

Decision Report to Council for Plan Change 6: Hautapu Industrial Structure Plan

November 2018

Table of Contents

Part 1 – Recommendation Report.....	3
1.1 Introduction.....	3
1.2 Plan Change 6 Hearing.....	3
1.3 Decisions and Reasons.....	4
1.4 General Support of the Plan Change	5
1.5 General Opposition to Plan Change	5
1.6 Amendment to Section 32 Report.....	6
1.7 Extent of Structure Plan	6
1.8 Amendments to Section 7 – Industrial Zone	9
1.9 Proposed new Appendix S5 – Hautapu Industrial Structure Plan, Urban Design and Landscape Guidelines Design Guidelines	11
1.10 Transport	18
1.11 Stormwater.....	20
1.12 Reverse Sensitivity.....	21
1.13 Clarification.....	21
1.14 Errors or Duplications.....	22
Part 2 - Appendices.....	26
2.1 Recommended Strikethrough version of Waipa District Plan.....	26

Part 1 – Recommendation Report

1.1 Introduction

- 1.1.1 This report is prepared in accordance with Part 1 of Schedule 1 the Resource Management Act 1991 ('the Act') in respect of Plan Change 6 ('PC6'). It contains the decisions of the Hearing Panel regarding submissions and further submissions ('submissions') in relation to policies and rules of Section 7 – Industrial Zone, Appendix S5, and Planning Maps 4, 22, 23 and 24 within the Waipa District Plan.
- 1.1.2 Plan Change 6 was publicly notified on 9 November 2017 and seeks to update the Hautapu Structure Plan and Landscape Guidelines to reflect current circumstances.
- 1.1.3 Decisions are contained within the table for each submission point, with analysis and discussion contained in the paragraphs referenced within the table. The paragraphs follow the tables within each topic.
- 1.1.4 Decisions on further submissions are made in conjunction with the submissions to which they relate.
- 1.1.5 The changes proposed as a result of the plan change are illustrated in **Part 2 - Appendices**.

1.2 Plan Change 6 Hearing

- 1.2.1 The hearing for Plan Change 6 was held on 22 June 2018. The Hearing Commissioners that sat on the hearing are listed below:
- Independent Commissioner Alan Withy (Chair)
 - Councillor Bruce Thomas
 - Councillor Liz Stolwyk
- 1.2.2 At the hearing the panel heard evidence from the reporting planner Craig Sharman. The following submitters presented evidence at the hearing:
- Cambridge Storage (Hautapu) and Janbry Trustee Limited
 - Hefin Lloyd Davies
 - HW Industries
 - Ricarnie Imports
- 1.2.3 Tabled evidence:
- Adam Carter
- 1.2.4 All other submitters indicated they did not wish to attend the hearing.

1.3 Decisions and Reasons

1.3.1 The hearing addressed submissions lodged in relation to the amendments to the Waipa District Plan being introduced through this plan change, as a result of the review and update to the Hautapu Industrial Structure Plan being Plan Change 6. The Waipa District Plan provisions within scope of this hearing are:

- Section 7 – Industrial Zone and in particular Policy 7.3.4.1 and Policy 7.3.4.5, Rule 7.4.2.1, Rule 7.4.2.3, Rule 7.8.4.8, and Rule 7.4.2.13;
- Appendix S5; and
- Planning Maps 4, 22, 23 and 24.

1.3.2 The table below displays which submitters lodged a submission point on the various topics:

Topic	Submitter
General support of Plan Change	1 – Wang, Jun & Yanot, Bin 3 – Waikato Regional Council 5 – Aztam Family Trust 6 – Future Proof Implementation Committee 7 – HW Industries 18 - NZ Transport Agency
General opposition to Plan Change	8 - C & R Developments 9 - The Straw Warehouse 10 - C & R Construction 11 - Cambridge Capital 12 - Hefin Lloyd Davis
Amendment to Section 32 Report	6 - Future Proof Implementation Committee
Extent of structure plan	2 - Carter, Tim & Carter, Adam & Carter, Margaret and Gilbert, Rewa 5 - Aztam Family Trust 7 - HW Industries 12 - Hefin Lloyd Davis 15 - Boyd, Ashley and Christine
Amendments to Section 7 Industrial Zone	12 - Hefin Lloyd Davis 19 - Waipa District Council
Design guidelines	3 - Waikato Regional Council 5 - Aztam Family Trust 7 - HW Industries 12 - Hefin Lloyd Davis 19 - Waipa District Council
Transport	5 - Aztam Family Trust 8 - C & R Developments 9 - The Straw Warehouse 10 - C & R Construction 11 - Cambridge Capital 12 - Hefin Lloyd Davis 13 - Cambridge Storage (Hautapu) Limited 14 - Cambridge Janbry Trustee Limited 16 - Bennett, Martin 17 - Hautapu Veterinary Clinic Ltd
Stormwater	2 - Carter, Tim & Carter, Adam & Carter, Margaret and Gilbert, Rewa 5 - Aztam Family Trust 7 - HW Industries
Reverse sensitivity	2 - Carter, Tim & Carter, Adam & Carter, Margaret and Gilbert, Rewa 4 - Horticulture New Zealand 15 - Boyd, Ashley and Christine

WAIPA DISTRICT PLAN: PLAN CHANGE 6 – HAUTAPU INDUSTRIAL STRUCTURE PLAN

Topic	Submitter
Clarification	12 - Hefin Lloyd Davis 19 - Waipa District Council
Errors or duplications	12 – Hefin Lloyd Davis 19 - Waipa District Council

1.4 General Support of the Plan Change

1.4.1 The submission points that are relevant to this topic are as follows:

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Decision
1/1	Jun, Wang & Bin, Yanot	General Support of the Whole Plan Change	Support	Support for Plan Change 6	Accept in part (subject to modifications of the changes made to various sections as a consequence of Council's decisions)
3/1	Waikato Regional Council	General Support of the Whole Plan Change	Support	Approve Plan Change 6	
3/3			Support	No decision required.	
5/1	Aztam Family Trust	Section 7 - Industrial Zone	Support	Retain	
5/2			Support	Retain	
6/1	Future Proof Implementation Committee	General Support of the Whole Plan Change	Support	Retain	
6/2			Support	Retain	
6/4			Support	Retain	
6/5			Support	Retain	
6/6			Support	Retain	
7/1	HW Industries	Section 7 – Industrial zone	Support	Retain	
7/3			Support	Retain	
18/1	NZ Transport Agency	General Support of the Whole Plan Change	Support	Retain	

1.4.2 **These submission points are accepted in part** subject to modifications made as a response to other submissions.

1.5 General Opposition to Plan Change

1.5.1 The submission points that are relevant to this topic are as follows:

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Decision
8/1	C & R Developments	General Opposition to the Whole Plan Change	Oppose	Seek amendments to the structure plan that address the concerns raised in the submission.	Reject
9/1	The Straw Warehouse	General Opposition to the Whole Plan Change	Oppose	See 8/1	Reject
10/1	C & R Construction	General Opposition to	Oppose	See 8/1	Reject

WAIPA DISTRICT PLAN: PLAN CHANGE 6 – HAUTAPU INDUSTRIAL STRUCTURE PLAN

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Decision
		the Whole Plan Change			
11/1	Cambridge Capital	General Opposition to the Whole Plan Change	Oppose	See 8/1	Reject
12/1	Hefin Lloyd Davis	General Opposition to the Whole Plan Change	Oppose	Decline Plan Change 6 in its entirety.	Reject

1.5.2 **These submission points are rejected.** It should be noted that in response to other submission points and relief sought by the same submitters, amendments to PC5 are recommended (see the tracked version in Part 2 – Appendices).

1.6 Amendment to Section 32 Report

1.6.1 The submission point relevant to this topic is as follows:

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Decision
6/3	Future Proof Implementation Committee	Amendment to Section 32 Report	In Part	Amend Section 4(f) on pages 14- 15 in the Section 32 report to add more detail on the RPS, in particularly policy 6.14 and Section 6D of the Built Environment.	Accept in part With amendment to s32 report (section 4(f))

1.6.2 **This submission point is accepted in part** by amending the PC5 s32 as part of the s32AA Report to read as follows:

f. Waikato Regional Policy Statement

...The Hautapu industrial area is also specifically identified within Future Proof as the primary industrial node for Cambridge and this is reflected in policy 6.14(c) and section 6D of the Waikato Regional Policy Statement (WRPS) which discusses the location and extent of new industrial development. Table 6-2 of the WRPS sets out the Future Proof industrial land allocation for (amongst others) Hautapu over a period 2010 – 2061 of some 96ha total for Hautapu (which is reflected in the size of the Structure Plan area). The plan change is considered to be consistent with the Waikato Regional Policy Statement.

1.7 Extent of Structure Plan

1.7.1 The submission points that are relevant to this topic are as follows:

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Decision
2/1	Tim Carter, Adam Carter, Margaret Carter, Rewa Gilbert owners	Hautapu Structure Plan	Support	Seek the inclusion of their property (90 Hautapu Road) within the proposed Deferred Industrial Zone.	Reject

WAIPA DISTRICT PLAN: PLAN CHANGE 6 – HAUTAPU INDUSTRIAL STRUCTURE PLAN

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Decision
	of 90 Hautapu Rd				
5/7	Aztam Family Trust	Planning Maps	Support	Retain	Accept
7/6	HW Industries	Planning Maps 4, 22 and 24	In part	Amend as proposed.	Reject
12/3	Hefin Lloyd Davis	Planning Maps 22 and 24	Oppose	Amend Planning Maps 22 and 24, the Proposed Hautapu Structure Plan and Appendix B: Perimeter Boundary treatment to ensure that maps align with property boundaries and address inconsistencies, mapping errors and other concerns raised herein.	Accept With amendments to Maps 22 and 24, the proposed Hautapu Structure Plan and Attachment A: Perimeter Boundary Treatment
12/6			Oppose	Amend Planning Maps 22 and 24 to ensure they are consistent with the PHSP.	Accept With amendments to Maps 22 and 24
12/7			Oppose	Planning Map 22 and 24 - Remove Deferred Reserve Zone from 167 Victoria Road. Move Hautapu Structure Plan boundary to southern boundary to incorporate the entire site. Zone entire property 'Industrial'.	Accept
12/9			Oppose	Incorporate 151 Victoria Road within the PHSP.	Accept With amendment to Structure Plan
15/1	Ashley and Christine Boyd	Generic	Oppose	Retain rural zoning in Hautapu.	Reject

1.7.2 Property-specific references in this regard include:

- 84 Hautapu Road (submission point 7/6);
- 90 Hautapu Road (submissions points 2/1 and 7/6);
- 151 Victoria Road (submission point 12/9);
- 167 Victoria Road (submissions points 12/3, 12/6, 12/7); and
- 222 Peake Road (submission point 5/7).

1.7.3 In relation to the sites at 84 and 90 Hautapu Road, **submission points 2/1 and 7/6 are rejected. Submission point 15/1** requesting to retain existing rural zoning is also **rejected**.

1.7.4 In relation to the site at 151 Victoria Road (Sec 10 SO 502072, Sec 11 SO 502072), **submission point 12/9 is accepted** and the following amendment is made:

- *Amend the Hautapu Structure Plan Diagram (within Appendix S5) to include 151 Victoria Road in the Structure Plan.*

1.7.5 In relation to the site at 167 Victoria Road, **submission points 12/3, 12/6 and 12/7 are accepted** and the following amendments made:

- *Update planning maps 22 and 24 to be consistent with the structure plan, by incorporating the entire parcel of 167 Victoria Road within the structure plan area and rezone the land as Industrial Zone.*

1.7.6 In relation to the site at 222 Peake Road, **submission point 5/7 is accepted.**

1.7.7 There are a number of **consequential amendments** recommended as a result of the changes recommended in respect to 167 Victoria Road and 151 Victoria Road. There are no submission points in relation to these matters and the **consequential amendments are:**

- Rezone 151 Victoria Road to Industrial Zone to be consistent with the rest of the structure plan. Refer Figure 1;
- Lot 151 Victoria Road was part of the original designation for State Highway 1 but was not required and is now surplus Rural Zoned land outside the structure plan area. This land parcel should now be included in the structure area and rezoned industrial (and change this be reflected in planning maps 22 and 24). Otherwise if it remained unchanged this parcel would be somewhat of an anomaly. Refer Figure 2;
- The parcel to the north of Section 1 SO 502072 (162 Hannon Road, Lot 1 DPS 54561 Lot 1 DPS 72500 BLK V Cambridge SD) has a split zoning of Industrial and Deferred Reserve and is partially within the structure plan area (a similar situation to that of 167 Victoria Road). For consistency and to reflect actual development this parcel is rezoned to full Industrial and incorporated fully into the structure plan area within Appendix S5 (and this change be reflected in planning maps 22 and 24). Feedback from the landowner was sought in respect to this matter and confirmation was received via email on June 5th 2018 that the landowner is agreeable to the recommended change. Refer Figure 3;
- Some of the parcel boundaries relating to the Waikato Expressway have changed since the structure plan diagram within Appendix S5 and the planning maps were prepared. Therefore the underlying parcel boundaries of the structure plan area and planning maps 22 and 24 are updated with corrected cadastral boundaries as consequential amendments.



Figure 1 - Section 1 SO 502072 (in red). Currently outside the structure plan, zoned Rural.



Figure 2 – 162 Hannon Road (in red). Partially within the structure plan, zoned Industrial (within the structure plan) and Deferred Reserve (outside the structure plan).



Figure 3 – Land that is surplus to NZTA requirements and which submitter 12 now owns, should be included in the structure plan and zoned Industrial

1.8 Amendments to Section 7 – Industrial Zone

1.8.1 The submission points that are relevant to this topic are as follows:

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Decision
12/2	Hefin Davis Lloyd	Rule 7.4.2.33 and Policy 7.3.4.1 & 7.3.4.5	Oppose	Delete Proposed Rule 7.4.2.33 and amend Policy 7.4.4.1 and Policy 7.3.4.5 to ensure that the wording within the policies is consistent and	Accept in part With amendment to Policy 7.3.4.1

WAIPA DISTRICT PLAN: PLAN CHANGE 6 – HAUTAPU INDUSTRIAL STRUCTURE PLAN

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Decision
				provides certain guidance in the event that rules are not met. The guidelines should remain as such, and guidelines should not be imposed as a rule with vague interpretation as to whether compliance is achieved or not	
12/28		Policies 7.4.4.1 & 7.3.4.5, Rule 7.4.2.33	Oppose	Make any consequential relief as required to give effect to this submission, including any consequential relief required to ensure a consistent approach is taken throughout the document; and any other relief required to give effect to the issues raised in this submission.	Accept in part
19/4	Waipa District Council	Rule 7.4.2.8 and related Appendix S5 - Provision 2.14	In part	Amend Rule 7.4.2.8 as follows: <u>'Except for visitor parking, in the Hautapu Industrial Structure Plan Area, parking and loading areas shall be located at the rear or side of buildings'</u> , and amend Design Guideline 2.14 in Appendix S5.3.7 as follows: <u>'Car parking within the front setback of the site should generally be restricted to visitor parking. Visitor spaces should be clearly distinguished with suitable signage or markings'</u> .	Accept With amendment to Rule 7.4.2.8 and guideline 2.14
FS20/2	Hefin Lloyd Davis	Rule 7.4.2.8 and related Appendix S5 - Provision 2.14	Support	19/4 - The amendments sought should be made.	Accept

1.8.2 Submission points 12/2 and 12/28 request the wording in the policies is consistent and provides certain guidance in the event that rules are not met, **these submission points are accepted in part.**

1.8.3 Submission point 19/4 requested to amend Rule 7.4.2.8 to provide for visitor parking at the front of a building and for clarity to amend guideline 2.14 (within Appendix S5) accordingly, as this would be a repetition of the amended rule. **This submission point is accepted** and the following amendments made:

- *Section 7 - Rule 7.4.2.8:*

'Except for visitor parking, in the Hautapu Industrial Structure Plan Area, parking and loading areas shall be located at the rear or side of buildings'.

- *Appendix S5 – Design Guideline 2:14:*

'Car parking within the front setback of the site should generally be restricted to visitor parking. Visitor spaces should be clearly distinguished with suitable signage or markings'.

1.9 Proposed new Appendix S5 – Hautapu Industrial Structure Plan, Urban Design and Landscape Guidelines Design Guidelines

1.9.1 The submission points that are relevant to this topic are as follows:

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Decision	
3/2	Waikato Regional Council	Provision S5.1	In part	Amend the wording of introduction in S5.1 to include the new sentence.	Accept in part	
FS21/1	Aztam Family Trust	Provision S5.1	Oppose	3/2 - Disallow the relief.	Accept in part	
5/3	Aztam Family Trust	Provision S5.2	Support in part	Amend as proposed.	Accept	
7/2	HW Industries	Provision S5.1.3	Support in part	Amend as proposed.	Reject	
7/4		Provision S5.2.6	Support in part	Amend as proposed.	Accept With amendment to S5.2.6	
12/10	Hefin Lloyd Davis	Provision 1.1	Oppose	Delete design guideline 1.1.	Accept in part	
12/12		Provision 2.9	Oppose	Remove the requirement (2.9) to locate loading areas away from cycle paths.	Accept in part With amendment to guideline 2.9	
12/13		Provision 2.16	Oppose	Remove the requirement (2.16) to locate staff car parking away from operation areas such as truck manoeuvring areas and external storage areas.	Accept in part With amendment to guideline 2.16	
12/14		Provision 2.18	Oppose	Remove the requirement (2.18) to separate buildings and car parks by landscaped areas.	Accept With deletion of guideline 2.18	
12/15		Provision 2.19	Oppose	Amend the guidelines (2.19) to ensure that landscaping of carparks is not required where the car parks are located to the rear of a building and not visible from the road.	Accept in part With amendment to guideline 2.19	
12/16		Provision 3.2	Oppose	Amend the setback of buildings from Hautapu and Peak road (3.2).	Reject	
FS21/2		Aztam Family Trust	Provision 3.2	Support	12/16 - Allow the relief.	Accept in part
12/17		Hefin Lloyd Davis	Provision 3.3	Oppose	Remove the 25m building setback requirement from the Waikato Expressway (3.3).	Accept in part With amendment to guideline 3.3
12/19	Hefin Lloyd Davis	Provision 4.23	Oppose	Delete the requirement (4.23) to incorporate large timber post rounds within signage.	Accept With amendment to guideline 4.23	
12/20		Provision 4.24	Oppose	Delete the restriction on building mounted signs to one per tenant (4.24).	Reject	
12/22		Provision 5. Landscaping	Oppose	Clarify the design objectives in particular what is the purpose of the requirement to provide "water sensitive features that incorporate the topography and existing systems".	Accept With amendment to the design objective	
12/23		Provision 5.1	Oppose	Delete the requirement (5.1) which requires a 5m earth mounding.	Accept With amendment to guideline 5.1	

WAIPA DISTRICT PLAN: PLAN CHANGE 6 – HAUTAPU INDUSTRIAL STRUCTURE PLAN

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Decision
12/25		Provision 5.4	Oppose	Remove the requirement (5.4) for a 5m amenity strip adjoining the southern boundary (Waikato Expressway) on 167 Victoria Road.	Accept With deletion of guideline 5.4
12/26		Provision 5.5	Oppose	Remove guideline 5.5 requiring drainage management measures to be integrated into amenity strips.	Accept in part With amendment to guideline 5.5
12/27		Provision 5.3	Oppose	Delete Guideline 5.3.	Accept in part With amendment to guideline 5.3 and consequential amendment of guideline 5.7
19/3	Waipa District Council	Provision 2.17	Oppose	Delete Design Guideline 2.17.	Accept With deletion of guideline 2.17
FS20/1	Hefin Lloyd David	Provision 5.2.17	Support	19/3 - The deletion sought should be made.	Accept
19/10	Waipa District Council	Provision 4.21	Support in part	Amend Design Guideline 4.21 as follows: All signs should be high quality and low maintenance with direct lighting.	Accept With amendment to guideline 4.21
19/11	Waipa District Council	Provision 4.22	Support in part	Amend Design Guideline 4.22 as follows: Sign colours should be <u>a similar colour</u> to those used in buildings with allowance of no more than 50% of the sign coverage to include corporate colours and logos.	Reject in part
FS20/5	Hefin Lloyd David	Provision 4.22	Oppose	19/11 - The recognition in Design Guideline 4.22 that signage in the HISP area should be allowed to incorporate corporate colours is appropriate and should be retained. The amendments sought should be rejected.	Accept
19/12	Waipa District Council	Provision 4.23	Oppose	Delete Design Guideline 4.23.	Reject
FS20/6	Hefin Lloyd David	Provision 4.23	Oppose	19/12 - Design Guideline 4.23 is considered entirely appropriate and should be retained.	Accept
19/13	Waipa District Council	Provision 4.24 and Figure 19	Oppose	Delete Design Guideline 4.24 and Figure 19.	Reject
FS20/7	Hefin Lloyd David	Provision 4.24 and Figure 19	Oppose	19/13 - Design Guideline 4.19 and associated Figure 19 is considered entirely appropriate and should be retained.	Accept
19/16	Waipa District Council	Provision 5.1 and related Section 7 - Rule 7.4.2.13	Support in part	Delete Design Guideline 5.1 and include the wording of Design Guideline 5.1 as a new clause to Rule 7.4.2.13 to read as follows: <u>'Within the Hautapu Industrial Structure Plan Area, a 5m wide minimum amenity planting strip with earth mounding will</u>	Accept in part With amendment to guideline 5.1

