

Overview

The District Plan has five Development Areas within urban zones which have been identified as areas that are suitable for urban growth purposes where structure plans apply:

- DEV1 - Bell Block Area Q Structure Plan Development Area;
- DEV2 - Carrington Structure Plan Development Area;
- DEV3 - Junction Structure Plan Development Area;
- DEV4 - Oropuriri Structure Plan Development Area; and
- DEV5 - Patterson Structure Plan Development Area.

This chapter contains provisions which relate to the Bell Block Area Q Structure Plan Development Area. These rules apply in addition to the underlying zone rules. Where there is a conflict between the two sets of rules, the more restrictive activity status will apply.

The Bell Block Area Q Structure Plan Development Area, is located between Wills Road and Airport Drive in Bell Block, and provides for three stages of development. The first two stages comprise 594 feasible lots on a total of 85 hectares. Residential development is restricted in Stage 3 until roading access and roading upgrades occur. Stage 3 will create an additional 155 potential lots totalling 22 hectares.

The way the Bell Block Area Q Structure Plan Development Area is subdivided will determine the quality and character of the area by introducing long-term development patterns that cannot be easily changed. Therefore, ensuring that subdivision is well-designed is an integral part of achieving successful living and community environments for future residents. To help achieve quality outcomes, Council will apply the Subdivision Design Guide APP1 as part of the subdivision resource consent process. This guide gives landowners, developers and subdivision designers guidance on best practice infrastructure and subdivision design; and outlines the type and quality of outcomes the Council is seeking for new subdivisions.

Objectives	
DEV1-O1	Urban development is enabled within the Bell Block Area Q Structure Plan Development Area, provided it occurs in accordance with the Structure Plan for the area.
DEV1-O2	Infrastructure is provided in an integrated, efficient and comprehensive manner to meet the planned needs of the Development Area.
DEV1-O3	Activities within and adjacent to the Development Area do not compromise the ability to develop the area in accordance with the Bell Block Area Q Structure Plan Development Area.

Policies	
DEV1-P1	Allow activities that are permitted in the underlying zone and in accordance with the Bell Block Area Q Structure Plan.
DEV1-P2	Manage activities that are potentially inconsistent with the Bell Block Area Q Structure Plan and/or the role, function and predominant character of the underlying zone and ensure it is appropriate for such activities to locate within the Development Area having regard to whether: <ol style="list-style-type: none"> 1. the purpose and effects of the activity are likely to constrain, limit or compromise the development and use of the Development Area for the planned urban growth purposes; 2. the activity will provide for or support the future needs of the planned urban growth; 3. the scale, design and layout of the activity is compatible with the character and amenity of Development Area as it transitions and once urbanised as planned; 4. the activity can provide adequate infrastructure to service the activity's needs and in a manner that is consistent with the Bell Block Area Q Structure Plan; and 5. the degree to which the activity is inconsistent with the Bell Block Area Q Structure Plan is minor.
DEV1-P3	Manage the number and location of vehicle access points onto Airport Drive and Devon Road (SH3) within the Bell Block Area Q Structure Plan Development Area to ensure: <ol style="list-style-type: none"> 1. new vehicle access points to Airport Drive south of Parklands Avenue are appropriately managed to ensure the safety and efficiency and the sustainable management of the road network; 2. new vehicle access points to Airport Drive north of Parklands Avenue are avoided as far as practicable; 3. existing vehicle access points to Devon Road (SH3) are closed where alternative road access is available upon significant redevelopment of the properties identified as SH3 restricted access along Devon Road; and 4. new roads are developed in general accordance with the Bell Block Area Q Structure Plan Development Area.
DEV1-P4	Avoid activities that are inconsistent with the Bell Block Area Q Structure Plan and/or activities that will: <ol style="list-style-type: none"> 1. constrain, limit or compromise the development and use of the Development Area for the planned urban growth purposes; 2. result in adverse effects on the character and amenity of Development Area, which cannot be appropriately avoided, remedied or mitigated; 3. result in reverse sensitivity effects and/or conflict with permitted activities in the underlying zone; 4. provide insufficient infrastructure to service the activity's needs and/or infrastructure that is inconsistent with the Bell Block Area Q Structure Plan and/or constrain, limit or compromise the efficient provision of infrastructure to service future urban growth needs.
DEV1-P5	Ensure that activities are designed and located appropriately in the Development Area and in accordance with the Bell Block Area Q Structure Plan Development Area, having regard to whether: <ol style="list-style-type: none"> 1. the type, location and density of the development is compatible with the planned urbanisation of the Development Area; 2. the provision of business and retail activities is complementary to the planned urbanisation and will serve the needs of the new community; 3. the area's topographical, natural and physical characteristics, constraints and opportunities have been integrated into the

