



10 Ruakura Logistics Zone

10.1 Purpose

- a) Ruakura is strategically located and is of an appropriate scale to satisfy growing national demand for enhanced freight-handling infrastructure. It is ideally placed to process containers originating at the Ports of Tauranga and Auckland, and as such has the ability to realise significant agglomeration benefits. It is therefore the preferred location in Hamilton City to establish an inland port.
- b) The Ruakura Logistics Zone provides land for the establishment of the Inland Port (Sub Area A of the Logistics Zone) and an adjoining logistics area (Sub Area B of the Logistics Zone) as shown on Figures 2-14 Ruakura Structure Plan – Land use and 2-17 Inland Port Building Setbacks and Landscape Controls (Appendix 2). Sub Area A is to provide for the core activities of freight handling infrastructure, whereas Sub Area B is a distribution precinct to provide for logistics and support activities.
- c) Agglomeration benefits arise from the fact that production costs fall as related businesses cluster together, share infrastructure, provide economies of scale and reduce the cost of handling and moving freight between Auckland, Bay of Plenty and Waikato regions. A key component to realising these agglomeration benefits will be the development and release of industrial land and the Inland Port in a staged and coordinated manner. With a direct connection to the Waikato Expressway, environmental benefits, such as reducing New Zealand’s carbon emissions and a reduction in congestion, can also be realised.
- d) The Inland Port will be developed adjacent to the existing rail infrastructure (East Coast Main Trunk railway) and the Waikato Expressway. The location of both road and rail infrastructure allows the proposed port to be intermodal, so freight can be transferred between rail and road transport. Railway sidings will be required off the main line and other critical infrastructure includes the development of: container hardstand areas, lighting masts, security infrastructure, Closed Circuit Television (CCTV), communications and data management, as well as fire and hazardous substance response facilities. The development of a comprehensive stormwater management and treatment network will be identified through the Land Development Rules under 3.7.4.2 and will also need to be planned for at the outset of development.
- e) Due to the costs involved in developing an Inland Port, and the nature of the infrastructure (such as security and Biosecurity/Customs facilities), it is important that the freight and logistics area is occupied by businesses which use the port’s facilities, rather than more general industrial or employment activities. A critical mass of such businesses is required for the Inland Port to be economically successful.
- f) The Ruakura Logistics Zone will generally comprise large warehouses and large areas of hardstand. Logistics and freight-handling activities include container storage, container unloading/loading, Biosecurity/Customs procedures, warehousing, distribution/consignment activities, utilities and all ancillary

activities including container, equipment and fleet maintenance and administration activities.

10.2 Objectives and Policies: Ruakura Logistics Zone

Objective	Policies
<p>10.2.1 Logistics and Inland Port land uses establish and operate in an efficient and effective manner.</p>	<p>10.2.1a Logistics, freight-handling services and supportive activities and infrastructure shall be provided for subject to the land allocation set out in Chapter 3.7h), and the provision of required infrastructure, including roading and Three Waters.</p>
<p>Explanation</p>	
<p><i>The strategic location of the Ruakura Logistics Zone within the City and region has the potential to deliver significant positive economic, environmental and social benefits.</i></p> <p><i>The timing and release of land at Ruakura (including the Logistics Zone) is set out in the Regional Policy Statement and restated in Chapter 3.7h). The land allocations are intended as a high level set of control, to provide certainty for the planning of infrastructure where required and ensure a release of land consistent with the Regional Policy Statement.</i></p>	
Objective	Policies
<p>10.2.2 Optimise the long-term positive, environmental, economic and social benefits of the Ruakura Logistics Zone.</p>	<p>10.2.2a The development of the Ruakura Logistics Zone shall proceed in a manner in which agglomeration benefits and operational efficiency are supported.</p> <p>10.2.2b Logistics and freight-handling activities and infrastructure shall be integrated into Hamilton’s pattern of development.</p> <p>10.2.2c Freight-handling and supporting activities and infrastructure shall be provided for in Sub Area A of the Ruakura Logistics Zone. Logistics and supporting activities and infrastructure shall be provided for in Sub Area B of the Ruakura Logistics Zone. Activities that do not support the freight-handling function of Sub Area A and the logistics function of Sub Area B shall be avoided.</p> <p>10.2.2d Activities sensitive to the adverse effects of logistics activities, freight-handling and supportive activities shall be avoided within the Ruakura Logistics Zone.</p>

