 250m² (in addition to sales from any service station on site) ii. Motor vehicles, tyre and windscreen repair services and associated sales iii. Vehicle testing stations	-	-	P	-	P	D	NC	-	-	-
i) Any activity that is listed as a permitted activity in 9.3 provided such activities do not cover more than 30% of the total 7ha allowed in Stage 1B and the transportation service centre having been developed and operational	NC	-	P	-	P	-	-	-	-	-

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Activity	In the absence of a CDC	Pre 2021		Post 1 January 2021		Staging Release 12.6.1		Stage 1A and 1B land release not complying with CDC	Deferred Te Rapa North Industrial Zone Area outside Stage 1A and 1B	Te Rapa Dairy Manufacturing Site
		Stage 1A	Stage 1B	Stage 1A	Stage 1B					
		CDC has been granted	CDC has been granted	CDC has been granted	CDC has been granted	Any activity failing to comply with 12.6.1 (a) (i) or 12.6.1 (a) (ii)	Any activity failing to comply with 12.6.1(b) or 12.6.1(c) (ii)			
j) Any activity within Stage 1B not complying with General Standards 12.4	NC	-	Ø	-	Ø	-	-	-	NC	-
h) Ancillary office	NC	P	P	P	P	-	-	-	-	-
i) Demolition or removal of existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	NC	P	P	P	P	-	-	-	-	-
j) Maintenance or repair of existing buildings (except heritage buildings scheduled in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	NC	P	P	P	P	-	-	-	-	-
Te Rapa Dairy Manufacturing Site										
k) Collection, storage and processing of raw milk; Manufacture of dairy products from the processed raw milk; and associated dairy activities	-	-	-	-	-	-	-	-	-	P
l) Any activity that is listed as a permitted activity in 9.3	-	-	-	-	-	-	-	-	-	P
m) Any activity not complying with 12.3.3o)	-	-	-	-	-	-	-	-	-	NC
All Activities and Structures										
n) Any activity not listed above	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC

12.4 Rules – General Standards

12.4.1 Building Setbacks

- a) Any building is set back at least 30m from the bank of the Waikato River.

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- a) Any building is set back at least 6m from the banks of Te Rapa Stream.
- c) Despite the above, a public amenity of up to 25m² on an esplanade reserve, a public walkway, a water take or discharge structure, or a pump shed are not subject to this rule.

Building setback (minimum distance)	
i. Any building is set back from all site boundaries other than transport corridor boundaries	10m
ii. Any building is set back at from the western side of Te Rapa Road south of the Hutchinson Road intersection	30m
iii. Transport corridor boundary – local and collector transport corridors	5m
iv. Transport corridor boundary – arterial transport corridors	15m Exception being where: 30m from the western side of Te Rapa Road south of the Hutchinson Road intersection. 30m from the eastern side of Te Rapa Road within the Te Rapa Dairy Manufacturing Site
v. Waikato Expressway (Designation E99 and E99a)	<p>i. 40m from the edge of the expressway carriageway for protected premises and facilities</p> <p>ii. 15m from designation boundary for other buildings except that this setback may be reduced to 10m with the written approval of the relevant roading controlling authority which shall have regard to:</p> <ol style="list-style-type: none"> 1. The purpose of the setback 2. The location of the designation boundary in relation to the road carriage 3. The impact of the setback on the use and enjoyment of the adjoining land 4. The extent of existing or proposed landscaping within the designation 5. Effects on the Waikato Expressway 6. The record of consultation with the New Zealand Transport Agency outlining any agreed outcomes
vi. Any boundary adjoining any Residential, Special Character or Open Space Zones	8m
vii. From the bank of the Waikato River	30m Despite the above, a public amenity of up to 25m ² on an esplanade reserve, a public walkway, a water take or discharge structure, or a pump shed are not subject to this rule

