

# **Section 32 Report – Part 2**

## **Motorsport and Recreation Zone**

prepared for the

### **Proposed Waikato District Plan**

**July 2018**



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# **I OVERVIEW AND PURPOSE**

## **I.1 Topic Description**

The Hampton Downs Motorsport Park (HDMP) is a unique facility currently located in the Rural Zone of the Waikato District Plan. The HDMP caters for motorsport activities and a range of supporting recreational activities that have been authorised and enabled via one comprehensive resource consent (see Appendix 2) and number of additional minor resource consents. In addition, the Operative District Plan contains a schedule to the Rural Zone (Schedule 25D) that contains the overall development concept plan (Figure 25DA) and subdivision provisions (Rule 25D.2). The subdivision rule allows for the creation of a maximum of 15 rural residential lifestyle lots, 20 industrial lots within the 17ha business/industrial area (proposed precinct B) and subdivision of the residential apartments (proposed precinct D), to be carried out in accordance with the overall development concept plan. The rural residential subdivision has now been completed so those specific subdivision provisions (Rule 25D.2.1(b) within the schedule are no longer required. The construction and subdivision of the residential apartments has also been completed. The subdivision of the industrial lots is still to be completed. It is proposed to include provision for subdivision of the industrial lots (proposed precinct B) in proposed rule 26.4.

The Motorsport Park is currently located in the Rural Zone and as such there are no specific objectives and policies to support its continued operation and development. The overall development of the HDMP has required a number of resource consents but there is no policy direction to support it within the Rural Zone. A specific purpose zone chapter (proposed Chapter 26), with a site specific policy framework, which reflects the approved resource consent conditions will provide more clarity and transparency for the on-going approved operation and development of the HDMP. It is considered that the continued operation and development of the site can be achieved more effectively and efficiently through a precinct-based approach. This approach will ensure the approved activities specific to Hampton Downs are enabled whilst continuing to manage the effects of the activity on the surrounding environment.

## **I.2 Significance of this Topic**

The unique nature of the HDMP within the Waikato District justifies the creation of a bespoke zone that specifically addresses motorsport and associated activities in the vicinity. Hampton Downs is an important recreation and employment area within the District and therefore needs to be provided for and appropriately managed.

It is essential to recognise and protect the continued operation of the Hampton Downs Motorsport Park and to ensure that land use and development that occurs within the Hampton Downs Motorsport and Recreation zone is not unreasonably constrained. The buildings and facilities within the motor sport park are being continuously developed and improved to keep up with the evolution of the motorised recreation activities and events and the changing demands of users of the facility. The flexibility to develop and adapt the site and utilise it to its full potential is important for the future of the Hampton Downs Motorsport Park.

While Hampton Downs is a significant facility in the district, the significance of the the potential environmental, economic, social and cultural effects anticipated from implementing the proposed zoning is not considered to be high in a district wide context. The specific purpose zone approach, that recognises the uniqueness of the park, covers a small land area relative to the district. The zone provisions largely reflect the approved resource consent conditions and therefore already permitted for the site. For these reasons it is considered that the scale and significance of the proposed change is low. The level of detail in the following analysis corresponds to the significance and scale of the Motorsport and Recreation Zone.

### **1.3 Resource Management Issues to be Addressed**

Under the Operative Waikato District Plan (Waikato Section), the HDMP is managed through the Rural Zone provisions and the conditions of the approved resource consents. The general land use rules of the Rural Zone apply, except where superseded by the resource consent conditions. Subdivision of rural residential lots is currently provided for through a specific schedule (25D) within Rural Residential/ Lifestyle Zone shown on the Hampton Downs Motorsport Park Concept Plan in Figure 25DA.

The current framework does not provide any specific policy direction for Hampton Downs. This creates uncertainty regarding applications as all consents would be assessed as if they were establishing in the Rural Zone. The Rural Zone does not anticipate intensive development of an urban scale, as would be expected in a motorsport complex of this size and scale.

It is therefore considered appropriate that the management and future development of Hampton Downs is addressed through it own set of provisions, which establish a framework that recognises the role of the HDMP in the Waikato District and provide for its on-going operation and development.

The plan provisions need to strike the appropriate balance between enabling the ongoing use and development of Hampton Downs and managing any effects on the surrounding receiving environment.

The HDMP is an important motorsport and recreation facility, and recreation and tourism feature for the region. The continued operation and further development of these facilities is important for the local and regional economy.

Activities on surrounding sites may result in reverse sensitivity effects on the operation and development of activities within the HDMP.

While the activities and events undertaken within the HDMP are significant to the local economy there is the potential for adverse effects, particularly as they relate to noise and traffic effects. These potential adverse effects need to be appropriately managed to ensure they do not compromise the surrounding environment including the safety and function of the adjacent transport network

## I.4 Current Objectives, Policies, Rules and Methods

The Hampton Downs Motorsport Park is currently subject to the objectives and policies of the Waikato District Plan (Waikato Section) Rural Zone which are not considered to be appropriate for the ongoing management of the Park. Waikato District Plan does not contain any activity specific objectives and policies to support the ongoing use and development of the HDMP.

## I.5 Information and Analysis

The Hampton Downs Motorsport Park submitted a discussion document for consideration by Waikato District Council outlining the concerns that they had regarding the ongoing management and development of the Park. This included a number of options that HDMP had considered for the future management of the park. These included:

- A site-specific schedule.
- A site-specific zone.
- Amendments to the existing Rural Zoning to include additional provisions for the HDMP.

After considering the above options, it was determined that a site-specific zone was the most appropriate zoning for the future management of HDMP. This option enables a planning framework that can address the specific issues associated with motorsport and ensure these are appropriately managed within the rural context of the Park. The other options were considered to be less desirable as they continued to manage the HDMP within the policy framework of the Rural Zone. The HDMP has been developed to become a significant asset to the District and no longer has a rural character. It is considered that applying a rural framework for any consenting assessment would not represent the most efficient form of assessment.

No technical reports were commissioned for the proposed new policy framework and zone rules. Changes were based solely on the conditions within the approved resource consents as listed in Table I below:

**Table I List of relevant background assessments and reports**

Date	Title	Authorised by	Description
January 2006	Application for land Use consent	Prepared by BBO	Application for the development of a comprehensive motorsport park within the Rural Zone
2006	Land use consent LUC0005/06	Waikato District Council	Approved consent for the development of a comprehensive motorsport park.
June 2007	Subdivision layout plan SUB0198/07	Waikato District Council	Plan showing the layout of the rural residential lots

September 2009	Land use consent LUC0005/06.03	Waikato Council	District	Change to conditions 2a, 39, 40, 41, 42 and 63.
August 2012	Land use consent LUC0005/06.04	Waikato Council	District	Change to conditions 3 and 9.
December 2015	Land use consent LUC0108/16	Waikato Council	District	Approved consent to construct garaging within the road boundary setback
March 2016	Land use consent LUC0317/16	Waikato Council	District	Approved consent to construct a building that exceed GFA for non-residential building and that exceeds building coverage
May 2016	Land use consent LUC0393/16	Waikato Council	District	Approved consent to construct a building that exceed building coverage

## I.6 Consultation Undertaken

No targeted consultation was undertaken on the proposed Motorsport and Recreation Zone. Consultation was carried out as part of the wider review and release of the Draft Waikato District Plan in late 2017. Consultation open days are set out in Table 2 below. No specific feedback was received on the proposed new zone as a result of the consultation on the Draft Waikato District Plan.