WAIPA DISTRICT PLAN: PLAN CHANGE 6 – HAUTAPU INDUSTRIAL STRUCTURE PLAN

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Decision
				<u>be provided from housing on opposing rural zoned properties. More specifically, along Peake Road and parts of Hautapu Road, Hannon Road and Victoria Road (refer to Appendix B in the Hautapu Urban Design and Landscape Guidelines in Appendix S5.2)'. </u>	
FS20/8	Hefin Lloyd David	Provision 5.1 and related Section 7 - Rule 7.4.2.13	Oppose	19/16 - <i>The changes sought to the provision should be rejected.</i>	Accept
19/18	Waipa District Council	Provision 5.4	Support in part	Delete Design Guideline 5.4 and include the wording of Design Guideline 5.4 as a new clause to Rule 7.4.2.13 to read as follows: <u>'Within the Hautapu Industrial Structure Plan Area, a 5m amenity planting strip to provide visual screening shall be provided along the southern boundary, adjacent to the Waikato Expressway (refer to Appendix B in the Hautapu Urban Design and Landscape Guidelines in Appendix S5.2)'. </u>	Accept in part With deletion of guideline 5.4
FS20/9	Hefin Lloyd David	Provision 5.4	Oppose	19/18 - <i>If the Design Guideline is to be deleted from the HISP and incorporated as a rule, then there should be no requirement for a 5m amenity strip adjoining the southern boundary (Waikato Expressway) on 167 Victoria Road, for the reasons set out in the Submitters (Mr Davis) own submission.</i>	Accept
19/19	Waipa District Council	Provision 5.8 and related Section 7 - Rule 7.4.2.13	Support in part	Delete Design Guideline 5.8 and include the wording of Design Guideline 5.8 as a new clause to Rule 7.4.2.13 to read as follows: <u>'Within the Hautapu Industrial Structure Plan Area, two entry points into the industrial area, along Hautapu Road and Hannon Road, will require special streetscape planting to provide a site feature (refer to Appendix B in the Hautapu Urban Design and Landscape Guidelines in Appendix S5.2). </u>	Accept With deletion of guideline 5.8 and amendment of Rule 7.4.2.13
19/21		Provision 5.16	Oppose	Delete Design Guideline 5.16	Accept With deletion of guideline 5.16
FS20/10	Hefin Lloyd David	Provision 5.16	Support	19/21 - <i>The change sought should be made.</i>	Accept
19/22	Waipa District Council	Provision 5.19	Support in part	Amend Design Guideline 5.19 as follows: Where front fencing is permitted and is not	Accept in part With amendment to guideline 5.19.

WAIPA DISTRICT PLAN: PLAN CHANGE 6 – HAUTAPU INDUSTRIAL STRUCTURE PLAN

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Decision
				required for security, the fence <u>any fencing</u> should be: Unobtrusive and not exceed 1.5m in height Allow clear views between the street and the business Utilise <u>Use</u> materials and colours appropriate to the location, and building and landscape design Avoid the use of high and/or solid structures / materials.	
FS20/11	Hefin Lloyd David	Provision 5.19	Support in part	19/22 - Further to the revised wording, the beginning would be better to read as follows: "Where fencing is proposed but not required for security, it should be:..."	Accept

1.9.2 Submission point 7/2 requested an amendment to S5.1.3 to reflect another submission point (7/1) seeking to extend the area of the structure plan to parcels of land north of Hautapu Road. **This submission point is rejected.**

1.9.3 Submission point 3/2 requested an amendment to S5.1.7 to clarify that all infrastructure needs to be in place before development can occur in an 'area'. **This submission point and further submission point FS21/1 are accepted in part.**

1.9.4 Submission point 7/4 requested amendments to paragraph S5.2.6 to reflect that the guidelines are a suggestive, guiding tool and not prescriptive. It is agreed this would be an appropriate amendment and **this submission point is accepted** and the wording amended as follows:

- *Appendix S5.2.6*

Objectives and guidelines are outlined under each of these headings. The objectives are overarching design statements that the development should seek to achieve. The specific guidelines are provided to ~~help direct the design of the development thereby achieving~~ identify potential design solutions that will achieve the overarching design objectives.

1.9.5 Submission point 12/10 requested to delete design guideline 1.1 in that a site analysis is not required as the guidelines should be sufficient to inform the design process. **This submission point is accepted in part** and guideline 1.1 is amended as follows:

Guideline 1.1:... ~~It will need to be demonstrated that the development design responds appropriately to each of the above elements.~~

1.9.6 Submission point 12/12 requested to delete design guideline 2.9 as there is no need to separate loading areas from cycle paths or vehicle access. **This submission point is accepted in part** and guideline 2.9 amended as follows:

Guideline 2.9: ~~Access to~~ Loading areas should be ~~clearly separated from pedestrian and bicycle routes, and~~ where practical, separated from vehicle access routes.

WAIPA DISTRICT PLAN: PLAN CHANGE 6 – HAUTAPU INDUSTRIAL STRUCTURE PLAN

- 1.9.7 Submission point 12/13 requested to delete design guideline 2.16 to locate staff car parking away from operational areas. **This submission point is accepted in part** and the guideline amended as follows:

Guideline 2.16: Visitor ~~and staff~~ parking should be located in a separate location from operational areas such as truck manoeuvring areas, and external storage areas.

- 1.9.8 Submission point 19/3 and further submission point FS20/1 requested to delete design guideline 2.17 as it is considered too prescriptive for industrial parking activities. **The submission and further submission point are accepted** and guideline 2.17 is deleted as follows:

~~Guideline 2.17: Car parking should be avoided within 2.5m of the front property boundary to allow sufficient space for landscaping and footpaths. Refer to the landscape guidelines in Section 5.~~

- 1.9.9 Submission point 12/14 requested to delete design guideline 2.18 to separate buildings from car parks with landscaping, as the intent of this guideline is unclear. **This submission point is accepted** and guideline 2.18 deleted as follows:

~~Guideline 2.18 Parking areas should be separated from buildings by landscaping. 2.19 Large car parking areas should be broken up through high quality landscaped treatments (refer Figure 8).~~

- 1.9.10 Submission point 12/15 requested to amend design guideline 2.19 to remove the requirement for car park landscaping where the car parks are at the rear of a building and not visible from the road. **This submission point is accepted in part** and guideline 2.19 amended as follows:

Guideline 2.19 Where visible from the street or public area, large car parking areas should be broken up through high quality landscaped treatments (refer Figure 8).

- 1.9.11 Submissions points 12/16 and 12/17 requested to amend the setback requirements for buildings from Hautapu and Peake Roads (15m) and the Waikato Expressway (25m) which are noted in guidelines 3.2 and 3.3 and displayed with in Appendix B: Perimeter Boundary Treatment (see Appendix S5 for this diagram). **Submission point 12/16 is rejected and submission point 12/17 is accepted in part** and guideline 3.2 is retained, and guideline 3.3 amended to a 15 metre setback as follows:

Guideline 3.3: Buildings along the southern boundary adjacent to the Waikato Expressway are to be setback 25 15 metres should be designed to provide visual interest and minimise the potential to be dominant when viewed from the public realm.

- 1.9.12 Submissions points 19/10 and 19/11 requested to amend design guidelines 4.21 and 4.22 in relation to direct lighting and colours of signs as unnecessary for an industrial area. Further submission FS20/5 notes that the amendment sought in relation to guideline 4.22 would result in more restrictive requirements than the proposed guideline allows for currently. **Submission point 19/11 is rejected** and guideline 4.22 is retained. **Submission point 19/10 is accepted** and guideline 4.21 is amended as follows:

Guideline 4.21: All signs should be high quality and low maintenance with direct lighting.

- 1.9.13 Submission points 12/19 and 19/12 requested to amend or delete design guideline 4.23 because the requirement is overly onerous (in relation to the requirement for the sign to incorporate large timber post rounds) and the guideline contradicts Rule 7.4.2.25. FS20/6 opposes submission 19/12 seeking to delete the guideline stating that in some cases it is considered appropriate for a sign to be near an entry driveway. For the reasons outlined in **further submission point FS20/6, submission point 19/12 is rejected and further submission point FS20/6 is accepted. Submission point 12/19 is accepted** and guideline 4.23 is amended as follows:

Guideline 4.23: Free standing tenant signs may be placed at locations near entry driveways, ~~and should incorporate large timber post rounds to match in with the feature post and rail fences.~~

- 1.9.14 Submission point 12/20 requested to remove the restriction within design guideline 4.24 limiting building mounted signs to one per tenant, whereas submission point 19/13 requested to delete guideline 4.24 (and associated Figure 19) completely because of the requirements of Rule 7.4.2.23 (no more than two signs on a site). A further submission (FS20/7) lodged against submission 19/13 seeks to retain guideline 4.24 and associated Figure 19 noting it is practical to provide for signs according to building tenancies. **Submission points 12/20 and 19/13 are rejected and further submission point FS20/7 is accepted**, with a grammar correction and amendment to design guideline 4.24 to read:

Design Guideline....Building mounted signs should be ~~and~~ limited to a maximum of one per tenant (refer Figure 19).

- 1.9.15 Submission point 12/22 requested clarification of a design objective in relation to providing “water sensitive features that incorporate the topography and existing systems”. **This submission point is accepted** and the guideline reworded as follows:

S5.7.1.1(d) - Design Objective:... To provide landscape design that promotes sustainable stormwater management ~~water sensitive features that incorporate the topography and existing systems.~~

- 1.9.16 Submission points 12/23 and 19/16 requested to delete design guideline 5.1 and queries the intent of the earth mound, however one also seeks that it be introduced as a rule instead (within Section 7 Industrial Zone).

- 1.9.17 Further submission point FS20/8 notes that there is no certainty provided as to the earth mound requirements and what it is intended to achieve, and therefore this should not be expressed as a rule. Therefore, **submission point 12/23 is accepted and submission point 19/16 is accepted in part** and guideline 5.1 is deleted and the requirement for an earth mound is not transferred through to the rules for the reasons noted in further submission point FS20/8 as follows:

~~Guideline 5.1: A 5m wide minimum amenity planting strip with earth mounding will be provided from housing on opposing rural zoned properties. More specifically, along Peake Road and parts of Hautapu Road, Hannon Road and Victoria Road (refer to Appendix B).~~

- 1.9.18 Submission point 12/27 requested to delete part of design guideline 5.3 in relation to the provision of specimen trees at 10m intervals which is inconsistent with Attachment B: Perimeter Boundary Treatment (which requires 30m spacing). **This submission point is**

accepted in part and guideline 5.3 amended to exclude those areas referenced in guideline 5.7, as follows:

Guideline 5.3: ~~Where not covered by guideline 5.7, the amenity planting strip will consist of a combination of groundcovers (i.e. shrubs and/or grass) and trees. ,with at least one tree planted for every 10m of road frontage.~~

- 1.9.19 Submissions points 12/25 and 19/18 and further submission point FS20/9 requested design guideline 5.4 either be deleted or transferred to become a rule (and require amenity planting along the southern boundary of the structure plan area). **Submission points 12/25 and FS20/9 are accepted and submission point 19/18 is accepted in part** and guideline 5.4 deleted as follows:

~~Guideline 5.4: A 5m amenity planting strip shall be provided along the southern boundary, adjacent to the Waikato Expressway (refer Appendix B). The purpose of this planting is to provide visual screening between the Expressway and the structure plan area. Plant species and design should take into account adjoining planting within the Expressway corridor.~~

- 1.9.20 Submission point 12/26 requested to delete design guideline 5.5 requiring drainage management measures to be integrated into amenity strips. **This submission point is accepted in part** and guideline 5.5 is amended as follows:

Guideline 5.5: Where appropriate, drainage management measures are to be integrated into the amenity strips ~~through the installation of vegetated swales.~~

- 1.9.21 Submission point 19/19 seeks to include design guideline 5.8 as a rule instead of a guideline under Rule 7.4.2.13 in relation to special streetscape planting. **This submission point is accepted**, guideline 5.8 deleted and Rule 7.4.2.13 amended as follows:

~~Guideline 5.8 Two entry points into the industrial area, along Hautapu Road and Hannon Road, will require special streetscape planting to provide a site feature (refer to Appendix B).~~

- *Rule 7.4.2.13:*

~~...(d) Within the Hautapu Industrial Structure Plan Area, two entry points into the industrial area, along Hautapu Road and Hannon Road, will require special streetscape planting to provide a site feature (refer to Appendix B in the Hautapu Urban Design and Landscape Guidelines in Appendix S5.2).~~

- 1.9.22 Submission point 19/21 and further submission point FS20/10 requested to delete design guideline 5.16 as the wording suits a condition of consent and not a guideline. **This submission and further submission point is accepted** and guideline 5.16 deleted as follows:

~~Guideline 5.16: Landscaping should be completed within 3 months of building construction completion and be carried out in accordance with the approved landscape plan.~~

- 1.9.23 Submission point 19/22 requested to amend the wording of design guideline 5.19 as there is no fencing rule which is permitted. Further submission point FS20/11 supports this submission in part and recommends additional wording amendment to guideline 5.19 for clarity. Accordingly, **submission point 19/22 is accepted in part, the further**

WAIPA DISTRICT PLAN: PLAN CHANGE 6 – HAUTAPU INDUSTRIAL STRUCTURE PLAN

submission point FS20/11 is accepted (in relation to the further amendment to the guideline wording) and guideline 5.19 is amended as follows:

Guideline 5.19: Where ~~front fencing is permitted~~ fencing is proposed but and is not required for security, the fence fencing should be: Unobtrusive and ~~not exceed 1.5m in be less than standard~~ height. Allow clear views between the street and the business. Utilise Use materials and colours appropriate to the location, and building and landscape design. Avoid the use of high and/or solid structures / materials.

1.10 Transport

1.10.1 Appendix 2 of this report contains the Transportation Assessment Report produced as part of the structure plan review process.

1.10.2 The submission points that are relevant to this topic are as follows:

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Decision
5/4	Aztam Family Trust	Hautapu Structure Plan	Support in part	Amend as proposed.	Accept With amendment to diagram
8/2	C&R Developments Ltd	Hautapu Structure Plan	Oppose	Amend the layout to improve connectivity from the structure plan area to the arterial and state highway networks.	Reject
8/3		Hautapu Structure Plan	Oppose	Amend the layout to include access via a roundabout at the intersection of Hautapu Road and Victoria Road (SH1B).	Reject
8/4		Hautapu Structure Plan	Oppose	Removing the 5ha limit or other equivalent relief.	Reject
8/5		Hautapu Structure Plan	Oppose	Not stated.	Accept in part With a designation being Council's preferred solution.
8/6		Hautapu Structure Plan	Oppose	Not stated.	Reject
9/2		The Straw Warehouse	Transport	Oppose	Refer 8/2
9/3	Oppose			Refer 8/3	Reject
9/4	Oppose			Refer 8/4	Reject
9/5	Oppose			Refer 8/5	Accept in part
9/6	Oppose			Refer 8/6	Reject
10/2	C & R Construction	Transport	Oppose	Refer 8/2	Reject
10/3			Oppose	Refer 8/3	Reject
10/4			Oppose	Refer 8/4	Reject
10/5			Oppose	Refer 8/5	Accept in part
10/6			Oppose	Refer 8/6	Reject
11/2	Cambridge Capital	Transport	Oppose	Refer 8/2	Reject
11/3			Oppose	Refer 8/3	Reject
11/4			Oppose	Refer 8/4	Reject
11/5			Oppose	Refer 8/5	Accept in part
11/6			Oppose	Refer 8/6	Reject
12/4	Hefin Lloyd Davis	Hautapu Structure Plan	Oppose	Delete cycle path requirements on private property.	Accept With amendment to diagram
12/11		Provision 2. Access and Movement	Oppose	Ensure cycle paths are provided within Council land and not on private property.	

WAIPA DISTRICT PLAN: PLAN CHANGE 6 – HAUTAPU INDUSTRIAL STRUCTURE PLAN

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Decision
13/1	Cambridge Storage (Hautapu) Limited	Hautapu Structure Plan	Oppose	The company seeks for the structure plan to include a roundabout that allows for Hannon Road to continue to have direct access to Hautapu Road.	Accept in part
13/2		Hautapu Structure Plan	Oppose	The company seeks for the connection to Allwill Drive to run along existing boundaries.	Reject
14/1	Cambridge Janbry Trustee Limited	Hautapu Structure Plan	Oppose	Refer 13/1	Accept in part
14/2		Hautapu Structure Plan	Oppose	Refer 13/2	Reject
16/1	Martin Bennett	Hautapu Structure Plan	Oppose	Leave Hannon Road open as a second access, directly to the existing businesses on Hannon Road and then as the second access to future planned industrial area. Utilise part of the corner section as a substantial double land roundabout allowing traffic to flow through to Hautapu Road and use its own new lane into and out of Hannon Road.	Accept in part
17/1	Hautapu Veterinary Clinic Ltd	Hautapu Structure Plan	Oppose	Amend the proposed road layout to have another entrance via a roundabout off Victoria Road. Hautapu Road intersection to allow easier access to the State Highway 1 motorway and make the dubious Victoria Road/ Hautapu intersection a lot safer.	Reject

1.10.3 Submission point 5/4 seeks to add the word ‘indicative’ to the local road legend in the Hautapu Structure Plan diagram within Appendix S5. **This submission point is accepted** and the legend updated on the Hautapu Structure Plan diagram as follows:

- *Update legend for Hautapu Structure Plan Diagram (within Appendix S5) as follows*
 - *Indicative local road*

1.10.4 Submission points 12/4 and 12/11 requested to remove the provision of a public cycle path on private land and also queries how the cycle network will integrate into the network and be developed as much of it is on privately owned land. **These submission points are accepted** and the cycle path notation is removed from the submitter’s property and shown within the expressway corridor on the Hautapu Structure Plan diagram, as follows:

- *Amend cycle path Hautapu Structure Plan Diagram to remove from 167 Victoria Road and realign adjacent to State Highway 1 connecting Hannon Road to Victoria Road. NB: This indicative cycle path needs to be clear of 151 Victoria Road and Section 1 SO 502072.*

1.10.5 A number of similar submissions from submitters 8, 9, 10, 11, 13, 14, 16, 17 were received on other transport matters.

- Submissions that requested to keep Hannon Road open indefinitely are **accepted in part** (as this is a likely option noted on the structure plan, albeit likely to be with restrictions on the extent of traffic volumes using it).
- Submissions that requested a roundabout at Hannon Road / Hautapu Road are **rejected** as being impractical.
- Submissions with concerns about the extension of Allwill Drive are **accepted in part** but with designation being Council’s preferred solution.
- Submissions concerned with the use of Allwill Drive as the primary access (and being inconsistent with policy direction) are **rejected** as being unfounded.
- Submissions that requested the local road connection be amended between Allwill Drive and Hannon Road are **rejected** as being an undesirable outcome.

1.11 Stormwater

1.11.1 The submission points that are relevant to this topic are as follows:

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Decision
2/1	Tim Carter, Adam Carter, Margaret Carter, Rewa Gilbert	Hautapu Structure Plan	Support	Seek the inclusion of their property (90 Hautapu Road) within the proposed Deferred Industrial Zone.	Reject
5/5	Aztam Family Trust	Stormwater Diagram	Support in part	Amend as proposed.	Accept in part
5/6		Stormwater Diagram	Support in part	Amend as proposed.	Accept With amendment to diagram
7/5	HW Industries	Stormwater Diagram	Support in part	Amend as proposed.	Accept With amendment to diagram

1.11.2 Submission point 2/1 is concerned about the effects of stormwater generated by the structure plan proposals on their land. **This submission point is rejected.**

1.11.3 Submission point 5/5 requested to amend the Indicative Stormwater Layout Diagram to change the overflow from Area 1 to Areas 4 and 5 (instead of Area 3). **This submission point is accepted in part** with no changes recommended to the diagram.

