

15B Rangitahi Peninsula Structure Plan

15B.1 Introduction

Raglan is expected to grow at a moderate rate over the next 50 years in response to its growing status as an internationally recognised surf destination, its attractiveness as a popular coastal holiday destination and partly in response to its function as a support settlement for Hamilton. A reasonable proportion of this anticipated growth is to be accommodated on the Rangitahi Peninsula. It is important to ensure that development on the Rangitahi Peninsula is carefully planned to be compatible with the existing seaside village character of Raglan and to respect and maintain the environmental values and amenity of the Peninsula and adjoining harbour.

This chapter presents plan provisions that are specific to the Rangitahi Peninsula Structure Plan area, as shown on planning map, which are designed to ensure that its development is appropriately managed. It is to be read in conjunction with the district-wide provisions contained elsewhere in this plan.

Raglan is a coastal settlement nestled between various arms of the Raglan Harbour. The Rangitahi Peninsula extends into Raglan Harbour close to the existing village and already has a causeway connection to the village. The Structure Plan and Comprehensive Development Plan requirements will ensure that development of the Peninsula will contribute to the compact urban form of Raglan and be consistent with the main objectives of the Future Proof Growth Strategy. The development of the Rangitahi Peninsula will introduce a level of masterplanning, design and some development types that are relatively new to the wider Raglan area but also compatible with its seaside village character, maintaining and enhancing the natural values of the harbour coastal environment and responding appropriately to the environmental characteristics of the Peninsula itself. In achieving these outcomes, the Structure Plan also fosters a sense of place and a high standard of living amenity. The Structure Plan is contained in Section [21C.3](#).

Enhancement of natural values of coastal and stream margins and landscape restoration of steep areas and gullies on the Peninsula is provided for to ensure that ecological, landscape and, where appropriate, recreational values and access to the coast are strengthened and protected.

Provision of comprehensive infrastructure, including roading, water, wastewater and stormwater, telecommunications and energy services, needs to be integrated with development on the Peninsula.

15B.2 Issue - Effects of Rangitahi Peninsula Development

Comprehensive planning for the Rangitahi Peninsula development is essential to avoid or mitigate significant adverse effects on the environment and ensure that:

- High-quality urban design and residential amenity outcomes within new village development are achieved,
- Coastal natural values are preserved,
- Landscape and other environmental values of the Peninsula are maintained or enhanced,
- Quality open space and amenity, including walkways, cycleways and streetscapes are achieved,
- Development is supported by efficient and adequate provision of infrastructure,
- New development forms and character within Rangitahi are compatible with the seaside village character of wider Raglan, and
- Commercial development does not undermine the role and viability of the Raglan town centre as the primary centre for Raglan.

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15B.3 Rangitahi Peninsula Development – Objectives and Policies

OBJECTIVES	POLICIES
<p>15B.3.1</p> <p>Development of the Rangitahi Peninsula is of a character and scale that reflects its harbour setting and is compatible with Raglan’s seaside village character.</p>	<p>15B.3.2</p> <p>Development should contribute to the Raglan sea including:</p> <ul style="list-style-type: none"> (a) landscape responsive development approach (b) strong association with the Peninsula enviro location, rural amenity and natural features, (c) sense of place that reflects village scale, coa role in part as a holiday destination, (d) sense of physical and visual connection to th settlement, (e) maintaining public and private outlook toward (f) maintaining views and visual connection to Mt (g) provision of walking and cycling access to the networks, (h) conveniently accessed public open space inte layout, (i) accommodating small-scale / local-level busir the settlement.
<p>15B.3.3</p> <p>Development of the Peninsula contributes to the compact urban form of Raglan</p>	<p>15B.3.4</p> <p>Urban development on the Peninsula has a comp includes an integration of the following characteris</p> <ul style="list-style-type: none"> (a) residential development within each precinct is accordance with Future Proof densities, (b) lower-density residential development in locations where necessary to achieve main and coastal natural values, (c) integration of compact urban form into the Pe way that retains significant open space and fa rural and coastal natural values, (d) roads are landscaped to contribute to a greer through the urban area to offset a compact bu

