

Appendix 6

WAIKATO REGIONAL POLICY STATEMENT ASSESSMENT

RPS PROVISION	COMMENT
<p>Policy 4.4 Regionally significant industry and primary production</p> <p>The management of natural and physical resources provides for the continued operation and development of regionally significant industry and primary production activities by:</p> <p>[...]</p> <p>(d) co-ordinating infrastructure and service provision at a scale appropriate to the activities likely to be undertaken;</p> <p>(e) maintaining and where appropriate enhancing access to natural and physical resources, while balancing the competing demand for these resources;</p> <p>(f) avoiding or minimising the potential for reverse sensitivity; [...]</p> <p><i>Regionally significant industry – means an economic activity based on the use of natural and physical resources in the region and is identified in regional or district plans, which has been shown to have benefits that are significant at a regional or national scale. These may include social economic or cultural benefits.</i></p>	<p>The area is not identified as regionally significant industry. Therefore this policy is not relevant.</p>
<p>Policy 6.1 Planned and co-ordinated subdivision, use and development</p> <p>Subdivision, use and development of the built environment, including transport, occurs in a planned and co-ordinated manner which:</p> <p>a) has regard to the principles in section 6A;</p> <p>b) recognises and addresses potential cumulative effects of subdivision, use and development;</p> <p>c) is based on sufficient information to allow assessment of the potential long-term effects of subdivision, use and development; and</p> <p>d) has regard to the existing built environment.</p>	<p>a) See assessment below</p> <p>b) Cumulative effects have been considered particularly in regards to reverse sensitivity and transport effects. These can be managed by way of standards as identified in Appendix 2 and 3.</p> <p>c) Sufficient information has been provided on the long-term effects of the MMUZ</p> <p>d) The existing buildings (particularly the Dairy Factory) have become part of the village's identity. This identity is maintained and further enhanced by their reuse which promotes both the maintenance of the buildings and celebration of them, though the pedestrian and community events that are held within and around them.</p>

<p>Implementation methods 6.1.1 Regional plans, district plans and development planning mechanisms</p> <p>Local authorities shall have regard to the principles in section 6A when preparing, reviewing or changing regional plans, district plans and development planning mechanisms such as structure plans, town plans and growth strategies</p>	<p>The section 6A principles are addressed below.</p>
<p>Implementation methods 6.1.2 Reverse sensitivity</p> <p>Local authorities should have particular regard to the potential for reverse sensitivity when assessing resource consent applications, preparing, reviewing or changing district or regional plans and development planning mechanisms such as structure plans and growth strategies. In particular, consideration should be given to discouraging new sensitive activities, locating near existing and planned land uses or activities that could be subject to effects including the discharge of substances, odour, smoke, noise, light spill, or dust which could affect the health of people and/or lower the amenity values of the surrounding area.</p>	<p>The MMUZ recommends a more appropriate mix of uses throughout the site than what is promoted through the PDP, thus minimising the potential for any reverse sensitivity effects to occur.</p>
<p>Implementation methods 6.1.8 Information to support new urban development and subdivision</p> <p>District plan zoning for new urban development (and redevelopment where applicable), and subdivision and consent decisions for urban development, shall be supported by information which identifies, as appropriate to the scale and potential effects of development, the following: a) the type and location of land uses (including residential, industrial, commercial and recreational land uses, and community facilities where these can be anticipated) that will be permitted or provided for, and the density, staging and trigger requirements;</p>	<p>Residential is not the prime focus of the MMUZ, however apartment living is allowed. Currently, suitable public reticulated infrastructure is not present within the area. Subdivision is discouraged until public reticulated infrastructure is present.</p>
<p>b) the location, type, scale, funding and staging of infrastructure required to service the area;</p>	<p>See below.</p>
<p>c) multi-modal transport links and connectivity, both within the area of new urban development, and to neighbouring areas and existing transport infrastructure; and how the safe and efficient functioning of existing and planned transport and other regionally significant infrastructure will be protected and enhanced;</p>	<p>The MMUZ will not have an adverse effect on the existing or planned infrastructure within the area. Existing infrastructure is able to be maintained when necessary.</p>
<p>d) how existing values, and valued features of the area (including amenity, landscape, natural character, ecological and heritage values, water bodies, high class soils and significant view catchments) will be managed;</p>	<p>The MMUZ supports the maintenance and enhancement of the site as a whole which includes the Heritage listed 'Factory' building. Pedestrian and community events held within and around the site celebrate the heritage values of the site and continues to promote the maintenance of buildings.</p>
<p>e) potential natural hazards and how the related risks will be managed;</p>	<p>There are no known hazard overlays in the area.</p>