	<p>overall design and layout of the activity;</p> <p>4. any risks from natural hazards to people, property and the environment will be exacerbated and/or acceptable;</p> <p>5. the natural values, historic heritage values and identified features within the Development Area are maintained and/or enhanced;</p> <p>6. <u>the activity will compromise any cultural, spiritual and/or historical values, interests or associations of importance to tangata whenua that are associated with the Development Area and if so, the outcomes of any consultation with tangata whenua, in particular with respect to mitigation measures and/or the incorporation of mātauranga Māori principles into the design and development of the activity;</u></p> <p>7. the activity provides and/or will not constrain, limit or compromise the provision of:</p> <p>a. adequate, coordinated and integrated infrastructure to meet the planned urban needs of the area;</p> <p>b. connected transport networks that allow ease of movement to, from and within the Development Area; and</p> <p>c. integrated and accessible open space networks, parks and esplanade strips;</p> <p>8. any adverse visual effects can be appropriately avoided, remedied or mitigated through screening, planting, building design, siting, and the retention of existing vegetation;</p> <p>9. whether staging is appropriate to ensure development occurs logically and achieves good urban form.</p>
DEV1-P6	Require activities within the New Plymouth Airport 50dBL _{dn} noise contour within the Bell Block Area Q Structure Plan Development Area and/or within proximity to Devon Road SH3 to mitigate potential adverse reverse sensitivity effects with respect to noise from the New Plymouth Airport and/or Devon Road (SH3).
Rules	

Refer to Part 1 for how to use this District Plan, including activity status abbreviations.

Activities Rules

Stage 1

DEV1-R1	All activities undertaken pursuant to any subdivision consent approved in accordance with the Bell Block Area Q Structure Plan Development Area	
Activity status: PER Where:	1. the activities are in accordance with the Bell Block Area Q Structure Plan Development Area.	Activity status where compliance not achieved: DIS
DEV1-R2	Erection of buildings and structures (not otherwise associated with an approved subdivision)	
Activity status: PER Where:	1. an alternative access to SH3 exists, provided the vehicle access point is internal to Bell Block Area Q Structure Plan Development Area and any existing vehicle access point to SH3 is closed;	Activity status where compliance not achieved: DIS
	2. the building is located greater than 80m away from the edge of the SH3 carriageway;	
	3. a habitable building located within the New Plymouth Airport 50dBL _{dn} contour, provided NOISE-S4 is complied with; and	
	4. the activity is in accordance with the Bell Block Area Q Structure Plan Development Area.	
DEV1-R3	Alterations and additions to existing buildings	
Activity status: PER Where:	1. the additions and/or alterations do not result in a greater than 20% increase in GFA;	Activity status where compliance not achieved: DIS
	2. an alternative access to SH3 exists, provided the vehicle access point is internal to Area Q and any existing vehicle access point to SH3 is closed;	
	3. if the additions and/or alterations are to a habitable building located within the New Plymouth Airport 50dBL _{dn} contour, provided NOISE-S4 is complied with; and	
	4. the activities are in accordance with the Bell Block Area Q Structure Plan Development Area.	
DEV1-R4	Noise sensitive activities within 80m of SH3	
DEV1-R5	Alterations and/or additions to noise sensitive activities within 80m of SH3	
Activity status: CON Where:	1. the Noise Sensitive Activity is located between 20m and 80m from the edge of the SH3 carriageway; and	Activity status where compliance not achieved: RDIS Where:
	2. any alteration or addition does not increase the existing Gross Floor Area by more than 10%.	
		1. The activity is located within 20m of the edge of the SH3 carriageway; and/or
		2. Any alteration or addition to a noise sensitive activity increases the existing Gross Floor Area by more than 10%.

