

# H9: Business Zones – Appendix 5

## Chapter 9: Specific Zones

Proposed Waikato District Plan

Stage I

(Notified version)



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## Chapter 9: Specific Zones

### 9.1 Hampton Downs motorsport and recreation

#### **9.1.1 Objective - Continued development and operation of the Hampton Downs Motorsport Park**

- (a) The Hampton Downs Motorsport Park develops into a regionally-significant motorsport and recreation facility.

##### **9.1.1.1 Policy - Operation and development**

- (a) Enable the continued operation and development of activities, facilities and events within the Motorsport and Recreation Zone by providing for:
- (i) A wide range of motor sport and recreation activities; and
  - (ii) The development of facilities to support the motorsport and recreation activities and events.

##### **9.1.1.2 Policy – Precinct-based development**

- (a) A precinct-based approach enables the ongoing operation and development of the Hampton Downs Motorsport Park by:
- (i) Precinct A providing for the operational motorsport area including the main race track and associated facilities;
  - (ii) Precinct B providing for business and industrial facilities and activities that supports the Hampton Downs Motorsport Park;
  - (iii) Precinct C providing for a minor race track and travellers' accommodation;
  - (iv) Precinct D providing for residential activities within the residential apartments;
  - (v) Precinct E providing for industrial activities within the industrial units.

##### **9.1.1.3 Policy – Management of adverse effects**

- (a) Mitigating adverse effects by managing:
- (i) The scale, intensity, timing and duration of activities so that adverse noise effects on the surrounding rural zone are minimised; and
  - (ii) The adverse traffic safety effects to ensure the safe and efficient operation and functioning of the adjacent transport network and efficient access to surrounding facilities is maintained at all times; and
  - (iii) Signs that are visible from, or located in close proximity to, a public road to ensure the safe functioning of the public road; and
  - (iv) The size scale and intensity of development to ensure the amenity of the surrounding area is maintained.

### 9.2 Te Kowhai Airpark

#### **9.2.1 Objective –Te Kowhai Airpark**

- (a) To use and develop Te Kowhai Airpark as a strategically-significant, safe and economically-sustainable airpark that meets the current and future needs of the aviation community.

##### **9.2.1.1 Policy - Development**

- (a) Facilitate development of Te Kowhai Airpark by providing for a diversity of residential and commercial opportunities which leverage off existing aerodrome infrastructure.

(b) Develop Te Kowhai Airpark in accordance with the Te Kowhai Airpark Framework Plan.

#### **9.2.1.2 Policy - Servicing**

(a) Development is to be adequately serviced with respect to essential services, water supply, wastewater treatment and disposal and stormwater treatment and disposal.

#### **9.2.1.3 Policy – Precinct-based development**

(a) Provide a precinct based approach that enables the strategic development and management of Te Kowhai Airpark such that:

- (i) Precinct A - provides for a runway, runway strip and associated aircraft operations;
- (ii) Precinct B - provides for commercial activity which supports the airpark and the aviation sector ;
- (iii) Precinct C - provides for medium density residential activities;
- (iv) Precinct D - provides for low density residential development and a transitional higher density airside overlay; and
- (v) All precincts - have taxiway connectivity with the runway.

#### **9.2.1.4 Policy – Alignment of activities**

(a) On-site activities must be consistent with the precinct functions identified in the Te Kowhai Airpark Framework Plan.

#### **9.2.1.5 Policy – Commercial activity**

(a) Provide for commercial activities that support Te Kowhai Airpark and the aviation sector, including hangars, workshops and refuelling facilities.

#### **9.2.1.6 Policy – Existing and future operations**

- (a) Te Kowhai Aerodrome's existing and future operational needs are safeguarded through mechanisms such as airspace protection (Obstacle Limitation Surface) and noise control boundaries.
- (b) Buildings, structures, trees and other vegetation do not create a potential hazard to the flight paths of aircraft or any other operations associated with Te Kowhai Aerodrome.
- (c) Sensitive land uses within the noise control boundary must achieve appropriate internal noise levels.

#### **9.2.1.7 Policy – Future connectivity with Te Kowhai Village**

(a) Provide for future connectivity between Te Kowhai Airpark and Te Kowhai village in the Te Kowhai Airpark Framework Plan.

### **9.2.2 Objective – Amenity outcomes**

(a) The adverse effects of airpark activities are managed to ensure acceptable amenity outcomes.

#### **9.2.2.1 Policies - Airpark standards**

(a) Manage adverse airpark effects through the application of general and airpark-specific performance standards including:

- (i) Noise;
- (ii) Hazardous substances;
- (iii) Building setbacks;
- (iv) Minimum site areas; and
- (v) Subdivision allotment size.

(b) To ensure that bulk and location standards provide for the unique operational requirements of an airpark whilst at the same time achieving appropriate levels of amenity.

## 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 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;
  - (ii) Enable commercial activities that are compatible with residential uses;
  - (iii) Retain residential character and 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.
- (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.

### **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.

#### **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 Oporu 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 Oporu 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.