viii. From the banks of the Te Rapa Stream	6m
ix. Other boundaries	0m
x. 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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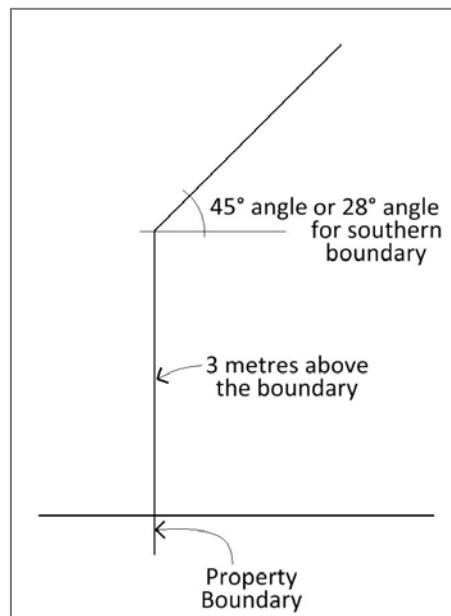
12.4.2 Building Height

a) Maximum building height	<p>20m except as follows.</p> <p>i) In Stage 1A and 1B the height of building to be:</p> <p>a. 25m with a maximum height of 15m over 90% of the site</p> <p>b. 50m with a maximum height of 35m over 90% of the Te Rapa Dairy Manufacturing Site</p>
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12.4.3 Height in Relation to Boundary

- a) No part of a building may penetrate a height control plane rising at an angle of 45 degrees (except for the southern boundary where it is measured at 28 degrees) starting at an elevation of 3m above the boundary of any adjoining Residential, Special Character or Open Space Zones (refer to Figure 12.4.3b).

Figure 12.4.3b: Height Control Plane for Boundaries adjoining Open Space Zones



12.4.4 Site Coverage

- a) No maximum.

Note

1. 100% building coverage will not be possible given the requirements for permeable area, on-site car parking, vehicle manoeuvring, and landscaping.

12.4.5 Permeable Surfaces

Permeability across the entire site	Minimum 20%
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12.4.6 Landscaping

Notwithstanding the provisions in Chapter 25.5: City-wide – Landscaping and Screening, within the Te Rapa North Industrial Zone.

- a) Parking areas and storage areas adjacent to roads are separated from the roads by a 2m planted strip of land.
- b) Land, not subject to an esplanade reserve, within 15m of the bank of the Waikato River is planted with indigenous species of sufficient density to visually screen the activity from the river, except for areas used for water take and discharge structures and associated infrastructure, and access to these.
- c) Land within 2m of Te Rapa Road and 5m of the Te Rapa section of the Waikato Expressway is planted with a combination of lawn, indigenous groundcover, shrubs and trees.
- d) The landscaping requirement set out in (c) above shall be planted with a combination of lawn, indigenous groundcover, shrubs and trees.

12.4.7 Transportation

Notwithstanding the provisions in Chapter 25.14: City-wide – Transportation, all vehicle access, parking and manoeuvring within the Te Rapa North Industrial Zone shall also comply with:

- a) Access, vehicle entrance, parking, loading and manoeuvring space.
 - i. Stage 1A:
 - All vehicular access is provided via the existing grade separated interchange to Te Rapa Road, and
 - Access, vehicle entrance crossing, parking, loading, queuing, and manoeuvring space are provided in accordance with Rule 25.14.4.

~~ii. Stage 1B:~~

- ~~• Vehicular access to the stage is provided from either the interchange of the Te Rapa and Ngaruawahia sections of the Waikato Expressway or from Hutchinson Road, and~~
- ~~• Access, vehicle entrance crossing, parking, loading, queuing, and manoeuvring space are provided in accordance Rule 25.14.4.~~

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Note

1. Access, vehicle entrance, parking, loading and manoeuvring space within Stage 1A. ~~Or Stages 1B~~ that does not comply with a condition for a permitted activity in Rule 12.4.7(a) are to be assessed as a restricted discretionary activity.
- b) Vehicle movements within Stage 1A:

