

# TE HUTEWAI STRUCTURE PLAN

## INTRODUCTION

The intention of the Te Hutewai Structure Plan is to ensure an appropriate urban, cultural, ecological and landscape response to the site development. This will inform the location of developable land (free from geotechnical constraints), protection of on-site heritage features (e.g. archaeological sites), provision of vehicle/bicycle/pedestrian connectivity (both within and beyond the site), and that will enhance the existing ecological and open space values of the area. This is to be undertaken in a manner that promotes urban expansion, while enhancing community interaction and elevating the unique identity of this coastal area.

The Structure Plan is conceptual (e.g. specific street and housing typologies have not been detailed or arranged), however it does provide clarity as to the intended development future of this location.

The Structure Plan Area consists of approximately 63ha. The intention is to provide a yield of up to 400 dwellings, with individual lot sizes anticipated to be sought down to the minimum size of the Residential Zone standard of 450m<sup>2</sup>.

## PLANNING FRAMEWORK

The Structure Plan area is primarily located west of Te Hutewai Rd (Rural Zone), with a small portion located to the east of Te Hutewai Rd. The north-eastern boundary of the site abuts the existing extent of the Residential Zone (although not yet developed), while the remainder of the northern boundary and the entirety of the southern site boundary are adjacent to the Rural Zone. There is also a stretch of six Country Living Zone properties which share the western boundary with the Structure Plan Area.

While the District Plan Zoning does influence the intensity of coastal lifestyle development that has extended out along Wainui Rd (west of the Riria Kereopa Memorial Drive intersection), it is clear that the areas character is a response to the underlying landform pattern, rather than the zoning. For example, the development contained along Wainui Rd, Upper Wainui Road, Te Ahiawa Rd and Earls Place has a unifying character, despite being located across four separate zones.

## CULTURAL

There has been extensive Māori occupation within the surrounding landscape and recognition of the cultural value is necessary, with a number of important cultural sites in the surrounding area. The historic heritage sites have been identified on the Te Hutewai Structure Plan.

Large areas of land surrounding the Structure Plan Area are within Māori ownership. Of particular note are the Poihakena Marae and Te Kopua Whānau Camp, which are positioned approximately 1km north of the submission site at the harbour's edge. Furthermore, the land directly abutting the north-eastern boundary of the Structure Plan Area is within Māori ownership.

## ARCHAEOLOGICAL

The Archaeological Assessment for the Structure Plan Area (carried out by Sian Keith<sup>1</sup>) contains pertinent information in relation to influencing development of this land and states that;

*The study area landscape is set back c.300m from the more favourable coastal locations. Based on current information, it is thought that these locations are less likely to have been the focus of permanent pre-European settlement. There are no known pa sites, kainga, or urupā within the project footprint which could be affected by the proposed zone change.*

*Three sites have been recorded, two represent (as a minimum) shell fish processing and/or consumption areas (middens) and the third crop storage (pit site). Such site types are some of the most common types of pre-European archaeological evidence. Additional sites may be present but not currently visible. The proposal is likely to see some modification to one or more of these recorded sites. Intrusive archaeological investigations (i.e. test trenching) can be the only way to confidently determine the presence/ absence of archaeological sites, and the extent of archaeological activity.*

*No evidence has been gathered to date to suggest that there are sites of exceptional archaeological value located within the zone change proposal. Of the sites identified, the pit storage site is currently thought to be in good condition and would be worth preservation within any future subdivision plans. The remaining sites, and areas of interest, should be investigated in advance of any future development.*

### Development Actions

The necessary actions prior to or during subdivision include:

- undertaking consultation with tangata whenua to obtain feedback regarding the residential development of the Structure Plan area,
- developing a method of preserving the existing storage pit site, and
- conducting a programme of subsurface investigations prior to any bulk earthworks for the two identified midden sites and the six other sites of interest identified within the Structure Plan Area.

## ECOLOGICAL

### Structure Plan Area Attributes

Key ecological functions of the Structure Plan Area focus on the streams within the Area, being their hydraulic function, biogeochemical function and habitat provision function.

The historic vegetation cover is predominantly kahikatea-pukatea-tawa forest and this information, in conjunction with the identified plants on-site, could be used to influence future native restoration across portions of the Structure Plan Area. There is also the opportunity to link ecological values of the Structure Plan Area to the identified Significant Natural Area that is positioned to the south on the neighbouring property.

