

PART 3 - AREA SPECIFIC MATTERS

14 Special Purpose Zones

14.1- SPZ-AIRP Special Purpose Zone -Tokoroa Airport

Issues

The Tokoroa airport is an important Council-owned and managed facility. The airport is located east of Amisfield and comprises almost 35 hectares. The facilities consist of a grass runway (1,120m long by 60m wide) including a sealed landing strip (850m long by 18m wide) plus adjacent open space and *buildings*. The *buildings* comprise aero clubrooms, hangars, and *carparks*. There are currently no night-time landing lights or navigation aids.

The property is also used by a variety of recreational sports clubs such as the Tokoroa Street Rodders Club, South Waikato Motocross Club, and Tokoroa Kart Club. Motocross and kart club track facilities are also on the *site*. The South Waikato Racing Club also uses part of the *site* for grazing and a horse training track. These activities are provided for by way of lease arrangements with the Council. Most recreational use occurs at weekends. Limited aviation use, mostly landing practice or charter work, occurs weekdays at the airfield.

The Airport Strategic Plan (2008/09-2014/15) outlines a strategy to further develop the facilities in the zone to provide for aviation and related commercial activities while maintaining the existing range of recreational activities where this does not compromise aviation activities or the *amenity values* of the neighbouring land-uses. There are existing infrastructure constraints, with no *wastewater* service being a particular issue. The facility also has potential to perform an important role in emergency management in the district.

Properties close to the airport zone do experience some *amenity value* impact associated with traffic generated by motorsport events at the airport, and *noise* associated with the operation of planes and motorsport. *Noise* controls aim to address these concerns for neighbouring activities, as do restrictions on the frequency and duration of events at the Airport imposed by Council as manager of the facility. The zone provisions aim to manage the potential *effects* arising from the operation of the airport and recreational uses. The current and projected aircraft use at the airport is insufficient to justify applying the measures suggested in NZ Standard 6805 (Airport Noise Management and Land Use Planning). This standard recommends setting an air noise boundary to limit aircraft *noise*, and limits on residential and other sensitive development occurring within projected noise contours. Use of the Tokoroa Airport will be monitored, to see whether implementation of NZS6805 can be justified in the future.

A 50m wide strip of screen planting has been established between the airfield and the nearby houses in Amisfield, to help mitigate potential adverse *effects* on the *amenity values* of that area. It is important that this screening be retained and re-planted with suitable species as necessary.

Approach and departure slope provisions within the adjoining GRUZ and RLZ manage adjacent land-uses to prevent *development* that would detrimentally affect the safe operation of the airport. A 1km



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buffer within which rural *subdivision* is a discretionary activity has also been implemented to minimise potential future *effects* of residential encroachment upon aviation use of the airport.

Objectives

SPZ-AIRP-O1

To provide for Tokoroa Airport, and safeguard it from *reverse sensitivity* effects of inappropriate *subdivision*, land-use, and *development*.

Policies

SPZ-AIRP-P1

Maintain Tokoroa Airport to ensure that the *effects* of other activities on the *site*, in the vicinity of the *site*, and *site development*, on operations and safety are avoided, remedied, or mitigated.

SPZ-AIRP-P2

Manage new *subdivision*, land-use and *development* that may adversely affect the existing operation of the airport and related activities.

SPZ-AIRP Rules

SPZ-AIRP-R1 PER Activities	Subject to
(1) <i>Commercial and general aviation activities</i>	SPZ-AIRP- R5(1) to (3)
(2) The construction and maintenance of sealed and unsealed runways and taxiways	SPZ-AIRP-R6 where relevant
(3) <i>Caretakers' Accommodation</i>	
(4) <i>Offices</i> associated with a permitted activity	
(5) <i>Education facility</i> associated with a permitted activity	
(6) <i>Community facility</i>	
(7) <i>Carparks</i>	
(8) <i>Primary production</i> excluding ancillary <i>mining and quarrying</i>	



