

APPENDIX 3I

STRUCTURE PLAN (PLC09/00020)



Bell Block Area Q Structure Plan

Provision for the subdivision and development of the land subject to the Bell Block Area Q Structure Plan apply specifically to the area identified as a structure plan area on Planning Maps A30, A31, B30 and B31.

The Bell Block Area Q Structure Plan guidance notes and associated planning framework (Issue 23, Objective 23, Policy 23.1, Methods of Implementation 23.1, Reasons 23.1, Policy 23.4, Reasons 23.4, Policy 23.5, Methods of Implementation 23.5, Reasons 23.5 and Rules OL60D, OL60E and OL60F) are intended to provide for the comprehensive and integrated development of the Bell Block Area Q Structure Plan area.

Figure 31.1a Bell Block Area Q Structure Plan

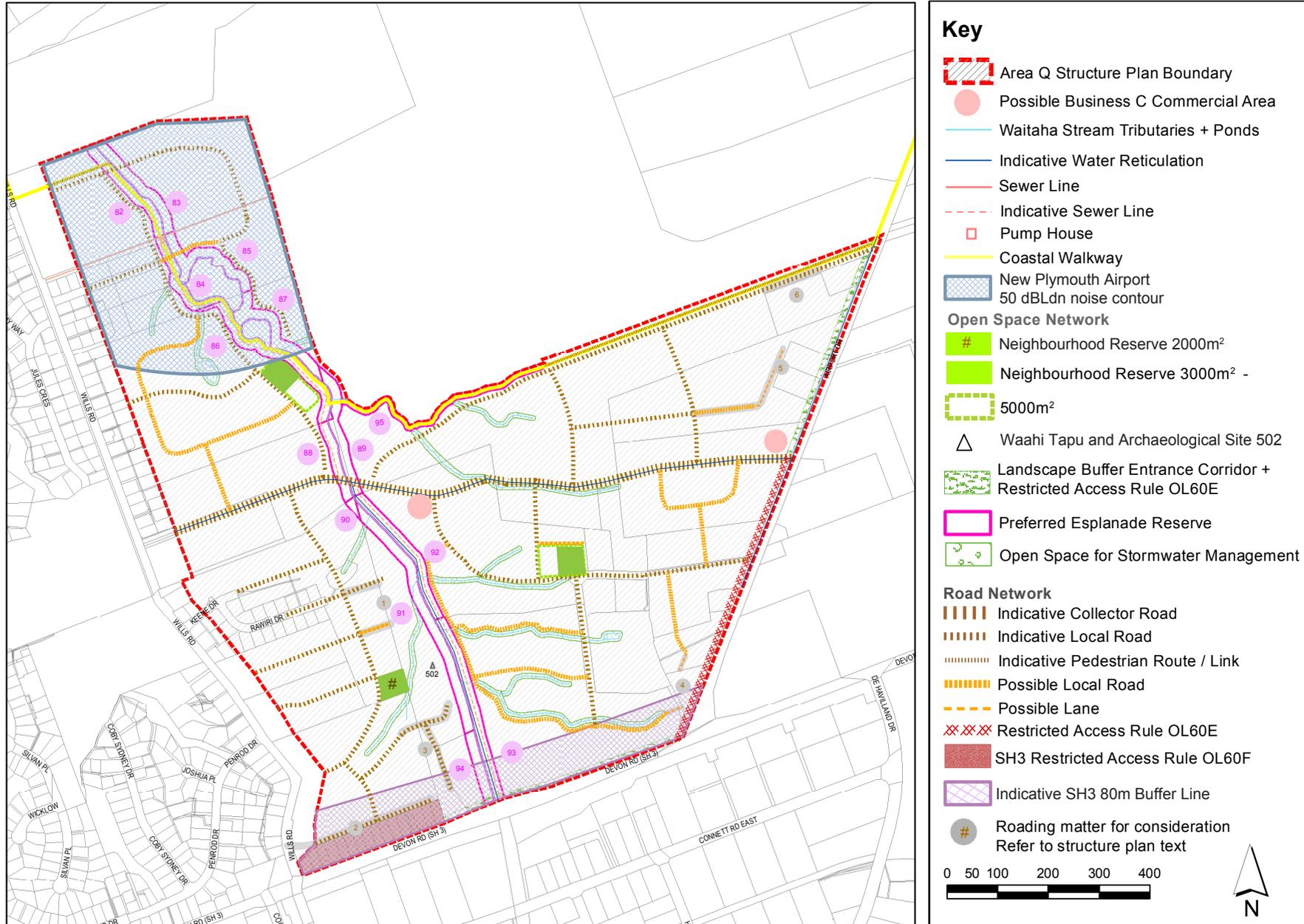
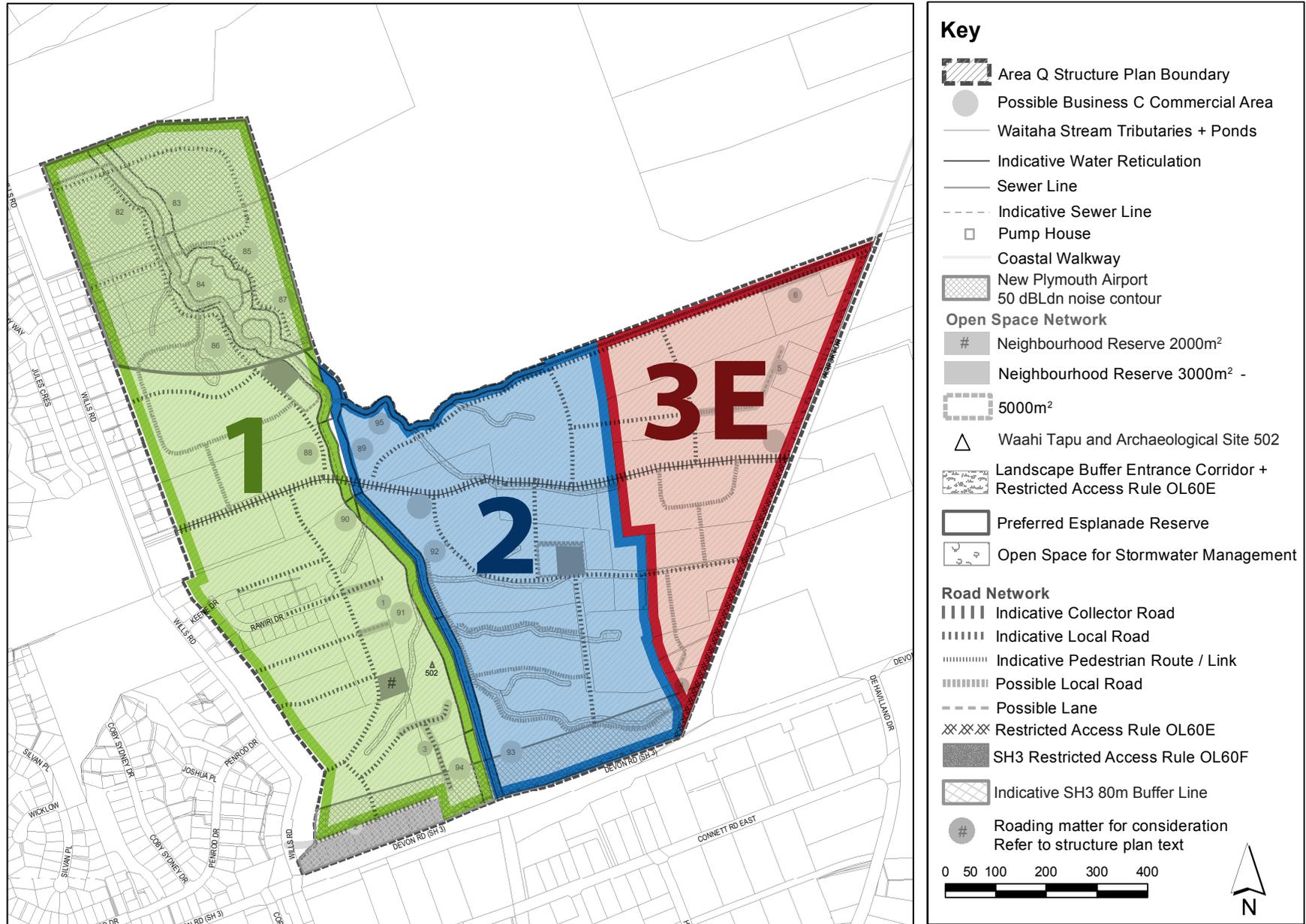


Figure 31.1b Bell Block Area Q Structure Plan Staging



Structure Plan Guidance

A structure plan is a high level plan that identifies and guides environmental outcomes, public infrastructure and critical connectivity linkages that will be required to ensure that an area is adequately serviced when it is developed. Structure plans are used to guide future development by defining likely capacity requirements, critical water service locations, road locations, connectivity and linkages (internal and external to the site), areas of open space and reserves, and other key features required to manage the effects of future development. Providing this information in a structure plan enables community expectations to be incorporated into future developments while still allowing for the finer details to be determined by the individual developers of the land.