It has been identified that the existing vegetation corridors on-site provide only lower quality habitat for native skinks and geckos and improving this habitat should be considered as part of the sites

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<sup>1</sup> Archaeological Assessment: Koning Family Trust, Raglan. Section 11.2, Pg. 34.

comprehensive development. The on-site waterways and wetlands also contribute to the habitat for native birds and fish.

### Development Actions

Development is to incorporate the following ecological preservation and enhancement actions:

- Indigenous vegetation to be retained. Avoid the removal of existing indigenous riparian vegetation other than where absolutely necessary for the construction of road crossings. Crossing design should reflect this approach and be positioned where vegetation is most sparse.
- Trees to be retained - Retain the two rimu trees situated alongside the stream catchment east of the Rural 2 Character Area (R2). Incorporate the retention of these trees within any development design.
- Stream reach to be retained – All stream reaches within the site will need to be retained and will require incorporation into any development design.
- Wetlands to be retained – All native natural wetlands within the site will need to be retained and may result in a reduction of land available for development.
- The Ahiawa Stream – The Ahiawa stream is likely to be a significant migratory corridor for At Risk and Threatened native fish species. As such any access over this stream will need to be designed in a way that will not impact fish passage.
- Large exotic trees within the identified areas have potential to act as bat roosting sites. Specific assessment will be required to determine the significance of these trees to bats, prior to any management recommendations being made.
- Retention of lizard foraging habitat - There is moderate quality lizard foraging habitat with many continuous edges of vegetation, namely the riparian and bankside plantings. This ties in with previous considerations to retain indigenous vegetation wherever possible.
- Due to copper skinks being observed just north of the assessment area (approx. 60 metres), it is likely that there are native lizard populations on site. Should further assessments confirm this presence, appropriate mitigation measures would be required to mitigate potential impacts on species protected under the Wildlife Act 1953. This would likely include relocation of animals and enhancement of retained habitat.

### Management Plan

Prior to implementation of the development, the following matters are to be addressed in a Management Plan:

- Restoration of all existing intermittent streams, permanent streams and wetland areas through pest plant control, pest animal control and native infill planting. This would see the development of an Ecological Management Plan (EMP) for the retention and improvement of existing ecological features on site.
- Further protection of existing watercourses via 10-metre buffer planting around the edge of all intermittent streams, permanent streams, and wetland areas. This will further improve ecological value of the areas for similar reasons to those stated in the first opportunity above. If stock are not to be excluded from the proposed Lots as part of the consent process, these planting areas will require permanent, ungated stock-proof fencing installed outside the dripline of the new plantings.
- Completion of native revegetation along the bank situated at the eastern end of the site.
- An opportunity exists to daylight the main stream channel east of the Rural 2 (R2) Character Area (remove pipes and drains) and restore them to a more natural stream system via planting of riparian zones similar to that suggested in the second opportunity, as well as in-stream habitat creation.

- If bats are confirmed present on site and, specifically, found to be utilising the predicted western riparian corridor, its enhancement along with the retention of mature exotic trees could improve this commuting route for bats.
- It is expected that a current lack of site-wide pest control is restricting the current lizard population on site. The implementation of a pest management plan, as well as the revegetation mentioned in the first opportunity, will provide additional benefit by way of improving lizard habitat and protection from predators.

## GEOTECHNICAL CONTEXT

The underlying geology of the Structure Plan Area is primarily a result of historic volcanic activity of the now extinct Mt Karioi volcano and other nearby volcanic activity. This has produced a predominant ridgeline trend where the ridgeline orientation descends in elevation via a radial pattern centered on Mt Karioi. This pattern, also found across the Structure Plan Area, is highlighted by the series of ridgeline/gully fingers which run parallel with the adjacent alignment of the Ahiawa Stream and Wainui/Te Hutewai Roads. The volcanic materials are underlain by mudstone and limestone bedrock.

Geotechnical investigations have determined the extent of a high geotechnical hazard (slope stability), including a subsurface void within the limestone 15m below ground and extending to a possible depth of 45m beneath the largest High Geotechnical Hazard area along with expected soft ground areas and also areas of only low geotechnical hazard, and intermediate hazard areas which can be remediated. Overall, the land outside of that particular High Geotechnical Hazard is appropriate for residential development provided that further geotechnical work is undertaken during the detailed design, construction and certification phases.

