

BEFORE THE WAIKATO DISTRICT COUNCIL

IN THE MATTER the Resource Management Act 1991 ("RMA")
OF

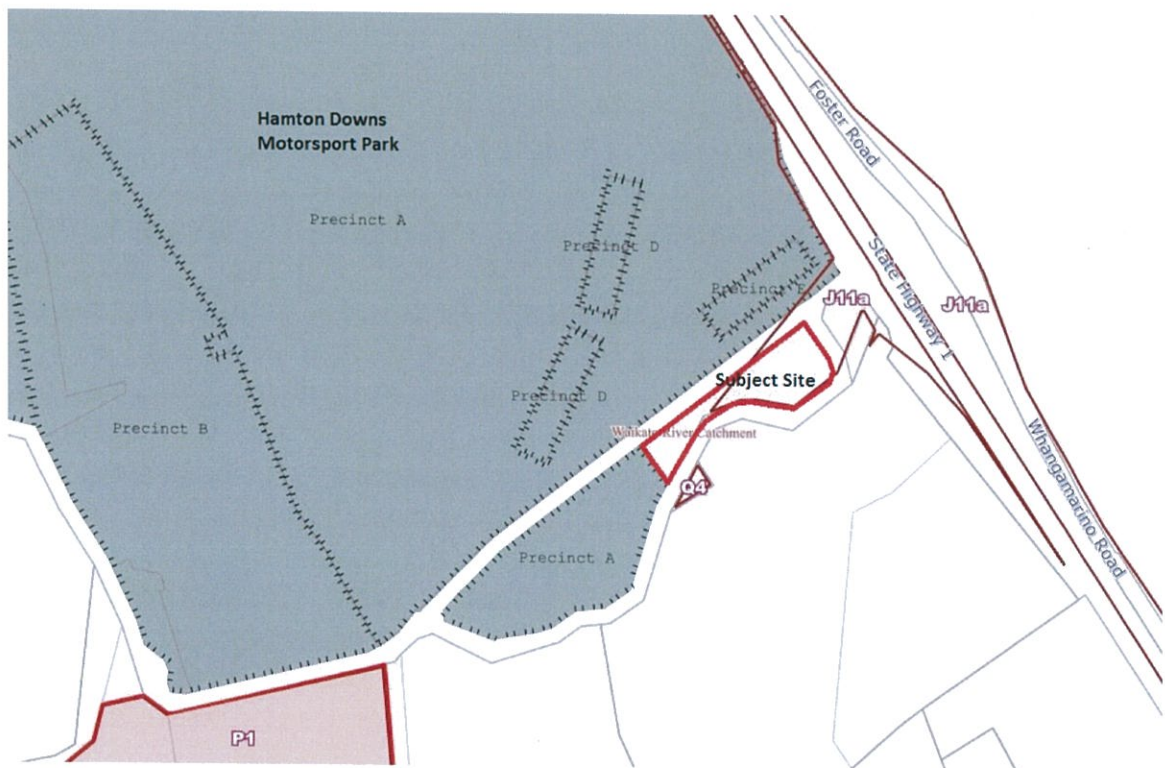
AND

IN THE MATTER Hearing 25 - Proposed Waikato District Plan Stage
OF 1 – Rezoning Requests

**STATEMENT OF EVIDENCE OF ALISTAIR WYATT WHITE, PLANNER
FOR AND ON BEHALF OF REID INVESTMENT TRUST (SUBMITTER 783 AND FS1279)**

12 FEBRUARY 2021

1. My name is Alistair Wyatt White. I am the Managing Director of Planning Focus Limited, based in Auckland. I have a Bachelor in Regional Planning (Hons.) and have been a full member of the New Zealand Planning Institute since 1993. I have twenty-six years planning experience, the last twenty-three of which have been in a consultancy capacity. I formed Planning Focus in 2004. Planning Focus is a development planning practice involved in projects throughout New Zealand, but primarily in the Auckland Region. We provide the full ambit of planning services. My experience is grounded in the light industrial property development sector.
2. I confirm that I have read the Code of Conduct for Expert Witnesses 2014 contained in the Environment Court Practice Note and I agree to comply with it. My qualifications as an expert are identified above. I confirm that the issues addressed in this brief of evidence are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.
3. On my instructions, a former employee of Planning Focus lodged submissions and further submissions on behalf of Reid Investment Trust concerning the Proposed Waikato District Plan - Stage 1. Reid Investment Trust own 29 Hampton Downs Road ('the site'), which is highlighted in red below. The site is legally described as Lot 6, Deposited Plan 411257, contained in Identifier 500903, and comprises 1.3587 hectares. I have visited the site, and Hampton Downs Motorsport Park, on several occasions.



3. The site was included in the 2006 resource consent (Waikato District Council Reference LUC005/06), has been earthworked and compacted, and continues to be used for car parking during large events within Precinct A of the Hampton Downs Motorsport Park. The site also contains the water supply tanks servicing the Hampton Downs Motorsport Park. This association is reflected in the Operative Waikato District Plan 2013 which includes the site in the Hampton Downs Motorsport Park Subdivision Schedule 25D. On Figure 25DA: Hampton Downs Motorsport Park of that plan, the site is shown as a car parking area.

4. The Reid Investment Trust wishes to develop the site for light industrial purposes, such as warehousing and vehicle workshops, consistent with the existing industrial units within Precinct E opposite the site, whilst continuing to enable any undeveloped areas to be used for car parking associated with Precinct A.
5. The site is zoned Rural under the Proposed Waikato District Plan. However, that zoning does not reflect the nature and opportunity of the site and its close proximity and association with the Hampton Downs Motorsport Park. Furthermore, the long and narrow site is not of a size or dimensions suited to productive rural purposes, and is surrounded by the Hampton Downs Motorsport Park to the west and north, and a service station to the east. A formed road defines the southern boundary of the site, and the rural land to the south falls away steeply.
6. It is noted that a New Zealand Transport Agency (NZTA) designation associated with the Waikato Expressway exists across part of the site, and the adjoining service station. However, since filing submissions on the Proposed Waikato District Plan NZTA have advised that the designation will be uplifted. NZTA have duly notified Waikato District Council of same.
7. I have spoken with representatives of the owners and operators of the Hampton Downs Motorsport Park (HD Land Limited and Hampton Downs (NZ) Limited) and NZTA about the site, and shared with them indicative development plans and traffic and other expert reporting.
8. Appended to this statement is an analysis pursuant to Section 32 of the Resource Management Act 1991. There are two apparent re-zoning avenues for the site, either:
 - (i) Zone the site "Industrial", or;
 - (ii) Include the site within the Hampton Downs Motorsport Recreation zone as a new precinct ("Precinct F") enabling both industrial activities and event car parking or include the site within the existing Precinct B.
9. Rezoning the site to Industrial would facilitate a comparable development outcome for the site and is considered to be within scope of the relief sought through the submission lodged on behalf of Reid Investment Trust concerning the Proposed Waikato District Plan, which ultimately sought to facilitate industrial development within the site. No changes to the provisions of the Industrial zone would be necessary, and nor would the inclusion of site within that zone otherwise restrict or manifest adverse effects on the use and development of that zone, or the environment generally.
10. However, Option (ii) above is considered a more appropriate planning outcome. Doing so is considered an effective and efficient means of ensuring the zoning reflects the nature and opportunity of the site, enabling appropriate use and development, while aligning with the District's planning framework and higher order policy documents. Also, of the two alternatives within Option (ii), the creation of a separate precinct – Precinct F - is preferred because it distinguishes the site from the balance of the zone and because the site is separately owned. Appended to the Section 32 analysis are the recommended tracked changes to introduce Precinct F within Chapters 9 and 26 of the Proposed Waikato District Plan.

11. For the purposes also of assessing effects, I have assumed a maximum development scenario of 50% site coverage, which is typical for a level industrial site of regular dimensions, so conservative in this instance notably by virtue of the shape factor of the site. This would manifest 6,794sqm of gross floor area. Any such development would very likely only be single level and be inclusive of nominal ancillary office. It is not considered that such a quantum would disrupt the economic hierarchy or development of other industrial areas, nor have any traffic effects.
12. The Industrial zone of the Proposed Waikato District Plan enables new buildings that are 15 metres in height, within a daylight recession plane of 2.5m plus 45 degrees at any zone boundary, or 2.5m plus 37 degrees against a southern zone boundary, and setback 5m from a road boundary or 7.5m from a zone boundary. The main distinction between the Industrial zone provisions and the Hampton Downs Motorsport and Recreation Zone provisions is the variance in building height (15m as opposed to 10m, respectively) and the additional building setback control applied within the Hampton Downs Motorsport and Recreation Zone requiring any new buildings to be located 25m from the boundary of another zone.
13. The attached plan has been prepared to reflect the re-zoning proposition for the site. The attached traffic report considers same, and concludes the development that would be enabled by the rezoning opportunity can be readily accommodated by the roading network. All that is recommended are traffic management practices during times of larger events at Hampton Downs Motorsport Park.
14. The recommended changes to the Hampton Downs Motorsport Recreation zone will not otherwise restrict or manifest adverse effects on the use and development of that zone, or the environment generally.

Alistair White
12 February 2021

Attachment 1 – Concept Development Plan, prepared by T-Plus Architecture



EXISTING SERVICE STATION

SITE & PLANNING INFORMATION	
ADDRESS	29 HAMPTON DOWNS ROAD, WAIKATO.
CT	-
LEGAL DESCRIPTION	LOT 6, DP 411257
SITE AREA	13,587 m ²

TOTAL	
WAREHOUSES	4,915 m ²
OFFICES	289 m ²
CANOPIES	380 m ²

CARPARK - WAREHOUSE	
CARPARK REQUIRED (1:100 WAREHOUSE, 1:32 OFFICE)	66
CARPARK PROVIDED	152

COVERAGE	
TOTAL BUILDING COVERAGE EXCL. CANOPIES	5,204 m ²
BUILDING COVERAGE	38.3 %



NOTE: PRELIMINARY PLAN ONLY,
SUBJECT TO SITE MEASUREMENT,
TRAFFIC AND PLANNING CHECK.

WAREHOUSE UNITS - BULK & LOCATION CONCEPT - BL 1.4
29 HAMPTON DOWNS RD., WAIKATO

t. plus architects
© www.plusarchitects.co.nz
Tel: (09) 625 0224
Drawing: BL-1.4
Project: 179.8
Date: 01.05.20

Attachment 2 – Traffic Report, prepared by BBO

Memo

To Alistair White, Planning Focus Limited
CC Jonny Reid, Reid Investment Trust
From Rhulani Baloyi & Cameron Inder
Date 12 June 2020
Job No. 146940
Job name Lot 6, Hampton Downs Traffic Model
Subject **Traffic Modelling Assessment**

1. Introduction

Bloxam Burnett & Olliver (BBO) have been commissioned by the Reid Investment Trust (Reid) to carry out a traffic modelling assessment¹ in support of rezoning submissions to the Proposed Waikato District Plan (PWDP) to enable the development of their site ("the Reid's site") located at 29 Hampton Downs Road, Hampton Downs.

The Reid's site is currently used for car parking during large events associated with the Hampton Downs International Motorsport Park and Tourism Venue (IMP)² located on the opposite side of Hampton Downs Road. Reid is seeking rezoning of their site from the current rural zoning to enable light industrial development generally consistent with the existing industrial units opposite the site³, whilst continuing to enable any undeveloped areas to be used for car parking associated with the IMP.

The traffic modelling assessment was undertaken to identify what, if any, specific access/ operational restrictions may be needed as part of the rezoning (and subsequent development) to avoid future adverse effects on the road network during larger motorsport events at the IMP. This memorandum documents and discusses the findings from the traffic modelling assessment associated with the Reid's rezoning proposal.

2. Proposal Overview

2.1 Site Description and Location

The locality and extent of the Reid site is shown in Figure No. 1. The SH1/ Hampton Downs Interchange is located approximately 200m east of the Reid site, while the IMP is located to the north on the opposite side of Hampton Downs Road.

¹ By way of background, BBO previously developed the Hampton Downs Motorsport Park microsimulation traffic model for HD Land Limited, the operators of the Hampton Downs Motorsport Park and Tourism Venue, to support a now approved resource consent application to the Waikato District Council (WDC). The traffic model, which was developed to assess the traffic effects of an annual three-day temporary event to be held at the IMP with up to 30,000 people in attendance per day, provided the basis of the traffic modelling assessment for the Reid's rezoning submissions.

² The IMP is located within Precinct A of the Hampton Downs Motorsport and Recreation Zone.

³ Located within Precinct E of the Hampton Downs Motorsport and Recreation Zone.



The site is primarily used for car parking during large events at the IMP, with capacity for approximately 400 car park spaces. The site also contains the water storage tanks that service the IMP site.

Access to the site is currently provided by two entrance ways on Hampton Downs Road and one on Old Hampton Downs Road.

Figure No. 1 : Locality Map



2.2 Rezoning Proposal

The rezoning proposal involves changing the approximately 13,587m² sized site from the current rural zoning to enable light industrial development. Based on the maximum permissible site coverage of 45%⁴, approximately 6,115m² of gross floor area (GFA) could potentially be developed on the site.

To guide the rezoning assessments, a preliminary concept plan (dated 1 May 2020) was prepared by T Plus Architects (Figure No. 2) that illustrates what a feasible layout and level of development on the site could look like. This concept plan provides for the following, which has been used to form the basis of the trip generation calculations for the site:

- Approximately 4,915m² of warehousing/ storage type industrial activities;
- Approximately 290m² of ancillary office spaces;
- Car parking for 152 vehicles for staff and visitors;
- Existing water supply tanks servicing the IMP site;
- Several new vehicle crossings off Hampton Downs Road and Old Hampton Downs Road, and
- Several loading/ unloading areas.

⁴ In accordance with Rule 26.3.4 of the PWDP for precincts within the Hampton Downs Motorsport and Recreation Zone



It is of importance to note that because of the shape and dimensions of the site, as evidenced by the preliminary concept plan by T Plus Architects, it would be difficult to achieve the 45% site coverage enabled for a permitted activity within the Hampton Downs Motorsport and Recreation Zone.

Figure No. 2 : Preliminary Concept Plan – 29 Hampton Downs Road



2.3 Predicted Trip Generation

The predicted trip generation for the preliminary concept plan by T Plus Architects was determined using trip generation data sourced from:

- The *Institute of Transportation Engineers (ITE) Trip Generation Manual (8th Edition)*;
- The *NZ Transport Agency (NZTA) Research Report 453 Trips and parking related to land use (November 2011)*, and
- The *RTA Guide to Traffic Generating Developments (Version 2.2, October 2002)*.

Table No. 1 to follow provides a summary for the expected trip generation based on the above-mentioned sources.



Table No. 1

Predicted Trip Generation				
Trip Generation Data Source	Daily Trip Generation		Peak Hour Trip Generation	
	Trip Rate (trips per 100m ² GFA)	Total Trips (vehicles per day)	Trip Rate (trips per 100m ² GFA)	Total Trips (vehicles per hour)
Light Industrial/ Warehousing (4,915m² GFA)				
NZTA Research Report 435 (NZ)	2.4	118	1.0	49
NZTA Research Report 435 (AU)	4.0	197	0.5	25
NZTA Research Report 435 (UK)	5.55	273	0.27	13
NZTA Research Report 435 (US)	3.83	188	0.34	17
RTA Guide	4.0	197	0.5	25
ITE 8 th Edition	5.34	262	0.51	25
Commercial premises/ Offices (290m² GFA)				
NZTA Research Report 435 (NZ)	26.1	75	2.5	7
NZTA Research Report 435 (AU)	10.0	29	2.0	6
NZTA Research Report 435 (UK)	9.47	27	1.32	4
NZTA Research Report 435 (US)	11.85	34	1.55	4
RTA Guide	10.0	29	2.0	6
ITE 8 th Edition	11.85	34	1.67	5

As shown in Table No. 1 above:

- The trip rates for the light industrial/ warehousing activities range from 2.4 – 5.55 daily trips per 100m² GFA and 0.27 – 1.0 peak hour trips per 100m² GFA. For a conservative estimation of the peak hour trip generation, the NZ-based rates specified in the *NZTA Research Report 435* were applied (i.e. 2.4 daily trips per 100m² GFA and 1.0 peak hour trips per 100m² GFA for light industrial activities).
- The trip rates for the offices activities range from 10.0 – 26.1 daily trips per 100m² GFA and 1.32 – 2.5 peak hour trips per 100m² GFA. Similar to the light industrial/ warehousing activities, the NZ-based rates specified in the *NZTA Research Report 435* were applied as these provide a conservative estimation of the peak hour trip generation (i.e. 26.1 daily trips per 100m² GFA and 2.5 peak hour trips per 100m² GFA for the ancillary offices).