Area Q encompasses multiple properties in different ownership, is dissected by the Waitaha Stream and numerous tributaries, contains a known WAAHI TAONGA/ SITES OF SIGNIFICANCE TO MAORI, and is situated near the New Plymouth Airport. Area Q is situated adjacent to SH3 and Airport Drive as important entrance corridors to New Plymouth. Therefore it is important that the area is planned with sufficient detail at an early stage to ensure that essential services, parks and reserves, and the roading network achieve connectivity within the area and with the surrounding area in a cohesive manner.

The Bell Block Area Q Structure Plan has been developed to provide specific guidance to developers in relation to roading layout, connections and access; required reserves, parks and pathways; water and sewer trunk service locations; entrance corridor treatments; and provides an indication of specific rules that relate to the Area Q Structure Plan area.

Area Q Staging

Area Q has been split into the following stages as indicated within Figure 31.1:

- Stage 1 can proceed immediately with no restrictions;
- Stage 2 can proceed where vehicular access can be obtained via Wills Road through the extension of Parklands Avenue and/or where it can be demonstrated via a discretionary resource consent process that vehicular access to Airport Drive can be appropriately accommodated. It is expected that, where vehicular access is obtained solely via Airport Drive and Stage 3E has not been released, the maximum number of HABITABLE BUILDINGS that shall obtain access

to Airport Drive shall be 30. Airport Drive is highly unlikely to have capacity to accommodate any development in addition to this; and

- Stage 3E urban residential type subdivision and development is restricted as a prohibited activity until Area R is rezoned (noting that Area R east might be rezoned to employment land rather than to Residential A) through a statutory plan change process and released upon completion of the realignment of Airport Drive. All other activities regulated through the Rural Environment Area rules and any other relevant Overlays (including the Future Urban Development Overlay) in the interim before the release of Stage 3E.

New Plymouth Airport

Area Q is situated near the New Plymouth Airport. Subdivision and development within Area Q needs to ensure that it does not compromise the efficient and effective operation, maintenance and future upgrading and expansion of this regionally significant infrastructure. To ensure the Area Q Structure Plan does this, interim measures to protect the asset are imposed in lieu of the re-evaluation of noise related land use planning controls for the New Plymouth Airport and the inclusion of those provisions in the District Plan via a statutory plan change process.

A New Plymouth Airport 50dBL_{dn} noise contour boundary overlays Area Q which delineates those areas within Area Q which have the potential for reverse sensitivity effects in respect of noise from the New Plymouth Airport. The New Plymouth Airport 50dBL_{dn} noise contour has been set based on initial modelling work undertaken by Marshall Day Acoustics Ltd which assesses implications of the rezoning of Area Q. Proposed subdivision within Area Q and within the New Plymouth Airport 50dBL_{dn} noise contour is required to impose consent notices on new titles to protect the New Plymouth Airport's current and future operations and activities (Rule 60D). New habitable development within Area Q and within the New Plymouth Airport 50dBL_{dn} noise contour is required to incorporate above standard noise attenuation materials (Rule 60D).

Roading

A number of roads are shown on the Bell Block Area Q Structure Plan ranging from a key INDICATIVE COLLECTOR ROAD (Parklands Avenue extension) to INDICATIVE LOCAL ROADS and possible roads and lanes. The roading layout is comprehensive and includes connectivity linkages to the external roading network and internal connectivity linkages between the various properties within

the structure plan area. The Parklands Avenue extension is a key COLLECTOR ROAD for Bell Block Area Q providing the main access link through the Bell Block residential area. The location of this road is relatively set, being central to the area and with each end fixed so that it provides a feasible extension to Parklands Avenue.

The INDICATIVE LOCAL ROADS are required to provide integrated connectivity linkages within the structure plan area and to the surrounding roading network. While these roads are required, there is some flexibility in their actual location. The possible local roads and lanes are shown to ensure connectivity so that each site has access, particularly along Airport Drive and State Highway 3 where access internal to Bell Block Area Q is desired. Whilst these roads and access links are desired, it is recognised that developers may propose alternative layouts that achieve the same or similar connectivity outcome, so flexibility in the actual location of such roads and/or lanes is expected.