1.11.4 Two submission points 5/6 and 7/5 requested to change the titles of Typical Stormwater Sections – Sheet 1 to 3 to Indicative ~~Typical~~ Stormwater Sections – Sheet 1 to 3. This change would improve consistency of terminology on the diagrams and therefore **these submission points are accepted** and the titles changed as follows:

- *Amend Stormwater Structure Plan Sheets 1-3 to read as heading: ~~Typical~~Indicative Stormwater Sections.*

1.12 Reverse Sensitivity

1.12.1 The submission points that are relevant to this topic are as follows:

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Decision
2/1	Tim Carter, Adam Carter, Margaret Carter, Rewa Gilbert	Hautapu Structure Plan	Support	Seek the inclusion of their property (90 Hautapu Road) within the proposed Deferred Industrial Zone.	Reject
4/1	Horticulture NZ	Generic	Oppose	Not specified. It is noted that the other relief sought by the submitter relate to District Wide issues and therefore have more appropriately been captured under plan change 5.	Reject
15/1	Ashley and Christine Boyd	Generic	Oppose	The land that is currently zoned rural in the Hautapu area to remain zoned rural.	Reject
FS22/1	Horticulture NZ	Generic	Support in part	15/1 - Amend the Operative Plan as sought in HortNZ's original submission.	Reject

1.12.2 Submission point 2/1 is concerned that they will be forced to cease their current activity on-site due to encroachment of industrial activity. **This submission point is rejected.**

1.12.3 Submission point 4/1 states the section 32 report does not consider adequately trade-offs or implications for existing rural activities due to the proposed change in zoning. **This submission point is rejected.**

1.12.4 Submission point 15/1 is concerned about the reserve sensitivity effects of their spraying operations (across Hautapu Road from the structure plan area at 326 Peake Road) and the effects of traffic and noise from the structure plan area. **This submission point is rejected.**

1.13 Clarification

1.13.1 The submission points that are relevant to this topic are as follows:

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Recommendation
12/5	Hefin Lloyd Davis	Hautapu Structure Plan	Oppose	Include a key on Appendix B: Perimeter Boundary Treatment.	Accept With amendment to diagram
19/24	Waipa District Council	Provision S5.2.7 and related Section 7 - Rule 7.4.2.13	Support in part	Amend numbering of design guidelines, figures in Appendix S5.2.7 as well as clauses in Rule 7.4.2.13.	Accept

1.13.2 Submission point 12/5 requested a key on the structure plan diagram 'Appendix B: Perimeter Boundary Treatment' within Appendix S5. **This submission point is accepted** and a key added to the diagram as follows:

- Light green: Building setback

WAIPA DISTRICT PLAN: PLAN CHANGE 6 – HAUTAPU INDUSTRIAL STRUCTURE PLAN

- Dark green: Landscape amenity planting strip
- Light purple: Future industrial zone
- Dark purple: Existing industrial zone
- “Honeycomb” pattern: Existing industrial zone – 45m height limit
- Green dots: Amenity street tree planting – min 30m spacing

1.13.3 It is noted that some of the zones shown in diagram ‘Attachment B: Perimeter Boundary Treatment’ are not up to date, and a **consequential amendment** is determined to update the diagram to accurately reflect the zoning of the structure plan as follows:

- *Update zoning in Attachment B Perimeter Boundary Treatment to reflect zoning pattern of Structure Plan.*

1.13.4 Submission point 19/24 seeks to update the numbering of the provisions within the Appendix S5 design guidelines where changes are recommended as a result of other submissions. **This submission point is accepted** and the numbering updated in a logical fashion.

1.14 Errors or Duplications

1.14.1 The submission points that are relevant to this topic are as follows:

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Recommendation
12/8	Hefin Lloyd Davis	Hautapu Structure Plan	Oppose	Ensure Appendix B: Perimeter Boundary treatment is consistent with the PHSP. In particular clarify whether the cycle path is proposed to be located within the Hautapu Cemetery or to the north of 183a Victoria Road.	Accept in part
12/18		Provision 4.4	Oppose	Delete the 12m height requirement for any building within 100m of Hautapu Cemetery and revert to the standard allowance of 20m (4.4).	Accept in part
12/21		Provision 4.25	Oppose	Delete guideline 4.25 restricting signage from being visible from Waikato expressway.	Accept With deletion of guideline 4.25
12/24		Provision 5.2	Oppose	Amend guideline 5.2 to ensure it is consistent with the PHSP.	Accept in part With deletion of guideline 5.2
19/1	Waipa District Council	Provision S5.2.7	Oppose	Delete the entire design guideline 2.7	Accept With deletion of guideline 2.7
19/2		Provision 2.13 and Figure 6.	Oppose	Delete Design Guideline 2.13 and Figure 6.	Accept With deletion of guideline 2.13
19/5		Provision 2.20	Support in part	Amend Design Guideline 2.20 as follows: Car parking areas should be designed with a regular grid of shade trees, of a suitable species, between parking rows at a ratio of approximately 1 tree per 8 car bays. Refer to Appendix C for a	Accept With amendment of guideline 2.20

WAIPA DISTRICT PLAN: PLAN CHANGE 6 – HAUTAPU INDUSTRIAL STRUCTURE PLAN

Submission / Point	Submitter	Provision / Reference	Support / In Part / Oppose	Decision Requested	Recommendation
				list of appropriate species.	
19/6		Provision 4.2	Oppose	Delete Design Guideline 4.2.	Accept With deletion of guideline 4.2
19/7		Provisions 4.8 and 4.9	Oppose	Delete Design Guidelines 4.8 and 4.9.	Accept With deletion of guidelines 4.8 and 4.9
19/8		Provisions 4.10 and 4.11	Oppose	Delete Design Guidelines 4.10 and 4.11	Accept in part With deletion of guideline 4.10 and amendment of guideline 4.11
FS20/3	Hefin Lloyd Davis	Provisions 4.10 and 4.11	Oppose	19/8 - Design Guidelines 4.10 and 4.11 should be retained (although note that the Submitter (Mr Davis) has lodged his own submission on the merits or otherwise of the specific height standards).	Reject
19/9	Waipa District Council	Appendix B: Perimeter Boundary Treatment	Support in part	Amend the annotation in Appendix B Perimeter Boundary Treatment referring to the FUTURE INDUSTRIAL ZONE as follows: 20m maximum height except 12m <u>10m</u> maximum height within 100m of the Hautapu Cemetery and the Cambridge Bypass.	Accept With amendment to diagram
FS20/4	Hefin Lloyd Davis	Appendix B: Perimeter Boundary Treatment	Oppose	19/9 - The changes sought should be rejected.	Reject
19/14	Waipa District Council	Provision 4.25	Oppose	Delete Design Guideline 4.25.	Accept With deletion of guideline 4.25
19/15		Proposed Figure 18	Oppose	Delete Figure 18.	Accept With deletion of Figure 18
19/17		Provision 5.2	Oppose	Delete Design Guideline 5.2	Accept With deletion of guideline 5.2
19/20		Provision 5.11	Oppose	Delete Design Guideline 5.11 And reword the numbering of successive existing clauses (b) and (c) under Rule 7.4.2.13 as follows: change (b) to <u>(f)</u> and (c) to <u>(g)</u> .	Accept With deletion of guideline 5.11
19/23		Provision S5.2.3	Support in part	Amend section s5.2.3 as follows: 'the following sections outline guidelines for the future industrial development within the study <u>Hautapu Industrial Structure Plan</u> area'.	Accept With amendment to S5.2.3

1.14.2 submissions points 19/2, 19/6, 19/7, 19/14 and 19/17 requested to delete design guidelines where they replicate rules in the Waipa District Plan. **These submission points are accepted** and the guidelines deleted as follows:

~~Guideline 2.13: Large expanses of car park, greater than 20 spaces, should be located to the side or rear of the building. Refer Figure 7.~~

- Delete Figure 6

WAIPA DISTRICT PLAN: PLAN CHANGE 6 – HAUTAPU INDUSTRIAL STRUCTURE PLAN

~~Guideline 4.2: Buildings should be orientated so that the building frontage (i.e. entrance, reception, customer service area) is parallel with the primary street frontage.~~

~~Guideline 4.8: Building colours should be limited to a neutral colour palette in order to minimise dominance and reduce visual effects on surrounding rural zone and public spaces. The colour palette recommended for the Hautapu Industrial area is the Resene British Standard 5252 range, groups A and B (see Appendix A).~~

- Delete Appendix A (Recommended Colour Palette)

~~Guideline 4.9: External finishes should be of low reflectivity to minimise glare and reflection. Colours should be low reflectivity, with a maximum reflectance level of 70%.~~

~~Guideline 4.25: Signage shall not be directed at, or directly visible from, the Waikato Expressway.~~

~~Guideline 5.2: Front and corner sites shall have an amenity planting strip along the entire road boundary to the minimum depth of 2.5m, except for access and egress points.~~

- 1.14.3 Submission point 19/1 notes that design guideline 2.7 conflicts with Rule 7.4.2.8 in relation to vehicle crossings. **This submission point is accepted** and design guideline 2.7 is deleted as follows:

~~Guideline 2.7: Developments should be limited to one entry and exit point for each site in order to minimise disruption to footpaths.~~

- 1.14.4 Submission point 19/5 requested to partially amend design guideline 2.20 because the ratio of trees to carparks is conflicting with an existing Waipa District Plan Rule 16.4.2.23. **This submission point is accepted** and guideline 2.20 is amended as follows:

Guideline 2.20: Car parking areas should be designed with a regular grid of shade trees, of a suitable species, ~~between parking rows at a ratio of approximately 1 tree per 8 car bays.~~ Refer to ~~Appendix~~ Attachment BC for a list of appropriate species

- 1.14.5 Submission point 12/18 requested to revert to the standard 20 metre height allowance for the Industrial Zone, whereas submission point 19/8 requested to delete the guideline entirely because of an error, noting 12 metre as a special height limit where it should be 10 metres. A further submission point FS20/3 was lodged in opposition to submission point 19/8.

- 1.14.6 **Submission points 12/18 and 19/8 are accepted in part**, design guideline 4.10 is deleted and design guideline 4.11 is amended to remove the height restriction and re-word the guideline to focus on outcomes as per above, as height limits are already adequately covered in Rule 7.4.2.5. A **consequential amendment** to reference the Waikato Expressway and Victoria Road is added to design guideline 4.11 for consistency in assessment because these roads are included in Rule 7.4.2.5, as follows:

~~Guideline 4.10: A 20m maximum building height restriction is applied across the buildings on the site.~~

Guideline 4.11: Any building within 100m of the Waikato Expressway (State Highway 1), Victoria Road or Hautapu Cemetery shall be designed to take into account potential visual effects on these public spaces including overshadowing, impacts on key views and outlook, and visual dominance have a maximum height of 12m.

1.14.7 Submission point 19/20 requested the design guideline 5.11 be deleted as it is contrary to and already addressed in Rule 16.4.2.23 in regard to tree planting in car parks. This **submission point is accepted** and guideline 5.11 deleted as follows:

~~Guideline 5.11: For large car parks, provide canopy tree planting for every 8 car parking spaces. The species should be selected to provide shade for vehicles and pedestrians, and allow clear views between pedestrians and the vehicles.~~

1.14.8 Submission point 12/8 notes the location of the cycle path is different on some of the structure plan diagrams and sought clarity as to whether the cycleway is intended to run through the cemetery. **This submission point is accepted in part** with no amendment in response.

1.14.9 Submission point 19/9 requested Appendix B: Perimeter Boundary Treatment diagram stating the maximum height within 100 metres of Hautapu Cemetery be amended from 12m to 10m to allow the figure to be consistent with Rule 7.4.2.5. **This submission point is accepted** and the map updated as follows:

- *Amend the annotation in Appendix B Perimeter Boundary Treatment referring to the FUTURE INDUSTRIAL ZONE as follows: 20m maximum height except ~~12m~~ 10m maximum height within 100m of the Hautapu Cemetery and the Cambridge Bypass.*

1.14.10 Submission point 19/15 requested Figure 18 of the design guidelines be deleted. **This submission point is accepted** and Figure 18 deleted as follows:

- *Delete Figure 18*

1.14.11 Submission point 19/23 requested to amend wording in S5.2.3 and replace 'study area' with 'Hautapu Industrial Structure Plan'. The guideline incorrectly references the 'study area' and therefore **this submission point is accepted** and the wording updated follows:

- *S5.2.3*

The following sections outline guidelines for the future industrial development within the ~~study~~ Hautapu Industrial Structure Plan area...

Part 2 - Appendices

2.1 Recommended Strikethrough version of Waipa District Plan

Note:

- Text from the Waipa District Plan is included in the same colour and text as the notified version.
- Text included in response to submissions is in blue and underlined [submission number] and text deleted in response to submissions is in blue and struck through e.g. ~~this text is recommended for deletion.~~
- Consequential renumbering will occur in Appendix S5 in order to align it with the District Plan format.

Section 7 Industrial Zone

Policy 7.3.4.1

Policy - Building design

Buildings within the Hautapu Industrial Structure Plan Area are designed in a manner that is consistent with the objectives of the [12/2] Design Guidelines for the Hautapu Industrial Structure Plan Area.

Rule 7.4.2.8:

'Except for visitor parking [19/4], in the Hautapu Industrial Structure Plan Area, parking and loading areas shall be located at the rear or side of buildings'.

Rule 7.4.2.13:

...'(d) Within the Hautapu Industrial Structure Plan Area, two entry points into the industrial area, along Hautapu Road and Hannon Road, will require special streetscape planting to provide a site feature (refer to Appendix B in the Hautapu Urban Design and Landscape Guidelines in Appendix S5.2). [19/19]

Appendix S5 - Hautapu Industrial Structure Plan, Urban Design and Landscape Guidelines

Replacement Urban Design and Landscape Guidelines within Appendix S5 are attached on the following pages.

Planning Maps 4, 22, 23, 24

Planning Maps 4, 22, 23 and 24 showing recommended changes to zoning and the structure plan area are attached on the following pages.

Appendix S5 - Hautapu Industrial Structure Plan, Urban Design and Landscape Guidelines

S5.1 Introduction

S5.1.1 The Hautapu Industrial Structure Plan is an update of an earlier 2008 structure plan and reflects the changes that have occurred since then, notably the completion of the Waikato Expressway – Cambridge Section; the Waipa 2050 and FutureProof Growth Strategies; and the review of the Waipa District Plan. The structure plan and accompanying design and landscape guidelines provide the framework for managing industrial development within this area, which is anticipated to be the primary industrial node for Cambridge.

S5.1.2 The purpose for updating the structure plan is to enable Council to plan and fund required infrastructure to appropriately service this industrial area, and consequently to provide a framework for development proposals. A relevant structure plan for this area is an essential tool in avoiding piecemeal development by providing a high-level enabling framework. This report and supplementary technical reports offer detail for necessary infrastructure and establishes an associated planning context for how the implementation of the structure plan is to be managed.

S5.1.3 The structure plan area is defined by land east of Peake Road, south of Hautapu Road, west of Victoria Road and north of the Waikato Expressway (State Highway 1). The structure plan area does not include the existing industrial land to the north of the area. The structure plan area is approximately 100 hectares in size. It does not include the area east of Victoria Road that is within the Deferred Industrial Zone. Existing activities in the structure plan area include agricultural, large lot residential, and light industrial and commercial premises. The majority of this land is currently undeveloped greenfield land.

S5.1.4 The philosophy behind the structure plan is to enable light to medium industry, including dairy and equine industries, avoiding the impacts associated with heavy industry. This is to be consistent with the character of Cambridge. Amenity is particularly important as the location is considered to be a gateway to Cambridge from the north, while simultaneously being an ideal location due to proximity with significant transportation routes.

S5.1.5 The principles guiding the Hautapu Industrial Structure Plan are as follows:

- (a) An industrial area that is readily accessible, visually attractive and which has a character that embodies Cambridge’s heritage and landscape (a sense of place);
- (b) Maximisation of multi-purpose reserve network opportunities;
- (c) Low impact design is encouraged (in terms of both stormwater and built form – particularly when viewed from gateway areas);
- (d) A local transport network that is fully integrated with the regional transport network;
- (e) A central focal area for public open space and provision of local commercial amenities; and
- (f) Flexibility around the staging and sequencing of development.

S5.1.6 The Hautapu Industrial Structure Plan provides information for developers to ensure their development meets infrastructure requirements in a coordinated and sustainable manner to avoid complications in the future, and to enable development to be managed in an integrated approach to achieve the best outcome for developers, Council and communities. In

formulating the structure plan, specific studies for urban design and landscaping, stormwater, water and wastewater, and transportation have been undertaken.

S5.1.7 The staging of development in the structure plan area has been divided into defined ‘areas’ that are available for development. These areas have been segmented according to the services that need to be put in place before the site can be occupied by a development. The areas have no definite order or sequence for development, which provides for an element of flexibility. In order to develop a site within the structure plan area, a development proposal will need to demonstrate compliance with the Waipa District Plan, including in respect of infrastructure provision.

S5.2 Urban Design and Landscape Guidelines

S5.2.1 The structure plan provides design guidelines to steer the quality of development and ensure that intended urban design outcomes are achieved. The structure plan also outlines the infrastructure that is required to service the parcels of land, in particular what services are required to be constructed by developers and those provided by Council. Main trunk connections for water, wastewater, a stormwater outlet and cycleway connections are intended to be provided by Council i.e. essentially the core infrastructure to ‘unlock’ the growth cell. Within the growth cell infrastructure such as roading, stormwater management and reticulation will need to be provided as part of each development, but within the overall framework outlined.

S5.2.2 The purpose of these design guidelines is to provide guidance for future development within the Hautapu Industrial Zone, such that development can be designed to minimise any potential adverse visual and landscape effects as a result of future development.

S5.2.3 The following sections outline guidelines for the future industrial development within the [study Hautapu Industrial Structure Plan](#) area. [19/23] While the Cambridge area is known for its gardens and pastoral setting at the heart of the Waikato Region, it is also recognised that there is a need to provide for industrial land use as part of the area’s economy. These guidelines form part of the Hautapu Industrial Structure Plan and support guidelines set out in Section 7 (Industrial Zone) of the Waipa District Plan.

S5.2.4 The following overarching Design Objective has been developed to frame the design principles and provide clear direction in relation to the aspirations for the future growth area:

Hautapu Design Objective:

To promote an industrial and business environment that is safe and attractive for all users, and minimizes adverse visual effects on the surrounding rural environment and public places.

S5.2.5 To assist in achieving the vision, there are six key areas that future development at Hautapu should respond to, as outlined within these guidelines:

- (a) Site Responsive Design
- (b) Access and Movement
- (c) Building Layout
- (d) Built Form
- (e) Landscaping
- (f) Central Focal Area

S5.2.6 Objectives and guidelines are outlined under each of these headings. The objectives are overarching design statements that the development should seek to achieve. The specific guidelines are provided to identify potential design solutions that will achieve help direct the design of the development, therefore achieving [5/3 & 7/4] the overarching design objectives.

S5.2.7 The Structure Plan diagrams and design guidelines follow.

S5.3 ~~4~~ Site Responsive Design

S5.3.1 Site and Context Assessment

S5.3.1.1 Design Objectives

- (a) To ensure that new development responds to the its context and reinforces its rural character setting.
- (b) To retain 'locating' views across and out of the site.

S5.3.1.2 Design Guidelines

- (a) ~~1-1~~ A site analysis should be undertaken at the beginning of, and to inform, the design process. The analysis should include:
 - (i) Surrounding land uses - existing and proposed future uses
 - (ii) Existing and future transport networks - road, pedestrian and cycle paths, and public transport
 - (iii) Built form, character and heights of surrounding buildings
 - (iv) Areas of vegetation
 - (v) Predominant landscape and cultural heritage character of the area
 - (vi) Understanding of drainage systems both within and beyond the site
 - (vii) Views and outlook
 - (viii) Climatic conditions including solar access and prevailing winds.

It will need to be demonstrated that the development design responds appropriately to each of the above elements. [12/10]

- (b) ~~1-2~~ As far as possible, retain open vistas of Mt Pirongia when viewed from Hautapu Cemetery, and vistas of Mt Maungatautari when viewed from properties on Peake Road.



Figure 1: Existing views to a wider setting.



Figure 2: Adjoining cemetery - understanding site interfaces is important so that development can integrate appropriately with its immediate context.

S5.4 2- Access and Movement

S5.4.1 Pedestrian and Cyclist Network

S5.4.1.1 Design Objectives

- (a) To facilitate safe and easy access for pedestrians and cyclists to, from and within the industrial area.
- (b) To provide good quality walking and cycling facilities within the industrial area.