On the basis of the above, the proposed development is expected to generate approximately 193 vehicle trips per day, and 56 trips during the peak hour.

Based on trip distribution data sourced from the ITE Trip Manual:

- For warehousing type activities:
 - 82% of the trips generated during the AM peak will be inbound trips (i.e. approximately 40 inbound trips during the AM peak hour), while 18% will be outbound trips (i.e. approximately 9 outbound trips during the AM peak hour).
 - 25% of the trips generated during the PM peak will be inbound trips (i.e. approximately 12 inbound trips during the PM peak hour), while 75% will be outbound trips (i.e. approximately 37 outbound trips during the PM peak hour).
- For the ancillary offices:
 - 88% of the trips generated during the AM peak will be inbound trips (i.e. approximately 6 inbound trips during the AM peak hour), while 12% will be outbound trips (i.e. approximately 1 outbound trip during the AM peak hour).



- 17% of the trips generated during the PM peak will be inbound trips (i.e. approximately 1 inbound trip during the PM peak hour), while 83% will be outbound trips (i.e. approximately 6 outbound trips during the PM peak hour).

In total, approximately 46 inbound and 10 outbound trips are predicted to be generated during the AM peak hour by the proposed rezoning, while approximately 13 inbound and 43 outbound trips are predicted to be generated during the PM peak hour⁵.

As mentioned above, the trip generation associated with the rezoning proposal is estimated on the basis of very conservative trip rate figures. It is likely that the traffic generation will be notable lower, partly because of the conservative trip rate figures and additionally because of the relatively remote location and rural environment surrounding the site.

3. Traffic Modelling Assessment

3.1 Scope of the Assessment

The scope of the assessment was limited to running the trip generation of the activities that would be permitted by the rezoning in the peak attendee arrival and departure simulation models for the motorsport park events, and identify what, if any, specific access/ operational restrictions may be needed in order to avoid the rezoning proposal traffic causing adverse effects on the road network during events.

On this basis, two simulation model scenarios were developed and tested to determine:

1. **Scenario 1:** A conservative yet realistic sensitivity test of the 30,000-spectator event modelled for the HD Ltd consent application to identify what, if any, specific access/ operational restrictions may be needed.
2. **Scenario 2:** What maximum sized motorsport event (by daily spectator number) can be hosted by HD Ltd without the Reid site requiring access/ operational restrictions.

The following assumptions were adopted for both model scenarios:

- To ensure that the models incorporated the effects of future events (i.e. 2021 and subsequent years), the estimated 2030 race weekend traffic volumes on the expressway were applied (consistent with the recent IMP Resource Consent modelling for 30,000 spectator events)
- The travel patterns (i.e. origin of traffic) and attendance profiles⁶ of spectators reflecting those of recent annual three-day motorsport events were adopted (70% arriving from north of Hampton Downs and 30% arriving from the south).
- Given that industrial activities on the site are not anticipated to be operational on Sundays, the modelling is on the basis of Saturday event spectator attendance figures⁷.
- Only a portion of the Reid site (approximately 86 parking bays) was utilised as parking for event/ spectator traffic. All other event/ spectator traffic that was previously assigned to the Reid site was reassigned to the western parking areas that are accessed via Gate 3.
- All traffic related to the Reid's site will arrive via the expressway and/or Whangamarino Road.

The findings from the two scenarios are discussed in the subsections to follow.

⁵ The AM peak hour typically falls within the hours between 07:00 and 09:00, while the PM peak hour falls within the hours between 16:00 and 18:00.

⁶ It should be noted that the peak arrival period for spectators of the IMP was observed to fall between 08:30 and 10:30, with the peak arrival hour being between 09:30 and 10:30. On this basis, it is concluded that the peak hour trips associated with the industrial activities on the site will not coincide with the peak arrival period for spectators of the motorsport events.

⁷ Typically, the spectator attendance figures are the highest on the Sunday of the three-day race weekend. A comparison of the typical Saturday and Sunday peak hour arrivals showed that there is only about a 150 vehicle count difference.



3.2 Scenario 1 (30,000-spectator event) - Assessment Findings

The predicted traffic generation associated with the rezoning proposal has been added into the existing IMP 30,000-spectator event traffic simulation model which involves the following critical traffic management strategies:

Arrivals:

- The Hampton Downs Road overbridge will be divided into three 3.0m lanes to provide two inbound lanes for spectator traffic and one outbound lane to maintain access for local traffic. The useable carriageway width on the bridge is 10m.
- The southbound off-ramp will be split into two lanes to provide two-inbound lanes for spectator traffic arriving from the north of Hampton Downs. An additional auxiliary lane was built previously by IMP for their existing consent; this additional lane will enable the provision of two right-turn lanes from the southbound off-ramp onto the HD interchange overbridge. IMP parking traffic arriving from the north will then continue straight on Hampton Downs Road to either Gate 1 (for VIP parking) or Gate 3.
- Event/spectator traffic arriving from SH1 south will be managed in the same way as the existing consented Extreme Event strategy, which directs traffic from the northbound off ramp directly into Old Hampton Downs Road without any crossing or merging of north and south traffic streams. All remaining unmodified aspects of the consented Extreme Event Traffic Management Strategy (i.e. three temporary lanes on Hampton Downs Road and no Business Park operation) were adopted.

Departures:

- Traffic exiting from the IMP parking areas will be separated based on destination. Traffic heading south will be directed to Old Hampton Downs Road, where it will then turn right on to the interchange over bridge and then to the southbound on-ramp. Traffic exiting to the north will remain on Hampton Downs Road which will be divided into three lanes (i.e. two eastbound lanes for IMP traffic and one westbound lane for local traffic). The two eastbound lanes will continue onto the northbound on-ramp and will merge into one lane approximately 35m north of the Hampton Downs Road overbridge. A single lane westbound on Hampton Downs Road will be provided for local traffic access.

The key performance results from **Scenario 1** (i.e. the 30,000-spectator event model with the Reid rezoning proposal traffic), including a comparison of the resulting flow rates and queue lengths for the Hampton Downs Interchange are shown in Table No. 2.

Table No. 2

Key Performance Results - Scenario 1			
Hampton Downs Interchange Approach	Model Outputs	Without the Reid Rezoning Traffic (based on Sunday arrivals)	With the Reid Rezoning Traffic (based on Saturday arrivals ⁸)
Arrivals (AM Peak)			
Southbound Off-ramp	Peak Hour Demand (vph)	1,930vph	1,830vph
	95th Percentile Queue (m)	135m	137m
	Ave Queue (m)	10m	9m
Northbound Off-ramp	Peak Hour Demand (vph)	820vph	775vph
	95th Percentile Queue (m)	135m	75m
	Ave Queue (m)	10m	5m

⁸ On the basis that the site will not be operational on Sundays.



As shown in Table No. 2 above, the effects of the Reid rezoning proposal traffic on the external road network during motorsport events is expected to be less than minor. Even with the addition of the Reid's rezoning proposals traffic to the existing 30,000-spectator event model, the 95th percentile queue lengths of each off-ramp are expected to be contained well within both the southbound and northbound off-ramps⁹.

A sensitivity assessment was conducted to analyse the scenario where none of the parking within the Reid site is used as event parking for the IMP (i.e. all event/ spectator traffic that was previously assigned to the Reid site is reassigned to the western parking areas that are accessed via Gate 3). The assessment concluded that the effects will be less than minor as there is sufficient spare parking capacity within the western parking areas, and the additional parking on the Reid site only affects the modelling in a very minor way.

From a capacity perspective, the Reid rezoning proposal traffic can readily be accommodated during Extreme events. However, given that the traffic management strategies for Extreme events require Hampton Downs Road to have two lanes in the peak direction and one lane in the off-peak direction, and that the majority of the traffic associated with the IMP is anticipated to originate from the north (i.e. resulting in a significant increase in the traffic flow along Hampton Downs Road during both the arrival and departure periods), the following access restrictions are recommended for the Reid site during events of 20,000 to 30,000 spectators (i.e. Extreme events) to maintain the required efficiency¹⁰ and ensure safety on Hampton Downs Road during the peak arrival and departure periods:

During the arrival period:

- All accesses to the site can remain open for inbound vehicles. All IMP and Reid's traffic arriving from south of the interchange is directed in a continuous flow from the northbound off-ramp into Old Hampton Downs Road. Traffic destined for the Reid site can then only access the site from Old Hampton Downs Road during the Arrival spectator period.
- All outbound vehicles from the Reid's site must exit to Old Hampton Downs Road, travel west (towards the landfill) and loop back to Hampton Downs Road eastbound to the interchange.

During the departure period:

- All accesses to the site can remain open for inbound vehicles.
- All outbound vehicles to exit the Reid's site via Old Hampton Downs Road only, and:
 - All southbound traffic exits left and travels eastbound on Old Hampton Downs Road, then right turn to join Hampton Downs Road eastbound and onwards to the southbound on-ramp of the interchange.
 - All northbound traffic exits the site and travels westbound on Old Hampton Downs Road, to loop back around to Hampton Downs Road travelling eastbound past the motorsport park and on to the northbound on-ramp of the interchange.
- For the trips to/from the 86-vehicle car park area within the site (should the parking area be utilised as parking for motorsport park traffic), it is recommended that:
 - A manual traffic controller be stationed at one or both of the accesses to the car park (depending on whether only one or both accesses will allow vehicles to exit) for northbound outbound vehicles (i.e. vehicles turning right out).
 - Southbound vehicles should be directed to travel west and loop around Old Hampton Dows Road and onwards to the southbound on-ramp of the interchange.

To summarise, we recommend that all outbound traffic from the Reid site exits the site via Old Hampton Downs Road (i.e. no car is allowed to exit off Hampton Downs Road during the peak periods) during 20,000-30,000 spectator events at the IMP.

⁹ The physical lengths of each off-ramp are 336m southbound and 328m northbound.

¹⁰ Avoiding any unnecessary breaks in traffic along Hampton Downs Road.



3.3 Scenario 2 - Assessment Findings

As concluded in Section 3.2, the trip generation associated with the Reid rezoning proposal can readily be accommodated from a capacity perspective during Extreme (20,000 to 30,000 spectators) events at the IMP. However, some access restrictions were recommended to maintain the required efficiency and ensure safety on Hampton Downs Road during the peak arrival and departure periods.

Similar to the 20,000 to 30,000 spectator event model, the predicted traffic generation associated with the Reid rezoning proposal was included in the existing 15,000-spectator event model (which accommodates approximately 5,000 vehicles and is referred to in the IMP consent conditions as a Major Event). The findings from the 15,000-spectator event model confirm that the effects of the Reid rezoning proposal traffic on the external road network is expected to be negligible for events up to, but excluding the "Extreme Event" (20,000 or more spectators).

In order to determine the maximum sized motorsport event (by daily spectator vehicle number) that could be hosted by HD Ltd without the Reid site requiring access/ operational restriction from a safety and efficiency perspective, the traffic management strategies (TMS)¹¹ that were developed as part of the approved resource consent for the Hampton Downs Motorsport Park to provide clarity on the operational requirements for various sized motorsport events were assessed. A TMS was developed for each of the four traffic demand flow scenarios defined below:

- TMS A: Minor Events - up to 700 arrival vehicles per hour (or up to 2,000 total vehicles);
- TMS B: Medium Events - between 701 and 1,300 arrival vehicles per hour (or 2,100–3,500 total vehicles);
- TMS C: Major Events - between 1,301 and 1,800 arrival vehicles per hour (or 5,100 total vehicles), and
- TMS D: Extreme Events - between 1,801 and 2,500 arrival vehicles per hour (or 5,001–8,000 total vehicles).

An assessment of the operational requirements for each event category TMS concluded that:

- The recommended access restrictions for the Reid's site (as described in Section 3.2 above) will be applicable for Medium and Major Events for the following reasons:
 - The temporary traffic management strategies for Major and Extreme events are fairly similar; both strategies require Hampton Downs Road to provide for two lanes in the peak direction and one lane in the off-peak direction, with event/ spectator traffic arriving from the north being completely separated from traffic arriving from the south (traffic arriving from the north remains on Hampton Downs Road, while traffic arriving from the south is looped via Old Hampton Downs Road). The implementation of two lanes in the peak direction will require that a manual traffic controller be placed at each vehicle exit on Hampton Downs Road to enable vehicles to safely exit out of the Reid's site during these large events if no access restrictions are imposed.
 - Similar to the Major and Extreme events, the TMS for Medium events requires Hampton Downs Road to provide for two lanes in the peak direction and one lane in the off-peak direction, however, north and south traffic are not separated (both traffic streams remain on Hampton Downs Road). When comparing the Medium and Major event traffic flows, a similar number of trips are assigned onto Hampton Downs Road during both events categories - during Major events, the traffic flow along Hampton Downs Road is anticipated to be in the range of 910 - 1,260vph, while during Medium events, the traffic flow along Hampton Downs Road is anticipated to be in the range of 701 – 1,300vph. It follows that the access restrictions imposed

¹¹ The traffic management strategies are detailed in the *Traffic Impact Assessment* report (dated October 2006) that was prepared by Traffic Planning Consultants Limited as part of the now approved resource consent for the Hampton Downs Motorsport Park.



during extreme and major events, would be applicable during medium events since the activity on Hampton Downs Rd will be similar.

- The TMS for Minor events shows that no temporary traffic management is required along the section of Hampton Downs Road fronting the Reid's site during the peak arrival and departure periods. On this basis, no access restrictions are recommended to be implemented for the Reid's site during Minor events.

4. Conclusions and Recommendations

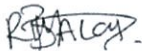
This traffic modelling assessment concludes that the effects of the trip generation associated with the Reid's rezoning proposal on the external road network during motorsport events at the IMP will be less than minor to negligible. The trip generation associated with the Reid rezoning proposal can readily be accommodated from a capacity perspective for events up to "Extreme Events" (20,000 - 30,000 spectator events).

However, on the basis of maintaining safety and the required efficiency along Hampton Downs Road during the peak arrival and departure periods, the following access/ operational restrictions are recommended for the Reid's site during Medium, Major and Extreme Events:

- All vehicle entrances on Hampton Downs Road and Old Hampton Downs Road to remain open for inbound vehicles associated with the industrial activities within the Reid's site.
- All outbound traffic associated with the Reid's site to exit the site via Old Hampton Downs Road (i.e. no car is allowed to exit off Hampton Downs Road during the peak arrival and departure periods).
- A manual traffic controller is to be stationed to one or both of the accesses of the 86-vehicle car park area within the Reid's site should the car park area be utilised as parking during motorsport events.

