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REVIEW OF THE INFRASTRUCTURE PROVISIONS AS PART OF THE WAIKATO DISTRICT PLAN REVIEW

ISSUES AND OPTIONS REPORT

Prepared for Waikato District Council

January 2017

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REVISION SCHEDULE

Rev No.	Date	Description	Signature or Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
1	8/8/16	Draft for Client	AC	CW	CW	
2	15/11/16	Revised Draft for Client	AC	CW	CW / WDC	
3	13/1/17	Final	AC	CW	CW / WDC	

Waikato District Council

Review of the Infrastructure Provisions as Part of the Waikato District Plan Review

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1 Introduction

1.1 Waikato District Plan Review

The Waikato District Council (WDC) have engaged MWH New Zealand Ltd (MWH) to assist them with the review of the District Plan transport and utility provisions as part of the Waikato District Plan Review (the Project). In addition, in September 2016 it was confirmed that MWH's scope would be extended to also include the energy provisions of the District Plan.

The Waikato District Plan (WDP) currently consists of two separate sections, the Waikato Section and Franklin Section resulting from the realignment of the Auckland and Waikato District Council boundaries; where part of the former Franklin District Council was brought into the WDC jurisdiction. A full review of the WDP is now underway to deliver a single District Plan as part of the mandatory 10 year plan review requirement.

A draft of the Proposed WDP is to be circulated for comment in late 2016, with a view to notifying the final PDP in 2017.

1.2 Purpose of this Report

In respect to the transport, utility and energy provisions as part of the Waikato District Plan Review, this Issues and Options Report (IOR) has been prepared by MWH to detail the following:

- A summary of the current WDC transport, utility and energy provisions;
- A summary of the most relevant and key information from a review of the following documents:
    - The desired state/issue document on Infrastructure prepared by the WDC Project Steering Committee (PSC);
    - The discussion documents on Infrastructure and Designations prepared by the PSC;
    - The collated feedback the PSC have received to date (District Plan Issues Register) on Infrastructure from a range of stakeholders during initial consultation/workshops;
    - The feedback on the existing transport and utility provisions from WDC's development engineer;[1] and
    - Relevant statutory documents.
- A summary of the critical feedback provided by both external and internal stakeholders during the Project issue and option workshops held in July 2016;[2]
- The outcomes of the initial drafting of transport, utility and energy issues and objectives undertaken by the PSC and MWH to date and presented to WDC Councillors;
- The outcomes of the benchmarking exercise in which the District Plan transport, utility and energy provisions of six other Territorial Authorities were reviewed;
- Identification of existing issues relating to transport, utilities and energy within the Waikato District; and
- Identification of potential options to address these issues through the District Plan Review process.

In supporting the future drafting of transport, utility and energy provisions for the WDP and the associated preparation of Section 32 evaluation reports, the purpose of this IOR is to:

- Provide a comprehensive summary of the baseline situation;
- Help clearly define any key issues;

[1] Bevan Mullions, Green Mullions Ltd
[2] Please note a full record of the feedback provided is to be included within the separate Project consultation report

- Identify and assess the benefits and disadvantages of various options to address key issues;
- Determine whether any new issue statements need to be added; and
- Provide a critical comparison of the options.

Furthermore, within the provisions table (attached as Appendix A to this IOR) MWH have provided a review of the PSC provided issues and objectives discussion document.

1.3 Terminology

Whilst definitions in the Proposed District Plan are a matter that will need to be addressed with respect to the transport, utility and energy provisions (refer to section 2.3 below), for the purpose of this IOR, these topics are collectively referred to as 'infrastructure'.

This acknowledges WDC's proposal to merge the current 'built environment' and 'land transport network' issues, objectives and policies into the same chapter under the title of 'infrastructure'.

1.4 Scope of Energy topic

The energy aspects that form part of the infrastructure scope are based around the following definitions within the Waikato Regional Policy Statement:

> ***Infrastructure***
>
> *d) facilities for the generation of electricity, lines used or intended to be used to convey electricity, and support structures for lines used or intended to be used to convey electricity, excluding facilities, lines, and support structures if a person–*
>
> *i) uses them in connection with the generation of electricity for the person's use; and*
>
> *ii) does not use them to generate any electricity for supply to any other person;*
>
> ***Network utility operator***
>
> *c) is an electricity operator or electricity distributor as defined in section 2 of the Electricity Act 1992 for the purpose of line function services as defined in that section;*

On this basis, within the Energy scope we are covering the following:

- Renewable electricity generation and distribution as defined in the National Policy Statement – Renewable Energy Generation;
- Renewable electricity generation for the purposes of supplying more than one site (business, industry or domestic); and
- Facilities for the generation of electricity, lines used or intended to be used to convey electricity, and support structures for lines used or intended to be used to convey electricity are included (i.e. power stations, transmission lines etc.).

However, excluded from this scope is electricity (including renewable electricity) generation for the purposes of supplying one site.

2 Overview of Current Provisions

The following sections provide a summary of the current District Plan (Waikato and Franklin Sections) in terms of infrastructure provisions, how the provisions are structured and discusses some of the pertinent definitions within the District Plan.

Further details on the current District Plan infrastructure provisions is contained in section 6 of this report, whereby a benchmarking exercise has been completed comparing the District Plan to the plans of six other territorial authorities.

2.1 Waikato District Plan – Waikato Section

2.1.1 Overview

The Waikato Section is an effects based plan, and we note that the PSC propose to utilise the Waikato Section as the basis of the future District Plan in terms of general approach and layout.

The policy framework for infrastructure is contained in three separate sections - the Built Environment (Chapter 6), Energy (Chapter 7) and the Land Transport Network (Chapter 8). These chapters contain the existing issues, objectives and policies for infrastructure.

The rules relating to infrastructure are contained within the chapters for each zone; however there are additional rules and development standards contained within appendices:

- Appendix A – Traffic
- Appendix B – Engineering Standards

2.1.2 Appendix A - Traffic

The rules and performance standards within Appendix A relate to a range of transportation related matters such as parking, loading and manoeuvring spaces, service lanes, access and vehicle entrances, road construction and maintenance, road network functions and indicative roads. Appendix A also contains tables and diagrams which specify road width requirements, vehicle tracking curves and intersection layouts etc. Appendix A defines the functions of roads within the District Plan's road hierarchy and lists all the National routes, Regional arterial roads, Arterial roads, Collector roads and Scenic and tourism routes within the District.[3]

2.1.3 Appendix B

Appendix B contains engineering standards relating to subdivision, use and development of land, covering the following topics:

- Wastewater;
- On-Site Wastewater Disposal;
- Trade Waste;
- Water;
- Stormwater;
- Earthworks;
- Road Standards;
- Other Utilities;
- Structure Plans - Te Kauwhata and Ohinewai Country Living Zones;
- System Development; and
- Construction Monitoring.

[3] Appendix A notes that all other roads (noted listed in Appendix A) are local roads; while a private access will also be considered as a local road if it serves more than one lot, or more than one activity

The standards are performance based (i.e. "shall meet these objectives") with an emphasis on outcomes and effects, with an advice note referring to the Hamilton Infrastructure Technical Specifications as an acceptable method to achieve compliance with the appendix.

It should be noted that general earthworks provisions (not specifically related to infrastructure) are not part of the scope of the review to be undertaken by MWH.

2.1.4 Key Definitions

The following key definitions relating to infrastructure are currently contained within Appendix P – *Meaning of Words*.

- **Aerial** – *'Means an antenna or similar communication device formed by a rod, wire, panel or dish by which radio, telephone or electromagnetic signals are transmitted or received. It includes aerials associated with network utilities including radio and telecommunication facilities'*
- **Energy corridor** – *'Means an energy corridor or future energy corridor shown on the Planning Maps'*
- **Equivalent Car Movements/Day** – *'Means:*
    - *1 Light Vehicle to and from the property = 2 equivalent car movements, where in "Light Vehicle" is a motor vehicle with a gross laden weight not exceeding 3500 kg.*
    - *1 Single Unit Heavy Vehicle to and from the property = 6 equivalent car movements, where in "Single-Unit Heavy Vehicle" is a motor vehicle comprised of a single unit having a gross laden weight exceeding 3500 kg.*
    - *1 Multi Unit Heavy Vehicle to and from property = 10 equivalent car movements, where in "Multi-Unit Heavy Vehicle" is a motor vehicle comprised of more than one unit, having a gross laden weight exceeding 3500 kg'*
- **Heavy vehicle –** *'a "Single Unit Heavy Vehicle" (being a motor vehicle comprised of a single unit having a gross laden weight exceeding 3500kg) or a "Multi-Unit Heavy Vehicle" being a motor vehicle comprised of more than one unit, having a gross laden weight exceeding 3500kg)'*
- **Minor upgrading of electricity and telecommunications lines –** '*Means modification of electricity and associated telecommunication lines, utilising the existing support structures or structures of the same scale and similar character, and comprises: the resagging of conductors; the addition of longer or more efficient insulators; the addition of earthwires which may contain telecommunication lines, earthpeaks and lightning rods; the addition of electrical fittings; tower replacement in the same location as existing towers; strengthening of towers and foundations, and earthworks for this purpose; and the replacement of existing cross arms with cross arms of an alternative design'*
- **Network utility –** *'Means activities undertaken by a network utility operator, being:*

    (a) distribution or transmission by pipeline of gas, petroleum or geothermal energy

    (b) telecommunication as defined in section 5 of the Telecommunications Act 2001

    (c) radiocommunication as defined in section 2(1) of the Radiocommunications Act 1989

    (d) transformation, transmission or distribution of electricity

    (e) distribution of water for supply including irrigation

    (f) drainage or sewerage reticulation

    (g) construction and operation of roads and railways

    (h) operation of an airport or an approach control service

    (i) construction and operation of lighthouses, navigation aids and beacons, meteorological facilities and ancillary structures

    (j) stopbanks and erosion protection works.
- **Private access –** *'Means an access route to properties where there is no public right of way'*

- **Road hierarchy –** *'Means the categories of roads set out in Appendix A (Traffic)'*
- **Roading Network –** *'Means the connection of transport corridors made up of national routes, regional arterial roads, arterial roads, collector roads and local roads that accommodates both local and through traffic'*
- **Services –** *'Means water supply, sewage disposal, stormwater drainage, telecommunications, electricity connections and other services to properties'*
- **Vehicle movement –** *'Means the single passage of any vehicle between a road and a site. Note: a Heavy Vehicle Movement relates to a vehicle that exceeds 3500kg (refer Heavy Motor Vehicle Regulations 1974)'*
- **Wind Energy Facility** – *'means buildings, turbines and structures used to generate electricity from the wind, and ancillary structures. It includes electricity lines of less than 110kV'*

2.2 Waikato District Plan – Franklin Section

2.2.1 Overview

General district-wide rules relating to Network and Other Utilities and Essential Services are contained in Part 15. These apply unless an activity is specifically listed as permitted in the zone activity rules.

A separate section (Part 51) contains parking, loading and access standards.

2.2.2 Key Definitions

The following key definitions relating to infrastructure are currently contained within Part 50 – *Definitions*.

- **Aerial –** *'AERIAL means that part of a RADIO COMMUNICATION or TELECOMMUNICATION facility used for transmission or reception including the AERIAL mountings but not any supporting MAST or similar structure. This definition excludes any ANTENNA DISH.)'*
- **Antenna Dish** – *'means a flat, concave, circular, parabolic or similar shaped RADIOCOMMUNICATION or TELECOMMUNICATION apparatus used for transmission or reception including the AERIAL mounting but not any supporting MAST or similar structure. This definition includes any satellite dish'*
- **Driveway** – *'means that portion of the site extending from the vehicle crossing over which vehicles pass to reach the assigned parking spaces or loading spaces. DRIVEWAY includes manoeuvring aisles between parking spaces and manoeuvring areas associated with loading spaces but excludes general outdoor storage or depot area'*
- **Electric Line** – *'has the same meaning as in the Electricity (Safety) Regulations 2010'*
- **Entrance Strip** – *'that part of a rear site extending from the street frontage, which has a width less than or equal to the minimum subdivision frontage standard required for a rear lot in that zone, and accommodates the DRIVEWAY for that site'*
- **Mast** – **'***means any mast, pole, tower or similar structure designed to carry any AERIAL or ANTENNA DISH or otherwise to facilitate RADIO COMMUNICATION or TELECOMMUNICATION'*
- **Network and Other Utilities** – *'means any activity relating to:*

  (i) distribution or transmission by pipe line of natural or manufactured gas, petroleum, or geothermal energy, or

  (ii) TELECOMMUNICATION or RADIO COMMUNICATION, or

  (iii) transformation, transmission or distribution of electricity, or

  (iv) the transmission and distribution of water for supply including irrigation, and water for fire-fighting purposes, or

(v) stormwater control work for which a local authority has financial responsibility, and drainage reticulation systems, or

(vi) sewage reticulation systems, or

(vii) erosion and flood control work for which a local authority has financial responsibility, or

(viii) construction, operation and maintenance of ROADS and railway lines, or

(ix) AMENITY AREAS and structures for amenity and information in ROADS, or

(x) lighthouses, navigation aids and beacons, or

(xi) meteorological facilities, or

(xii) a project or work described as a "network utility operation" by regulations made under the Resource Management Act 1991;

and includes:

(a) structures necessary for the operation of the network or other utility, and

(b) the operation and maintenance of the NETWORK AND OTHER UTILITY.'

- **Private Way** – *'means a 'private way' as defined by section 315 of the Local Government Act 1974 which is designed to provide vehicular and/or pedestrian access to a public street, and may comprise separately owned entrance strips subject to rights of way or a separate lot (access lot) which is jointly owned and used by adjacent lots. It includes any common area defined for the purposes of providing the vehicular access for a MULTI-UNIT HOUSING development or cross lease or unit title subdivision'*
- **Radiocommunication –** *'has the meaning as in section 2(1) of the Telecommunications Act 1987'*
- **Road** – *'has the meaning set out in section 2(1) of the Resource Management Act 1991'*
- **Telecommunication** – *'has the same meaning as in section 2(1) of the Telecommunications Act 1987'*
- **Telecommunication Line** – *'has the same meaning as Line in section 5 of the Telecommunications Act 2001'*
- **Transmission Gas Pipeline** – *'means a gas pipeline which has an operating pressure of over 2000 kilopascals'*

2.3 Comments on Definitions

Based on a review of the current infrastructure related definitions within both the current Waikato and Franklin Sections and the feedback provided by both internal and external stakeholders (refer to Section 4 below), the following issues have been identified:

- Footpaths and cycle/shared paths are not currently defined as either a standalone activity or specifically as part of the road[4]/roading network. This is considered important given:
  - The development of cycle/shared path networks within the District; and
  - The policy direction from documents such as the Waikato Regional Policy Statement and Waikato Regional Land Transport Plan to encourage a sustainable and multi-modal transport network.
- The definitions of 'network utility' / 'network and other utilities' are largely consistent with the definition of 'network utility operation' under section 166 of the RMA and infrastructure and therefore will likely require minimal amendments.
  - The Waikato Section definition includes 'stopbanks and erosion protection works'; which does not appear to be directly relevant to the current provisions. Similarly the Franklin

[4] Meaning as in section 315 of the Local Government Act 1974

Section includes erosion and flood control work for which a local authority has financial responsibility. It is recommended this is discussed further.

- Pump stations and water storage facilities are a key component of three waters utility networks, yet these activities are not specifically defined or provided for within the Waikato Section.[5] Currently only above ground structures associated with electricity, gas and telecommunications are identified.
- The Waikato Section currently has a definition of 'minor upgrading of electricity and telecommunications lines'. A general minor upgrading provision for all network utilities and associated structures could be considered.

Given the move to an 'infrastructure' chapter for the Proposed District Plan issues, objectives and policies (see section 3 of this IOR below), the definitions of what constitutes 'infrastructure', 'utilities' or 'network utilities' needs to be clearly defined and used consistently throughout the whole Proposed District Plan.

Where there are discrepancies between the current Waikato and Franklin Sections, it is recommended the definitions are aligned with the RMA or those contained within the glossary of the Waikato Regional Policy Statement for consistency.

It is noted that feedback received by WDC from external stakeholders in 2015 included a request that the term 'linear networks' is a new defined term within the Proposed District Plan. It is not recommended that such a definition be included, not only in terms of departing from the RMA definition but also unnecessarily increasing complexity for plan users.

[5] 'Pump shed' is defined but relates only to pumping water (and does not appear to be referred to in the current utility rules)

3 Waikato District Council Discussion Documents

The following sections detail the outcomes of the review of the relevant discussion documents prepared by the PSC in relation to the Project.

3.1 Infrastructure Discussion Document

As part of the District Plan Review process, the PSC prepared a discussion document entitled: "Discussion Document - Infrastructure".[6] This was provided to MWH at the outset of the Project.

This document generally summarises the relevant statutory drivers for the Project, the relevant iwi management plans and the current approaches to infrastructure within the Waikato and Franklin Sections of the Waikato District Plan.

The discussion document identifies gaps between these aforementioned documents and provides (with an appendix) the key Waikato Regional Policy Statement provisions which the Project team will consider.

The discussion document also highlights the relevance of the following statutory documents:

- National Environmental Standards for Telecommunication Facilities;
- National Environmental Standard for Electricity Transmission Activities;
- National Policy Statement for Electricity Transmission; and
- National Policy Statement for Renewable Electricity Generation.

Please note these documents have been considered individually within Section 5 of this IOR.

3.2 Infrastructure Issues/Desired State Document

On 8 June 2016, MWH was provided by the PSC the Desired State and Issues work completed for the Infrastructure topic.[7]

This document/table, which was dated 29 April 2016, set out the following headings and structure:

***Topic Specific Desired State/Outcomes**:*

- *The positive and negative effects of the use and operation of infrastructure are recognised and provided for.*
- *A district where growth is coordinated and infrastructure is efficiently provided and utilised.*
- *The road network on the Hamilton Urban fringe is managed to ensure it does not compromise the city's future road network.*
- *Development such as land use and land use intensification including subdivision is well serviced by utilities to avoid the adverse effects on the environment.*
- *Regionally significant industry, infrastructure, primary production and research sites can develop and continue to operate through the provision of supporting infrastructure and resources and the careful consideration of adjacent land uses.*
- *The road network and land use development are designed and managed to ensure the efficient and effective operation of the Land Transport Network.*

- *7.1 ISSUE: Development and Operation of Infrastructure*
- *7.2 ISSUE: Coordinating Growth and Infrastructure*
- *7.3 ISSUE: Urban Expansion*

[6] Document reference: 12_02_16 Discussion Document - Infrastructure.pdf
[7] Document reference: 29_04_16 Infrastructure Desired State.docx

- *7.4 ISSUE: Managing Growth Pressures*
- *7.5 ISSUE: Scattered Development*
- *7.6 ISSUE: Provision of Utilities*
- *7.7 ISSUE: Significant Industry and Primary Production*
- *7.8 ISSUE: Significant Infrastructure*
- *7.9 ISSUE: Land Transport Network*

It is however noted that the desired state/outcomes, numbering and issue topics listed above appear to have been superseded in subsequent documentation prepared by WDC. This is explained further within Section 3.3 of this IOR below.

