

# PLAN CHANGE 12

## SUMMARY OF KEY CHANGES

The below table includes a breakdown of the key changes proposed in each chapter as part of Plan Change 12.

CHAPTER/APPENDIX	SCOPE OF CHANGE
<b>Chapter 1 Plan overview</b>	<ul style="list-style-type: none"> <li>Administrative changes</li> </ul>
<b>Chapter 2 Strategic framework</b>	<ul style="list-style-type: none"> <li>Amendments to objectives and policies:               <ul style="list-style-type: none"> <li>to give effect to Te Ture Whaimana o Te Awa o Waikato</li> <li>for climate change mitigation and adaptation.</li> </ul> </li> <li>Alignment of the chapter with changes in other parts of the Plan, including:               <ul style="list-style-type: none"> <li>unlimited heights in the central city</li> <li>high density within walking distance of the central city</li> <li>medium density within 400m walking distance of the sub-regional centre at Chartwell and the suburban centres at Thomas Road, Lynden Court, Five Cross Roads, Clyde Street East, Hamilton East, Glenview, Frankton and Dinsdale.</li> </ul> </li> <li>Mode shift provisions to encourage walking, cycling and use of public transport to achieve a well-functioning urban environment.</li> </ul>
<b>Chapter 3 Structure plans</b>	<ul style="list-style-type: none"> <li>Aligning Chapter with the removal of Residential Zones from the Rototuna Town Centre.</li> <li>Removing the use of Land Development Plans.</li> <li>Amending Rototuna and Rotokauri Structure Plan maps to reflect the changes in the zoning and removal of character areas.</li> </ul>
<b>Chapter 4 Residential Zone and Appendix 3</b>	<p><b>General Residential Zone</b></p> <ul style="list-style-type: none"> <li>Providing for one to three residential units up to three storeys high as permitted. Development will be primarily single dwellings, duplex housing, and terraced housing.</li> <li>Applying the MDRS except where a qualifying matter is relevant.</li> </ul> <p><b>Medium Density Residential Zone</b></p> <ul style="list-style-type: none"> <li>Allowing for up to five-storey developments primarily duplexes, terrace housing and apartments.</li> </ul> <p><b>High Density Residential Zone</b></p> <ul style="list-style-type: none"> <li>Enabling at least six-storey developments, specifically terrace housing and apartments. Single residential units are a non-complying activity and two residential units on a site is a discretionary activity.</li> <li>Inserting requirement for restricted discretionary resource consent to address urban design requirements.</li> </ul>
<b>Chapter 5 Special Character Zone and Appendix 4</b>	<ul style="list-style-type: none"> <li>Deleting chapter and merging into the Residential Zone.</li> </ul>

CHAPTER/APPENDIX	SCOPE OF CHANGE
<b>Chapter 6 Business Zone</b>	<ul style="list-style-type: none"> <li>Increasing building height within approximately 800m walkable catchment of the central city to 21m.</li> <li>Providing for upper floor apartments as permitted activities in a number of areas in the Business Zone.</li> <li>Amending height in relation to boundary, interface, outlook, building height and storage areas to align with the HSAA requirements and Residential Zones provisions.</li> </ul>
<b>Chapter 7 Central City Zone and Appendix 5</b>	<ul style="list-style-type: none"> <li>Amending the height in relation to boundary, storage areas, public interface and outlook area controls to better align with the HSAA requirements and Residential Zones provisions.</li> <li>Removing the height controls and amending the minimum density.</li> </ul>
<b>Chapter 13 Rototuna Town Centre and Appendix 7</b>	<ul style="list-style-type: none"> <li>Removing the Comprehensive Development Plan areas.</li> <li>Removing reference to the residential precincts which are to be incorporated in the Residential Zone.</li> <li>Aligning the height in relation to boundary, outdoor living and service area, and storage area controls with the HSAA requirements and Residential Zones provisions.</li> </ul>
<b>Chapter 19 Historic heritage</b>	<ul style="list-style-type: none"> <li>Accommodating qualifying matters through introducing density, site coverage, permeable surface, building height, height in relation to boundary and building setback standards for areas identified with historic heritage values.</li> </ul>
<b>Chapter 23 Subdivision</b>	<ul style="list-style-type: none"> <li>Amending the activity statuses and standards to comply with the Amendment Act and NPS-UD, including accommodation of qualifying matters.</li> <li>Aligning with the MDRS and changes to the Residential Zones.</li> <li>Amendments to site suitability requirements.</li> <li>Requiring minimum vacant lot sizes.</li> </ul>
<b>Chapter 24 Financial contributions</b>	<ul style="list-style-type: none"> <li>Inserting provisions to enable financial contributions to be collected for the following general purposes: <ul style="list-style-type: none"> <li>Residential amenity-where public open space or streetscape amenity can be improved.</li> <li>Te Ture Whaimana o Te Awa o Waikato - meeting the objectives of the Vision and Strategy that relate to betterment of the river, improving public access to the river, gullies, lakes and streams, and ecological and biodiversity enhancement.</li> <li>Local network infrastructure renewals.</li> </ul> </li> <li>Inserting provisions to enable financial contributions to be collected for any type of activity other than a prohibited activity.</li> </ul>
<b>Chapter 25.13 Three waters</b>	<ul style="list-style-type: none"> <li>Inserting requirements for sites within the proposed Infrastructure Overlay, including Infrastructure Capacity Assessments where: <ul style="list-style-type: none"> <li>four or more residential units/lots are proposed</li> <li>net site area per residential unit is less than 200m<sup>2</sup> in the General Residential Zone</li> <li>net site area per residential unit is less than 150m<sup>2</sup> in the Medium Density Zone</li> <li>any residential development is proposed in the High Density Zone.</li> </ul> </li> <li>The scope of the Infrastructure Capacity Assessments includes an assessment of whether development can be serviced by capacity within the existing three waters infrastructure or feasible, planned and funded upgrades.</li> <li>Provisions requiring more intensive forms of residential development located outside of the proposed overlay, to provide an assessment of demands on local three waters infrastructure networks, similar to the current Water Impact Assessment requirements in the current District Plan.</li> <li>Inserting rules requiring retention of the first 10mm of rainfall on-site. This means most sites are likely to require a rainwater reuse tank of 2000-5000L for their roof and a soakage pit/s for their driveway and maneuvering area.</li> <li>For larger residential developments - requiring new Site-Specific Stormwater Management Plan requirement replacing Water Impact Assessments.</li> <li>Requirements for rainwater reuse and higher water efficiency ratings for taps, showers, and toilets.</li> </ul>