Yours sincerely

Bloxam Burnett & Olliver



Rhulani Baloyi
Senior Transportation Engineer
+64 21 119 9062
rbaloyi@bbo.co.za



Cameron Inder
Transportation Engineering Manager
+64 21 715 377
cinder@bbo.co.nz

K:\146940 Lot 6 HD Traffic Model\Reporting\Lot 6 Traffic Model_Memo (FINAL).docx



Appendix – Section 32 Analysis, prepared by Planning Focus

SECTION 32 EVALUATION

PROPOSED WAIKATO DISTRICT PLAN: HEARING 25 ZONE EXTENTS

REID INVESTMENT TRUST

29 HAMPTON DOWNS ROAD

FEBRUARY 2021

CONTENTS

1.	INTRODUCTION	3
2.	REZONING PROPOSAL.....	3
2.1	Overview	3
2.2	Issue	4
2.3	Relevant Objectives of The Proposed District Plan.....	4
2.4	Scale and Significance of The Rezoning Proposal	5
2.5	Alignment with Planning Documents	6
2.5.1	Part 2 of the RMA 1991	6
2.5.2	National Policy Statement on Urban Development Capacity (NPS-UDC)	7
2.5.3	Waikato Regional Policy Statement	8
2.5.4	Proposed Waikato District Plan	11
2.5.5	Future Proof Growth Strategy	12
2.6	Options.....	12
3.	COST-BENEFIT ANALYSIS OF THE REZONING PROPOSAL.....	13
4.	EVALUATION OF THE PROPOSAL	16

Annexure: Recommended tracked changes to Chapters 9 and 26 of Proposed Waikato District Plan

1. INTRODUCTION

The following Section 32AA Evaluation has been undertaken in respect of the request by the Reid Investment Trust to rezone 29 Hampton Downs Road ('the site'), legally described as Lot 6, Deposited Plan 411257, ID 500903, from 'Rural' to either 'Industrial' or 'Hampton Downs Motorsport Recreation' under the Proposed Waikato District Plan (see Figure 1, below).

This evaluation has been prepared in general accordance with 'Appendix 10: RMA s32AA evaluation template' of Councils Hearing 25 Zone Extents Framework Report, prepared by Dr Mark Davey, dated 19 January 2021 (the 'Framework Report')

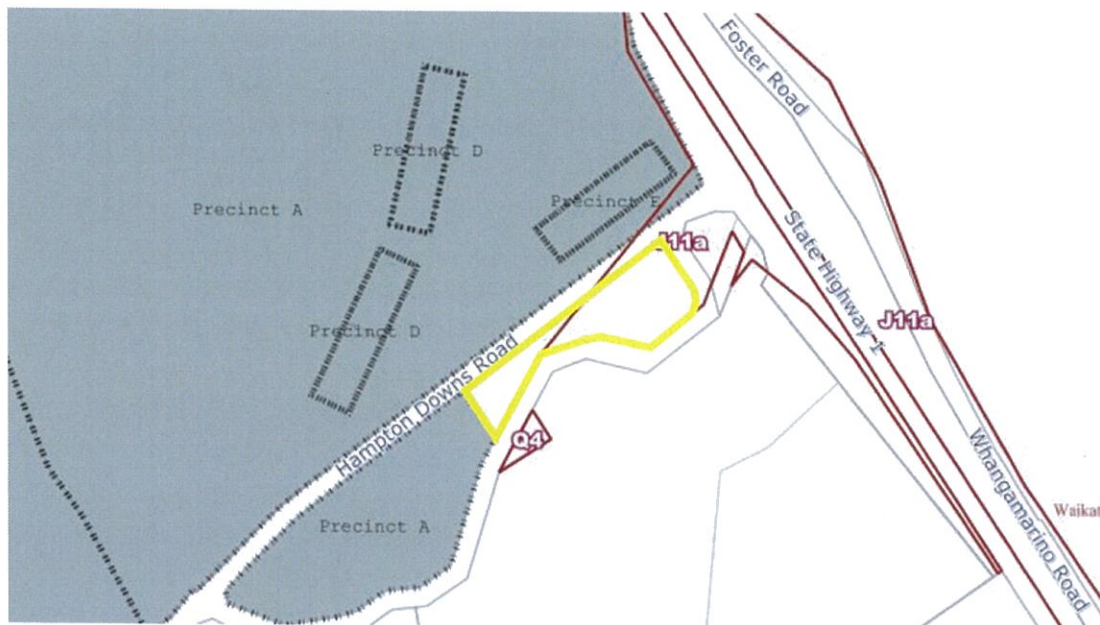


Figure 1: Site, outlined yellow.

2. REZONING PROPOSAL

2.1 Overview

The site is currently zoned Rural under both the Operative and Proposed Waikato District Plan; however, the site is not of a size or dimension suitable for rural activities. The site is 1.3587 hectares in area with length of 270m and a width that varies between 20m and 80m. A formed road defines the northern, eastern and southern boundaries of the site and the nearest rural land, to the south, is separated from the site by legal road and steep topography.

The site has a close association with respect to geography and historical land use with the Hampton Downs Motorsport complex. The site was included in the 2006 resource consent associated with the establishment of the Hampton Downs Motorsport complex (Waikato District Council Reference LUC005/06), has been earthworked and compacted, and is used for

car parking during large motorsport events. The site also contains the water supply tanks servicing the Hampton Downs Motorsport Park. This association is reflected in the Operative Waikato District Plan 2013 which included the site in the Hampton Downs Motorsport Park subdivision schedule 25D.

The existing and proposed Rural zoning of the site does not reflect the nature and opportunity of the site and its close proximity and association with the Hampton Downs Motorsport Park. Furthermore, the long and narrow site is not of a size or dimensions suited to productive rural purposes, and is surrounded by the Hampton Downs Motorsport Park to the west and north, and a service station to the east.

The Rural zoning of the site may lead to land resources being underutilised, contrary to the sustainable management objectives of the Resource Management Act 1991. Accordingly, a more appropriate zoning is sought to facilitate appropriate use and development of the site.

2.2 Issue

This rezoning proposal aims to address the following issue:

“The existing and proposed Rural zoning of the site does not reflect the nature and opportunity of the site, resulting in underutilisation.”

2.3 Relevant Objectives of The Proposed District Plan

As stated in paragraph 48 of the Framework Report, any submissions on the zoning in the Proposed Waikato District Plan ('PWDP') must be considered against the intent of the plan, which is articulated in the plan provisions, being the objectives and policies deemed relevant to subject submission.

The Framework Report provides a matrix of relevant objectives and policies to various rezoning propositions, including the rezoning of Rural to Industrial zone or to a Special zone (e.g. Motorsport and recreation zone). These include:

- Growth occurs in defined growth areas (1.5.2(a))
- Urban development takes place within areas identified for the purpose in a manner which utilises land and infrastructure most efficiently 1.12.8(b)(i)
- Protect and enhance green open space, outstanding landscapes, and areas of cultural, ecological, historic, and environmental significance. 1.12.8(b)(vi)
- Industry is only to be located in identified Industrial Zones and the industrial strategic growth nodes of: (i) Tuakau; (ii) Pokeno; (iii) Huntly; and (iv) Horotiu (4.1.6)

- Maintain sufficient supply of industrial land within strategic industrial nodes to meet foreseeable future demands, having regard to the requirements of different industries to avoid the need for industrial activities to locate in non-industrial zones (4.6.3(a))
- Maintain activities within specific sites containing lawfully established industrial activities that are not immediately adjacent to towns or villages (4.6.5(a))
- Infrastructure can be efficiently and economically provided (4.1.3(a))
- Rural character and amenity are maintained 5.3.1 (a), 5.3.4 (a) (b)
- Effects on rural character and amenity from rural subdivision:
 - Protect productive rural areas by directing urban forms of subdivision, use, and development to within the boundaries of towns and villages. (5.3.8(a))
 - Ensure development does not compromise the predominant open space, character and amenity of rural areas. (5.3.8(b))
 - Ensure subdivision, use and development minimise the effects of ribbon development. (5.3.8(c))
 - Subdivision, use and development opportunities ensure that rural character and amenity values are maintained. (5.3.8(e))
 - Subdivision, use and development ensures the effects on public infrastructure are minimised. (5.3.8(f))
- Meets district wide rules and any relevant overlays

2.4 Scale and Significance of The Rezoning Proposal

The subject site is 1.3587 hectares in area. By way of comparison, the Waikato Regional Policy Statement (WRPS) identifies the need for 1,148 hectares of Industrial land to be allocated within the Strategic Industrial Nodes located in Central Future Proof areas (see: Table 6-2 Future Proof industrial land allocation). Furthermore, a Business Development Capacity Assessment (BDCA)¹ has identified that the long-term demand (2017 – 2047) for industrial wards surrounding the site (i.e. Onewhero Ward, Huntly Ward, Whaingaroa Ward, and Whangamarino Ward), to equate to 44 hectares, with total supply calculated as 55 hectares over the same period. Given

¹ Business Development Capacity Assessment 2017 Future Proof Partners: Hamilton City, Waikato District, Waipa District 12 February 2018; ME Consulting

the size of the site, the proposed rezoning would represent a small portion of both regional and local industrial land demand/supply.

Furthermore, the site already has a close association with the use and development of the Hampton Downs Motorsport Complex and represents a small landholding historically associated and surrounded by the precinct. The implementation of the rezoning request would also result in only a minor change to the immediate existing environment.

Overall, the significance of the potential environmental, economic, social and cultural effects anticipated from implementing the proposed rezoning is considered to be minor in scale and significance within the context of the wider Waikato District.

2.5 Alignment with Planning Documents

The higher order planning documents and legislation that are considered relevant to this assessment include:

- Resource Management Act 1991 (RMA or Act)
- National Policy Statement on Urban Development Capacity (NPS-UDC)
- Proposed Waikato District Plan
- Waikato Regional Policy Statement 2016 (WRPS)
- Future Proof Growth Strategy

2.5.1 Part 2 of the RMA 1991

Section 5 of the RMA sets out the purpose of the RMA, and requires a broad judgement as to whether a proposal would promote the sustainable management of natural and physical resources. This exercise of judgement is informed by the principles in sections 6 to 8, and considered in light of the particular circumstances of each application.

Section 6 of the RMA sets out a number of matters of national importance which need to be recognised and provided for and includes, in no order of priority, the protection of outstanding natural features and landscapes, the protection of areas of significance indigenous vegetation and significant habitats of indigenous fauna and the protection of historic heritage.

Section 7 identifies a number of “other matters” to be given particular regard to by a territorial authority in the consideration of any assessment for resource consent and includes the efficient use of natural and physical resources and the maintenance and enhancement of amenity values.

Section 8 requires Council to take into account the principles of the Treaty of Waitangi.

A proposed zone change will enable the use of the site for purposes that are generally consistent with the use of adjoining land within the Hampton Downs Motorsport and Recreation Zone and the adjacent service station, in addition to the ongoing use of the site for activities that are ancillary to the Hampton Downs Motorsport complex. This is considered a more effective means of achieving the sustainable management purpose of the Act than the current Rural zoning, which does not respond to the characteristics of the site.

2.5.2 National Policy Statement on Urban Development Capacity (NPS-UDC)

It is noted that the NPS-UDC directs local authorities to quantify how much development capacity should be provided in resource management plans and supported with development infrastructure, to enable the supply of housing and business space to meet demand over a 30-year period. The BDCA undertaken by Council identified that there is sufficient supply of industrial land overall within the Waikato District. It was noted, however, that *“demand for industrial land in the short term is low (23ha over three years) [but] over the long term land demand rises to 209.4ha. While this remains lower than plan enabled capacity, it is close to the total supply” (p. 82).*

Furthermore, Figures 7.11 and 7.12 of the BDCA identify certain wards of the Waikato District that are proximate to the site as having insufficient industrial land capacity. This includes the Onewhero Ward (short, medium and long term), Huntly Ward (long term), and Whaingaroa Ward (short medium and long term) (refer to Figure 2, below). For completeness, it is noted that this assessment concluded that there is adequate supply of industrial land in the Whangamarino Ward. Notwithstanding, due to the location of the site near the borders of the Onewhero, Huntly, and Whaingaroa Wards, and its proximity to State Highway 1 and the Hampton Downs Motorsport Park, the subject site is well placed to support industrial land demand within these areas.

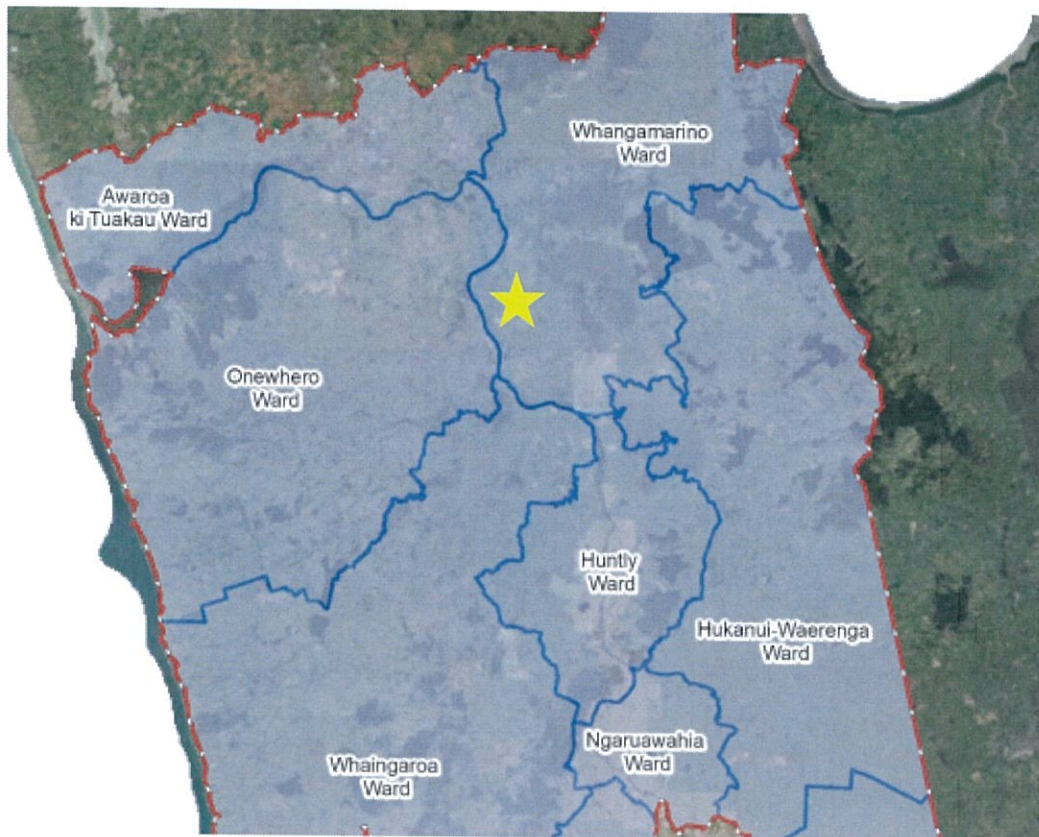


Figure 2: Waikato District Area Wards (Source: Business Development Capacity Assessment); approximate site location indicated

2.5.3 Waikato Regional Policy Statement

The WRPS objectives and policies that are of particular relevance to this assessment are:

Policy 6.1: Subdivision, use and development of the built environment, including transport, occurs in a planned and co-ordinated manner.

Policy 6.14 Within the Future Proof area:

- c) new industrial development should predominantly be located in the strategic industrial nodes in Table 6-2 (section 6D) and in accordance with the indicative timings in that table except where alternative land release and timing is demonstrated to meet the criteria in Method 6.14.3;
- d) other industrial development should only occur within the Urban Limits indicated on Map 6.2 (section 6C), unless there is a need for the industry to locate in the rural area in close proximity to the primary product source. Industrial development in urban areas other than the strategic industrial nodes in Table 6-2 (section 6D) shall be provided for as appropriate in district plans;

- e) new industrial development outside the strategic industrial nodes or outside the allocation limits set out in Table 6-2 shall not be of a scale or location where the development undermines the role of any strategic industrial node as set out in Table 6-2;
- f) new industrial development outside the strategic industrial nodes must avoid, remedy or mitigate adverse effects on the arterial function of the road network, and on other infrastructure;
- g) where alternative industrial and residential land release patterns are promoted through district plan and structure plan processes, justification shall be provided to demonstrate consistency with the principles of the Future Proof land use pattern.