SH3 is a STATE HIGHWAY LIMITED ACCESS ROAD and as such it is understood that additional VEHICLE ACCESS POINTS are not supported. It is also expected that any existing access to SH3 would be closed upon subdivision through provision of alternative internal road access into Area Q, given that SH3 is a STATE HIGHWAY LIMITED ACCESS ROAD.

The Bell Block Area Q Structure Plan contains two rules regarding VEHICLE ACCESS POINTS to Airport Drive (Rule OL60E) and SH3 (Rule OL60F).

It is the intent of rules OL60D and OL60E to appropriately manage new VEHICLE ACCESS POINTS and new ROAD connections to Airport Drive. Airport Drive is an ARTERIAL ROAD. The Area Q Structure Plan intends to manage new VEHICLE ACCESS POINTS and new ROAD connections to Airport Drive south of the future intersection of Parklands Avenue prior to the completion of the future realignment of Airport Drive. The expectation is that any subdivision which seeks to obtain access from Airport Drive south of the future intersection of Parklands Avenue and prior to the realignment of Airport Drive would require a transportation assessment prepared by an appropriately qualified person to assess the effects of the activity on the safety and efficiency of the ROAD TRANSPORTATION NETWORK. The Area Q Structure Plan also discourages any additional VEHICLE ACCESS POINTS to Airport Drive north of the future intersection of Parklands Avenue. The expectation is that any subdivision of Airport Drive properties north of the future intersection of Parklands Avenue would also require any additional VEHICLE ACCESS POINTS internalised into Area Q. Roading matters 4, 5 and 6

below also consider and guide the issue of additional VEHICLE ACCESS POINTS to Airport Drive at specific locations.

Rule OL60F is dealt with in detail as roading matter 2 below.

The structure plan also contains a series of numbers that relate to roading matters as outlined below.

1. The INDICATIVE LOCAL ROAD is to ensure that the requirement for legal and practical road access between the two parcels to enable the urban development needs of the eastern parcel to be considered at the time of subdivision of the western parcel. The possible lane serves to ensure that consideration is provided at the time of subdivision of the western parcel as to the requirement for legal and practical access (road/lane or ROW) should development of the adjacent spur on the eastern parcel be feasible/proposed.
2. The INDICATIVE LOCAL ROAD is required to ensure that a local road will be provided/constructed to the immediate north of the identified properties along Devon Road (SH3). The intent is that the provision of this local road will provide the opportunity for future VEHICLE ACCESS POINTS to the north of the identified properties along Devon Road (SH3) in lieu of the future closure of existing access to SH3, a STATE HIGHWAY LIMITED ACCESS HIGHWAY. Therefore, once this local road is constructed, Rule OL60F relating to the ERECTION OF BUILDINGS will apply to those identified properties along Devon Road (SH3). It is also expected/understood that with the option of the alternative road access to the north of the identified properties along Devon Road (SH3) that any subdivision of those properties would also require provision of VEHICLE ACCESS POINTS to the north of the identified properties along Devon Road (SH3) in lieu of the future closure of existing VEHICLE ACCESS POINTS to SH3, a STATE HIGHWAY LIMITED ACCESS HIGHWAY.
3. The INDICATIVE LOCAL ROAD(s) are required to ensure that a local road network will be provided/constructed with the intent that the provision of these local roads will provide the opportunity for alternative future road access to the north and west upon subdivision in lieu of the closure of existing VEHICLE ACCESS POINTS to SH3, a STATE HIGHWAY LIMITED ACCESS HIGHWAY.