<p>Matters over which control is reserved:</p> <ol style="list-style-type: none"> 1. Design report prepared by an acoustics specialist shall be submitted to the Council, demonstrating compliance with the following design sound levels: <ol style="list-style-type: none"> a. Road-traffic noise inside all habitable buildings: 40 dB LAeq(24h). b. Road-traffic noise in all other Noise Sensitive Activity or Noise Sensitive Room. No greater than the recommended maximum design guidelines in AS/ NZS 2107:2000. If windows are required to be closed to achieve the design sound levels, the building shall be designed and constructed with a ventilation system to achieve the following: <ol style="list-style-type: none"> i. a quantity of air shall be provided to achieve the requirements of Clause G4 of the New Zealand Building Code. At the same time as meeting this requirement, the sound of the system shall not exceed 30 dB LAeq(30s) when measured 1 m away from any grille or diffuser; ii. either air conditioning shall be provided, or a high air flow rate setting shall provide at least 15 air changes per hour (ACH) in the principal living space and at least 5 ACH in all other habitable spaces; iii. at the same time as meeting the above requirement in b), the sound of the system shall not exceed 40 dB LAeq(30s) in the principal living space and 35 dB LAeq(30s) in all other. 	<p>Matters over which discretion is restricted:</p> <ol style="list-style-type: none"> 1. The necessity for soundproofing any Noise Sensitive Activity or Noise Sensitive Room having regard to the design, construction and layout of the proposed Noise Sensitive Activity or Noise Sensitive Room. 2. The extent to which other features on the site, including natural topography or proposed ground contouring, vegetation and other structures, will mitigate the effects of noise on any Noise Sensitive Activity or Noise Sensitive Room. 3. The primary purpose of a Noise Sensitive Activity or Noise Sensitive Room and the anticipated frequency of use. 4. Location in relation the edge of the SH3 carriageway. 5. Whether other mechanisms are necessary to protect the SH3 road network. 6. The extent to which NOISE-S1 is complied with.
<p>DEV1-R6 All other activities, excluding subdivision, not otherwise provided for in this table for Stage 1</p>	
<p>Activity status: PER Where:</p> <ol style="list-style-type: none"> 1. the activities are in accordance with the Bell Block Area Q Structure Plan Development Area; and 2. the activity is permitted under all relevant rules in the underlying Residential zone. 	<p>Activity status where compliance not achieved: DIS</p>
<p>DEV1-R7 Subdivision of an allotment within the Bell Block Area Q Structure Plan Development Area</p>	
<p>Activity status: CON Where:</p> <ol style="list-style-type: none"> 1. the subdivision is in accordance with the Bell Block Area Q Structure Plan; 2. for any subdivision located within the New Plymouth Airport Control Boundary 50dBA contour, it is demonstrated to the Council that: <ol style="list-style-type: none"> a. the applicant, on behalf of the applicant and its assignees or successors in title, has entered into a legally binding agreement with the relevant Airport Authority, that the applicant will: <ol style="list-style-type: none"> i. not make or lodge, be part of, or finance or contribute to the cost of any complaint, planning process, application or other proceeding (either pursuant to the Resource Management Act 1991 or otherwise) in opposition to, or which is designed or intended to limit, modify, restrict or prohibit Airport Activities at the New Plymouth Airport provided that such Airport Activities are being lawfully carried out; and ii. register the terms of the agreement in the form of a restrictive no complaints covenant or memorandum of encumbrance against the titles of the subdivided lots. <p>Matters over which control is reserved:</p> <ol style="list-style-type: none"> 1. Design and layout of the subdivision, including position of boundaries. 2. Development of the subdivision and sites having regard to: <ol style="list-style-type: none"> a. appropriate vehicle access; and b. provision and location of services. 3. Protection of: <ol style="list-style-type: none"> a. natural features; b. outstanding and regionally significant landscapes; and c. vegetation. 4. Legal protection of significant natural areas. 5. Provision of public space areas for recreation, conservation, or 	<p>Activity status where compliance not achieved: DIS</p>