**Table 2 Consultation processes**

Date	Open day	Number of attendees
17/10/2017	Stakeholder information day in Ngaruawahia town hall	41
18/10/2017	Partner Council information day Council Committee Rooms	9
19/10/2017	Stakeholder information day in Tuakau town hall	25
20/11/2017	Open day Tuakau	64
22/11/2017	Open day Mangatangi	38
23/11/2017	Open day Pokeno	71
28/11/2017	Open day Te Kauwhata	55
29/11/2017	Open day Huntly	18
30/11/2017	Open day Raglan	51
05/12/2017	Open day Te Kowhai	116
06/12/2017	Open day Tamahere	104
07/12/2017	Open day Ngaruawahia	30

## I.7 Iwi Authority Advice

### I.7.1 Consultation

Clause 3 of Schedule 1 of the RMA sets out the requirements for local authorities to consult with tangata whenua through iwi authorities. Clause 3 also requires local authorities to consult with any person, group or ministry that may be affected by changes made to the District Plan.

Council used the following methods to establish an Iwi Reference Group.

- Joint Management Agreement
- Tai Tumu Tai Pari Tai Ao (Waikato Tainui Environmental Plan)
- Partnerships
- Collaboration

The purpose of the Iwi Reference Group was to provide Council with a single forum to socialise the proposed changes to the Operative District Plan.

The Iwi Reference group was made up of all iwi and hapuu within the district that council currently consults with via the Resource Consent Process.

Engagement and consultation with the Iwi Reference group took place between December 2014 and December 2017. (See Part 1 Section 32 Report – Introduction to the Evaluation Report)

## 1.7.2 Advice

Clause 4A of Schedule 1 of the RMA sets out the requirements for local authorities to consult with iwi authorities before notifying a proposed plan. Clause 4A(1)(b) requires Council to have particular regard to any advice received on a draft proposed policy statement or plan from those iwi authorities.

Council undertook consultation with the relevant Iwi and Hapuu and through Te Kahui Mangai website and included the following:

Iwi authorities within Waikato District:

- Waikato Tainui
- Ngaati Tamaoho

Iwi for the purpose of RMA list on Te Kahui Mangai

- Tainui o Tainui

Iwi that have relationship from other districts

- Hauraki
- Ngaati Maniapoto
- Ngaati Paoa - Hauraki

A summary of the issues identified through consultation and Council's consideration of those issues are listed in Part 1 Section 32 Report – Introduction to the Evaluation Report.

## 1.8 Decision-making

A series of presentations and discussion documents have been workshopped with Councillors throughout the review of the district plan. One specific workshop was held in August 2017 on the proposed new specific purpose zone for the Hampton Downs Motorsport Park to challenges to continue with the development of the site in accordance with the approved land use consent. This is set out in Table 3 below.

**Table 3 Summary of decision-making processes**

Date	Meeting	Document	Direction
22/08/2017	Council workshop	Discussion Document – Hampton Downs Motorsport Park	Councillors agreed to the creation of a specific purpose zone that will more effectively provide for the ongoing use and development of the Hampton Downs Motorsport Park.

## 1.9 Reference to Other Relevant Evaluations

This s32 topic report should be read in conjunction with the following evaluations:

- Infrastructure
- Transport

# 2 ISSUES, OBJECTIVES, POLICIES AND RULES

## 2.1 Higher Level Planning Documents and Legislation

Under Section 75(3) of the Resource Management Act 1991, a district plan must give effect to a) any national policy statement and b) any New Zealand Coastal Policy Statement, and c) any regional policy statement. In respect of the proposed Motorsport and Recreation Zone, these statutory documents are discussed (as relevant) below.

### 2.1.1 Waikato Regional Policy Statement

The unique nature of the HDMP means that it is not specifically addressed in the Waikato Regional Policy Statement, however the location of the HDMP adjacent to State Highway 1, a piece of regionally significant infrastructure, means that effects on the transport network need to be considered to ensure that the efficient and effective functioning of the transport corridor is maintained as per Policy 6.6 of the WRPS. Further, Policy 6.14 requires development to avoid, remedy or mitigate adverse effects on the arterial function of the road network.

Hampton Downs and the development aspirations for the park are identified as growth drivers and influencers in the Future Proof Strategy – Planning for Growth November 2017 as it provides for a number of events in the region.



The HDMP schedule currently includes allocation for Business and Industrial Land in order to support the racetrack. The WRPS provides strong direction regarding the allocation of industrial land in the Future Proof Region, outlining specific criteria for the location. The provisions of the currently Operative Waikato District Plan enable industrial development in a small portion of the HDMP concept plan. The proposed zoning seeks to continue to enable industrial development that plays a supporting role to the HDMP.

### 2.1.2 NPS: Urban Development Capacity

The National Policy Statement on Urban Development Capacity (NPS-UDC) directs local authorities to quantify in broad terms how much feasible 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 the short terms (1-3 year period), medium term (3-10 year period) and long term (10-30 year period). The NPS-UDC identifies the Future Proof sub-region as a high-growth urban area. As such, the Future Proof councils (of which the Waikato District Council is one) are required to meet all of the requirements in the NPS-UDC.

HDMP proposes to provide for industrial and business employment land that supports the motorsports park and for standalone industrial land. This will provide a small amount of employment land for the District Plan.

Those strategic matters and provisions that have been specifically given effect or had regard to in this chapter are summarised in Table 4 below. These documents broadly identify the resource management issues for the District and provide the higher level policy direction to resolve these issues.

**Table 4 Higher order and guiding documents**

<b>Document (Statutory obligation in italics)</b>	<b>Relevant provisions required to give effect to</b>
Waikato Regional Policy Statement (Operative) <i>Give effect to</i>	None applicable to the use and development of the Hampton Downs Motorsport Park

## 2.2 Issues

The evaluation of objectives and provisions in the following sections relate to the resource management issue stated below:

### 2.2.1 Issue 1 - Providing for the ongoing management and future development of the Hampton Downs Motorsport Park

<b>Issue statement</b>	Hampton Downs Motorsport Park is currently managed under the Rural Zone of the Operative Waikato District Plan. The current zoning does not provide a robust policy framework to manage the development of the park in an efficient and effective manner.
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The HDMS is a unique asset in the Waikato Region, providing for motorsport and supporting activities. The facility is currently managed within a specific schedule in the Rural Zone which doesn't provide an adequate policy framework to effectively and efficiently manage the Park.

The current objectives and policies relate to managing activities within Waikato District's rural environment. While the HDMP is not contained within an urban area, the development of the Park has changed the context to a point that it is considered that the objectives and policies are no longer the most effective and efficient way to manage the development of the park.

## 2.2.2 Issue 2 - Manage effects associated with the Hampton Downs Motorsport Park

<b>Issue statement</b>	The character and nature of the Motorsport Park creates the possibility of adverse effects affecting surrounding land users and the wider transportation network.
<p>The HDMP is located in the rural environment, adjacent to State Highway 1 and accessed via a four-way interchange. The nature of the HDMP is that it will host a number of events across the year that vary in size. These events will have effects on the surrounding transportation network that need to be considered. Motorsport events can generate a high level of noise; however, the duration of noise generation is typically limited to race events, warm up and practice runs. The effects of increased traffic and noise on the surrounding environment in relation to events therefore need to be appropriately managed.</p> <p>The day to day activities of the HDMP also need to be considered and managed accordingly.</p>	

## 3 EVALUATION OF OBJECTIVES

Below is a summary of the objective that has been identified as the most appropriate to address the resource management issue and achieve the purpose of the Resource Management Act 1991.