4. Additional VEHICLE ACCESS POINTS to Airport Drive are restricted through rule OL60E. Therefore, at the time of subdivision, the developers of the properties adjacent (both west and north) to the property identified as roading matter 4 will be required to consult with the Council and owners of the property identified as roading matter 4 and give consideration to what access (road, lane or ROW), if any, is required to the property identified as roading matter 4. If the provision of access to the property identified as roading matter 4 is not provided, then the future subdivision of this property is unlikely until after Airport Drive is realigned and the old Airport Drive becomes a local road.
5. Additional VEHICLE ACCESS POINTS to Airport Drive are restricted through rule OL60E. Therefore, at the time of subdivision the developers of the western property will be required to consult with the Council and owners of the two (approximately 4001m²) eastern properties and give consideration to the future access (road, lane or ROW) requirements of the two eastern properties. The intent is that subdivision of the western property ensures that the provision of future legal access (road, lane or ROW) enables the future ability of subdivision of the two eastern properties without additional VEHICLE ACCESS POINTS to Airport Drive where practicable. If the provision of access to the eastern properties is not provided, then the implications of future subdivision of the eastern properties and the impacts of potential future additional VEHICLE ACCESS POINTS on Airport Drive with respect to rule OL60E and the entrance corridor landscape buffer needs to be both understood and accepted.
6. Additional VEHICLE ACCESS POINTS to Airport Drive are restricted through rule OL60E. The property identified as roading matter 6 is subject to recent subdivision consent. Therefore, should consented subdivision have proceeded, then at the time of any subsequent future subdivision the developers of the western property will be required to consult with the Council and owners of the eastern property and give consideration to the future access (road, lane or ROW), requirements of the eastern property. The intent is that subdivision of the western property ensures that the provision of future legal access (road, lane or ROW) enables the future ability of subdivision of the eastern property without additional VEHICLE ACCESS POINTS to Airport Drive where practicable. If the provision of access to the eastern property is not provided, then the implications

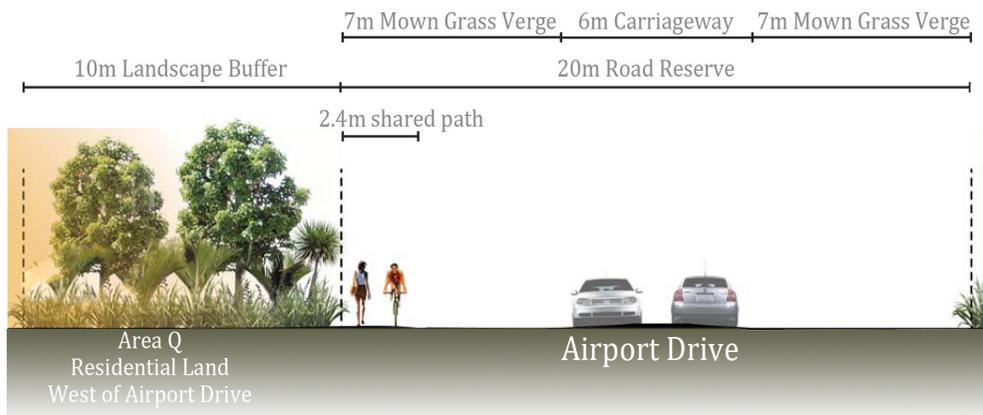
of future subdivision of the eastern property and the impacts of potential future additional VEHICLE ACCESS POINTS on Airport Drive with respect to rule OL60E and the entrance corridor landscape buffer needs to be both understood and accepted.

Entrance corridor landscape buffer

The road link from the New Plymouth Airport to New Plymouth is an important entrance corridor. To enhance this entrance corridor, the following is included within the structure plan:

- An entrance corridor landscape buffer is indicated along SH3 (with the exception of 1133 to 1163 Devon Road where residential development has already taken place) and the length of Airport Drive within Area Q north from the intersection with Parklands Avenue. The entrance corridor landscape buffer is ten metres wide and will require consideration at the time of development or subdivision.

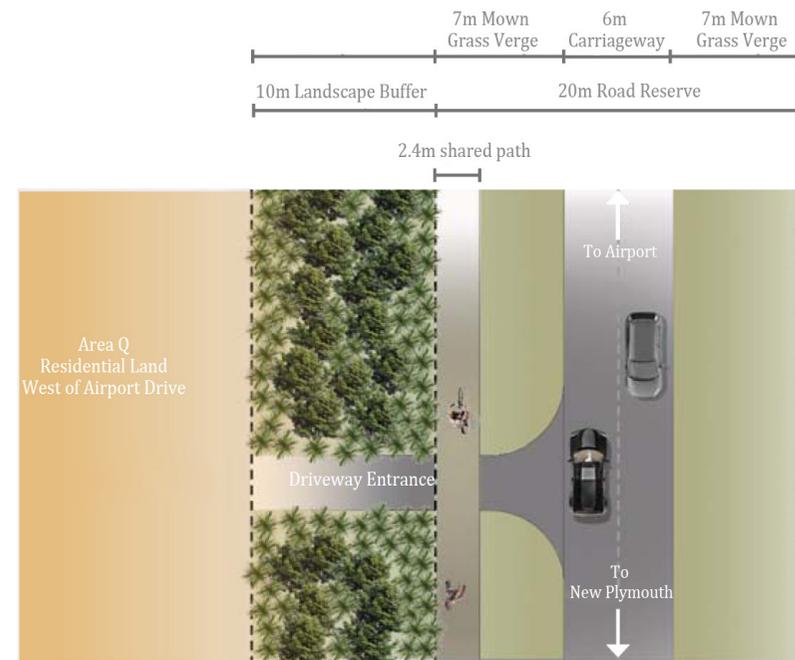
Figure 31.2 Entrance corridor landscape buffer cross-section