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(9) Aviation related community events	
(10) Non-aviation related <i>community events</i>	
(11) Maintenance and informal use of motocross and kart tracks existing as at 7 November 2012	
SPZ-AIRP-R2 RDIS Activities	Subject to
(1) Any PER activity that does not conform to the Standards in SPZ-AIRP-R5	SPZ-AIRP-R6 where relevant Matters of Discretion (a) AA-R3(1) (b) AA-R3(2)
SPZ-AIRP-R3 DIS Activities	Subject to
(1) Activities that are not PER, RDIS or NC will be DIS	Matters of Discretion (a) SPZ-AIRP-R5 as a guide (b) SPZ-AIRP-R6 where relevant (c) AA- R4
SPZ-AIRP-R4 NC Activities	Subject to
(1) <i>Industrial activities</i> not related to aviation	Refer to SPZ-AIRP-R5 as a guide

SPZ-AIRP-R5 Standards

The following Standards apply to all activities specified in SPZ-AIRP-R1 (PER Activities), and to RDIS in the zone if granted. Failure to comply with one or more of the standards results in that activity being a RDIS.

R5(1) Building Setbacks

Buildings shall be set back at least five metres from all zone boundaries.

R5(2) Building Coverage

The maximum extent that *buildings* shall cover the site is 10%.

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R5(3) Height

- (a) Maximum *Building Height* - 20m
- (b) No *building, structure*, mast, tree or other object shall penetrate any of the Tokoroa Airport approach/departure slopes, transitional side slopes or horizontal surface as shown on Planning Maps 35, 38 and 44 and described in (c) below. Where the ground rises so that it penetrates or becomes close to the approach/departure slopes or transitional side slopes then these slopes may be adjusted in conformity with the contours of the ground so as to provide a vertical clearance of 10m above ground level.
- (c) Airport Approach Slopes.
- (i) Main Runway
- Main sealed runway is 850m long by 18m wide and is situated within a grassed runway of 1,100m long by 60m wide. It is orientated on a bearing of 310° true.
- (ii) Main Strip
- The main strip is 1,525m long and 150m wide and contains the main sealed runway. The airfield has an established elevation of 365 metres.
- (iii) Approach/Departure Slopes
- There is an approach/departure slope rising at a specific gradient from the level of the lowest part of the strip ends.
 - Each approach/departure slope extends over a horizontal distance of 1,200m from each end of the main strip and is symmetrically disposed about the extended centreline of the strip with its sides diverging uniformly outward at a rate of 1 in 20 from the corners at the end of the strip.
 - Each approach/departure slope rises at a gradient of 1 in 20 over a horizontal distance of 1,200m.
- (iv) Transitional Side Slopes
- These extend upwards and outwards from the sides of each approach slope, rising at a gradient of 1 in 4 to intercept the horizontal surface 50 metres above the main strip.
 - Transitional side slopes also extend upwards and outwards from the sides of the grass strip at a gradient of 1 in 4 to intercept the horizontal surface 50m above the runway.
- (d) Parts of *buildings* that may protrude through the *height* control lines are chimneys, flues and similar projections, television, and *telecommunication* aerials and dishes, rainwater tanks, *domestic scale renewable energy devices*, and in addition on commercial and industrial *buildings*, lift machinery, air-conditioning and heating plants; all attached to the *building* and projecting not more than 3m above the *building height* standard for the zone, and less than 4m² in area.



SPZ-AIRP-R6- Other Plan Matters

The following also may be relevant:

- (1) Section 7.1 Energy, 7.2 Infrastructure, 7.3 Transportation
- (2) Section 8.1 Contaminated Land, 8.2 Hazardous Substances, 8.3 Natural Hazards
- (3) Chapter 11 Subdivision
- (4) Section 12.1 All Activities
- (5) Section 12.3 Air Emissions, 12.4 Earthworks, 12.6 Light, 12.7 Noise, 12.8 Signs,
- (6) 12.9 Temporary Activities
- (7) Part 3- Any relevant overlay

SPZ-AIRP- Principal Reasons

SPZ-AIRP-PR1

Functional and efficient infrastructure cannot be achieved only through RMA methods and needs to be furthered through a variety of works undertaken by Council and other utility providers. The importance to the local economy of the airport means that if its maintenance and upgrading is not safeguarded under the district plan, there could be significant community impacts.