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<p>15B.3.5 A high standard of urban design, residential amenity and infrastructure design is achieved.</p>	<p>15B.3.6 Residential development should adopt building forms that support the seaside village character, including:</p> <ul style="list-style-type: none"> (a) creation of distinct neighbourhoods based on land use (b) a low-speed, pedestrian-friendly road network (c) a highly connected network of pedestrian, cycle and public transport routes (d) a range of building forms and intensity, (e) concentration of more intensive building forms in nodes and settlement nodes, a predominance of freestanding buildings (f) orientation of dwellings where practical to utilise and maximise outlook towards the coast, (g) establishing building platforms that minimise earthworks (h) design to foster community and safety with good natural surveillance.
<p>15B.3.7 Diverse living environments and amenity provision creates a positive sense of place and neighbourhood identity.</p>	<p>15B.3.8 Subdivision, use and development should be located to provide a variety of living environments with recreational facilities in close proximity.</p> <p>15B.3.9 Design that combines quality with diversity and a sense of place characteristic of Raglan should be promoted.</p>
<p>15B.3.10 Non-residential activities contribute to village character without significant adverse traffic effects or significant adverse effects on the role, amenity, commercial and social function of the Raglan town centre.</p>	<p>15B.3.11 Non-residential activities are provided for by the F Structure Plan and managed to ensure that:</p> <ul style="list-style-type: none"> (a) commercial activities will meet local needs and, where necessary, rules, are subject to assessment of potential traffic impacts and potential adverse effects on the role and social function of the Raglan town centre, (b) non-residential activities are designed and located to maintain the village character within the Rangitahi Peninsula Living Zone (c) potential for small scale local business enterprise (limited to primary produce processing, craft industries and services) is provided for through the Rangitahi Structure Plan.

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<p>15B.3.12 Natural values of the coastal environment and particularly the Raglan Harbour margins are maintained and enhanced.</p>	<p>15B.3.13 In addition to the existing public coastal reserve, a between urban development and the coast shall be overall development design.</p> <p>15B.3.14 Coastal strip and buffer areas as shown on the Raglan Peninsula Structure Plan shall be planted with appropriate locally appropriate indigenous coastal species to restore the natural values of the coastal environment.</p> <p>15B.3.15 Stormwater disposal systems shall be designed to minimize the potential and rate of run-off into the coastal marine environment to prevent any ecological or water quality degradation in the</p>
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<p>15B.3.16 Environmental values of the Rangitahi Peninsula including landscape, ecology and habitat are maintained and enhanced.</p>	<p>15B.3.17 Stock should be excluded from steep slopes and the extent compatible with maintaining a sustainable in those parts of the Peninsula outside of the approved Development Precincts.</p> <p>15B.3.18 Gully systems and stream margins should be planned to maintain and enhance natural ecosystems, conservation stability and restore habitat for indigenous flora and resulting in net environmental gain associated with</p> <p>15B.3.19 Planting on steep slopes should be encouraged and enhance the landscape values on the Peninsula</p> <p>15B.3.20 Landscape planting along streets and public open incorporate species to contribute to habitat for indigenous</p> <p>15B.3.21 Landscaping throughout the Structure Plan area should incorporate ecological and habitat linkages where</p> <p>15B.3.22 The significant ecological and habitat values of the are maintained and enhanced.</p> <p>15B.3.23 The loss of significant indigenous vegetation and indigenous fauna should be avoided. Short term, degradation effects should be mitigated if they cannot be avoided.</p>
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15B.3.24

Cultural and historic heritage on the Rangitahi Peninsula is retained.