pedestrian/cycle access purposes.	
6. Works to mitigate against the adverse effects of natural and/or other hazards.	
7. Alteration of contour, earthworks and clearance of vegetation.	
8. Amalgamation requirements.	
9. Easement requirements.	
10. Development contributions.	
11. Indicative Roads.	
DEV1-R8	New vehicle access points onto Airport Drive
Activity status: DIS	Activity status where compliance not achieved: N/A

Stage 2

DEV1-R9	Activities, excluding subdivision, undertaken in accordance with the Bell Block Area Q Structure Plan Development Area that are permitted activities in Stage 1	
Activity status: PER Where: 1. the number of roading accesses is restricted but can be obtained to Wills Road over the Waitaha Stream through the extension of Parklands Avenue. This rule does not apply: 1. Once Stage 3E is released, at which time Stage 2 shall be treated in the same way as Stage 1 and the rules for Stage 1 will apply to the Stage 2 area.		Activity status where compliance not achieved: DIS Where: 1. access is not obtained from Airport Drive (unless DEV1-R14 applies). NC Where: 1. access is obtained from Airport Drive (unless DEV1-R14 applies)
DEV1-R10	Activities, excluding subdivision, undertaken in accordance with the Bell Block Area Q Structure Plan Development Area that are controlled activities in Stage 1	
Activity status: CON Where: 1. the number of roading accesses is restricted but can be obtained to Wills Road over the Waitaha Stream through the extension of Parklands Avenue. This rule does not apply: 1. Once Stage 3E is released, at which time Stage 2 shall be treated in the same way as Stage 1 and the rules for Stage 1 apply to the Stage 2 Area.		Activity status where compliance not achieved: DIS Where: 1. access is not obtained from Airport Drive (unless DEV1-R14 applies). NC Where: 1. access is obtained from Airport Drive (unless DEV1-R14 applies).
DEV1-R11	Activities, excluding subdivision, undertaken in accordance with the Bell Block Area Q Structure Plan Development Area that are discretionary activities in Stage 1	
Activity status: DIS Where: 1. the number of roading accesses is restricted but can be obtained to Wills Road over the Waitaha Stream through the extension of Parklands Avenue. This rule does not apply: 1. Once Stage 3E is released, at which time Stage 2 shall be treated in the same way as Stage 1 and the rules for Stage 1 apply to the Stage 2 Area.		Activity status where compliance not achieved: NC Where: 1. Access is not obtained from Airport Drive (unless DEV1-R14 applies).
DEV1-R12	Subdivision undertaken in accordance with the Bell Block Area Q Structure Plan Development Area not obtaining access from Airport Drive	
Activity status: CON Where: 1. the number of roading accesses is restricted but can be obtained to Wills Road over the Waitaha Stream through the extension of Parklands Avenue; and 2. the activity is permitted or controlled under all relevant Overlay and District Wide Rules; and 3. for any subdivision located within the New Plymouth Airport Control Boundary 50dBA contour, it is demonstrated to the Council that: a. the applicant, on behalf of the applicant and its assignees or successors in title, has entered into a legally binding agreement with the relevant Airport Authority, that the applicant will: i. not make or lodge, be part of, or finance or contribute to		Activity status where compliance not achieved: DIS (unless DEV1-R14 applies).