## CONNECTIVITY

The following outcomes shall be central considerations in designing all transportation and connection features at the time of subdivision:

- creates safe, attractive and secure pathways and links between centres, landmarks and neighbourhoods
- facilitates green networks that link public and private open space
- places a high priority on walking, cycling and public transport
- anticipates travel demands and provides a sustainable choice of integrated transport modes
- improves accessibility to public services and facilities
- treats streets and other thoroughfares as positive spaces with multiple functions
- provides formal and informal opportunities for social and cultural interaction
- facilitates access to services and efficient movement of goods and people
- provides environments that encourage people to become more physically active.

The ability to provide for appropriate connections, both internally and externally of the site, will become a key factor when assessing the landscape character of the Structure Plan Area and the overall benefit that can be provided through the rezoning of this land. The wider context is important for developing interaction with existing vehicle, pedestrian, cycling and other recreational (e.g. horse trails) routes, which expose connectivity benefits for the community as a whole.

The following key opportunities to improve connectivity shall be given priority:

- a) Providing an east-west connection to other development areas and facilities.

- b) At the south-western extent of Raglan’s urban form, three key access roads (Wainui Rd, Te Hutewai Rd and Opotoru Rd) all divert south in a disconnected manner. This disconnect is a result of the existing roading pattern conforming to the ridgeline landform pattern of the surrounding area. By utilising the Structure Plan Area, a link could be provided between the southern extent of the Rangitahi Peninsula development (Opotoru Rd) through to Ngarunui Beach.

### Development Actions

Development within the Structure Plan Area shall ensure the following:

- The connection of the main east-west collector road within the Structure Plan Area onto Te Hutewai Road in the R4 area shall be located having regard to the potential for a future connection to a road extending eastwards of Te Hutewai Road and connecting to the Rangitahi Structure Plan area. In order to achieve such a connection, the location of the connection point onto Te Hutewai Road may need to be positioned as far south as possible to align with the indicative route identified in Waikato 2070, subject to safety and environmental considerations.
- Development within the “A1” area shall ensure provision is made for connection to future development to the north, unless otherwise agreed to with the Waikato District Council.
- Development within the “R1” area shall ensure provision is made for road connectivity to future development on the adjoining land to the south.

The location of all connections to the wider transportation network shall be confirmed with Waikato District Council.

## INFRASTRUCTURE

Development within the Structure Plan Area will require the provision of infrastructure to service the land. Council have indicated timeframes in the Long Term Plan for some of these infrastructural requirements. Where the timing of delivery for this infrastructure does not align with the proposed staging of development within the Structural Plan Area, then there may be the opportunity for the infrastructure to be privately funded, subject to a Developer Agreement being in place between the private party and Council.

### Development Actions

#### *Transportation*

Prior to subdivision and development of the Structure Plan Area, an Integrated Transportation Assessment (ITA) shall be prepared to confirm what (if any) infrastructure upgrades are necessary to accommodate growth in traffic volumes arising from that development. This shall include, but not be limited to:

- Capacity constraints at the Wainui Road one-lane bridge; the status of planned upgrades to this bridge; and the extent to which alternative solutions such as traffic control devices (traffic lights) could be implemented at this bridge to accommodate the increase in traffic volumes while maintaining the safe operation of the transportation network
- The need to undertake upgrades at the following intersections as a result of increases to traffic volumes:
  - Bow Street and Norrie Avenue
  - State Highway 23 and Te Pahu Road

#### *Wastewater*

Prior to subdivision and development of the Structure Plan Area, a report prepared by a suitably qualified and experienced person shall be submitted with any resource consent application which confirms the ability for that development to connect to and be serviced by the Council's wastewater infrastructure.

#### *Water*

Prior to subdivision and development of the Structure Plan Area, a report prepared by a suitably qualified and experienced person shall be submitted with any resource consent application which confirms the ability for that development to connect to and be serviced by the Council's water infrastructure, and/or the provision of additional infrastructure, including water storage volume, may be necessary to service that development.

#### *Stormwater*

Prior to subdivision and development of the Structure Plan Area, a Stormwater Management Plan (SMP) shall be prepared to provide a strategic and integrated approach to stormwater management in the Structure Plan Area. This SMP shall provide the framework for the low impact stormwater management to be established in order to service urban development within the Structure Plan Area to avoid and minimise effects on the downstream environments.