3.3 Objectives Document

On 8 July 2016, MWH was provided by the PSC a draft evaluation document of the objectives for the Infrastructure topic.[8]

The document assesses the current objectives within the Waikato and Franklin sections to determine if new objectives are required. It is noted the infrastructure desired states and issues identified in this document differ from those listed in Section 3.2 of this IOR above:

***Infrastructure Desired States**:*

- *Infrastructure is designed, developed, maintained, managed and utilised in a way that support a safe, connected, accessible, sustainable, resilient and integrated built environment and enhances community wellbeing and amenity values.*
- *Development of the built environment is focused in and around settlement nodes in an integrated manner.*

- *ISSUE: Development and Operation of Infrastructure*
  - *The development and operation of infrastructure has the potential to positively or negatively impact on our ability to sustainably manage natural and physical resources and to provide for community wellbeing*
- *ISSUE: Provision of Utilities Avoids Adverse Effects*
  - *Land uses and land use intensification, including subdivision, can have adverse effects on the environment if wastewater and stormwater disposal, water supply, energy supply and telecommunications are not adequately provided for or managed.*
- *ISSUE: Significant Industry, Infrastructure, Primary Production and Research Sites*
  - *Regionally significant industry and infrastructure, primary production and research sites are important for community wellbeing and provide significant social and economic benefits, yet the continued operation and development of these activities can be constrained by the inefficient access to supporting infrastructure, resources and incompatible adjacent landuse activities.*
- *ISSUE: Operation of the Land Transport Network*
  - *The integrated, safe, responsive and sustainable operation of the land transport network, particularly the road network, can be adversely affected by inappropriate design and construction, and connection between the network and adjoining land, as well as through the adverse effects of land use activities and subdivision.*
- *ISSUE: Design, Construction, Maintenance and Operation*

[8] Document reference: 11 Evaluation of Objectives - Infrastructure – Donna.docx

- *Design, construction, maintenance and operation of the land transport network can adversely affect the environment through earthworks and structures, increases in sediment and stormwater run-off, and property and community severance.*

- *ISSUE: Urban Expansion*
  - *New roads on the Hamilton urban fringe may compromise the later future construction of an urban standard and density road network.*

Based on this updated documentation, the overall number of desired state outcomes has been rationalised from six to two; while the issue topics largely remain the same but with the total number rationalised from nine to six.

Please note that subsequent amendments to the issues and objectives have been since made by both the PSC and MWH. Further details on this is provided in Section 6 of this IOR.

3.4 Designations Discussion Document

3.4.1 Overview

As part of the District Plan Review process, the PSC prepared a discussion paper entitled "Designations in the Waikato District Plan". This was provided to MWH at the outset of the Project.

This document provides background on designations and how they are used under the RMA, details on time limits (lapse periods) for designations under the RMA, and outlines the link between the designating of land and the land acquisition processes under the Public Works Act.

The document provides the lists of the existing requiring authorities which have designations within both the Waikato and Franklin Sections of the Waikato District Plan. It is noted the names of two requiring authorities will require updating: Waikato Regional Council and KiwiRail Holdings Limited (currently listed as Environment Waikato and The New Zealand Railways Corporation respectively).

The document also outlines the engagement the PSC have already had with the requiring authorities with regards to whether the existing designations within both the Waikato and Franklin Sections of the Waikato District Plan need to be rolled over. This section of the document notes that requiring authorities from the Franklin Section (Counties Power, Spark NZ Ltd., Chorus NZ Ltd., Auckland Council and Watercare Services Ltd.) will need to be added to the existing list of requiring authorities within Chapter 30 of the Waikato Section as part of the District Plan Review process.

3.4.2 Conclusions

Based on the details outlined within this document, the tasks required around designations (updating correct names and adding requiring authorities from the Franklin Section) will not likely have any impact on the infrastructure provisions prepared as part of this Project as these matters will be limited to Chapter 30 (or the renamed/renumbered designations chapter).

Nonetheless, the list of requiring authorities was relevant in determining the list of external stakeholders who were likely to have an interest in the proposed Transport and Utility Provisions and were therefore invited to the workshops associated with this Project. Further details on the external workshop is contained within Section 4 of this IOR.

3.5 Feedback from Development Engineer

3.5.1 Overview

WDC engaged Bevan Mullions of Green Mullions Ltd to provide comment on the existing transport and utility provisions of the Waikato Section. Mr Mullions has undertaken the role of Development Engineer on behalf of WDC for several years, and his feedback was provided to MWH on 23 June 2016.

The feedback provided on specific provisions has been noted within the provisions table which is attached as Appendix A to this IOR.

It should be noted that Mr Mullions is also providing technical input to WDC on the review of the District Plan's earthworks provisions.

3.5.2 Integrated Technical Specifications

In parallel to the Project, Mr Mullions is providing WDC engineering advice on the draft Regional Integrated Technical Specifications (the RITS) which is currently being prepared by the Waikato Mayoral Forum.

The RITS are understood to be largely based on the current Hamilton City Integrated Technical Specifications (which the Waikato Section makes reference to), and is expected to be adopted by the territorial authorities within the Waikato Region around March 2017.
On 29 June 2016, the PSC obtained legal advice from Tompkins Wake regarding the referencing of the RITS within the proposed District Plan. As the RITS is to be just "one" means of compliance with the rules, it is recommended that non-incorporating reference to the RITS is made within the proposed District Plan through the use of advice notes or introductory statements so as to ensure the standards and guidelines are not locked into the proposed District Plan. As the RITS would not be incorporated into the Proposed District Plan via references, any updates to the RITS would not require a Schedule 1 process under the RMA.

4 Review of Consultation Feedback

The following sections set out the consultation feedback considered in the development of this IOR. Please note that given MWH's scope was originally limited to transport and utility provisions only, the feedback reviewed (as set out in the following sections) does not consider energy related matters.

4.1 District Plan Issues Register - Infrastructure

The PSC have been collating feedback from a range of stakeholders to inform the District Plan Review process since 2015. This feedback has been captured within a spreadsheet entitled the District Plan Issues Register (the register)[9]; with the Infrastructure tab of this spreadsheet reviewed by MWH for the purposes of this Project.

The relevant Infrastructure feedback from the register has been summarised and categorised by MWH within Table 4-1 below. A number of the suggestions listed were for matters which could not be addressed through the District Plan review i.e. changing of road speed limits, and we have not discussed these further.

The feedback provided on specific provisions has been noted within the provisions table which is attached as Appendix A.

Table 4-1: Summary of Feedback Received – Infrastructure

Transport related	Utility related	General planning matters	Comments on specific provisions/chapters
• Ensure specific provision, including maintenance, of cyclepaths/shared paths • Combine road hierarchies of Waikato and Franklin and look at the NZ Transport Agency's One Network Road Classification framework • Road standards need to be reviewed • Ensure provisions for structures within road reserve • Relook at the narrow road reserve widths as you cannot fit utilities in • Relook at entrance separation distances – they should be reduced and could be contained in ITS • Relook at parking requirements (e.g. one space per bedroom too much for dwellings yet one space per 35m^2 for conference centre insufficient) • Vehicle access standards not achieving desired outcomes • Relook at tracking curves - static guides are outdated • Relook at manoeuvrability – should be able to reverse onto Local Roads • Retain Newell Road entrance prohibition	• Encourage rain tanks and low impact design • Provide for pump stations as specific activity • Need stormwater control for rural zoned land in current Franklin area - something like Appendix B • Revisit need for requirement for telecommunications connections to all allotments	• Separate chapter for infrastructure and include all relevant objectives, policies and rules • Delete indicative roads when not needed • Ensure consistency with the setbacks from the Expressway (e.g. 35m limit for much of the District but then different for Pokeno) • Ensure permitted activity for installation and modification of existing utilities • Definitions – distinction between infrastructure and network utilities • Include term 'linear networks' • Trimming vegetation associated with transport and utility activities taken into account • Increase permitted height of telecommunications structures to match that of the minimum required heights under central governments RBI scheme • Include to 3 Waters Strategy • Look to address water quality within the District Plan • Clarify if lightning rod is part of a telecommunications structure • Need continued access to paper roads	• Appendices A and B should align with ITS • There is inconsistency as two sets of standards for transportation (Appendix A and B) • The form and function of Appendix A should be defined so that the information provided therein is consistently pitched at the right level of detail. External references to suffice where practical. • Review Appendix B in terms of road construction • Need to consider what road/vehicle related provisions are captured under the ITS and do not required DP intervention. The requirements around the level of detail in Appendix A should define the links to external standards that may change more frequently • Revise Rule A24.1(a) and (b) relating to indicative roads • Figure 4A: Tamahere CLZ typical cross section of collector and local roads conflicts with Appendix B7.11. Also should be Figure 4 • There are two Figure 4As • Review Appendix A Figure 5: Local intersection widening Austroads Type A. Consider whether to retain or not. It is more appropriate if it can be subject to specific design based on road environment • Standards for Figure 7 (Rural and Coastal Zone Entrances) could be contained in the ITS as should Figure 7 • 'Standards for Figure 8 (Urban Entrances) excluding the TK Structure Plan Area' should be removed as ITS already being used for these standards. Figure 8 should also be deleted

[9] Document reference: 21_04_16 District Plan Issues Register for Input.xlsx

4.2 External Stakeholders Workshop

On 11 July 2016, a workshop with a range of external transport and utility stakeholders was hosted by WDC and MWH at WDC's office, 15 Galileo Street, Ngaruawahia. The organisations represented at the workshops were:

- McCracken Surveys;
- Counties Power;
- Blue Wallace Surveyors;
- NZ Transport Agency;
- Watercare Services;
- Auckland Transport;
- Waipa Networks;
- Hamilton City Council;
- Spark;
- Vodafone; and
- BCD Group Ltd.

A copy of the notes/transcript from the workshop is contained as Appendix C.

The participants of the workshop identified the following as being key matters in respect to transport and utility provisions:

- Try not to be overly prescriptive on utility dimensions as there are industry standards;
- Early consultation in re-zoning is required, particularly in rural areas;
- Support for a stand-alone chapter for transport and utilities;
- District Plan needs to anticipate future land uses;
- Standardise the utility layouts within road corridors;
- Increase permitted limits from current 110kV for electricity lines;
- Remove the exclusion of lightning rods as part of the height requirements;
- The need to futureproof and enable constant changes to best-practice due to technological advances;
- Increase permitted limits for telecommunication mast heights; and
- Alignment with Hamilton City Council Plan rules, particularly at the boundary.

4.3 Internal Stakeholders Workshop

On 14 July 2016, a workshop with a range of internal stakeholders was hosted by WDC and MWH at WDC's office, 15 Galileo Street, Ngaruawahia.

A copy of the notes/transcript from the workshop is contained as Appendix D.

The following were identified by the internal stakeholders in attendance as being key matters in respect to transport and utility provisions:

- Waikato Section should be clear and easy to use;
- Support the approach of rules by zone;
- The structure of the Waikato Section is good – tables of activity, what is permitted etc.;
- Keep cross-referencing minimal;
- Low impact design currently within the Waikato Section is good – extend to whole plan;

- Earthworks provisions need to link to the Regional Plan;
- Activity statuses need to reflect importance/focus of objectives and policies; and
- District Plan outcomes need to be direct and quantitative.

The feedback from both workshops has been taken into consideration within the overall conclusions/recommendations within this IOR (Section 8) and within the provisions table contained as Appendix A.

5 Review of Statutory Documents

Under section 75(3) of the RMA, a district plan must give effect to the following:

(a) any national policy statement; and

(b) any New Zealand coastal policy statement; and

(c) any regional policy statement.

In respect to infrastructure provisions, these statutory documents are discussed in terms of their relevance to the Project.

5.1 National Policy Statement for Electricity Transmission

5.1.1 Overview and Relevance to Project

The NPS-ET was gazetted on 13 March 2008 (it took effect on 10 April 2008) and sets out one objective and a number of policies to standardise the approach to the electricity transmission network (the national grid) across the country. The NPSET recognises as a matter of national significance the need to operate, maintain, develop and upgrade the electricity transmission network.

The NPS-ET seeks to ensure that, in providing for the transmission of electricity within a region or district and in managing the effects of the transmission network on the environment, the operational and long-term development requirements of the network are appropriately considered and its status as a linear cross-boundary network is fully recognised.

Electricity transmission lines and structures are those owned and operated by Transpower New Zealand Ltd, and carry electricity from the generators to the substations where it is supplied to local distribution companies. Within Waikato District, there is a network of overhead transmission lines and infrastructure such as towers and substations.

We understand discussions have previously taken place between WDC staff and representatives from Transpower; the operators of the national grid high voltage transmission network, in relation to the NPS-ET and its requirements for WDC.

We understand that informal agreement was reached between the parties at that time that the NPS-ET would be best dealt with as part of the WDC District Plan Review process.

5.1.2 Recommendations

The NPS-ET is a key consideration for this Project, and the infrastructure provisions are required to specifically give effect to it.

It should be recognized that houses, structures and activities that were lawfully established under and in close proximity to high voltage transmission lines are afforded existing use rights under Section 10 of the Resource Management Act. Despite any changes to the District Plan that may be proposed, there will be no changes to the existing situation. However future additions to buildings or changes to the lines may be affected giving effect to the NPS-ET.

The Waikato Section identifies electricity transmission lines on the planning maps. The setback requirements are at least 20m from the centre line of any electricity transmission line designed to operate at 110kV or more in all zones. The Franklin Section controls the location of buildings in particular zones or areas (e.g. Pokeno Structure Plan area), earthworks and subdivision in close proximity to electricity transmission lines throughout the district. There are no rules to control the location of sensitive uses such as schools, day-care, and hospitals or the planting of trees in close proximity to transmission lines.

All of these activities have the potential to impact on the security of the electricity transmission infrastructure and the safety of the community; examples include:

- new buildings close to transmission lines increase the risk of flashovers,
- sensitive activities such as childcare locating directly beneath the lines increase the risk to people;

- earthworks around towers can destabilize towers or reduce separation distances between the ground and lines by raising the ground level;
- dust from construction earthworks may also adversely affect the functioning of the lines;
- trees planted near the lines can increase the risk of flashovers.

It is recommended that additions and amendments are made in some instances to the current issues and objectives.

Table 5-1: Recommendations in Response to the National Policy Statement for Electricity Transmission

NPSET Objective and Policies	Recommended response of the District Plan
Objective To recognise the national significance of the electricity transmission network by facilitating the operation, maintenance and upgrade of the existing transmission network and the establishment of new transmission resources to meet the needs of present and future generations, while: • managing the adverse environmental effects of the network; and • managing the adverse effects of other activities on the network.	The NPSET requires local authorities to provide some form of specific recognition and provision for the transmission network in their district plan objectives, policies, methods and rules (if appropriate). The transmission network should be specifically provided for. The following changes to the District Plan are recommended: • an objective be developed which flows through into policies and assessment criteria (for appropriate activities) that aligns with the NPSET objective. • an objective and policy is developed which addresses managing the effects of other activities (including structures and buildings) on the electricity transmission network. • revise the approach to electricity transmission lines to include all buildings and structures as well as some critical activities such as activities sensitive to electricity and earthworks.
Policy 1 In achieving the purpose of the Act, decision-makers must recognise and provide for the national, regional and local benefits of sustainable, secure and efficient electricity transmission. The benefits relevant to any particular project or development of the electricity transmission network may include: i) maintained or improved security of supply of electricity; or ii) efficient transfer of energy through a reduction of transmission losses; or iii) the facilitation of the use and development of new electricity generation, including renewable generation which assists in the management of the effects of climate change; or iv) enhanced supply of electricity through the removal of points of congestion.	The following changes to the District Plan are recommended: • a similar policy to NPSET Policy 1 be introduced into the District Plan to recognize the benefits of sustainable, secure and efficient electricity transmission. This will enable the District Plan to give effect to the NPSET. • the National Environmental Standard for Electricity Transmission Activities be recognized by the District Plan as an “other method” for giving effect to policies. • assessment criteria be developed to apply when a component of the electricity network requires a resource consent. The National Environmental Standard for Electricity Transmission Activities only covers existing transmission networks. The assessment criteria would apply to those activities not covered by the NESETA such as new networks, switching stations or substations.

The above list of benefits is not intended to be exhaustive and a particular policy, plan, project or development may have or recognise other benefits.	In the case of these activities the District Plan rules apply and a resource consent may be required where a performance standard is exceeded, not met or the development is in an overlay.
Policy 2 In achieving the purpose of the Act, decision-makers must recognise and provide for the effective operation, maintenance, upgrading and development of the electricity transmission network.	The following changes to the District Plan are recommended: • Development of a policy that supports the operation, maintenance and upgrading of electricity transmission networks • Revise the approach to electricity transmission lines to manage sensitive land-use activities. This will more effectively manage safety issues. • Revise the approach to electricity transmission lines to manage the construction of buildings and structures. This will enable operation, maintenance, upgrading and development of the transmission network. • Develop additional policies to more closely align with that of the NPSET. • Develop assessment criteria for those transmission activities that will require resource consent.
Policy 3 When considering measures to avoid, remedy or mitigate adverse environmental effects of transmission activities, decision-makers must consider the constraints imposed on achieving those measures by the technical and operational requirements of the network.	The following changes to the District Plan are recommended: • Strengthening the District Plan through development of a policy which recognises the technical and operational requirements of the network. • Assessment criteria along the lines of the NPSET Policy 3 should also be developed for activities / structures that apply to electricity transmission (those that are not captured by the National Environmental Standard for Electricity Transmission Activities).
Policy 4 When considering the environmental effects of new transmission infrastructure or major upgrades of existing transmission infrastructure, decision-makers must have regard to the extent to which any adverse effects have been avoided, remedied or mitigated by the route, site and method selection.	The following changes to the District Plan are recommended: • Introduce a new policy to support Policy 4 of the NPSET. • Develop specific bulk and location standards for electricity transmission activities. • Develop associated assessment criteria which only relate to transmission structures and activities.

Policy 5 When considering the environmental effects of transmission activities associated with transmission assets, decision-makers must enable the reasonable operational, maintenance and minor upgrade requirements of established electricity transmission assets.	The "operation, maintenance, and minor upgrading" aspects of this policy will be largely implemented through the National Environmental Standard on Electricity Transmission Activities. Policy 5 refers to "established electricity transmission assets" which is addressed by the NESETA. Policy 5 may apply to substations and switching stations as even existing substations and switching stations are not covered by the NESETA. The following changes to the District Plan are recommended: • A policy to enable reasonable operational, maintenance and minor upgrade requirements of established electricity transmission assets. • Associated assessment criteria are developed in the case of substations and switching stations (as these are not covered by the NESETA)
Policy 6 Substantial upgrades of transmission infrastructure should be used as an opportunity to reduce existing adverse effects of transmission including such effects on sensitive activities where appropriate.	The "upgrading" aspects of this policy will be largely implemented through the National Environmental Standard on Electricity Transmission Activities where the upgrade involves existing transmission infrastructure and networks. The following changes to the District Plan are recommended: • Review the existing policies relating to residential environments and ensure they adequately cover reduction of existing adverse effects • Develop policies to cover the development of new transmission networks (not covered by NESETA) • Develop assessment criteria that would apply in the case of new networks, substations and switching stations
Policy 7 Planning and development of the transmission system should minimise adverse effects on urban amenity and avoid adverse effects on town centres and areas of high recreational value or amenity and existing sensitive activities.	The following changes to the District Plan are recommended: • Review the characteristics of urban amenity that are critical to be maintained. Ensure that there is adequate policy support to protect these components of urban amenity. • Identify areas of high recreational or amenity value and ensure there is adequate policy support to protect these from inappropriate new electricity transmission development. • Develop policies to provide guidance on the appropriate ways to minimise adverse effects on these environments. • Develop assessment criteria to apply when a component of the electricity network requires

	a resource consent for those activities / structures not covered by the NESETA. The assessment criteria would apply to those activities not covered by the NESETA such as new networks, switching stations or substations.
Policy 8 In rural environments, planning and development of the transmission system should seek to avoid adverse effects on outstanding natural landscapes, areas of high natural character and areas of high recreation value and amenity and existing sensitive activities.	Although there is a robust policy framework in the District Plan for protecting regionally significant landscapes, significant coastal areas and significant natural areas, this does not flow through into rules with regard to transmission networks. The following changes to the District Plan are recommended: • Develop an additional policy • Strengthen methods to give effect to policies regarding outstanding natural landscapes, areas of high natural character and areas of high recreation value and amenity and existing sensitive activities. • This may include reviewing the activity status of transmission structures within these overlays and strengthening the existing overlays where appropriate.
Policy 9 Provisions dealing with electric and magnetic fields associated with the electricity transmission network must be based on the International Commission on Non-ionising Radiation Protection *Guidelines for limiting exposure to time varying electric magnetic fields (up to 300 GHz)* (Health Physics, 1998, 74(4): 494-522) and recommendations from the World Health Organisation monograph *Environment Health Criteria* (No 238, June 2007) or revisions thereof and any applicable New Zealand standards or national environmental standards.	It is recommended that further discussions are held with Transpower to confirm that the numerical standards already contained in the District Plan are aligned with relevant international standards. The following changes to the District Plan are recommended: • Include a policy referring to the International Commission on Non-ionising Radiation Protection guidelines • It may be appropriate for International Commission on Non-ionising Radiation Protection Guidelines for limiting exposure to time varying electric magnetic fields (up to 300 GHz) (Health Physics, 1998, 74(4): 494-522) and recommendations from the World Health Organisation monograph Environment Health Criteria (No 238, June 2007) to be referenced in association with the existing electric field strength and magnetic flux density standards.
Policy 10 In achieving the purpose of the Act, decision-makers must to the extent reasonably possible manage activities to avoid reverse sensitivity effects on the electricity transmission network and to ensure that operation, maintenance, upgrading, and development of the electricity transmission network is not compromised.	The following changes to the District Plan are recommended: • When considering the Waikato Section and Franklin Section, there are different setbacks standards from the centerline of electricity transmission lines. It is recommended that this matter be discussed with Transpower to confirm the different approaches as being

Policy 11 Local authorities must consult with the operator of the national grid, to identify an appropriate buffer corridor within which it can be expected that sensitive activities will generally not be provided for in plans and/or given resource consent. To assist local authorities to identify these corridors, they may request the operator of the national grid to provide local authorities with its medium to long-term plans for the alteration or upgrading of each affected section of the national grid (so as to facilitate the long-term strategic planning of the grid).	appropriate to each areas, and ensuring an adequate evidence base for the setbacks. • Develop an appropriate objective. • Develop supporting policies. • Revise the policies to recognize the potential for reverse sensitivity issues to arise around existing electricity transmission networks. • Review assessment criteria. • Develop policies to control subdivision within close proximity to electricity transmission lines. • Revise the existing assessment criteria for subdivision to ensure that building envelopes are identified clear of the setbacks.
Policy 12 Territorial authorities must identify the electricity transmission network on their relevant planning maps whether or not the network is designated.	No changes are required as the planning maps are already giving effect to this Policy.
Policy 13 Decision-makers must recognise that the designation process can facilitate long-term planning for the development, operation and maintenance of electricity transmission infrastructure.	The following changes to the District Plan are recommended: • Develop a similar policy to the NPSET Policy 13 be introduced into the District Plan to recognise the value of the designation process and encourage use of it for electricity transmission infrastructure. • Add “designation process” to “other methods” in the District plan to recognize the ways of giving effect to policies.