15B.3.25

The cultural and historic heritage significance of F should be recognised and maintained through:

- (a) Publications and other forms of communication cultural and historic heritage and/or the use of s
- (b) Registration of archaeological sites with NZAA;
- (c) A Historic Heritage Management Plan; and
- (d) A Cultural Management Plan.

15B.3.26

Development on Rangitahi Peninsula shall provide protection of historic heritage including archaeological sites of significance to Tainui Hapū.

15B.3.27

A road network appropriate to village character and wider connections between Development Precincts and existing Raglan settlement area is provided.

15B.3.28

An integrated transport network shall be designed for the Peninsula that:

- (a) establishes a road hierarchy that differentiates between regional and local roads,
- (b) utilises engineering standards and geometric design criteria appropriate to village character, low-speed and low-impact roads,
- (c) applies low-impact urban design techniques,
- (d) prioritises pedestrian and cycle routes,
- (e) provides options for effective public transport.

15B.3.29

The Peninsula transport network should be located to contribute towards development of the seaside village and Peninsula residential development including:

- (a) a high degree of connectivity within the village,
- (b) convenient and high-amenity walking and cycling routes between each development area, public open spaces and public buildings,
- (c) consistency with the Structure Plan road and pedestrian and walkway network,
- (d) attractive streetscapes,
- (e) design and traffic management features to achieve safe and appropriate road user behaviour,
- (f) minimising the number of access points on roads to the village and appropriate,
- (g) designing road alignments with regard to natural features to minimise earthworks.

15B.3.30

Subdivision, use and development within the Rangiora Structure Plan Area shall be designed and managed to ensure that potential future vehicle, walking and cycling routes are integrated with the surrounding area and to the Raglan urban area and

<p>15B.3.31</p> <p>Vehicular, cycling and pedestrian access to the Rangitahi Peninsula Structure Plan Area that is safe, convenient and efficient</p>	<p>15B.3.32</p> <p>Primary access to the Rangitahi Peninsula Structure Plan Area shall be via:</p> <ul style="list-style-type: none"> (a) an upgraded Oporuru Road (inclusive of the bridge) such that the traffic generated by development in the Rangitahi Peninsula Structure Plan Area is safely and efficiently accommodated; (b) an upgraded intersection of Oporuru Road with its safe and efficient operation. <p>15B.3.33</p> <p>The upgraded Oporuru Road shall:</p> <ul style="list-style-type: none"> (a) achieve efficient access to the Raglan town centre; (b) enable convenient connections for pedestrians to the village centre in Development Precinct A and the network of pedestrian and cycling routes in the Rangitahi Peninsula Structure Plan; and (c) encourage walking to the beach and Raglan town centre. <p>15.3.34</p> <p>Provision shall be made for secondary public access to the Rangitahi Peninsula Structure Plan Area:</p> <ul style="list-style-type: none"> (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 the permanent secondary access is not available; (b) the permanent secondary access shall be constructed to a minimum engineering standard suitable for its secondary function; (c) The permanent secondary access shall be constructed: <ul style="list-style-type: none"> (i) At an appropriate time to more fully accommodate the development and provide access choices for the future within the Structure Plan Area; or (ii) At any time additional access is considered necessary to ensure safe and efficient operation of the secondary access and surrounding road network.
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<p>15B.3.35</p> <p>Vehicular, cycling and pedestrian access to the Rangitahi Peninsula Structure Plan Area is designed, constructed and operated in a way that adverse effects on the environment are avoided, mitigated or remedied.</p>	<p>15B.3.36</p> <p>Design and construction of the access, including any Oporuru Road upgrade, shall:</p> <ul style="list-style-type: none"> (a) Provide for continued access to adjoining properties in accordance with appropriate engineering standards; (b) Ensure adverse effects on the natural and biological resources of the foreshore and coastal marine environment are avoided, mitigated or remedied; and (c) Use best practice mitigation techniques to manage adverse effects such as (but not limited to) sediment movement.
<p>15B.3.37</p> <p>Public access to open space and the coastal environment is provided whilst avoiding, remedying and mitigating adverse effects on the natural values of those environments.</p>	<p>15B.3.38</p> <p>Public access to open space and the coastal environment in the Rangitahi Peninsula Structure Plan Area shall be facilitated by the development of walkways/cycleways in a way that:</p> <ul style="list-style-type: none"> (a) provides convenient and practical connections to residential areas, (b) enables connections to walkways/cycleways/bridges in the greater Raglan area, (c) avoids significant adverse effects on ecological values, (d) provides for managed access to the coastal marine environment avoiding significant adverse effects on the natural character of the coastal environment and coastal resources.
<p>15B.3.39</p> <p>Urban development on the Peninsula is coordinated with the progressive, integrated and orderly development of infrastructure.</p>	<p>15B.3.40</p> <p>Subdivision and development shall occur in an orderly sequence dictated by the infrastructure in progressive stages in accordance with the layouts shown in the Rangitahi Peninsula Structure Plan and any Comprehensive Development Plans.</p> <p>15B.3.41</p> <p>Provision of infrastructure works should be staged and maintained to achieve efficient provision and operation:</p> <ul style="list-style-type: none"> (a) without inhibiting planned timing of residential development; (b) without relying on future capacity increases or