Explanation	
<p><i>The opportunity for the efficient use of land can be achieved through the creation of a specific zone to anchor the establishment and operation of a regionally significant inland port. Within the Logistics Zone, Sub Area A is to provide for the core activities of freight handling infrastructure, whereas Sub Area B is a distribution precinct to provide for logistics and support activities. This is a key component to realising the agglomeration benefits. Activities that do not support or strengthen the purpose of the zone shall be avoided.</i></p>	
Objective	Policies
<p>10.2.3 Adverse effects of logistics and freight- handling activities and infrastructure are avoided or mitigated.</p>	<p>10.2.3a The adverse effects of logistics and freight-handling activities and associated structures and infrastructure shall be avoided or mitigated by:</p> <ol style="list-style-type: none"> i. Ensuring an appropriate location and type of development in accordance with Figure 2-14 Ruakura Structure Plan – Land use (Appendix 2). ii. Separating logistics and freight-handling services and supportive activities and infrastructure from sensitive activities. iii. Ensuring that development visible from key transport corridors and open spaces meets appropriate bulk, location and design standards. iv. Imposing amenity controls to ensure that the adverse effects of logistics and Inland Port activities are avoided or mitigated when assessed from adjoining facilities or existing residential dwellings and Large Lot Residential zoned areas. v. Through the preparation, approval and implementation of a Noise and Vibration Management Plan that manages all noise generating activities in the Inland Port. vi. Providing for the establishment of a Community Liaison Committee to enable the discussion and seek resolution of matters of potential concern to neighbouring residents and the owners and operators of the Inland Port.
Explanation	
<p><i>Activities, structures and infrastructure associated with logistics and freight-handling have the potential to create adverse environmental effects that will need to be carefully managed. While primarily a greenfields site there are sensitive land uses such as residential dwellings in the surrounding areas. The protection of amenity for those</i></p>	

properties within the Percival/Ryburn Road locality has been provided for through measures to manage effects at the boundary through planting, screening and bulk and location controls. The establishment of a Community Liaison Committee is one means to promote the constructive discussion of these matters.

Any adverse effects of logistics and freight handling activities and infrastructure extending to the Knowledge Zone, including AgResearch, Waikato Innovation Park and the University of Waikato which require protection through mitigation measures outlined in the logistics provisions, should be considered in combination with other city-wide rules that address issues such as noise and odour.

10.3 Rules – Activity Status Table

Activity	Class
Sub Area A (Inland Port)	
a) Land Development Activities (refer Rule 3.7.4.2)	RD*
b) Freight-handling activities	RD*
c) Temporary Logistics activities	C
d) Logistics and freight-handling infrastructure	RD*
e) New buildings, accessory buildings and alterations and additions to existing buildings (outside the Interface Design Control Area)	P
f) New buildings and associated development (within an Interface Design Control Area)	C*
g) Alterations and additions to existing buildings within the Interface Design Control Area (other than minor works)	C*
h) Minor Works to an existing building	P
i) Demolition/removal of existing buildings	P
j) Maintenance and repair to existing buildings	P
k) Any permitted, controlled or restricted discretionary activity listed above generating 1500 or more vehicle movements per day	RD*
l) Products transported in bulk	NC
m) Activities not otherwise provided for	NC
Sub Area B (Logistics)	
n) Land Development Activities (refer Rule 3.7.4.2)	RD*
o) Logistics activities	P
p) Logistics and freight-handling infrastructure (excluding rail sidings in Sub Area B)	P
q) Rail sidings in Sub Area B (Logistics)	RD
r) New buildings, accessory buildings and alterations and additions to existing buildings (outside the Interface Design Control Area)	P