6.14.3 Criteria for alternative land release District plans and structure plans can only consider an alternative residential or industrial land release, or an alternative timing of that land release, than that indicated in Tables 6-1 and 6-2 in section 6D provided that:

- a) to do so will maintain or enhance the safe and efficient function of existing or planned infrastructure when compared to the release provided for within Tables 6-1 and 6-2;
- b) the total allocation identified in Table 6-2 for any one strategic industrial node should generally not be exceeded or an alternative timing of industrial land release allowed, unless justified through robust and comprehensive evidence (including but not limited to, planning, economic and infrastructural/servicing evidence);
- c) sufficient zoned land within the greenfield area or industrial node is available or could be made available in a timely and affordable manner; and making the land available will maintain the benefits of regionally significant committed infrastructure investments made to support other greenfield areas or industrial nodes; and
- d) the effects of the change are consistent with the development principles set out in Section 6A.

WRPS Policy 6.14.3 sets out the assessment criteria for rezoning proposals that are not aligned with the Future Proof Growth Strategy.

The rezoning proposal is considered to be consistent with these requirements for the following reasons:

- The site is well connected to the transport network and will not have any adverse effects on the safe and efficient function of existing or planned infrastructure when compared to the release of land in accordance with the Future Proof Growth Strategy.
- The site is 1.3587 hectares in area and is not of a scale that would affect the overall supply and demand of industrial or business land within the wider region, nor does the scale of the rezoning proposal warrant an economic assessment around the distributional effects on existing and planned industrial or business areas.
- The site is well connected to the transport network and does not necessitate additional public infrastructure investment. The rezoning proposal would not reduce or otherwise influence the benefits of regionally significant committed infrastructure investments made to support other greenfield areas or industrial nodes. Any development on the site would need to be self-sufficient in regards provisioning for three-waters.
- The rezoning proposal is broadly consistent with the Development Principles set out in 6A of the WRPS. In particular:
 - The site is closely associated with an existing urban area (the Hampton Downs Motorsport complex) with respect to both its physical characteristics and historical land use;
 - The site is separated by legal road and steep topography from the nearest rural land and the rezoning proposal is considered to result in appropriate delineation between urban areas and rural areas.
 - While zoned rural, the site is not considered to be a “greenfield area” or represent a material expansion of existing urban areas;
 - The site is well connected to the transport network and does not necessitate additional public infrastructure investment;
 - The site does not contain any known significant mineral resources, natural hazard areas, energy and transmission corridors, locations identified as likely

renewable energy generation sites, regionally significant industry, high class soils², and primary production activities on those high class soils.

- The proposal will not adversely affect any areas of historic or cultural significance³.

2.5.4 Proposed Waikato District Plan

The relevant objectives and policies of the PWDP are outlined in Section 2.3, above.

It is accepted that an Industrial zoning of the site sits uncomfortably within the PWDP policy framework associated with the provision of industrial land. In particular, the site is not within or proximate to an existing industrial area or the industrial strategic growth nodes of Tuakau, Pokeno, Huntly, and Horotiu. Having said that, the site is of a scale that would not warrant recognition within the districts high level planning strategies, nor is it of a scale that would interfere with the intended outcomes of same.

Due to the close association of the site with the Hampton Downs Motorsport complex, inclusion of the site into the Hampton Downs Motorsport and Recreation zone is considered to be consistent with the objectives and policies of the PWDP. These seek to enable complementary activities, including a range of business, industrial, and warehousing activities in areas that are immediately adjoining the motorsport complex. In particular, development within the subject site would be commensurate with that provided for within Precinct B and Precinct E of the Hampton Downs Motorsport and Recreation zone. Furthermore, with regard to Policy 4.6.5(a), the Hampton Downs complex contains lawfully established industrial activities (that are not immediately adjacent to towns or villages); the rezoning proposal would be a small extension of these activities into the adjacent site.

² The decision of the hearings committee in relation to the resource consent for the establishment of the Motorsport Complex, which included the subject site within the Overall Development Plan (Council ref LUC0005/06, dated 2009), includes the following conclusion: “*The Motorsport Park development will not adversely affect the life-supporting capacity of the soil. The Motorsport Park only affects a small area of land, land that comprises areas of fragmented high quality soils only, within the Waikato District. Thus although approval of the application would result in the loss of some high quality soils from productive use, the useability of those soils is determined limited at best given their fragmented nature*” p. 23).

³ The decision of the hearings committee in relation to the resource consent for the establishment of the Motorsport Complex, which included the subject site within the Overall Development Plan (Council ref LUC0005/06, dated 2009), includes the following conclusion: “*Nga Muka Development Trust as the iwi management committee for the area within which the Motorsport Park site is located, confirmed that no waahi tapu or other taonga are located within the site for which protection would be required. The Nga Muka development Trust have identified Puna (springs) about the boundaries of the site and confirmed that, in consultation with the Applicant, the development will be undertaken to protect the Puna*” p. 23.

Due to historic subdivision and development, the subject site is not used for any rural activities, is not rural in character, and is not considered particularly suitable for the establishment of rural activities. Accordingly, the rezoning proposal is not considered to be inconsistent with those objectives and policies that seek to maintain the amenity of rural character or protect productive rural areas from urban subdivision and development as the proposal would not result in a significant change in the existing character or amenity of the surrounding area.

2.5.5 Future Proof Growth Strategy

Future Proof is a growth strategy that creates a framework for the coordinated growth and development of Hamilton City, Waipā and Waikato districts. The strategy has been jointly developed by Hamilton City Council, Waikato Regional Council, Waipa and Waikato District Council, Matamata-Piako District Councils, Tangata Whenua, and the NZ Transport Agency (NZTA).

The “long-term development aspirations for Meremere and Hampton Downs” are identified as Growth Management Drivers and Influences in the Future Proof Strategy 2017.

2.6 Options

- Option 1: Rezone the site from ‘Rural’ to ‘Industrial’.
- Option 2: Include the site within the Hampton Downs Motorsport Recreation zone either as a new precinct (“Precinct F”) that closely resembles Precinct B, or inclusion into Precinct B with consequential changes to the Land Use – Building provisions (i.e. ‘26.3.6 Size and Scale of activities - Precinct B’) to reflect the additional site area.
- Option 3: Do nothing – leave the site zoned Rural.

3. COST-BENEFIT ANALYSIS OF THE REZONING PROPOSAL

The following cost-benefit analysis has been undertaken with respect to the rezoning proposals and the identified alternative. The level of detail contained in this assessment corresponds to the scale and significance of the effects anticipated from the implementation of the proposal.

	Option 1: Rezone Site to Industrial	Option 2: Include the site within the Hampton Downs Motorsport Recreation zone	Option 3: Do nothing
Cost:	<p>Could be viewed as representing the unplanned expansion of existing urban areas, being inconsistent with Council's Future Proof growth strategy, and resulting in spot zoning.</p>	<p>Could be viewed as representing the unplanned expansion of existing urban areas.</p> <p>Precinct specific provisions would need to be developed or existing provisions adapted to guide appropriate use and development within the site.</p>	<p>The characteristics of the site are not considered conducive to rural use and development. Inappropriately zoned land could lead to land resources being underutilised.</p>
Benefit:	<p>Provides for the most efficient use and development of the site, taking into consideration its location and physical attributes.</p> <p>Rezoning will alleviate the need for a resource consent for a range of suitable development options/uses of the site.</p> <p>Contributes to industrial land supply proximate to areas where long term industrial land supply shortages have been forecast. This will have economic and employment benefits.</p>	<p>Provides for more appropriate use and development of the site, taking into consideration its location and physical attributes.</p> <p>Rezoning will alleviate the need for a resource consent for a range of suitable development options/uses of the site.</p> <p>Contributes to industrial and business land supply proximate to areas where long term industrial land supply shortages have been forecast. This will have economic and employment benefits.</p>	<p>Removes the need to undertake a rezoning exercise.</p> <p>Provides for rural activities that would not otherwise be enabled within an industrial zone.</p>

	<p>The provisions of the Industrial zone have been evaluated under s32 of the RMA as part of the development of the PWDP and are considered suitable to enable industrial development of the site.</p>	<p>Is a better fit with Council's higher order planning policy framework.</p> <p>The provisions of the Motor Sport and Recreation Zone have been evaluated under s32 of the RMA as part of the development of the PWDP and are considered suitable to enable industrial development of the site.</p>	
<p>Effectiveness:</p>	<p>The Industrial zone has recently undergone a s32 assessment as part of the PWDP process. The objectives and policies have been concluded to be consistent with the purpose of the Act and are considered an effective means of addressing the issue.</p>	<p>The Motor Sport and Recreation Zone has recently undergone a s32 assessment as part of the PWDP process. The objectives and policies have been concluded to be consistent with the purpose of the Act and are considered an effective means of addressing the issue.</p> <p>This option would require some minor adjustments to the provisions of the zone to incorporate the site into the wider precinct.</p>	<p>If the status quo is maintained, development of this portion of the site will require resource consent to address the issue. This will require a case by case approach to the assessment of environmental effects and consistency with the objectives and policies of the PWDP.</p>
<p>Efficiency:</p>	<p>Rezoning the site to Industrial is considered an efficient means of addressing the issue.</p>	<p>Including the site within the Motor Sport and Recreation Zone would be an efficient means of addressing the issue, once the site has been appropriately incorporated into the zone framework.</p>	<p>Future development would need to be facilitated through a resource consent process resulting in uncertainty with respect to time, cost and regulatory outcomes. This is considered an inefficient means of addressing the issue.</p>
<p>Appropriateness:</p>	<p>This option addresses the identified issue however creates potential conflicts with higher order policy documents.</p>	<p>This option addresses the identified issue and is considered to better align with higher order policy documents.</p>	<p>This option does not address the issue. It is likely that future development over this portion of the site will continue to</p>

	<p>incur costs from resource consents due to the inappropriate zoning.</p> <p>Creates uncertainty with respect to future use and development of the site. Resource consents are assessed on a case by case basis and could result in notification or refusal of consent.</p> <p>Would likely lead to land resources being underutilised.</p>	
Risk:	<p>Could be perceived as establishing a precedent for rezoning that is inconsistent with the WRPS and associated planning documents relating to strategic growth.</p> <p>Creates a "spot zone" of industrial land that could facilitate land use that is incongruous with surrounding development.</p> <p>Perception of incremental loss of rural land.</p>	<p>Perception of incremental loss of rural land.</p>

4. EVALUATION OF THE PROPOSAL

Based on the assessment undertaken in Section 3, above, Option 2 is considered to be most appropriate option to address the identified issue:

Include the site within the Hampton Downs Motorsport Recreation zone either as a new precinct ("Precinct F") that closely resembles Precinct B, or inclusion into Precinct B with consequential changes to the Land Use – Building provisions (i.e. '26.3.6 Size and Scale of activities - Precinct B') to reflect the additional site area.

In particular, Option 2 is considered to be an effective and efficient means of ensuring the zoning reflects the nature and opportunity of the site, enabling appropriate use and development, while aligning with the Waikato Districts planning framework and higher order policy documents.

The Section 32 Report prepared by Waikato District Council relating to the Motorsport and Recreation zone (dated July 2018) comprehensively canvases the higher-level planning documents and legislation relevant to the provisions contained there-in, and concludes that the objectives of the zone are the most appropriate way to achieve the Purpose of the RMA and that the recommended policies and methods are the most appropriate way for achieving the objective.

Of the two alternatives within Option 2, the creation of a separate precinct – Precinct F - is preferred because it distinguishes the site from the balance of the zone and because the site is separately owned. Attached to this report are the recommended tracked changes to Chapters 9 and 26 to introduce Precinct F.

Alistair White

11 February 2021

Attachment 1 – Recommended tracked changes to Chapters 9 and 26, prepared by Planning Focus

The changes in red are Council's final recommendations to the Hearing Commissioners.
The changes in blue are draft changes suggested by Alistair White on behalf of Reid Investment Trust (Submitter 783).

9.1 Hampton Downs Motor Sport and Recreation **Zone**¹

9.1.1 Objective - Continued development and operation of the Hampton Downs Motorsport Park

- (a) The continued use and development of the Hampton Downs Motorsport Park ~~develops into~~ as a regionally-significant motor sport and recreation facility is enabled.²
- (b) Rural character and amenity of the adjoining rural sites is maintained.³

9.1.1.1 Policy - Operation and development

- (a) ~~Enable the continued operation and development of activities, facilities and events within the Hampton Downs Motor Sport and Recreation Zone by providing~~ Provide⁴ for:
 - (i) A wide range of motor sport and recreation activities; and
 - (ii) The development of facilities to support the motor sport and recreation activities and events.

9.1.1.2 Policy - Precinct-based development

- (a) Provide a A precinct-based approach ~~that enables the ongoing operation and development of the Hampton Downs Motorsport Park by such that~~⁵:
 - (i) Precinct A providing for the operational motor sport area including the main race track and associated facilities;
 - (ii) Precinct B providing for ~~business and~~⁶ industrial facilities and activities that support the Hampton Downs Motorsport Park;
 - (iii) Precinct C providing for a minor race track and travellers' accommodation;
 - (iv) Precinct D providing for residential activities within the residential apartments;
 - (v) Precinct E providing for industrial activities within the industrial units.⁷
 - (vi) Precinct F provides for industrial activities, and also car parking in support of Precinct A.

9.1.1.3 Policy - Management of adverse effects

- (a) Mitigating adverse effects by managing:

¹ Clause 16(2) of Schedule 1 of the RMA

² Submission [657.56] HD Land Limited and Hampton Downs (NZ) Limited

³ Submission [657.56] HD Land Limited and Hampton Downs (NZ) Limited

⁴ Submission [657.57] HD Land Limited and Hampton Downs (NZ) Limited and further submission [FS/279.21] Reid Investment Trust

⁵ Submission [657.58] HD Land Limited and Hampton Downs (NZ) Limited

⁶ Clause 16(2) of Schedule 1 of the RMA

⁷ Submission [657.58] HD Land Limited and Hampton Downs (NZ) Limited

- (i) The scale, intensity, timing and duration of activities so that adverse noise effects on the ~~surrounding rural zone~~ adjoining rural sites⁸ are minimised; and
- (ii) The adverse traffic safety effects to ensure the safe and efficient operation and functioning of the adjacent transport network and efficient access to surrounding facilities is maintained at all times; and
- (iii) Signs that are visible from, or located in close proximity to, a public road to ensure the safe functioning of the public road; and
- (iv) The size, scale and intensity of development to ensure the amenity of the adjoining sites⁹ surrounding area is maintained.

⁸ Clause 16(2) of Schedule 1 of the RMA

⁹ Clause 16(2) of Schedule 1 of the RMA

The changes in red are Council's final recommendations to the Hearing Commissioners. The changes in blue are draft changes suggested by Alistair White on behalf of Reid Investment Trust (Submitter 783).

Chapter 26: Hampton Downs Motorsport and Recreation Zone

- (1) The Hampton Downs Motorsport Park (HDMP) caters for motor sport activities and a range of supporting recreational activities that have been authorised under the 2006 resource consent (WDC Ref LUC0005/06) including variations and a number of additional minor resource consents. The Hampton Downs Motor Sport and Recreation Zone allows for those authorised activities to be undertaken as a permitted activity. The rules in the Hampton Downs Motor Sport and Recreation Zone provide a policy framework that enables the ongoing operation and development of the HDMP. ¹
- (2) The Hampton Downs Motorsport and Recreation Zone also enables the site at 29 Hampton Downs Road (Lot 6, DP 411257) to be used for industrial purposes, and also for temporary or permanent car parking in support of the Hampton Downs Motorsport Park.
- (3) The rules that apply to activities in the Hampton Downs Motorsport and Recreation Zone are contained in Rule 26.1 Land Use – Activities, Rule 26.2 Land Use – Effects and Rule 26.3 Land Use – Building.
- (4) The rules relating to subdivision within the Motorsport and Recreation Zone are contained in Rule 26.4.
- (5) The activity status tables and standards in the following chapters also apply to activities in the Motorsport and Recreation Zone:
 - 14 Infrastructure and Energy;
 - 15 Natural Hazards and Climate Change (Placeholder).
- (6) The following symbols are used in the tables:
 - (a) P Permitted activity
 - (b) C Controlled activity
 - (c) RD Restricted discretionary activity
 - (d) D Discretionary activity
 - (e) NC Non-complying activity

26.1 Land Use - Activities

26.1.1 Permitted Activities

- (1) The following activities are permitted activities if they meet all the following:
 - (i) Land Use – Effects rules in Rule 26.2 (unless the activity rule and/or activity-specific conditions identify a condition(s) that does not apply);
 - (ii) Land Use – Building rules in Rule 26.3 (unless the activity rule and/or activity-specific conditions identify a condition(s) that does not apply);
 - (iii) Activity-specific conditions.