Reasons and Explanations for Objectives and associated Policies

15B.3.1 Raglan Seaside Village Character

A key element in planning for the growth of Raglan is ensuring that new development is compatible with its seaside village character. This is recognised in Objective 15B.3.1 and Policy 15B.3.2 of the District Plan. Rangitahi Peninsula by location and orientation presents an immediate opportunity to accommodate part of Raglan's growth in a way that supports the settlement's seaside village character.

The objectives and policies for the Rangitahi Peninsula Structure Plan Area recognise that the development of the Rangitahi Peninsula will introduce a level of masterplanning, design and some development types that are relatively new to the wider Raglan area. They require comprehensive planning and design to ensure that new development will be consistent with, and reflective, of its harbour setting and compatible overall with Raglan's existing seaside character. The policies set out a number of requirements to utilise coastal outlooks and where practical, passive solar gain, connection to the existing Raglan settlement, a village scale and sense of place in the coastal environment and the role of Raglan as a holiday destination for planning development on the Peninsula.

Local commercial activities are anticipated. However policy 15B.3.11 directs that the rules are to set scale limits for these activities as permitted activities, above which proposals are to be assessed to ensure there will not be any significant adverse traffic impacts or significant adverse effects on the commercial or social function of the Raglan town centre and overcoming the distance from the Raglan town centre.

Other policies identify elements such as built form characteristics supporting a village environment, walking and cycling access to the coast and integration of public open space within the residential development that are considered to be important in maintaining and contributing to a village style development.

15B.3.3 Compact Urban Form

An important aspect of the Future Proof Growth Strategy is promotion of compact urban form. Objective 15B.3.3 makes this a requirement of development on the Rangitahi Peninsula. Associated policies set out a number of means by which appropriate compact form can be achieved without detriment to other environmental principles including the retention of rural and coastal natural values of the Peninsula, and having regard to topographical constraints.

Due to its proximity to the heart of Raglan, the Rangitahi Peninsula can accommodate growth in a manner that supports the compact form of Raglan.

The Rangitahi Peninsula Structure Plan Area is in a single ownership (except for 6 houses at the end of the Peninsula) and is of considerable scale. Therefore a comprehensive planning analysis and design can be undertaken to achieve:

- Compact urban form,
- Reinforcement of the seaside village character,

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- Protection and enhancement of rural, coastal and natural values.
- Coordinated provision of infrastructure

15B.3.5 High Standard of Urban Design

Urban Design is the planning toolset for achieving quality development outcomes, and is particularly critical in topographically, culturally or environmentally sensitive areas. Raglan has a number of sensitivities and challenges that require a higher level of specific design response. In such a sensitive environment, a more complex and diverse set of land uses and built-form are necessary to underpin social, environmental, economic and cultural development.