Activity	Class
s) New buildings and associated development (within an Interface Design Control Area)	C*
t) Alterations and additions to existing buildings within the Interface Design Control Area (other than minor works)	C*
u) Minor works to an existing building	P
v) Food and beverage outlets and dairies not exceeding 100m ² gross floor area	P
w) Demolition/removal of existing buildings	P
x) Maintenance and repair to existing buildings	P
y) Short-stay worker accommodation	RD*
z) Ancillary residential units	RD*
aa) Any permitted, controlled or restricted discretionary activity listed above generating 1500 or more vehicle movements per day (except Logistics Sub Area B west of Percival Road)	RD*
bb) Any road connection that severs the landscape buffer area along Percival Road to the Ruakura Logistics Zone	NC
All Activities and Structures	
cc) Any activity not listed above	NC

Note

- For activities and buildings in the Electricity National Grid Corridor see Chapter 25.7: City-wide – Network Utilities and Electricity National Grid Corridor.

10.4 Rules – General Standards

10.4.1 Permitted Activities

Permitted activities listed in Table 10.3 shall:

- Comply with the general standards in Rule 10.4 and the specific standards in 10.5, and
- Comply with Rules 3.7.4.1, 3.7.4.2, 3.7.4.3, 3.7.4.4, 3.7.4.5 and 3.7.5 in Chapter 3 Structure Plans

10.4.2 All Other Activities

All activities listed in Table 10.3, other than permitted activities, shall:

- Comply with the general standards in Rule 10.4,
- Comply with Rules 3.7.4.1, 3.7.4.2, 3.7.4.3, 3.7.4.4, 3.7.4.5 and 3.7.5 in Chapter 3 Structure Plans, and
- Be assessed against the assessment criteria in Rule 10.6 and 10.7 and Section 1.3.3 of Volume 2, Appendix 1: District Plan Administration – Assessment Matters and Criteria.

10.4.3 Site Coverage

a) Site coverage	Maximum site coverage 80%
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10.4.4 Permeable Surfaces

a) Permeability across each LDP Area	Minimum 10%
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10.4.5 Building Height

a) Height of buildings (including loading ramps, link spans, machinery rooms and cranes and other lifting or stacking equipment outside Sub Area A (Inland Port).	Maximum 20m
b) Height of loading ramps, link spans, machinery rooms and cranes and other lifting or stacking equipment within Sub Area A (Inland Port).	Maximum 35m
c) Height of container stacking within the Sub Area A (Inland Port), except as identified in (d) below.	Maximum 25m
d) Height of container stacking and buildings as identified on Figure 2-17 Inland Port Building Setbacks and Landscape Controls (Appendix 2).	Maximum 12m
e) Height of container stacking outside Sub Area A (Inland Port).	Maximum 12m
f) Height of lighting towers, poles, aerials and flagpoles.	Maximum 35m

10.4.6 Building Setbacks

Building setbacks from	Minimum distance
a. Any transport corridor boundary.	10m
b. Any boundary adjoining the Waikato Expressway (Designation E90 and E90a).	40m from the edge of the expressway designation for noise sensitive activities 15m from designation boundary for other buildings
c. Internal boundaries within the Ruakura Logistics Zone (excluding as provided for by a) – b) above).	0m

Note

Rule 10.5.4.3 provides for an additional 15m setback as part of a landscape buffer adjoining Percival Road.