The criteria listed in Table 5 have been used to guide the evaluation.

The objective is considered to be the most appropriate way to achieve the purpose of the Act.

**Table 5: Criteria Used to Evaluate Objectives**

<b>Relevance</b>
Achieves purpose and principles of RMA
Addresses a resource management issue
Assists Council to carry out its statutory function
Within the scope of higher level documents
<b>Feasibility</b>
Acceptable level of uncertainty and risk
Realistically able to be achieved
<b>Acceptability</b>
Consistent with identified lwi and community outcomes

Will not result in unjustifiably high costs on the community or parts of the community
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**Table 6: Evaluation of the objective**

Objective	Summary of evaluation
<p><b>9.1.1 Objective - Continued development and operation of the Hampton Downs Motorsport Park.</b></p> <p>The Hampton Downs Motorsport Park is recognised as a regionally significant motorsport and recreation facility.</p>	<p><b><u>Relevance</u></b></p> <p><b>Achieves purpose and principles of RMA</b></p> <p>The Hampton Downs Motorsport Park was established through a comprehensive land use consent and provides for individual and community recreational and spectator enjoyment as well as enabling the establishment of commercial and industrial enterprise associated with the motorsport park.</p> <p>The objective acknowledges the need to recognise the role and function of the Hampton Downs Motorsport Park as a regionally significant motorsport and recreation facility. The objective recognises the importance of the continued operation and ongoing use of the site over the long term.</p> <p><b>Addresses a resource management issue</b></p> <p>Objective 9.1.1 addresses Issues 1 and 2 above by enabling the ongoing use and development of the site to fulfil the recreational needs of the local community and associated commercial and industrial enterprise. While not specifically identifying the potential for the development and activities generated within the site to adversely affect the surrounding properties, the ongoing use and development of the site relies on managing adverse effects. Proposed policies and the consent conditions (now reflected in the zone rules) address the adverse effects of the use and development of the site and need to be complied with on an ongoing basis.</p> <p><b>Assists Council to carry out its statutory function</b></p> <p>Objective 9.1.1 assist Council to carry out its function under:</p> <ul style="list-style-type: none"> <li>• s31(1)(a) to manage effects of land and associated natural and physical resources. and</li> <li>• s31(1)(aa) to ensure there is sufficient development capacity in respect of business land, and</li> <li>• s31(1)(d) to control the emission of noise and the</li> </ul>

	<p>mitigation of noise effects.</p> <p><b><u>Feasibility</u></b></p> <p><b>Acceptable level of uncertainty and risk</b></p> <p>There is a high level of certainty in respect to the effects of development of the Hampton Downs Motorsport Park as the site has been operating since 2009. The community are familiar with the effects of the operation of the site and risk is low.</p> <p><b>Realistically able to be achieved</b></p> <p>It is realistic to expect that objective 9.1.1 can be achieved, through the implementation of the suite of policies and rules applicable to the zone. All are within both Councils jurisdiction under the RMA and work to achieve the ongoing operation and development of the site in accordance with the approved resource consent.</p> <p><b><u>Acceptability</u></b></p> <p><b>Consistent with identified Iwi and community outcomes</b></p> <p>Iwi management plans are silent in respect of the activities on within the Hampton Downs Motorsport Park.</p> <p><b>Will not result in unjustifiably high costs on the community or parts of the community</b></p> <p>The objective will not result in unjustifiably high costs on the community or parts of the community. The site will continue to be developed by the landowners.</p>
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## 4 SCALE AND SIGNIFICANCE EVALUATION

The level of detail undertaken for the evaluation of the proposed District Plan provisions has been determined by an assessment of the scale and significance of the implementation of the proposed District Plan provisions. The scale and significance assessment considered the environmental, economic, social and cultural effects of the provisions. In making this assessment regard has been had to the following, namely whether the provisions:

- a) Are of regional or district wide significance;
- b) Have effects on resources that are considered to be a matter of national importance in terms of Section 6 of the Act;
- c) Adversely affect people's health and safety;

- d) Result in a significant change to the character and amenity of local communities;
- e) Adversely affect those with particular interests including Maori;
- f) Limit options for future generations to remedy effects;
- g) Whether the effects have been considered implicitly or explicitly by higher order documents; and
- h) Include regulations or other interventions that will impose significant costs on individuals or communities.

The inclusion of a bespoke chapter for the Hampton Downs Motorsport Park represents a change in the way the Motorsport Park is managed in the district plan. The evaluation of the proposed provisions has therefore addressed the entire package of provisions, assessing these against the requirements of s32 of the RMA.

The policies and rules have been evaluated as a package, as together they address a particular issue and seek to meet the objectives of enabling the continued development of the Hampton Downs Motorsport Park whilst ensuring any associated adverse effects are minimised.

As the Hampton Downs Motorsport Park represents a discrete area in the district, it is considered that the scale and significance of the proposal is not significant when considering impacts across the Waikato District.

The following table contains a summary of the policies and rules proposed for the Hampton Downs Motorsport Park.

**Table 7 Scale and significance assessment**

Issues	Provisions evaluated	Scale and Significance Reasoning
Providing for the ongoing management and future development of the Hampton Downs Motorsport Park	<ul style="list-style-type: none"> <li>• Policy 9.1.1.1- Operation and development</li> <li>• Policy 9.1.1.2 – Precinct based development</li> <li>• Policy 9.1.1.3 – Management of adverse effects</li> </ul>	Hampton Downs Motorsport Park is a significant asset within the Waikato District, however represents a small area with limited effects. It is therefore considered that the issue of providing for the ongoing and future development of the Hampton Downs Motorsport Park is of a minor scale and significance.
Managing the effects associated with the operation and development of the Hampton Downs Motor Sport Park.	<ul style="list-style-type: none"> <li>• Method: Zoning</li> <li>• Method: Precincts</li> <li>• Method: Land Use Activity rules</li> <li>• Method: Landuse Effects rules</li> <li>• Method: Land Use Building rules</li> <li>• Method: Subdivision</li> </ul>	<p>The effects associated with the Hampton Downs Motorsport Park are limited to the immediate receiving environment surrounding the Park. The main effects associated with the Park are noise and effects relating to traffic generation. The effects of noise reduce as the distance increases from the park and are most likely to be felt by those in close proximity to the park.</p> <p>Transportation effects will be at their highest when an event is on, therefore will occur on a</p>

		<p>regular, but temporary basis.</p> <p>Due to the temporal and localised nature of the effects associated with the Hampton Downs Motorsport Park, it is considered that these are of a minor scale and significance when considered in the context of managing resources in the wider Waikato District.</p>
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## 5 EVALUATION OF PROPOSED POLICIES, RULES AND METHODS

Section 32 (1)(b) requires an evaluation of whether the provisions are the most appropriate way to achieve the objectives by identifying other reasonably practicable options, assessing the efficiency and effectiveness of the provisions in achieving the objectives, and summarising the reasons for deciding on the provisions. The assessment must identify and assess the benefits and costs of environmental, economic, social and cultural effects that are anticipated from the implementation of the provisions, including opportunities for economic growth and employment. The assessment must if practicable quantify the benefits and costs and assess the risk of acting or not acting if there is uncertain or insufficient information available about the subject matter.