SPZ-AIRP- Anticipated Environmental Results

SPZ-AIRP-AER1

Ongoing *development* of Tokoroa airport and associated facilities, for aviation related activities and compatible motorsport, recreational and other non-aviation activities

SPZ-AIRP-AER2

Continued safe and efficient operation of Tokoroa airport is not constrained by inappropriate activities establishing in the vicinity of the SPZ-AIRP

SPZ-AIRP-AER3

Activities that support the aviation use of the airfield develop, such as associated *industry* including the assembly, storage, repair and maintenance of aircraft, and aero club activities and events.

SPZ-AIRP-AER4

Adverse *environmental effects* from activities at Tokoroa airfield on surrounding areas such as *noise* and visual intrusion are minimised

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SPZ-AIRP-AER5

Non-aviation related activities develop in a complementary manner with the aviation related activities and facilities operating within the SPZ-AIRP.

14.2-SPZ-ELG Electricity Generation

Issues

The district contains *hydroelectric power generating infrastructure* that is of national significance to New Zealand's economy and prosperity. The Waikato River running through the district has five hydroelectric power generating facilities located at Arapuni, Waipapa, Maraetai, Whakamaru and Atiamuri. These facilities represent a large financial investment and require a high level of operational certainty for their ongoing viability. Their original establishment involved a significant loss of natural areas and cultural sites due to the new water levels that were established.

The Waikato River forms part of the district boundary, with these hydro dams straddling the boundary with the Waipā District, Ōtorohanga District and Taupō District. Whilst the provisions of the South Waikato District Plan can only relate to *land* and *water* within the district (see also Section 12.2 Activities on the Surface of the Water) a high level of consistency of district plan provisions with adjoining districts is desirable to ensure efficient and effective functioning of the hydro system.

Each hydroelectricity power station, hydro dam, associated facilities such as spillways, switchyards and transmission *lines* and *structures*, and the surrounding *land*, are known as *electricity generation core sites*. These core sites are covered by the Special Purpose Zone - Electricity Generation. It is intended that the zone will provide operational certainty for the generation of electricity in a manner consistent with the *NPS* for Renewable Electricity Generation 2011.

The zone provisions seek to enable the existing hydroelectric power generating activities to continue operating, with allowance made for necessary maintenance, repair and upgrading activities, while avoiding, remedying or mitigating any additional significant adverse *effects* on the *environment*. Provision has also been made for various *temporary activities* that are undertaken within core sites that may involve the use of heavy machinery such as drilling rigs and cranes. *Visitor facilities* related to the hydro operations are also a possibility.

The core sites are effectively *industrial sites* in and adjoining the Waikato River. The sites have had an important role in shaping the present-day significant cultural, landscape, recreational and natural values that are found along the river corridor. The core sites are also located within rural *environments* with different levels of *amenity values* and character. The avoidance of *reverse sensitivity effects* is an important aspect to the ongoing operation of the hydroelectric power generating activities within the core sites. Within the GRUZ and RLZ provisions, there are restrictions on the proximity of *residential units* to the operating easements so as not to restrict the operational capacity and availability of the hydroelectricity resource.

There are three heritage items that are listed in the South Waikato Heritage Inventory located within the SPZ-ELG at Arapuni. These are the Arapuni Suspension Bridge, the Arapuni Powerhouse, and the Arapuni Dam. All were built in the 1920s and represent a significant aspect of New Zealand's engineering history. There is also heritage within the core sites that is not related to the hydro scheme itself. Maintaining these heritage items within the context of an operating hydro electricity generation site is important.

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14.2-SPZ-ELG ELECTRICITY GENERATION



Standards aim to facilitate the existing activities within the *electricity generation core sites* while ensuring that any new or additional potential significant adverse *environmental effects* arising from the hydroelectric power generating activities are able to be avoided, remedied or mitigated.