10.4.7 Interface Standards

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

10.4.8 Provisions in Other Chapters

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

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

10.5 Rules – Specific Standards

10.5.1 Inland Port Community Liaison Committee

- a) A Community Liaison Committee (CLC) shall be established by the Inland Port Owner at least three months prior to the application under Rule 3.7.4.2 Land Development Consent for the first stage of the Inland Port (Sub Area A (Inland Port)) and Sub Area B (Logistics) to the north of the East Coast Main Trunk railway. The first meeting shall take place at least two months prior to an application being made and a minimum of two meetings shall be held prior to an application being made.
- b) Once the Inland Port (Sub Area A (Inland Port)) and Sub Area B (Logistics) to the north of the East Coast Main Trunk railway are operational, the Inland Port Operator shall maintain and participate in the CLC, and the Inland Port Land Owner shall have no further obligations in respect to the CLC, except as set out in Rule 10.5.1f), although is entitled to participate.
- c) The purpose of the CLC shall be to provide a forum of ongoing consultation between the Inland Port Land Owner/Port Operator and owners and occupiers of properties on Ryburn Road, Percival Road and Brighton Grove concerning all staged development in the Inland Port (Sub Area A) and Logistics (Sub Area B) north of East Coast Main Trunk railway as defined in Figure 2-14 Ruakura Structure Plan – Land use (Appendix 2), and to consider the following matters:
 - i. Landscape planting plans required under Rule 10.5.4 and as submitted with any application under Rule 3.7.4.2 Land Development Consent.
 - ii. The matters included in the Noise and Vibration Management Plan under Rule 10.5.2.
 - iii. Inland Port operational matters.
 - iv. The timing of, and proposals for, Inland Port staging, future road closures and alternative access.
- d) The CLC shall operate in accordance with the requirements set out in (i) to (iv) below:
 - i. The CLC shall comprise of but is not limited to, the following members:

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- **Inland Port Land Owner** (up to 2 members) (prior to the commencement of the Inland Port operation).
 - **The Inland Port Operator** (up to 2 members) (following the commencement of the Inland Port operation).
 - **Hamilton City Council** (up to 1 member).
 - **Owners and occupiers of properties on Ryburn Road, Percival Road and Brighton Grove** (up to 2 members).
- ii. The Inland Port Land Owner (and following the establishment of the Inland Port, the Inland Port Operator) shall be responsible for convening the meetings of the CLC and shall cover the direct and reasonable costs of running those meetings.
- iii. Meetings of the CLC shall be convened at least three times during a calendar year, unless a lesser number is otherwise agreed by the CLC.
- iv. Neither the Inland Port Land Owner nor the Port Operator shall be in breach of Rule 10.5.1 if the meeting has been convened but any one or more of the named members of the CLC above either do not wish to participate in the CLC or do not attend particular meetings, or if a quorum comprising 3 members has not been reached.
- e) The Inland Port Owner or Inland Port Operator shall:
- i. Nominate a representative to act as a liaison person for the CLC.
 - ii. Establish meeting protocols by agreement with other members of the CLC.
 - iii. Provide a meeting agenda and sufficient information to CLC members at least one week in advance of each CLC meeting to allow meaningful discussion on matters on the agenda. The Inland Port Owner or Inland Port Operator shall include any relevant matter that other members of the CLC request be included, subject to notice being given at least two weeks prior to the meeting.
 - iv. Keep minutes of each meeting and circulate a copy to the members of the CLC no later than one week after the meeting.
 - v. Provide the results of all noise monitoring undertaken since the last meeting, the details of any exceedances of the noise limits, and the details of any complaints received.
- f) In the event of disputes arising between the owners and occupiers of properties on Ryburn Road, Percival Road and Brighton Grove and/or the Hamilton City Council and the Inland Port Operator, the Inland Port Owner shall attend a CLC meeting upon the reasonable request of any member of the CLC to seek to resolve the dispute.
- g) The CLC may be discontinued if a minimum 75% majority of the CLC vote that it is no longer necessary. For clarity, this percentage shall be based on either the Inland Port Owner or the Inland Port Operator being a member of the CLC, not both.

- h) In the event that, based on complaints received and/or monitoring undertaken, Hamilton City Council has reasonable grounds to show that the night-noise limits set out in Rule 25.8.3.13 are being exceeded in other residential areas than the Percival/Ryburn Road enclave, they may require the Inland Port Owner to invite up to two representatives of such areas to join the CLC.

10.5.2 Noise Management

- (a) Noise shall be managed in accordance with an approved Noise and Vibration Management Plan.

10.5.3 Container Repair Activities

- (a) No container repair activities that generate sudden loud noises shall be carried out between 1800 and 0700 hours.