## **CHARACTER PRECINCTS**

The areas surrounding and including the Structure Plan Area can be grouped into four high level character precincts including; urban, amenity, coastal and rural.

### **Urban Character**

The Raglan settlement forms the bulk of this character area. The density is typical of a small New Zealand settlement, with a central business hub (around Bow Street) and residential development spreading outward. The residential development pattern is consistent with the sequence of historic quarter acre sections which have, over time, been further subdivided. This character area contains a range of public amenities such as the Town Hall, School, Museum, shops and restaurants/cafes and components such as formed roads, roadside parking, curb and channel edges, mown berms, street signs, power poles, lampposts and footpaths, are all common commonplace within this character area.

It is also noted that it appears the streetscape has retained a degree of openness throughout the Raglan urban area through the use of a 30m wide road reserve in many locations, as opposed to a standard 20m road reserve.

### **Amenity Character**

This Amenity character area comprises the Rangitahi Peninsula and the open slopes around the northern end of Te Hutewai Road (including the Golf Course) and has an interesting juxtaposition of expansiveness and containment. The degree of expansiveness is due to the gradual rise of the landform extending up toward Mt Karioi, which affords views across the series of creeks which connect to the Whaingaroa (Raglan) Harbour. At the same time, this area is relatively well sheltered by the surrounding landforms, which in my opinion results in a higher degree of pleasantness (and therefore perception of amenity). This location does not experience the same brutal exposure to the ocean that occurs on the nearby coastal character area. This character area includes the land in the north eastern corner of Structure Plan Area as well as the dwelling located at 142 Te Hutewai Rd.

## **Coastal Character**

This Coastal character area wraps along the coastline and into the harbour. This includes the first ridgeline running parallel with the waters edge and the associated lifestyle development accessed along the Wainui Rd spine. Public access throughout this character area is extensive, both overland and along the series of beaches. From the elevated positions overlooking the coast, there is a high degree of exposure and wildness which defines this coastal setting.

Proximity to the beach is a key factor of the existing level of development. This character area extends into the western side of the Structure Plan Area.

## **Rural Character**

This Rural character area is the productive landscape extending south from the harbour. It includes the three designation sites of wastewater (M52), landfill/refuse transfer (M50) and reservoir/water treatment (M90). The landform characteristics are similar to the surrounding areas, however the enclosure from ridgelines and the dominant land use define this area. It forms the central portion of the submission site and merges with the adjacent productive land to the south.

The intricate pattern of incised gullies extending down toward the coastline is a prominent characteristic of the surrounding landform and will inevitably require future development of the Structure Plan Area site to replicate existing development patterns.

## **CHARACTER RESPONSE**

In all situations, the development areas across the site are intended to respond to the site conditions and topography. Additionally, each of the three identified character areas are intended to have a distinct typology which references the overarching character of the surrounding environment. The Structure Plan provides for the following character components as an indication of how development of each character area could be implemented.

### **Coastal Character Area (C1 & C2)**

This area most readily responds to the development that has occurred along the Wainui Rd extent. A design response could include; wide open berms, stormwater running into swales (e.g. no curb/channel), informal native coastal planting along the roadside, limited street lighting and readily available links to the coastal walking network immediately west of the site.

### **Rural Character Area (R1, R2, R3 & R4)**

This area is adjacent to the rural productive landscape further to the south. It is backdropped by an east-west running spur yet retains views north due to the topography. A key component of this character area is the retention of open space. This could be achieved through; the strategic positioning of lots and roads to allow for expansive views, a simple mown road verge, informal planting configuration, building setbacks from the road reserve, reduced levels of street lighting, natural drainage solutions through open swales and open gullies, clustering of development on plateaus, utilisation of valleys to provide a degree of development separation, connection to wider trails and a consistency of rural fencing styles.