Objectives

SPZ-ELG-01

To ensure that the new *development* in the District has regard to improving energy efficiency and to enable production of energy from renewable resources, provided their development promotes the sustainable management of the District's natural and physical resources.

SPZ-ELG-02

To recognise and provide for the national, regional, and local benefits of a sustainable, secure, and efficient electricity transmission and distribution network, *radiocommunication* and *telecommunication* facilities including broadband, and *renewable electricity generation* activities.

SPZ-ELG-03

To ensure that the development, operation, maintenance, repair and upgrading of the components that comprise the Waikato hydro scheme, are recognised and provided for.

SPZ-ELG-04

To recognise and provide for the exploration, development and use of geothermal, wind and hydro resources, for the purpose of *renewable electricity generation* in a manner that avoids, remedies or mitigates adverse *effects* on the *environment* and also takes into account cultural impacts.

Policies

SPZ-ELG-P1

Enable the efficient operation, maintenance, and upgrading of the *electricity transmission and distribution* networks and the existing *renewable electricity generating infrastructure* and related activities in a manner that avoids, remedies, or mitigates additional adverse *effects* on the *environments*.

SPZ-ELG-P2

Enable the exploration, development, construction, and operation of new renewable energy sources and generation activities (including *ancillary activities*) in a manner that avoids, remedies, or mitigates adverse *effects* on the *environment*.

SPZ-ELG-P3

Recognise and have regard to:

- (a) The maintenance and protection of existing *renewable electricity generation activities*



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- (b) The practical, logistical or technical constraints associated with the location, logistics and operation of new and existing *renewable electricity generation activities*
- (c) The opportunity for environmental offsetting and compensation measures to be considered in instances where adverse *environmental effects* from new *renewable electricity generation activities* cannot be avoided, remedied or mitigated.
- (d) Adaptive management measures.

SPZ-ELG-P4

Ensure that new *subdivision*, land-uses and *development* in close proximity to *electricity generation core sites* are compatible with the use and operation of such sites by specifying appropriate environmental standards.

SPZ-ELG-P5

Allow new electricity transmission and distribution *lines* and *telecommunications lines* to only traverse areas identified as *Outstanding Natural Landscapes*, and *Significant Natural Areas*, where the infrastructure is subject to a significant functional constraint, or where there is no feasible alternative route and/or when significant adverse *effects* are outweighed by the overall benefits of the proposal.

SPZ-ELG-P6

Recognise existing electricity *lines* within *Outstanding Natural Landscapes*, and *Significant Natural Areas*, and provide for their operational, maintenance, and upgrading requirements.

SPZ-ELG-P7

Enable the efficient operation and development of the District's hydro-electric power stations along the Waikato River, in a manner that will avoid, remedy or mitigate adverse *effects* on the *environment* from activities associated with the operation, maintenance, and upgrading of these *sites*.

SPZ-ELG Rules

SPZ-ELG-R1 PER Activities	Subject to
(1) Subject to ECO-R1 to R5 and NFL-R1 to NFL-R6, operation, maintenance, repair, replacement, demolition or upgrading of existing hydroelectric power generating and National Grid infrastructure, including any associated structures, <i>earthworks</i> , vegetation clearance and access roads or tracks	(a) SPZ-ELG-R4 (1)-(3) and (b) SPZ-ELG- R5 where relevant
(2) Ancillary <i>buildings</i> , <i>offices</i> , <i>structures</i> , staff residences, and switch yards associated with hydro electricity generation	



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14.2-SPZ-ELG ELECTRICITY GENERATION