Any further refinement to these provisions, as well as the inclusion of future policies, will need to give effect to the NPS-ET as outlined above.

5.2 National Policy Statement for Renewable Electricity Generation

5.2.1 Overview and Relevance to Project

The National Policy Statement for Renewable Electricity Generation (NPS-REG) sets out objectives and policies for local authorities to address renewable electricity generation in RMA planning documents, including district plans.

The NPS-REG, which took effect on 13 May 2011, recognises the importance of renewable energy. It promotes a more consistent approach to balancing the competing values associated with the development of New Zealand’s renewable energy resources when councils make decisions on resource consent applications.

Given the infrastructure chapter will include energy matters including the generation of electricity, the NPS-REG is relevant to this Project.

5.2.2 Recommendations

The table below forms the recommendations for the Proposed District Plan based on the requirements of the NPS-REG.

Table 5-2: Recommendations in Response to the National Policy Statement for Renewable Electricity Generation

NPSET Objective and Policies	Recommended response of the District Plan
Objective *To recognise the national significance of renewable electricity generation activities by providing for the development, operation, maintenance and upgrading of new and existing renewable electricity generation activities, such that the proportion of New Zealand's electricity generated from renewable energy sources increases to a level that meets or exceeds the New Zealand Government's national target for renewable electricity generation.*	The NPS-REG requires local authorities to provide specific recognition and provision for renewable electricity generation activities in their district plan. The following changes to the District Plan are recommended: • an objective be developed which flows through into policies and assessment criteria (for appropriate activities) that aligns with the NPS-REG objective.
Policy A *Decision-makers shall recognise and provide for the national significance of renewable electricity generation activities, including the national, regional and local benefits relevant to renewable electricity generation activities. These benefits include, but are not limited to:* *a) maintaining or increasing electricity generation capacity while avoiding, reducing or displacing greenhouse gas emissions;* *b) maintaining or increasing security of electricity supply at local, regional and national levels by diversifying the type and/or location of electricity generation;* *c) using renewable natural resources rather than finite resources;* *d) the reversibility of the adverse effects on the environment of some renewable electricity generation technologies;* *e) avoiding reliance on imported fuels for the purposes of generating electricity.*	It is recommended that a similar policy to NPS-REG Policy A is introduced into the District Plan to recognise the benefits of renewable electricity generation activities. This will enable the District Plan to give effect to the NPS-REG. It is recommended that this policy cascade through into rules that enable renewable electricity generation activity in appropriate areas at an appropriate scale.
POLICY B *Decision-makers shall have particular regard to the following matters:* *a) maintenance of the generation output of existing renewable electricity generation activities can require protection of the assets, operational capacity and continued availability of the renewable energy resource; and* *b) even minor reductions in the generation output of existing renewable electricity generation activities can cumulatively have significant adverse effects on national,*	The following changes to the District Plan are recommended: • Development of a policy that supports the operation, maintenance and upgrading of these activities; and • Development of a reverse sensitivity policy that supports the protection of renewable electricity generation activities and seeks to ensure their effective output/operation. • It is recommended that this policy cascade through into rules that enable development, operation, maintenance, and upgrading of:

regional and local renewable electricity generation output; and *c) meeting or exceeding the New Zealand Government's national target for the generation of electricity from renewable resources will require the significant development of renewable electricity generation activities.*	o new and existing renewable electricity generation activities using solar, biomass, tidal, wave, hydro-electricity, wind, geothermal and ocean current energy resources. o small and community-scale distributed renewable electricity generation from any renewable energy source • This could also flow through into matters of control or discretion. • Policy to avoid reverse sensitivity effects on renewable electricity generation activities. • Rules may be required in a similar approach to protecting the transmission electricity lines from reverse sensitivity. The focus will be on protecting significant existing renewable electricity generation activities.
POLICY E1 *Regional policy statements and regional and district plans shall include objectives, policies and methods (including rules within plans) to provide for the development, operation, maintenance, and upgrading of new and existing renewable electricity generation activities using solar, biomass, tidal, wave and ocean current energy resources to the extent applicable to the region or district.*	
POLICY E2 *Regional policy statements and regional and district plans shall include objectives, policies, and methods (including rules within plans) to provide for the development, operation, maintenance, and upgrading of new and existing hydro-electricity generation activities to the extent applicable to the region or district.*	
POLICY E3 *Regional policy statements and regional and district plans shall include objectives, policies, and methods (including rules within plans) to provide for the development, operation, maintenance and upgrading of new and existing wind energy generation activities to the extent applicable to the region or district.*	
POLICY E4 *Regional policy statements and regional and district plans shall include objectives, policies, and methods (including rules within plans) to provide for the development, operation, maintenance, and upgrading of new and existing electricity generation activities using geothermal resources to the extent applicable to the region or district.*	

POLICY F *As part of giving effect to Policies E1 to E4, regional policy statements and regional and district plans shall include objectives, policies, and methods (including rules within plans) to provide for the development, operation, maintenance and upgrading of small and community-scale distributed renewable electricity generation from any renewable energy source to the extent applicable to the region or district.*	
POLICY D *Decision-makers shall, to the extent reasonably possible, manage activities to avoid reverse sensitivity effects on consented and on existing renewable electricity generation activities.*	
POLICY G *Regional policy statements and regional and district plans shall include objectives, policies, and methods (including rules within plans) to provide for activities associated with the investigation, identification and assessment of potential sites and energy sources for renewable electricity generation by existing and prospective generators.*	The following change to the District Plan is recommended: • Development of a policy that supports these activities. • Rules that enable investigation, identification and assessment of potential sites and energy sources

5.3 New Zealand Coastal Policy Statement

5.3.1 Overview and Relevance to Project

The purpose of the New Zealand Coastal Policy Statement (NZCPS) is to state objectives and policies in order to achieve the purpose of the RMA in relation to the coastal environment of New Zealand. The NZCPS 2010 took effect on 3 December 2010.

The NZCPS has relevance to this infrastructure topic; recognising the provision of infrastructure and energy generation within the coastal environment is important to the social, economic and cultural well-being of people and communities, and addressing issues such as the risk to existing infrastructure from coastal erosion and coastal hazards.

5.3.2 Key Provisions/Matters

The provisions of the NZCPS which are considered to be applicable to the Project are outlined in full within Appendix B - the table of the relevant provisions of the statutory documents. The identification of the extent of the coastal environment (as required by Policy 1 of the NZCPS) will be critical for application of the NZCPS. Indeed, Objective 1(2)(i) recognises that the coastal environment contains physical resources and built facilities, including infrastructure, that have modified the coastal environment.

The King Salmon Supreme Court decision has had wide ranging consequences and has changed the way policies are interpreted. This decision has set a precedent that applying an overall judgment of is not appropriate when giving effect to provisions in higher order planning documents and prescriptive policies are likely to be awarded more weight than flexible ones (e.g. highly directive verbs such as avoid, protect etc.). The decision has indicated that the use of the word “avoid” adverse effects is an absolute for the matters listed. This is of particular relevance to policies which require adverse effects to

be *avoided* (Policies 5, 11, 13 and 15). What this means for infrastructure is that infrastructure activities in the following areas in the coastal environment will need to be managed differently from the rest of the district:

- land or waters in the coastal environment held or managed under the Conservation Act 1987 and any Act listed in the 1st Schedule to that Act; or other Acts for conservation or protection purposes (Policy 5)
- areas of outstanding natural character (Policy 13(1)(a))
- outstanding natural features and outstanding natural landscapes in the coastal environment (Policy 15(a))

In order to protect indigenous biological diversity in the coastal environment, Policy 11 requires activities avoid adverse effects on:

> *(i) indigenous taxa* that are listed as threatened** or at risk in the New Zealand Threat Classification System lists;*
> *(ii) taxa that are listed by the International Union for Conservation of Nature and Natural Resources as threatened;*
> *(iii) indigenous ecosystems and vegetation types that are threatened in the coastal environment, or are naturally rare***;*
> *(iv) habitats of indigenous species where the species are at the limit of their natural range, or are naturally rare;*
> *(v) areas containing nationally significant examples of indigenous community types; and*
> *(vi) areas set aside for full or partial protection of indigenous biological diversity under other legislation; and*
>
> *(b) avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of activities on:*
>
> *(i) areas of predominantly indigenous vegetation in the coastal environment;*
> *(ii) habitats in the coastal environment that are important during the vulnerable life stages of indigenous species;*
> *(iii) indigenous ecosystems and habitats that are only found in the coastal environment and are particularly vulnerable to modification, including estuaries, lagoons, coastal wetlands, dunelands, intertidal zones, rocky reef systems, eelgrass and saltmarsh;*
> *(iv) habitats of indigenous species in the coastal environment that are important for recreational, commercial, traditional or cultural purposes;*
> *(v) habitats, including areas and routes, important to migratory species; and*
> *(vi) ecological corridors, and areas important for linking or maintaining biological values identified under this policy.*

It is expected that the areas applicable under Policies 5, 11, 13 and 15 will be identified as a separate workstream but will have implications for policies and rules pertaining to infrastructure within those areas.

All of the NZCPS policies referring to activities or use and development are relevant to infrastructure. However there are a number which are specific to infrastructure including:

- Policy 6(1)(a) and (b) – which recognises the provision of infrastructure, including the generation and transmission of energy, are important activities; and considers the rate at which infrastructure should be enabled to provide for the reasonably foreseeable needs of population growth without compromising the other values of the coastal environment;
- Policy 25(d) – where practicable, encourage the location of infrastructure away from areas potentially affected by coastal hazards over at least the next 100 years.

As set out in the provisions table contained as Appendix A, the Waikato Section currently has infrastructure rules and associated performance standards which are specific to the Coastal Zone, although the Coastal Zone may not necessarily comprise the coastal environment as required by the NZCPS. Once the coastal environment is identified, the provisions relating to infrastructure should be developed to give effect to the NZCPS. It is important the infrastructure provisions of the Proposed District Plan give effect to the NZCPS and that WDC establish objectives, policies and rules that manage infrastructure structures and activities within the coastal environment.

5.4 Waikato Regional Policy Statement

5.4.1 Overview and Relevance to the Project

The Operative Waikato Regional Policy Statement (WRPS) provides an overview of the resource management issues in the Waikato region, and the ways in which integrated management of the region's natural and physical resources will be achieved.

It provides policies and a range of methods to achieve integrated outcomes for the region across resources, jurisdictional boundaries and agency functions, and guides development of subordinate plans (such as the Proposed District Plan) and consideration of resource consents.

5.4.2 Key Provisions/Matters

The provisions of the WRPS which are considered to be applicable to Project are outlined in full within Appendix B - the table of the relevant provisions of the statutory documents.

A large number of the issues, objectives and policies of the WRPS are relevant to the management of infrastructure to some degree, but the most relevant to the Project are discussed below.

5.4.2.1 Issues

The WRPS highlights providing for energy demand and managing the built environment as key issues for the Waikato Region.

The successful development of energy resources and the built environment, along with managing the potential adverse effects on natural and physical resources associated with these activities, needs to be supported by the provision of appropriate infrastructure.

5.4.2.2 Objectives and Policies

There are a significant number of objectives and policies relevant to infrastructure. These are discussed in detail in Appendix B, but the key messages are:

- Integrate infrastructure with land use;
- Infrastructure enables people and communities to provide for their well-being;
- Manage reverse sensitivity with regards to infrastructure corridors;
- Development maintains and enhances the safe, efficient and effective use of existing infrastructure;
- Recognise and protect regionally significant infrastructure, including electricity transmission and renewable electricity generation activities;
- Provide for all electricity transmission and renewable electricity generation activities, including maintenance, operation, upgrading and new facilities;
- Encourage multi-modal transport options;
- Good connection of different transport modes;
- Protect existing and planned infrastructure corridors;
- Increase energy efficiency;
- Recognise any increasing demand for energy and seek opportunities to minimise this demand; and
- Development should minimise transport and energy demand.

5.4.2.3 Definitions

As set out in Section 2.3, it is recommended the definitions are aligned with those in the RMA and/or the WRPS.

The WRPS contains region-specific definitions of potential relevance to the Project including:

> ***Built environment*** *– buildings, physical infrastructure and other structures in urban, rural and the coastal marine area, and their relationships to natural resources, land use and people.*

Domestic or municipal supply *– means a reticulated supply publicly or privately owned where the net take is:*
a) for the primary purpose of human drinking, sanitation and household needs wherever they arise; or
b) for the purpose of enabling local authorities to meet their general responsibilities (wherever they arise) under the Local Government Act 2002, the Health Act 1956 and relevant legislation, including supply for the purposes of industrial and agricultural use.

Electricity generation activities *- means the construction, operation and maintenance of structures associated with electricity generation. This includes small and community-scale distributed generation activities and the system of electricity conveyance required to convey electricity to the distribution network and/or the national grid and electricity storage technologies associated with renewable electricity.*

Electricity transmission network/ electricity transmission *- all mean part of the national grid (assets used or owned by Transpower NZ Limited) of transmission lines and cables (aerial, underground and undersea, including the high-voltage direct current link), stations and sub-stations and other works used to connect grid injection points and grid exit points to convey electricity throughout the North and South Islands of New Zealand.*

Infrastructure* *means –*
a) pipelines that distribute or transmit natural or manufactured gas, petroleum, biofuel or geothermal energy;
b) a network for the purpose of telecommunication as defined in section 5 of the Telecommunications Act 2001;
c) a network for the purpose of radiocommunication as defined in section 2(1) of the Radiocommunications Act 1989;
d) facilities for the generation of electricity, lines used or intended to be used to convey electricity, and support structures for lines used or intended to be used to convey electricity, excluding facilities, lines, and support structures if a person–
i) uses them in connection with the generation of electricity for the person's use; and
ii) does not use them to generate any electricity for supply to any other person;
e) a water supply distribution system, including a system for irrigation;
f) a drainage or sewerage system;
g) structures for transport on land by cycleways, rail, roads, walkways, or any other means;
h) facilities for the loading or unloading of cargo or passengers transported on land by any means;
i) an airport as defined in section 2 of the Airport Authorities Act 1966;
j) a navigation installation as defined in section 2 of the Civil Aviation Act 1990;
k) facilities for the loading or unloading of cargo or passengers carried by sea, including a port-related commercial undertaking as defined in section 2(1) of the Port Companies Act 1988; or
l) anything described as a network utility operation in regulations made for the purposes of the definition of network utility operator in section 166 of the Resource Management Act.

Integrated Transport Assessment *– a comprehensive review of all the potential transport impacts of a development proposal.*

Network utility operator* *– means a person who:*
a) undertakes or proposes to undertake the distribution or transmission by pipeline of natural or manufactured gas, petroleum, biofuel or geothermal energy; or
b) operates or proposes to operate a network for the purpose of:
    i) telecommunication as defined in section 5 of the Telecommunications Act 2001; or
    ii) radiocommunication as defined in section 2(1) of the Radiocommunications Act 1989; or
c) is an electricity operator or electricity distributor as defined in section 2 of the Electricity Act 1992 for the purpose of line function services as defined in that section; or
d) undertakes or proposes to undertake the distribution of water for supply (including irrigation); or

e) undertakes or proposes to undertake a drainage or sewerage system; or
f) constructs, operates, or proposes to construct or operate, a road or railway line; or
g) is an airport authority as defined by the Airport Authorities Act 1966 for the purposes of operating an airport as defined by that Act; or
h) is a provider of any approach control service within the meaning of the Civil Aviation Act 1990; or
i) undertakes or proposes to undertake a project or work prescribed as a network utility operation for the purposes of this definition by regulations made under the Resource Management Act;
and the words network utility operation have a corresponding meaning.

***Renewable electricity generation** - means generation of electricity from solar, wind, hydro-electricity, geothermal, biomass, tidal, wave, or ocean current energy sources.*

Regionally significant infrastructure – includes:

a) pipelines for the distribution or transmission of natural or manufactured gas or petroleum;

b) infrastructure required to permit telecommunication as defined in the Telecommunications Act 2001;

c) radio apparatus as defined in section 2(1) of the Radio Communications Act 1989;

d) the national electricity grid, as defined by the Electricity Industry Act 2010;

e) a network (as defined in the Electricity Industry Act 2010);

f) infrastructure for the generation and/ or conveyance of electricity that is fed into the national grid or a network (as defined in the Electricity Industry Act 2010);

g) significant transport corridors as defined in Map 6.1 and 6.1A;

h) lifeline utilities, as defined in the Civil Defence and Emergency Management Act 2002, and their associated essential infrastructure and services;

i) municipal wastewater treatment plants, water supply treatment plants and bulk water supply, wastewater conveyance and storage systems, municipal supply dams (including Mangatangi and Mangatawhiri water supply dams) and ancillary infrastructure;

j) flood and drainage infrastructure managed by Waikato Regional Council;

k) Hamilton City bus terminal and Hamilton Railway Station terminus; and

l) Hamilton International Airport.

***Urban** – a concentration of residential, commercial and/or industrial activities, having the nature of a city, town, suburb or a village which is predominantly non-agricultural or non-rural in nature.*

5.4.3 Vision and Strategy

As set out in Section 2 of the WRPS, the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 (the Settlement Act) gives effect to the Deed of Settlement signed by the Crown and Waikato-Tainui on the 17 December 2009.

The Settlement Act has an overarching purpose to restore and protect the health and wellbeing of the Waikato River for future generations. Section 9(2) of the Settlement Act confirms that the vision and strategy for the Waikato River (Te Ture Whaimana o Te Awa o Waikato) applies to the Waikato River and activities within its catchment affecting the Waikato River.