The Rangitahi Peninsula Structure Plan requirement for a Comprehensive Development Plan requires that it include urban design guidelines. This urban design approach ensures that the appropriate outcomes can be met, where zoning alone will likely produce homogenous and unresponsive outcomes.

15B.3.7 Diverse Living Environments

In any urban development, it is important to achieve a diversity of living environments which meet the needs of a diverse community. This is even more important in Raglan where there is a wide diversity of architectural style, and dwellings range from simple baches and holiday homes to more sophisticated and permanent homes. This diversity combined with informality contributes significantly to the character and identity of Raglan as a seaside village and reflects diversity within the community itself. These characteristics are seen as the essence of Raglan, and planning for future growth should strongly seek to retain and further promote these characteristics.

This important aspect is reflected in objective 15B.3.7. The associated policies refer to design for a variety of living environments, proximity of recreational opportunities, the use of landscape design within streets and public spaces to promote an individual sense of identity including some differentiation for each of the Development Precincts on the Peninsula within a unified landscape whole.

15B.3.12 Natural Values of the Coastal Environment

From a broad point of view, much of the Rangitahi Peninsula is located within the coastal environment as is the whole of the existing Raglan settlement. Historically, the indigenous vegetation on the Peninsula was stripped and pasture is now the dominant plant cover.

This is a managed farming environment and whilst this constitutes an element of natural value, the most important natural values of the coastal environment here are the landward coastal margin and the coastal marine area combined with the topographical profile of the Peninsula. Development of the Peninsula to accommodate part of Raglan's growth affords an opportunity for the retention and enhancement of the remaining natural values of the coastal environment and particularly around the Raglan harbour margins. Ensuring a high-quality land/water interface is an important part of sustainable management of this resource. Retaining the main topographical features of the Peninsula and planting in gully systems and stream margins will contribute landscape elements to achieve a balance between residential development and retention and enhancement of the natural character of the coastal environment.

Objective 15B.3.12 and the associated policies encourage the use of buffers (although not continuous) between urban development and the coast, restoration planting and the use of a low-

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impact stormwater treatment and disposal system to manage the quality and rate of run-off of stormwater into the coastal marine area.

Other objectives and policies refer to restoration and management of public access to the coastal marine environment to avoid significant adverse environmental effects. Overall, the objectives and policies promote a sustainable balance between development and the retention and enhancement of natural values.

15B.3.16 Natural Values of Rangitahi Peninsula

Outside the identified Development Precincts, a large part of the Rangitahi Peninsula Structure Plan Area is to be retained as open space for a combination of rural activities and environmental maintenance and enhancement. Rural activities will evolve over time. Initially, the current pastoral farming is expected to continue, but there are opportunities for diversification including, for example, orchards, viticulture and horticulture.

Policies provide for the encouragement of environmental improvement measures such as:

- Excluding stock from very steep slopes and of gully systems that might otherwise be susceptible to erosion and ecological damage,
- Avoiding loss or degradation of significant indigenous vegetation and significant habitat of indigenous fauna,
- Maintaining and enhancing significant ecological and habitat values,
- Planting of riparian margins to maintain and enhance natural ecosystems, and
- Restoration planting on steep slopes which have been retired from grazing.

These measures are encouraged to reduce erosion, reduce the run-off of sediment to the harbour, and achieve a return of natural vegetation to important parts of the Structure Plan area, in order to increase landscape values and restore habitats for indigenous flora and fauna. In this way it is intended that development of the Structure Plan Area will be able to achieve net environmental gain.

Within the identified Development Precincts, it is policy to incorporate species to contribute to habitats for indigenous fauna. Further planting within the Development Precincts will also contribute to landscape values and create or enhance ecological and habitat linkages throughout the Rangitahi Peninsula Structure Plan Area.