10.5.4 Landscape Screening

10.5.4.1 Inland Port Stage One (West of Percival Road)

- a) Prior to the operation of the first stage of the Inland Port (Sub Area A (Inland Port)) to the west of Percival Road, a 5m wide band of screen planting, shown as “Landscape Planting 12m high” on Figure 2-17/1, shall be planted:
- i. along the northern boundary west of Percival Road;
 - ii. on the site along the boundary of Percival Road; and
 - iii. east of Percival Road

The Landscape Buffer Planting shall provide screening of the Inland Port Stage 1 from Ryburn Road (including screening any required noise barrier). The planting shall be planted with quick growing tree species that can be maintained at a height of no less than 12m for the full length of the boundary. Where the planting is located within the Transpower yard or corridor this planting shall be maintained at a maximum of 12m in height, except in that area limited to 3m high as detailed on Figure 2-17/1.

10.5.4.2 Inland Port Stage Two (Following Closure of Percival Road)

- a) Unless the full Landscape Buffer Planting is provided as required by rule 10.5.4.3 below, the development of any additional land within the Inland Port (Sub Area A (Inland Port)) following the closure of Percival Road, will be subject to the Landscape Buffer Planting being extended as shown on Figure 2-17/2 and any redundant Stage 1 planting removed and shall be planted with quick growing tree species that can be maintained at a height of no less than 12m for the full length of the boundary. Where the planting is located within the Transpower yard or corridor, this planting shall be maintained at a maximum of 12m in height except in that area limited to 3m high as detailed on Figure 2-17/1. The Landscape Buffer Planting shall provide screening of the Inland Port Stage 1 from Ryburn Road (including screening any required noise barrier)

10.5.4.3 Inland Port Stage Three Future Inland Port Extension (Following Closure of Realigned Ruakura Road)

- a) Prior to the extension of inland port activities into the Future Inland Port Extension Area within the Inland Port (Sub Area A (Inland Port)) the Landscape Buffer Planting shall be provided along the full length of the northern boundary at widths of 5m to 20m as shown as “Landscape Buffer Planting 12m high” on Figure 2-17/3 and any redundant interim planting removed. The Landscape Buffer Planting shall be planted with suitable quick growing tree species that can be maintained thereafter to the planting heights shown on Figure 2-17/3 and shall provide screening of the Inland Port (Sub Area A (Inland Port)) from Ryburn Road (including screening any required noise barrier). Where the required planting heights over the 1m or 3m sections of Landscape Buffer Areas cannot be met due to the requirements of the Electricity (Hazards from Trees) Regulations 2003, alternative screen planting that achieves a height of 4m shall be provided on 111 Percival Road (Lot 2, DPS 77458) either:
- i. Along its southern boundary adjacent to and at an equivalent length; or
 - ii. Along its eastern boundary northwards from Percival Road to a point at the intersection of Brighton Grove.

Provided that, in either case, a sufficient gap for access shall be ensured through that land.

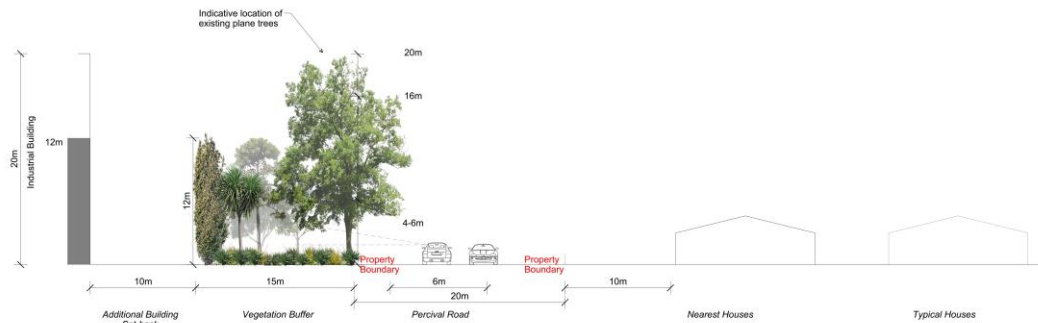
If the Ham-Whu A Transmission line is moved and no longer constitutes a constraint the landscape screening shall be planted with quick growing tree species that can be maintained at a height of no less than 12m for the full length of the boundary.