The Vision and Strategy may have peripheral relevance for the Project given a territorial authorities' jurisdiction for district plans includes activities in relation to the surface of water and the land down to the water edge.

5.4.4 Recommendations

The draft evaluation document of the issues and objectives for the Infrastructure topic, which MWH were provided by the PSC, gave effect to a number of these key provisions of the WRPS.

However, as outlined in the objectives analysis table prepared by MWH (as set out in Appendix F to this IOR), it is recommended that further additions and amendments are made in some instances to give effect to these key provisions of the WRPS (and other statutory documents).

5.5 Waikato Regional Land Transport Plan 2015 – 2045

5.5.1 Overview and Relevance to Project

The Waikato Regional Land Transport Plan (WRLTP) has been developed for the region by the Waikato Regional Transport Committee, and sets out:

- How it intends to develop the region's land transport system over the next 30 years; and
- What regional transport activities are proposed for investment (local and/or central government) over the next six years.

The WRLTP replaces the previous Regional Land Transport Strategy and Regional Land Transport Programme.

Whilst the WRLTP is not a document specifically required under the RMA for the Proposed District Plan to give effect to, it is considered relevant given it has been prepared to complement and implement key WRPS built environment policies.[10]

5.5.2 Key Provisions/Matters

The following are the six regional land transport objectives identified in the WRLTP. These are intended to help achieve the purpose of the Land Transport Management Act aim of an effective, efficient, and safe land transport system in the public interest.

- Integration and forward planning – "An **integrated** and aligned land use and transport system."
- Facilitating Economic Development – "An effective and efficient land transport system that enhances economic **wellbeing**, and supports growth and **productivity** within the Waikato region and upper North Island."
- Road **safety** – "To achieve a significant reduction in risk, deaths and injuries across the Waikato region."
- Affordability – "An adaptable and flexible approach to managing and developing the land transport system that optimises funding options and provides innovative management approaches to best meet the needs of the region in an affordable way."
- **Access** and mobility – "Communities in the Waikato have access to a **multi-modal** land transport system that functions effectively to meet their social, cultural and economic needs."
- Environmental sustainability and resilience – "An environmentally **sustainable** and energy efficient land transport system that is robust and resilient to external influences."

The WRLTP highlights the importance of integrated land use and transport planning: an integrated regional land transport system that enables a range of economic, social and environmental outcomes to be met at local, regional and wider spatial scales.

There are a number of policies which are relevant, however the key messages are:

- Ensure land development takes into account the existing transport hierarchy and future requirements of the transport network;
- Ensure land development does not compromise the safety and efficiency of strategic transport corridors;
- Ensure the transport network provides for all modes of transport;
- Develop, maintain and protect key strategic corridors;

[10] The Land Transport Management Act 2003 requires regional land transport plans to take into account any relevant regional policy statements

- Protect and promote the development of the regional rail network for the transportation of freight;
- Adopt the one network approach to ensure 'whole of journey' people and goods movements within the region.
- Develop efficient processes and freight routes for the movement of high productivity motor vehicles through the region.
- Improve travel demand management measures between Hamilton and satellite towns.
- Plan and develop the region's transport network to enable appropriate connectivity between local networks and strategic corridors.
- Manage transport demand in the Future Proof sub-region and improve transport choices.
- Recognise and plan for the anticipated effects arising from system resilience issues, such as climate change, alternative fuels and technological change.

5.5.3 Recommendations

While the objectives of the WRLTP are high-level and are addressing land transport issues at a regional level, the themes (in bold above) of integration, wellbeing and productivity, safety, multi-modal accessibility and sustainability are relevant to the Project in the context of the Proposed District Plan.

Some of these themes/matters are either addressed within the current District Plan provisions or can readily be included.

5.6 National Environmental Standards for Telecommunication Facilities

5.6.1 Overview and Relevance to Project

The National Environmental Standards for Telecommunication Facilities (NES-TF) came into effect on the 9th of October 2008. The NES are regulations developed in accordance with sections 43 and 44 of the Resource Management Act 1991 (RMA). The RMA provides considerable scope for what environmental standards may do. The regulations essentially provide for four things:

- The planning and operation of a telecommunication facility (such as a mobile phone transmitter) that generate RF fields is a permitted activity provided it complies with the New Zealand Standard (NZS 2772.1: 1999 Radiofrequency Fields Part 1: Maximum Exposure Levels 3 kHz to 300 GHz)
- The installation of telecommunication equipment cabinets located in the road reserve is a permitted activity, subject to specified noise limits.
- Noise emitting from telecommunication equipment cabinets located in the road reserve is a permitted activity, subject to specified noise limits.
- The installation or replacement of masts and antennas on existing structures in the road reserve is a permitted activity, subject to specified limitations on height and size.

The NES-TF essentially aims to coincide with the Digital Strategy (2005) set out by the New Zealand Government to create a level playing field across the country by providing clarity and certainty about the types of telecommunication infrastructure that are permitted, and what continues to be managed by a local authority's District Plan. Below are outcomes the NES-TF seeks to contribute towards.

- Providing faster and more cost-effective delivery of telecommunication facilities
- Achieving the top half of the OCED (broadband) performance by 2010
- Becoming a "world leader in using information and technology to realise its economic, social, environmental, and cultural goals" (Digital Strategy 2005).

Every local authority and consent authority must observe and enforce national environmental standards. Although Councils are required to implement the NES-TF, section 44A of the RMA requires that District Plans do not duplicate nor conflict with an NES. However section 44A(6) does allow references to the

NES-TF to be included in a District Plan. This would be useful in ensuring that members of the public reading the District Plan are aware of rules that sit external to the Plan.

However, telecommunications facilities which do not comply with the conditions within the Regulations will have the activity status set under Regulation 5, which in most cases reverts to the district plan provisions. Therefore, the relevant rules of the current district plan remain applicable; as only equipment which completely complies with the Regulations is a permitted activity.

The NES-TF is currently embedded in full within the Waikato Section as Appendix Od.

5.6.2 Amendments

It is noted that in 2015 it was announced by the Minister for the Environment and Minister for Communications that the scope of the NES-TF would be broadened to

- include new deployment activities to provide national consistency for a wider range of telecommunications facilities; and
- ensure that deployment of these telecommunications facilities in areas of significance are managed by the relevant district plan.

It understood that this review is nearly completed, with the amended NES-TF to be gazetted by end of November, and likely taking effect by the end of December 2016.[11] We recommend that the team maintain a watching brief on any amendments to the NES-TF.

5.6.3 Recommendations

It is recommended that the current approach of having the NES-TF included in full as an appendix is changed and it instead replaced with an advice note referring plan users to the NES-TF.

In terms of RF fields, where a telecommunication facility does not qualify as a permitted activity, its status becomes non-complying. For all other provisions in the regulations, where an activity does not qualify as a permitted activity, its activity status reverts to that outlined in the district plan.

This means the Proposed District Plan will need to include provisions for telecommunication facilities that are not provided for as a permitted activity/covered by the widened scope of the NES-TF.

5.7 National Environmental Standard for Electricity Transmission Activities

5.7.1 Overview and Relevance to Project

The National Environmental Standards (NES-ETA) for Electricity Transmission came into effect on 14 January 2010. The NES sets out a national framework of permissions and consent requirements for activities on existing electricity transmission lines. Activities include the operation, maintenance and upgrading of existing lines.

The NES:

- specifies that electricity transmission activities are permitted, subject to terms and conditions to ensure that these activities do not have significant adverse effects on the environment; and
- specifies the resource consent requirements for electricity transmission activities that do not meet the terms and conditions for permitted activities.

The NES-ETA only applies to existing high voltage electricity transmission lines owned and operated by Transpower. It does not apply to the construction of new transmission lines, nor to substations. The NES-ETA does not apply to electricity distribution lines either - these are the lines carrying electricity from regional substations to electricity users.

The NES-ETA only applies to existing transmission lines – more specifically those which were operating, or able to be operated as at 14 January 2010. With regard to existing transmission lines, the NES-ETA provides rules for:

- Operation of a transmission line

[11] Source: Graeme McCarrison, Spark / Mary Barton, Chorus

- Use of access tracks
- Works on conductors and support structures
- Increasing current or voltage
- Undergrounding
- Temporary structures and line deviation
- Relocation, replacement and removal of support structures
- Earthworks
- Access tracks to existing lines
- Vegetation trimming / felling / removing
- Discharge of contaminants
- Occupation of the Coastal Marine Area.

The NES-ETA does not apply to:

- New transmission lines and substations;
- The distribution network (i.e. lines carrying electricity from regional substations to electricity users);
- The construction of new transmission lines; or
- Substations.

Every local authority and consent authority must observe and enforce national environmental standards. Although Councils are required to implement the NES, section 44A of the RMA requires that District Plans do not duplicate nor conflict with an NES. However section 44A(6) does allow references to the NES-ETA to be included in a District Plan. This would be useful in ensuring that members of the public reading the District Plan are aware of rules that sit external to the Plan.

The NES-ETA is currently embedded in full within the Waikato Section as Appendix Oe.

5.7.2 Recommendations

As with the NES-TF, it is recommended that the Proposed District Plan includes an advice note referring plan users to the NES-ETA.

Given the NESETA does not apply to new transmission lines and substations, the distribution network (i.e. lines carrying electricity from regional substations to electricity users), the construction of new transmission lines or substations, provisions will still need to be included with for these activities within the Proposed District Plan.

5.8 New Zealand Standard for Land Development and Subdivision Engineering (NZS4404: 2010)

The New Zealand Standard for Land Development and Subdivision Engineering NZS4404:2010 sets out a framework for the development of new subdivisions and provides design guidance for matters including landscaping, roads, stormwater management, wastewater management and water supply.

The NZS4404: 2010 represents a less prescriptive approach to roading infrastructure design than that of the previous 2004 Standard, instead placing emphasis on roads being treated as a “link” to land use, characterised by the place and context of the adjacent activities, thereby allowing for a more subjective design philosophy. This has been adopted to address the view that the previous standard required a prolonged consent approval process associated with inflexible design requirements.

With respect to carriageway design, the aim within the document is to deliver lower speed environments (for vehicles), and ensure the design adequately facilitates pedestrian and cycle modes in a less vehicle dominated environment. Priority for Public transport is also a key consideration.

In general terms, this approach has meant narrower carriageways, where target operating speeds associated with road design standards are key 'design drivers' to self-explaining roads. These speeds are achieved by reducing corner radii, narrowing carriageways, and traffic calming measures.

The design process required for assessment of road width seeks to encompass principles of liveability, and include consideration of urban design principles to ensure a more inclusive design process is encouraged. The aim is therefore to promote good street design and good 'living' outcomes. In addition, the current standard attempts to encourage the provision of value added amenity, i.e. if narrower streets are needed to provide safer environments, this therefore increases safety for other modes. In this regard, it is acknowledged that utility services in the narrower road reserves need to be carefully positioned in the space provided.

The Standard recognises that land use and district plan requirements will need to work together to define the appropriate on and off-site parking requirements (i.e. kerbside parking vs. on-site), which is of particular relevance in both residential and industrial areas, where use of kerbside parking can impact on the road capacity and level of service.

At a development wide level, there is emphasis on ensuring that new development is achieved in a sustainable way, by adequately providing for connectivity to new development that may occur on adjacent land in the future.

6 Draft Issues and Objectives

6.1 Overview

Prior to the finalisation of this IOR, the PSC has been involved in initial drafting of issues and objectives for the various chapters of the Proposed District Plan.

Throughout August and September a number of workshops with the Waikato District Councillors took place where the outcomes of this initial drafting process were presented. The aim of the workshops was to present to the Councillors:

- Where there have been amendments made to the existing issues and objectives of the WDP; and
- The reasons for the amendments.

Given the point at which the workshops were held in both the project timeframe (Proposed District Plan expected to be notified in mid-2017) and the political term (local body elections in October 2016), it was acknowledged that the draft issues and objectives presented to the Councillors would be subject to further amendments as the process progresses.

6.2 Infrastructure

At the PSC Drafting Team meeting held on 11 August 2016, it was requested that MWH review the existing issues and objectives of both the Waikato and Franklin sections of the WDP and prepare a power point presentation for the workshop with the Waikato District Councillors on the Infrastructure chapter.

On 23 August 2016, Carolyn Wratt of MWH presented to the Waikato District Councillors, noting the following in relation to the Infrastructure provisions:

- The Infrastructure chapter will include what was previously the utilities and land transport network provisions;
- The Infrastructure provisions are required to address a number of higher order planning documents;
- New provisions relating to 'Essential Infrastructure' are proposed as well as amendments to the existing infrastructure objectives;
- The Significant Industry, Infrastructure, Primary Production and Research Sites issue requires further refining;
- A new issue and objective relating to Reverse Sensitivity of Land Use with Regionally Significant Infrastructure is proposed;
- The existing Urban Expansion issue and objective within the Waikato Section is no longer required specifically for the Infrastructure chapter; and
- The existing objectives contained within in Appendix B of the Waikato Section are either covered by the other objectives or they can be developed as policies.

A copy of the Councillor workshop presentation and the associated draft provisions table is attached as Appendix E to this IOR while the objectives analysis table which supported the draft provisions table outlined above is set out in Appendix F to this IOR.

Please note that at this point in the Project, the Infrastructure chapter (for the purposes of MWH' scope of works) only included transport and utility provisions and not energy.

6.3 Energy

On 9 September 2016, MWH were provided details of the PSC's progress to date on the initial drafting of energy provisions, which entailed an objectives evaluation table and two page summary of proposed amendments to the existing issues, objectives and policies.[12] A copy of these energy provision documents are attached as Appendix G to this IOR.

As outlined in Sections 5.2 and 5.4 of this IOR, it is recommended that further additions and amendments are made in order to give effect to the key provisions of the RPS-REG and WRPS.

[12] Email from Donna Tracey to Andrew Cumberpatch

7 Benchmarking

7.1 Overview

As part of the information review process, five other District Plans have been reviewed and compared in terms of their infrastructure provisions to identify common themes, how provisions are grouped and structured within the plans, latest best-practice planning techniques and potential options for WDC's provisions.

As set out in table 7-1 below, the District Plans of the following Councils have been reviewed:

- Hamilton City Council;
- Waipa District Council;
- Matamata-Piako District Council
- Tauranga City Council;
- Western Bay of Plenty District Council; and
- Auckland Council.

Given the current status in the process, the version of the Auckland Unitary Plan considered as part of this benchmarking exercise is the Auckland Council Decisions Version (September 2016).

7.2 Methodology

The benchmarking review has considered a number of matters. These matters, and the reason why they were chosen, are outlined below.

- How the infrastructure provisions are structured within each district plan;
    - As set out in Section 4.1 above, feedback previously received by WDC indicated that there was support for separate chapter for infrastructure that included all relevant objectives, policies and rules.
    - Given this differs from the current approach of the Waikato Section, with the rules contained within the chapters for each zone, comparing this structure was considered pertinent.
- The broad infrastructure matters covered in objectives;
    - The Waikato Section currently has a fairly limited number of objectives (nine in total - three each for utilities, the land transport network and energy).
    - It was considered important to compare not only the scope of the matters/topics covered by the objectives of each plan, but also how that relates to the overall number of objectives in the plans.
- What standards/external documents are referenced within each district plan;
    - As set out in Section 3.5.2, a matter for consideration as part of this Project is the referencing of the RITS within the Proposed District Plan.
    - What documents were referenced, and how (in terms of whether they are rules or just mentioned as non-incorporating advice notes) other plans referenced them was therefore considered particularly relevant.
- The approach each district plan takes to roads;
    - Given there are a potential range of approaches to addressing roads (and providing for other infrastructure activities within the road corridor) within plans, including retaining the current status quo of the Waikato Section of adopting the adjacent zone rules, comparing these approaches across the five plans was deemed important for the Project.

- The approach of rules relating to and construction and maintenance; and
    - Whilst it is anticipated that plans would generally take a largely permissive approach to the construction, and in particular, maintenance of infrastructure, the review of other plans was considered especially relevant in terms of getting an understanding of the range of the specific definitions used for these activities (i.e. 'renewal', 'maintain', 'manage', 'replacement' and 'routine works' etc.).
- The approach each district plan takes to low impact design.
    - Prior to (and reiterated during) the internal stakeholder workshop, MWH were informed by the PSC that low impact design provisions were something WDC staff are keen to see introduced where possible as part of the Project.

7.3 Findings

Contrary to the current Waikato Section, all six plans contain sections that specifically address infrastructure matters. In addition, these six plans are all activity based, rather than effects based plans.

A range of external standards are referred to within the various plans, with the following identified in multiple plans:

- The International Commission on Non-ionising Radiation Protection (ICNIRP) guidelines (for activities which emit electromagnetic fields); and
- NZS 2772.1:1999 Part 1 – Maximum Exposure Levels – 3kHz to 300GHz (activities that transmit radiofrequency fields).

As with the Waikato Section, in most instances the approach taken to roads in the plans is that they are un-zoned. However, rather than applying the rules of the adjacent zone, the general approach of these plans is to specifically identify road reserve as an area (alongside the zonings) on the respective activity tables. Aside from specifically designated state highways or improvement projects/areas, none of the local road networks were designated within the plans.

Generally the six plans do not contain a great deal of low impact stormwater provisions; with those present tending to relate to a specific structure plan area only.

The overall findings of this benchmarking review are set out in the Table 7-1 below.