Maintenance and enhancement of natural values of the Structure Plan Area in this way will also contribute to a more varied and interesting landscape as a backdrop to the harbour and the existing parts of the Raglan settlement.

The relationship of Raglan and the Rangitahi Peninsula to Mt Karioi is also recognised and views toward this significant cultural landmark and landscape feature acknowledged.

15B.3.24 Cultural and historic heritage

The Rangitahi Peninsula is rich in heritage and it is important that this is recognised. Cultural and heritage resources are the tangible link to the past and it is important that future development on the peninsula accommodates and protects these important features for both present and future generations. For Māori this is an extremely rich cultural heritage area and the majority of the sites and areas have been identified in Cultural Heritage reports.

For this reason, identified sites and areas need to be recognised and registered under the Archaeological Association database. Recognition may also include such things as use of story boards or publications that will tell the story of the past. The requirement for both Cultural Management and Historic Heritage Management Plans in Section 19.9A will also ensure that identified sites and areas are appropriately protected and managed; both during and after the development of the Rangitahi Peninsula Structure Plan Area.

A heritage item does not exist in isolation from its surrounding area, as is the case with archaeological features. These features can be adversely affected by land use and subdivision and the resulting rate or scale of physical change. Inappropriate earthworks on or nearby the site or area can significantly impact archaeological sites. Where it is not practical to retain a site and an authority is granted for its destruction, it is important that the site be properly investigated and archaeological information is recorded.

15B.3.27 Road Network

An objective is for development within the Rangitahi Peninsula Structure Plan Area to achieve a level of consistency with the road network pattern, road reserve widths and surface treatments that prevail in the Raglan township. A sense of informality is a part of that character and this anticipates that road layouts, engineering standards and road cross-sections will be adapted to maintain that character within the new residential areas subject to safety and maintenance requirements.

Road connections between the identified Development Precincts and the main collector road identified in the Structure Plan are to be designed to conventional road standards in recognition of their higher order functions and the volume of traffic they are likely to accommodate.

The existing causeway and footbridge connection from Oporuru Road to the Rangitahi Peninsula Structure Plan Area will need a significant upgrade. This will be a necessary requirement of the Structure Plan and any Comprehensive Development Plan.

Similarly, it will be necessary to upgrade Oporuru Road, including its intersection with Wainui Road, so that it operates with adequate safety and efficiency for predicted traffic increases as development of the Rangitahi Peninsula Structure Plan Area proceeds. Currently parts of Oporuru Road are constructed below Council's engineering standards and topographical difficulties create some constraints to upgrading. However an adequate standard of construction can be achieved consistent with road upgrades implemented elsewhere in Raglan.

Policy 15B.3.32 requires that the primary access to the Rangitahi Peninsula Structure Plan Area is by way of an upgraded Oporuru Road, which should achieve safe and efficient access to the Raglan town centre and also convenient connections to the village centre in Development Precinct A. This is to ensure that both qualitative urban design and efficiency requirements are addressed by the design of the primary access.

Policy 15B.3.34 sets out the requirements for secondary public access to provide access choices for future residents and to provide a safe and efficient alternative route in the event that the primary access should be closed. The secondary access can be a metalled access for use should the primary access be closed for any reason. Other potential future vehicular and pedestrian connections from the Structure Plan Area to the surrounding road network are possible in future. Although such additional connections are not required to enable proposed residential development, they remain as future options.

Objective 15B.3.35 and policy 15B.3.36 require the design and operation of all forms of access to avoid, remedy or mitigate adverse effects on the environment including effects of access on the foreshore and coastal marine environment.

These measures are designed to ensure not only efficiency and safety of access but urban design qualities that will contribute to an attractive sense of place.

