

Waikato Regional Policy Statement

Matters that are raised in the Hearing 25 Zone Extents Framework Report 19 January 2021 identifies the following matters to be taken into account: These include:

1. Waikato Regional Policy Statement (WRPS) Policy 6.1.1 Regional plans, district plans and development planning mechanisms

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

Section 6A Principles	Author Comment
<p>Section 6A includes a set of principles to guide future development of the built environment, within the Waikato region. These principles are not absolutes and it is recognised that some developments will be able to support certain principles more than others. In some cases, certain principles may need to be traded off against others. It is important, however, that all principles are appropriately considered when councils are managing the built environment. The principles are supported by Methods 6.1.1, 6.1.2, 6.1.3 and 6.1.4.</p>	
<p>New development should: a) support existing urban areas in preference to creating new ones;</p>	<p>The site is part of a rural zone and will not support an existing urban area. The HDMP Zone is a specific zone developed around a resource consent granted in 2006 for specific activities to provide a more efficient and effective planning regime for the site.</p>
<p>b) occur in a manner that provides clear delineation between urban areas and rural areas;</p>	<p>This will not be achieved as a new zone for the site would be jumping a major thoroughfare</p>
<p>c) make use of opportunities for urban intensification and redevelopment to minimise the need for urban development in greenfield areas;</p>	<p>This is not an urban situation and does not provide opportunities for intensification – it is purely a greenfield development</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>Whilst there is evidence that the State Highway will not be compromised, no consideration has been given to whether or not safe access to the site can be provided. No evidence is provided as to whether or not water, wastewater and stormwater can be provided for.</p>
<p>e) connect well with existing and planned development and infrastructure;</p>	<p>HDMP provides for all its own infrastructure. Council does not have any planned development and infrastructure as it relates to the HDMP Zone.</p> <p>Whilst there is a water supply on the site there is evidence as outlined in paragraph 291 of the Framework Report that these private water supplies fail in the longer term</p>

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	and greater numbers of users should be avoided.
f) identify water requirements necessary to support development and ensure the availability of the volumes required;	It is unknown if sufficient water supply exists for the site. Comments as it relates to private water supplies above apply.
g) be planned and designed to achieve the efficient use of water;	No specific rules are provided for by RIT for the site
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 development is not directed away from a significant activity that is being given specific activity status.
<p>i) promote compact urban form, design and location to:</p> <p>i) minimise energy and carbon use;</p> <p>ii) minimise the need for private motor vehicle use;</p> <p>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;</p> <p>iv) encourage walking, cycling and multi-modal transport connections; and</p> <p>v) maximise opportunities for people to live, work and play within their local area;</p>	<p>The site will not be able to achieve compact urban design as a site of an industrial nature at this location will:</p> <ul style="list-style-type: none"> • encourage the use of more energy and carbon use due to its location • won't minimise the need for private motor vehicle use as it is not part of a urban area or community • No or limited public transport is available • Walking and cycling is not encouraged due to the specific activity of a motorsport park in the midst of a rural environment immediately adjacent to State Highway 1 • Opportunities are not provided for people to live, work and play. Specific activities are provided for inside the HDMP which could meet this principle, but very much specific to the activities provided for in the Motorsport Park.
j) maintain or enhance landscape values and provide for the protection of historic and cultural heritage;	Landscape values of the site will change if developed for industrial purposes. It is unknown if there is the need to protect historic and cultural heritage.
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;	Not applicable
l) maintain and enhance public access to and along the coastal marine area, lakes, and rivers;	Not applicable

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<p>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);</p>	<p>It is unknown if the development of the site will have an impact on these matters.</p>
<p>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;</p>	<p>If an industrial zoning is provided any future development will be subject to the rules of the District Plan and any guidelines for subdivision</p>
<p>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;</p>	<p>An industrial zone will provide for a number of industrial activities as a permitted activity. This includes the production, processing, bulk moving or storage in bulk of any materials, goods or products.</p>
<p>p) be appropriate with respect to projected effects of climate change and be designed to allow adaptation to these changes;</p>	<p>This is unknown and has not been provided by the submitter</p>
<p>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;</p>	<p>No evidence has been provided by the submitter</p>
<p>r) support the Vision and Strategy for the Waikato River in the Waikato River catchment;</p>	<p>No evidence has been provided by the submitter</p>
<p>s) encourage waste minimisation and efficient use of resources (such as through resource-efficient design and construction methods); and</p>	<p>Not relevant to this process</p>
<p>t) recognise and maintain or enhance ecosystem services.</p>	<p>Not applicable</p>