Table 7-1: Benchmarking Findings

Subject	Waikato District Council	Hamilton City Council[13]	Waipa District Council[14]	Matamata-Piako District Council	Tauranga City Council	Western Bay of Plenty District Council	Auckland Council[15]
Plan structure	**Waikato Section** Separate sections for built environment (including utilities) and land transport network which contain issues, objectives and policies. Rules relating to transport, utilities and energy contained within the chapters for each zone. Effects based plan. Appendices containing additional traffic and engineering rules and development standards. **Franklin Section** General district-wide rules relating to Network and Other Utilities and Essential Services are contained in Part 15. These apply unless activity is specifically listed as permitted in the zone activity rules. Separate section (Part 51) containing the associated parking, loading and access standards.	Plan is divided into Strategic Framework, Zone Provisions, City-Wide Provisions and appendices. Activity based plan, rather than effects based. Stand-alone chapter (25.7) on Network Utilities and the Electricity National Grid Corridor. Stand-alone chapters (18 and 25.14) on Transport Corridor Zone and Transportation. Appendix 15 contains transportation details like diagrams, parking ratio tables and transport hierarchy plan. Stand-alone chapter (25.13) on Three Waters. Relevant assessment criteria in Appendix 1.3.	Plan is divided into Strategic Policy Framework, Zone Provisions, District-Wide Provisions and appendices. Activity based plan, rather than effects based. Stand-alone chapter (15) contains issues, objectives and policies relating to infrastructure (including energy efficiency within development). Stand-alone chapter (16) contains issues, objectives and policies relating to transport. Chapter relates to the integration of land use and transport; with the rules covering traffic generating activities, parking requirements etc. Stand-alone chapter (17) contains issues, objectives, policies and rules relating to utilities (including construction, operation and maintenance of roads and transport facilities). Relevant assessment criteria Section 21. Appendix Part H (Transportation) contains details like diagrams, parking ratio tables and the transport hierarchy list.	Plan is divided into Part A (Issues, Objectives and Policies), Part B (Rules) and appendices/schedules. Activity based plan, rather than effects based. Stand-alone chapter (8) contains all rules relating to works and network utilities, renewable energy generation (including the operation, maintenance, and safety works relating to existing public roads and state highways). Stand-alone chapter (9) contains all rules relating to transportation (such as access, parking etc.).	City Plan is divided into Part A (Objectives, Policies and Plans) and Part B (Plan Maps). Activity based plan, rather than effects based. Chapters 1-3 of Part A provide an overview and definitions, Chapters 4-11 contain city-wide provisions; while Chapters 12-20 contain objectives, policies and rules for the zones. Stand-alone chapter 10 on Network Utilities and Designations (including renewable energy generation) which includes all relevant appendices/schedules.	Chapters 1-3 provide an overview and definitions, Chapters 4-12 contain district-wide provisions; while Chapters 13-23 contain issues, objectives, policies and rules for the zones. Activity based plan, rather than effects based. Stand-alone chapter 10 on Infrastructure, Network Utilities and Designations Relevant appendices/schedules.	Unitary Plan is divided into 14 different chapters. These chapters include (but are not limited to) general rules, Auckland-wide provisions, overlay provisions and zone-specific provisions. Activity based plan, rather than effects based. Chapter E (Auckland-wide) contains the following sub-chapters under the heading of Infrastructure: • E26 Infrastructure • E27 Transport • E28 Mineral extraction from land • E29 Emergency management area - Hazardous facilities and infrastructure Table E26.1.1.1 sets out the structure of this sub-chapter with the following provisions: • E26.2 – All zones and roads • E26.3 – Vegetation management • E26.4 – Trees in roads and open space zones and the Notable Trees Overlay • E26.5 – Earthworks all zones and roads • E26.6 – Earthworks overlays except Outstanding Natural Features Overlay • E26.7 – Earthworks Outstanding Natural Features Overlay • E26.8– Historic Heritage Overlay • E26.9 – Special Character Areas Overlay – Residential and Business • E26.10– Sites and Places of Significance to Mana Whenua Overlay • E26.11– Volcanic Viewshafts and Height Sensitive Areas Overlay • E26.12– Auckland War Memorial Museum Viewshaft, Local Public Views, Ridgelines Overlays • E26.13 – Outstanding Natural Landscapes Overlay (excluding outstanding natural features) and Outstanding Natural Character and High Natural Character Overlay • E26.14 – Outstanding Natural Features Overlay (excluding outstanding natural landscapes)

[13] Partially Operative District Plan (October 2016 version)
[14] Proposed District Plan
[15] Auckland Unitary Plan (Operative in Part) as of 15 November 2016

Subject	Waikato District Council	Hamilton City Council[13]	Waipa District Council[14]	Matamata-Piako District Council	Tauranga City Council	Western Bay of Plenty District Council	Auckland Council[15]
Issues, objectives and policies	**Waikato Section** District wide issues in Chapter 1 (Part 1), but also topic specific chapters with issues, objectives and policies (e.g. Chapter 6 - Built Environment and Chapter 8 - Land Transport Network). Four issues and objectives relating to utilities and three issues and objectives relating transport. **Franklin Section** District wide Transport chapter (Part 9) contains transport and roading issues as well as three objectives. Activities throughout the District chapter (Part 15) contains an issue and two objectives relating to Network and Other Utilities and Essential Services.	Stand-alone chapters as outlined in row above contain all objectives, policies and rules relating to utilities, roads and three waters. These chapters do not contain issues but have a 'purpose' section in each chapter. Objectives include: • Recognising the importance of network utilities to support the development and functioning of Hamilton; • Network utilities are located, designed and operated to avoid, remedy or mitigate adverse effects; • Increasing the use and development of renewable energy resources; • Efficient operation, maintenance and upgrade of the existing electricity transmission network and to enable the establishment of new electricity transmission resources; and • An integrated multi-modal transport network.	Stand-alone chapters as outlined in row above contain all issues, objectives and policies relating to transport and utilities. Objectives include: • Development should occur in accordance with the principles of sustainable design, and enable energy efficiency; • Ensuring sustainable, integrated, safe, efficient and affordable multi-modal land transport systems; • Integrating land use and transport; • Maintain the ability of the transport network to distribute people and goods safely, efficiently and effectively; • Adequate and well located vehicle entrances and parking, • Minimising adverse effects of the transport network through design; • Recognise the economic and social benefits that works and utility services offer the District and to provide for their efficient development, upgrading, operation and maintenance; and • Ensuring that works and utility services are developed, upgraded, operated and maintained in a comprehensive manner.	Section 3.7 contains the issues, objectives and policies for works and network utilities. Section 3.8 contains the issues, objectives and policies for transportation. Objectives include: • The safe, efficient, and reliable provision of works and network utilities essential for the wellbeing of the community is enabled and protected, while the associated adverse effects are appropriately managed; • Development is planned, and works and network utilities are provided, in an integrated and coordinated manner; • The strategic importance of significant transport infrastructure is recognised; • A safe, efficient, integrated, and environmentally sustainable transport network that ensures our social, economic, and cultural wellbeing; and • To encourage the provision of alternative transportation networks where it is clearly demonstrated that the provision of such networks will positively benefit and enhance the environment and community which they serve.	Section 4B (part of General Rules) contains objectives, policies and rules for transportation (e.g. parking requirements). Stand-alone Section 10 also contains all the objectives, policies and rules for Network Utilities and Designations. These chapters do not contain issues but have a 'purpose' section in each chapter. Objectives include: • Recognising the importance of network utilities to the City's, region's and nation's existing and future social and economic wellbeing; • Providing for the sustainable, secure and efficient use and development of network utilities within the City; • The efficient operation and maintenance of established network utilities is not adversely affected by subdivision, use and development; and • The operation (and minor upgrading in relation to electric lines) and maintenance of network utilities mitigates any adverse effects on amenity, landscape character, streetscape and heritage values; • The efficient use of energy, and the use of energy from renewable energy sources is encouraged and promoted.	Section 4B (part of General Rules) contains issues, objectives, policies and rules for Transportation, Access, Parking & Loadings. Stand-alone Section 10 also contains all the issues, objectives, policies and rules for Infrastructure, Network Utilities & Designations. Objectives include: • Development, operation, maintenance and upgrading of infrastructure and network utility systems and services so as to efficiently and effectively meet the current and foreseeable needs of the District; • To recognise that infrastructure and network utility systems and services provide both direct and indirect local, sub-regional and national benefits; • The effective and efficient provision of infrastructure and network utilities across territorial local authority boundaries; • Fulfilment of the functional, locational, technical and operational requirements of different infrastructure and network utilities whilst avoiding, remedying or mitigating the actual or potential adverse environmental effects of such activities; and • The establishment of infrastructure associated with electricity generation and transmission of renewable energy where the actual or potential adverse effects on Identified Significant Features, and other ecological, cultural and amenity values can be avoided, remedied or mitigated.	Sub-chapters E26 and E27 contains all the objectives, policies and rules for Infrastructure (including transport, utilities and energy). The sub-chapters do not contain issues but have an 'introduction' section at the start of each sub-chapter. Objectives include: • The benefits of infrastructure are recognised. • The value of investment in infrastructure is recognised. • Safe, efficient and secure infrastructure is enabled, to service the needs of existing and authorised proposed subdivision, use and development. • Development, operation, maintenance, repair, replacement, renewal, upgrading and removal of infrastructure is enabled. • The resilience of infrastructure is improved and continuity of service is enabled. • Infrastructure is appropriately protected from incompatible subdivision, use and development, and reverse sensitivity effects. • The national significance of the National Grid is recognised and provided for and its effective development, operation, maintenance, repairs, upgrading and removal is enabled. • The use and development of renewable electricity generation is enabled. • The adverse effects of infrastructure are avoided, remedied or mitigated. • Land use and all modes of transport are integrated in a manner that enables: (a) the benefits of an integrated transport network to be realised; and (b) the adverse effects of traffic generation on the transport network to be managed. • An integrated transport network including public transport, walking, cycling, private vehicles and freight, is provided for. • The provision of safe and efficient parking, loading and access is commensurate with the character, scale and intensity of the zone. • Pedestrian safety and amenity along public footpaths is prioritised.

Subject	Waikato District Council	Hamilton City Council[13]	Waipa District Council[14]	Matamata-Piako District Council	Tauranga City Council	Western Bay of Plenty District Council	Auckland Council[15]
Standards / external documents referenced in District Plan	**Waikato Section** Corridor widths, road standards and the location of structures and services as per the WDC code of practice (now superseded).[16] Any construction works within the road reserve shall be carried out in accordance with the NZ Transport Agency's Code of Practice for Temporary Traffic Management.[17] Advisory note that the Hamilton City Development Manual has been replaced with the Hamilton Infrastructure Technical Specifications.[18] On-site wastewater systems shall comply with AS/NZS 1547:2000 or subsequent revisions[19], and all effluent disposal systems in the Tamahere Country Living Zone and the Tamahere Village Business Zone shall meet the Australian/New Zealand standard for Onsite Domestic Wastewater Management AS/NZS 1547:2012.[20] Water supply systems shall be constructed to ensure compliance with the NZ Drinking Water Standards 2000 or subsequent revisions.[21] **Franklin Section** Radio frequency radiation: NZ Standard 6609 Parts 1 and 2, 1990 shall be complied with.[22]	Network utilities that emit electro-magnetic fields shall comply with the relevant International Commission on Non-Ionising Radiation Protection (ICNIRP) Guidelines.[23] Demonstrate that safe electrical clearance distances are maintained under all National Grid line operating conditions as required by the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP34:2001).[24] Sight distances are based on Austroads Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections (Equation 1 and 2).[25] Sight distance measurement diagram derived from the NZ Transport Agency, "Road and Transport Standards: Guidelines for Visibility at Driveways".[26]	Activities which emit electromagnetic fields shall comply with the International Commission on Non-ionising Radiation Protection (ICNIRP) guidelines.[27] The Amateur Radio Configuration complies with NZS 2772.1:1999 Radiofrequency Fields Part 1: Maximum exposure levels - 3kHz to 300 GHz.[28] Advice Note: Council shall give consideration to the NZ Electrical Code of Practice for Electrical Safe Distances NZECP: 34, 2001.[29]	The Resource Management (National Environmental Standards for Telecommunication Facilities) Regulations 2008 (NES-TF) provide for the planning and operation of a telecommunication facility (such as a mobile phone transmitter) that generates radiofrequency fields, as a permitted activity, provided it demonstrates compliance with the New Zealand Standard on Radiofrequency Fields Part 1: Maximum Exposure Levels 3 kHz to 300 GHz (NZS 2772.1: 1999.[30] The noise must be measured in accordance with NZS 6801: 2008 Acoustics – Measurement of environmental sound, the measurement must be adjusted in accordance with NZS 6801: 2008 Acoustics – Measurement of environmental sound to a free field incident sound level, and the adjusted measurement must be assessed in accordance with NZS 6802: 2008 Acoustics – Environmental noise.[31] The Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009 (NES-ET) apply to the operation, maintenance, upgrading, relocation or removal of transmission lines that were operated or able to be operated, on or prior to 14 January 2010. Any rules of the Matamata-Piako District Plan do not apply to these activities.[32] Electromagnetic field emissions from electricity transmission and distribution activities must comply with the ICNIRP guidelines as recognised by the NZ Ministry of Health.[33]	Compliance with the New Zealand Electrical Code of Practice 34:2001 is mandatory for buildings, earthworks and mobile plants within close proximity to all electric lines. Compliance with the Electricity (Hazards from Trees) Regulations 2003 is also mandatory for tree trimming and planting.[34] Any radio and telecommunication activity that does not comply with the Permitted Activity Rule 10A.5.8 – Radiofrequency and Electro-Magnetic Fields shall be considered a Non-Complying Activity, in accordance with the National Environmental Standards on Telecommunications Facilities.[35]	Vegetation trimming/removal as prescribed in the Electricity (Hazards from Trees) Regulations 2003, or other superseding legislation.[36] Activities that transmit radiofrequency fields shall comply with the allowable exposure levels for the general public in NZS 2772.1:1999 Part 1 – Maximum Exposure Levels – 3kHz to 300GHz (or other superseding standards) measured at all places reasonably accessible to the general public.[37] Exposures to ELF electric and magnetic fields shall comply with the guidelines specified by the International Commission on Non-ioninsing Radiation Protection Guidelines for limiting exposure to time varying electric magnetic fields (up to 300 GHz) (Health Physics, 1998, 74(4): 494-522) or revisions thereof and any applicable New Zealand standards or national environmental standards.[38] Activities to comply with the New Zealand Electrical Code of Practice 34:2001 (or other superseding standards).[39] (i) Wind generators for bulk power: activities shall demonstrate compliance with New Zealand Standard 6808:1988 (Acoustics - The Assessment and Measurement of Sound from Wind Turbine Generators) (or other superseding standards); and (ii) Airports: activities shall demonstrate compliance with New Zealand Standard 6805:1992 (Airport Noise Management and Land Use Planning) (or other superseding standards).[40] Other Regulations and Codes and National Environmental Standards listed as 'Other Methods'.[41]	Sub-chapter E26 contains section E26.1.2 on other relevant regulatory requirements. This references: 1) The requirements of the National Code of Practice for Utility Operators' Access to Transport Corridors - the placement, maintenance, improvement and removal of utility structures in the road, unformed road and Strategic Transport Corridor. 2) The requirements of the Resource Management (National Environmental Standards for Electricity Transmission Activities "NESETA") Regulations 2009 - the operation, maintenance, upgrading, relocation or removal of transmission line(s) that were operating or able to be operated on or prior to 14 January 2010 and remain part of the National Grid. 3) The Resource Management (National Environmental Standards for Telecommunication Facilities "NESTF") Regulations 2008 (including the New Zealand Standard on Radiofrequency Fields Part 1: Maximum Exposure Levels 3 kHz to 300 GHz (NZS 2772.1: 1999)) 4) Compliance with the NZECP 34:2001 is mandatory under the Electricity Act 1992.

[16] Appendix A – Table 7 Functions of Roads within the Road Hierarchy
[17] Appendix A – Standards for Figures 7 and 8 entrances
[18] Appendix B – B1.2
[19] Appendix B – B2.5
[20] Appendix B – B2.6
[23] 25.7.4
[24] 25.7.6.1(ii)
[25] Table 15-1g
[26] Figure 15-1h
[27] Rule 17.4.2.2
[28] Rule 17.4.2.4(k) / 17.4.2.5(l)
[29] Rule 17.4.2.4/17.4.2.5 advice note
[30] Rule 8.1.1
[31] Performance standard 8.1.2(ii)
[34] 10A.4.1
[35] 10A.5.8
[36] 10.3
[37] 10.4(b)
[38] 10.4(c)

Subject	Waikato District Council	Hamilton City Council[13]	Waipa District Council[14]	Matamata-Piako District Council	Tauranga City Council	Western Bay of Plenty District Council	Auckland Council[15]
Approach to roads	**Waikato Section** Roads are zoned based on the land immediately adjacent to each point of the road. Where the zone is different on either side of the road, then the boundary between the zones is the centre line of the road.[42] **Franklin Section** Roads are un-zoned on planning maps. Rules fall within Part 15 (Network and Other Utilities and Essential Services).	Transport Corridor Zone shall apply to all land that is a formed public road pursuant to section 315(1) of the Local Government Act 1974 or is shown on the planning maps with the Transport Corridor zoning.	Roads are un-zoned but 'Formed Roads and New Roads' are listed alongside the various zones/overlay areas within the transportation activity table (17.4.1.7). Unformed Roads are zoned and the relevant zone provisions apply.	Roads are un-zoned but 'Reserve of Form/Unformed Roads' are listed alongside the various zones within the transportation network activity table (8.6.1).	All Public Roads and Service Lanes are zoned as Road Zone. Activity table 10A.1 outlines the activity status for activities within this Road Zone.	Roads are un-zoned but roads are provided for as activities within zones. Activity table 10.3 outlines the activity status for activities within road reserve.	Roads are un-zoned with the exception of the Strategic Transport Corridor Zone (state highway and railway corridors). The various activity tables in sub-chapter E26 outline the activity status for activities within roads, unformed roads and the Strategic Transport Corridor Zone.

[35] 10A.5.8
[36] 10.3
[37] 10.4(b)
[38] 10.4(c)
[39] 10.4(d)
[40] 10.4(e)
[41] 10.6.4 and 10.6.5
[42] 20.8

Subject	Waikato District Council	Hamilton City Council[13]	Waipa District Council[14]	Matamata-Piako District Council	Tauranga City Council	Western Bay of Plenty District Council	Auckland Council[15]
Activity rules - New roads, footpaths or utilities	**Waikato Section** Dependant on zone (see row above) but utilities (excluding aerials[43]) are generally a permitted activity throughout district subject to limited number of development controls. Road construction permitted if undertaken by the council or other public road authority on a road that it owns or controls.[44] Paths/cycleways not specifically defined as part of 'Roading network'.[45] Compliance required with Appendices A and B to be permitted activity. **Franklin Section** Road construction permitted throughout the district subject to a number of development controls under the Network and Other Utilities chapter.[46] Paths/cycleways not specifically defined as part of the 'Road'.[47] Would need to also be located within road reserve to be a permitted activity.	New transport corridor requires resource consent as a restricted discretionary activity city-wide.[48] Walkways and cycleways are activities specifically mentioned within certain zone chapters (as permitted activity) but does not have city-wide activity status. Installation and upgrading of network utilities is a permitted activity subject to general and specific standards.[49]	Dependant on zone but utilities are generally a permitted activity throughout district subject to development controls. New public roads and road widening (exclusive of subdivision) beyond the carriageway will require resource consent in all zones/areas. Paths/cycleways not specifically defined as part of 'Road' 'Conservation activities' (which include the establishment, maintenance or upgrading of public walking or cycle tracks) are listed within the activity tables of zone chapters.	Dependant on zone but utilities are generally a permitted activity throughout district subject to limited performance standards. New cycleways and walkways (not part of a subdivision or included in a Reserve Management Plan) are largely permitted depending on the zone. New public roads, and public car parks, not part of a subdivision will require resource consent in all zones.	Dependant on zone but utilities are generally a permitted activity throughout the city subject to limited performance standards. Road formation is a permitted activity within the Road Zone. 'Minor public recreational facilities and activities' (include pedestrian and cycle track construction including pathways, bridging, boardwalks, walkways and steps) are listed within the activity tables of the zone sections.	Dependant on zone but utilities are generally a permitted activity throughout the district subject to limited performance standards. New roads and cycleways are a permitted activity within road reserve.	Dependant on zone but utilities are generally a permitted activity throughout the city subject to performance standards sub-chapter E26. Construction, operation, use, maintenance and repair of road network activities are a permitted activity within existing road and unformed road. Footpaths and cycle facilities within the road are considered road network activities. Sub-chapter E27 provides for public transport facilities and walking and cycling facilities which may be located outside the road network. In all zones, off-road pedestrian and cycling facilities are a permitted activity subject to the following performance standards: E27.6.5. Design and location of off-road pedestrian and cycling facilities *(1) The design and location of the proposed facility to ensure good connections to existing facilities.* *(2) The width of the path is designed to accommodate the anticipated number and type of users.* *(3) The surface of the path is designed to safely provide for the anticipated number and type of users.*

[43] Construction and alteration of aerials (including support structures) also subject to permitted development controls for each specific zone
[44] Appendix A - A15
[45] Section 8.9.3 (Land Transport Network) confirms that: 'The Council is the main provider of roads in the district and therefore has responsibility to carry out works to develop and upgrade the road network. This includes improvements to seal, footpaths and intersections, sealing of unsealed roads, bridge replacement and upgrades, construction and maintenance of kerb and channelling, and provision of footpaths, walkways and cycleways.'
[46] Rule 15.1.2.1
[47] Road definition refers to section 2(1) of the RMA (section 315 of the Local Government Act 1974)
[48] Rule 25.14.3(b)
[49] Rule 25.7.3

Subject	Waikato District Council	Hamilton City Council[13]	Waipa District Council[14]	Matamata-Piako District Council	Tauranga City Council	Western Bay of Plenty District Council	Auckland Council[15]
- Management or maintenance of roads, footpaths or utilities	**Waikato Section** Maintenance of utilities not specifically mentioned as an activity. Maintenance of roads permitted if undertaken by the council or other public road authority on a road that it owns or controls.[50] **Franklin Section** Maintenance of roads and utilities established before May 31 1994 is a permitted activity subject to compliance with performance standards. Maintenance of new roads and utilities/those established after May 31 1994 is not specifically mentioned as an activity.	Any routine or renewal works to existing transport infrastructure within the Transport Corridor Zone is a permitted activity.[51] Maintenance of network utilities is a permitted activity subject to general and specific standards.[52]	The operation, maintenance and upgrading of existing overhead telecommunication lines is a permitted activity.[53] Operation and maintenance of formed existing public roads and State Highways is permitted throughout the district.[54]	Operation, maintenance, and safety works relating to existing public roads and state highways within formed road reserve is a permitted activity.[55]	Maintenance activities within the Road Zone and the maintenance and renewal of existing network utilities (including any existing infrastructure, whether underground or overhead) are permitted activities.[56]	Activities relating to the operation, maintenance, removal or replacement of existing infrastructure and network utilities are permitted.[57]	The following activities are permitted: • Operation, maintenance and repair of network utilities and electricity generation facilities in existence on 30 September 2013 or which have been lawfully established or granted resource consent.58 • Minor infrastructure upgrading of network utilities.59 • Construction, operation, use, maintenance and repair of road network activities.[60]