<p>the cost of any complaint, planning process, application or other proceeding (either pursuant to the Resource Management Act 1991 or otherwise) in opposition to, or which is designed or intended to limit, modify, restrict or prohibit Airport Activities at the New Plymouth Airport provided that such Airport Activities are being lawfully carried out; and</p> <p>ii. register the terms of the agreement in the form of a restrictive no complaints covenant or memorandum of encumbrance against the titles of the subdivided lots.</p> <p>This rule does not apply:</p> <p>1. Once Stage 3E is released, at which time Stage 2 shall be treated in the same way as Stage 1 and the rules for Stage 1 apply to the Stage 2 Area.</p>	
DEV1-R13	New vehicle access points to Airport Drive
Activity status: DIS	Activity status where compliance not achieved: N/A
DEV1-R14	Activities, including subdivision, obtaining access from Airport Drive
<p>Activity status: DIS</p> <p>Where:</p> <p>1. The activities and/or subdivision will not result in the establishment of (as of 8 April 2017): more than 30 new habitable buildings; the ability to establish a maximum of 30 habitable buildings; or activities which generate equivalent vehicle movements to that of 30 habitable buildings.</p> <p>This rule does not apply:</p> <p>1. Once Stage 3E is released, at which time Stage 2 shall be treated in the same way as Stage 1 and the rules for Stage 1 apply to the Stage 2 Area.</p>	Activity status where compliance not achieved: NC
DEV1-R15	All activities not otherwise provided for in this table for stage 2
Activity status: NC	Activity status where compliance not achieved: N/A

Stage 3E

DEV1-R16	All activities permitted in the Rural Production Zone
<p>Activity status: PER</p> <p>Where:</p> <p>1. the activity does not limit, restrict or compromise the ability to comprehensively develop and use Area Q in accordance with the Bell Block Area Q Structure Plan Development Area; and</p> <p>2. the activity is permitted under DEV1-R17 and DEV1-R18 and controlled under DEV1-R19 and DEV1-R20.</p> <p>This rule does not apply:</p> <p>1. Once Area R has been rezoned to an urban zone through a plan change process and the realignment of Airport Drive has been completed, at which time Stage 3E shall be treated in the same way as Stage 1 and the rules for Stage 1 will apply.</p>	<p>Activity status where compliance not achieved: RDIS</p> <p>Matters over which discretion is restricted:</p> <p>1. The extent to which the activity will limit, restrict or compromise the ability to comprehensively develop and use the Area Q in accordance with the growth planned in the Bell Block Area Q Structure Plan Development Area.</p>
DEV1-R17	Erection of building and structures
<p>Activity status: PER</p> <p>Where:</p> <p>1. an alternative access to SH3 exists, provided the vehicle access point is internal to Area Q and any existing vehicle access point to SH3 is closed.</p> <p>2. the building is located greater than 80m away from the edge of the SH3 carriageway.</p> <p>3. for any habitable building to be located within the New Plymouth Airport 50dBLdn contour, provided NOISE-S4 is complied with.</p>	Activity status where compliance not achieved: DIS
DEV1-R18	Alterations and additions to existing buildings
<p>Activity status: PER</p> <p>Where:</p> <p>1. The additions and/or alterations do not result in a greater than 20% increase in GFA.</p> <p>2. An alternative access to SH3 exists, provided the vehicle access</p>	Activity status where compliance not achieved: DIS