S5.4.1.2 Design Guidelines

- (a) 2-1 Provide for clearly defined pedestrian and cyclist routes in and around the industrial area.
- (b) 2-2 Maintain clear sight lines at pedestrian and cycling crossings.
- (c) 2-3 Design driveway access to minimise vehicle and pedestrian / cyclist conflicts by maintaining clear sight-lines between the exiting or entering vehicle and pedestrians.
- (d) 2-4 Provide secure bicycle storage that is close to building entrances, to assist in increasing accessibility and provide passive surveillance.



Figure 3: Example of a clearly defined pedestrian entry with good pedestrian links and visitor parking to the front of the building.



Figure 4: A good example of a pedestrian crossing within an industrial environment.

S5.4.2 **Vehicle Movement**

S5.4.2.1 **Design Objectives**

- (a) To provide safe, convenient and efficient access for all vehicles to and from the industrial area.
- (b) To minimise the impacts of traffic on the surrounding area.
- (c) To provide access and car parking arrangements that are logical and legible to visitors and employees.
- (d) To minimise the impacts of crossing points on pedestrians and cyclists.

S5.4.2.2 **Design Guidelines**

- (a) 2-5 Developments should be designed to allow all vehicles to enter and exit a site in a forward motion. Turning areas will be provided for larger vehicles where necessary.
- (b) 2-6 All access points should have clear sight-lines, enabling vehicles to enter and exit safely and efficiently.
- ~~2-7 — Developments should be limited to one entry and exit point for each site in order to minimise disruption to footpaths. [19/1]~~

S5.4.3 Loading and Servicing

S5.4.3.1 Design Objectives

- (a) To provide safe and efficient loading and servicing areas for all sites.
- (b) To minimise the visual impact of loading bays and service areas when viewed from surrounding public areas.

S5.4.3.2 Design Guidelines

- (a) ~~2-8~~ Loading areas should be located to the rear or side of the site away from the street frontage. Refer Figure 5.
- (b) ~~2-9~~ Access to ↓ Loading areas should be ~~clearly separated from pedestrian and bicycle routes, and [12/12]~~ where practical, separated from vehicle access routes.
- (c) ~~2-10~~ Loading areas should be designed to allow unobstructed vehicle access and provide appropriate turning areas and allow for sufficient and safe collection of waste materials.
- (d) ~~2-11~~ Provide storage and loading areas of sufficient size and dimensions to avoid the use of car parks for temporary storage of goods.
- (e) ~~2-12~~ Boundary treatment should provide adequate screening of the loading and service areas from the surrounding streets, including the Waikato Expressway.

S5.4.4 Car Parking Layout and Design

S5.4.4.1 Design Objectives

- (a) To provide sufficient car parking for the needs of the business.
- (b) To provide an environment where parking is not perceived as the dominant element from the street and other public areas.
- (c) To provide safe and efficient access within car parks for all users.
- (d) To provide safe accessible car parking for local amenities.

S5.4.4.2 Design Guidelines

- ~~2.13~~ Large expanses of car park, greater than 20 spaces, should be located to the side or rear of the building. Refer Figure 7. [19/2]
- (a) ~~2-14~~ Car parking within the front setback of the site should generally be restricted to visitor parking. [19/2] Visitor spaces should be clearly distinguished with suitable signage or markings.
- (b) ~~2-15~~ Visitor and staff parking areas should be located adjacent to areas of the building that are commonly accessed, and a pedestrian pathway should be provided to the entrance of the building.
- (c) ~~2-16~~ Visitor ~~and staff [12/13]~~ parking should be located in a separate location from operational areas such as truck manoeuvring areas, and external storage areas.
- ~~2.17~~ Car parking should be avoided within 2.5m of the front property boundary to allow sufficient space for landscaping and footpaths. Refer to the landscape guidelines in Section 5. [19/3 & FS20/1]
- ~~2.18~~ Parking areas should be separated from buildings by landscaping. [12/14]

- (d) 2-19 Where visible from the street or public area, large [12/15] car parking areas should be broken up through high quality landscaped treatments (refer Figure 8).
- (e) 2-20 Car parking areas should be designed with a regular grid of shade trees, of a suitable species, between parking rows at a ratio of approximately 1 tree per 8 car-bays. Refer to Appendix Attachment B € for a list of appropriate species. [19/5]
- (f) 2-21 Carparking should include safe pedestrian links, designed to provide access for all users.
- (g) 2-22 Provide on-street car parking (including disabled car parking) adjacent to public open space and amenities, e.g. adjacent to the central focus area as illustrated on within the structure plan.

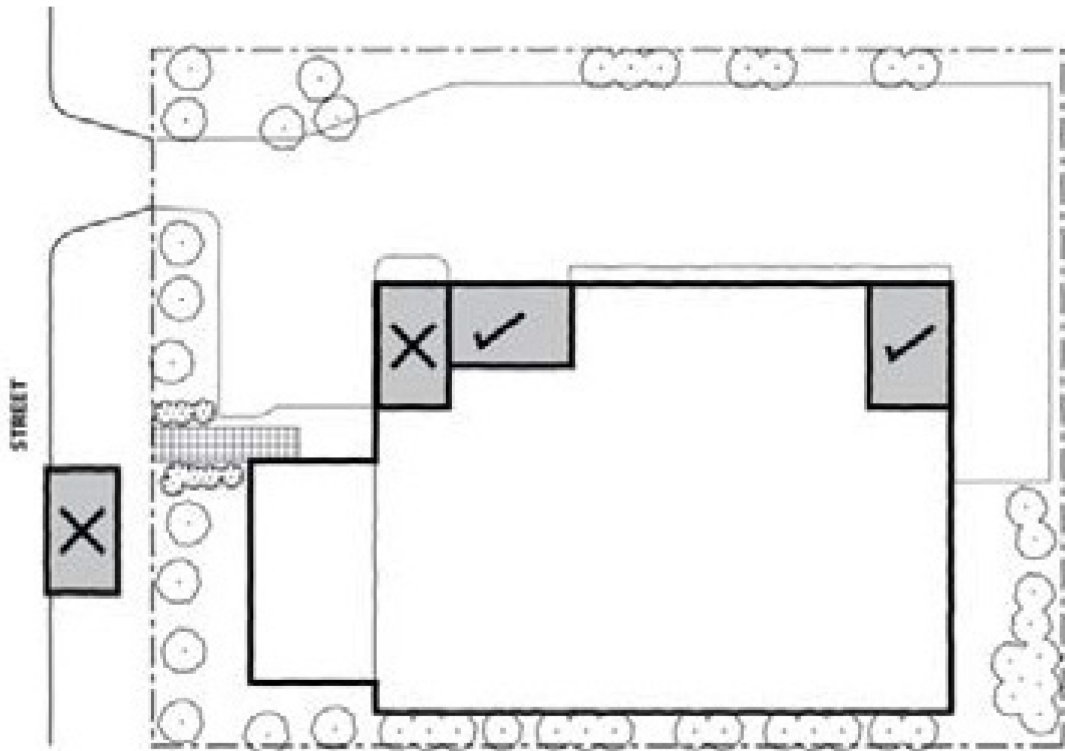


Figure 5: Recommended locations of loading and servicing areas.

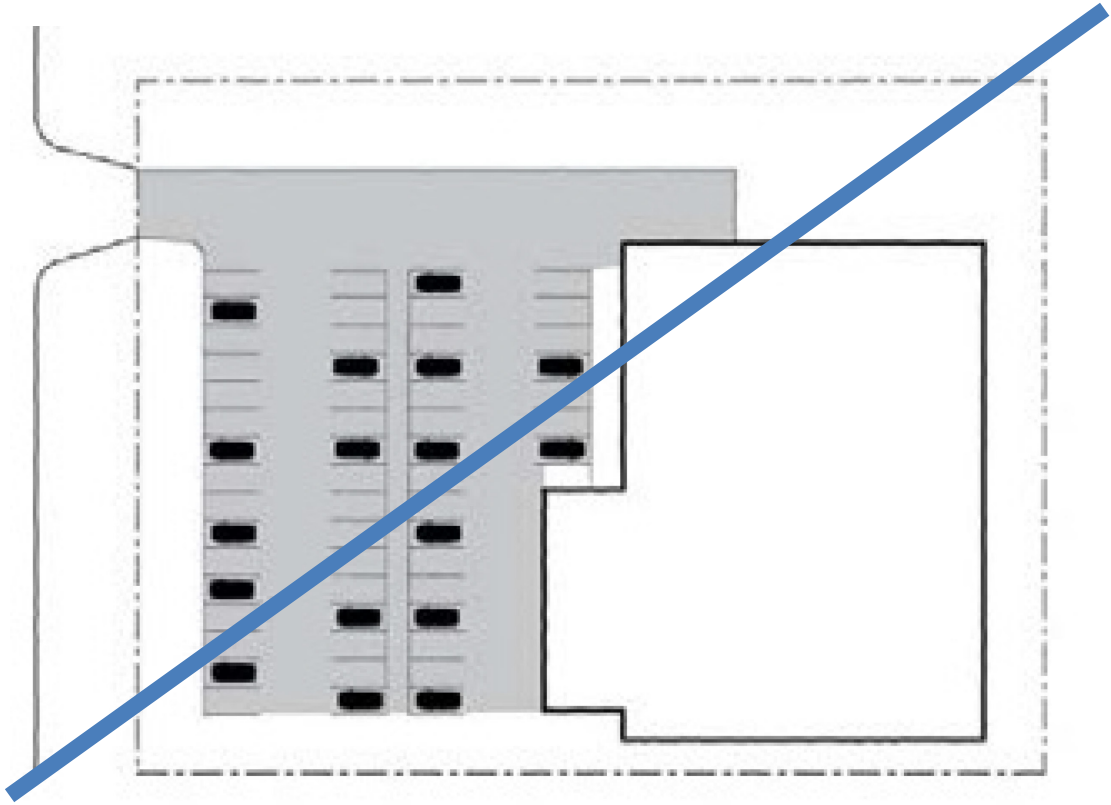


Figure 6: Car parking areas at the front of the building is not a desirable outcome.

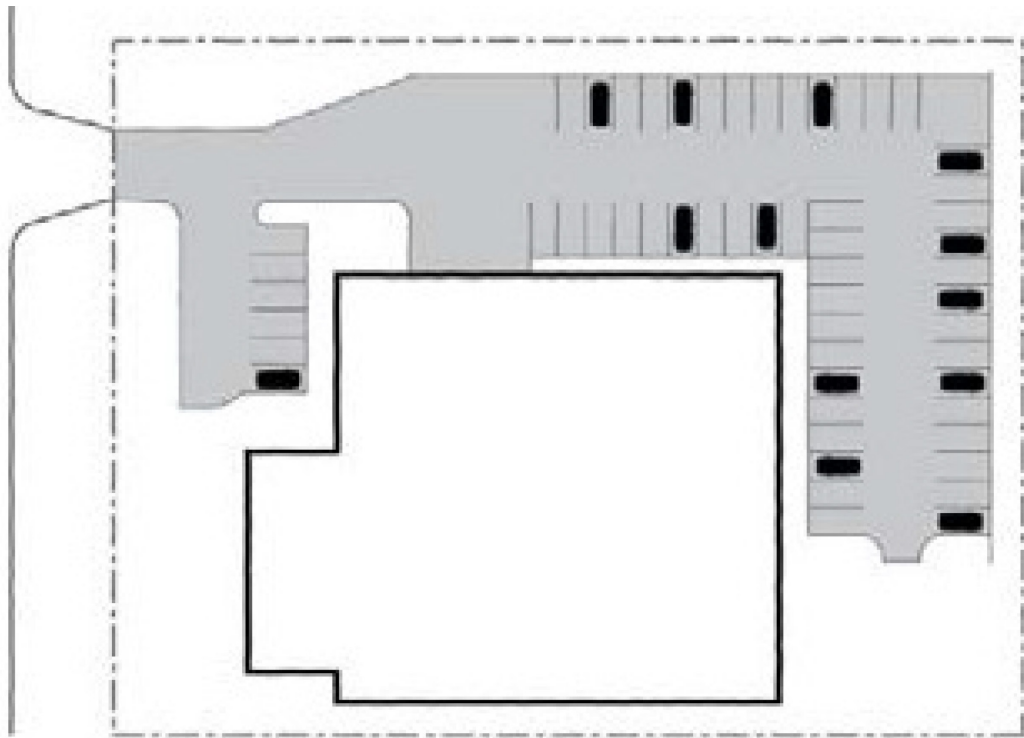


Figure 7: Car parking areas to the side and rear of the building should be a design outcome.



Figure 8 7: Landscaping helps minimise the visual impact of the car park, breaking up the large areas of asphalt. Added environmental benefits include less storm-water runoff, increased amenity and shade for parked cars.

S5.5 Building Layout

S5.5.1 Setbacks

S5.5.1.1 Design Objectives

- (a) To provide a clear and legible front entrance that is visible from the street.
- (b) To site buildings so they provide adequate space for landscaping and reduce visual impacts on surrounding public areas (including roads).

S5.5.1.2 Design Guidelines

- (a) 3-1 Building setbacks should be no less than 3 metres along Hannon Road (south of the cemetery) and within the 'Existing Industrial' area to the north-east of the site. Refer Appendix Attachment A B.
- (b) 3-2 Building setbacks along Hautapu Road and Peake Road and along external boundaries of the 'Future Industrial Zone' area are to be setback 15 metres. Refer Appendix Attachment A B.
- (c) 3-3 Buildings along the southern boundary adjacent to the Waikato Expressway ~~are to be setback 2515 metres~~ should be designed to provide visual interest and minimise the potential to be dominant when viewed from the public realm. [12/16 & 12/17]
- (d) 3-4 Front setbacks should be landscaped in accordance with the guidelines set out in Section 5. Landscaping, and should not be used to store goods, materials or waste.



Figure 9 8: A clear and legible front entrance with a glass facade that provides passive surveillance of the car park. A change in surface treatment highlights where the pedestrian footpath leads to the entrance across the car park.

S5.6 4. Built Form

S5.6.1 Street Address

S5.6.1.1 Design Objectives

- (a) To provide buildings that are easy for visitors and workers to locate.
- (b) To create an attractive setting for industrial buildings that support a range of movements, connections and enable safe pedestrian/ cyclist access where appropriate.
- (c) To provide passive surveillance of surrounding public spaces.

S5.6.1.2 Design Guidelines

- (a) 4.1 Avoid blank, unarticulated walls along the front façades. Provide planting where this is unavoidable.
- 4.2 Buildings should be orientated so that the building frontage (i.e. entrance, reception, customer service area) is parallel with the primary street frontage. [19/6]

S5.6.2 Building Design

S5.6.2.1 Design Objectives

- (a) To reinforce the rural character of the local area through appropriate built form and landscape elements.
- (b) To provide buildings that facilitate visual interest and variety in form and appearance.
- (c) To provide practical building forms that meet the purpose of the industry or business.

S5.6.2.2 Design Guidelines

- (a) 4.3 Avoid excessive blank walls.
- (b) 4.4 Large expanses of building walls that are visible from the street should be broken up or otherwise detailed to reduce the scale and increase interest.
- (c) 4.5 Use simple, orthogonal forms that are broken up by contrasting materials, colours and textures.

S5.6.3 Material Finishes and Colours

S5.6.3.1 Design Objectives

- (a) To provide colours, materials and finishes that are compatible with the rural character of the Cambridge area.
- (b) To provide a co-ordinated palette of colours, materials and finishes.
- (c) To provide materials that are durable and robust.

S5.6.3.2 Design Guidelines

- (a) 4.6 Utilise materials that reinforce the rural character such as corrugated iron, timber and textured concrete. Avoid large undifferentiated façade areas of plain concrete.
- (b) 4.7 Utilise a mix of materials and colours particularly within the visible façades, to provide articulation to the buildings and visual interest to the street.

- 4.8 — Building colours should be limited to a neutral colour palette in order to minimise dominance and reduce visual effects on surrounding rural zone and public spaces. The colour palette recommended for the Hautapu Industrial area is the Resene British Standard 5252 range, groups A and B (see Appendix A). [19/7]
- 4.9 — External finishes should be of low reflectivity to minimise glare and reflection. Colours should be low reflectivity, with a maximum reflectance level of 70%. [19/7]



Figure 10 9: This development incorporates good pedestrian links, high quality amenity landscaping and good passive surveillance around the building.



Figure 11 10: This building provides good street address and passive surveillance with its large glazed façade.



Figure 12 11: Coloured concrete panels and glazed facade help break up the scale of the building.



Figure 13 12: Varying setbacks and a mix of neutral coloured façades help reduce the dominance of the building.

S5.6.4 Building Heights

S5.6.4.1 Design Objectives

- (a) To provide buildings that are appropriately scaled to maintain key views from surrounding areas.
- (b) To provide industrial and office buildings that have minimal impact on the surrounding area.

S5.6.4.2 Design Guidelines

- 4.10— A 20m maximum building height restriction is applied across the buildings on the site.
- (a) 4.11 Any building within 100m of State Highway 1 Cambridge bypass-Waikato Expressway, Victoria Road or Hautapu Cemetery shall be designed to take into account potential visual effects on these public spaces including overshadowing, impacts on key views and outlook, and visual dominance have a maximum height of 12m. [19/8]
- (b) 4.12 Building heights should respond appropriately to the surrounding area, and incorporate lower elements towards the street to relate to the pedestrian scale.
- (c) 4.13 Taller elements of the building should be recessed from the street.
- (d) 4.14 Buildings should not generally overshadow public footpaths or public open space.



Figure 14.13: An example of simple, non-bulky roof form that represents the industrial building character.



Figure 15.14: Low pitched gabled roof forms are an important element of the industrial character.

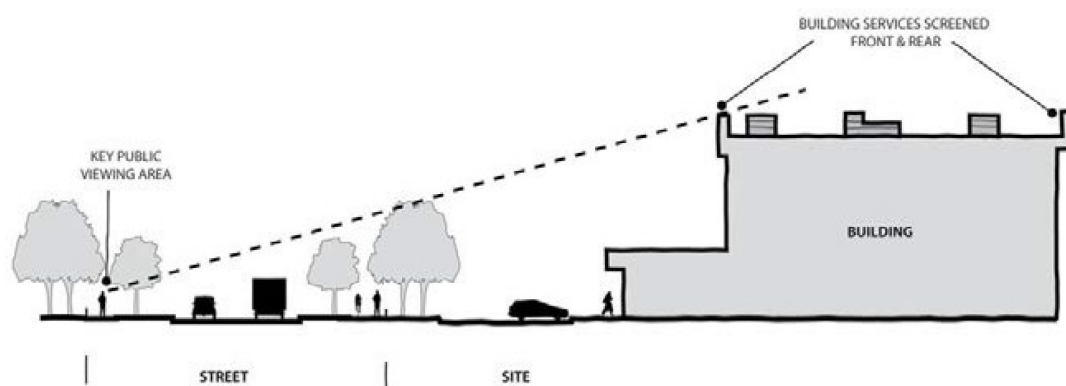


Figure 15.15: Utilising roof forms to screen building infrastructure.

S5.6.5 Roof Forms

S5.6.5.1 Design Objectives

- (a) To integrate the roof form into the overall design of the building.
- (b) To ensure roof forms reflect the industrial function of the building.
- (c) To avoid clutter on the roof

S5.6.5.2 Design Guidelines

- (a) 4.15 Roof forms should generally be of a low pitch unless necessitated by the particular industry function. Avoid bulky or highly detailed roof forms.

- (b) ~~4.16~~ Utilise roof forms to differentiate between the various elements of the building. This could include the transition between the office / sales area through to the larger shed behind.
- (c) ~~4.17~~ Building infrastructure which is located on the roof including air conditioning units, plant room, lift motor etc. is to be screened from adjoining streets and areas.

S5.6.6 Signage and Advertising

S5.6.6.1 Design Objectives

- (a) To provide for the identification of businesses in a way that maintains the character and amenity of the street.
- (b) To ensure signage is informative and co-ordinated in a way that enables customers to easily locate the industry or business and determine its services.