g) how stormwater will be managed having regard to a total catchment management approach and low impact design methods;	See below.
<p>Policy 6.3 Co-ordinating growth and infrastructure</p> <p>Management of the built environment ensures:</p> <p>a) the nature, timing and sequencing of new development is co-ordinated with the development, funding, implementation and operation of transport and other infrastructure, in order to:</p> <ul style="list-style-type: none"> i. optimise the efficient and affordable provision of both the development and the infrastructure; ii. maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure; iii. protect investment in existing infrastructure; and iv. ensure new development does not occur until provision for appropriate infrastructure necessary to service the development is in place; 	The MMUZ is consistent with this policy. This occurs through the suite of proposed provisions that manage within the site, infrastructure provision for onsite wastewater, promotes onsite stormwater treatment through soakage and discourages fragmentation of the land prior to public reticulation arrival.
b) the spatial pattern of land use development, as it is likely to develop over at least a 30-year period, is understood sufficiently to inform reviews of the Regional Land Transport Plan. As a minimum, this will require the development and maintenance of growth strategies where strong population growth is anticipated;	The MMUZ will be of a sufficient size to provide for the anticipated population growth of Matangi. Given that the site is already developed, the pattern of landuse will not change.
c) the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained; and	The MMUZ will manage transportation to ensure congestion is avoided as best possible and to no worse degree than if the MMUZ were not in place.
d) a co-ordinated and integrated approach across regional and district boundaries and between agencies; and	The MMUZ will provide a vast range of opportunities across both regional and district boundaries, including improved housing choices, employment opportunities, enhanced built form and is strategically advantageous in being within close proximity to the rail corridor.
e) that where new infrastructure is provided by the private sector, it does not compromise the function of existing, or the planned provision of, infrastructure provided by central, regional and local government agencies.	The provision of servicing the site via a private waste water system will not compromise the function of existing, or the planned provision of, infrastructure provided by central, regional and local government agencies. There is no planned upgrades of the existing Matangi wastewater infrastructure or associated funding in the LTP that the MMUZ can be assessed against.

<p>Implementation methods 6.3.1 Plan Provisions</p> <p>Regional and district plans shall include provisions that provide for a long-term strategic approach to the integration of land use and infrastructure and that give effect to Policy 6.3, including by ensuring as appropriate that:</p> <ul style="list-style-type: none"> a) roading patterns and design support the use of public transport; b) walking and cycling facilities are integrated with developments; c) the different transport modes are well connected; d) industry is located where there is good access to strategic transport networks and road, rail or freight hubs; e) development maintains and enhances the safe, efficient and effective use of existing infrastructure and can be integrated with future infrastructure needs where these can be determined; f) development does not add to existing road safety risks and where possible should reduce such risks; g) development does not unnecessarily prevent likely future network infrastructure improvements and upgrades; h) development patterns support the use of rail or sea for freight movement; i) provisions support the travel demand management components of the Regional Land Transport Plan; and j) development recognises the transport hierarchy and manages effects on the function of transport infrastructure. 	<p>The transport connections of the MMUZ are consistent with this requirement. The site has frontage to Tauwhare Road, and is within close proximity to a bus stop and a railway. As Matangi continues to grow, public transport opportunities will increase, to which the MMUZ will not hinder the development of the transport network.</p> <p>The site is well connected to pedestrian and cyclist's infrastructure.</p> <p>As mentioned previously, the site has high accessibility to the transport network, including the rail network.</p> <p>The MMUZ will continue to provide for the maintenance and enhancement of existing buildings as well as providing a space for future development.</p> <p>Future development and improvements to infrastructure is able to occur within and around the MMUZ.</p>
<p>Policy 6.6 Significant infrastructure and energy resources</p> <p>Management of the built environment ensures particular regard is given to:</p> <ul style="list-style-type: none"> a) that the effectiveness and efficiency of existing and planned regionally significant infrastructure is protected; b) the benefits that can be gained from the development and use of regionally significant infrastructure [...] 	<p>Transport evidence indicated that the transport network will continue to operate in a manner commensurate with its form and function arising from the investments made. The effectiveness and efficiency of regionally significant infrastructure will be protected as well as the associated benefits.</p>