<p>point is internal to Area Q and any existing vehicle access point to SH3 is closed.</p> <p>3. if the additions and/or alterations are to a habitable building located within the New Plymouth Airport 50dBLdn contour, provided NOISE-S4 is complied with.</p>	
DEV1-R19	Noise sensitive activities within 80m of SH3
DEV1-R20	Alterations and/or additions to noise sensitive activities within 80m of SH3
<p>Activity status: CON Where:</p> <ol style="list-style-type: none"> a new or expanded Noise Sensitive Activity is located between 20m and 80m from the edge of the SH3 carriageway; and any alteration or addition does not increase the existing Gross Floor Area by more than 10%. <p>Matters over which control is reserved:</p> <ol style="list-style-type: none"> Design report prepared by an acoustics specialist shall be submitted to the Council, demonstrating compliance with the following design sound levels: <ol style="list-style-type: none"> Road-traffic noise inside all habitable buildings: 40 dB LAeq(24h). Road-traffic noise in all other Noise Sensitive Activity or Noise Sensitive Room. No greater than the recommended maximum design guidelines in AS/NZS 2107:2000. If windows are required to be closed to achieve the design sound levels, the building shall be designed and constructed with a ventilation system to achieve the following: <ol style="list-style-type: none"> A quantity of air shall be provided to achieve the requirements of Clause G4 of the New Zealand Building Code. At the same time as meeting this requirement, the sound of the system shall not exceed 30 dB LAeq(30s) when measured 1 m away from any grille or diffuser – Either: air conditioning shall be provided; or a high air flow rate setting shall provide at least 15 air changes per hour (ACH) in the principal living space and at least 5 ACH in all other habitable spaces. At the same time as meeting the above requirement in b), the sound of the system shall not exceed 40 dB LAeq(30s) in the principal living space and 35 dB LAeq(30s) in all other. 	<p>Activity status where compliance not achieved: RDIS Where:</p> <ol style="list-style-type: none"> a new or expanded Noise Sensitive Activity is located within 20m of the edge of the SH3 carriageway. <p>Matters over which discretion is restricted:</p> <ol style="list-style-type: none"> The necessity for soundproofing any Noise Sensitive Activity or Noise Sensitive Room having regard to the design, construction and layout of the proposed Noise Sensitive Activity or Noise Sensitive Room. The extent to which other features on the site, including natural topography or proposed ground contouring, vegetation and other structures, will mitigate the effects of noise on any Noise Sensitive Activity or Noise Sensitive Room. The primary purpose of a Noise Sensitive Activity or Noise Sensitive Room and the anticipated frequency of use. Location in relation the edge of the SH3 carriageway. Whether other mechanisms are necessary to protect the SH3 road network. The extent to which NOISE-S3 is complied with.
DEV1-R21	Subdivision of an allotment
<p>Activity status: CON Where:</p> <ol style="list-style-type: none"> one allotment with a minimum lot size of 20ha in area is created; and all Effects Standards in the underlying Rural Production Zone and Subdivision Chapter are complied with. <p>Matters over which control is reserved:</p> <ol style="list-style-type: none"> The extent to which the activity will limit, restrict or compromise the ability to comprehensively develop and use the Bell Block Area Q Structure Plan for urban growth purposes. The extent and effect of non-compliance with any relevant rule or standard and any relevant matters of discretion in the infringed rule(s) or standard(s). <p>This rule does not apply:</p> <ol style="list-style-type: none"> Once Area R has been rezoned to an urban zone through a plan change process and the realignment of Airport Drive has been completed, at which time Stage 3E shall be treated in the same way as Stage 1 and the rules for Stage 1 will apply. 	<p>Activity status where compliance not achieved: NC</p>
DEV1-R22	New vehicle access points to Airport Drive
Activity status: DIS	Activity status where compliance not achieved: N/A
DEV1-R23	Rural industry activities
DEV1-R24	Industrial activities
DEV1-R25	Business and retail activities