S5.6.6.2 Design Guidelines

- (a) ~~4.18~~ Directional signage should be provided within sites to delineate entries and exits, staff and visitor parking, office /reception areas, and loading areas. Directional signage within the site should be consistent in style and form (refer Figure 17).
- (b) ~~4.19~~ Signage attached to front fences and temporary A-Frame signage on footpaths should be avoided.
- (c) ~~4.20~~ Signage which directs vehicles to parking and servicing areas should be clearly visible and unobstructed by building features or landscaping.
- (d) ~~4.21~~ All signs should be high quality and low maintenance. ~~with direct lighting.~~ [19/10]
- (e) ~~4.22~~ Sign colours should be a similar colour to those used in buildings, with allowance for no more than 50% of the sign coverage to include corporate colours and logos.
- (f) ~~4.23~~ Free standing tenant signs may be placed at locations near entry driveways, ~~and should incorporate large timber post rounds to match in with the feature post and rail fences.~~ [12/19 & FS20/6]
- (g) ~~4.24~~ Building mounted signs should be ~~and~~ limited to a ~~of~~ maximum one per tenant (refer Figure 19). [DR5: 12/20 & FS20/7]
- ~~4.25~~ Signage shall not be directed at, or directly visible from, the Waikato Expressway. [12/21 and 19/14]



Figure 16: Siting of design of detached signage.



Figure 18. High quality free standing sign with timber detail.



Figure 19 17: This sign is located in a clearly identifiable position on the building face and at an appropriate size and scale.

S5.7 5. Landscaping

S5.7.1 Landscape Design

S5.7.1.1 Design Objectives

- (a) To provide landscape design that responds to the characteristics and qualities of the area.
- (b) To provide high quality landscaping that enhances the setting of buildings.
- (c) To provide low maintenance landscaping.
- (d) To provide water sensitive features that incorporate the topography and existing systems. landscape design that promotes sustainable stormwater management. [12/22]

S5.7.1.1 Design Guidelines

Landscaped setbacks

- ~~5.1 — A 5m wide minimum amenity planting strip with earth mounding will be provided from housing on opposing rural-zoned properties. More specifically, along Peake Road and parts of Hautapu Road, Hannon Road and Victoria Road (refer to Appendix B). [12/23, 19/16 & FS20/8]~~
- ~~5.2 — Front and corner sites shall have an amenity planting strip along the entire road boundary to the minimum depth of 2.5m, except for access and egress points. [12/24 and 19/17]~~
- ~~(a) 5-3 Where not covered by guideline 5.7, the [12/27] amenity planting strip will consist of a combination of ground-covers (i.e. shrubs and/or grass) and trees. with at least one tree planted for every 10m of road frontage.~~
- ~~5.4 — A 5m amenity planting strip shall be provided along the southern boundary, adjacent to the Waikato Expressway (refer Appendix B). The purpose of this planting is to provide visual screening between the Expressway and the structure plan area. Plant~~

~~species and design should take into account adjoining planting within the Expressway corridor. [12/25, 19/18 & FS20/9]~~

- ~~(b) 5-5 Where appropriate, drainage management measures are to be integrated into the amenity strips through the installation of vegetated swales. [12/26]~~
- (c) 5-6 Landscaping in rear setbacks should be provided if the rear of the site adjoins or is visible from a public street.

Street tree planting

- (d) 5-7 Amenity street tree planting at 30m maximum spacings ~~will~~ should be provided along Peake Road, Hautapu Road and along parts of Hannon Road and Victoria Road (refer to ~~Appendix Attachment A) B).~~

Gateways

- ~~5.8 Two entry points into the industrial area, along Hautapu Road and Hannon Road, will require special streetscape planting to provide a site feature (refer to Appendix B). [19/19]~~

Species selection

- (e) 5-9 Species should be selected to integrate with the surrounding landscape character and connect and integrate with the landscape of adjoining sites where appropriate.
- (f) 5-10 Landscape areas should be planted with species that are low maintenance and hardy. Species selection should generally provide an emphasis on native and indigenous plants that are appropriate to the site and landscape character of the area (refer to Appendix Attachment B) C).



Figure 20 18: Quality landscaping of the site boundaries improves site amenity. The linearity of this landscaping treatment is ideal for a swale.



Figure 21 19: This landscaping example is effective in screening and also providing an attractive element to the streetscape.



Figure 22 20: Landscape treatment may include a variety of planting to soften the built form.



Figure 23 21: Landscape planting, in accordance with the preferred planting schedule, may be as simple as a grass setback with regularly planted trees.

Car park landscaping

~~5.11 — For large car parks, provide canopy tree planting for every 8 car parking spaces. The species should be selected to provide shade for vehicles and pedestrians, and allow clear views between pedestrians and the vehicles. [19/20]~~

(g) 5.12 A landscape strip of at least 1 metre should be provided to separate car parks from side and rear boundaries.

(h) 5.13 Landscaped areas should be separated from vehicle access through the use of kerbs, wheel stoppers, or raised edging to ensure the maintenance of vegetation.

(i) 5.14 Utilise water sensitive urban design techniques to treat storm-water run-off from car parks and passively irrigate vegetation (refer Figure 24).

Staff Amenity Areas

(j) 5.15 Where provided for or where the features of a site or proposal make it feasible or necessary, functional outdoor staff areas should be located to take advantage of northern aspect, connection to internal staff meals areas, and be landscaped with shade trees and seating (refer Figure 25).

Establishment and Maintenance

~~5.16 — Landscaping should be completed within 3 months of building construction completion and be carried out in accordance with the approved landscape plan. [19/21 & FS20/10]~~

(k) 5.17 Provide for the ongoing maintenance of landscaped areas and generally utilise low maintenance and durable landscaping techniques.



Figure 24 22: Well designed quality landscaping of a staff car park adjacent to an industrial building improves its amenity.



Figure 25 23: An example of a high quality amenity space that can be used by both visitors and staff.

S5.7.2 Fencing

S5.7.2.1 Design Objectives

- (a) To ensure the front boundary treatment contributes positively to the appearance of the streetscape and clearly delineates the public and private realms.
- (b) To ensure fencing provides for adequate site security.
- (c) To ensure fencing is co-ordinated with the design of the building and landscaping.

S5.7.2.2 Design Guidelines

- (a) 5-18 Fencing along the front boundary should generally be avoided. Utilise landscaping to delineate the front property boundary. If security fencing is a requirement, it should

be setback from the road boundary behind the planting buffer strip (as shown in Figure 27).

- (b) 5.19 Where ~~front fencing is permitted~~ fencing is proposed but and is not required for security purposes, the fence fencing should be: [19/22 & FS20/11]
- (i) Unobtrusive and ~~not exceed 1.5m in~~ be less than standard height.
 - (ii) Allow clear views between the street and the business.
 - (iii) ~~Utilise~~ Use materials and colours appropriate to the location, and building and landscape design.
 - (iv) Avoid the use of high and/or solid structures / materials.
- (c) 5.20 If security fencing is required, it should have a high degree of transparency and be constructed with black plastic coated chain link wire or black steel post style. Provide landscaping around the fencing to soften the visual impact and avoid the use of razor or barbed wire fencing.
- (d) 5.21 If security fencing is required along the front boundary, it should be provided at or behind the building line to enable stronger visual and physical connection between the street and building entries.
- (e) 5.22 Where screen fencing is required, it should be designed to integrate with the materials and colours utilised throughout the site.

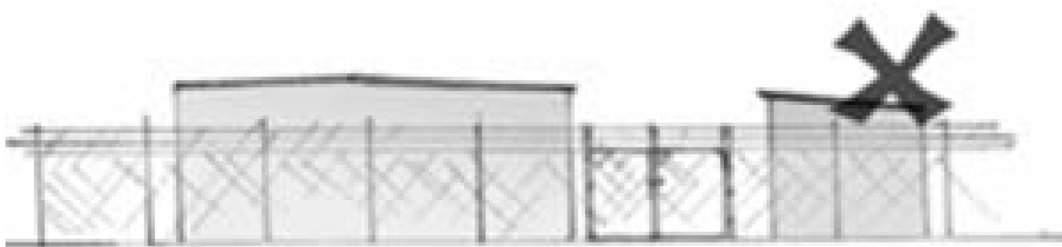


Figure 26 24: Boundary treatment with no landscaping.

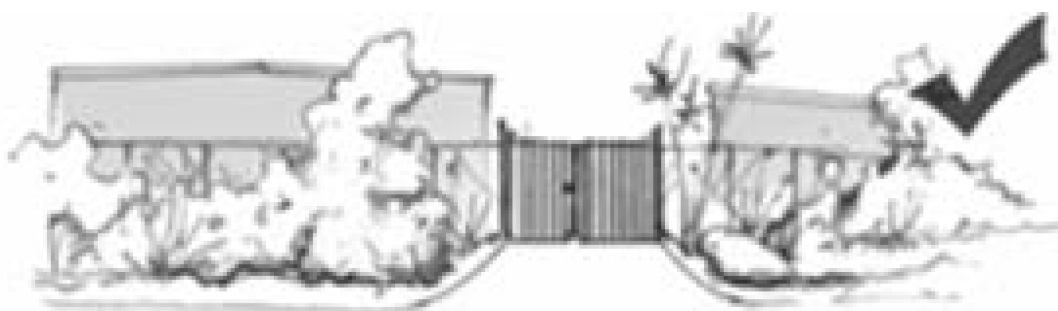


Figure 27 25: Boundary treatment with good landscaping.

S5.8 6. Central Focal Area

S5.8.1.1 Design Objectives

- (a) To maximise safety, accessibility and attractiveness of the Central Focal Area.
- (b) To provide landscape design that promotes sustainable stormwater management, commercial activities that provide for everyday needs of employees and visitors.

(c) To provide safe, accessible public open space for use by local employees and visitors.

S5.8.1.2 Design Guidelines

- (a) 6-1 Through an integrated design approach, provide for a mix of uses within the Central Focal Area including a mix of commercial and public amenities, e.g.
- (i) Local commercial amenities such as a dairy, bakery, café or similar activities.
 - (ii) Open space including a mix of informal playing fields, exercise equipment and/or passive recreation facilities, e.g. seating and picnic benches.
- (b) 6-2 Where appropriate, integrate open space and amenities with adjoining stormwater elements such as ponds and swales, such as could contribute to the amenity outcomes for the Central Focal Area.
- (c) 6-3 Provide for a comprehensive approach to landscaping throughout the Central Focal Area, taking into account Appendix Attachment C: Recommended Species Selection, as well as CPTED principles.
- (d) 6-4 Enable passive surveillance that contributes to the safety and amenity of the Central Focal Area by ensuring that commercial amenities and adjoining activities face on to open space and public activities, and by avoiding fencing and dense vegetation along boundaries of the public area.
- (e) 6-5 Provide for public cycle and vehicle parking opportunities, including disabled parking, within the Central Focal Area.
- (f) 6-6 Commercial amenities should be designed to be of a 'human scale' through appropriate scale, detailing and modulation.
- (g) 6-7 Suitable signage indicating way finding information and amenities should be used to complement the area.



Figure 28 26: Local neighbourhood outdoor gym example, Havelock North (source: stuff.co.nz).

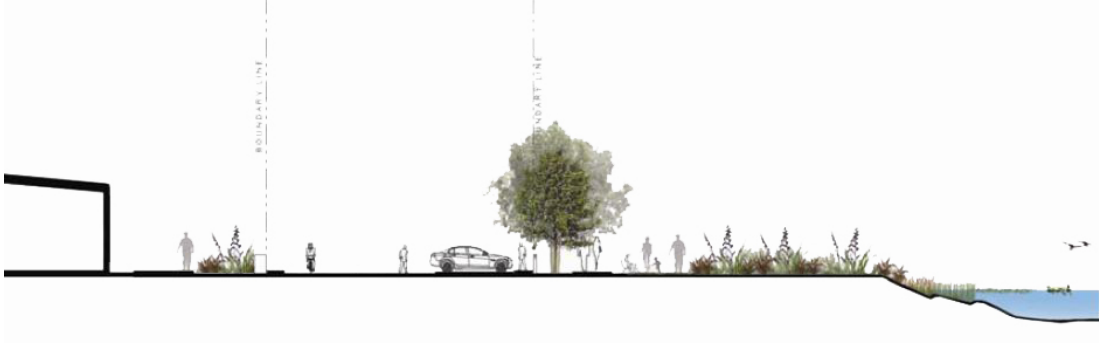
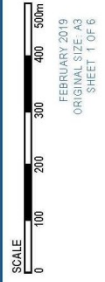
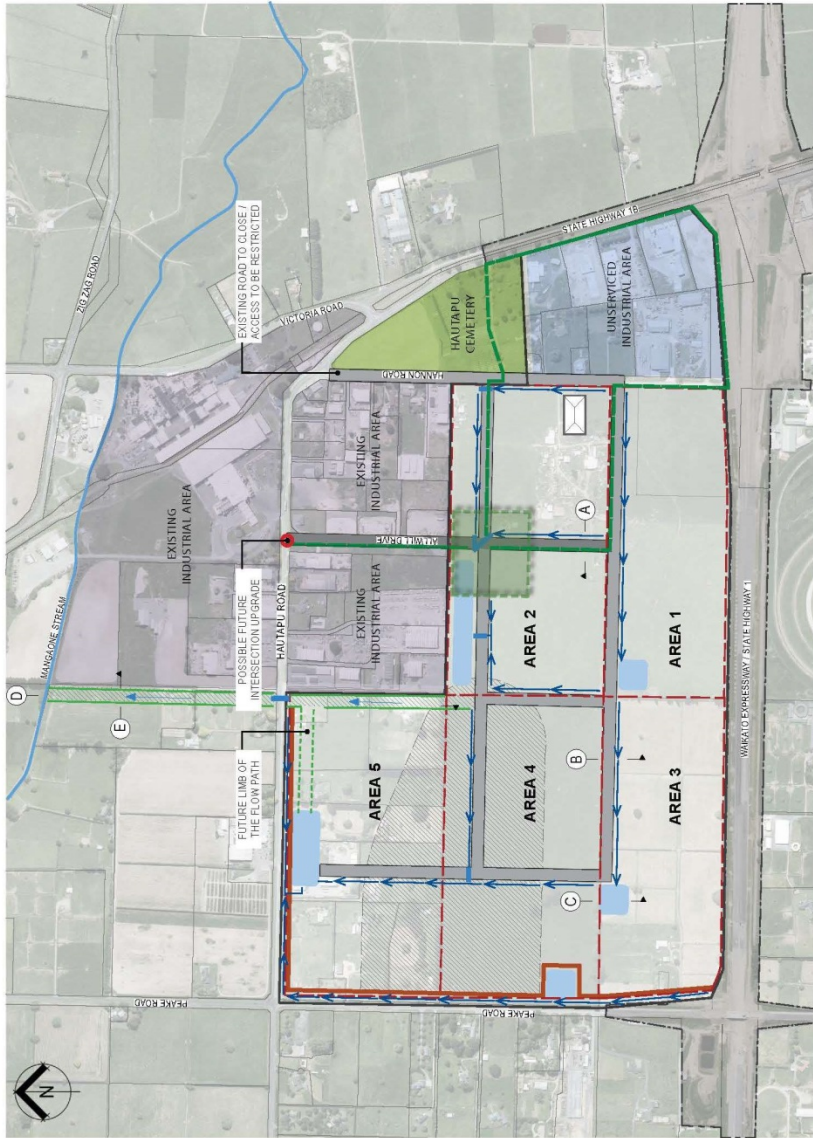


Figure 29 27: Indicative cross section illustrating integrated approach between Central Focal Area activities.

S5.9 Hautapu Structure Plan

ITEMS TO GIVE EFFECT TO THE STRUCTURE PLAN:

- ROADS & ACCESS**
 - THE EXISTING HANNON ROAD INTERSECTION TO CLOSE OR BE RESTRICTED TO EXISTING DEVELOPMENT ONLY BEYOND THE DEVELOPMENT OF:
 - THE UNSERVICED INDUSTRIAL AREA
 - SHA OF ADDITIONAL LAND
 - THE HANNON ROAD NORTH EASTERN ACCESS WILL BE TO A NEW INTERSECTION POTENTIALLY IN THE LAND SET ASIDE FOR THE EXTENSION OF HAUTAPU CEMETERY, ONCE COMPLETED AND OPENED, THE RESTRICTION ABOVE CAN BE LIFTED.
 - ALL ROADS TO BE DESIGNED IN ACCORDANCE WITH THE ATTACHED CROSS SECTIONS.
 - NO INDIVIDUAL ACCESS TO PEAKE ROAD
 - AN UPGRADE TO THE INTERSECTION OF ALLWILL DRIVE / HAUTAPU ROAD MAY BE REQUIRED IN THE FUTURE DEPENDING ON THE NATURE AND LEVEL OF TRAFFIC GENERATED FROM THE DEVELOPMENT. THIS MAY INCLUDE THE NEED FOR A ROUNDABOUT.
- STORMWATER**
 - SOAKAGE DISPOSAL OF ALL OF THE 2YR ARI STORM (UP TO 72HRS) TREATMENT OF RUNOFF IN ACCORDANCE WITH TP10.
 - PRIMARY DRAINAGE CAPACITY FOR A 10YR ARI STORM.
 - NO INCREASE IN VOLUME DISCHARGED IN THE 10YR ARI STORM.
 - SECONDARY FLOW PATHS ALONG ROAD CORRIDORS FOR A 100YR ARI STORM. PEAK FLOW ATTENUATION IN A 100YR ARI STORM (TO 80% OF EXISTING).
 - ON-LOT MANAGEMENT OF STORMWATER SEPARATE TO THE ROAD CORRIDOR.
- WATER SUPPLY**
 - RETICULATED NETWORK TO BE PROVIDED.
 - INSTALLATION OF A 375MM MAIN FROM WATKINS ROAD RESERVOIR.
 - SIZES FIRE FIGHTING DEMANDS OF WS OR LESS TO BE MET BY RETICULATED SYSTEM.
 - ONSITE STORAGE REQUIREMENTS OF WS OR MORE.
- WASTEWATER**
 - RETICULATED NETWORK TO BE PROVIDED VIA A SERIES OF PUMPING STATIONS.
 - CONNECTION REQUIRED TO THE MANHOLE AT VICTORIA/TAYLOR STREET INTERSECTION.
- LANDSCAPING AMENITY**
 - POST & RAIL FENCE TO BE PROVIDED ON STRUCTURE PLAN AREA PERIMETER SITES.
 - LANDSCAPING TO BE AS PER SECTION 6 OF THE DESIGN GUIDELINES.
 - OFF-ROAD CYCLING PATH TO BE PROVIDED TO CONNECT VICTORIA ROAD TO THE CENTRAL FOCAL AREA.
 - DEVELOPMENT WITHIN AREA 2 SHALL PROVIDE A RESERVE OF APPROXIMATELY 2500sqm WITH THE RESERVE TO BE ON THE CORNER OF THE ALLWILL DRIVE EXTENSION AND ONE OTHER INTERNAL HAUTAPU ROAD TO BE DEVELOPED.
 - HANNON HOMESTEAD TO BE RETAINED.
- CENTRAL FOCAL AREA, BUILDING AND SITE LAYOUT**
 - CENTRAL FOCAL AREA, CAR PARKING, BUILDING LAYOUT AND DESIGN TO BE DESIGNED IN ACCORDANCE WITH THE DESIGN GUIDELINES.