### 5.1 Identification of Reasonably Practicable Options – for Achieving Objective

The following assessment consists of an examination of all reasonably practicable options for achieving Objective 9.1.1. This high-level screening process considers the effectiveness of each option. Only those options considered to be reasonably practicable will be evaluated in this section.

The management of the Hampton Downs Motorsport Park can either continue as per the status-quo which relies on the policies of the Rural Zone and the existing resource consent or can be addressed through the development of a suite of policies and methods to specifically address the current and future needs of the Hampton Downs Motorsport Park. These are discussed in more detail below.

There is the option of continuing to manage the Park through the provisions of the Proposed Rural Zone. This would retain the status quo of the current management regime, relying on the objectives and policies and provisions of the Rural Zone with specific subdivision standards for land included within the Hampton Downs Motorsports Park Development Concept Plan.

Alternatively, the Hampton Downs Motorsport Park could be managed through the use of another established zone such as the Industrial Zone or Commercial Zone with specific provision for the race track. This would enable a range of supporting activities and be more suited to the development of the racetrack than the level of development anticipated by the Rural Zone.

Finally, there is the option to create a bespoke zone that caters specifically for the future development of the Hampton Downs Motorsport Park implementing a policy framework and plan provisions that provide certainty of outcome to potential developers and the community.

**Table 8 Reasonably Practicable Options for Achieving Objective**

Objective	Objective 9.1.1 - Continued development and operation of the Hampton Downs Motorsport Park.				
Options Approach to achieve objective(s)	Description (brief) Describe the option and acknowledge the source of this option (if there is one e.g. feedback from consultation, suggestions from workshops with elected members etc).	Relevance How effective provisions are in achieving the objective(s).	Feasibility Within council's powers, responsibilities and resources, degree of risk and uncertainty of achieving objectives, ability to implement, monitor and enforce.	Acceptability Level of equity and fair distribution of impacts, level of community acceptance.  Where possible identify at a broad level social, economic, environmental, cultural effects.	Recommendation Discard or evaluate further (with brief explanation).
<b>Option 1 - Do nothing</b>	Remove all policies and associated methods currently contained in the operative district plan	Will continue to be an ineffective way to manage the site.	Unlikely to achieve the objective as there would be a lack of certainty regarding the outcome of any development.	Considered to be unacceptable to the developer and the wider community as a non-complying or discretionary consent would be required for future development of facilities with no supporting policy framework to guide decision making.	<b>Discard.</b>
<b>Option 2</b> Status quo – (retain existing policies)	Retain existing Waikato District Plan framework relying on the provisions of the Rural Zone and the inclusion of a HDMP Development Concept Plan and subdivision rules that enable rural	The provisions have enabled the HDMP to develop and operate to a point. Feedback received from the HDMP is that the current Operative District Plan	The current provisions would provide for the HDMP to continue to operate as is and provide for the development of the Park. The lack of clear policy direction means that there is a risk of	The current provisions are included in the Operative District Plan and therefore have been tested in the public arena. These rules along with the have provided for the operation and development of HDMP	<b>Discard.</b> It is considered that there are more efficient and effective ways of achieving the objective.



Objective	Objective 9.1.1 - Continued development and operation of the Hampton Downs Motorsport Park.				
Options Approach to achieve objective(s)	Description (brief) Describe the option and acknowledge the source of this option (if there is one e.g. feedback from consultation, suggestions from workshops with elected members etc).	Relevance How effective provisions are in achieving the objective(s).	Feasibility Within council's powers, responsibilities and resources, degree of risk and uncertainty of achieving objectives, ability to implement, monitor and enforce.	Acceptability Level of equity and fair distribution of impacts, level of community acceptance.  Where possible identify at a broad level social, economic, environmental, cultural effects.	Recommendation Discard or evaluate further (with brief explanation).
	residential subdivision in the Rural zone that would have been otherwise prohibited.	Standards are inefficient and restrictive and do not provide enough certainty for the ongoing development of the site in a way that was originally intended. Completing the 'consented development' is no longer possible without breaching rural zone bulk and location building rules.	uncertainty associated with the plan provisions when rural zone rules are breached.	in combination with the 2006 resource consent.	
<b>Option 3 –</b> Include HDMP in another existing zone	The HDMP Development Concept Plan includes commercial and industrial land uses.	Rezoning the HDMP would provide for the development and future use of the	Using an existing zone is within Councils powers and responsibility, however it is not	The proposed rezoning would reflect a similar scenario as the status quo, albeit under a different zone. It is likely	<b>Discard.</b> While a better existing zone may be a better fit than the Rural Zone, it is considered that there

Objective	Objective 9.1.1 - Continued development and operation of the Hampton Downs Motorsport Park.				
Options Approach to achieve objective(s)	Description (brief) Describe the option and acknowledge the source of this option (if there is one e.g. feedback from consultation, suggestions from workshops with elected members etc).	Relevance How effective provisions are in achieving the objective(s).	Feasibility Within council's powers, responsibilities and resources, degree of risk and uncertainty of achieving objectives, ability to implement, monitor and enforce.	Acceptability Level of equity and fair distribution of impacts, level of community acceptance.  Where possible identify at a broad level social, economic, environmental, cultural effects.	Recommendation Discard or evaluate further (with brief explanation).
	This presents the option of rezoning the HDMP to a commercial or industrial zone that would cater for its future development.	Park, however the broad zoning may not provide sufficient direction to ensure optimal outcomes are created. Using another existing zone may also create conflicts and contradictions in the plan provisions with the higher level strategic direction of the plan.	considered to create the most effective and efficient framework for enabling the development of the Park and managing its associated effects.	this would be generally acceptable to the wider district community as the operators would continue to operate and develop the site in accordance with the resource consent conditions and apply for land use consent where rules are breached. There may be conflicts with policy direction which would continue to cause inefficiencies.	are more efficient and effective ways of achieving the objectives for the HDMP.
<b>Option 4</b> – the creation of a specific use zone	This option would see the creation of a bespoke zone that specifically caters for the development and ongoing use of the Park. The concept of a	The provisions of a bespoke zone can be tailored to ensure the right balance of certainty of development and control over	Council are able to use a bespoke zone where it is considered the most effective and efficient option. The development of provisions specifically	Those most affected by the zoning of the HDMP are those who operate in the confines of the HDMP Area and the surrounding land owners. The provisions	<b>Evaluate further</b>  The creation of a specific use zone is considered to be the most effective and efficient approach to

<b>Objective</b>	<b>Objective 9.1.1 - Continued development and operation of the Hampton Downs Motorsport Park.</b>				
<b>Options</b> Approach to achieve objective(s)	<b>Description (brief)</b> Describe the option and acknowledge the source of this option (if there is one e.g. feedback from consultation, suggestions from workshops with elected members etc).	<b>Relevance</b> How effective provisions are in achieving the objective(s).	<b>Feasibility</b> Within council's powers, responsibilities and resources, degree of risk and uncertainty of achieving objectives, ability to implement, monitor and enforce.	<b>Acceptability</b> Level of equity and fair distribution of impacts, level of community acceptance.  Where possible identify at a broad level social, economic, environmental, cultural effects.	<b>Recommendation</b> Discard or evaluate further (with brief explanation).
	bespoke zone was raised through a discussion paper presented to Councillors on behalf of the HDMP by their planning consultant and Councillors considered it to be an acceptable approach to provide for the continued operation and development of the HDMP.	effects. They also set firm expectations for the future development of the Park and are more transparent to the local landowners and wider community.	for the HDMP and supporting land uses will ensure certainty of outcome for the wider community.	of the zone can also be tailored to address the concerns of the wider community where appropriate.	achieve the objective.