15B.3.37 Public Access to Open Space and the Coast

Permeability and connectivity are important attributes of any new residential area. Provision of public open space and walkways are therefore to be an essential and integral part of layouts within the Development Precincts. In addition, connections between the residential areas and surrounding public open space and the coast in particular will be important facilities to make the most of the environmental opportunities within the Structure Plan area. Public access by way of walkways/cycleways/bridleways will be significant amenities for the new community in the Structure Plan Area and will contribute to the relaxed, active seaside village character of the new development.

It is also important to enable walkways within the Structure Plan Area to connect with similar facilities in the wider Raglan area, and form part of a wider recreational network.

At the same time, it is important that public access be designed and managed to avoid or mitigate potential adverse effects on sensitive environmental areas including, for example, gully ecosystems, significant sensitive habitats, and the coastal marine area.

Objective 15B.3.39 and its associated policies sets a foundation for provision to be made in the Comprehensive Development Plan for development of environmentally appropriate walkways/cycleways/bridleways as an integral part of new development.

15B.3.39 Infrastructure

Residential development within the Rangitahi Peninsula Structure Plan Area must be supported by a full range of infrastructure including roading, water supply, wastewater disposal and stormwater management as well as energy and telecommunications services.

Provision of the services must be timely to appropriately support each stage of residential development and contribute to an efficient outcome for the peninsula as a whole. Development of these services within the Structure Plan Area is to be a requirement of a Comprehensive Development Plan. Development contributions will be required to contribute towards the wider costs of infrastructure provision in the Raglan area. A development agreement between the Council and the developer is expected to address not only the development contributions payable, but also the extent to which either financial contributions or targeted rates (not both) may be used as mechanisms to address ongoing maintenance costs and level of service issues associated with reserves and walkways within the Rangitahi Peninsula Structure Plan Area.

15B.4 Methods of Implementation

15B.4.1 Regulatory Methods

- Rules to require approval of a Comprehensive Development Plan prior to urban development within the Rangitahi Peninsula Structure Plan Area.
- Manage the location, density, amenity and integration of subdivision and development through the requirement for a Comprehensive Development Plan.
- Through the Comprehensive Development Plan, require progressive implementation of environmental improvements and low-impact solutions to stormwater management.
- The Rangitahi Peninsula Structure Plan in [21C.3](#) shows:
 - indicative roads within the Structure Plan Area,
 - Development Precinct outlines,
 - landscape restoration policy areas,
 - indicative open space network,
 - indicative movement network,
 - development outcomes plan,
 - neighbourhood outcomes plans for each of the seven development precincts,
 - road details.
- An application for approval of a Comprehensive Development Plan that must be consistent with the Structure Plan.
- Inclusion of an Urban Design Guide for subdivision and development within the Comprehensive Development Plan.
- Inclusion of an infrastructure staging plan for development within the Comprehensive Development Plan.
- Require appropriate infrastructure design that takes into account maintenance and renewal costs.

15B.4.2 Council Works and Services

- Council's exercise of its regulatory function.
- Council maintenance of roads walkways and services once constructed to required standard and vested.
- Advice to the developer about restoration planting and ecological improvements.
- Development agreements between Council and the developer to address development contributions for offsite infrastructure, and potentially either financial contributions or targeted rates mechanisms (not both) where maintenance and renewal costs are higher than normal to deal with non-standard designs.

15B.4.3 Information, Education and Advocacy

- Promote within the community the need for development to be sensitive to the area.
- Promote low-impact design.
- Promote ecological enhancement of riparian margins.
- Promote ecological and landscape restoration.
- Encourage external agencies to promote enhancement of natural features and the coastal margins in particular.

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- Promote high-quality design features in development.
- Promote development and enhancement of the Raglan seaside village character.

15B.4.4 Plant Species for Ecological Restoration, Landscape Restoration and Water Treatment

- In landscape restoration policy areas require new planting to use indigenous species sourced locally where practical.
- Require low impact water treatment methods to be used.