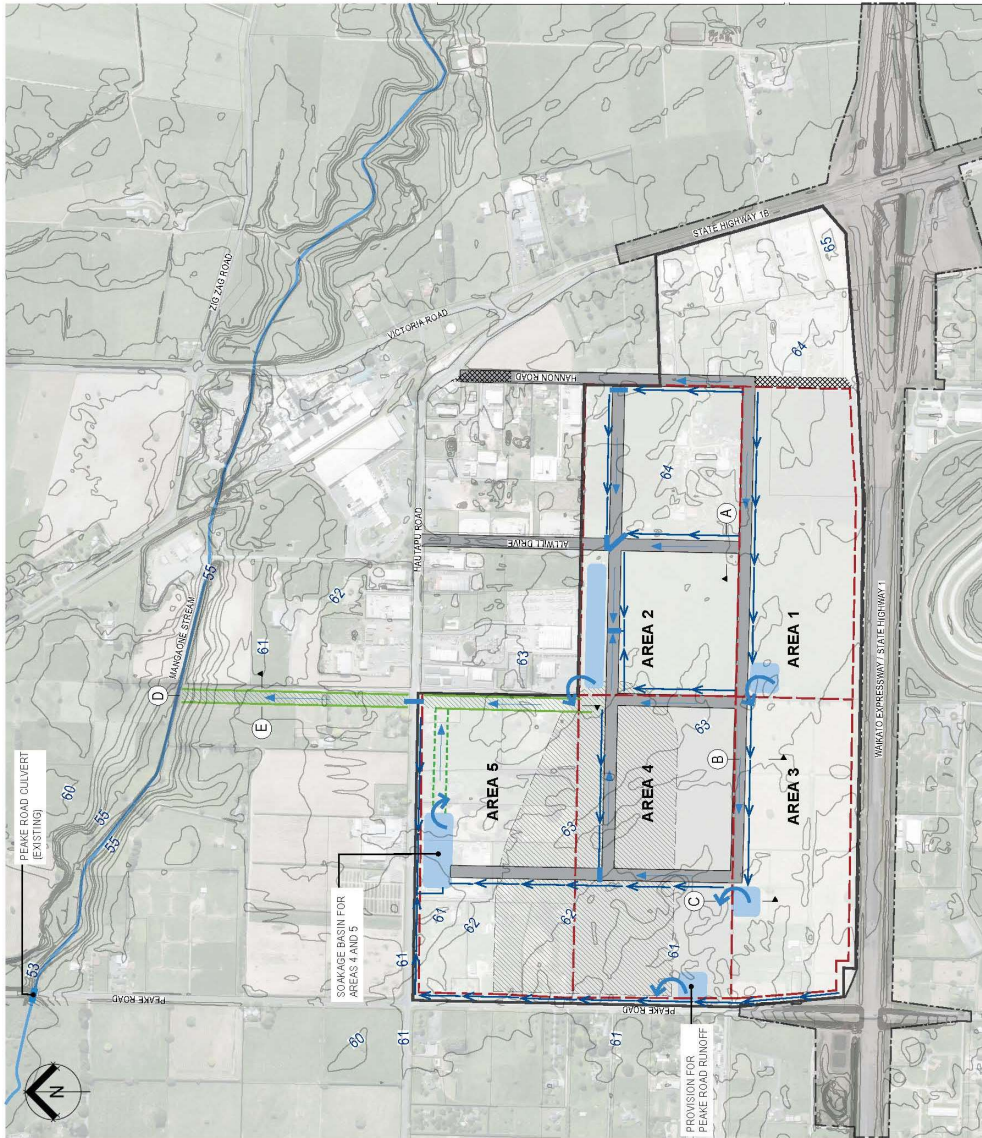
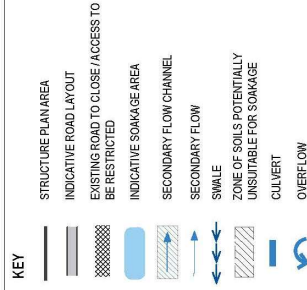


HAUTAPU STRUCTURE PLAN
HAUTAPU STRUCTURE PLAN

S5.10 Indicative Stormwater Layout

NOTES:

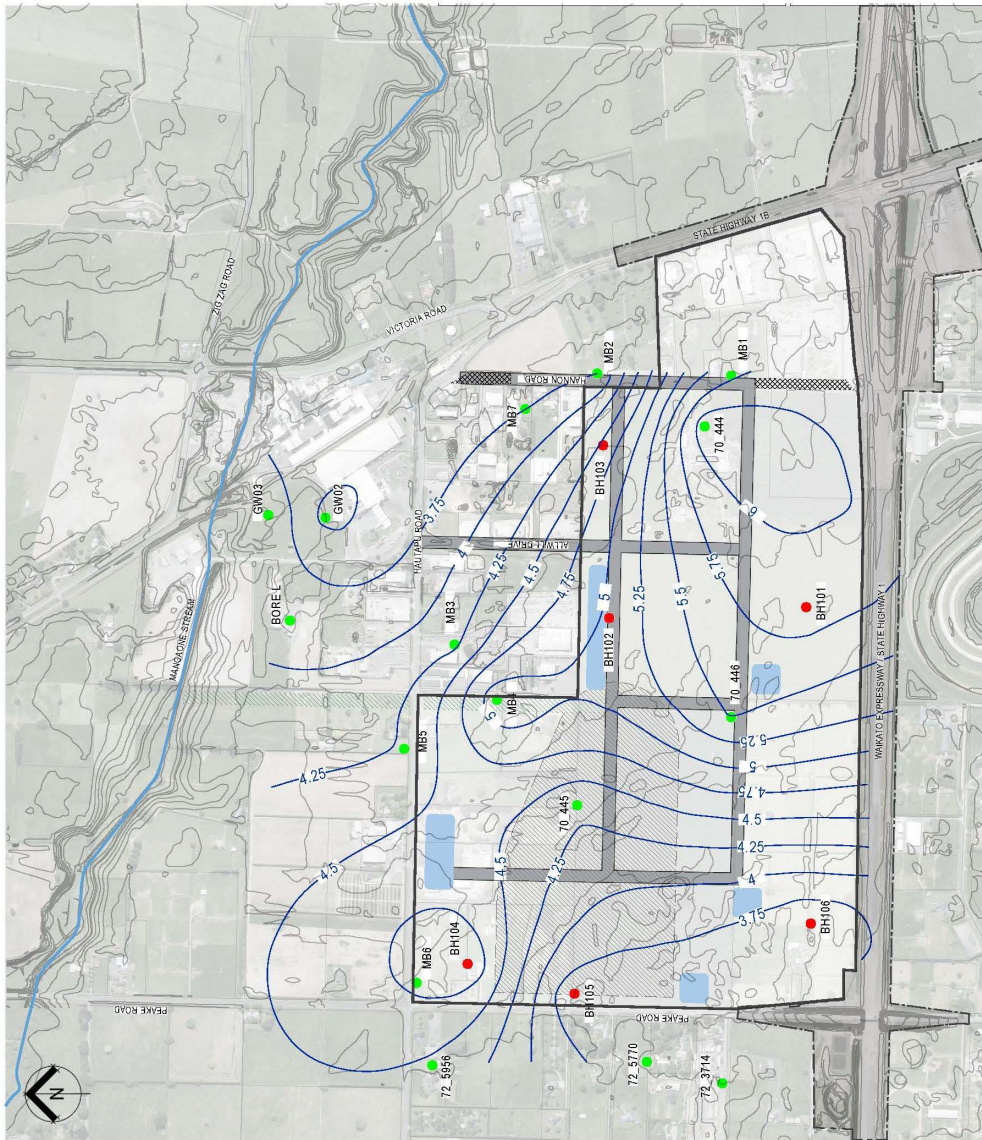
1. STORMWATER PERFORMANCE CRITERIA:
 - SOAKAGE AREAS SIZED TO:
 - DISPOSE TO GROUND 100% OF THE 24HR ARI STORM RUNOFF FOR DURATIONS UP TO 72HRS
 - DISCHARGE NO MORE THAN EXISTING DEVELOPMENT VOLUME DURING A 100YR ARI STORM FOR DURATIONS UP TO 24HRS.
 - FLOOR LEVELS SET TO BE CLEAR OF THE 100YR FLOOD LEVEL
 - ATTENUATE 100YR ARI STORM PEAK FLOW RATE TO 80% OF EXISTING DEVELOPMENT FLOW RATE FOR THE CRITICAL DURATION STORM AT THE PEAK ROAD CULVERT.
 - SOAKAGE AREAS SIZED FOR ROAD CORRIDOR RUNOFF ONLY. THESE ARE TO BE VESTED AS A COUNCIL ASSET.
 - PIPED SYSTEMS TO BE DESIGNED TO A 10YR ARI CAPACITY WITH A 10MIN TIME OF CONCENTRATION.
 - TREATMENT OF RUNOFF IN ACCORDANCE WITH TP10.
 - OVERFLOWS TO RUN DOWN THE ROAD CORRIDORS AND BE DIRECTED INTO THE SECONDARY FLOW CHANNEL DESIGNED TO A 100YR ARI STANDARD.
2. BASIN SIZES SHOWN ARE INDICATIVE AND ARE SUBJECT TO DETAILED DESIGN GIVING CONSIDERATION TO SPECIFIC SITE CONDITIONS AND ASSESSMENTS.
3. EACH PRIVATE LOT SHALL MANAGE STORMWATER WITH ON LOT SOLUTIONS TO THE SAME PERFORMANCE CRITERIA NOTED IN ITEM 1.
4. THE FOLLOWING SHALL BE PROVIDED WHERE GROUND CONDITIONS CAN BE SHOWN NOT TO BE CONDUCTIVE TO SOAKAGE DISPOSAL.
 - MINIMUM RETENTION OF THE FIRST 5MM OF RAINFALL FOR ALL IMPERVIOUS SURFACES. PROVIDED PERVIOUS AREAS ARE NOT CONTACTED, OTHERWISE 3MMI ACROSS THE WHOLE SITE AND.
 - EXTENDED DETENTION OF 1.2x THE WATER QUALITY VOLUME DISCHARGED OVER 24HRS.



HAUTAPU STRUCTURE PLAN
INDICATIVE STORMWATER LAYOUT

S5.11 Estimated Winter Groundwater Contours

- KEY**
- STRUCTURE PLAN AREA
 - INDICATIVE ROAD LAYOUT
 - EXISTING ROAD TO CLOSE/ACCESS TO BE RESTRICTED
 - 2015 BORES
 - EXISTING BORES
 - DEPTH TO WINTER GROUNDWATER LEVEL (M BELOW GROUND LEVEL)
 - INDICATIVE SOAKAGE AREA



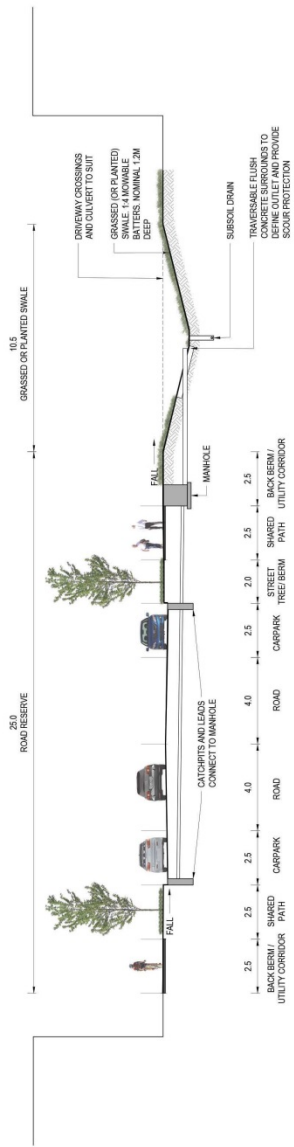
FEBRUARY 2019
ORIGINAL SIZE: A3
SHEET 3 OF 5

HAUTAPU STRUCTURE PLAN
ESTIMATED WINTER GROUNDWATER CONTOURS

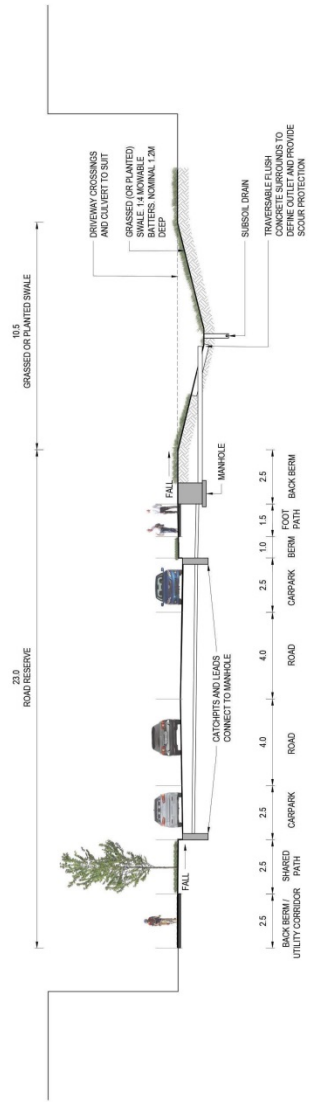
S5.12 Typical Stormwater Sections – Sheet 1 of 3

NOTES:

1. SWALE DEPTH SHOWN IS A FUNCTION OF PIPE COVER TO THE SUMP LEADS/DRIVEWAY CULVERTS NOT THE DESIGN HYDRAULICS. ALTERNATIVE SWALE ARRANGEMENTS ARE POSSIBLE. FOR EXAMPLE, SHALLOWER SWALES ON EITHER SIDE OF THE CARRIAGEWAY. HOWEVER, THE OVERALL CORRIDOR WIDTH NEEDED WOULD BE SIMILAR TO THAT SHOWN, JUST THE ARRANGEMENT WOULD CHANGE.
2. SWALES COULD BE PLANTED OR GRASSED. PLANTED BATTERS COULD BE STEEPER AT 1V/3H.

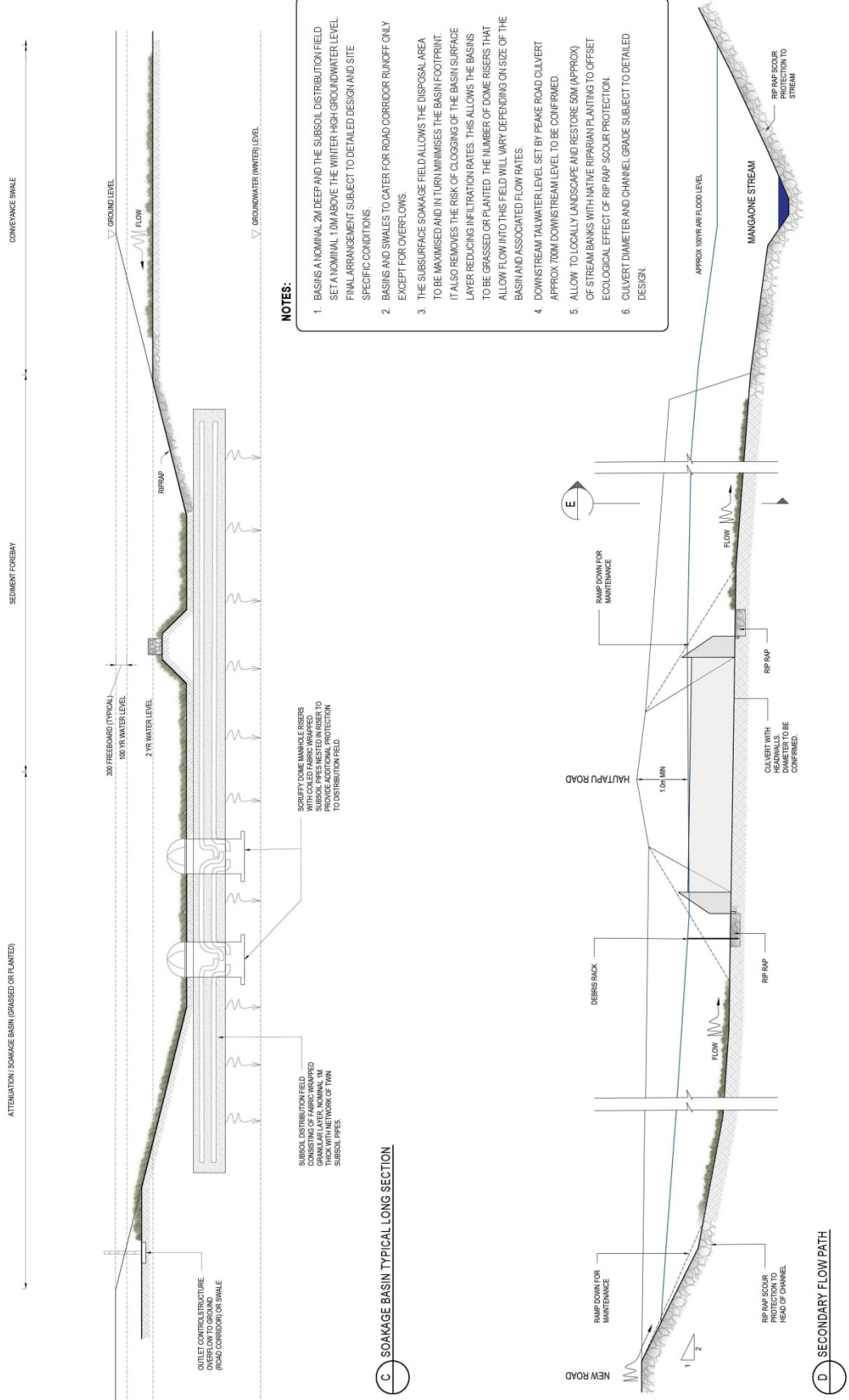


A TYPICAL ROAD CROSS SECTION - COLLECTOR ROAD



B TYPICAL ROAD CROSS SECTION - LOCAL ROAD

S5.13 Typical Stormwater Sections – Sheet 2 of 3



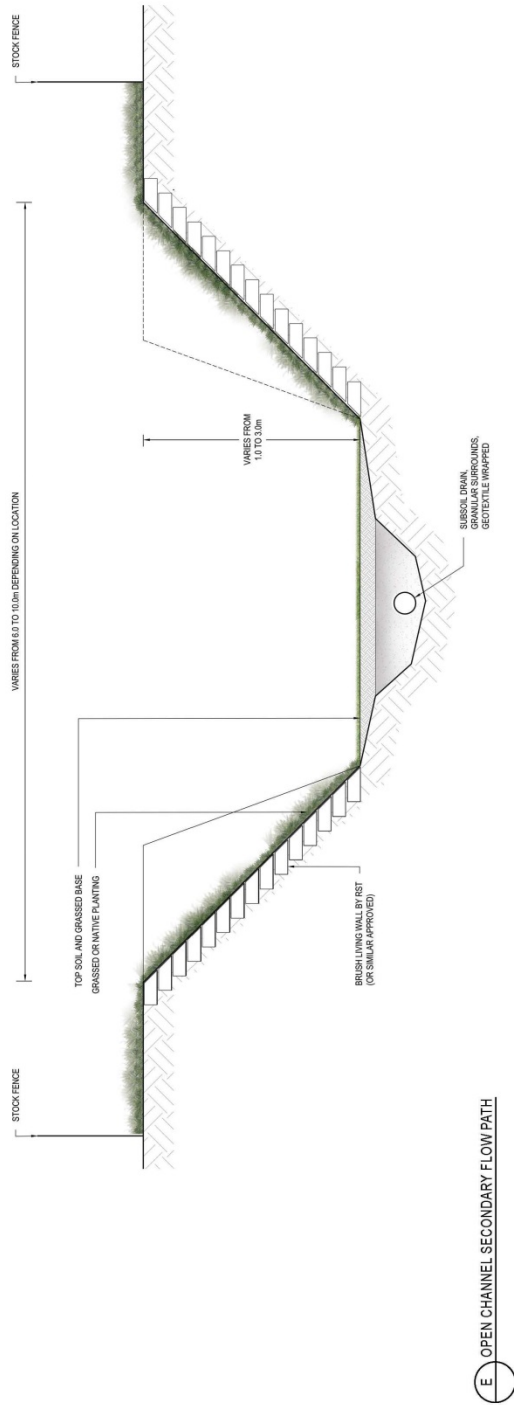
FEBRUARY 2019
ORIGINAL SIZE: A3
SHEET 5 OF 6

HAUTAPU STRUCTURE PLAN
INDICATIVE STORMWATER SECTIONS - SHEET 2 OF 3

S5.14 Typical Stormwater Sections – Sheet 3 of 3

NOTES:

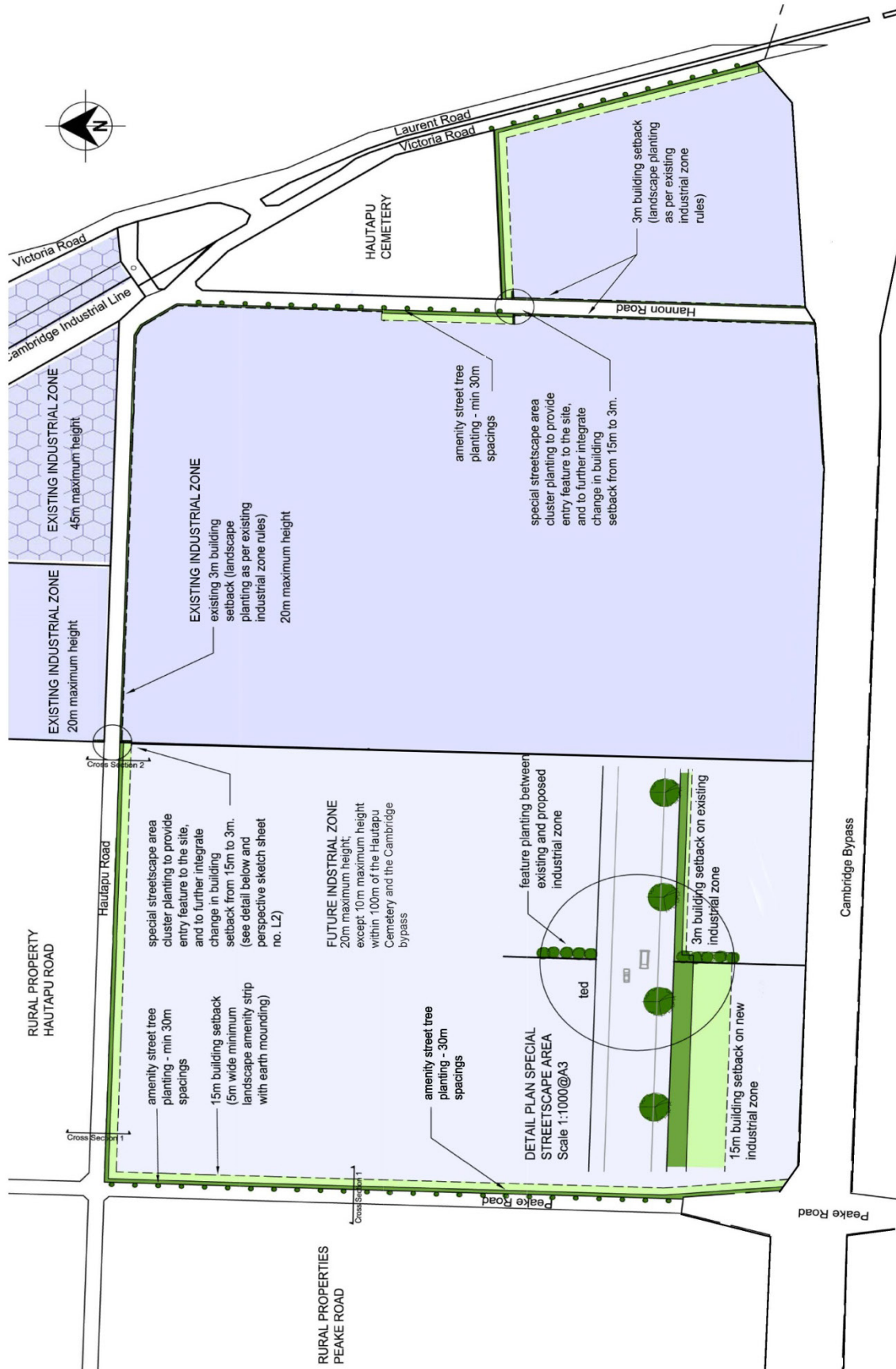
1. FINAL ARRANGEMENT SUBJECT TO DETAILED DESIGN. THIS CROSS SECTION SEEKS TO MINIMISE LAND REQUIREMENTS BY HAVING STEEP ENGINEERED BATTERS. OPTIONS WITH FLATTER BATTERS WOULD REMOVE THE NEED FOR THE LIVING WALL BUT TAKE UP SIGNIFICANTLY MORE LAND.
2. BED WIDTH SET BY ACCESS FOR A TRACTOR MOWER TO MAINTAIN THE DRAIN RATHER THAN HYDRAULIC REQUIREMENTS.
3. SUBSOIL TO PREVENT GRASS BED FROM BECOMING BOGGY.
4. LIVING WALL BATTER SLOPE SUBJECT TO DETAILED DESIGN, COULD BE AS STEEP AS 70 DEGREES.



