

Chapter 9: Specific Zones

Rangitahi Peninsula

Proposed Waikato District Plan

Stage I

(Response to Panel Directions 7 December 2020)

Recommended amendments in response to
submissions shown in red underline and ~~strikeout~~

Rebuttal is shown in blue underline and ~~strikeout~~

Recommended amendments following hearing shown
in green underline and ~~strikeout~~



9.3 Rangitahi Peninsula

9.3.1 Objective – Development

Development of the peninsula is of a character and scale that reflects its harbour setting and is compatible with Raglan's seaside village character.

9.3.1.1 Policy – Development

- (a) Development should be consistent with the Rangitahi Peninsula Structure Plan
- (b) Enable some flexibility in the subdivision layout to respond to natural characteristics in a manner that retains the overall concept design.
- (c) Development has the following characteristics:
 - (i) Residential development within each precinct is in accordance with densities in the Rangitahi Structure Plan;
 - (ii) Lower-density residential development is located to maintain rural and coastal natural values;
 - (iii) The Balance Lot (Farm Management) is retained for rural uses and structures;
 - (iv) A sense of place that reflects village scale, coastal environment and its role in part as a holiday destination;
 - (v) Maintains a physical and visual connection to the existing Raglan settlement,
 - (vi) Maintains a visual connection to Mt Karioi;
 - (vii) Provides walking and cycling access to the coast;
 - (viii) Public open space is integrated within the village layout;
 - (ix) Small-scale / local-level businesses are enabled in appropriate locations.

9.3.1.2 Policy – Residential development

- (a) Residential development should adopt building forms and attributes that support the seaside village character, including:
 - (i) Creation of distinct neighbourhoods based on landscape character;
 - (ii) A low-speed, pedestrian-friendly road network;
 - (iii) A highly-connected network of pedestrian, cycle and bridle ways,
 - (iv) A range of building forms and intensity;
 - (v) Concentration of more intensive building forms around amenity areas and settlement nodes, and a predominance of freestanding dwellings;
 - (vi) Orientation of dwellings to utilise passive solar gain and maximise outlook towards the coast;
 - (vii) Establishing building platforms that minimise earthworks;
 - (viii) Design of buildings support good street outlook / surveillance for safety.

9.3.1.3 Policy – Staged, integrated infrastructure

- (a) Provision of infrastructure works should be staged, integrated and maintained to achieve efficient provision and operation of infrastructure without:
 - (i) Inhibiting planned timing of residential development;
 - (ii) Relying on future capacity increases or parallel systems.

9.3.1.4 Policy - Activities

- (a) Subdivision, use and development should be located and designed to provide a variety of living environments with recreational opportunities in close proximity.

9.3.2 Objective – Non-residential activities

- (a) Non-residential activities contribute to village character without significant adverse effects on the role, amenity, commercial and social function of the Raglan town centre or significant adverse¹ effects on traffic.

9.3.2.1 Policies – Commercial activities

- (a) Commercial activities are managed to ensure that:
- (i) They are in locations consistent with the Rangitahi Peninsula Structure Plan;
 - (ii) Activities will meet local needs;
 - (iii) Traffic impacts are managed;
 - (iv) Adverse effects on the role, amenity, commercial and social function of the Raglan town centre are minimised;
 - (v) They are designed and located to contribute to village character;
 - (vi) They are at a scale that retains the overall residential character of the Peninsula.
- (b) Mixed-use developments should be located and designed to:
- (i) Provide active ground-floor business activities and frontages to public spaces at ground level. ~~Provide residential activities that are above ground floor with adequate amenity;~~²
 - (ii) Enable commercial activities that are compatible with residential uses;
 - (iii) Retain residential character and amenity.
 - (iv) Provide residential activities that are above ground floor with adequate amenity.

9.3.2.2 Policy - Community facilities

- (a) Community facilities should:
- (i) Be designed and located to be compatible with residential activities;
 - (ii) Provide a service or function to the local neighbourhood;
 - (iii) Be of an appropriate scale and function; and
 - (iv) Not detract from the vitality of the Raglan town centre.

9.3.3 Objective - Natural features

- (a) Natural features of the Rangitahi Peninsula including landscape, ecology, habitat and the coastal environment are maintained and enhanced.

9.3.3.1 Policy – Green spaces

- (a) In addition to the existing public coastal reserve, a range of green buffers between urban development and the coast shall be provided.

9.3.3.2 Policy – Coastal margins

- (a) Coastal strip and buffer areas, as shown on the Rangitahi Peninsula Structure Plan, shall be planted with appropriately-sourced, locally appropriate indigenous coastal species to maintain and enhance the natural values of the coastal environment.

9.3.3.3 Policy – Stormwater management

- (a) Stormwater management systems shall be designed to minimise the erosion potential and rate of run-off into the coastal marine area.

9.3.3.4 Policy - Stock exclusion

- (a) Stock should be excluded from steep slopes and gully systems to the extent compatible with maintaining a sustainable farming operation in the Balance Lot (Farm Management).

9.3.3.5 Policy – Environmental improvement

- (a) Gully systems and stream margins should be planted and managed to maintain and enhance natural ecosystems, contribute to land stability and restore habitat for indigenous flora and fauna.

¹ Rangitahi Ltd [343.4]

² Rangitahi Ltd [343.5]

- (b) Planting and management of gully systems and stream margins will result in net environmental gain.