<p>Implementation methods 6.6.1 Plan provisions</p> <p>Regional and district plans shall include provisions that give effect to Policy 6.6, and in particular, that management of the built environment:</p> <p>a) avoids, as far as practicable, adverse effects on the function of significant transport corridors as defined in Maps 6.1 and 6.1A (section 6B), and otherwise remedies or mitigates any adverse effects that cannot be practicably be avoided;</p>	<p>Any adverse effects on significant transport corridors are able to be avoided through the specific provisions as outlined in Appendix 2 and 3.</p>
<p>b) avoids, as far as practicable, the adverse effects of ribbon development along the defined significant transport corridors, and otherwise remedies or mitigates any adverse effects that cannot practicably be avoided;</p>	<p>The MMUZ will not contribute to ribbon development</p>
<p>c) avoids as far as practicable, the need for additional access points onto the defined significant transport corridors, and otherwise remedies or mitigates the adverse effects of any additional access points that cannot practicably be avoided;</p>	<p>No new accesses are proposed</p>
<p>d) avoids as far as is practicable, the exacerbation of community severance caused by defined significant transport corridors, and otherwise remedies or mitigates the adverse effects of any exacerbated community severance that cannot practicably be avoided;</p>	<p>No community severance is caused or exacerbated by significant transport corridors</p>
<p>f) provides for infrastructure in a manner that:</p> <ul style="list-style-type: none"> i. recognises that infrastructure development can adversely affect people and communities; and iii. does not result in land uses that adversely affect the effective and efficient operation of existing and planned regionally significant infrastructure. 	<p>Potential reverse sensitivity effects on the adjacent transport network have been addressed and any effects can be effectively avoided or mitigated.</p>
<p>Policy 6.14 Adopting Future Proof land use pattern</p> <p>Within the Future Proof area:</p> <p>a) new urban development within Hamilton City, Cambridge, Te Awamutu/Kihikihi, Pirongia, Huntly, Ngaruawahia, Raglan, Te Kauwhata, Meremere, Taupiri, Horotiu, Matangi, Gordonton, Rukuhia, Te Kowhai and Whatawhata shall occur within the Urban Limits indicated on Map 6.2 (section 6C);</p>	<p>The site is within the identified urban limits</p>
<p>b) new residential (including rural-residential) development shall be managed in accordance with the timing and population for growth areas in Table 6-1 (section 6D);</p>	<p>While the MMUZ does allow for apartments to be established in the area, subdivision is discouraged until public reticulated infrastructure is apparent.</p>

<p>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;</p>	<p>The existing industrial development is not situated within an identified strategic industrial node. The MMUZ is consistent with this policy more so than the PDP which zones the site as predominately industrial.</p>
<p>Explanation for Table 6D: Te Rapa North</p> <p>The Te Rapa North Industrial Node includes land that was transferred into the Hamilton City Council boundary in July 2011. Together with the continued operation of the Te Rapa Dairy Factory and its associated infrastructure the Node provides the opportunity to enable the development of a cluster of dairy related industrial activities of at least regional significance. The land allocations for the post 2021 and 2041 period provide the opportunity to reinforce the significance and benefits of these activities by providing additional land to enable their expansion around the Te Rapa Dairy Factory. Depending upon the rate of uptake, it is possible that the release of the later stages of land might need to occur earlier</p>	<p>Not relevant</p>
<p>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;</p> <p>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;</p> <p>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;</p>	<p>The MMUZ does not provide for 'new' industrial development as the site has already been developed and is used for industrial purposes.</p>
<p>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; and</p>	<p>There is no other industrial zoned land within the surrounding environment. The MMUZ will allow for apartments to be built in the area, however only once public reticulated infrastructure is available.</p>
<p>Implementation methods 6.14.3 Criteria for alternative land release</p> <p>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:</p>	<p>The development will not rely upon reticulated wastewater. The provision of servicing the site will be via a private wastewater system which will not compromise the function of existing or the planned provision of infrastructure provided by central, regional and local government agencies.</p>