FEBRUARY 2019
ORIGINAL SIZE: A3
SHEET 6 OF 6

HAUTAPU STRUCTURE PLAN
INDICATIVE STORMWATER SECTIONS - SHEET 3 OF 3

Attachment A: Perimeter Boundary Treatment



Appendix C Attachment B: Recommended Species Section

LANDSCAPE BUFFER PLANTING:

Botanical Name (mature height in brackets)	Common Name	Size After 10 Years
Tall Species		
Dacrycarpus dacrydioides	Kahikatea	7x4m (40m)
Dacrydium cupressinum	Rimu	6x3m (30m)
Laurelia novae-zelandae	Pukatea	6x4m (30m)
Podocarpus totara	Totara	6x4m (20m)
Alnus glutinosa	Common Alder (exotic)	8x6m (15m)
Casuarina cunninghamiana	River She Oak (exotic)	8x5m (15m)
Fraxinus excelsior	Common Ash (exotic)	15x10m (20m)
Populus nigra 'Italica'	Lombardy Poplar (exotic)	9x2.5 (30m)
Taxodium distichum	Swamp Cypress (exotic)	7x4m (25m)
Medium Trees		
Cordyline australis	Cabbage Tree	6x2m (10m)
Elaeocarpus dentatus	Hinau	3x2m (10m)
Hoheria sexstylosa	Lacebark	5x3m (8m)
Pittosporum spp	Pittosporum	5x3m (8m)
Pseudopanax spp	Lancewood/Five finger	3x3m (5m)
Sophora tetraptera	Kowhai	4.5x3m (10m)
Shrubs		
Cortaderia toetoe	Toe Toe	2x2m
Corokia spp	Korokio	1.5x1m
Eleocharis spazelata	Great spike rush	1x1m
Griselinia littoralis	Kapuka	3x2m
Hebe speciosa	Showy Hebe	1.5x1m
Myrtus bullata	Ramarama	2.5x1.5m
Phormium tenax	Flax	2x2m

PUBLIC ROAD AND STREETSCAPE PLANTING:

Botanical Name	Common Name	Size After 10 Years
Street Trees		
Acer platanoides	Norway Maple	9x6m
Aesculus hippocastanum	Horse Chestnut	15x10m
Gleditsia triacanthos	Honey Locust	4x3m
Fagus sylvatica	European Beech	10x6m
Fraxinus excelsior	European Ash	15x10m
Ginkgo biloba	Maidenhair Tree	7x4m
Koelreuteria paniculata	Golden Rain Tree	6x3m
Liquidambar styraciflua	American Sweet Gum	7x5m
Liriodendron tulipifera	Tulip Tree	10x6m
Paulownia tomentosa	Umbrella Tree	8x6m
Patanus x acerifolia	London Plane	8x6m
Quercus palustris	Pin Oak	8x6m
Tilia cordata	Small Leaved Lime	15x8m
Ulmus glabra	Elm	9x6m

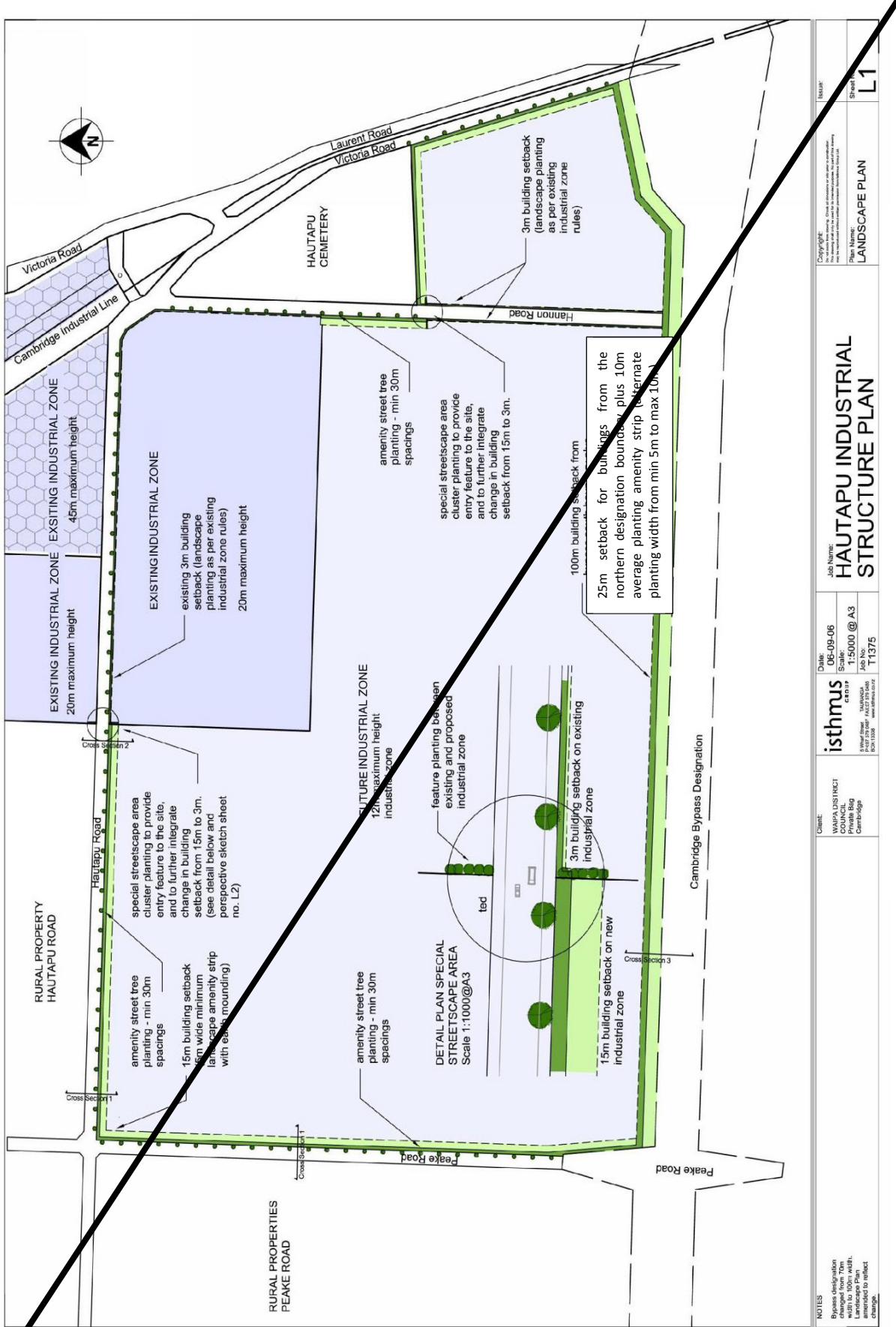
Appendix A: Recommended Colour Palette

Resene British Standard 5252 range, groups A and B

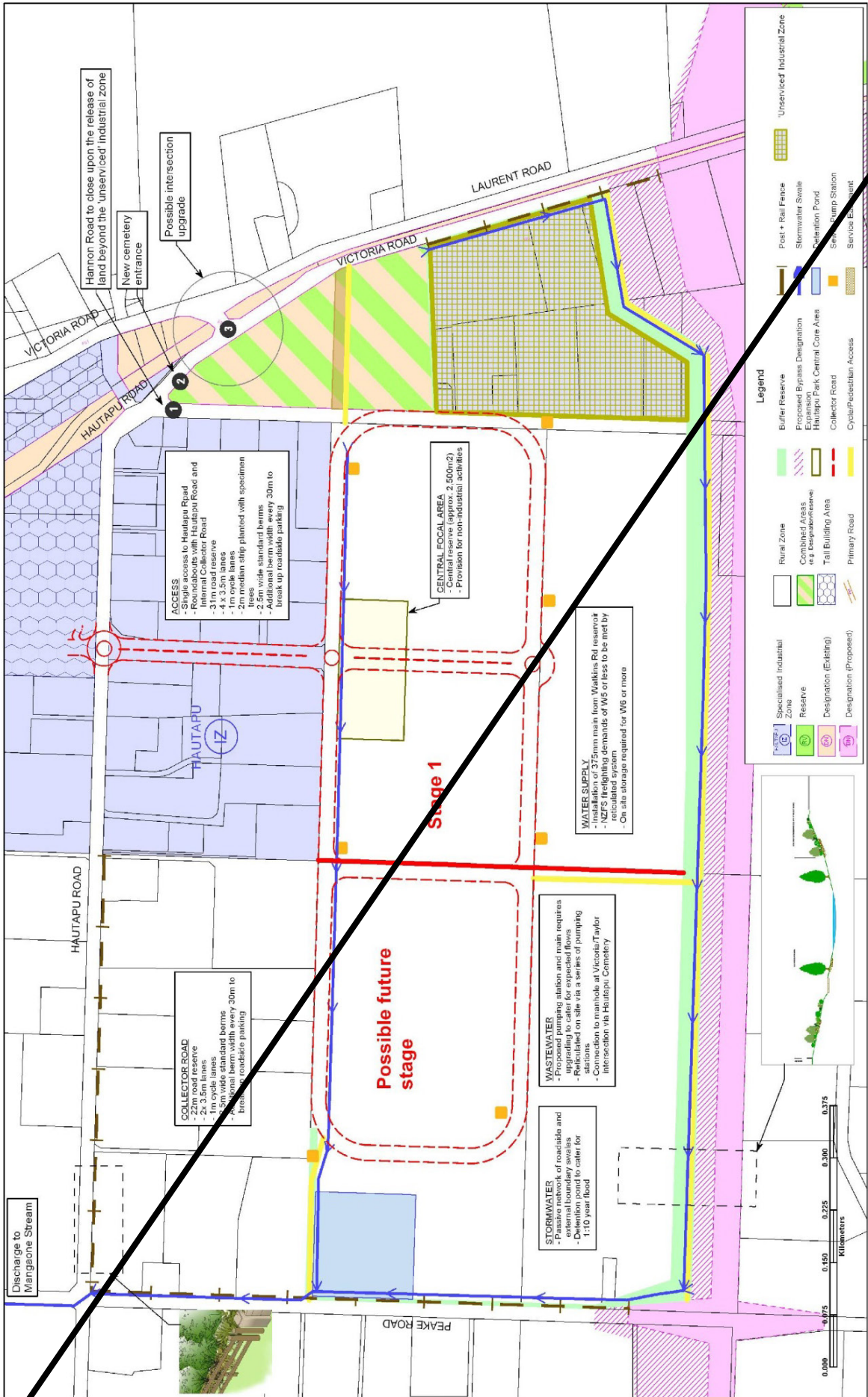
Group	A01	A03	A05	A07	A09	A11	A13	A14	B15	B17	B19	B21	B23	B25	B27	B29
00	Quill™ N84-008-102	Silver Sand™ N80-006-102	Mountain Mist™ N71-003-088	Jumbo™ N64-001-095	Scopus Flow™ N55-902-289	Ship Grey™ N43-000-147	Baltic Sea™ N37-002-299		Down Pink™ G07-015-039	Water™ G01-020-048	Dry Blue™ B07-025-048	Hemp™ B02-023-045	Bonnet™ B03-024-024	Congo Brown™ B04-023-024	Cocoa Bean™ B04-024-024	Black™ B01-010-024
02	Sea Fog™ N52-005-100	Pale Slate™ N61-004-080	Siva Grey™ N64-001-095	Concord™ N62-001-087	Timber™ N40-001-047	Mercury™ N44-001-045	Banker™ N28-005-068		Solitaire™ Y36-023-077	Soft Amber™ Y11-027-073	Rosewood™ B07-026-074	Squared™ B02-023-068	Plum Comp™ B03-023-069	Cork™ B04-024-062	Blackberry™ B03-024-060	Cubbin™ B03-024-060
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Appendix B: Perimeter Boundary Treatment



<p>NOTES</p> <p>Revised designations changed from 70m width to 100m width, amended to reflect change.</p>	<p>Client: WAIKATO COUNTY Private Bag Cambridge</p>	<p>Date: 06-09-06</p> <p>Scale: 1:5000 @ A3</p> <p>Job No: T1375</p>	<p>Job Name: HAUTAPU INDUSTRIAL STRUCTURE PLAN</p>	<p>Sheet: L1</p>
	<p>Copyright: <small>© 2006 Isthmus Ltd. All rights reserved. No part of this publication may be reproduced without the prior written permission of Isthmus Ltd.</small></p> <p>Plan Name: LANDSCAPE PLAN</p>	<p>isthmus <small>landscape architects</small> 1320000000 1320000000 1320000000 1320000000</p>		



LEGEND

	Specialised Industrial Zone		Unserviced Industrial Zone
	Rural Zone		Post + Rail Fence
	Combined Areas (e.g. Designation Reserve)		Stormwater Swale
	Designation (Existing)		Elevation Pond
	Designation (Proposed)		Service Station
	Buffer Reserve		Camp Station
	Proposed Bypass Designation		Service Equipment
	Hautapu Park Central Core Area		
	Collector Road		
	Cyclist/Pedestrian Access		
	Primary Road		

Scale:
 0.000 0.075 0.150 0.225 0.300 0.375
 Kilometers

Waiapu District Council
 May 2012
 Hautapu Structure Plan

Project Information:
 Project No: WDC/S012
 Date: 15/09/2012
 Scale: A3

S5.1 Introduction

S5.1.1 The following section outlines guidelines for the future industrial development within the study area. While the Cambridge area is known for its gardens and pastoral setting at the heart of the Waikato Region, it is also recognised that there is a need to provide for industrial land use as part of the area's economy. The purpose of these design guidelines is to provide guidance for future development within the Hautapu Industrial Area, and to minimise any potential adverse visual and landscape effects as a result of the proposed zone plan change.

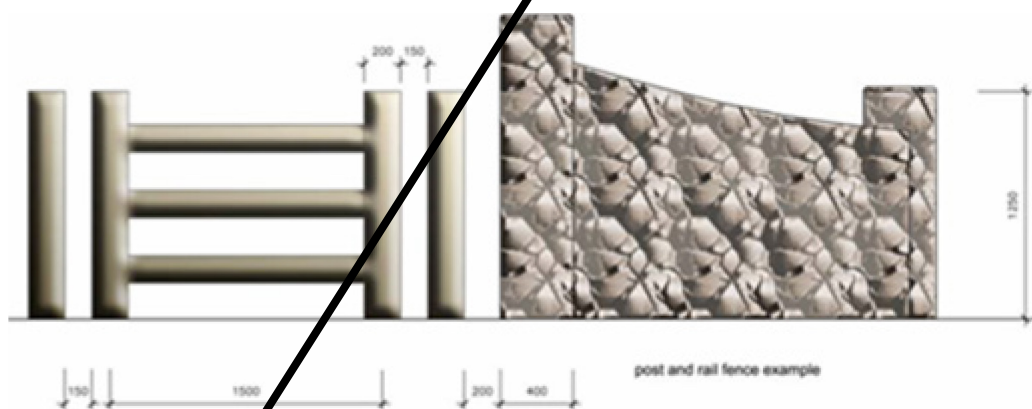
S5.1.2 The overriding vision is:

- (a) To maintain the site as a high quality landscape consistent with the Cambridge area, and accommodate industrial land use while minimising any potentially adverse effects on surrounding rural properties and public spaces.

This can be achieved through the following guideline points.

Guideline 1

S5.1.3 Wide berms and landscape buffer planting should be used in the future industrial properties to tie in with the surrounding rural landscape, and screen unattractive activities from the street and adjacent rural zones and public spaces. Landscape buffer planting in these areas should include earth mounding varying in height from 0.5m to 1.5m, except where they impede with overland drainage swales and the boundary abutting the road reserve should have feature timber post and rail fence.



Guideline 2

S5.1.4 Landscape buffer planting for public access and recreation should cater for an attractive recreational experience with high amenity value, for instance varying the width of planting either side of the drainage reserve. Planting should particularly include species that enhance ecological connections. The following species are recommended:

Botanical Name (mature height in brackets)	Common Name	Size After 10 Years
Tall Species		
Dacrycarpus dacrydioides	Kahikatea	7x4m (40m)
Dacrydium cupressinum	Rimu	6x3m (30m)
Laurelia novae-zelandae	Pukatea	6x4m (30m)

Botanical Name (mature height in brackets)	Common Name	Size After 10 Years
Podocarpus totara	Totara	6x4m (20m)
Alnus glutinosa	Common Alder (exotic)	8x6m (15m)
Casuarina cunninghamiana	River She Oak (exotic)	8x5m (15m)
Fraxinus excelsior	Common Ash (exotic)	15x10m (20m)
Populus nigra 'Italica'	Lombardy Poplar (exotic)	9x2.5 (30m)
Taxodium distichum	Swamp Cypress (exotic)	7x4m (25m)
Medium Trees		
Cordyline australis	Cabbage Tree	6x2m (10m)
Elaeocarpus dentatus	Hinau	3x2m (10m)
Hoheria sexstylosa	Lacebark	5x3m (8m)
Pittosporum spp	Pittosporum	5x3m (8m)
Pseudopanax spp	Lancewood/Five finger	3x3m (5m)
Sophora tetraptera	Kowhai	4.5x3m (10m)
Shrubs		
Cortaderia toetoe	Toe Toe	2x2m
Corokia spp	Korokio	1.5x1m
Eleocharis spacelata	Great spike rush	1x1m
Griselinia littoralis	Kapuka	3x2m
Hebe speciosa	Showy Hebe	1.5x1m
Myrtus bullata	Ramarama	2.5x1.5m
Phormium tenax	Flax	2x2m

Guideline 3

S5.1.5

Public road boundaries should have streetscape treatment that consists of avenue planting down the road side on the industrial property side, or where trees will not interfere with overhead and underground services, and vehicle site lines. Trees should be planted a minimum 30m apart and should use large growing species. The following species are recommended:

Botanical Name	Common Name	Size After 10 Years
Street Trees		
Acer platanoides	Norway Maple	9x6m
Aesculus hippocastanum	Horse Chestnut	15x10m
Gleditsia triacanthos	Honey Locust	4x3m
Fagus sylvatica	European Beech	10x6m
Fraxinus excelsior	European Ash	15x10m
Ginkgo biloba	Maidenhair Tree	7x4m
Koelreuteria paniculata	Golden Rain Tree	6x3m
Liquidambar styraciflua	American Sweet Gum	7x5m
Liriodendron tulipifera	Tulip Tree	10x6m
Paulownia tomentosa	Umbrella Tree	8x6m
Platanus x acerifolia	London Plane	8x6m
Quercus palustris	Pin Oak	8x6m
Tilia cordata	Small Leaved Lime	15x8m
Ulmus glabra	Elm	9x6m

Guideline 4

S5.1.6 Special streetscape treatment areas should be defined with a cluster specimen trees that provide an entry feature to the site and assists in providing a high amenity transition between the existing and proposed industrial properties. Species considered suitable include Lombardy Poplar (*Populus nigra*), Totara (*Podocarpus totara*), Kahikatea (*Dacrycarpus dacrydioides*), and Rimu (*Dacrydium cupressinum*).