9.3.3.6 Policy – Landscape values

- (a) Planting on steep slopes should be encouraged and designed to protect and enhance the landscape values on the peninsula.
- (b) Landscape planting along streets and public open spaces should incorporate species to contribute to habitat for indigenous fauna.
- (c) Landscaping shall be designed to incorporate ecological and habitat linkages, where appropriate.

9.3.3.7 Policy – Ecological and habitat values

- (a) The significant ecological and habitat values of the Rangitahi Peninsula are maintained and enhanced.
- (b) The loss of significant indigenous vegetation and significant habitat of indigenous fauna should be avoided.
- (c) Short term, minor or localised degradation effects for the construction and maintenance of roads, infrastructure, walkways and cycleways in accordance with the Rangitahi Structure Plan should be mitigated or offset if they cannot practicably be avoided.³
- (d) Avoid adverse effects on indigenous species that are listed as threatened or at risk in the New Zealand Threat Classification System lists.⁴

9.3.4 Objective - Heritage

- (a) Cultural and historic heritage on the Rangitahi Peninsula is retained.

9.3.4.1 Policies – Cultural and historic sites of significance

- (a) The cultural and historic heritage significance of Rangitahi Peninsula should be recognised and maintained through:
 - (i) Publications and other forms of communication to interpret natural, cultural and historic heritage and/or the use of story board signs,
 - (ii) Registration of archaeological sites with the New Zealand Archaeological Association (NZAA), and
 - (iii) Consultation with Tainui Hapuu.

9.3.4.2 Policy – Heritage protection

- (a) Development on Rangitahi Peninsula shall provide for the protection of historic heritage, including archaeological sites and areas and sites of significance to Tainui Hapuu.

9.3.5 Objective – Transport network

- (a) An integrated transport network that provides access to and within the Rangitahi Peninsula for vehicles, walking and cycling.

9.3.5.1 Policies - Integrated transport network

- (a) An integrated transport network shall be designed and implemented for the peninsula that:
 - (i) Establishes a road hierarchy that differentiates between collector roads and local roads,
 - (ii) Utilises engineering standards and geometric designs for local roads appropriate to village character, low-speed and low-volume usage,
 - (iii) Applies low-impact urban design techniques,
 - (iv) Prioritises pedestrian and cycle routes,
 - (v) Provides options for effective public transport.

³ Rangitahi [343.7]

⁴ Clarification because located within coastal environment.

9.3.5.2 Policy – Transport network design

- (a) The peninsula transport network should be located and designed to contribute towards development of the seaside village character of the Rangitahi Peninsula residential development including:
- (i) A high degree of connectivity within the village,
 - (ii) Convenient and high-amenity walking and cycling routes within and between each development area, public open spaces and the coastal area,
 - (iii) Consistency with the Structure Plan road and indicative walkway network,
 - (iv) Design and traffic management features to achieve low vehicle speeds,
 - (v) Minimising the number of access points on roads,
 - (vi) Designing road alignments with regard to natural contours to minimise earthworks.

9.3.5.3 Policies – Primary access

- (a) Primary access to the Rangitahi Peninsula Structure Plan Area shall be maintained via:
- (i) An upgraded Oporuru Road (inclusive of the bridge/causeway) to ensure that traffic generated by development in the Rangitahi Peninsula Structure Plan Area is safely and efficiently accommodated, and
 - (ii) An upgraded intersection of Oporuru Road with Wainui Road to ensure its safe and efficient operation.
- (b) The upgraded Oporuru Road shall:
- (i) Achieve efficient access to the Raglan town centre,
 - (ii) Enable convenient connections for pedestrians and cyclists to the village centre in Development Precinct A and the network of pedestrian and cycling routes as shown on the Rangitahi Peninsula Structure Plan, and
 - (iii) Encourage walking to the beach and Raglan town centre.
- (c) Design and construction of the access, including any Oporuru Road upgrade shall:
- (i) Provide for continued access to adjoining properties to appropriate access and road performance standards,
 - (ii) Use best-practice mitigation techniques to manage construction effects such as (but not limited to) sediment movement, dust and noise.
- (d) Use of the Primary Access by heavy vehicles associated with subdivision civil construction within the Rangitahi Peninsula Structure Plan Area shall be avoided.⁵

9.3.5.4 Policy – Secondary access

- ~~(a) From the beginning of development of the Rangitahi Peninsula Structure Plan Area up to completion of the permanent secondary access, an interim alternative access shall be provided to a usable standard for use at any time where the primary access may be closed.~~
- ~~(i) A permanent secondary access must be constructed:~~
- ~~(ii) Prior to development of any of the Precincts E, F or G; and~~
- ~~(iii) In accordance with access and road performance standards suitable for its secondary function.~~⁶

⁵ Rangitahi Ltd [343.8 and 21]

⁶ Rangitahi Ltd [343.8 and 21]

9.3.5.5 Policy – Open space and coastal access

- (a) Public access to open space and the coastal environment within the Rangitahi Peninsula Structure Plan Area shall be provided by walkways/ cycle ways/bridleways in a way that:
- (i) Provides convenient and practical connections to the Rangitahi Peninsula residential areas,
 - (ii) Enables connections to walkways/cycle ways/bridleways in the greater Raglan area,
 - (iii) Avoids significant adverse effects on ecological values,
 - (iv) Provides for access to the coastal marine area whilst avoiding significant adverse effects on the natural environmental character of the coastal environment.