Consideration of the effects of additional VEHICLE ACCESS POINTS on the entrance corridor landscape buffer along Airport Drive is also provided in rule OL60E, in addition to OL60D.

Figures 31.2 and 31.3 provide a design guide for the entrance corridor landscape buffer.

Figure 31.3 Entrance corridor landscape buffer plan view



Typical Driveway Entrance Plan View

Reserves, parks and pathways

There are several types of parks and reserves shown on the Bell Block Area Q Structure Plan including:

Preferred Esplanade Reserves (PER): The PER is 20 metres wide along both banks/sides of the main trunk of the Waitaha Stream and 10 metres wide along both banks/ sides of the Coastal Walkway (CW) tributary. Where roads are indicated adjacent and parallel to PER the width of the PER may be slightly wider than indicated to achieve a stream, reserve with walkway, road cross-section as indicated in Figure 31.4. Figure 31.4 is a design guide with the actual detail to be determined at the time of subdivision taking into account the immediate topography.

Coastal Walkway and other shared pathways: A shared pathway from Wills Road to (and along) Airport Drive as shown on the Area Q Structure Plan will be an extension of the New Plymouth, Bell Block to Waitara Coastal Walkway. Other shared pathways along the Waitaha Stream will be accommodated within the esplanade reserve. The requirements for any other shared pathways will be determined at the time of subdivision and could be accommodated within the esplanade, road and/or open space for stormwater management reserves where available or, otherwise, will be provided for separately.

Neighbourhood Reserves: Three neighbourhood reserves are contained within the Bell Block Area Q Structure Plan area. These are intended to serve local residents and are therefore located within an approximate 500 metre (radius) walk from most areas within Area Q. The approximate locations of the three neighbourhood reserves are indicated and it is expected that two of these reserves will be between 3,000m² to 5,000m² each in area. The third neighbourhood reserve (annotated/identified with a # symbol) will be 2,000m². Further the # symbol neighbourhood reserve may be waived in favour of the provision of a shared pathway link to the Waitaha Stream esplanade reserve in this locality.

Figure 31.4 Impression showing widened Esplanade Reserve coinciding with road reserve boundary



Open Space for stormwater management

With the exception of where PER are indicated all other tributaries of the Waitaha Stream have been identified as Open Space for Stormwater Management. The Open Space for Stormwater Management are 5m either side of the tributaries (both flowing and ephemeral). The context of Open Space for Stormwater Management is considered to be a preferential starting position with respect to development and/or subdivision, where open space is provided along the tributaries (either in private or Council ownership) to provide for sustainable stormwater management. Should an applicant propose to pipe a tributary then consideration will be required of the requirements of the Councils adopted Land Development and Subdivision Infrastructure Standard (not precluding any additional requirements of the Taranaki Regional Council Regional Fresh Water Plan for Taranaki) including the identification, protection and management of secondary flow paths, along with the effects to environmental outcomes.

Essential services

Water and wastewater trunk mains are shown on the structure plan and will link with existing or future services.

Potential local business areas

The location for two potential BUSINESS ENVIRONMENT AREAS for commercial activities are shown. The purpose of the central commercial area is to enable the provision of retail services for the local residents of Bell Block Area Q, in other words local neighbourhood shops. The purpose of the eastern commercial area is to enable the provision of airport traffic related business, possibly centred on a service station. The Council is not intending to rezone either of these two areas at this stage. Rather, they are intended to signal that the Council would be favourable to the consideration of Business C Environment Area type commercial activities at these two locations, should the market determine that these are needed. It is expected that if the market does not require these commercial areas that residential development will take place.