

Appendix 5 – Structure Plan Requirements

In the future urban zone, the rules require that development occurs in a planned and integrated manner through a plan change and structure plan process. The structure plan must be comprehensively designed and coordinate with infrastructure where this is available.

This plan specifies the final zoning of each future urban area, and where this zoning is not proposed to be amended, there is a further expectation that a limited notified plan change process will be sufficient.

The future urban zones have been identified using information available (as of 20 October 2022) to determine any known constraints, such as current and future natural hazard risks. Any new constraints identified, either through assessments required for a plan change application, or through additional natural hazard assessments, may result in the spatial extent of the live zone being reduced or not applied. An example is where land is assessed as being very high natural hazard risk in accordance with the NPS-NH, it will not be live zoned.

APP-5.1. To enable all or part of a future urban zone to transition into re-zoned land, a comprehensive and integrated structure plan must be developed which addresses, as appropriate, the following matters:

1. The intended future use, type, location and density of development including proposed lot yields, to ensure it is suitable for the area and appropriately responds to growth demands; and
2. How consolidation/intensification will be achieved to support a quality compact urban form; and
3. The topography and natural and physical constraints of the site, including natural hazards and areas of contamination; and
4. The future servicing needs of the area and the provision of adequate, coordinated and integrated infrastructure to serve those needs; and
5. The nature and timing of any necessary infrastructure, how this infrastructure is to be developed and funded and whether the infrastructure will be implemented prior to development or as part of the development process; and
6. Whether staging is appropriate to ensure development occurs logically and achieves good urban form; and
7. The relationship of the structure plan area with surrounding areas and existing activities, and the way potential conflict will be managed as the area transitions to its new zoning and management of potential reverse sensitivity; and

8. The provision of an integrated transport network (including pedestrian and cycle links) and an Integrated Transport Assessment; and
9. The provision of open space networks, esplanade strips, parks and reserves; and
10. Consideration of the potential impact of development on any cultural, spiritual and/or historic heritage values of importance, and the outcomes of any consultation with and/or cultural advice provided by mana whenua; and
11. The protection, maintenance or enhancement of scheduled sites or features, landscapes, overlays, natural waterbodies, indigenous vegetation and significant habitats of indigenous fauna;
12. How development will retain the safe, efficient and effective operation and use of existing and planned infrastructure; and
13. How development avoids adverse effects on natural hydrological characteristics and processes, soil stability, water quality and aquatic ecosystems and supports Te Ture Whaimana – the Vision and Strategy for the Waikato River; and
14. How the development responds to climate change; and
15. The pattern of development and whether ribbon development is avoided, including limiting the need for additional access points and upgrades along significant transport corridors; and
16. How development shows delineation between urban and rural areas.
17. The outcome of consultation with affected parties, infrastructure providers mana whenua and the Waikato Regional Council.

AND

18. In Te Kūiti, the provision of coordinated development that provides for integrated and efficient expansion of the residential and rural lifestyle zones; and
19. In Te Kūiti the provision of detailed geotechnical investigations which fully identify the nature of natural hazards, particularly landslide susceptibility and liquefaction; and
20. In Waitomo Caves Village, whether there will be opportunities for the provision of residential, business and tourism activities which are complementary to the proposed new tourism zoning; and
21. In Waitomo Caves Village, the provision of detailed investigations which fully identify the nature of natural hazards, particularly site suitability and the potential for river generated flooding and surface ponding; and
22. In Mokau and Awakino an understanding of how development of the area might assist with the provision of land for dwellings requiring relocation as a result of coastal erosion hazards; and

23. In Mokau and Awakino the provision of detailed geotechnical or other investigation deemed necessary by the council in consultation with Waikato Regional Council, which fully identify the risks and associated constraints;
24. An assessment of the nature, scale, probability and potential consequences of the identified natural hazards over the anticipated life of the development that is suitable to enable the risk levels to be determined in accordance with the NPS-NH;
25. Demonstrate that the layout and design of development avoids where practicable, or otherwise mitigates significant risks from natural hazards and gives effect to the NPS-NH; and
26. Evidence of engagement with the Waikato Regional Council in relation to natural hazard information, hazard mapping and regional hazard management strategies and how that engagement has informed the structure plan.

AND

27. The structure plan may stage development, but it must apply to the entire individual future urban zone (each individual future urban zone is listed in (i) to (ix) below); and
28. The entire individual future urban zone area identified on the planning maps must comply with the following assigned new zoning:
 - (i) Mangarino Road South, Te Kūiti – rural lifestyle zone
 - (ii) Mangarino Road North, Te Kūiti – rural lifestyle zone
 - (iii) Pukenui Road, Te Kūiti – residential zone
 - (iv) William Street, Te Kūiti – residential zone
 - (v) State Highway 3, Mokau – rural lifestyle zone
 - (vi) Te Mahoe Road, Mokau – rural lifestyle zone
 - (vii) North Street, Mokau - settlement zone
 - (viii) Awakino - settlement zone
 - (ix) Waitomo Caves Village – tourism zone