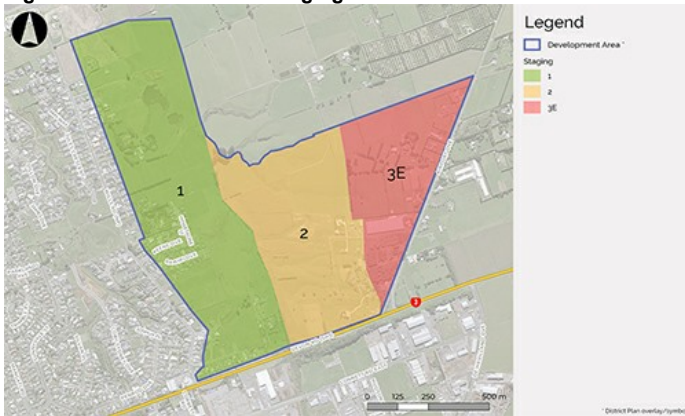
DEV1-R26	Commercial service activities	
Activity status: NC This rule does not apply: 1. Once Area R (FUZ) has been rezoned to an urban zone through a plan change process and the realignment of Airport Drive has been completed, at which time Stage 3E shall be treated in the same way as Stage 1 and the rules for Stage 1 will apply.		Activity status where compliance not achieved: N/A
DEV1-R27	Residential subdivision and/or residential development in accordance with the Bell Block Area Q Structure Plan Development Area and the Residential Zone Rules	
Activity status: PR 1. The activities occur before Area R (FUZ) has been rezoned to an urban zone through a statutory plan change process and released upon completion of the realignment of Airport Drive. This rule does not apply: 1. Once Area R (FUZ) has been rezoned to an urban zone through a plan change process and the realignment of Airport Drive has been completed, at which time Stage 3E shall be treated in the same way as Stage 1 and the rules for Stage 1 will apply.		Activity status where compliance not achieved: N/A

Bell Block Area Q Structure Plan Development Area

Figure 102 - Structure Plan



Figure 103 - Structure Plan Staging



Structure Plan Guidance

Bell Block Area Q Structure Plan Development Area encompasses multiple properties in different ownership, is dissected by the Waitaha Stream and numerous tributaries, contains a known Sites and Areas of Significance to Māori, and is situated near the New Plymouth Airport. Bell Block 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 Development Area 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 Bell Block Area Q Structure Plan Development Area.

Structure Plan Guidance: Bell Block Area Q Structure Plan Development Area Staging

Bell Block Area Q Structure Plan Development Area has been split into the following stages as indicated within Figure 103 above:

1. Stage 1 can proceed immediately with no restrictions;
2. 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
3. Stage 3E urban residential type subdivision and development is restricted as a prohibited activity until Area R (FUZ) is rezoned (noting that Area R east might be re-zoned to employment land rather than to General Residential Zone) through a statutory plan change process and released upon completion of the realignment of Airport Drive.

Structure Plan Guidance: New Plymouth Airport

Bell Block Area Q Structure Plan Development Area is situated near the New Plymouth Airport. Subdivision and development within Bell Block 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 Bell Block Area Q Structure Plan Development Area 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 Bell Block Area Q Structure Plan Development Area which delineates those areas within Bell Block Area Q Structure Plan Development Area 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 Bell Block Area Q Structure Plan Development Area. Proposed subdivision within Bell Block Area Q Structure Plan Development Area 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 (Rules DEV1-R1, DEV1-R2, DEV1-R7, DEV1-R9, DEV1-R12, DEV1-R14 and DEV1-R17). New habitable development within Bell Block Area Q Structure Plan Development Area and within the New Plymouth Airport 50dBL_{dn} noise contour is required to incorporate above standard noise attenuation materials (Rules DEV1-R1, DEV1-R2, DEV1-R7, DEV1-R9, DEV1-R12, DEV1-R14 and DEV1-R17).

Structure Plan Guidance: Roading

A number of roads are shown on the Bell Block Area Q Structure Plan Development Area 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 Structure Plan Development Area 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 Structure Plan Development Area 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 Bell Block Area Q, given that SH3 is a state highway limited access road.

The Bell Block Area Q Structure Plan Development Areas contains rules regarding vehicle access points to Airport Drive (Rules DEV1-R8 and DEV1-R13) and SH3 (Rules DEV1-R2, DEV1-R3 and DEV1-R18.).

It is the intent of rules DEV1-R1, DEV1-R2, DEV1-R7, DEV1-R9, DEV1-R12, DEV1-R14 and DEV1-R17 and DEV1-R8 and DEV1-R13 to appropriately manage new vehicle access points and new road connections to Airport Drive. Airport Drive is an arterial road. The Bell Block Area Q Structure Plan Development Area 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 Bell Block Area Q Structure Plan Development Area 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 Bell Block 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.