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);	The area of industrial land will not exceed what it is currently, in fact it will be reduced and be predominantly replaced by mixed use zoning.
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	The MMUZ allows a range of land uses to occupy the area, thus benefitting off existing regionally significant infrastructure, but not compromising the function.
d) the effects of the change are consistent with the development principles set out in Section 6A.	Addressed above.
<p>Explanation of Method 6.14.3</p> <p>Method 6.14.1 recognises that although the Strategy has determined a settlement pattern for the Future Proof area, the detail of urban limit lines and future commercial and industrial development locations down to property level need to be determined through district plan processes. The method also recognises that district plan provisions, such as rules, need to ensure development is managed in accordance with Policy 6.14.</p> <p>Method 6.14.2 recognises that to achieve the Future Proof land use pattern, sufficient land needs to be zoned for development and that appropriate provisions need to be made for servicing this development.</p> <p>Method 6.14.3 provides for some flexibility in the staged release of residential and industrial land while ensuring that the relevant growth management principles established in the Future Proof growth strategy are not compromised. The method provides an opportunity for district plans and structure plans to refine Table 6-2. The importance of Table 6-2 to the efficient integration of land use and infrastructure in the Future Proof sub-region is such that alternative land release is only expected to occur where comprehensive and robust evidence has been provided to satisfy the criteria in Method 6.14.3.</p>	<p>The MMUZ is consistent with this explanation as the rules (Appendix 2 and 3) have been developed in accordance with Policy 6.1.4.</p> <p>The MMUZ will have no impact on the FutureProof land use pattern, thus the pattern will still be achievable.</p> <p>Staged release of land is unnecessary as the site is already developed.</p>

FUTURE PROOF ASSESSMENT

Policy 6.16 Commercial development in the Future Proof area	
Future Proof	Comment
<p>Management of the built environment in the Future Proof area shall provide for varying levels of commercial development to meet the wider community's social and economic needs, primarily through the encouragement and consolidation of such activities in existing commercial centres, and predominantly in those centres identified in Table 6-4 (section 6D). Commercial development is to be managed to:</p> <p>a) support and sustain the vitality and viability of existing commercial centres identified in Table 6-4 (section 6D);</p>	<p>The MMUZ project is consistent with this policy. The MMUZ project allows for the agglomeration of commercial activities established in a recognised commercial centre suitable for the needs of the community.</p>
<p>b) support and sustain existing physical resources, and ensure the continuing ability to make efficient use of, and undertake long-term planning and management for the transport network, and other public and private infrastructure resources including community facilities;</p>	<p>The MMUZ will support the maintenance and enhancement of existing buildings. The development is of a size that will not put strain on existing resources, nor will it hinder the development of future infrastructure.</p>
<p>c) recognise, maintain and enhance the Hamilton Central Business District as the primary commercial, civic and social centre of the Future Proof area, by:</p> <ol style="list-style-type: none"> i. encouraging the greatest diversity, scale and intensity of activities in the Hamilton Central Business District; ii. managing development within areas outside the Central Business District to avoid adverse effects on the function, vitality or amenity of the Central Business District beyond those effects ordinarily associated with trade competition on trade competitors; and iii. encouraging and supporting the enhancement of amenity values, particularly in areas where pedestrian activity is concentrated. 	<p>The MMUZ project is of a relatively small scale and will solely provide development at a level sufficient for the Matangi community. Therefore, the function, vitality and amenity of the Hamilton CBD will not be adversely affected as a result of the MMUZ project.</p>
<p>d) recognise that in addition to retail activity, the Hamilton Central Business District and town centres outside Hamilton are also centres of administration, office and civic activity. These activities will not occur to any significant extent in Hamilton outside the Central Business District in order to maintain and enhance the Hamilton Central Business District as the primary commercial, civic and social centre;</p>	<p>Currently in Matangi there are few commercial activities serving the community. The MMUZ project provides additional land suitable for commercial development in the future as Matangi continues to grow. As mentioned above, the development will be at a scale that is sufficient to provide for nearby residents but will not undermine the functionality of the Hamilton CBD.</p>
<p>e) recognise, maintain and enhance the function of sub-regional commercial centres by:</p> <ol style="list-style-type: none"> i. maintaining and enhancing their role as centres primarily for retail activity; and ii. recognising that the sub-regional centres have limited non-retail economic and social activities; 	<p>The MMUZ will allow for agglomeration of commercial activities at a scale that is suited for the Matangi community.</p>
<p>f) maintain industrially zoned land for industrial activities unless it is ancillary to those industrial activities, while also recognising that specific types of commercial development may be appropriately located in industrially zoned land; and</p>	<p>The MMUZ project will allow for the continual operation of existing industrial activities onsite and provide the opportunity for suitable commercial activities to operate in the area.</p>