Guideline 5

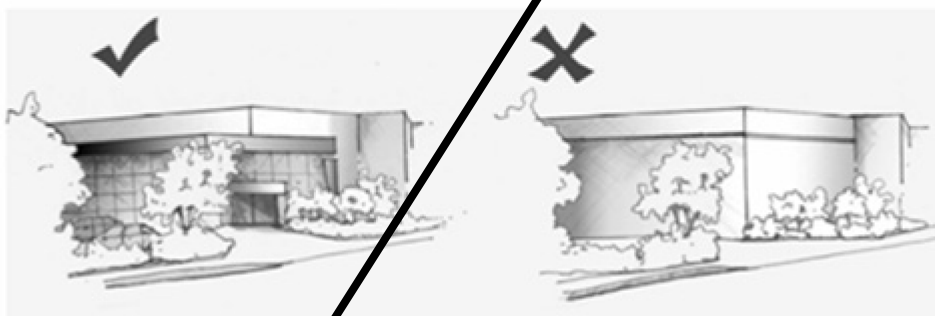
S5.1.7 Where possible retain open vistas of Mt Pirongia when viewed from Hautapu Cemetery and vistas of Mt Maungatautari when viewed from properties on Peake Road.

Guideline 6

S5.1.8 Locate buildings and industrial activities that is consistent with typical rural practices on the external parts of the site, and activities that are more business, commercial or heavy industrial within the internal parts of the site so as to retain a sense of the rural character on the perimeter of the site.

Guideline 7

S5.1.9 Office areas should include “upgraded” design elements including raised parapets, added score lines or reveal lines, accent paint treatment, or glass. Windows and glass facias should incorporate over hanging eaves to reduce incidences of sun strike and reduce overall building reflectivity.



Guideline 8

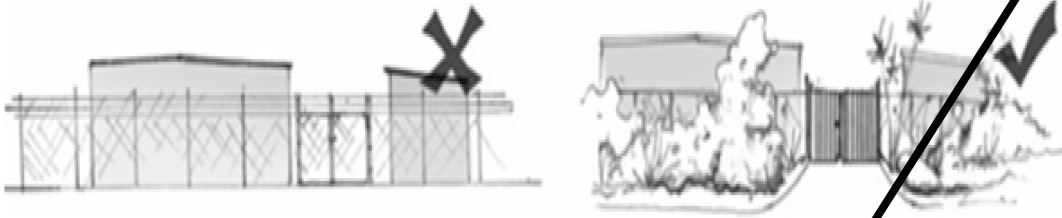
S5.1.10 Overall design of industrial buildings, where visible to public roads, should be sensitive to proper treatment of large areas of the building walls and fences. Large expanses should be broken up by the use of accent painting and score lines or reveal lines and vegetation.

Guideline 9

S5.1.11 Building colours should be limited to a neutral colour palette in order to minimise dominance in the landscape and reduce effects on surrounding rural zones and public spaces. The colour palette recommended for the Hautapu Industrial area is the Resene British Standard 5252 range, groups A and B. Colours should also be low reflectivity high level of visibility in the landscape, with maximum reflectance level of 70%.

Guideline 10

- S5.1.12 Chain link fencing should be avoided along any public roads. Security fencing should be setback from the road boundary behind the 5m planting buffer strip.



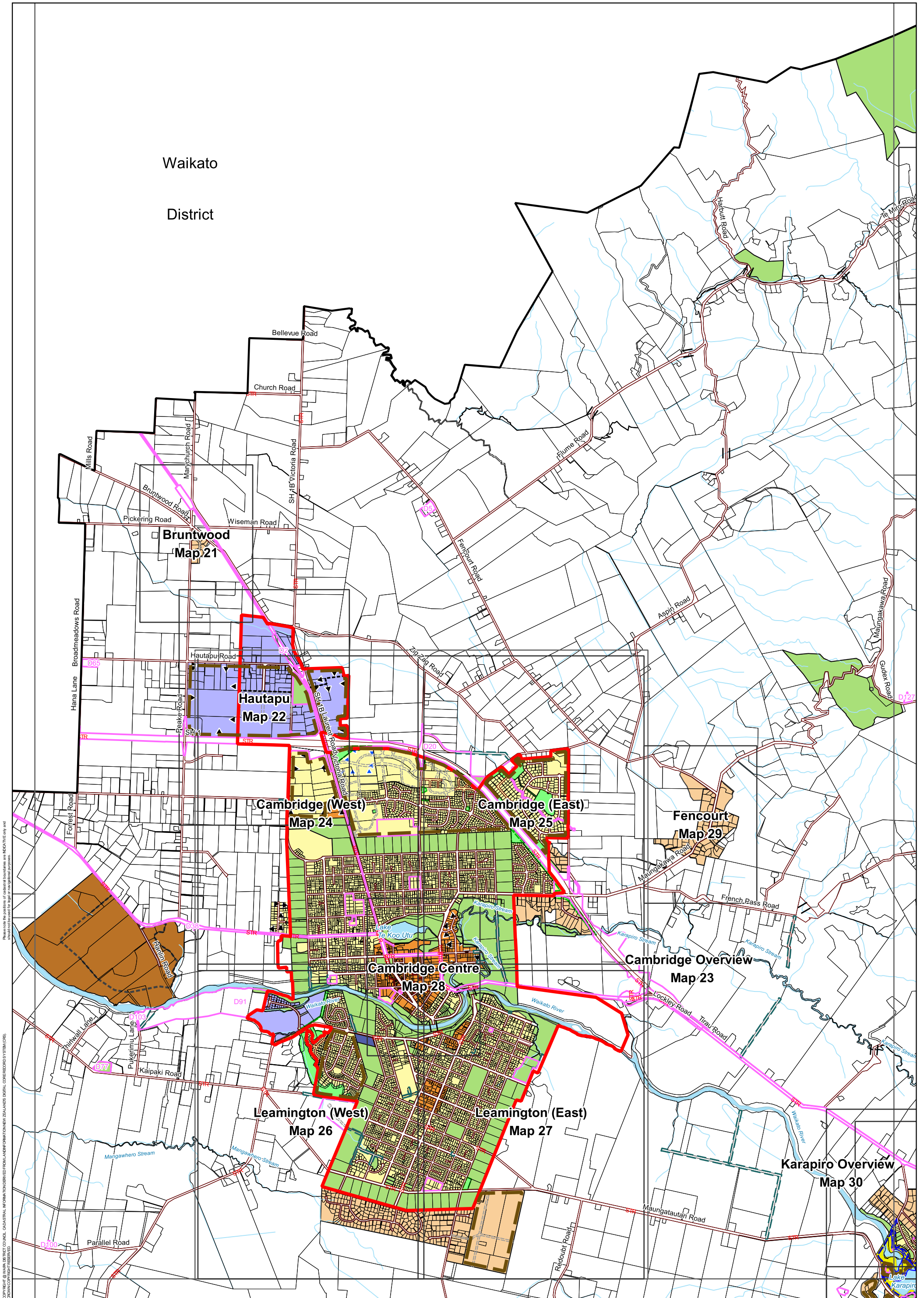
Guideline 11

- S5.1.13 Truck court lighting and automobile parking lot lighting should be achieved with lights mounted on the building walls where possible in order to minimise the need for light poles around the perimeter of the property. Wall mounted lights in the truck courts should be angled away from the building in order to efficiently light the truck courts and truck manoeuvring areas. Where light poles are required they shall not exceed 12m in height.

Guideline 12

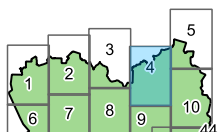
- S5.1.14 In addition to the District Plan rules for signs, all signs should be high quality and low maintenance with direct lighting. Sign colours should be similar colour to those used in buildings, with allowance for no more than 50% of the sign coverage to include corporate colours and logos. Free standing tenant signs may be placed at locations near entry driveways, and should incorporate large timber post rounds to match in with the feature post and rail fences. Building mounted signs should be limited to a maximum one per tenant, and should be placed at the building entry below the eaves or parapet of buildings.

Waikato
District



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4 Zones



Cambridge Overview

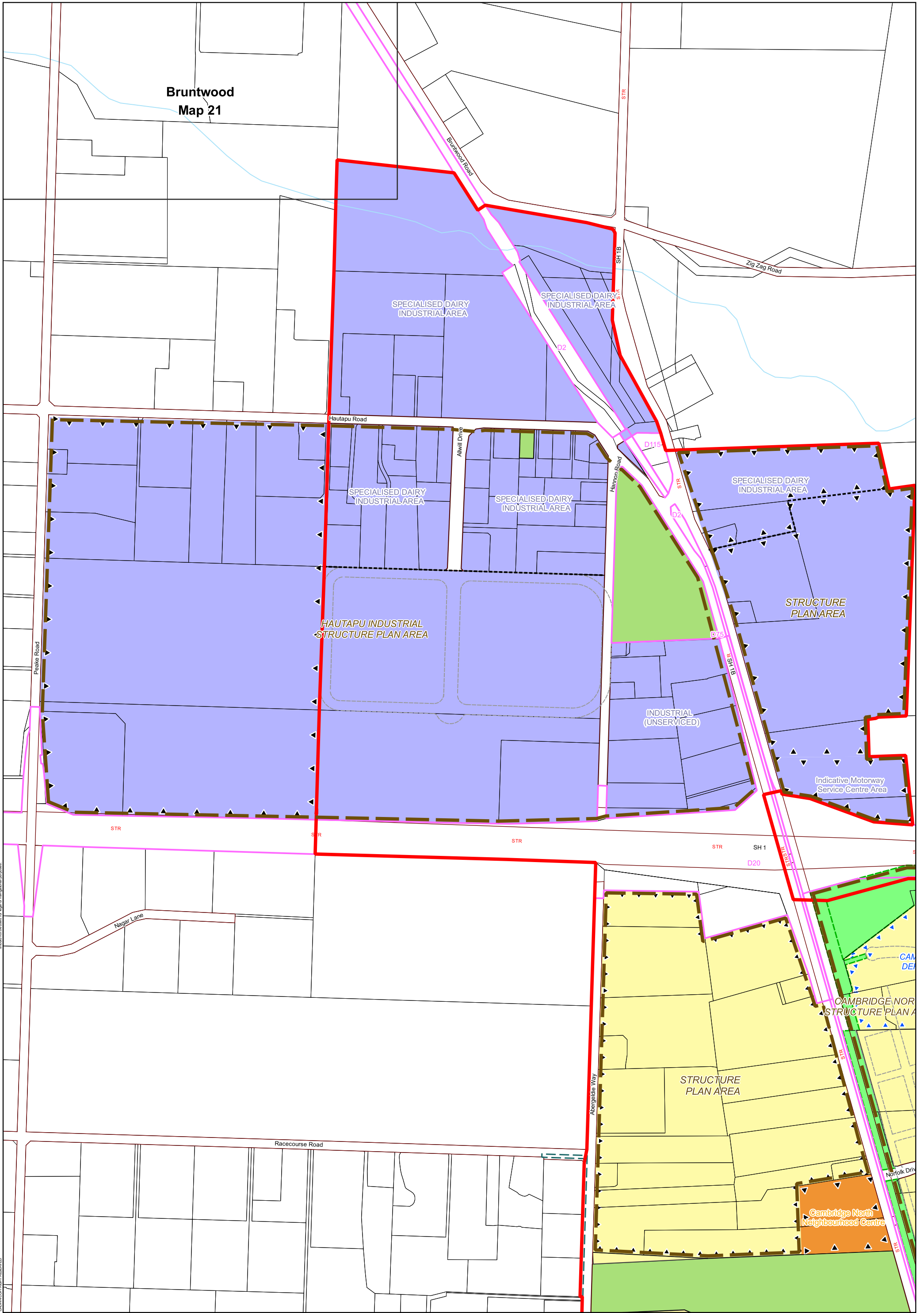
Waipa District Plan
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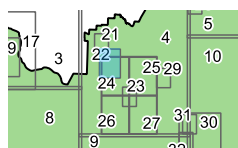
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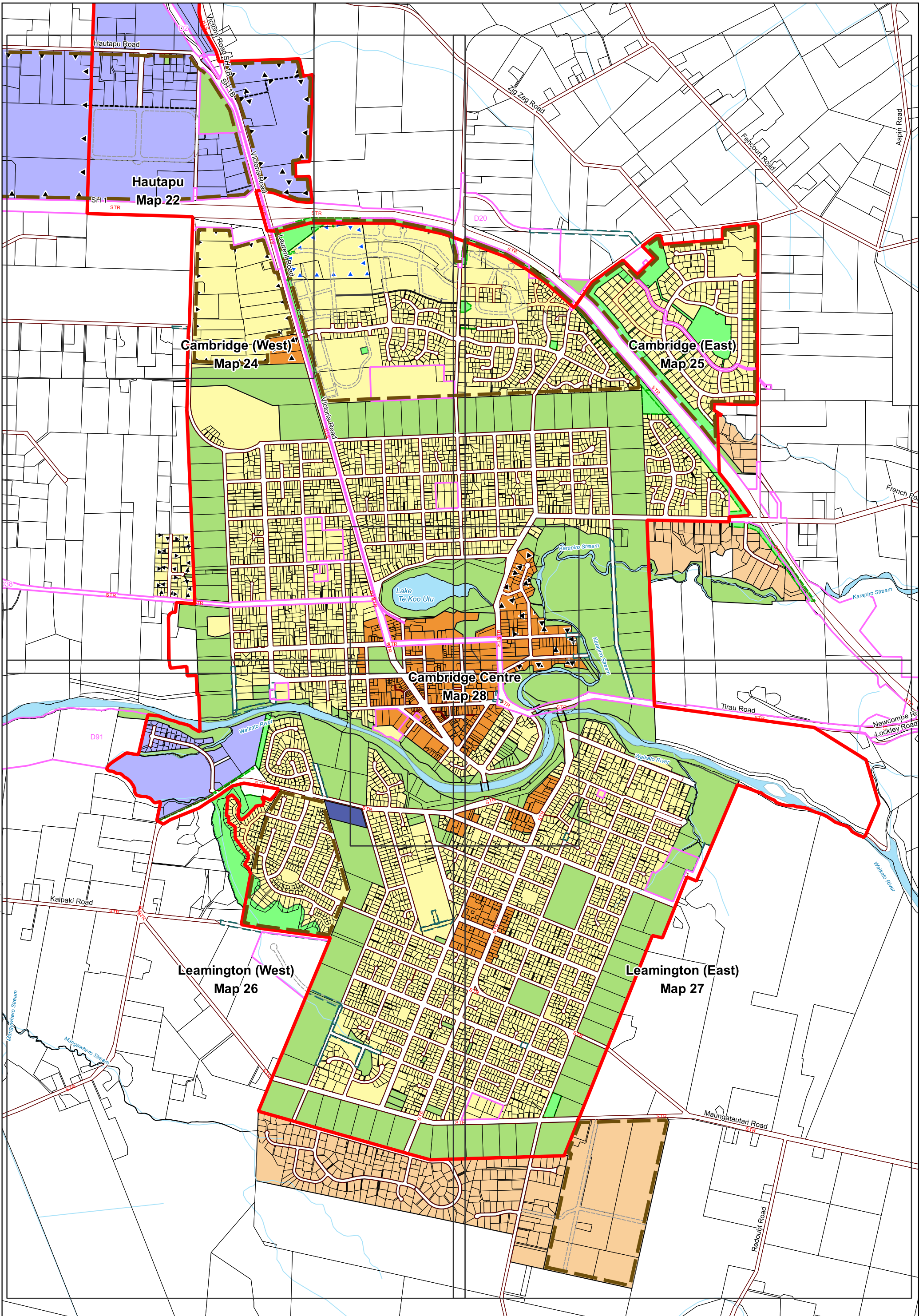


Bruntwood
Map 21



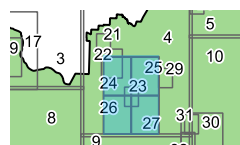
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23 Zones



Cambridge Overview

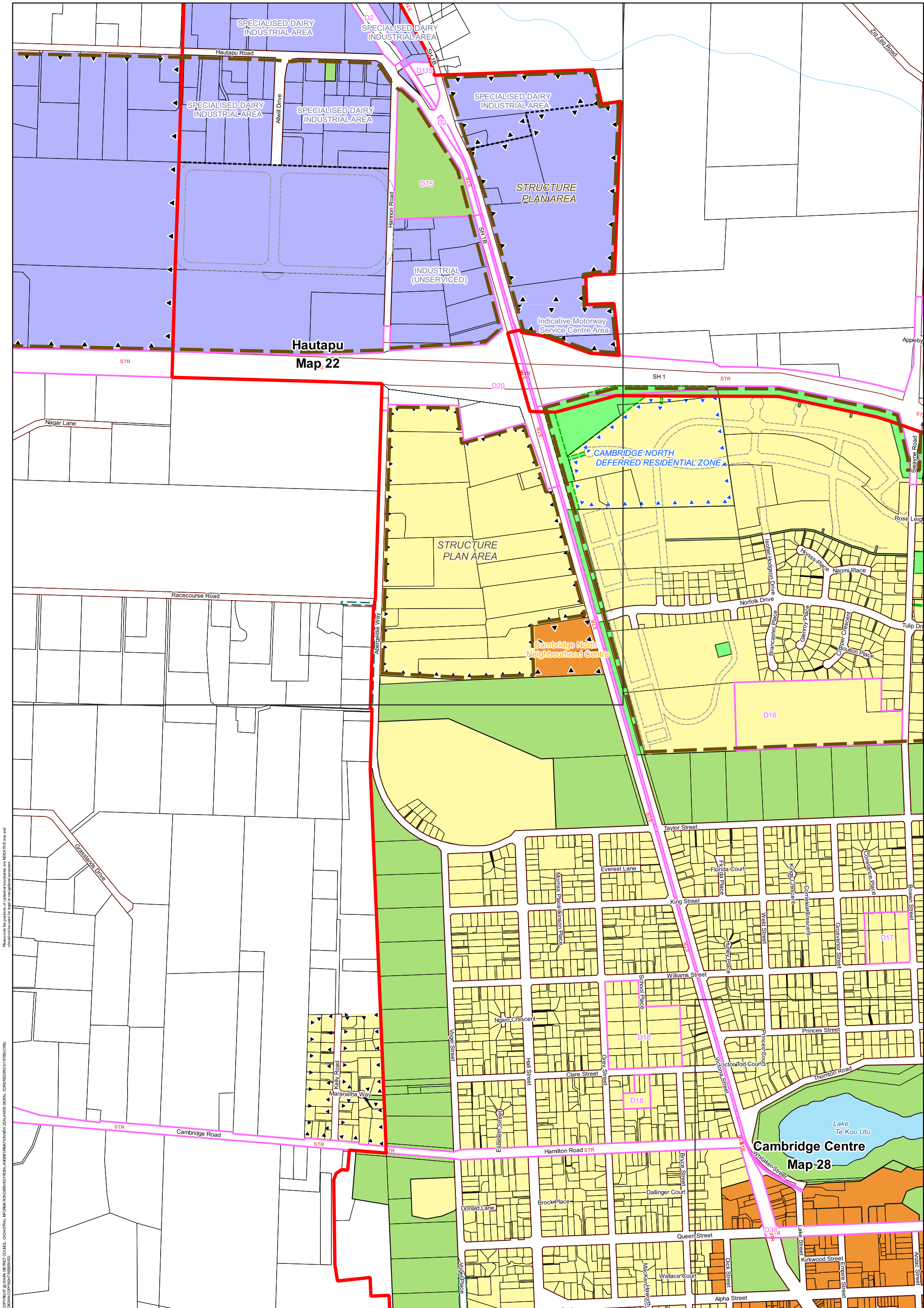
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