¹ Submission [657.36] HD Land Limited and Hampton Downs (NZ) Limited

26.1.1.1 Permitted Activities - Operational Motorsport Area - Precinct A Activity²

Activity		Activity-specific conditions
P1	A <u>motor sport and recreation facility</u>	The activity is carried out in Precinct A (Operational Motorsport Area)
P2	A Day-to-day activity <u>Driver training and education, testing and practice activities.</u> ³	The activity is carried out in Precinct A (Operational Motorsport Area)
<u>P3</u>	<u>Go-karting on the go-kart track</u> ⁴	The activity is carried out in Precinct A (Operational Motor Sport Area)
<u>P4</u>	<u>Paintball, laser tag, outdoor skate parks and clay bird shooting.</u> ⁵	The activity is carried out in Precinct A (Operational Motor Sport Area)
<u>P5</u>	<u>Motor sport and recreation events</u>	<ul style="list-style-type: none"> (a) <u>The motor sport and recreation event is carried out in Precinct A (Operational Motorsport Area).</u> (b) <u>A maximum of 20,000 people attend the motor sport and recreation event; and</u> (c) <u>A maximum of 2500 arrival vehicles per hour (vph) or 8,000 total vehicles attend the event; and</u> (d) <u>No more than five Extreme Events are held per year; or no more than two Extreme Events are held in any year when an event is held that is larger than an Extreme Event (such as Supercars) authorised by resource consent; and</u> (e) <u>No motor sport and recreation event is held on a weekday; except:</u> <ul style="list-style-type: none"> (i) <u>on a weekday that is a public holiday, or</u> (ii) <u>a minor event or practice day that generates less than 700 vehicle arrivals per hour, and</u> (f) <u>Traffic Management Standards in Rule 26.5 and Rule 26.6.</u>⁶
<u>P6</u>	<u>Construction or alteration of a building or structure for an activity listed in Rule 26.1.1.1 P1-P5</u> ⁷	The activity is carried out in Precinct A (Operational Motor Sport Area)

² Clause 16(2) Schedule 1 RMA

³ Submission [657.50] HD Land Limited and Hampton Downs (NZ) Limited

⁴ Submission [657.50] HD Land Limited and Hampton Downs (NZ) Limited

⁵ Submission [657.50] HD Land Limited and Hampton Downs (NZ) Limited

⁶ Submission [378.53] Fire and Emergency, [FS1035.159] Pareoranga Te Kata, and [742.167] NZTA

⁷ Submission [657.16] and [657.17] HD Land Limited and Hampton Downs (NZ) Limited

26.1.1.2 Permitted Activities – Business and Industrial Area - Precinct B Activity⁸

Activity		Activity-specific conditions
P1	<u>Automotive Industrial</u> activities ⁹	(a) The activity is carried out in Precinct B (Business and ¹⁰ Industrial Area); <u>and</u> (b) <u>The maximum gross floor area for all activities in Precinct B shall be no more than 50,000m². Of the 50,000m² total gross floor area in Precinct B, the following shall apply:</u> (i) <u>General warehousing shall comprise no more than 25% of the gross floor area (12,500m²); and</u> (ii) <u>Non-automotive activities shall comprise no more than 25% of the total gross floor area (12,500m²);</u> (iii) <u>Automotive activities may comprise 100% of the total gross floor area in Precinct B.</u>
P2	Non-automotive activities ¹¹	The activity is carried out in Precinct B (Business and Industrial Area)
P3	General warehousing ¹²	The activity is carried out in Precinct B (Business and Industrial Area)
P4 P2	A residential activity within an existing dwelling	The activity is carried out in Precinct B (Business and ¹³ Industrial Area)
P3	<u>Construction or alteration of a building or structure for an activity listed in Rule 26.1.1.2 P1</u> ¹⁴	<u>The activity is carried out in Precinct B (Business and</u> ¹⁵ Industrial Area)

26.1.1.3 Permitted Activities – Minor Race Track Area - Precinct C

Activity ¹⁶	Activity-specific conditions ¹⁷
P1	Travellers' Visitor ¹⁸ accommodation (a) The activity is carried out in Precinct C (Minor Race Track Area); <u>and</u> (b) <u>Visitor accommodation in Precinct C shall:</u> (i) <u>Accommodate no more than 200 persons at any one time;</u> (ii) <u>Ensure that the duration of stay is for a period not exceeding 10 days;</u>

⁸ Clause 16(2) Schedule 1 RMA

⁹ Submission [657.39] HD Land Limited and Hampton Downs (NZ) Limited

¹⁰ Clause 16(2) Schedule 1 RMA

¹¹ Submission [657.39] HD Land Limited and Hampton Downs (NZ) Limited

¹² Submission [657.39] HD Land Limited and Hampton Downs (NZ) Limited

¹³ Clause 16(2) Schedule 1 RMA

¹⁴ Submission [657.16] and [657.17] HD Land Limited and Hampton Downs (NZ) Limited

¹⁵ Clause 16(2) Schedule 1 RMA

¹⁶ Clause 16(2) Schedule 1 RMA

¹⁷ Clause 16(2) Schedule 1 RMA

¹⁸ Clause 16(2) Schedule 1 RMA

		<p>(iii) Be operated in accordance with the Camping Ground Regulations 1985;</p> <p>(iv) Prepare and provide to Council, a plan of the motor camp site which includes location of any utility buildings, cabins or other accommodation buildings and the location of any camping sites.</p>
P2	<u>Construction or alteration of a building or structure for an activity listed in Rule 26.1.1.3 PI</u> ¹⁹	<u>The activity is carried out in Precinct C (Minor Race Track Area)</u>

26.1.1.4 Permitted Activities – Residential Apartments - Precinct D

<u>Activity</u> ²⁰		<u>Activity-specific conditions</u> ²¹
PI	A residential activity within the residential apartments <u>existing as at 31 March 2020</u>	The activity is carried out in Precinct D (Residential Apartments).
P2	<u>Alteration or replacement of a building or structure for an activity listed in Rule 26.1.1.4 PI.</u> ²²	<u>The activity is carried out in Precinct D (Residential Apartments).</u>

26.1.1.5 Permitted Activities – Industrial Units - Precinct E

<u>Activity</u> ²³		<u>Activity-specific conditions</u> ²⁴
PI	An industrial activity within the industrial units <u>existing as at 31 March 2020</u>	The activity is carried out in Precinct E (Industrial Units).
P2	<u>Alteration or replacement of a building or structure for an activity listed in Rule 26.1.1.5.</u> ²⁵	<u>The activity is carried out in Precinct E (Industrial Units).</u>

26.1.1.6 Permitted Activities – Industrial and Car Parking - Precinct F

<u>Activity</u>		<u>Activity-specific conditions</u>
PI	An industrial activity complying with Rule 26.3	The activity is carried out in Precinct F
P2	Temporary or permanent car parking in support of Precinct A	The activity is carried out in Precinct F

¹⁹ Submission [657.16] and [657.17] HD Land Limited and Hampton Downs (NZ) Limited

²⁰ Clause 16(2) Schedule 1 RMA

²¹ Clause 16(2) Schedule 1 RMA

²² Submission [657.16] and [657.17] HD Land Limited and Hampton Downs (NZ) Limited

²³ Clause 16(2) Schedule 1 RMA

²⁴ Clause 16(2) Schedule 1 RMA

²⁵ Submission [657.16] and [657.17] HD Land Limited and Hampton Downs (NZ) Limited

26.1.2 Controlled Activities

- (a) The following activities are controlled activities if they meet all the following:
- (i) Land Use – Effects rules in Rule 26.2 (unless the activity rule and/or activity-specific conditions identify a condition(s) that does not apply);
 - (ii) Land Use – Building rules in Rule 26.3 (unless the activity rule and/or activity-specific conditions identify a condition(s) that does not apply);
 - (iii) Activity-specific conditions.

26.1.2.1 Controlled Activities – Operational Motorsport Area – Precinct A²⁶

CI	Motor sport and recreation events ²⁷	<p>(a) The activity is carried out in Precinct A (Operational Motorsport Area)</p> <p>(b) Control shall be reserved over the following matters:</p> <ul style="list-style-type: none"> (i) Noise levels and duration (ii) Lighting and glare (iii) Hours of operation (iv) Nature and frequency of the event (v) Size and scale of the events (vi) Traffic, access and parking
----	---	--

26.1.2.2²⁸ Controlled Activities – Minor Race Track Area - Precinct C

CI	Motor sport and recreation events <u>and associated facilities</u> ²⁹	<p>(a) The activity is carried out in Precinct C (Minor Race Track Area);</p> <p>(b) <u>A maximum of 20,000 people attend the motor sport and recreation event; and</u></p> <p>(c) <u>A maximum of 2500 arrival vehicles per hour (vph) or 8,000 total vehicles attend the event; and</u></p> <p>(d) <u>No more than five Extreme Events are held per year; and/or no more than two Extreme Events are held in any year when an event is held that is larger than an Extreme Event (such as Supercars) authorised by resource consent; and</u></p> <p>(e) <u>No motor sport and recreation event is held on a weekday, except:</u></p> <ul style="list-style-type: none"> <u>(iii) on a weekday that is a public holiday, or</u> <u>(iv) a minor event or practice day that generates less than 700 vehicle arrivals per hour; and</u> <p>(f) <u>Traffic Management Standards in Rule 26.5 and Rule 26.6.</u>³⁰</p> <p>Control shall be reserved over the following matters:</p> <ul style="list-style-type: none"> (i) Noise levels and duration
----	--	---

²⁶ Submission [657.46] HD Land Limited and Hampton Downs (NZ) Limited

²⁷ Submission [657.46] HD Land Limited and Hampton Downs (NZ) Limited

²⁸ Clause 16(2) Schedule I RMA

²⁹ Clause 16(2) Schedule I RMA

³⁰ Submission [378.53] Fire and Emergency, [FS1035.159] Pareoranga Te Kata, and [742.167] NZTA

		<ul style="list-style-type: none"> (ii) Lighting and glare (iii) Hours of operation (iv) Nature and frequency of the event (v) Size and scale of the events (vi) Traffic, access and parking
C2	Motor sport and recreation facilities	<ul style="list-style-type: none"> (a) The activity is carried out in Precinct C (Minor Race Track Area) (b) Control shall be reserved over the following matters: <ul style="list-style-type: none"> (i) Noise levels and duration (ii) Lighting and glare (iii) Hours of operation (iv) Nature and frequency of the event (v) Size and scale of the events (vi) Traffic, access and parking
<u>C2</u>	<u>Construction or alteration of a building or structure for an activity listed in Rule 26.1.2.1 C1³¹</u>	<ul style="list-style-type: none"> (a) <u>The activity is carried out in Precinct C (Minor Race Track Area)</u> (b) <u>Control shall be reserved over the following matters:</u> <ul style="list-style-type: none"> (i) <u>Effects on rural character and amenity values of adjoining rural sites, due to the location, bulk, scale and built form of the building or structure.</u> (ii) <u>The extent to which the building or structure has the potential to dominate the landscape, and mitigation including screening, materials, lighting and colours.</u> (iii) <u>Traffic, access and parking.</u> (iv) <u>Effects on safety and efficiency of the road network, including driver distraction.</u> (v) <u>Bonds for landscaping, screening or other mitigation.</u>

26.1.3 Restricted Discretionary Activities – Precincts A and C³²

<u>RD1</u>	<p><u>A motor sport and recreation event and associated facilities that do not comply with Rule 26.1.1.1 P5 in Precinct A or Rule 26.1.2.1 C1 in Precinct C</u></p> <ul style="list-style-type: none"> (a) <u>Council discretion is restricted to the following matters:</u> <ul style="list-style-type: none"> (i) <u>noise levels and duration</u> (ii) <u>lighting and glare</u> (iii) <u>hours of operation</u> (iv) <u>nature and frequency of the event</u> (v) <u>size and scale of the event</u> (vi) <u>traffic, access and parking including impacts on State Highway 1 and Hampton Downs interchange</u> (vii) <u>Effects of amenity values of adjoining rural sites</u> (viii) <u>Water, stormwater and wastewater management</u>
------------	---

³¹ Clause 16(2) Schedule 1 RMA

³² Submission [574.2] Tata Valley Ltd

26.1.34³³ Discretionary Activities – All precincts

(I) The following activities are discretionary activities:

DI	Any activity in all precincts not listed in Rule 26.1.1.1, Rule 26.1.1.2 ³⁴ Rule 26.1.1.3, Rule 26.1.1.4 Rule 26.1.1.5, Rule 26.1.1.6 , 26.2.1.1 ³⁵ or 26.1.2.2 Rule 26.1.3
----	---

26.1.4 Non-complying Activities – Precinct B³⁶

~~(I) The following activities are non-complying activities:~~

NC1	(a) Activities not provided for under Permitted Activity Rule 26.1.1.2 in Precinct B in the Motorsport and Recreation Zone. ³⁷
NC2	(b) Noxious, dangerous, offensive or toxic activities ³⁸

26.2 Land Use Effects

26.2.1 Noise – ~~Motor sport and recreation activity~~ [Precincts A, D, and E](#)³⁹ and [F](#)

PI	<p>(a) The noise level from motor sport and recreation activities within Precincts A, D, and E⁴⁰ and F shall not exceed the following limits measured beyond the ‘Hampton Downs Noise Control Boundary’ shown in Appendix 12 Motor Sport and Recreation:</p> <ul style="list-style-type: none"> (i) 65dBA L₁₀ L_{Aeq}⁴¹ on no more than 27 days per year (with no more than 10 of the 27 days to be on a Sunday or public holiday) between the hours of 9:00am – 6:00pm. Except that in any year where a V8 Supercars event is not held then a noise level of up to 65dBA L_{Aeq} will be permitted between the hours of 9.00am to 6.00pm on up to 30 days per year (not more than 11 days to be on a Sunday or public holiday); and (ii) 55 dBA L₁₀ L_{Aeq} on no more than 40 days per year between the hours of 9:00am – 6:00pm; and (iii) 50 dBA L₁₀ L_{Aeq}⁴² between the hours of 7am to 6pm any other days of the year; and (iv) 45 dBA L₁₀ L_{Aeq}⁴³ between the hours of 6pm to 10pm every day of the year; and (v) 40 dBA L₁₀ L_{Aeq}⁴⁴, and 65dBA L_{max} at all other times <p>(b) The motor racing activities in Rule 26.2.1 PI (a) (i) and (ii) are exclusive of each other and the activities are considered to be on separate days.</p>
----	---