(3) <i>Temporary works and associated structures related to electricity generation</i>	
(4) New electricity transmission and distribution <i>lines</i>	
(5) <i>Visitor facilities associated with energy generation</i>	
(6) <i>Recreation and sporting activities on parks and reserves</i>	
(7) <i>Carparks</i>	
(8) Pastoral Farming	
(9) <i>Forestry</i>	
SPZ-ELG-R2 RDIS Activities	Subject to
(1) Any PER activity that does not conform to the Standards in SPZ-ELG-R6	(a) SPZ-ELG- R5 where relevant Matters of discretion (a) AA-R3(1) (b) AA-R3(2)
SPZ-ELG-R3 DIS Activities	Subject to
(1) Activities that are not PER, CON, RDIS, or NC will be DISC in the SPZ-ELG	(a) SPZ-ELG- R5 where relevant Matters of discretion (a) AA-R4 (b) SPZ-ELG-R4 used as a guide

SPZ-ELG-R4 Standards

The following Standards apply to all activities specified in SPZ-ELG-R1 (PER Activities), and to RDIS activities in the zone if granted.



(1) Building Setback

- (a) *Buildings* must be setback 15m from all zone boundaries, except where these follow *territorial authority* boundaries
- (b) There is no *building* setback required from legal boundaries or from *roads* within the SPZ-ELG

(2) Building Height

Maximum *height* - 20m, with the exception that the maximum height is unrestricted for:

- (a) Temporary drill rigs or other *temporary structures*, provided the *structure* is removed within 60 days
- (b) Hydro dams and associated penstocks, provided the overall *height* does not exceed the elevation of the existing dam crest (excluding ancillary *buildings* and structures on the dam)
- (c) Powerhouses – provided the overall *height* does not exceed the elevation of the existing powerhouse.
- (d) Spillway and diversion channel/tunnel structures – provided the overall *height* does not exceed the elevation of the existing spillway or diversion channel/tunnel structures.
- (e) Parts of buildings that may protrude through the *height* control lines are chimneys, flues and similar projections, television, and *telecommunication* aerials and dishes, rainwater tanks, *domestic scale renewable energy devices*, and in addition on commercial and industrial *buildings*, lift machinery, air-conditioning and heating plants; all attached to the *building* and projecting not more than 3m above the *building height* standard for the zone, and less than 4m² in area.

(3) Landscape Values

Activities involving works within *outstanding natural landscapes*, *outstanding natural features* or *significant amenity landscapes* as shown on the planning maps, shall also comply with the standards in NFL-R5. In the event of a conflict between standards in Section 14.2 SPZ-ELGZ and Section 10.3 NFL the more onerous provisions will apply.

SPZ-ELG-R5- Other Plan Matters

The following may also be relevant:

- (1) Section 7.1 Energy, 7.2 Infrastructure, 7.3 Transportation
- (2) Section 8.1 Contaminated Land, 8.2 Hazardous Substances, 8.3 Natural Hazards
- (3) Section 9.1 Historic Heritage
- (4) Section 10.2 Natural Character, 10.3 Natural Features and Landscapes

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- (5) Chapter 11 Subdivision
- (6) Section 12.1 All Activities
- (7) Section 12.2 Activities on the Surface of Water, 12.3 Air Emissions, 12.4 Earthworks, 12.6 Light, 12.7 Noise, 12.8 Signs, 12.9 Temporary Activities
- (8) Part 3- Any relevant overlay

SPZ-ELG- Principal Reasons

SPZ-ELG-PR1

Functional and efficient infrastructure cannot be achieved only through RMA methods and needs to be furthered through a variety of works undertaken by Council and other utility providers. The importance of local and national economy of infrastructure, the key industrial sites in the district, and communications means that if their maintenance and upgrading is not safeguarded under the district plan, there could be significant community impacts. Likewise, the district needs to play its part in the national (and international) imperative to improve energy efficiency, generate more energy from renewable sources and respond to future climate change.

SPZ-ELG- Anticipated Environmental Results

SPZ-ELG-AER1

Efficient operation of the existing *hydroelectric power generating infrastructure* along the Waikato River, including provision for ongoing maintenance, repair and upgrading

SPZ-ELG-AER2

New or additional potentially significant adverse *environmental effects* arising from hydroelectric power generating activities within the core sites are effectively avoided, remedied or mitigated

SPZ-ELG-AER3

The level of *renewable electricity generation* in the district and its contribution to the national target for *renewable electricity generation* is maintained or increased