15B.5 Reasons for Methods

15B.5.1 Regulatory Methods

Rules are necessary to assist a Council to carry out its duties under section 31 of the Resource Management Act 1991. Except as substituted by specific rules for the Rangitahi Peninsula Structure Plan Area, District wide and Living zone rules will apply.

Specific rules for the Rangitahi Peninsula Structure Plan Area have been introduced to recognise and protect particular attributes of Raglan and its seaside village character, coastal and other environmental elements specific to the Rangitahi Peninsula.

The Rangitahi Peninsula Structure Plan has been designed to accommodate future growth of Raglan whilst avoiding, remedying or mitigating adverse effects on the environment. In particular, existing natural values of the coastline are to be protected, and in the extensive open spaces proposed outside the identified development areas, there is a strong emphasis on the maintenance and enhancement of the environmental values. The rules will enable the Council to regulate development to achieve a high quality environmental balance through the integrated management of effects on the environment.

A three-level regulatory approach has been adopted:

- Incorporation of the Rangitahi Peninsula Structure Plan within Schedule 21C.3 of the district plan to provide certainty about the extent and location of development and environmental protection policy areas and to provide certainty about the pattern of development, village amenity and environmental outcomes required;
- Development and approval of a Comprehensive Development Plan is required prior to development to enable the Council to exercise appropriate regulatory control over the extent and quality of development and hence effects on the environment. Any proposed Comprehensive Development Plan must be consistent with the Rangitahi Peninsula Structure Plan included in the district plan in Schedule 21C.3; and
- Most development and activities in accordance with the Comprehensive Development Plan are permitted activities, but resource consent is required for subdivision and any proposals that depart from that plan to ensure that potential adverse effects on the environment will be appropriately managed.

15B.5.2 Council Works and Services

Roads, walkways, infrastructure services and reserves will be progressively developed to Council's standards and vested in Council. Following vesting, Council will have ongoing responsibility for maintenance of these public facilities and will consider the use of either financial contributions or targeted rates (not both) as appropriate.

15B.5.3 Information, Education and Advocacy

Achieving the objectives and policies of the District Plan for the Rangitahi Peninsula Structure Plan Area, and developing community aims as development proceeds is not possible by regulatory methods alone. Much will depend on establishing a positive relationship with landowners and the community. Council will continue to work towards promoting the development of the Rangitahi Peninsula balanced with important environmental attributes and the seaside village character of Raglan as a whole. This may include encouraging the community to enhance and protect coastal environments and ecologically sensitive areas and by encouraging high-quality design within development.

15B.6 Anticipated Environmental Results

ISSUE	ANTICIPATED ENVIRONMENTAL RESULTS
<p>15B.6.1 Rangitahi Peninsula village form and amenity.</p>	<ul style="list-style-type: none"> (a) Residential layout and development which has a character and scale that reflects the Rangitahi Peninsula's harbour setting and is compatible with Raglan's seaside village character. (b) High amenity residential development predominantly in accordance with Future Proof densities within the Development Precincts. (c) A diversity of built form and architectural style consistent with village character. (d) High-quality connectivity within and between Development Precincts. (e) Landscaping of streets and public open spaces forming the green network within and between the Development Precincts. (f) Achievement of a sense of place and identity in each of the Development Precincts consistent with seaside village character. (g) Sustainable and cost-effective infrastructure.
<p>15B.6.2 Environmental values of the Rangitahi Peninsula and adjoining marine environment.</p>	<ul style="list-style-type: none"> (a) Riparian margins are protected and enhanced. (b) Landscape and ecological values are enhanced by restoration planting. (c) Achievement of ecological and habitat linkages throughout the Peninsula. (d) Public access to public open spaces and the coastal marine environment is enhanced whilst avoiding or mitigating adverse effects on those environments. (e) Environmental values are protected by the use of low-impact design principles.