³³ Clause 16(2) Schedule 1 RMA

³⁴ Submission [657.49] HD Land Limited and Hampton Downs (NZ) Limited

³⁵ Clause 16(2) Schedule 1 RMA

³⁶ Submission [657.1] HD Land Limited and Hampton Downs (NZ) Limited

³⁷ Submission [657.1] HD Land Limited and Hampton Downs (NZ) Limited

³⁸ Submission [657.2] HD Land Limited and Hampton Downs (NZ) Limited

³⁹ Clause 16(2) Schedule 1 RMA

⁴⁰ Clause 16(2) Schedule 1 RMA

⁴¹ Submission [923.165] Waikato DHB

⁴² Submission [923.165] Waikato DHB

⁴³ Submission [923.165] Waikato DHB

⁴⁴ Submission [923.165] Waikato DHB

	<p>(c) <u>Noise levels must be measured in accordance with the requirements of New Zealand Standard NZS 6801:2008 Acoustics - Measurement of Environmental Sound.</u></p> <p>(d) <u>Noise levels must be assessed in accordance with the requirements of New Zealand Standard NZS 6802:2008 Acoustic - Environmental noise.</u> ⁴⁵</p>
P2	The use of a public address system shall only occur between the hours of 7:00am and 7:00pm and shall not exceed a limit of 50dBA $L_{10} L_{Aeq}$ ⁴⁶ measured at the zone boundary. ⁴⁷
P3	<p>(a) Prior to the operation of a motor sport and recreation activity event,⁴⁸ the following shall be provided and implemented:</p> <p>(i) The operators of the Hampton Downs Motorsport Park shall prepare, maintain and operate in accordance with a Noise Management Plan (NMP). Each initial Noise Management Plan shall be submitted to the Planning Manager for certification by a suitably qualified and experienced person (appointed by the Planning Manager) in writing that the Noise Management Plan gives effect to this rule. Any subsequent iterations of the NMP will not require certification.</p> <p>(ii) Notwithstanding the process and timing for review of the Noise Management Plan specified in the NMP. The Council may review it at any time in consultation with the operators of the Hampton Downs Motorsport Park. The Council shall provide adequate notice and state the reasons for the review. Any reviewed NMP shall be recertified by a suitably qualified and experienced person appointed by the Planning Manager.</p> <p>(iii) Any Noise Management Plan shall each address and include, but not be limited to:</p> <p>A. A certificate by its author that the methods included in it will ensure compliance with all noise limits in Rule 26.2.1 P1.</p> <p>B. A means of receiving, recording and responding to complaints, including a method of advising noise complainants within 5 working days of the outcome of the investigation.</p> <p>C. A programme of noise management and assessment of compliance with the noise standards, including details of the monitoring of noise levels for vehicles competing in events with a noise limit of 65dBA $L_{10} L_{Aeq}$.⁴⁹</p>
DI	Any activity that does not comply with Rule 26.2.1 P1, or P2 or P3. ⁵⁰

26.2.2 Noise – Business and Industrial Area Precinct B and Minor Race Track Area – Precinct C

P1	(a) The noise level from activities, other than motor racing activities ⁵¹ within Precinct B and Precinct C, shall not exceed the following limits when measured at the notional boundary of any dwelling:		
	Monday to Friday	7:00am to 7:00pm	50 dBA $L_{10} L_{Aeq}$ ⁵²
	Saturday	7:00am to 6:00pm	50 dBA $L_{10} L_{Aeq}$ ⁵³

⁴⁵ Submission [923.165] Waikato DHB

⁴⁶ Submission [923.165] Waikato DHB

⁴⁷ Clause 16(2) Schedule 1 RMA

⁴⁸ Clause 16(2) Schedule 1 RMA

⁴⁹ Submission [923.165] Waikato DHB

⁵⁰ Clause 16(2) Schedule 1 RMA

⁵¹ Submission [657.4] HD Land Limited and Hampton Downs (NZ) Limited

⁵² Submission [923.166] Waikato DHB

⁵³ Submission [923.166] Waikato DHB

	<p>All other times including public holidays</p> <p>Monday to Sunday 10:00pm to 7:00am</p> <p>Noise levels shall be measured and assessed in accordance with the requirements of NZS 6801:2008 'Acoustics - Measurement of environmental sound' and NZS 6802:2008 'Acoustics – environmental noise'.</p> <p>(b) The notional boundary means a line 20m from the façade of any dwelling or the legal boundary, whichever is the closer to the dwelling as defined in NZS6801:1991 Acoustics – Measurement of environmental sound.⁵⁵</p>	<p>40 dBA L₁₀ L_{Aeq}⁵⁴</p> <p>75 dBA L_{max}</p>
DI	(a) Any activity that does not comply with Rule 26.2.2 PI.	

26.2.3 Construction noise - All Precincts

PI	<p>(a) Construction noise shall meet the limits in NZS 6803:1999 'Acoustics – Construction noise';</p> <p>(b) Construction noise shall be measured and assessed in accordance with the requirements of NZS 6803:1999 'Acoustics – Construction noise'</p>
RDI	<p>(a) Any activity that does not comply with Rule 26.2.3 PI.</p> <p>(b) Council's discretion is restricted to the following matters:</p> <ul style="list-style-type: none"> (i) Effects on amenity values; (ii) Hours and days of construction; (iii) Noise levels; (iv) Timing and duration; (v) Methods of construction.

26.2.4 Landscaping and Screening

PI	<p>(a) A landscaping and planting plan consistent with Appendix 12 Motor Sport and Recreation shall be prepared and submitted to Council for certification by Council's Planning Manager that includes:</p> <ul style="list-style-type: none"> (i) Details of screen planting along the full extent of the northern and eastern boundaries; (ii) Detail of staged visual mitigation and landscape restoration and implementation strategies that will be undertaken on the site to achieve the visual mitigation of the activities on the racecourse including: <ul style="list-style-type: none"> A. The identification of the botanical name, common name, size at time of planting, mature height, quantities and location of all planting. B. The height and location of any earth bunds or mounds created for visual, noise or mitigation purposes. C. Topsoil stockpile and management plan for all topsoil stockpiled for more than six months from time of stripping.
---------------	---

⁵⁴ Submission [923.166] Waikato DHB

⁵⁵ Submission [923.165] Waikato DHB

	<p>D. The restoration strategy for any disturbed landforms including permanent earthworks, including all road cuttings, temporary earthworks including construction pads and topsoil restoration.</p> <p>(iii) The restoration strategy shall identify how any new landforms will be integrated into the natural contour and revegetated so they appear homogenous with the surrounding landscape.</p> <p>(iv) The operator shall review the landscape and planting plan and amend it if necessary, subject to the approval of Council's Planning Manager, to ensure that effective screening of the track is achieved.</p> <p>(v) The operator shall adhere to the planting plan and complete works to the satisfaction of Council's Planning Manager. ⁵⁶</p>
P1	<p>Any new building or land use activity within Precinct A, B or C shall be screened from the view of road users on from State Highway 1 and local roads, and adjoining sites by landscaping that is undertaken within accordance with:</p> <p>(a) A landscaping plan certified by Council that details the type, location and density of evergreen species that achieves the required screening.</p> <p>(b) A landscaping maintenance regime certified by Council, including details of any necessary replacement of landscaping as a result of failure.</p> <p>Note: A Landscape Mitigation Plan exists as part of the 2006 resource consent (WDC Ref LUC0005/06) that may satisfy the requirements of this rule. ⁵⁷</p>
P2	<p>All landscaping and planting shall be implemented within 6 months of commencement of an activity. ⁵⁸</p>
P3	<p>Landscaping and screening of the northern and eastern boundaries shall include species of plant that grow to reach a height of at least 3m. ⁵⁹</p>
P4	<p>Within Precinct B (Business and Industrial Precinct), at least 10% of any site associated with an activity or an activity on a specific Record of Title shall be landscaped and maintained in a manner that will enhance the visual appearance of the building and or the site. ⁶⁰</p>
P5 P2	<p>Within Precinct B (Business and Industrial Precinct), all outdoor storage areas must be screened from view from any public road, or adjoining zone.</p>
D1 RDI	<p>Any activity that does not comply with Rule 26.2.4 P1, P2, P3, P4 or P5.</p> <p>Any building or land use activity that does not comply with Rule 26.2.4 P1 and P2. Discretion is restricted to the following matters:</p> <p>(a) The extent to which adverse visual impact on the adjoining rural sites can be mitigated;</p> <p>(b) The extent to which adverse traffic safety impacts of drivers along SH1 and Hampton Downs Road can be mitigated. ⁶¹</p>

26.2.5 Earthworks – All Precincts

P1	<p>(a) Earthworks within a site must meet the following conditions:</p> <p>(i) Be located more than 1.5m from a public sewer, open drain, overland flow path or other service pipe;</p> <p>(ii) Not exceed a volume of more than 250m³ and an area of more than 1,000m² within a site;</p>
---------------	---

⁵⁶ Submission [657.5] HD Land Limited and Hampton Downs (NZ) Limited

⁵⁷ Submission [742.166] NZTA

⁵⁸ Submission [657.5] HD Land Limited and Hampton Downs (NZ) Limited

⁵⁹ Submission [657.5] HD Land Limited and Hampton Downs (NZ) Limited

⁶⁰ Submission [657.5] HD Land Limited and Hampton Downs (NZ) Limited

⁶¹ Submission [657.5] HD Land Limited and Hampton Downs (NZ) Limited

	<p>(iii) The height of the resulting cut, filled areas or fill batter face in stable ground, not including any surcharge, does not exceed 1.5m, with a maximum slope of 1:2 (1 vertical to 2 horizontal);</p> <p>(iv) Areas exposed by earthworks are revegetated to achieve 80% ground cover within 6 months of the commencement of the earthworks;</p> <p>(v) Sediment resulting from the earthworks is retained on the site through implementation and maintenance of erosion and sediment controls;</p> <p>(vi) Do not divert or change the nature of natural water flows, water bodies or established drainage paths. ⁶²</p>
PI	<p>(a) <u>Earthworks within a site must meet all of the following conditions:</u></p> <p>(i) <u>Do not exceed a volume of more than 1000m³ and an area of more than 2000m² over any single consecutive 12 month period;</u></p> <p>(ii) <u>The total depth of any excavation or filling does not exceed 3m above or below ground level with a maximum slope of 1:2 (1 vertical to 2 horizontal);</u></p> <p>(iii) <u>Earthworks are setback 1.5m from all boundaries;</u></p> <p>(iv) <u>Areas exposed by earthworks are re-vegetated to achieve 80% ground cover within 6 months of the commencement of the earthworks;</u></p> <p>(v) <u>Sediment resulting from the earthworks is retained on the site through implementation and maintenance of erosion and sediment controls;</u></p> <p>(vi) <u>Do not divert or change the nature of natural water flows, water bodies or established drainage paths.</u> ⁶³</p>
P2	<p>(a) The importation of fill material to a site shall meet all of the following conditions in addition to Rule 26.2.5.PI:</p> <p>(i) Does not exceed a total volume of 500m³ per site and a depth of 1m;</p> <p>(ii) Is fit for compaction;</p> <p>(iii) The height of the resulting batter face in stable ground must not exceed 1.5m with a maximum slope of 1:2 (1m vertical to 2m horizontal);</p> <p>(iv) Does not restrict the ability for land to drain;</p> <p>(v) Is not located within 1.5m of public sewers, utility services or manholes;</p> <p>(vi) The sediment from fill material is retained on the site.</p>
RDI	<p>(a) Earthworks that does not comply with Rule 26.2.5.PI or P2</p> <p>(b) Council's discretion is restricted to the following:</p> <p>(i) Amenity values and landscape effects;</p> <p>(ii) Volume, extent and depth of earthworks;</p> <p>(iii) Nature of fill material;</p> <p>(iv) Contamination of fill material;</p> <p>(v) Location of the earthworks to waterways, significant indigenous vegetation and habitat;</p> <p>(vi) Compaction of the fill material;</p> <p>(vii) Volume and depth of fill material;</p> <p>(viii) ——— Protection of the Hauraki Gulf Catchment Area; ⁶⁴</p> <p>(ix) Geotechnical stability;</p> <p>(x) Flood risk, including natural water flows and established drainage paths</p> <p>(xi) Land instability, erosion and sedimentation; and</p> <p>(xii) Proximity to underground services and service connections.</p>

⁶² Submission [657.6] HD Land Limited and Hampton Downs (NZ) Limited

⁶³ Submission [783.9] Reid Investment Trust

⁶⁴ Clause 16(2) of Schedule 1 of the RMA

26.2.6 Motor sport and recreation events – Precincts A and C⁶⁵

P1	The maximum number of spectators at any motor sport and recreation event shall be 20,000 people. ⁶⁶
P2	The maximum number of Extreme Events held in one year shall be no more than two, except in a year when no Supercars event is held when up to five Extreme Events may be held in one year. ⁶⁷
P3	(a) Excluding Minor Events, no motor sport and recreation events shall be held at the Motorsport Park on any week day other than a week day that is a public holiday. (b) Notwithstanding Rule 26.2.6 P3 (a), practice days for any event may be held on a week day. (c) Any Minor Event or practice day held on a week day shall have less than 700 vehicle arrivals per hour. ⁶⁸
D1	Any event that does not comply with Rule 26.2.6 P1, P2 or P3. ⁶⁹

26.2.7 Motor sport and event traffic management – all precincts⁷⁰

C1	(a) The operation of the Hampton Downs Motorsport Park for a motor sport and recreation event is a Controlled Activity if the following is complied with: <ul style="list-style-type: none"> (i) Prior to any motor sport and recreation event being held a Traffic Management Plan (TMP) shall be prepared and lodged with the appropriate road-controlling authority for approval no less than 3 months before any event. (ii) All TMPs shall be prepared in accordance with the NZTA Code of Practice for Temporary Traffic Management (COPTTM) and shall contain an appropriate level of detail for the level of road to which they apply. (iii) All draft Traffic Management Plans (TMPs) for motor sport and recreation event shall be submitted to the Implementation Monitoring Committee (IMC) for review no less than three months prior to any event (iv) All TMPs shall contain the following information: <ul style="list-style-type: none"> A. Suitable provision for traffic to and from the Springhill Corrections Facility, the Hampton Downs Landfill Site and private dwellings. Emergency access for these facilities and dwellings shall also be provided; B. Suitable provision for non-event traffic on all roads affected (including State Highways and local roads) as identified in the TMP; C. Suitable provision for on-site traffic management including all weather parking and vehicle manoeuvring space for all events; D. Provision for the use of buses, or other high occupancy vehicles (HOV), to take people to and from the Motorsport Park, and on-site parking for buses and HOV; E. The programming, commencement and completion of all events at times which will encourage Motorsport Park traffic to use the State Highway network other than at times of peak flows.
----	---