## 5.2 Evaluation of Selected Options

This section contains an evaluation of those options identified above for further evaluation. The short list of options has been developed further to include (where relevant) policies, rules and methods. In some instances, provisions have been bundled where they are expected to work together to achieve the objective. For efficiency, this second-tier evaluation focuses on the approach and the policies and rules which implement that approach as a package, rather than a detailed analysis of every policy and every rule. How this section is approached in terms of level of detail depends to what extent the options are departing from the existing District Plans and the significance of the alternative options. The following table provides a summary of the evaluation results.

### Objective 9.1.1

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

The provisions of the proposed chapter will work as a package to achieve the objective of continued development and operation of the HDMP.

These include:

- Policy 9.1.1.1 – Operation and development
- Policy 9.1.1.2 - Precinct based development
- Policy 9.1.1.3 – Management of Adverse effects
- Rules 26.1 Land Use – Activities, 26.2 Land Use – Effects, 26.3 Land Use – Buildings and 26.4 – Subdivision.

The introduction of a Motorsport and Recreation Zone is a new approach to managing the HDMP. The following analyses the most appropriate policies and methods to achieve the objective, as per the requirements of s32(1)(b).

#### 5.2.1 Identification of Options

In considering options for managing and enabling the continued development and operation of the HDMP a number of factors were taken into account including:

- Issues identified by the HDMP.
- Consideration of the most effective and efficient way to manage the operation and development of the HDMP.

Options considered for HDMP included:

- Retaining Discretionary Activity status as per the provisions of the Operative Rural Zone.

- Providing more certainty for development in the HDMP by identifying activities that are suitable for Permitted / Controlled / Restricted Discretionary / Discretionary Activities with associated standards.
- Identify those activities anticipated and expected to locate in the zone as Permitted Activities and include appropriate performance standards to manage effects. Maintain Discretionary Activity status for all other activities.

### **5.2.2 Policy, Rule and Method Evaluation**

This section assists to identify the provisions (i.e. policies, rules and methods) that are the most appropriate to achieve the objective.

**Table 9 Evaluation of Policies**

Provisions most appropriate	Effectiveness and Efficiency	
	Benefits	Costs
<p>Proposed Policies</p> <p>9.1.1.1</p> <p>(I) Enable the continued operation and development of activities, facilities and events within the Motorsport and Recreation Zone by providing for:</p> <p>(a) a wide range of motor sport and recreation activities, and</p> <p>(b) the development of facilities to support the motorsport and recreation activities and events.</p> <p>9.1.1.2</p> <p>(I) A precinct-based approach enables the ongoing operation and development of the Hampton Downs Motorsport Park by:</p> <p>(a) Precinct A providing for the operational motorsport area including the main race track and associated facilities;</p> <p>(b) Precinct B provides for business and industrial facilities and activities that</p>	<p><b>Environmental:</b></p> <p>The policies identify the need to manage effects on the surrounding environment, identifying the need to manage noise, traffic and road safety.</p> <p>The precinct-based approach provides certainty of activities in the different areas of the HDMP.</p>	<p><b>Environmental:</b></p> <p>As the HDMP is already in operation, enabling continued and further motorsport and related activities to occur in the Zone may increase the effects on the environment from a duration and frequency perspective.</p>
	<p><b>Economic:</b></p> <p>The policies enable a range of motorsport and recreation activities to develop and continue to operate in the Zone which provides economic opportunity within the Zone.</p>	<p><b>Economic:</b></p> <p>The precinct-based approach may restrict some land uses representing a minor economic cost to land owners.</p>
	<p><b>Social:</b></p> <p>The Zone provides for motorsport and other recreational activities, which provides social benefits to those in the Waikato District and beyond who enjoy motor racing.</p>	<p><b>Social:</b></p> <p>No social costs have been identified.</p>
	<p><b>Cultural:</b></p> <p>There are no cultural benefits that</p>	<p><b>Cultural:</b></p> <p>No cultural costs have been identified.</p>

<p>supports the Hampton Downs Motorsport Park;</p> <ul style="list-style-type: none"> <li>(c) Precinct C providing for a minor race track and travellers' accommodation;</li> <li>(d) Precinct D providing for residential activities within the residential apartments;</li> <li>(e) Precinct E providing for industrial activities within the industrial units.</li> </ul> <p><b>9.1.1.3</b></p> <p>(I) Mitigating adverse effects by managing:</p> <ul style="list-style-type: none"> <li>(a) The scale, intensity, timing and duration of activities so that adverse noise effects on the surrounding rural zone are minimised; and</li> <li>(b) 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</li> <li>(c) Signs that are visible from, or located in close proximity to, a public road to ensure the</li> </ul>	<p>have been identified.</p>	
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<p>safe functioning of the public road; and</p> <p>(d) The size scale and intensity of development to ensure the amenity of the surrounding area is maintained.</p>		
<p><b>Opportunities for economic growth and employment</b></p>		
<p>The continued operation and future growth/development of the HDMP represents an opportunity for economic growth and employment. The inclusion of industrial and commercial precincts further increases the opportunity for economic growth and development.</p>		
<p><b>Options less or not as appropriate to achieve the objective</b></p>		
<p><b>Option 2: Status quo</b> – Continue to rely on the provisions of the Rural Zone i.e. no specific policy direction for HDMP</p>		
<p><b>Appropriateness:</b> This approach is not considered to provide sufficient certainty to development of the HDMP and creates an inefficient policy framework as the activities anticipated in the HDMP are different to Rural activity.</p>		
<p><b>Option 3: More directive and restrictive policies</b></p>		
<p><b>Appropriateness:</b> It is considered that more restrictive policies would not represent an efficient approach to managing the operation and growth of an activity that is currently operating and considered to be a unique and important activity in the Waikato District. The potential effects of the HDMP are considered to be known and able to be controlled through standards that relate to noise, traffic and road safety as per proposed Policy 9.1.1.3.</p>		
<p><b>Risk of acting or not acting</b></p>		
<p><b>Uncertainty or insufficiency of information:</b> The HDMP is currently operating as enabled by a number of resource consents. It is considered the general nature of the activity is understood and there is sufficient information available to act.</p>		
<p><b>Risk of acting or not acting:</b></p>		



The risk of not acting to provide certainty for the ongoing operation of the HDMP is that development of the park may be restricted to the point of being unviable. While the effects of the park must be managed to ensure the HDMP does not adversely affect the surrounding rural environment and adjacent transportation network, it is generally considered that the location of the Park is appropriate.

#### **Efficiency and effectiveness**

The proposed policies will effectively and efficiently achieve the objective of enabling the continued development and operation of the HDMP by providing for a range of motor sport and recreation activities and their on-going development. It seeks to manage the HDMP by establishing a precinct-based approach which will efficiently manage the range and distribution of activities throughout the zone. The adverse effects anticipated have been identified and mitigation/management options pre-empted.