### **Amenity Character Area (A1 & A2)**

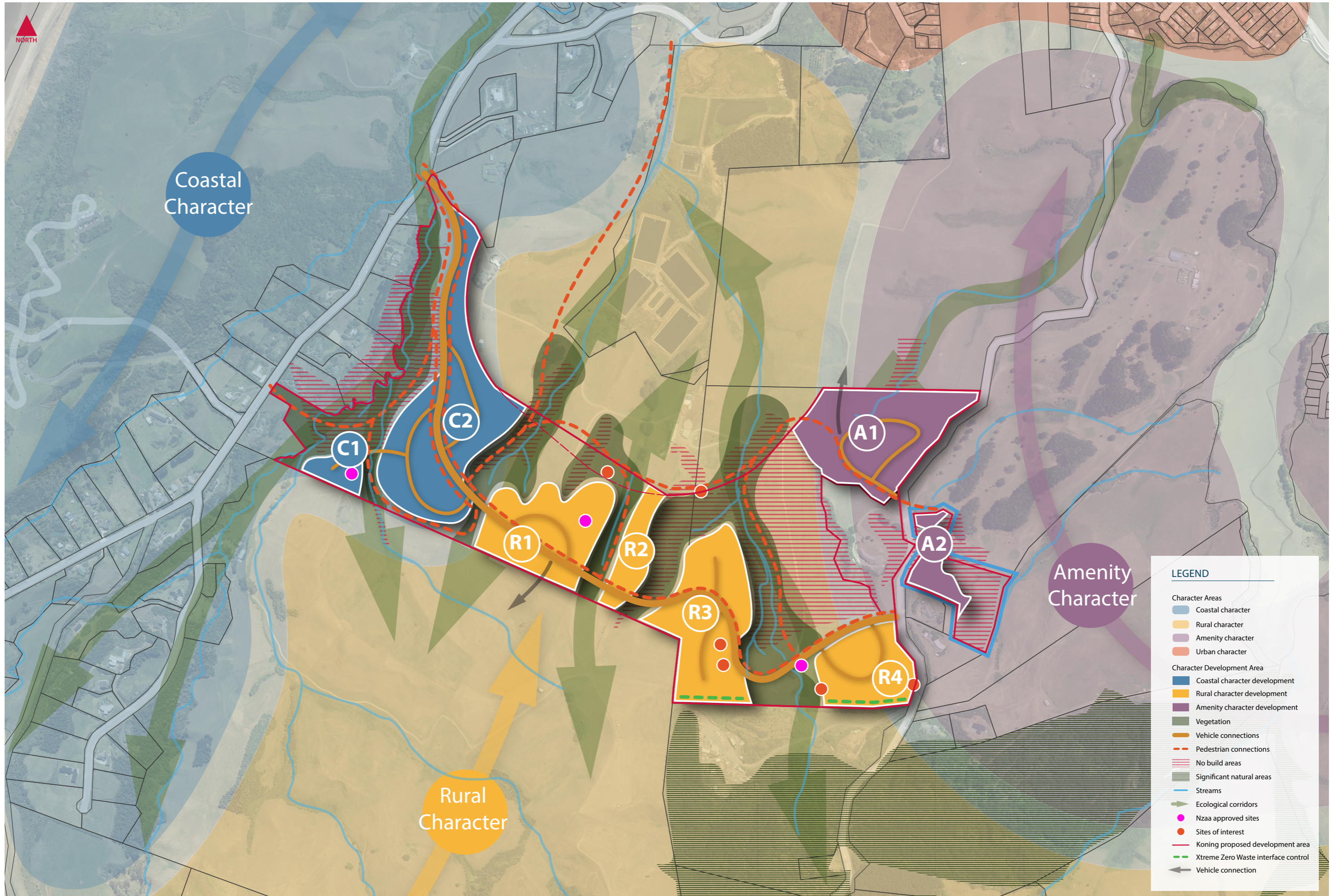
The area is visually connected to the open space amenity afforded by the golf course and estuary inlet beyond. This is the most typical urban response to residential development across the site. It is anticipated that it could include; a highly manicured road verge, a formalised planting arrangement, defined street trees, street lighting, curb and channel formed road, individual fencing styles, and footpaths on each side of a relatively confined carriageway.

## INTERFACE CONTROL WITH XTREME ZERO WASTE SITE

Any subdivision and development within the Structure Plan Area adjacent to the boundary with 186 Te Hutewai Road (the “Xtreme Zero Waste” site, legally described as Section 10 SO 442742) shall incorporate the following:

- A five metre wide landscaping strip within the Structure Plan Area immediately adjoining the boundary, which shall be planted and maintained to establish a visually impermeable screen of planting along the common boundary; and
- A 50 metre setback for any residential dwelling within the Structure Plan Area from the boundary.





# Te Hutewai Structure Plan

Scale 1:7,500 @ A3