⁶⁵ Submission [657.7] HD Land Limited and Hampton Downs (NZ) Limited

⁶⁶ Submission [657.7] HD Land Limited and Hampton Downs (NZ) Limited

⁶⁷ Submission [657.7] HD Land Limited and Hampton Downs (NZ) Limited

⁶⁸ Submission [657.7] HD Land Limited and Hampton Downs (NZ) Limited

⁶⁹ Submission [657.7] HD Land Limited and Hampton Downs (NZ) Limited

⁷⁰ Submission [657.8] HD Land Limited and Hampton Downs (NZ) Limited

	<p>F. When pre-ticketing and/or other road related initiatives are proposed to control any adverse effects on the State Highway;</p> <p>G. The details of any Variable Message Signs (VMS) and/or other signage initiatives proposed to control any adverse effects on the State Highway.</p> <p>H. Provision for concurrent events at the Motorsport Park and Meremere Dragway;</p> <p>I. Measures to prevent parking and walking on the State Highway and parking on local roads within 2km of the Motorsport Park;</p> <p>J. Measures to ensure that the peak arrival times for traffic attending Medium Events or larger events at the Motorsport Park do not conflict with landfill traffic, including proof of consultation with the landfill operator;</p> <p>K. Appropriate traffic management contingency measures for any unplanned but reasonably foreseeable reduction in capacity of the roading network, which may include but is not limited to the closure of off/on ramps, the closure of one or more State Highway lanes, or cancellation of events.</p> <p>L. Recommendations from the road controlling authority and Implementation Monitoring Committee (IMC).</p> <p>M. Supporting traffic survey data from at least 5 other events either at Hampton Downs or similar locations that is no more than 5 years old that includes:</p> <ul style="list-style-type: none"> i. Vehicle occupancy data ii. Arrival flow rates iii. Departure flow rates iv. Spectator attendance numbers⁷¹
<p>C2</p>	<p>(a) The operation of the Hampton Downs Motorsport Park for a motor sport and recreation event is a Controlled Activity if the following is complied with:</p> <ul style="list-style-type: none"> (i) Total travel time of non-Motorsport Park related traffic shall not be greater than 6 minutes for travel from the bottom of the appropriate interchange ramp to the intersection of the Springhill Corrections Facility access road with Hampton Downs Road. (ii) Provision shall be made for emergency service vehicles (e.g. fire, police, ambulance, military, Department of Corrections, vehicles needing emergency access to any site or dwelling located on, or with access from Hampton Downs Road) such that the travel time for such vehicles, from the bottom of the interchange ramps to any facility that is accessible from Hampton Downs Road shall not be more than 4 minutes. (iii) Minimum deceleration lengths at off ramps from the State Highway shall be in accordance with truck stopping distances for a level grade that is 160m. This distance will be measured from a point where a minimum 3.5m lane width (excluding shoulder) can be achieved within the existing off-ramp configuration (i.e. the diverge taper shall not be included in the length). (iv) Travel speeds on the State Highway during a motor sport and recreation event shall not be less than 85% of the State Highway speed based on equivalent time and day when an event is not being held, as measured on a continuous (rolling) 30 minute period.⁷²
<p>C3</p>	<p>(a) The operation of Hampton Downs Motorsport Park for a motor sport and recreation event is a Controlled Activity if the following is complied with:</p> <ul style="list-style-type: none"> (i) The operators of the Hampton Downs Motorsport Park shall form and co-ordinate an 'Implementation Monitoring Committee'(IMC). <ul style="list-style-type: none"> A. Voting members of the IMC shall consist of (unless otherwise agreed by all voting members) a representative from each of the following groups:

⁷¹ Submission [657.8] HD Land Limited and Hampton Downs (NZ) Limited

⁷² Submission [657.8] HD Land Limited and Hampton Downs (NZ) Limited

	<p>(i) The operator; (ii) The NZ Police; (iii) Waikato District Council; (iv) NZTA; (v) The operator of the Hampton Downs Landfill; (vi) Department of Corrections; and</p> <p>B. The IMC may also invite to the IMC meetings any other person, group or organisation that can assist the IMC in its responsibilities.</p> <p>(ii) The operators shall convene all IMC meetings and appropriately communicate any agenda/meeting minutes and IMC recommendations to all those affected or involved. Any agenda shall be circulated no less than 10 working days prior to a meeting. Meeting minutes shall be circulated no more than 10 working days after completion of a meeting.</p> <p>(iii) The operator shall advise all members of the primary contact person and their contact details and keep these updated.</p> <p>(iv) At least one meeting shall be held prior to 1 September each year. The operator shall provide secretarial services and a venue within 65km of Hampton Downs Motorsport Park.</p> <p>(v) Additional meetings shall be held where requested by any voting member of the IMC. Meetings are to be held within a month of the initial request.</p> <p>(vi) The IMC shall operate with a quorum of 4 members unless otherwise agreed by all voting members. Voting members shall provide 5 working days' notice for any requested rescheduling or apologies.</p> <p>(vii) The recommendations of the IMC shall be made on the agreement of at least 4 members in attendance unless otherwise agreed by all voting members of the IMC.</p> <p>(viii) Issues that the IMC unanimously agree are minor issues may be addressed through correspondence, provided that any decisions reached are unanimous.⁷³</p>
C4	At least three events of each size shall be held and run in compliance with Rule 26.2.7 C2 before the next sized event is held.⁷⁴
D1	Any activity that does not comply with Rule 26.2.7 C1, C2 or C3.⁷⁵

26.2.8 Car parking, access and roading – all precincts

PI	<p>(a) Prior to the commencement of the following activities, carparking shall be provided that meets the following:</p> <p>(i) Prior to the commencement of any Minor Event there shall be 2794 car parks available in accordance with Appendix 12 (Motorsport and Recreation Zone);⁷⁶</p> <p>(ii) Prior to the commencement of any Medium Event there shall be 4052 car parks available in accordance with Appendix 12 (Motorsport and Recreation Zone);</p> <p>(iii) Prior to the commencement of any Major or Extreme Event there shall be 8492 car parks available in accordance with Appendix 12 (Motorsport and Recreation Zone).⁷⁷</p>
P2	<p>(a) All car parking required in Rule 26.2.8 PI shall be constructed on a hard-standing all-weather surface.</p>

⁷³ Submission [657.8] HD Land Limited and Hampton Downs (NZ) Limited

⁷⁴ Submission [657.8] HD Land Limited and Hampton Downs (NZ) Limited

⁷⁵ Submission [657.8] HD Land Limited and Hampton Downs (NZ) Limited

⁷⁶ Submission [657.9] HD Land Limited and Hampton Downs (NZ) Limited

⁷⁷ Submission [657.9] HD Land Limited and Hampton Downs (NZ) Limited

P3	<p>(a) Car parking areas C and D as identified in Appendix 12 (Motorsport and Recreation Zone) shall be accessed by an internal service road designed and constructed in accordance with Waikato District Council's Engineering Code of Practice and associated supplements, and shall include the following design parameters:</p> <table border="1" data-bbox="379 371 1193 972"> <tr> <td data-bbox="384 371 1189 416">(i) Minimum sealed carriageway width – 10.5m</td> </tr> <tr> <td data-bbox="384 416 1189 461">(ii) Minimum lane width: <u>3.5m</u>⁷⁸</td> </tr> <tr> <td data-bbox="384 461 1189 506">(iii) Mountable kerb and channel on each side of the carriageway</td> </tr> <tr> <td data-bbox="384 506 1189 584">(iv) Vehicle parking 3.0m wide within the carriageway (one side minimum)</td> </tr> <tr> <td data-bbox="384 584 1189 663">(v) Include a footpath on one side from the access to the northern event car park from Hampton Downs Road</td> </tr> <tr> <td data-bbox="384 663 1189 707">(vi) Appropriate signage and road marking</td> </tr> <tr> <td data-bbox="384 707 1189 786">(vii) Maximum edge of seal radius of 15m at intersections and accesses</td> </tr> <tr> <td data-bbox="384 786 1189 972">(viii) The intersection of Hampton Downs Road and the service road shall be generally located halfway between the western intersection of Hampton Downs Road with Old Hampton Downs Road and the accessway to the Springhill Corrections Facility</td> </tr> </table>	(i) Minimum sealed carriageway width – 10.5m	(ii) Minimum lane width: <u>3.5m</u> ⁷⁸	(iii) Mountable kerb and channel on each side of the carriageway	(iv) Vehicle parking 3.0m wide within the carriageway (one side minimum)	(v) Include a footpath on one side from the access to the northern event car park from Hampton Downs Road	(vi) Appropriate signage and road marking	(vii) Maximum edge of seal radius of 15m at intersections and accesses	(viii) The intersection of Hampton Downs Road and the service road shall be generally located halfway between the western intersection of Hampton Downs Road with Old Hampton Downs Road and the accessway to the Springhill Corrections Facility
(i) Minimum sealed carriageway width – 10.5m									
(ii) Minimum lane width: <u>3.5m</u> ⁷⁸									
(iii) Mountable kerb and channel on each side of the carriageway									
(iv) Vehicle parking 3.0m wide within the carriageway (one side minimum)									
(v) Include a footpath on one side from the access to the northern event car park from Hampton Downs Road									
(vi) Appropriate signage and road marking									
(vii) Maximum edge of seal radius of 15m at intersections and accesses									
(viii) The intersection of Hampton Downs Road and the service road shall be generally located halfway between the western intersection of Hampton Downs Road with Old Hampton Downs Road and the accessway to the Springhill Corrections Facility									
P4	<p>Prior to any development within Precinct B or any Medium Event, a right turn bay and a sealed vehicle entrance at the intersection of Hampton Downs Road and the Service Road shall be constructed and designed in accordance with the provisions of Chapter 14: Infrastructure and Energy and include any signage, flag lighting and road marking to the satisfaction of the Planning Manager.</p>								
P5	<p>(a) Prior to an Extreme Event, Hampton Downs Road shall be widened to 12m from the westernmost Motorsport Circuit vehicle entrance to the intersection of Precinct B. Works shall be in accordance with the following design parameters:</p> <ol style="list-style-type: none"> (i) A minimum sealed carriageway width of 12m (ii) Road marking to include: <ol style="list-style-type: none"> A. Two traffic lanes of 3.5m width B. Shoulders of 1m width each C. A 3m wide painted median. <p>(b) Work shall be in accordance with the provisions of Chapter 14: Infrastructure and Energy and include any signage, flag lighting and road marking to the satisfaction of the Planning Manager.</p>								
P6	<p>(a) Prior to the commencement of any activity in Precinct C, a sealed vehicle entrance off Hampton Downs Road shall be constructed in accordance with the provisions of Chapter 14: Infrastructure and Energy.</p> <p>(b) The sealed vehicle entrance shall be wide enough to accommodate two lanes of traffic travelling in either the same or different directions and include flag lighting.</p>								
P7	<p>Parking and manoeuvring for all activities other than Racing Events shall be provided and formed in accordance with the provisions of Chapter 14: Infrastructure and Energy.</p>								
DI	<p>Any activity that does not comply with Rule 26.2.8 P1, P2, P3, P4, P5, P6 or P7.</p>								

⁷⁸ Clause 16(2) of Schedule 1 of the RMA

26.2.9 Hazardous substances - all precincts

PI	(a) The use, storage or disposal of any hazardous substances where: <ul style="list-style-type: none"> (i) The aggregate quantity of hazardous substances of any hazard classification on a site is less than the quantity specified for the Motorsport and Recreation Zone in Table 6.1 contained within Appendix 6 (Hazardous Substances); (ii) The storage or use of radioactive materials is in approved equipment for medical and diagnostic purposes, or specified as an exempt activity or article in the Radiation Safety Act and Regulations 2017.
CI	(a) Service station with a maximum storage for retail sale of: <ul style="list-style-type: none"> (i) 100,000 litres of petrol in underground storage tanks; (ii) 50,000 litres of diesel in underground storage tanks; (iii) 6 tonnes of LPG (single vessel storage). (b) Council's control is reserved over the following matters: <ul style="list-style-type: none"> (i) The proposed site design and layout in relation to: <ul style="list-style-type: none"> A. The sensitivity of the surrounding natural, human and physical environment; potential hazards and exposure pathways arising from the proposed facility, including cumulative risks with other facilities; B. Interaction with natural hazards (flooding, instability), as applicable. (ii) proposed emergency management planning (spills, fire and other relevant hazards); (iii) Procedures for monitoring and reporting of incidents.
DI	The use, storage or disposal of any hazardous substances that do not comply with Rule 26.2.9 PI or CI.

26.2.10 Glare and artificial light spill

PI	Glare and artificial light spill must not exceed 20 lux measured horizontally and vertically within any other zone <u>outside the zone boundary</u> . ⁷⁹
RDI	(a) Illumination that does not comply with Rule 20.2.10 <u>26.2.10</u> ⁸⁰ PI. (b) Council's discretion is restricted to the following matters: <ul style="list-style-type: none"> (i) effects on amenity values; (ii) light spill levels on another <u>site</u>; (iii) road safety; (iv) duration and frequency; (v) location and orientation of the light source; and (vi) mitigation measures.

26.2.11 Signs general - All precincts

⁷⁹ Clause 16(2) of Schedule 1 of the RMA

⁸⁰ Clause 16(2) of Schedule 1 of the RMA

P1	<p>(a) A sign <u>visible from a public place</u>⁸¹ shall comply with all of the following conditions:</p> <ul style="list-style-type: none"> (i) It does not exceed <u>3.5m</u>⁸² <u>in area</u>; (ii) The sign height does not exceed 10m <u>in height</u>⁸³; (iii) Illuminated signs shall not: <ul style="list-style-type: none"> A. Have a light source that flashes or moves; B. Contain moving parts or reflective materials; (iv) It is set back at least 7.5m from the boundary of Hampton Downs Road; (v) It is set back at least 15m from State Highway 1; (vi) <u>Is orientated to be internally facing or it is setback a minimum of 500m from State Highway 1 and have a font height no greater than 300 mm and have symbols, parts of symbols, images and/or parts of images of a height no greater than 300 mm, or cannot be seen from State Highway 1; so the main audience are spectators on-site;</u> (vii) <u>Is screened from State Highway 1</u>⁸⁴ (viii) It relates to: <ul style="list-style-type: none"> A. Any motor sport and recreation activity or events within the Motorsport and Recreation Zone; or B. A property name sign. <p><u>Note: the above does not apply to “temporary traffic management” signs</u>⁸⁵</p>
P2	<p>(a) A real estate 'for sale'⁸⁶ sign relating to the site on which it is located shall comply with all of the following conditions:</p> <ul style="list-style-type: none"> (i) There is no more than <u>+ 3 signs</u> per <u>agency site of which</u>⁸⁷; <ul style="list-style-type: none"> A. <u>There is no more than 1 sign per agency measuring 600mm x 900mm;</u> B. <u>There is no more than 1 sign measuring 1800mm x 1200mm; and</u> C. <u>There is no more than 1 real estate header sign measuring 1800mm x 1200mm;</u>⁸⁸ (ii) It is not illuminated; (iii) It does not contain any moving parts, fluorescent, flashing or revolving lights or reflective materials; (iv) It does not project into or over road reserve.
RDI	<p>(a) Any sign that does not comply with Rule 26.2.11 P1; or</p> <p>(b) Any real estate 'for sale' sign that does not comply with Rule 26.2.11 P2.</p> <p>(c) Council's discretion is restricted to the following matters:</p> <ul style="list-style-type: none"> (i) Effects on amenity values;

⁸¹ Submission [657.10] HD Land Limited and Hampton Downs (NZ) Limited and [FS/279.1] Reid Investment Trust

⁸² Submission [657.10] HD Land Limited and Hampton Downs (NZ) Limited and [FS/279.1] Reid Investment Trust

⁸³ Clause 16(2) of Schedule 1 of the RMA

⁸⁴ Submission [742.170] NZTA and [657.10] HD Land Limited and Hampton Downs (NZ) Limited and [FS/279.1] Reid Investment Trust

⁸⁵ Clause 16(2) of Schedule 1 of the RMA

⁸⁶ Clause 16(2) of Schedule 1 of the RMA

⁸⁷ Submission [602.55] Greg Metcalfe

⁸⁸ Submission [602.55] Greg Metcalfe

	<ul style="list-style-type: none"> (ii) Effects on traffic safety; (iii) Effects of glare and light spill; (iv) Content, colour and location of the sign; (v) Proximity to the road.
--	--

26.2.12 Signs - Effects on traffic - All precincts

PI	<p>(a) Any sign directed at road users shall:</p> <ul style="list-style-type: none"> (i) Not imitate the content, colour or appearance of any traffic control sign; (ii) Be located at least 60m from controlled intersections, pedestrian crossings and any other signs; (iii) Not obstruct sight lines of drivers turning into or out of a site entrance and intersections; (iv) Be able to be viewed by drivers for at least 250m; (v) Contain no more than 40 characters and no more than 6 symbols; (vi) Have lettering that is at least 200mm high; (vii) Where the sign directs traffic to a site entrance, the sign must be at least: <ul style="list-style-type: none"> A. 175m from the entrance on roads with a speed limit of 80 km/hr or less; or B. 250m from the entrance on roads with a speed limit of more than 80km/hr.
DI	(a) Any sign that does not comply with Rule 26.2.12 PI.