**Table 10 Evaluation of Land Use - Activities**

Provisions most appropriate	Effectiveness and Efficiency	
	Benefits	Costs
Precinct Approach to Land Use  Precinct A – Operational Motorsport Area Precinct B – Business and Industrial Area Precinct C – Minor Race Track Area Precinct D – Residential Apartments Precinct E – Industrial Units  Permitted and Controlled activities are identified, all other activities are Discretionary.	<b>Environmental:</b> The precincts provide for a range of activities within the HDMP. This will serve to manage effects between activities within the proposed zone, ensuring that amenity levels are managed in the HDMP. Activities that are not identified will require Discretionary Activity consent, allowing Council full discretion in any assessment.	<b>Environmental:</b> As the HDMP is already in operation, enabling continued and further motorsport and related activities to occur in the Zone may increase the effects on the environment from a duration and frequency perspective.
	<b>Economic:</b> The precinct approach will provide for a range of activities in the zone, ensuring activities that support motorsport racing are enabled. This will provide economic opportunity associated with the Park.	<b>Economic:</b> The precinct-based approach may restrict some land uses in some areas representing a minor economic cost to land owners.  Matters of control and conditions associated with managing the effects of the HDMP may

	The identification of permitted and controlled activities will provide certainty to the operator of the HDMP.	have associated costs.
	Social: The range of activities enabled by the precincts will provide a range of activities in the zone.	Social: No social costs have been identified.
	Cultural: There are no cultural benefits that have been identified.	Cultural: No cultural costs have been identified.
<b>Opportunities for economic growth and employment</b>		
The continued operation and future growth/development of the HDMP represents an opportunity for economic growth and employment. The inclusion of industrial and commercial precincts further increases the opportunity for economic growth and development.		
<b>Options less or not as appropriate to achieve the objective</b>		
<b>Option 2: Status quo</b> – Continue to rely on the provisions of the Rural Zone i.e. no land use rules for HDMP		
<b>Appropriateness:</b> This approach is not considered to provide sufficient certainty to development of the HDMP and creates an inefficient framework as the activities anticipated in the HDMP are different to Rural activity.		
<b>Option 3: A general activity approach to the whole zone.</b>		
<b>Appropriateness:</b> A general approach to activity status within the zone would allow for more flexibility in the arrangement of activities within the zone. This is considered to require a more detailed approach to managing activities to ensure any effects, including reverse sensitivity are well managed. The precinct approach provides more certainty for activities located in the appropriate precinct whilst providing a level of flexibility through a Discretionary Activity status for other activities.		
<b>Risk of acting or not acting</b>		
<b>Uncertainty or insufficiency of information:</b>		

The HDMP is currently operating as enabled by a number of resource consents. It is considered the general nature of the activity is understood and there is sufficient information available to act.

**Risk of acting or not acting:**

The risk of not acting to provide certainty for the ongoing operation of the HDMP is that development of the park may be restricted to the point of being unviable. While the effects of the park must be managed to ensure the HDMP does not adversely affect the surrounding rural environment and adjacent transportation network, it is generally considered that the location of the Park is appropriate.

**Efficiency and effectiveness**

The proposed precinct-based approach to land use activity status will effectively and efficiently achieve the objective of enabling the continued development and operation of the HDMP by providing for a range of motor sport and recreation activities and their on-going development in appropriate locations within the Zone. It seeks to manage the HDMP by establishing a precinct-based approach which will efficiently manage the range and distribution of activities throughout the zone.

**Table 11: Subdivision**

Provisions most appropriate	Effectiveness and Efficiency	
	Benefits	Costs
26.4 Subdivision	Environmental: <ul style="list-style-type: none"> <li>- Managing subdivision in the HDMP will ensure activities are able to locate on the site in appropriate locations.</li> <li>- Requiring all lots to obtain Discretionary consent allows Council to take into consideration all relevant issues in establishing consent.</li> <li>- Requiring Subdivision to be in accordance with the HDMP Concept Plan will ensure outcomes are consistent with the activities expected in the zone.</li> </ul>	Environmental: <ul style="list-style-type: none"> <li>- The subdivision standards are permissive and may allow for buildings to be constructed that affect the wider amenity of the area.</li> </ul>

	<b>Economic:</b> <ul style="list-style-type: none"> <li>- The provisions provide a high level of flexibility for development in the zone.</li> <li>- The provisions enable development to occur with certainty in the HDMP.</li> </ul>	<b>Economic:</b> The provisions may restrict some land uses in some areas representing a minor economic cost to land owners.
	<b>Social:</b> <ul style="list-style-type: none"> <li>- The social benefits are tied into the management of environmental effects.</li> <li>- There are also social benefits associated with enabling future development to occur at the HDMP.</li> </ul>	<b>Social:</b> No social costs have been identified.
	<b>Cultural:</b> There are no cultural benefits that have been identified.	<b>Cultural:</b> No cultural costs have been identified.
<b>Opportunities for economic growth and employment</b>		
<p>The continued operation and future growth/development of the HDMP represents an opportunity for economic growth and employment. The inclusion of industrial and commercial precincts and allowing subdivision to occur in this precinct further increases the opportunity for economic growth and development. The provisions relating to the subdivision of land are not considered unreasonably hinder economic growth and employment.</p>		
<b>Options less or not as appropriate to achieve the objective</b>		
<p><b>Option 2: Status quo</b> – Continue to rely on the provisions of the Rural Zone i.e. no land use rules specifically for HDMP and therefore the existing resource consent.</p> <p><b>Appropriateness:</b>          This approach is not considered to provide sufficient certainty to development of the HDMP and creates an inefficient framework as the activities anticipated in the HDMP are different to Rural activity. Relying on the existing resource consent has issues relating to the ongoing development of the HDMP where further development will continue to require resource consent under the Rural Zone.</p>		
<b>Risk of acting or not acting</b>		
<p><b>Uncertainty or insufficiency of information:</b>          The HDMP is currently operating as enabled by a number of resource consents. It is considered the general nature of the activity is understood and there is sufficient information available to act.</p>		

**Risk of acting or not acting:**

The risk of not acting to provide certainty for the ongoing operation of the HDMP is that development of the park may be restricted to the point of being unviable. While the effects of the park must be managed to ensure the HDMP does not adversely affect the surrounding rural environment and adjacent transportation network, it is generally considered that the location of the Park is appropriate.

**Efficiency and effectiveness**

The proposed approach to manage subdivision with the zone will effectively and efficiently achieve the objective of enabling the continued development and operation of the HDMP whilst managing the associated effects of land use activity in the zone.

The provisions of the proposed chapter will work as a package to achieve the objective 9.1.1. The following assessment of the recommended option focusses on the management of effects through policies 9.1.1.2 Precinct based development and 9.1.1.3 Management of adverse effects along with methods 26.1- Activities, 26.2 – Effects, 26.3 – Buildings and 26.4 Subdivision.

The introduction of a Motorsport and Recreation Zone is a new approach to managing the HDMP. The following analyses the most appropriate policies and methods to achieve the objective as per the requirements of s32(1)(b).

### 5.2.3 Identification of Options

In considering options for managing and enabling the continued development and operation of the HDMP a number of factors were taken into account including:

- Issues identified by the HDMP.
- Consideration of the most effective and efficient way to manage the operation and development of the HDMP.

Options considered for HDMP included:

- Retaining Discretionary Activity status as per the provisions of the Operative Rural Zone.
- Providing more certainty for development in the HDMP by identifying activities that are suitable for Permitted / Controlled / Restricted Discretionary / Discretionary Activities with associated standards.
- Identify those activities anticipated and expected to locate in the zone as Permitted Activities and include appropriate performance standards to manage effects. Maintain Discretionary Activity status for all other activities.

### 5.2.4 Policy, Rule and Method Evaluation

This section assists to identify the provisions (i.e. policies, rules and methods) that are the most appropriate to achieve the objective.