#### **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.
- (b) A permanent secondary access must be constructed:
  - (i) Prior to development of any of the Precincts E, F or G; and
  - (ii) In accordance with access and road performance standards suitable for its secondary function.

#### **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.

### **9.4 Business Zone Tamahere**

#### **9.4.1 Objective – Community hub**

- (a) Development within the Business Zone Tamahere contributes to a community hub that is integrated, cohesive and sustainable.

#### **9.4.1.1 Policy - Development**

- (a) Development within the Business Zone Tamahere:
  - (i) Is carried out in accordance with the development plan;
  - (ii) Is integrated and connected to the Reserve Zone and Village Green;
  - (iii) Is at a scale that achieves sustainable economic and environmental outcomes;
  - (iv) Provides for a compact and commercially vibrant neighbourhood centre consisting of a diverse range of small-scale retail activities; and
  - (v) Ensures subdivision takes into account any shared facilities that are managed under a communal management structure.

#### **9.4.1.2 Policy – Design guides**

- (a) Ensure new development is complementary to the Tamahere Village Design Guide, and in particular:
  - (i) Acknowledges local cultural and historic values;
  - (ii) Achieves consistency of building scale, form, layout and design theme across the Tamahere Business Zone, Reserve Zone and Village Green;

- (iii) Promotes a village character;
- (iv) Provides amenity planting that minimises the adverse visual effects of hard structures, car parking areas, outdoor storage and servicing areas; and
- (v) Promotes vehicle and pedestrian safety.

#### **9.4.1.3 Policy – Subdivision**

- (a) Subdivision of leasable units provides for the ongoing management and use of common facilities.

#### **9.4.2 Objective – Adverse effects of land use**

- (a) The health, **safety** and well-being of people, communities and the environment are protected from the adverse effects of land use and development within the Business Zone Tamahere.  
*[s42A Report – Section 101– Chapter 9: Specific Zones – 9.4 – Business Zone Tamahere – 9.4.2 Objective – Adverse effects of land use]*

#### **9.4.2.1 Policy – Noise**

- (a) Adverse effects of noise on sensitive land uses are minimised by:
  - (i) Ensuring that the maximum sound levels are compatible with activities permitted in the Business Zone Tamahere and the adjacent Country Living Zone;
  - (ii) Limiting the timing and duration of noise-generating activities, including construction and demolition activities; and
  - (iii) Limiting the timing and duration of servicing and operation of commercial activities.

#### **9.4.2.2 Policy – Artificial outdoor lighting**

- (a) Provide for artificial outdoor lighting to enable night time work, recreation activities, outdoor dining, transport and security.
- (b) Control the intensity and direction of artificial lighting to avoid significant glare and light spill on adjacent sites.
- (c) Ensure artificial outdoor lighting is installed and operated so that light spill does not compromise the safe operation of the transport network.

#### **9.4.2.3 Policy – Outdoor storage**

- (a) The adverse visual effects of outdoor storage are managed through screening or landscaping.

#### **9.4.2.4 Policy – Signage**

- (a) Provide for the establishment of signs where they are directly associated with the activity carried out on the site on which they are located;
- (b) Recognise that public information signs provide a benefit to community well-being; and
- (c) Enable the establishment of signage to support the commercial function of the Business Zone Tamahere with controls on the size, location, appearance and number of signs to ensure they do not detract from the visual amenity and character of the neighbourhood centre.

#### **9.4.2.5 Policy – Managing the adverse effects of signs**

- (a) The location, colour, content, and appearance of signs directed at traffic are controlled to ensure signs do not distract, confuse or obstruct motorists, pedestrians and other road users;
- (b) Enable signs in the Business Zone Tamahere that contribute to an efficient, attractive and vibrant neighbourhood centre;
- (c) Avoid signs that generate adverse effects from illumination, light spill, flashing or reflection; and
- (d) Ensure that the placement of signs do not obstruct the free movement of:
  - (a) pedestrians along the footpath; and
  - (b) vehicle use of the road carriageway.

#### **9.4.2.6 Policy – Managing the adverse effects of activities**

- (a) Avoid activities such as large scale retail and drive through services that will detract from the character and amenity of a small scale neighbourhood centre;
- (b) Avoid residential activities, travellers' accommodation and overnight health care facilities given the physical constraints of the land area available for effective wastewater disposal.

#### **9.4.2.7 Policy – Managing effluent disposal**

- (a) Any effluent disposal system in the Business Zone Tamahere shall be designed, installed and managed to:
  - (i) provide a means of treating and disposing of sanitary wastewater to ensure that there is no detectable increase in effluent discharge across the boundary of the site, except where a cross boundary effluent disposal system is agreed between the owner/s of land within the Business Zone Tamahere and Waikato District Council;
    - A. reflect the nature of the site conditions and constraints associated with the property and building development, demonstrating that the soil and ground water conditions have been considered in the design;
    - B. meet the Australian/New Zealand Standard for Onsite Domestic Wastewater Management AS/NZS 1547:2012; and
    - C. demonstrate that ground water and surface water quality is not degraded as a result of the discharge or in combination with other discharges.