<p>g) ensure new commercial centres are only developed where they are consistent with a) to f) of this policy. New centres will avoid adverse effects, both individually and cumulatively on:</p> <ul style="list-style-type: none"> i. the distribution, function and infrastructure associated with those centres identified in Table 6-4 (section 6D); ii. people and communities who rely on those centres identified in Table 6-4 (section 6D) for their social and economic wellbeing, and require ease of access to such centres by a variety of transport modes; iii. the efficiency, safety and function of the transportation network; and iv. the extent and character of industrial land and associated physical resources, including through the avoidance of reverse sensitivity effects. 	<p>The MMUZ project is consistent with a) to f) of this policy as discussed above. The MMUZ is directly opposite existing commercial activities and is positioned in the centre of Matangi well served by public transport, ensuring accessibility for all residents is high. The safety and functioning of the transport network will not be adversely affected by this project. The built environment onsite will remain relatively the same as to what it is currently and as such the character of the site will be retained.</p>
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6A Development Principles	
Future Proof	Comment
<p>General development principles New development should:</p>	<p>The MMUZ project is consistent with this principle as it is situated in an established urban environment and supports the continual growth of the community.</p>
<p>a) support existing urban areas in preference to creating new ones;</p>	
<p>b) occur in a manner that provides clear delineation between urban areas and rural areas;</p>	<p>This is achieved given the boundaries of the site with an urban environment to the west and rural farmland to the east</p>
<p>c) make use of opportunities for urban intensification and redevelopment to minimise the need for urban development in greenfield areas;</p>	<p>The site has been developed for many years and is therefore not classified as a greenfield area. The MMUZ project would make use of the urban intensification and redevelopment opportunities.</p>
<p>d) not compromise the safe, efficient and effective operation and use of existing and planned infrastructure, including transport infrastructure, and should allow for future infrastructure needs, including maintenance and upgrading, where these can be anticipated;</p>	<p>As discussed above, the MMUZ will not compromise the operation of existing and planned infrastructure. Maintenance and upgrading of infrastructure will not be adversely affected.</p>
<p>e) connect well with existing and planned development and infrastructure;</p>	<p>The MMUZ project has a high degree of connection to existing development and is located directly opposite an existing commercial zone.</p>
<p>f) identify water requirements necessary to support development and ensure the availability of the volumes required;</p>	<p>The site will continue to be serviced by the existing trickle feed water tank, as identified in 'S1 – Site Services' attached in Appendix 4. The proposed MMUZ provisions discourage against 'wet' industry and the expected water use is less than what could be expected within the PDP zoning.</p>
<p>g) be planned and designed to achieve the efficient use of water;</p>	<p>Any future developments will be designed to achieve the efficient use of water.</p>