~~26.2.13 Scale and duration of travellers' accommodation - Precinct C⁸⁹~~

PI	<p>(a) Travellers' accommodation in Precinct C shall:</p> <ul style="list-style-type: none"> (i) Accommodate no more than 200 persons at any one time; (ii) Ensure that the duration of stay is for a period not exceeding 10 days; (iii) Be operated in accordance with the Camping Ground Regulations 1985; (iv) Prepare and provide to Council, a plan of the motor camp site which includes location of any utility buildings, cabins or other accommodation buildings and the location of any camping sites.⁹⁰
DI	Travellers' accommodation that does not comply with Rule 26.2.13 PI.⁹¹

26.3 Land Use – Building

~~26.3.1 Motorsport and recreational facilities - Precinct A~~

PI	Construction or alteration of a building or structure for a motor sport and recreation facility in Precinct A (Operational Motorsport Area) identified on the planning maps.⁹²
---------------	--

⁸⁹ Clause 16(2) of Schedule I of the RMA

⁹⁰ Submission [657.14] HD Land Limited and Hampton Downs (NZ) Limited

⁹¹ Submission [657.14] HD Land Limited and Hampton Downs (NZ) Limited

⁹² Submission [657.17] HD Land Limited and Hampton Downs (NZ) Limited

D4	Construction or alteration of a building that does not comply with Rule 26.3.1 P1. ⁹³
----	---

26.3.2 Height – All precincts

P1	<p>(a) A building or structure in Precinct A (Operational Motorsport Area) identified on the planning maps shall not exceed the following height:</p> <ul style="list-style-type: none"> (i) 15m over 90% of the precinct; and (ii) 17m over 10% of the precinct.
P2	<p>(a) A building or structure shall not exceed 10m in height in⁹⁴:</p> <ul style="list-style-type: none"> (i) Precinct B (Industrial and Business Precinct Industrial Area⁹⁵); (ii) Precinct C (Travellers Visitor Accommodation and⁹⁶ Minor Race Track Area); (iii) Precinct D (Residential Apartments); or (iv) Precinct E (Industrial Units) as identified on the planning maps shall not exceed 10m in height.⁹⁷ (v) Precinct F (Industrial and Car Parking)
RDI	<p>(a) A building or structure that does not comply with Rule 26.3.2 P1 or P2.</p> <p>(b) Council discretion is restricted to the following matters:</p> <ul style="list-style-type: none"> (i) Building height; (ii) Design and location of the building; (iii) Privacy at on adjoining properties sites ⁹⁸; (iv) Visual amenity.

26.3.3 Daylight admission – All precincts

P1	A building in all precincts identified on the planning maps must not protrude through a height control plane rising at an angle of 37 degrees commencing at an elevation of 2.5m above ground level at every point along the Motorsport and Recreation Zone boundary.
RDI	<p>(a) A building that does not comply with Rule 26.3.3 P1.</p> <p>(b) Council discretion is restricted to the following matters:</p> <ul style="list-style-type: none"> (i) Building height; (ii) Design and location of the building; (iii) Admission of daylight and sunlight to adjoining sites on any other sites⁹⁹; (iv) Privacy at adjoining properties on adjoining zone sites¹⁰⁰; (v) Amenity values.

⁹³ Submission [657.17] HD Land Limited and Hampton Downs (NZ) Limited

⁹⁴ Clause 16(2) Schedule 1 RMA

⁹⁵ Submission [657.20] HD Land Limited and Hampton Downs (NZ) Limited

⁹⁶ Submission [657.20] HD Land Limited and Hampton Downs (NZ) Limited

⁹⁷ Clause 16(2) Schedule 1 RMA

⁹⁸ Submission [657.21] HD Land Limited and Hampton Downs (NZ) Limited

⁹⁹ Submission [657.23] HD Land Limited and Hampton Downs (NZ) Limited and further submission [FS/279.8] Reid Investment Trust

¹⁰⁰ Submission [657.23] HD Land Limited and Hampton Downs (NZ) Limited and further submission [FS/279.8] Reid Investment Trust

26.3.4 Site Building coverage¹⁰¹

P1	Any buildings or structures in Precinct A (Operational Motorsport Area) identified on the planning maps shall not exceed 45% <u>site building</u> ¹⁰² coverage of the precinct.
P2	A building or structure in Precinct B (Business and ¹⁰³ Industrial Area) identified on the planning maps shall not exceed 45% <u>site building</u> coverage of any site area the precinct. ¹⁰⁴
P3	A building or structure in Precinct C (Minor Race Track Area) identified on the planning maps shall not exceed 45% <u>site building</u> coverage of any site area the precinct. ¹⁰⁵
P4	A building or structure in Precinct D (Residential Apartments) identified on the planning maps shall not exceed 45% <u>site building</u> coverage of any site area the precinct. ¹⁰⁶
P5	A building or structure in Precinct E (Industrial Units) identified on the planning maps shall not exceed 45% <u>site building</u> coverage of any site area the precinct. ¹⁰⁷
P6	A building or structure in Precinct F (Industrial and Car Parking) identified on the planning maps shall not exceed 45% <u>building</u> coverage of the precinct.
D1 RDI	(a) A building or structure that does not comply with Rule 26.3.4 P1, P2, P3, P4 or P5. (b) <u>Council discretion is restricted to the following matters:</u> ¹⁰⁸ (i) <u>Design and location of the building;</u> (ii) <u>Admission of daylight and sunlight on any other sites;</u> (iii) <u>Privacy on adjoining sites;</u> (iv) <u>Amenity values.</u>

26.3.5 Building setbacks – All precincts

P1	(a) A building or structure in all precincts identified on the planning maps must be set back at least: (i) 7.5m from the boundary of Hampton Downs Road; and (ii) 25m from the boundary of the Waikato Expressway; and (iii) 25m from the boundary of another zone.
D1 RDI	(a) A building or structure that does not comply with Rule 26.3.5 P1. (b) <u>Council discretion is restricted to the following matters:</u> ¹⁰⁹ (i) <u>Design and location of the building;</u> (ii) <u>Admission of daylight and sunlight on any other sites</u> ¹¹⁰ ; (iii) <u>Privacy on adjoining sites;</u>

¹⁰¹ Clause 16(2) Schedule 1 RMA

¹⁰² Clause 16(2) Schedule 1 RMA

¹⁰³ Clause 16(2) Schedule 1 RMA

¹⁰⁴ Clause 16(2) Schedule 1 RMA

¹⁰⁵ Clause 16(2) Schedule 1 RMA

¹⁰⁶ Clause 16(2) Schedule 1 RMA

¹⁰⁷ Clause 16(2) Schedule 1 RMA

¹⁰⁸ Submission [574.2] Tata Valley Ltd

¹⁰⁹ Submission [574.2] Tata Valley Ltd

¹¹⁰ Submission [657.23] HD Land Limited and Hampton Downs (NZ) Limited and further submission [FS1279.8] Reid Investment Trust

(iv) <u>Amenity values.</u>

26.3.6 Size and scale of activities – Precinct B¹¹¹

P1	The maximum <u>gross floor area</u> for all activities in Precinct B shall be no more than 50,000m ² . ¹¹²
P2	<p>(a) Of the 50,000m² total gross floor area in Precinct B, the following shall apply:</p> <p style="padding-left: 20px;">(i) General warehousing shall comprise no more than 25% of the gross floor area (12,500m²); and</p> <p style="padding-left: 20px;">(ii) Non-automotive activities shall comprise no more than 25% of the total gross floor area (12,500m²);</p> <p>(b) <u>Automotive activities may comprise 100% of the total gross floor area in Precinct B.</u> 113</p>
D1	A <u>building or structure that does not comply with Rule 26.3.6 P1 or P2.</u> 114

26.4 Subdivision

D1	<p>(a) <u>Subdivision</u> within any precinct of the Hampton Downs Motorsport <u>and Recreation Zone Park Precinct Plan.</u> 115</p> <p>(b) <u>Subdivision</u> within Precinct B shall comply with the following:</p> <p style="padding-left: 20px;">(i) Every <u>allotment</u>, excluding an <u>access allotment</u> or <u>utility allotment</u>, shall have a <u>net site area</u> of at least 225m²;</p> <p style="padding-left: 20px;">(ii) Every <u>allotment</u> with a road <u>boundary</u>, other than an <u>access allotment</u> has a width along the road <u>boundary</u> of at least 15m;</p> <p style="padding-left: 20px;">(iii) Every <u>allotment</u> is provided with vehicle access to a public road, and the vehicle access complies with the requirements of <u>Chapter 14 Infrastructure and Energy</u>;</p> <p style="padding-left: 20px;">(iv) <u>Earthworks</u> comply with the requirements of <u>Chapter 14 Infrastructure and Energy</u>;</p> <p style="padding-left: 20px;">(v) <u>Every allotment is provided with water supply and complies with the requirements of Chapter 14 Infrastructure and Energy.</u> 116</p> <p style="padding-left: 20px;">(vi) <u>Subdivision</u> in Precinct B shall create no more than 20 <u>allotments</u>.</p>
NCI	<u>Subdivision</u> of land in the Motor Sport and Recreation Zone that does not comply with Rule 26.4 D1

26.5 Traffic Management Standards – for all motor sport and recreation events¹¹⁷

¹¹¹ Submission [657.26] HD Land Limited and Hampton Downs (NZ) Limited

¹¹² Submission [657.26] HD Land Limited and Hampton Downs (NZ) Limited

¹¹³ Submission [657.26] HD Land Limited and Hampton Downs (NZ) Limited

¹¹⁴ Submission [657.26] HD Land Limited and Hampton Downs (NZ) Limited

¹¹⁵ Clause 16(2) Schedule 1 RMA

¹¹⁶ Submission [378.55] Fire and Emergency and [FS1035.162] Pareoranga Te Kata

¹¹⁷ Submission [378.53] Fire and Emergency, [FS1035.159] Pareoranga Te Kata, and [742.167] NZTA

- (a) This rule contains activity-specific standards, additional to those in Rule 26.1.1.1 P5 and Rule 26.1.2.1 CI.
- (b) Subject to Rule 26.5(e), prior to any motor sport and recreation event being held a Traffic Management Plan (TMP) shall be prepared and lodged with the appropriate road controlling authority for approval no less than 3 months before any event.
- (c) All TMPs shall be prepared in accordance with the New Zealand Transport Agency's Code of Practice for Temporary Traffic Management (COPTTM) and shall contain an appropriate level of detail for the level of road to which they apply.
- (d) All TMPs shall contain the following information:
- (i) Suitable provision for traffic to and from the Springhill Corrections Facility, the Hampton Downs Landfill Site and private dwellings. Emergency access for these facilities and dwellings shall also be provided;
 - (ii) Suitable provision for non-event traffic on all roads affected (including State Highways and local roads) as identified in the TMP;
 - (iii) Suitable provision for on-site traffic management including all weather parking and vehicle manoeuvring space for all events;
 - (iv) Provision for the use of buses, or other high occupancy vehicles (HOV), to take people to and from the Motorsport Park, and on-site parking for buses and HOV;
 - (v) The programming, commencement and completion of events at times which will encourage Motorsport Park traffic to use the State Highway network other than at times of peak flows.
 - (vi) Road related initiatives (such as pre-ticketing) to control any adverse effects on the State Highway and travel speeds on the State Highway;
 - (vii) The details of any Variable Message Signs (VMS) and/or other signage initiatives proposed to control any adverse effects on the State Highway.
 - (viii) Provision for concurrent events at the Motorsport Park and Meremere Dragway;
 - (ix) Measures to prevent parking and walking on the State Highway and parking on local roads within 2km of the Motorsport Park;
 - (x) Measures to ensure that the peak arrival times for traffic attending Medium Events or larger events at the Motorsport Park do not conflict with landfill traffic, including proof of consultation with the landfill operator;
 - (xi) Appropriate traffic management contingency measures for any unplanned but reasonably foreseeable reduction in capacity of the roading network, which may include but is not limited to the closure of off/on ramps, the closure of one or more State Highway lanes, or cancellation of events.
 - (xii) Recommendations from the road controlling authority
 - (xiii) Recommendations of the Implementation Monitoring Committee (IMC) formed under Rule 26.6(b), in the case of Major Events and Extreme Events.
 - (xiv) Details of how the following operational performance criteria would be met:
 - A. Total travel time of non-Motorsport Park related traffic shall not be greater than 6 minutes for travel from the bottom of the appropriate interchange ramp to the intersection of the Springhill Corrections Facility access road with Hampton Downs Road.
 - B. Provision shall be made for emergency service vehicles (e.g. fire, police, ambulance, military, Department of Corrections, vehicles needing emergency access to any site or dwelling located on, or with access from Hampton Downs Road) such that the travel time for such vehicles, from the bottom of the interchange ramps to any facility that is accessible from Hampton Downs Road shall not be more than 4 minutes.
 - C. Minimum deceleration lengths at off ramps from the State Highway shall be in accordance with truck stopping distances for a level grade that is 160m. This distance will be measured from a point where a minimum 3.5m lane width (excluding shoulder)

can be achieved within the existing off-ramp configuration (i.e. the diverge taper shall not be included in the length).

D. Travel speeds on the State Highway during a motor sport and recreation event shall not be less than 85% of the State Highway speed based on equivalent time and day when an event is not being held, as measured on a continuous (rolling) 30 minute period.

(xv) Supporting traffic survey data from at least 5 other similar sized events either at Hampton Downs or similar locations that is no more than 5 years old that includes:

- A. Vehicle occupancy data
- B. Arrival flow rates
- C. Departure flow rates
- D. Spectator attendance numbers.

(xvi) Consideration of traffic associated with Precinct F, including that all traffic associated with Precinct F shall exit via Old Hampton Downs Road whilst Medium, Major and Extreme Events are taking place within Precinct A.

(e) Rule 26.5 does not prevent a single TMP being prepared which applies to multiple events.

26.6 Traffic Management Standards – additional standards for Major Events and Extreme Events¹¹⁸

- (a) This rule applies to motor sport and recreation events that are Major Events and Extreme Events under Rule 26.1.1.1 P5 and Rule 26.1.2.1 C1.
- (b) The operators of the Hampton Downs Motorsport Park shall form and co-ordinate an 'Implementation Monitoring Committee' (IMC).
- (c) The purpose of the IMC is to consider draft Traffic Management Plans (TMP) proposed for Major Events and Extreme Events and make recommendations on these.
- (d) Voting members of the IMC shall consist of (unless otherwise agreed by all voting members) a representative from each of the following groups:
 - (i) The operator
 - (ii) The NZ Police
 - (iii) Waikato District Council
 - (iv) NZTA
 - (v) The operator of the Hampton Downs Landfill
 - (vi) Department of Corrections; and
- (e) The IMC may also invite to the IMC meetings any other person, group or organisation that can assist the IMC in its responsibilities.
- (f) The operators shall convene all IMC meetings and appropriately communicate any agenda/meeting minutes and IMC recommendations to all those affected or involved. Any agenda shall be circulated no less than 10 working days prior to a meeting. Meeting minutes shall be circulated no more than 10 working days after completion of a meeting.
- (g) The operator shall advise all members of the primary contact person and their contact details and keep these updated.
- (h) IMC meetings shall be held 4 months prior to a major or extreme event. The operator shall provide secretarial services and a venue within 65km of Hampton Downs Motorsport Park.

¹¹⁸ Submission [378.53] Fire and Emergency, [FS/035.159] Pareoranga Te Kata, and [742.167] NZTA

- (i) Additional meetings shall be held where requested by any voting member of the IMC. Meetings are to be held within a month of the initial request.
- (j) The IMC shall operate with a quorum of 4 members unless otherwise agreed by all voting members. Voting members shall provide 5 working days' notice for any requested rescheduling or apologies.
- (k) The recommendations of the IMC shall be made on the agreement of at least 4 members in attendance unless otherwise agreed by all voting members of the IMC.
- (l) Issues that the IMC unanimously agree are minor issues may be addressed through correspondence, provided that any decisions reached are unanimous.

26.7 Traffic Management Standards – for Precinct F

- (a) All traffic associated with Precinct F shall exit via Old Hampton Downs Road whilst Medium, Major and Extreme Events are taking place within Precinct A