Rules DEV1-R2, DEV1-R3 and DEV1-R18 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, Rules DEV1-R2, DEV1-R3 and DEV1-R18 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 rules DEV1-R8 and DEV1-R13. 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 rules DEV1-R8 and DEV1-R13. 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 rules DEV1-R8 and DEV1-R13 and the entrance corridor landscape buffer needs to be both understood and accepted.
6. Additional to Airport Drive are restricted through rules DEV1-R8 and DEV1-R13. 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 rules DEV1-R8 and DEV1-R13 and the entrance corridor landscape buffer needs to be both understood and accepted.

Structure Plan Guidance: 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:

1. 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 Bell Block Area Q Structure Plan Development Area 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.

Consideration of the effects of additional vehicle access points on the entrance corridor landscape buffer along Airport Drive is also provided in rules DEV1-R8 and DEV1-R13, in addition to rules DEV1-R1, DEV1-R2, DEV1-R7, DEV1-R9, DEV1-R12, DEV1-R14 and DEV1-R17.

Figures 104 and 105 provide a design guide for the entrance corridor landscape buffer.

Figure 104

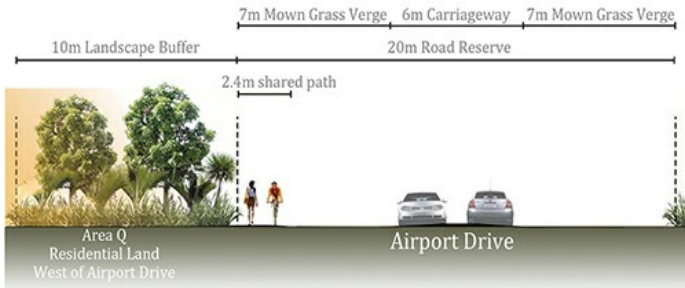
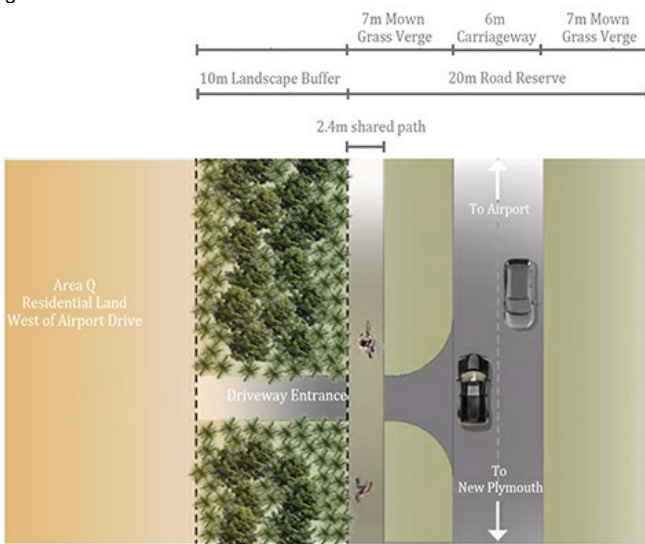


Figure 105



Typical Driveway Entrance Plan View

Structure Plan Guidance: Reserves, parks and pathways

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

Esplanade Reserves (ER) : The Esplanade Reserve 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 ER the width of the ER may be slightly wider than indicated to achieve a stream, reserve with walkway, road cross-section as indicated in Figure 106. Figure 106 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.

Possible Open Space Zones: Three possible open space zones are contained within the Bell Block Area Q Structure Plan Development Area. These are intended to serve local residents and are therefore located within an approximate 500 metre (radius) walk from most areas within Bell Block Area Q. The approximate locations of the three possible open space zones 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 possible open space zone may be waived in favour of the provision of a shared pathway link to the Waitaha Stream esplanade reserve in this locality. The Waitaha Stream Plant Design Guide is useful to look at here.

Historic Reserve: This is to protect Site of Significance to Māori 502 and its extent.

Figure 106

Structure Plan Guidance: 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.

Structure Plan Guidance: Essential services

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

Structure Plan Guidance: Potential local centre zones

The location for two potential local centre zones 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 Local Centre Zones 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.