- i. Trip generation shall not exceed 15.4 trips/ha gross land area/peak hour, and
- ii. Access(es) from internal roads, entrances, parking, loading and manoeuvring are in accordance with Rule 25.14.4, and
- iii. Access to the arterial and State Highway networks are generally in accordance with the indicative roading pattern shown in the approved Concept Development Consent for the stage.
- ~~c) — Vehicle movements within Stage 1B:~~
- ~~i. — Trip generation from the entirety of Stage 1B shall not exceed 500 trips/peak hour for service centre activities and/or 15.4 trips/ha gross land area/peak hour for the balance of the 7ha,~~
- ~~ii. — Trip generation from the 23ha after 1 January 2021 shall not exceed 15.4 trips/ha gross land area/peak hour, and~~
- ~~iii. — Access(es) from internal roads, entrances, parking, loading and manoeuvring shall be Rule 25.14.4, and~~
- ~~iv. — Access to the arterial and State Highway networks are generally in accordance with the indicative roading pattern shown in the approved Concept Development Consent for the stage.~~
- ~~cd)~~ Vehicle movements in the Deferred Industrial area, excluding Stages 1A and 1B refer to Chapter 25.14: City-wide – Transportation.
- ~~de)~~ Vehicle movements onto the Te Rapa Dairy Manufacturing Site Interchange if the peak hour traffic flows do not exceed the following limits:
- i. AM Peak (7.30 – 9.30 am)
- All Ramps – 300 vehicles per hour (vph)
- ii. PM Peak (4.00 – 6.00pm)
- North Bound On-Ramp – 150 vph
 - South Bound Off-Ramp, South Bound On-Ramp, North Bound Off-Ramp – 300 vph

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Note

1. Vehicle movements within Stage 1A, ~~Stages 1B~~ or onto the Te Rapa Dairy Manufacturing Site Interchange that do not comply with Rule 12.4.7 are to be assessed as a discretionary activity.

12.4.8 Provisions in Other Chapters

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

- Chapter 9: Industrial Zone (9.3 Activity Status Table only)
- Chapter 14: Future Urban Zone
- 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

12.5 Controlled Activities: Matters of Control

- a) In determining any application for resource consent for a controlled activity in addition to the relevant standards within Rules 12.4 and 12.6, the Council shall have control over the following matters referenced below:

Activity Specific	Matter of Control (Refer to Volume 2, Appendix 1.3.2)
i. Concept Development Consent for Stage 1A	D Te Rapa North Industrial Zone
ii. Concept Development Consent for Stage 1B	D Te Rapa North Industrial Zone

12.6 Rules – Specific Standards

12.6.1 Te Rapa North Land Release Staging

A staged release of land for industrial development shall occur in accordance with the provision of appropriate infrastructure (including roading) and developed in accordance with an approved Concept Development Consent according to the following land releases occurring:

- a) The release of land for industrial purposes shall be restricted to that which is provided for in Stages 1A ~~and 1B~~ and the Te Rapa Dairy Manufacturing Site. The subdivision and development of land shall be restricted until further planning tools, such as structure planning, are implemented in the Deferred Industrial Area.
- ~~b) Land release shall be equally divided between Stages 1A and 1B, pre January 2021 and post January 2021, subject to a maximum total land release area of 630ha.~~
- ~~b~~e) Pre-2021 Land Release:
- A maximum of ~~147~~ha ~~equally divided between of~~ Stage 1A ~~and Stage 1B (being a total of 7ha per stage)~~.
 - A maximum total of ~~630~~ha ~~equally divided between Stages 1A and 1B (being a total of 30ha per stage)~~ inclusive of the 7ha per stage provided for in 12.6.1c)i) above.
- ~~c~~d) Post-2021 Land Release:
- A maximum of ~~2346~~ha ~~equally divided between of~~ Stages 1A ~~and 1B (being a total of 23ha per stage)~~, in addition to the 7ha per stage provided for in 12.6.1c)i) above.
- ~~d~~e) The Te Rapa Dairy Manufacturing Site land area, as identified on the Planning Map is not affected by the land release provisions set out above.

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12.6.2 Ancillary Offices

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

12.7 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