h) be directed away from identified significant mineral resources and their access routes, natural hazard areas, energy and transmission corridors, locations identified as likely renewable energy generation sites and their associated energy resources, regionally significant industry, high class soils, and primary production activities on those high class soils;	The MMUZ is located in an area that is not within close proximity to any of these identified hazards/resources.
i) promote compact urban form, design and location to: <ul style="list-style-type: none"> i. minimise energy and carbon use; ii. minimise the need for private motor vehicle use; iii. maximise opportunities to support and take advantage of public transport in particular by encouraging employment activities in locations that are or can in the future be served efficiently by public transport; iv. encourage walking, cycling and multi-modal transport connections; and v. maximise opportunities for people to live, work and play within their local area; 	The site is located in a small community located east of Hamilton CBD. Public transport is readily available in the area and the site is accessible to pedestrians, cyclists and motorists. There are few employment and recreation possibilities in the local environment. The introduction of this project will increase employment and recreational opportunities within the community.
j) maintain or enhance landscape values and provide for the protection of historic and cultural heritage;	There are several listed heritage items in the immediate environment, including one on site (Matangi Dairy Factory) which will remain protected despite a change in zoning.
k) promote positive indigenous biodiversity outcomes and protect significant indigenous vegetation and significant habitats of indigenous fauna. Development which can enhance ecological integrity, such as by improving the maintenance, enhancement or development of ecological corridors, should be encouraged;	At present, there is no indigenous vegetation or significant habitats of indigenous fauna within the site or surrounding area. To the degree this principle is relevant, the MMUZ is consistent.
l) maintain and enhance public access to and along the coastal marine area, lakes, and rivers;	There are no coastal marine areas, lakes or rivers in the surrounding environment.
m) avoid as far as practicable adverse effects on natural hydrological characteristics and processes (including aquifer recharge and flooding patterns), soil stability, water quality and aquatic ecosystems including through methods such as low impact urban design and development (LIUDD);	Other than new buildings discharging stormwater to soakage which is suitable through soil testing the MMUZ will have little to no impacts on natural hydrological characteristics. Most of the site is already developed from a built form perspective.
n) adopt sustainable design technologies, such as the incorporation of energy efficient (including passive solar) design, low-energy street lighting, rain gardens, renewable energy technologies, rainwater harvesting and grey water recycling techniques where appropriate;	The MMUZ promotes onsite stormwater treatment through soakage and will use the existing trickle feed and stormwater connections.
o) not result in incompatible adjacent land uses (including those that may result in reverse sensitivity effects), such as industry, rural activities and existing or planned infrastructure;	The site is significantly commercially/industrially developed and has been for many years. While there is some potentially reverse sensitivity effects may occur, the characteristics of the site combined with existing industrial and commercial activity on or nearby the site, any effects that may arise can be sufficiently mitigated.

p) be appropriate with respect to projected effects of climate change and be designed to allow adaptation to these changes;	The development will add flexibility to site development and be subject to district wide standards in the PDP.
q) consider effects on the unique tāngata whenua relationships, values, aspirations, roles and responsibilities with respect to an area. Where appropriate, opportunities to visually recognise tāngata whenua connections within an area should be considered;	As addressed below, the MMUZ is consistent with the Vision and Strategy for the Waikato River. Given the existing developments onsite, the MMUZ is as consistent as possible with this principle and will not generate any adverse cultural effects.
r) support the Vision and Strategy for the Waikato River in the Waikato River catchment;	The MMUZ will through the proposed provisions give effect to the vision and strategy, particularly as the site is already operational and functioning with considerable built form. Soakage is promoted as the primary stormwater treatment efficiency with a new onsite wastewater system that will replace the existing discharge. This aligns with the vision of restoring and protecting the health and wellbeing of the Waikato river.
s) encourage waste minimisation and efficient use of resources (such as through resource-efficient design and construction methods); and	Any future development within the MMUZ will be consistent with this principle.
t) recognise and maintain or enhance ecosystem services.	Not relevant.