**Table 12 Evaluation of provisions**

Provisions most appropriate	Effectiveness and Efficiency	
	Benefits	Costs
<p>9.1.1.3</p> <p>(I) Adverse effects are to be mitigated by managing:</p> <p>(a) the scale, intensity, timing and duration of activities so that adverse noise effects on the surrounding rural zone are minimised;</p> <p>(b) 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</p> <p>(c) Signs that are visible from, or located in close proximity to, a public road to ensure the safe</p>	<p><b>Environmental:</b> The policies identify the need to manage effects on the surrounding environment, identifying the need to manage noise, traffic and road safety.</p> <p>The precinct-based approach provides certainty of activities in the different areas of the HDMP.</p> <p><b>Economic:</b> The policies enable a range of motorsport and recreation activities to develop and continue to operate in the Zone which provides economic opportunity within the Zone.</p> <p><b>Social:</b> The Zone provides for motorsport and other recreational activities, which provides social benefits to those in the Waikato District and beyond who enjoy motor racing.</p> <p>Managing the effects of the HDMP will ensure other users in the community are not affected</p>	<p><b>Environmental:</b> As the HDMP is already in operation, enabling continued and further motorsport and related activities to occur in the Zone may increase the effects on the environment from a duration and frequency perspective.</p> <p><b>Economic:</b> The precinct-based approach may restrict some land uses representing a minor economic cost to land owners.</p> <p>Restricting development on the basis of managing effects may create compliance or mitigation costs or a restriction on development causing a potential loss or restriction on economic development.</p> <p><b>Social:</b> No social costs have been identified.</p>

<p>functioning of the public road; and</p> <p>(d) The size, scale and intensity of development to ensure the amenity of the surrounding area is maintained.</p>	<p>by the operation and development of the HDMP.</p>	
	<p>Cultural: There are no cultural benefits that have been identified.</p>	<p>Cultural: No cultural costs have been identified.</p>
<p><b>Opportunities for economic growth and employment</b></p>		
<p>The objective relates to managing the effects of the HDMP. Opportunities for economic growth and employment are provide through Objective 9.1.1 which enables the development and operation of the HDMP.</p>		
<p><b>Options less or not as appropriate to achieve the objective</b></p>		
<p><b>Option 2: Status quo</b> – Continue to rely on the provisions of the Rural Zone i.e. no specific policy direction for HDMP</p> <p><b>Appropriateness:</b> This approach is not considered to provide sufficient certainty to development of the HDMP and creates an inefficient policy framework to manage the effects of the HDMP as the activities anticipated in the HDMP are different to Rural activity.</p> <p><b>Option 3: More directive and restrictive policies</b></p> <p><b>Appropriateness:</b> It is considered that more restrictive policies would not represent an efficient approach to managing the operation and growth of an activity that is currently operating and considered to be a unique and important activity in the Waikato District. The potential effects of the HDMP are considered to be known and able to be mitigated by managing noise, traffic, road safety and development as per proposed Policy 9.1.1.3.</p>		
<p><b>Risk of acting or not acting</b></p>		
<p><b>Uncertainty or insufficiency of information:</b> The HDMP is currently operating as enabled by a number of resource consents. It is considered the general nature of the activity is understood and there is sufficient information available to act.</p>		



**Risk of acting or not acting:**

The risk of not acting to provide certainty for the ongoing operation of the HDMP is that development of the park may be restricted to the point of being unviable. While the effects of the park must be managed to ensure the HDMP does not adversely affect the surrounding rural environment and adjacent transportation network, it is generally considered that the location of the Park is appropriate.

**Efficiency and effectiveness**

The proposed policies will effectively and efficiently achieve the objective of managing the effects associated with the development and operation of the HDMP by managing effects related to noise, traffic, and scale and intensity of events, relating to the on-going operation and development of HDMP. It seeks to manage the HDMP by establishing a precinct-based approach which will efficiently manage the range and distribution of activities throughout the zone. The adverse effects anticipated have been identified and mitigation/management options pre-empted.

**Table 13: Evaluation of Land Use - Effects**

Provisions most appropriate	Effectiveness and Efficiency	
	Benefits	Costs
26.2.1 Noise - Motor Sport and Recreation Activity 26.2.2 Noise - Business and Industrial Area Precinct B and Minor Race Track Area - Precinct C 26.2.3 Construction Noise 26.2.4 Landscaping and Screening 26.2.5 Earthworks – All Precincts 26.2.6 Motorsport and Recreation Events Precincts A and C 26.2.7 Motorsport and Event Traffic Management – All Precincts 26.2.8 Car Parking, Access and Roading – All Precincts 26.2.9 Hazardous Substances – All	Environmental: - Controls on land use effects will benefit the environment, ensuring the amenity of the zone and surrounding area is maintained. - Managing the level of noise able to be generated on the site in line with the existing consent framework will ensure that the surrounding environment is not subject to adverse noise effects. Where higher noise levels are enabled, they are restricted in the number of days a year this is able to occur on. - Managing the size scale and intensity of events will manage effects on the	Environmental: - The proposed provisions enable a level of environmental impact to occur, however these are consistent with the consented activity it is consented the effects are understood, and the provisions enable an acceptable level of activity to occur without adversely affecting the surrounding environment.

<p>Precincts</p> <p>26.2.10 Glare and Artificial Light Spill</p> <p>26.2.11 Signs general – All Precincts</p> <p>26.2.12 Signs – effects on traffic – All Precincts</p> <p>26.2.13 Scale and duration of Travellers Accommodation</p> <p>26.2.2 Hazardous Substances</p>	<p>transport network, requiring Traffic Management Plans will ensure the activity responds to the varying needs of traffic management into the future which enable a level of agility in responding to a changing receiving environment.</p> <ul style="list-style-type: none"> <li>- Provisions relating to landscaping and screening and lighting and glare will ensure that these effects are managed to minimise adverse amenity effects on surrounding properties and ensure the HDMP is screened from State Highway 1.</li> <li>- Controls on signs will ensure that the general amenity of the Zone is maintained and what signage is in place is legible and doesn't create a hazard to motorists.</li> </ul>	
	<p><b>Economic:</b> A number of effects are managed in the provisions proposed, including noise, traffic, lighting and glare and the size and scale of events which place restrictions on the size scale and intensity of use on the site. The provisions however enable a level of activity that has been consented on the site and allow for the HDMP to continue to develop and operate in the future, providing certainty to the operators of the HDMP.</p>	<p><b>Economic:</b> The provisions may restrict some land uses in some areas representing an economic cost to land owners.</p>

	<p><b>Social:</b> There are social benefits tied into the management of environmental effects, these include ensuring that effects on those in close proximity to the HDMP are managed as well as those effects that may impact the wider community including users of State Highway 1.</p>	<p><b>Social:</b> No social costs have been identified.</p>
	<p><b>Cultural:</b> There are no cultural benefits that have been identified.</p>	<p><b>Cultural:</b> No cultural costs have been identified.</p>
<p><b>Opportunities for economic growth and employment</b></p>		
<p>The continued operation and future growth/development of the HDMP represents an opportunity for economic growth and employment. The inclusion of industrial and commercial precincts further increases the opportunity for economic growth and development. The provisions relating to the effects of land use are not considered unreasonably hinder economic growth and employment.</p>		
<p><b>Options less or not as appropriate to achieve the objective</b></p>		
<p><b>Option 2: Status quo</b> – Continue to rely on the provisions of the Rural Zone i.e. no land use rules specifically for HDMP and thus relying on the issued resource consent.</p> <p><b>Appropriateness:</b> This approach is not considered to provide sufficient certainty to development of the HDMP and creates an inefficient framework as the activities anticipated in the HDMP are different to Rural activity. Relying on the existing resource consent has issues relating to the ongoing development of the HDMP where further development will continue to require resource consent under the Rural Zone.</p>		
<p><b>Risk of acting or not acting</b></p>		
<p><b>Uncertainty or insufficiency of information:</b> The HDMP is currently operating as enabled by a number of resource consents. It is considered the general nature of the activity is understood and there is sufficient information available to act.</p> <p><b>Risk of acting or not acting:</b> The risk of not acting to provide certainty for the ongoing operation of the HDMP is that development of the park may be restricted to</p>		

the point of being unviable. While the effects of the park must be managed to ensure the HDMP does not adversely affect the surrounding rural environment and adjacent transportation network, it is generally considered that the location of the Park is appropriate.