[50] Appendix A - A15
[51] Rule 18.4(a)
[52] Rule 25.7.3
[53] Rule 17.4.1.2 (c)
[54] Rule 17.4.1.7 (a)
[55] Rule 8.6.1.1
[56] Activity Table 10A.1
[57] Activity Table 10.3
[58] E26.2.3.1(A1)
[59] E26.2.3.1(A2)
[60] E26.2.3.2(A67)

Subject	Waikato District Council	Hamilton City Council[13]	Waipa District Council[14]	Matamata-Piako District Council	Tauranga City Council	Western Bay of Plenty District Council	Auckland Council[15]
Low impact design	**Waikato Section** Restricted to the Tamahere Country Living Zone, Lorenzen Bay Structure Plan Area and the Te Kauwhata Structure Plan area. In these areas all stormwater systems shall incorporate appropriate low impact design features.[61] **Franklin Section** Natural hazard policies states that stormwater management systems should include low impact design responses where possible or include both 'hard' options (piped systems, secondary flowpaths) and 'soft' options (planted riparian margins, low impact designs and open drains) as appropriate.[62] General assessment criteria for subdivision applications also requires consideration of an effective stormwater disposal system (including low impact devices).[63]	In addition to low flow fixtures, at least one water sensitive technique for stormwater shall be incorporated, connected to, achieved or maintained as part of any new development (a new residential unit and/or other new buildings containing a kitchen, laundry or bathroom).[64] Rainwater tanks with a capacity of <10,500 litres are exempt from certain bulk and location provisions of the relevant zone.[65]	Low impact design is one of the assessment criteria matters for restricted discretionary subdivisions within activity table Rule 15.4.1 Low impact urban design defined within District Plan.	Low impact design is referenced within District Plan policy: *Stormwater is managed having regard to a total catchment management approach and low impact design methods.*[66] Any subdivision or development shall provide compliance with the Development Manual. However, the design, construction and operation of a non-compliant stormwater system must take into account Council's current stormwater discharge consents from the WRC and be consistent with the consent conditions; including the requirements for low impact design principles.[67] The rules specifically relating to the Precinct F Structure Plan area in Matamata require consideration of low impact design.[68]	Low impact design is referenced within District Plan policy: *Ensuring that where low impact stormwater design is incorporated into a stormwater system it is:* *a) Appropriately designed to accommodate anticipated flows having particular regard to run-off from the surrounding natural and physical environment;* *b) Located in areas that will enable practical access for safe and effective maintenance.*[69] The rules specifically relating to the Central Bethlehem Scheduled Site require consideration of low impact design.[70]	The rules relating low impact design appear to relate to Structure Plan areas and the Rangiuru Business Park specifically.[71]	Sub-chapter E10 contains provisions that apply to sites specifically identified in the Stormwater management area control – Flow 1 and Flow 2 (SMAFs) as shown on the planning maps. These require additional controls to protect and enhance urban rivers, streams and aquatic biodiversity. Table E10.4.1 Activity table specifies the land use and development activity status to manage stormwater runoff from new impervious areas and redevelopment of existing impervious areas within the SMAFs, with a general standard being that hydrology mitigation is provided. The general city-wide provisions for Water quality and integrated management require an integrated stormwater management approach to be taken, to avoid as far as practicable, the adverse effects of stormwater runoff from greenfield development on freshwater systems.[72] The policy framework supports the utilisation of stormwater discharges to ground soakage in suitable areas[73], however there are no blanket city-wide rules. Neither low impact design nor water sensitive development are defined terms within the Unitary Plan.

[61] Appendix B – B5.7 – reference to the New Zealand Water Environment Research Foundation (NZWERF) "On-Site Stormwater Management Guideline (2004)
[62] Policy 7.2.3.5
[63] 22B.9.1.8
[64] 25.13.4.5(a)
[65] 25.13.4.5(b)
[66] 3.7.2 Works and network utilities – P9
[67] 5.9.3(i)(f)
[68] 1.4.21.2(e)
[69] Policy 12G.1.3.1
[70] 12B.4.3.3
[71] 12.4.10.4 and 12.4.13.2
[72] Policy E1.3.8
[73] Policy E1.3.15

8 Key Issues/Topics

The following section provides comment on components crucial to the review of the infrastructure provisions as part of the Proposed District Plan, as well as other topics which have been raised and not been addressed in detail elsewhere in this IOR.

Feedback received on specific provisions has been addressed within the provisions table in Appendix A to this IOR.

8.1 Scope of Provisions

8.1.1 Objectives and Policies

Based on the initial review of the current policy framework within the Waikato and Franklin Sections and the various statutory documents contained in Section 5 of this IOR, it is recommended that the Infrastructure objectives and policies of the Proposed District Plan address the following matters. This list includes those broad level matters developed by the PSC:

- Effects of infrastructure on the environment and community (including health and safety);
- Recognising the importance and benefits provided by infrastructure;
- Continued, efficient and effective operation and development of infrastructure;
- Integrated, safe, responsive, sustainable and accessible multi-modal land transport network;
- Integration of land use and infrastructure in a coordinated manner;
- Significant Industry, Infrastructure, Primary Production and Research Sites;
- Urban growth;
- Hierarchy of transport corridors with a form relative to their function.

8.1.2 Rules

As set out above, through feedback received to date, a number of issues/comments have been raised in respect to individual rules and provisions within the current Waikato and Franklin Sections (including Appendices A and B).

These issues/comments, as well as recommended options and actions to address them, are set out in the provisions table in Appendix A to this IOR.

8.2 District Plan Structure

8.2.1 Overview

The PSC have indicated that WDC favour the retention of the current structure and 'effects based' format of the Waikato Section; in which a chapter(s) contains the relevant infrastructure issues, objectives and policies but the rules are replicated within the subsequent chapters for each zone. The zone specific rules are supported by appendices containing additional traffic (Appendix A) and engineering (Appendix B) rules and development standards.

Feedback received during the July external and internal stakeholder workshops in relation to this topic was split in terms of a strong desire by a number of infrastructure stakeholders to see WDC adopt a standalone chapter covering this topic; compared to general agreement amongst WDC staff to retain the status quo in terms of the current structure and approach of the Waikato Section.

8.2.2 Assessment of Options

Table 8-1 below assesses the respective advantages and disadvantages of retaining the current structure and approach of the Waikato Section versus a standalone chapter.[74]

In addition, a potential third option is to retain the current approach of having a chapter containing the relevant infrastructure issues, objectives and policies but having all the infrastructure rules within Appendices A and B (with cross references from the respective zone chapters) rather than the current approach of some rules in the zone chapters and some within Appendices A and B.

Table 8-1: Advantages and Disadvantages of Proposed District Plan Structure Relating to Infrastructure Provisions

	Retention of current Waikato Section approach	Stand-alone infrastructure chapter	Hybrid approach – all infrastructure rules in Appendices A & B
Advantages	• Familiarity to current Waikato Section users • Favoured by WDC staff (including PSC) • Reduction in complexity in terms of plan review process • Reduction in cross-referencing within the plan • Approach is effective if road retains the zoning of the adjacent land	• Favoured by infrastructure stakeholders – those who have key interest in the provisions • Having rules alongside the issues, objectives and policies provides a good flow in terms of understanding the provisions and provides a stronger connection between rules and policy framework • Reduction in overall plan – less duplication	• Reduction in complexity in terms of plan review process • Reduction in overall plan – less duplication
Disadvantages	• Current approach means rules are spread (zone applicable as well as additional requirements within Appendices A & B) • Larger plan length - current approach essentially requires duplication of similar rules across 8 separate chapters • Not favoured by infrastructure stakeholders – those who have key interest in the provisions	• Increased complexity for plan review process (may necessitate need to take 'activity based' approach rather than current 'effects based' approach) • Change to transport/utility approach could necessitate same change across other plan topics • Need for more cross-referencing within the plan	• Increased complexity for plan review process • Need for more cross-referencing within the plan • Not favoured by infrastructure stakeholders – those who have key interest in the provisions • Not favoured by WDC staff

[74] Standalone would contain all issue, objectives, policies and rules relevant to this topic (acknowledging that some details would need to remain within appendices)

	Retention of current Waikato Section approach	Stand-alone infrastructure chapter	Hybrid approach – all infrastructure rules in Appendices A & B
	• Status quo is contrary to general approach of other plans (see examples in benchmarking assessment and recommended Auckland Unitary Plan)	• Not favoured by WDC staff (including PSC)	

8.2.3 Recommendation

Based on the findings of Table 8-1 above, each respective option has a range of advantages and disadvantages.

Fundamental to consideration of the structure of the district plan with regards to infrastructure provisions is the principle of a district plan being intuitive, with things being where users of the plan intuitively expect them to be. Users of the plan must have some confidence that they have found all the relevant provisions and be able to answer the following questions with certainty:

- Have I found all the rules that apply to the activity?
- Have I got the right classification for the activity?
- Have I missed anything?
- Is there a clear link between the rules and the policy framework?

We consider that these factors are best achieved by containing as many of the provisions in one chapter as possible.

When considering these matters, overall it is recommended that the PSC consider the approach of a stand-alone infrastructure chapter given:

- Having the relevant rules relating to infrastructure sit under the associated issues, objectives and policies provides a logical flow and helpful policy cascade;
- This approach, based on the review of other relevant district plans and the feedback of key infrastructure stakeholders, appears to constitute best practice; and
- This approach would likely help reduce the overall plan length. It is noted that condensing the text of the Proposed District Plan where possible was one of the messages provided by a stakeholder at the external workshop.

Whilst not anticipated to be a significant Project risk, the recommended approach would be supported by infrastructure operators.

It is recommended that further discussions with the PSC occur regarding this matter prior to the next Project phase (drafting of provisions).[75]

8.3 Approach to Roads

8.3.1 Overview

Further to the comments above regarding structure, there are several options in terms of an approach to managing the road within the Proposed District Plan. These include:

[75] It is noted that prior to the finalisation of this IOR, MWH were informed by the PSC that the approach of a stand-alone Infrastructure chapter would be adopted

- Applying zoning of adjacent sites and the relevant zone rules would apply to the road corridor/reserve (current Waikato Section approach);
- Creating a specific road zone that would apply to the road corridor/reserve;
- A designation that would apply to the road corridor/reserve; and
- Rules that apply specifically to the road corridor/reserve.

8.3.2 Assessment of Options

Table 8-2 below assesses the respective advantages and disadvantages of the various options.

Table 8-2: Advantages and Disadvantages of Approaches to Managing Road

	Advantages	Disadvantages
Applying zoning of adjacent sites	• Familiarity to current Waikato Section users • Reduction in complexity in terms of plan review process • Reduced number of zones and clearer district plan maps. • No plan change required to change the zoning when roads are vested as part of a subdivision. • No plan change required to allow the land to be used for another purpose should the road be stopped.	• Lack of clarity over what activities are appropriate in a transport corridor. • Lack of clarity over the activity status of activities proposed within the road corridor. • Potentially expensive approach as multiple resource consents are required for activities within the transport corridor. • Zones have to include a multitude of activities that apply to a road which may not sit comfortably with the purpose of the zone. • Complexity of figuring out which zone applies to any stretch of road, particularly when there are multiple zones adjoining a single road.
Specific road zone	• Clearly identifies which activities are appropriate and which are not, and places controls on these activities. • Allows appropriate objectives and policies to be developed. • Clarity for network utility operators placing structures or working within the transport corridor. • Ability to set performance standards.	• Increased complexity for plan review process • The course of a road could potentially be altered by a private plan change seeking to change the zone. • Difficulties changing Residential Zoning to Road Zoning after a subdivision (a Plan change would be required). Could result in land vested as road still carrying a Residential Zoning. • A Plan change would be required to widen the corridor (or extend the zone boundary). • A plan change would be required to allow the land to be used for another purpose should the road be stopped.

	Advantages	Disadvantages
Road designation	• Allows future as well as current routes to be protected. • All information pertaining to the transport corridor would be included with the Notice of Requirement (for new roads). • Ability to make changes through an alteration to a designation (simpler process than a Plan change). • Underlying zoning would enable land to revert to that zoning if a designation is removed.	• Requires a time consuming two-step process (Notice of Requirement plus decision, and subsequent approval of Outline Plan of Works). • Notices of Requirement for new roads would need to be submitted by Council. • All activities within the designated area will require an Outline Plan of Works. • Any activity proposed within a designation (even if previously a permitted activity) by another party would require the approval of the requiring authority before proceeding.
Rules that apply specifically to road	• Clarity of activity status for roading and road maintenance activities regardless of underlying zone. • Clearly identifies which activities are appropriate and which are not, and places controls on these activities. • Zone chapters focussed on their primary purpose. • No need for plan changes to change the zoning of roads vested as part of a subdivision. • Allows appropriate objectives and policies to be developed. • Efficiencies in grouping roads with network utilities. • Ability to set appropriate assessment criteria to assess consents against. • Less duplication as all rules can be located in one place.	• Increased complexity for plan review process

8.3.3 Recommendation

From a practitioner's perspective, having the road corridor delineated with transport corridor zones specific to the role, function and design of each road e.g. primary and secondary road corridor is the easiest to use. The advantages are that it provides clarity for activities and standards that apply to each road zone and does not mix land use zones with transport zones. It allows very focused objectives and policies, targeting the form and function of each roading hierarchy. However the most significant disadvantage is when it comes to subdivision and there are roads to be vested. This will necessitate a plan change to change the zoning of the new roads. Many councils keep track of these kind of re-zoning needs and then undertake a Council-led plan change to change the zone of the formed road into the appropriate road zone.

Other district plans such as the Auckland Council District Plan Operative Manukau Section 2002 include rules which enable the rezoning of vested roads without RMA Schedule 1 process. Although the vires is questionable, it has been a highly effective approach. The description of the Road Zone states:

> *All roads existing at the time of notification of this Plan have been zoned within the planning maps. The following rules shall also apply to all land vested in Council as legal road pursuant to Section 316 of the Local Government Act 1974 after the date of notification of this Plan.*
>
> *…*
>
> *The rules applying to activities within the road zones also apply to land vested as road during the life of the Plan through subdivision or acquisition for that purpose by Council.*

This is enforced by Rule 8.10.2.4 Zoning of New Roads:

> *(a) At such time as land is vested as Road or Service Lane it shall automatically be rezoned Secondary Road Zone or, if indicated as Future Primary Road on Appendix 1B to the Planning Maps, Primary Road Zone.*

While designations are often used by councils to cover roads, there are severe limitations with this method. Designations were applied to Waikato's roads as part of the proposed plan development in 1996, but was never shown on any of the planning maps produced by the Council as being a designation. This has possibly led to plan users and council officers overlooking whether the road is designated for outline plan approval processes. Since the plan became operative in 1999 the local road designation has also not been modified or amended in any way to take any account of any new roading developments in the city.

Designations will enable any works that would fall under Section 9 of the RMA but will require an outline plan of works. Designations act in many respects like a zone but the advantage but the most significant benefit of this approach is the control Council has in the process as the requiring authority. Roads vested in council can be added through alteration to the designation.

The conditions of any designations would need careful attention. There are examples such as the Waitakere City District Plan where a roading designation has a condition requiring compliance with all the standards in the district plan, which effectively defeats the purpose of the designation. A street tree was required to be removed under the designation but the standards in the district plan did not allow it.

A designation may be more appropriate for significant roading connections, developments or modifications that are not able to be exclusively delivered through a private subdivision development, and where the Public Works Act might have to be used to secure the necessary land needed for the development.

On balance, either multiple road zones to reflect the different forms and functions of the roads or rules that apply irrespective of a zone is recommended. As always, the devil is in the detail and if a zone approach is preferred, the standards that will need careful attention include vibration, noise, earthworks and tree protection.

Based on the balance of the matters identified above, rules that apply specifically to transport corridors is recommended. This approach could readily fit into a stand-alone infrastructure chapter as described in Section 7.2 above.

8.4 Definitions

8.4.1 Overview

The review of the current Waikato and Franklin Sections indicated that there are inconsistencies and gaps which will need to be addressed as part of the Project.

8.4.2 Recommendations

As set out in Section 2.3 of this IOR, the Proposed District Plan will require the revision and/or addition of a number of definitions relating infrastructure-related activities; with the following identified:

- Footpaths and cycle/shared paths are not currently defined as either a standalone activity or specifically as part of the road[76]/roading network. This is considered important given:
    - The development of cycle/shared path networks within the District; and
    - The policy direction from the documents such as the Waikato Regional Policy Statement and Waikato Regional Land Transport Plan to encourage a sustainable and multi-modal transport network.
- Subject to the outcome of further investigations (see Section 7.4 below), an appropriate definition capturing low impact urban design and development principles will likely be required;
- The definitions of 'network utility'/'network and other utilities' are largely based off the definition of 'network utility operator' under section 166 of the RMA and therefore will likely require minimal amendments.
- Pump stations and water storage facilities are a key component of three waters utility networks, yet these activities are not specifically defined or provided for within the Waikato Section.[77] Currently only above ground structures associated with electricity, gas and telecommunications are identified.
- The Waikato Section currently has a definition of 'minor upgrading of electricity and telecommunications lines'. A general minor upgrading provision for all network utilities and associated structures could be considered.

In summary, given the move to an 'infrastructure' chapter for the Proposed District Plan issues, objectives and policies (see section 3 of this IOR below), the definitions of what constitutes 'infrastructure', 'utilities' or 'network utilities' needs to be clearer defined and ideally consistent throughout the whole Proposed District Plan.

It is recommended the definitions contained within the RMA or the glossary of the Operative Waikato Regional Policy Statement are adopted where appropriate.

8.5 Low Impact Design Provisions

8.5.1 Overview

Feedback received from the workshops, particularly from the internal stakeholders, was that the Proposed District Plan is a positive opportunity to encourage the implementation of low impact urban design and development (LIUDD) within the District.

LIUDD is broadly defined as:

> *"an integrated urban design and development process using nested scales within catchments in urban and peri-urban environments. LIUDD is focused on avoiding, at little or no extra cost, a wide range of adverse effects of a physiochemical, biodiversity, social, economic and amenity nature resulting from conventional development. LIUDD aims to protect aquatic and terrestrial ecological integrity while allowing urbanisation at all densities."*[78]

As set out in Table 7-1 of this IOR, the current Waikato Section contains low impact stormwater rules within Appendix B which relate specifically to the Tamahere Country Living Zone and two structure plan areas. It is considered an option to investigate as part of this review of the infrastructure provisions if whether these area specific provisions can be applied district-wide.

A number of other district plans reviewed as part of the benchmarking exercise (see Section 7 above) also have low impact stormwater rules which relate to specific structure plan areas; whilst it is noted that Hamilton City Council's Proposed District Plan has introduced requirements that water sensitive techniques for stormwater shall be incorporated, connected to, achieved or maintained as part of any new development.

[76] Meaning as in section 315 of the Local Government Act 1974
[77] 'Pump shed' is defined but relates only to pumping water (and does not appear to be referred to in the current utility rules)
[78] Adapted from: Van Roon, M & H, *Low Impact Urban Design and Development Principles for Assessment of Planning, Policy and Development Outcomes - Working Paper 051*, 27 June 2005

Given the largely rural character of the District, it is considered the thought will need to be given to the definition within Proposed District Plan of what constitutes LIUDD.