10.5.4.4 Landscape Buffer Area (North of East Coast Main Trunk railway)

- a) A Buffer Area outlined in Appendix 2 Figure 2-14 Ruakura Structure Plan – Land Use (Appendix 2) and Appendix 17 Planning Maps shall be provided in accordance with the rule below.
- b) The Buffer Area (as indicated in Figure 10.5.4.3a below) shall have been planted no later than the end of the 2020 planting season and is to include:
- i. Retention of the existing plane trees (and planting of additional trees to fill the gaps) and replacement planting where necessary;
 - ii. On the boundary of Landscape Buffer Area (i.e. the furthest from Percival Road) a dense evergreen hedge to no less than 12m in height;
 - iii. A 15m setback consisting of an informal band of indigenous vegetation to provide understory planting between the hedge and the road boundary for the full length of Percival Road;
 - iv. A 10m building setback within the relevant Ruakura Logistics Zone from the edge of the 15m indigenous vegetation outlined in 10.5.4.3 b) iii. above;
- c) No vehicle access is to be provided to any site through the 15m landscaped width of the Buffer Area identified in b)ii and iii above and no car parking is permitted within this section of the buffer. Any departure of this rule c) is to be considered as a non-complying activity (see 10.3bb)

- d) Undertaking the planting required by this rule does not require consent for Land Development under rule 3.7.4.2 however the landscaped area shall be included in the Land Development Plan for the adjoining area.

Figure 10.5.4.3a: Landscape Buffer Area



10.6 Controlled Activities: Matters of Control

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

Activity	Matter of Control (Refer to Volume 2, Appendix 1.3.2)
i. New buildings and associated development (within an Interface Design Control Area)*	<ul style="list-style-type: none"> B – Industrial Zone F – Ruakura
ii. Alterations and additions to existing buildings within the Interface Design Control Area (other than minor works)*	<ul style="list-style-type: none"> B – Industrial Zone F – Ruakura
iii. Temporary logistics activities in Sub Area A	<ul style="list-style-type: none"> F – Ruakura

10.7 Restricted Discretionary Activities: Matters of Discretion and Assessment Criteria

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

Activity	Matter of Discretion (Refer to Volume 2, Appendix 1.3.3)
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Activity	Matter of Discretion (Refer to Volume 2, Appendix 1.3.3)
i. Ancillary residential units*	<ul style="list-style-type: none"> • C – Character and Amenity • N – Ruakura
ii. Short-stay worker accommodation*	<ul style="list-style-type: none"> • C – Character and Amenity • N – Ruakura
iii. Freight-handling activities*	<ul style="list-style-type: none"> • N – Ruakura
iv. Logistics and freight-handling infrastructure*	<ul style="list-style-type: none"> • N - Ruakura
v. Rail sidings in Sub Area B (Logistics)	<ul style="list-style-type: none"> • N – Ruakura
vi. Any permitted, controlled or restricted discretionary activity generating 1500 or more vehicle movements per day*	<ul style="list-style-type: none"> • G – Transportation
vii. Any permitted, controlled or restricted discretionary activity generating 1500 or more vehicle movements per day (except Logistics Sub Area B west of Percival Road)*	<ul style="list-style-type: none"> • G - Transportation
viii. Land Development Activities (refer Rule 3.7.4.2)*	<ul style="list-style-type: none"> • N - Ruakura

10.8 Notification Rule

- a) Except as provided for by Section 95A(2)(b) and (c), 95B(2) and (3) and 95C(1) to (4) of the Act applications for any Restricted Discretionary Activity identified with an asterisk (*) in the table above and activity status table 10.3 will be considered without notification or the need to obtain approval from affected persons except that applications for:
- i. Land Development Activities; and
 - ii. Activities generating 1500 or more vehicle movements per day
- shall be limited notified to the following unless they have given their affected party approval:
- New Zealand Transport Agency
- b) Further to clause a), all activities within the Inland Port (Sub Area A (Inland Port)) classified as a Restricted Discretionary Activity by Rule 25.8.3.14b) shall be considered without notification or the need to obtain approval from affected persons.

10.9 Discretionary and Non-complying Activities

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

10.10 Other Resource Consent Information

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

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

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

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