CHAPTER/APPENDIX	SCOPE OF CHANGE
<b>Chapter 25.14 Transportation and Appendix 15</b>	<ul style="list-style-type: none"> <li>• Introducing provisions to support the uptake of walking, cycling, micro-mobility and public transport, to manage the effects of urban intensification on the road network, respond to the removal of most car parking requirements, reduce greenhouse gas emissions and stormwater runoff pollution, and achieve a well-functioning urban environment.</li> <li>• Inserting new provisions or amending existing provisions related to: <ul style="list-style-type: none"> <li>o give priority to walking, and travel by cycle, micro-mobility device and public transport, over travel by car</li> <li>o wider footpaths</li> <li>o separated cycle lanes on new collector roads and arterial transport corridors</li> <li>o cycle and micro-mobility parking and end-of-journey facilities</li> <li>o new vehicle access to be safer for walking, cycling and micro-mobility use</li> <li>o some new driveways to be wider to accommodate emergency vehicles</li> <li>o pedestrian access to residential development that has no vehicle access</li> <li>o some new roads will need to be wider to accommodate landscaping, stormwater devices, separated cycle facilities, public transport, or wider footpaths and parking spaces.</li> <li>o any car parking space for a new residential unit to provide the ability for recharging electric vehicles</li> <li>o rear lanes</li> <li>o accessible car park spaces and access to them</li> <li>o dimensions of on-site loading spaces</li> <li>o additional Integrated Transport Assessments requirements</li> <li>o removing proposed road-stopping plans.</li> </ul> </li> </ul>
<b>Chapter 25.15 Urban design</b>	<ul style="list-style-type: none"> <li>• Making minor amendments to reflect the city design guide and achieving good urban design along transport corridors.</li> </ul>
<b>Appendix 1 Definitions, information requirements and assessment criteria, design guides</b>	<ul style="list-style-type: none"> <li>• Amending a number of definitions.</li> <li>• Removing requirements for CDPs and Land Development Plans (LDPs).</li> <li>• Amending assessment criteria with the inclusion of five key urban design elements.</li> <li>• Amendments to Information Requirements to require Urban Design and CPTED assessments for developments containing four or more residential units.</li> </ul>
<b>Appendix 17 Planning maps</b>	<ul style="list-style-type: none"> <li>• Rezoning areas of General Residential to Medium Density Residential around selected suburban centres, and to High Density Residential within a walkable catchment from the central city.</li> <li>• Rezoning the Special Natural Zone and Rototuna North-East Character Zone to General Residential and Medium Density Zones.</li> <li>• Rezoning land along Quentin Drive from Industrial to General Residential and amending the Industrial Amenity Protection Area to conform with an approved Special Housing Area.</li> <li>• Rezoning the Medium Density Residential Zone associated with the Borman Road/Hare Puke Drive Neighbourhood Centre to General Residential to better align the existing development with the appropriate zoning.</li> <li>• Establishing Residential Precincts to enable bespoke residential and subdivision rules to apply to these areas.</li> <li>• Establishing Visitor Accommodation Precinct and removing the Visitor Accommodation Areas from the feature map.</li> <li>• Inclusion of the Infrastructure Capacity Overlay.</li> </ul>