8.5.2 LIUDD Workshop

On 25 August 2016, a workshop was hosted by WDC on the topic of LIUDD and how it could be incorporated into the Proposed District Plan. The attendees included members of the PSC but also other WDC staff and representatives from Hamilton City Council and Waikato Regional Council.

The workshop commenced with a presentation from Surya Pandy, WDC's Three Waters Asset Manager/Team Leader, outlining the various environmental, social and economic benefits which can be achieved through successfully implementing LIUDD approaches.

The workshop then involved group discussions which focussed on what currently is and what currently is not working well within Waikato District in terms of LIUDD, and it emerged from these discussions that LIUDD is not currently working well within the district.

The key issues, or matters to address in terms of LIUDD going forward, raised from the workshop attendees were identified as follows:

- There is a need for on-site management / treatment of stormwater;
- LIUDD provisions need to be tied in very closely with wider design considerations and provisions (e.g. lot sizes, zone rules, coverage etc.);
- LIUDD provisions need to ensure the ongoing operation and maintenance of any assets (ponds etc.) are considered;
- If LIUDD provisions are applied district-wide, supporting policies will be required (elevated into the body of the District Plan and not just in Appendix B); and
- The various costs and benefits (environmental and not just financial) of LIUDD provisions need to be closely considered.

Whilst most not likely to be achieved as part of this Project given the timeframe constraints, Megan Wood of Wainui Consulting Ltd emphasised the benefits of catchment management planning and subsequently targeting catchment-specific issues.

8.5.3 Recommendations

In order to progress the next Project phase, it is recommended that further discussions are undertaken with WDC's Waters Team to define the likely scope of LIUDD provisions within the Proposed District Plan. These discussions could also involve composing an appropriate definition for the Proposed District Plan to capture LIUDD matters.

Furthermore, given any new LIUDD provisions would need to be addressed within the Section 32 evaluation reports, robust information on the technical implications and costs of applying such measures will need be obtained.[79]

8.6 Referencing of External Documents

8.6.1 Overview

The PSC have indicated that the referencing of external documents is a matter the project team needs to consider, particularly in respect to the RITS. Outlined below in Table 8-3 are the options for referencing external documents and the advantage and disadvantages of each.

[79] Email requesting any existing technical information sent by Andrew Cumberpatch to Surya Pandy, 2 November 2016

8.6.2 Assessment of Options

Table 8-3 Advantages and Disadvantages of Approaches to Referencing of External Documents

Options	Advantages	Disadvantages
Option 1 General reference to the entire document fixed by version number and date (e.g. NZS 4404:2010)	• Efficiencies in not repeating what is already in those documents. • If it's a commonly used, generally accepted document, it will be easy for plan users to locate. • Material incorporated by reference in a plan has legal effect as part of the plan.	• Not all elements of the external document may be relevant to the specific plan provision, e.g. if the plan provision were a standard then it would not be appropriate to reference the general introductory sections of an external document as these would not meet the tests for a standard. • Council will have no control over updates or changes. • Every time an update is done, a plan change will be required to change the reference in the district plan. • Council is expected to retain a copy of the material incorporated by reference that is certified as being correct. • Council must make copies of the material to be incorporated by reference available at its offices before it notifies the proposed district plan. • Material incorporated by reference in a plan has legal effect as part of the plan and there may be unintended consequences of material in that external document. • There are extra steps in the notification process, including Council giving public notice under clause 34(2)(c) of the availability of the externally referenced material before it notifies a proposed plan. Before notifying the proposed district plan, Council must allow persons a reasonable opportunity to comment on that material and consider any comments made.

Options	Advantages	Disadvantages
		• Expired or revoked material continues to have effect as part of the plan until a plan change is promulgated. • Need for precise referencing, including the full name of the document should be cited along with its date of publication or version number. • Complexity of dealing with any submissions to the incorporated material. • Risk in referencing a document without fully understanding the context or purpose, and authority of the document.
Option 2 Specific references to specific tables and clauses within the standard	• Efficient use of parts of an external document without having to duplicate them in the district plan. • If it's a commonly used, generally accepted document, it will be easy to locate. • Material incorporated by reference in a plan has legal effect as part of the plan. • Ability to pick and choose the parts that are relevant.	• Potentially complicated references e.g. section 1.2, table 4 etc. • Potential to lose the context of the references with having to go to another document. • Council will have no control over updates or changes. • Every time an update is done, a plan change will be required to change the reference in the district plan. • Council is expected to retain a copy of the material incorporated by reference that is certified as being correct. • Council must make copies of the material to be incorporated by reference available at its offices before it notifies the proposed district plan. • There are extra steps in the notification process, including Council giving public notice under clause 34(2)(c) of the availability of the externally referenced material before it notifies a proposed plan. Before notifying the proposed district plan, Council must

Options	Advantages	Disadvantages
		allow persons a reasonable opportunity to comment on that material and consider any comments made • Expired or revoked material continues to have effect as part of the plan until a plan change is promulgated. • Need for precise referencing, including the full name of the document should be cited along with its date of publication or version number. • Complexity of dealing with any submissions to the incorporated material.
Option 3 Importing the relevant standards / tables into the district plan text (potentially as an appendix) and identify source	• Useful where there is only a small section of the document that is relevant. • Council has complete control over review and changes. • All provisions are in one location without needing to access additional documents. • Ability to modify standards / table as appropriate for the district.	• Any changes would need to go through a normal Schedule 1 plan change process. • Responding to submissions may lead to inconsistencies with the source external document, including nationally recognised standards. • May increase the length / size of the district plan.

While references to external documents can be a useful way to keep the size of a district plan shorter, they can be problematic. The Hearings Panel for the Proposed Auckland Unitary Plan took the view that references to external documents should be limited as far as practicable. The reason for this is that the Panel felt it was a principle of good plan making to have the district plan as self-contained as possible. However, there are some cases where it makes sense to reference an external document due to the highly technical nature of the specifications e.g. New Zealand Fire Service Firefighting Water Supplies Code of Practice (Standards New Zealand PAS 4509:2008).

8.6.3 Recommendations

The recommended approach really depends on how much of the external document is relied upon. If only a small section of the document is relevant, then it is more efficient to cut and paste the standards / rules etc. into the district plan. This approach may not be appropriate for large, highly technical documents such as the one listed above.

At this point it is our recommendation that option 3 is preferred for the transportation provisions. However this will need to be re-visited once it is determined how many standards / tables will need to be imported into the Plan.

9 Summary of Recommendations

Based on the findings within this IOR and further to the comments within the Provisions Table attached as Appendix A, the following summarises the key project recommendations to be considered when drafting the infrastructure provisions of the Proposed District Plan:

- Further consideration of provisions to ensure the infrastructure provisions give effect to the following (as required by Section 75(3) of the RMA):
    - The national policy statements for electricity transmission and renewable electricity generation;
    - The NZCPS; and
    - The Waikato Regional Policy Statement.
- Further consideration of provisions to ensure that there is no duplication of rules with the national environmental standards for telecommunication facilities and electricity transmission activities. The telecommunication facilities and electricity transmission activities not covered by these national environmental standards will need to be addressed;
- The approach of a stand-alone infrastructure chapter is advanced, containing all provisions relating to infrastructure;
- The Proposed District Plan will require the revision and/or addition of a number of definitions relating infrastructure-related activities; while the actual definition(s) of what constitutes 'infrastructure', 'utilities' or 'network utilities' needs to be clearer defined and ideally consistent throughout the whole Proposed District Plan;
- Further discussions with WDC's Waters Team and Development Engineers are required to establish the appropriate parameters in respect to potential low impact design provisions for the Proposed District Plan;
- Given the uncertainty on what the provisions within the RITS will eventually entail, it is recommended that technical matters (currently within Appendices A & B) are generally not removed from the Proposed District Plan, and as per the legal advice provided by Tompkins Wake, it is recommended that any references to the RITS are non-incorporating;
- Either multiple road zones to reflect the different forms and functions of the roads, or rules that apply irrespective of the zone is recommended;

Importing the relevant standards / tables where possible into the district plan text (potentially as an appendix) and identify the source. This will be particularly useful where there is only a small section of the document that is relevant.

Appendices

Appendix A Provisions Table

WAIKATO DISTRICT COUNCIL CURRENT TRANSPORT AND UTILITY (INFRASTRUCTURE) PROVISIONS – ISSUES AND OPTIONS

This table sets out and provides comment on the existing transport and utility (infrastructure) provisions of both the Waikato and Franklin Sections of the Waikato District Plan. The order is as follows:

- Waikato Section – Rules (Chapters 21-28)
- Franklin Section – Rules (Chapter 15)
- Waikato Section – Rules (Appendix A and Appendix B)

If a column relating to a specific provision is not populated, this indicates that no specific feedback on it was raised during the issues and options workshops and/or MWH have currently not identified any issues with this provision at this stage.

A separate analysis of the existing Issues and Objectives of both the Waikato and Franklin Sections was undertaken by the WDC PSC and MWH. This documentation, which was presented to the WDC Councillors on 23 August 2016, is attached as Appendix E to this IOR. Please note the current policies has not yet been reviewed, and this will be undertaken during Phase 3 of the Project.

Current Provisions	Comment/Issue	Potential options to address
Waikato Section - Rules		
Prohibited activities 21.5 Living Zone The following activities are prohibited activities for which no resource consent shall be granted: (h) Construction of a building valued at $15,000 or more on the route of an Indicative Road on the Planning Maps. 25.5 Rural Zone The following activities are prohibited activities for which no resource consent shall be granted: (f)The following apply only in the Urban Expansion Policy Area (ix)new roads, except in compliance with indicative roads on the planning maps, and excluding upgrading and widening of established roads 27.5 Country Living Zone The following activities are prohibited activities for which no resource consent shall be granted: (e) construction or alteration of a building valued at $15,000 or more on the route of an indicative road in the Tamahere Country Living Zone except network utility buildings approved by the road controlling authority. (g) an additional vehicle entrance or access to Newell Road.	• Prohibition of building construction on Indicative Roads is causing unintended consequences. • Feedback received from external stakeholders indicating that prohibition status for Newell Road is unnecessary.	• MWH and WDC to ensure indicative roads shown on Planning maps are updated as part of District Plan Review. • In addition, outcome of discussion with WDC PSC indicates that a potential solution would also be to adopt the following definition of 'Indicative Road' from Plan Change 8 to the Waikato Section: *Means any area identified on the Planning Maps as an indicative road. It shall not include any area identified on the Planning Maps as an indicative road where a subdivision on that property has been approved by Council making the indicative road redundant and consent has not lapsed.* • WDC Roading Team have indicated that Newell Road will likely be closing at the northern end as a result of new connections as part of the Waikato Expressway (Tamahere East-West Link) and on this basis the prohibition on Newell Road is not necessary for the future (refer to comments in Appendix A below). • A potential change of activity status (non-complying activity?) at the least could be an option.

On-site services

21.13 Living Zone / 22.12 Pa Zone / 23.13 Business Zone / 25.12 Rural Zone / 26.12 Coastal Zone / 28.12 Recreation Zone

ITEM	PERMITTED	RESOURCE CONSENT
21.13 On-site services	21.13.1 Any activity is a permitted activity if: (a) the site is connected to a telecommunications network and energy supply network, or has a stand-alone energy supply, and (b) the site is (i) connected to reticulated water supply, stormwater and wastewater disposal networks where available, that complies with Appendix B (Engineering Standards), or (ii) provided with an alternative method of water supply, stormwater and wastewater disposal that complies with Appendix B (Engineering Standards), and (c) services are placed underground where reticulated services are already underground.	21.13.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

24.11 Industrial Zone

ITEM	PERMITTED	RESOURCE CONSENT
24.11 On-site services	24.11.1 Any activity is a permitted activity if: (a) the site is connected to a telecommunications network and energy supply network or has a stand-alone energy supply, and (b) the site is (i) connected to reticulated water supply, stormwater and wastewater disposal networks where available, or (ii) (provided with an alternative method of water supply, stormwater and wastewater disposal that complies with Appendix B (Engineering Standards), and (c) services are placed underground where reticulated services are already underground. Despite (a), condition (a) does not apply to stand alone electricity generation infrastructure sites.	24.11.2 Any activity that does not comply with a condition for a permitted activity is a restricted discretionary activity. Discretion restricted to: •matters referred to in Appendix B (Engineering Standards) •ability of the site to be self sufficient in terms of services •ability to provide service connections at a later date •ability to impose encumbrance on the title regarding the site's deficiency in terms of service connections •health and safety effects •amenity values

27.13 Country Living Zone

ITEM	PERMITTED	RESOURCE CONSENT
27.13 On-site services	27.13.1 Any activity on a site used principally for a residential activity is a permitted activity if: (a) the site is connected to a telecommunications network and energy supply network or has a stand-alone energy supply, and (b) the site is (i) connected to reticulated water supply, stormwater and wastewater disposal networks where available, or (ii) provided with an alternative method of water supply, stormwater and wastewater disposal that - complies with Appendix B (Engineering Standards), and - avoids the concentrated discharge of surface water over gully slopes, and - ensures stormwater is not disposed of to ground within 25m of the top contour of a gully shown on the planning maps, and (c) services are placed underground where reticulated services are already underground and (d) no sewage treatment field is located closer than 25m from the top contour of, or within, a gully identified on the planning maps.	27.13.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

- Feedback received from external stakeholders that given technological advances, it is now inappropriate to require telecommunications connections to every site/for every activity.

- WDC Development Engineers have suggested the word 'connected' could be replaced with 'serviced' – as this could entail ensuring (at the least) there is cell phone coverage.
- It is worth noting that any change to current requirements would have to consider a range of matters, such as the expectations of people buying property in the District for example.
- Potentially look at the current definition of telecommunications within the Proposed District Plan to determine if still relevant and appropriate to deal with current technologies.
- This matter can also be discussed further in the targeted consultation with the telecommunications operators.

Network utility (excluding aerials)

21.14 Living Zone

ITEM	PERMITTED	RESOURCE CONSENT
21.14 Network utility (excluding aerials)	21.14.1 Any activity is a permitted activity if: (a) it is not a high-pressure gas line with a gauge pressure of 2000 kilopascals or more, and (b) it is not an electricity line of 110kV or more, and (c) either (i) pipes and cables are located underground, or (ii) above ground structures for electricity, gas and telecommunications (excluding aerials): - do not exceed 10m2 in area, and - in road reserves, do not exceed 2.4m in height, and - outside road reserves, do not exceed 2.8m in height, and - are set back at least 1.5m from all boundaries, except for structures on the road reserve or structures that comply with rule 21.50.1(b), and - deleted - do not compromise road or pedestrian safety, and (d) construction of a road complies with the conditions in Appendix A (Traffic) and the conditions in Appendix B (Engineering Standards). (e) deleted	21.14.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

22.13 Pa Zone / 23.14 Business Zone

ITEM	PERMITTED	RESOURCE CONSENT
22.13 Network utility(excluding aerials)	22.13.1 Any activity is a permitted activity if: (a) it is not a high-pressure gas line with a gauge pressure of 2000 kilopascals or more, and (b) it is not an electricity line of 110kV or more, and (c) either (i) pipes and cables are located underground, or (ii) above ground structures for electricity, gas and telecommunications (excluding aerials): - do not exceed 10m2 in area and no setback is required, and - in road reserves, do not exceed 2.4m in height, and - outside road reserves, do not exceed 2.8m in height, and - deleted - deleted - do not compromise road or pedestrian safety, and (d) construction of a road complies with the conditions in Appendix A(Traffic) and the conditions in Appendix B (Engineering Standards). (e) deleted	22.13.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

24.12 Industrial Zone

ITEM	PERMITTED	RESOURCE CONSENT
24.12 Network utility (excluding aerials)	24.12.1 Any activity is a permitted activity if: (a) it is not a high-pressure gas line with a gauge pressure of 2000 kilopascals or more, and (b) it is not an electricity line of 110kV or more, and (c) either (i) pipes and cables are located underground, or (ii) above-ground structures for electricity, gas and telecommunications (excluding aerials): - do not exceed 10m2 in area and no set back is required, and - in road reserves, do not exceed 2.4m in height, and - outside road reserves, do not exceed 2.8m in height, and - deleted - deleted - do not compromise road or pedestrian safety, and (d) construction of a road complies with the conditions in Appendix A (Traffic) and the conditions in Appendix B(Engineering Standards) (e) deleted	24.12.2 Any activity that does not comply with a condition for a permitted activity is a restricted discretionary activity if: (a) it is an electricity line exceeding 110kV. Discretion restricted to: • matters referred to in Appendix A (Traffic) and Appendix B (Engineering Standards) • visual effects particularly when viewed from public places • landscaping • effect on daylight and sunlight to other properties, • road and pedestrian safety • building setbacks • reinstatement • location of utilities • reverse sensitivity and safety 24.12.3

- Transmission companies consider lines with a capacity greater than 110kV should also be a permitted activity.
- Feedback received from external stakeholders that the installation of utilities should continue to be a permitted activity.
- Pump stations need to be identified/defined as a utility activity as they are not a pipe or cable and not an above ground structure for electricity, gas and telecommunications.
- Feedback received from external stakeholders that road related matters, such as the construction of road, should not require consideration of both Appendices A and B.
- Requirement to ensure Proposed District Plan does not duplicate or conflict with the National Environmental Standard for Electricity Transmission Activities and National Environmental Standards for Telecommunication Facilities.

- Compare current provisions to other District Plans.
- Consider if line capacity is increased, whether rules need to include a maximum height limit requirement.
- Potentially look at including:
  - Pump stations to the definition of network utilities within the Proposed District Plan; and/or
  - Remove specific reference to electricity, gas and telecommunications for above ground structures (as this theoretically excludes any three waters infrastructure etc.).
- Potentially look at removing all references to road/transport in Appendix B to ensure all consistent/contained within Appendix A.

		Any activity that does not comply with a condition for a restricted discretionary activity is a discretionary activity.