### Efficiency and effectiveness

The proposed approach to manage the land use effects associated with the zone will effectively and efficiently achieve the objective of enabling the continued development and operation of the HDMP whilst managing the associated effects of land use activity in the zone.

**Table 14: Evaluation of Land Use - Building**

Provisions most appropriate	Effectiveness and Efficiency	
	Benefits	Costs
Land Use Building	Environmental:	Environmental:
26.3.1 Motorsport and recreational facilities – Precinct A	- Controls on land use buildings will benefit the environment, ensuring the amenity of the zone and surrounding area is maintained.	- The land use standards are permissive and may allow for buildings to be constructed that affect the wider amenity of the area.
26.3.2 Height – building – Precinct A	- There are limited controls over the built form over the precincts in the Motorsport and Recreation Zone.	
26.3.3 Daylight admission – All Precincts	These seek to control effects on the interface of the zone rather than within the zone itself. This will ensure that the built form in the zone is managed where it is adjacent to the surrounding rural zone.	
26.3.4 Site Coverage – Precinct A		
26.3.5 Building Setbacks – All precincts		
26.3.6 Size and Scale of Activities – Precinct B		
	Economic:	Economic:
	- The provisions provide a high level of flexibility for development in the zone.	The provisions may restrict some land uses in some areas representing a minor economic cost to land owners.
	- The provisions enable development to occur with certainty in the HDMP.	

	<p><b>Social:</b></p> <ul style="list-style-type: none"> <li>- The social benefits are tied into the management of environmental effects.</li> <li>- There are also social benefits associated with enabling future development to occur at the HDMP.</li> </ul>	<p><b>Social:</b> No social costs have been identified.</p>
	<p><b>Cultural:</b> There are no cultural benefits that have been identified.</p>	<p><b>Cultural:</b> No cultural costs have been identified.</p>
<p><b>Opportunities for economic growth and employment</b></p>		
<p>The continued operation and future growth/development of the HDMP represents an opportunity for economic growth and employment. The inclusion of industrial and commercial precincts further increases the opportunity for economic growth and development. The provisions relating to the effects of land use are not considered unreasonably hinder economic growth and employment.</p>		
<p><b>Options less or not as appropriate to achieve the objective</b></p>		
<p>Option 1: Status quo – Continue to rely on the provisions of the Rural Zone i.e. no land use rules specifically for HDMP and therefore the existing resource consent.</p> <p><b>Appropriateness:</b> This approach is not considered to provide sufficient certainty to development of the HDMP and creates an inefficient framework as the activities anticipated in the HDMP are different to Rural activity. Relying on the existing resource consent has issues relating to the ongoing development of the HDMP where further development will continue to require resource consent under the Rural Zone.</p>		
<p><b>Risk of acting or not acting</b></p>		
<p><b>Uncertainty or insufficiency of information:</b> The HDMP is currently operating as enabled by a number of resource consents. It is considered the general nature of the activity is understood and there is sufficient information available to act.</p> <p><b>Risk of acting or not acting:</b> The risk of not acting to provide certainty for the ongoing operation of the HDMP is that development of the park may be restricted to the point of being unviable. While the effects of the park must be managed to ensure the HDMP does not adversely affect the</p>		

surrounding rural environment and adjacent transportation network, it is generally considered that the location of the Park is appropriate.

#### **Efficiency and effectiveness**

The proposed approach to manage the land use effects associated with the zone will effectively and efficiently achieve the objective of enabling the continued development and operation of the HDMP whilst managing the associated effects of land use activity in the zone.

## 6 CONCLUSION

After undertaking an evaluation as required by Section 32 of the RMA, Objective 9.1.1 is considered the most appropriate way to achieve the Purpose of the RMA (Section 5) in terms of promoting sustainable management of natural and physical resources in a way that enables people and communities to provide for their social, economic and cultural well-being while also avoiding or mitigating any adverse effects of development and use of Hampton Downs.

It is considered that the recommended policies and methods outlined above are the most appropriate way for achieving the objective, having considered:

- other reasonably practicable options for achieving the objective; and
- assessing the opportunities for growth and employment and efficiency and effectiveness of the provisions in achieving the objectives.

## APPENDIX I: PROVISION CASCADE TABLE

Issue to be addressed	Objective	Policies	Rules
<p><b>Issue 1</b></p> <p>Providing for the ongoing management and future development of the Hampton Downs Motor Sport Park</p>	<p><b>Objective 9.1.1</b></p> <p><b>Continued development and operation of the Hampton Downs Motor Sport Park</b></p> <p>The Hampton Downs Motorsport Park develops into a regionally significant motorsport and recreation facility</p>	<p>Policies</p> <p>9.1.1.1 – Operation and development</p> <p>9.1.1.2 - Precinct based approach</p> <p>9.1.1.3 – Management of adverse effects</p>	<p><b>Precinct based approach</b></p> <p>26.1 Land Use Activities</p> <p>26.2.1 Noise - Motorsport and Recreation Activity</p> <p>26.2.2 Noise - Business and Industrial Area Precinct B and Minor Race Track Area Precinct C</p> <p>26.2.3 Construction Noise</p> <p>26.2.4 Landscaping and Screening</p> <p>26.2.5 Earthworks – All Precincts</p> <p>26.2.6 Motorsport and Recreation Events Precincts A and C</p> <p>26.2.7 Motorsport and Event Traffic Management – All Precincts</p> <p>26.2.8 Car Parking, Access and Rooding All Precincts</p> <p>26.2.9 Hazardous Substances – All Precincts</p> <p>26.2.10 Glare and Artificial Light Spill</p> <p>26.2.11 Signs general – All Precincts</p> <p>26.2.12 Signs – effects on traffic – All Precincts</p> <p>26.2.13 Scale and duration of Travellers Accommodation</p> <p>26.2.2 Hazardous Substances</p> <p>26.3 Land Use Building</p> <p>26.3.1 Motorsport and recreational facilities – Precinct A</p> <p>26.3.2 Height – building – Precinct A</p> <p>26.3.3 Daylight admission – All Precincts</p> <p>26.3.4 Site Coverage – Precinct A</p> <p>26.3.5 Building Setbacks – All precincts</p> <p>26.3.6 Size and Scale of Activities – Precinct B</p> <p>26.4 Subdivision</p>
<p><b>Issue 2</b></p> <p>Manage effects associated with the Hampton Downs Motor Sport Park</p>			



## **APPENDIX 2: RESOURCE CONSENTS**



## **APPENDIX 3: ZONE MAP WITH PRECINCTS**