25.13 Rural Zone

ITEM	PERMITTED	RESOURCE CONSENT
25.13 Network utility (excluding aerials)	25.13.1 Any activity is a permitted activity if: (a) deleted (b) it is not an electricity line of 110kV or more, and (c) pipes are located underground, and, (ca) above ground structures for electricity, gas and telecommunications (excluding aerials): do not compromise road or pedestrian safety, and (i) do not exceed 10m^2 in area and no setback is required, and • in road reserves do not exceed 2.4m in height, and • outside road reserves do not exceed 2.8m in height, and (ii) for electricity and telecommunications lines supported on overhead poles, the height does not exceed • 12m, and • the height of a ridge in a Ridgeline Policy Area, and (iii) deleted (iv) deleted (d) construction of a road complies with the conditions in Appendix A(Traffic) and the conditions in Appendix B (Engineering Standards). (e) deleted.	25.13.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

26.13 Coastal Zone

ITEM	PERMITTED	RESOURCE CONSENT
26.13 Network utility (excluding aerials)	26.13.1 Any activity is a permitted activity if: (a) it is not a high pressure gas line with a gauge pressure of 2000 kilopascals or more, and (b) it is not an electricity line of 110kV or more, and (c) pipes are located underground, and (ca) above ground structures for electricity, gas and telecommunications (excluding aerials) (i) do not compromise road or pedestrian safety, and (ii) do not exceed 10m^2 in area and no setback is required, and • in road reserves do not exceed 2.4m in height, and • outside road reserves do not exceed 2.8m in height, and (iii) for electricity and telecommunications lines supported on overhead poles, the height does not exceed • 12m and • the height of a ridge in a Ridgeline Policy Area, and (iv) deleted (v) deleted (d) construction of a road complies with the conditions in Appendix A (Traffic) and the conditions in Appendix B (Engineering Standards). (e) deleted	26.13.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

27.13 Country Living Zone / 28.13 Recreational Zone

ITEM	PERMITTED	RESOURCE CONSENT
27.14 Network utility (excluding aerials)	27.14.1 Any activity is a permitted activity if: (a) it is not a high pressure gas line with a gauge pressure of 2000 kilopascals or more, and (b) it is not an electricity line of 110kV or more, and (c) either (i) pipes and cables are located underground, or (ii) above ground structures for electricity, gas and telecommunications (excluding aerials): • do not exceed 10m^2 in area and no setback is required, and • in road reserves, do not exceed 2.4m in height, and • outside road reserves, do not exceed 2.8m in height, and • deleted • deleted • do not compromise road or pedestrian safety, and (d) construction of a road complies with the conditions inAppendix A (Traffic) and the conditions in Appendix B(Engineering Standards), and the requirements of any relevant structure plan, and (e) deleted.	27.14.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

Existing electricity and telecommunications lines

21.14A Living Zone/ 22.13A Pa Zone/ 23.14A Business Zone/ 26.13A Coastal Zone/ 27.14A Country Living/ 27.14A Recreation Zone

ITEM	PERMITTED	RESOURCE CONSENT
21.14 A Existing electricity and telecommunications lines	21.14A.1 Despite rules 21.14.1(b), 21.44.1(a) and (b), 21.45, 21.49 and 21.50, the operation, maintenance, minor upgrading and removal of existing electricity and telecommunications lines is a permitted activity if: (a) the existing voltage is not increased, and (b) the height of support structures (excluding earthwires, earthpeaks and lightning rods) is not increased, and (c) the ground is reinstated on completion of works.	21.14A.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

24.12A Industrial Zone

ITEM	PERMITTED	RESOURCE CONSENT
24.12A Existing electricity and telecommunications lines	24.12A.1 Despite rules 24.12.1(b), 24.42.1(b),(c),(d) and (e), 24.43and 24.45, the operation, maintenance, minor upgrading and removal of existing electricity and telecommunications lines is a permitted activity if: (a) the existing voltage is not increased, and (b) the height of support structures (excluding earthwires, earthpeaks and lightning rods) is not increased, and (c) the ground is reinstated on completion of works.	24.12A.2 Any activity that does not comply with a condition for a permitted activity is a restricted discretionary activity. Discretion restricted to: • visual effect • degree of increase in voltage • degree of increase in height of support structure • change in visual effect • need for reinstatement

25.13A Rural Zone

ITEM	PERMITTED	RESOURCE CONSENT
25.13A Existing electricity and telecommunications lines *For rules for Telecommunication Facilities see the National Environmental Standards in Appendix Od Regulation 7*	25.13A.1 Despite rules 25.13.1(b), 25.49.1(a),(d),(e),(f) and (fa), 25.50,25.53, 25.54, 25.55 and 25.56, the operation, maintenance, minor upgrading and removal of existing electricity and telecommunications lines is a permitted activity if: (a) the existing voltage is not increased, and (b) the height of support structures (excluding earthwires, earthpeaks and lightning rods) is not increased, and (c) the ground is reinstated on completion of works.	25.13A.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

- Feedback received from external stakeholders that the operation and maintenance of utilities should continue to be a permitted activity.
- Feedback from telecommunications companies that:
  - Their facilities are dynamic and change frequently; and therefore provisions need to ensure ability to upgrade; and
  - Lightning rods should not be excluded from the height of the support structure in these rules.
- Requirement to ensure Proposed District Plan does not duplicate or conflict with the National Environmental Standard for Electricity Transmission Activities and National Environmental Standards for Telecommunication Facilities.

- Potentially look at that current definition of 'Minor upgrading of electricity and telecommunications lines' to ensure appropriate/relevant.
- Clarify whether lightning rod is part of telecommunications structure.
- Consider whether a more general operation, maintenance and minor upgrading provision is required for network utilities and associated structures.
- Recommend discussions with Transpower representatives (not present at external stakeholder workshop) in particular and WDC staff to identify what provisions will require attention to ensure WDC are appropriately giving effect to the NES for Electricity Transmission Activities.

Access, vehicle entrance, parking, loading and manoeuvring space

21.16 Living Zone

ITEM	PERMITTED	RESOURCE CONSENT
21.16 Access, vehicle entrance, parking, loading and manoeuvring space	21.16.1 Any activity is a permitted activity if: (a) access, vehicle entrance, parking, loading, queuing, and manoeuvring space is provided in accordance with Appendix A (Traffic), and (b) any carparks for non-residential activities are set back at least 3m from the road boundary of the site and screened by planting or fencing.	21.16.2 Any activity that does not comply with a condition for a permitted activity requires resource consent as stated in the appendix, or is a discretionary activity if not otherwise specified.

22.15 Pa Zone/ 25.15 Rural Zone/ 26.15 Coastal Zone/ 27.16 Country Living Zone/ 28.15 Recreation Zone

ITEM	PERMITTED	RESOURCE CONSENT
22.15 Access, vehicle entrance, parking, loading and manoeuvring space	22.15.1 Any activity is a permitted activity if: (a) access, vehicle entrance crossing, parking, loading, queuing, and manoeuvring space is provided in accordance with Appendix A (Traffic).	22.15.2 Any activity that does not comply with a condition for a permitted activity requires resource consent as stated in the relevant appendix, or is a discretionary activity if not otherwise specified.

23.16 Business Zone

ITEM	PERMITTED	RESOURCE CONSENT
23.16 Access, vehicle entrance, parking, loading bays, service lanes and manoeuvring space	23.16.1 Any activity is a permitted activity if: (a) access, vehicle entrance crossing, parking, loading bays, service lanes, queuing, and manoeuvring space is provided in accordance with Appendix A (Traffic), and (b) on-site parking spaces and a new vehicle entrance crossing are not provided on properties with sole frontage to: (i) Main St, Huntly (ii) Jesmond St, Ngaruawahia (iii) Bow St, Raglan (James St to Cliff St).	23.16.2 Any activity that does not comply with a condition for a permitted activity requires resource consent as stated in the appendix, or is a discretionary activity if not otherwise specified.

24.14 Industrial Zone

ITEM	PERMITTED	RESOURCE CONSENT

- Refer to comments on Appendix A

- WDC Roading Team have indicated that the following main streets (or sections thereof) should be added to 23.16.1:

  - George Street, Tuakau
  - Great South Road, Pokeno
  - Main Street, Te Kauwhata

24.14 Access, vehicle entrance, parking, loading and manoeuvring space	24.14.1 Any activity is a permitted activity if: (a) access, vehicle entrance crossing, parking, loading, queuing, and manoeuvring space is provided in accordance with Appendix A(Traffic), and (b) no access, vehicle entrance crossing, parking, loading or manoeuvring space is within 10m of the Living Zone.	24.14.2 Any activity that does not comply with a condition for a permitted activity requires resource consent as stated in the appendix, or is a restricted discretionary activity if not otherwise specified. Discretion restricted to: • safety design for vehicles and pedestrians • means to avoid, remedy or mitigate effects on amenity • number, area, type and location of parking spaces • stormwater management • construction and materials of parking, loading and manoeuvring spaces • type and frequency of use.		

Vehicle movements

21.17 Living Zone

ITEM	PERMITTED	RESOURCE CONSENT
21.17 Vehicle movements	21.17.1 Any activity is a permitted activity if: (a) it does not involve more than 30 vehicle movements per day, and (b) no more than 4 of these vehicle movements are heavy vehicle movements.	21.17.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

23.17 Business Zone

ITEM	PERMITTED	RESOURCE CONSENT
23.17 Vehicle movements	23.17.1 Any activity is a permitted activity if: (a) it does not involve more than 300 vehicle movements per day.	23.17.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

24.15 Industrial Zone

ITEM	PERMITTED	RESOURCE CONSENT
24.15 Vehicle movements	24.15.1 Any activity is a permitted activity if: (a) it does not involve more than 250 vehicle movements per day; or (b) it is from the Huntly Power Station site shown as the Heavy Industrial Zone on Planning Map 29 and (i) all traffic movements generated from all activities on the site combined (including those movements which were lawfully established prior to 5 December 2012 do not involve more than 750 vehicle movements per day, and (ii) no more than 300 of these vehicle movements are Heavy Vehicle movements, or (c) it is from the Greenhill Quarry site as identified in Figure 24C(A), and (i) all traffic movements generated from all activities on the site combined (excluding those movements which were lawfully established prior to 5 December 2012 do not involve more than 350 vehicle movements per day, and (ii) no more than 150 of these vehicle movements are Heavy Vehicle movements, increasing to 200 once the Huntly Bypass section of the Waikato Expressway is open for public use, or (d) it is from land accessed via the Te Rapa Interchange adjacent to the Te Rapa Dairy Factory. NOTE: please refer to Appendix A for other rules applying to traffic movements.	24.15.2 Any activity that does not comply with a condition for a permitted activity is a restricted discretionary activity. In relation to an activity which does not comply with Rule 24.15.1(a), (b) and (c), discretion restricted to: • Effects of traffic movements on amenity including noise, dust, odour and the visual clutter of parked cars. 24.15.3 Any activity that does not comply with a condition for a restricted discretionary activity is a discretionary activity

25.6 Rural Zone/ 26.16 Coastal Zone

ITEM	PERMITTED	RESOURCE CONSENT
25.16 Vehicle movements	25.16.1 Any activity is a permitted activity if: (a) it does not involve more than 200 vehicle movements per day.	25.16.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

27.17 Country Living Zone

ITEM	PERMITTED	RESOURCE CONSENT
27.17 Vehicle movements	27.17.1 Any activity is a permitted activity if: (a) it does not involve more than 30 vehicle movements per day.	27.17.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

Recreational Zone / Pa Zone – N/A

- Feedback from the NZ Transport Agency that the approach of vehicle movements as a consent trigger should be reconsidered; instead requiring an assessment of the activity with an agreed Integrated Transportation Assessment (ITA).
- Refer to comments on Appendix A
- The reference in 24.15.1(c) to Figure 24C(A) is incorrect and will need to be amended to 24E (or whatever the revised reference is in the Proposed District Plan.
- WDC note that 24.15.1(d) or any other references to Te Rapa Interchange can be removed as this land is now in HCC.

- WDC Roading Team have indicated that there is no particular reason that these current rules (including the trigger points of vehicle movements) should be amended.
- An option could be to remove the activity status for non-compliances to a restricted discretionary activity and look to use a criteria similar to that set out in 24.14.2 above.
- Compare current provisions to other District Plans, looking at other examples where ITAs are required.

High frequency electromagnetic field

21.23 Living Zone/ 22.21 Pa Zone/ 23.25 Business Zone/ 24.24 Industrial Zone/ 25.24 Rural Zone/ 26.24 Coastal Zone/ 27.23 Country Living/ 28.21Recreational Zone

ITEM	PERMITTED	RESOURCE CONSENT
21.23 High frequency electromagnetic field	21.23.1 Any activity is a permitted activity if: (a) any electromagnetic field does not exceed the maximum exposure level in NZS2772.1:1999 Radiofrequency Fields Part 1: Maximum exposure levels 3kHz - 300GHz when measured in accordance with NZS6609.2:1990.	21.23.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

- Reference to NZS2772.1:1999 appears to be still relevant/appropriate given embedded within NES telecommunication facilities

Impervious Surfaces

21.28 Living Zone

ITEM	PERMITTED	RESOURCE CONSENT
21.28 Impervious surfaces	21.28.1 Any activity is a permitted activity if: (a) it does not result in more than 70% of the site having an impervious surface, and (b) stormwater is managed in accordance with Appendix B (Engineering Standards).	21.28.2 Any activity that does not comply with a condition for a permitted activity is a restricted discretionary activity. Discretion restricted to: - stormwater runoff effects - mitigation including on-site water storage - matters referred to in Appendix B (Engineering Standards).

21A.7 Te Kauwhata Structure Plan Living Zone

ITEM	PERMITTED	RESOURCE CONSENT
21A.7 Impervious surfaces	21A.7.1 Any activity is a permitted activity if: (a) it does not result in more than 50% of the site having an impervious surface, and (b) stormwater is managed in accordance with Appendix B (Engineering Standards). Note: The impervious surfaces covered in this rule include building coverage as defined in rule 21A.10. Note: Vehicle access and manoeuvring areas shall be assessed as impervious, irrespective of surface.	21A.7.2 Any activity that does not comply with a condition for a permitted activity is a restricted discretionary activity. Discretion restricted to: - stormwater runoff effects - mitigation including on-site water storage - matters referred to in Appendix B (Engineering Standards).

21B.8 Te Kauwhata Structure Plan West Living Zone

ITEM	PERMITTED	RESOURCE CONSENT
21B.8 Impervious surfaces	21B.8.1 Any activity is a permitted activity if: (a) on lots with a net site area of 650m^2 and less than 700m^2 it does not result in more than 35% of the site being an impervious surface, or (b) on lots with a net site area of 700m^2 and greater it does not result in more than 40% of the site being an impervious surface, and (c) stormwater is managed in accordance with Appendix B (Engineering Standards). Note: The impervious surfaces covered in this rule include building coverage as defined in rule 21B.12 Note: Vehicle access and manoeuvring areas shall be assessed as impervious, irrespective of surface.	21B.8.2 Any activity that does not comply with a condition for a permitted activity is a restricted discretionary activity. Discretion restricted to: - stormwater runoff effects - mitigation including on-site water storage - matters referred to in Appendix B (Engineering Standards).

27.40B Tamahere Country Living Zone

ITEM	PERMITTED	RESOURCE CONSENT
27.40B Impervious Surfaces Tamahere	27.40B.1 Any activity is a permitted activity if, in the Tamahere Country Living Zone: impervious surfaces (excluding swimming pools but not paving and other development surrounding a swimming pool) do not exceed 700m^2 per allotment, and stormwater from buildings and other impervious surfaces is adequately disposed of on site.	27.40B.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity

Pa Zone/ Business Zone/ Industrial Zone/ Rural Zone/ Coastal Zone/ Country Living Zone/ Recreational Zone N/A

- Desire to see more use of Low Impact stormwater measures within the Proposed District Plan from internal stakeholders.
- Refer to comments on Appendix B

- WDC Development Engineers have indicated that the 70% level is too high when considering other on-site requirements like access and manoeuvring etc.
- Will consider whether an approach, similar to that taken in the other zones (see 21A.7, 21B.8 and 27.40B below) is more suitable.

Wastewater treatment

21.33 Living Zone / 22.29 Pa Zone / 23.33 Business Zone / 24.33 Industrial Zone / 27.31 Country Living Zone / 28.29 Recreation Zone

ITEM	PERMITTED	RESOURCE CONSENT
21.33 Wastewater treatment	21.33.1 Any activity is a permitted activity if: (a) ponds used for processing or storing wastewater are set back at least - 300m from a dwelling, and - 30m from the site boundary, or (b) a wastewater plant serving 3 or more dwellings, where wastewater treatment is fully enclosed, is set back at least - 30m from a dwelling, and - 15m from the site boundary.	21.33.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

25.33 Rural Zone / 26.32 Coastal Zone

ITEM	PERMITTED	RESOURCE CONSENT
25.33 Wastewater treatment	25.33.1 Any activity is a permitted activity if: (a) ponds used for processing or storing wastewater are set back at least - 150m from a dwelling, and - 30m from the site boundary, or (b) a wastewater plant serving 3 or more dwellings, where wastewater treatment is fully enclosed, is set back at least - 30m from a dwelling, and - 15m from the site boundary.	25.33.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

Aerials

21.54A Living Zone/ 22.47A Pa Zone

ITEM	PERMITTED	RESOURCE CONSENT
21.54A Aerials	21.54A.1 Despite rules 21.44.1(a) and (b), 21.45 and 21.50, construction or alteration of an aerial and its support structures is a permitted activity if: (a) there are no more than 3 support structures per site, and (b) the height of aerials or support structures does not exceed (i) 15m, or (ii) 10m in any battlefield view shaft, and (c) aerials and support structures (except for those on a road) are set back at least: (i) 6m from road boundaries, or 15m if they exceed 7.5m high, and (ii) 1m from other boundaries, and (d) no dish antenna exceeds 2m diameter, and no panel antenna exceeds 2.5m in any dimension, and (e) above 9.5m high (i) no support structure exceeds 500mm in any cross-section dimension, and (ii) no dish antenna exceeds 1m diameter, and (f) it is not attached to an historic heritage item listed in Appendix C1 (Historic Heritage Items), except for a domestic television reception aerial.	21.54A.2 Any aerial or support structure that does not comply with a condition for a permitted activity is a restricted discretionary activity. Discretion restricted to: • amenity values • effects on landscape and streetscape • height and setback • design, safety and appearance • location within site • admission of daylight and sunlight to the site and other sites • matters mentioned in conditions not complied with • effects on the values, context and setting of a heritage item.

23.53A Business Zone

ITEM	PERMITTED	RESOURCE CONSENT
23.53A Aerials	23.53A.1 Despite rules 23.44.1(a), and 23.45, construction or alteration of an aerial and its support structures is a permitted activity if: (a) the height of aerials or support structures does not exceed 15m, and (b) no dish antenna exceeds 5m diameter, and no panel antenna exceeds 2.5m in any dimension, and (c) it is not attached to an historic heritage item listed in Appendix C1 (Historic Heritageitems), except for a domestic television reception aerial.	23.53A.2 Any aerial or support structure that does not comply with a condition for a permitted activity is a restricted discretionary activity. Discretion restricted to: • amenity values • effects on landscape and streetscape • height and setback • design, safety and appearance • location within site • admission of daylight and sunlight to the site and other sites • matters mentioned in the conditions that are not complied with • effects on the values, context and setting of a heritage item.

24.48A Industrial Zone

ITEM	PERMITTED	RESOURCE CONSENT

24.48A Aerials	24.48A.1 Despite rule 24.42.1 (b), (c), (d) and (e), and 24.43, construction or alteration of an aerial and its support structures is a permitted activity if: (a) the height of the aerial or support structures does not exceed (i) 25m in the Heavy Industrial Zone, or (ii) 15m in the Light Industrial Zone, or (iii) 12.5m in the Landscape Policy Area, or (iv) 5m more than the height of a building the aerial is mounted on, where that building is higher than 20m, and (b) no dish antenna exceeds 5m diameter, and no panel antenna exceeds 2.5m in any dimension, and (c) it is not attached to an historic heritage item listed in Appendix C1 (Historic Heritage Items), except for a domestic television reception aerial.	24.48A.2 Any aerial or support structure that does not comply with a condition for a permitted activity is a discretionary activity.		

25.61A Rural Zone

ITEM	PERMITTED	RESOURCE CONSENT		
25.61A Aerials	25.61A.1 Despite rules 25.49.1(a), (d), (e) and (f), and 25.50, construction or alteration of an aerial and its support structures is a permitted activity if: (a) the height of aerials or support structures does not exceed (b) 20m, or (c) 12.5m in the Landscape Policy Area, (d) or (e) the height of the ridge in a Ridgeline Policy Area, and (f) above 13m high, no support structure exceeds 500mm in any cross-section dimension, and (g) aerials and support structures (except for those on a road) are set back at least: (h) 15m from road boundaries, if they exceed 10m high, and (i) in every other case, the setbacks required for buildings, and (j) no dish antenna exceeds 5m diameter, and no panel antenna exceeds 2.5m in any dimension, and (k) it is not attached to an historic heritage item listed in Appendix C1 (Historic Heritage Items), except for a domestic television reception aerial.	25.61A.2 Any aerial or support structure that does not comply with a condition for a permitted activity is a restricted discretionary activity. Discretion restricted to: • amenity values • effects on landscape and streetscape • height and setback • design, safety and appearance • location within site • admission of daylight and sunlight to the site and other sites • matters mentioned in conditions not complied with • effects on the values, context and setting of a heritage item.		

26.51B Coastal Zone

ITEM	CONTROLLED	RESOURCE CONSENT		
26.51B Aerials	26.51B.1 Despite rule 26.44, construction or alteration of an aerial and its support structures is a controlled activity if: (a) the height of aerials or support structures does not exceed: (i) 15m, or (ii) 12.5m in the Landscape Policy Area, or (iii) the height of the ridge in a Ridgeline Policy Area, and (b) above 13m high, no support structure exceeds 500mm in any cross section dimension, and (c) aerials and support structures (except for those on a road) are set back at least: (i) 15m from road boundaries, if they exceed 10m high, and (ii) in every other case, the setbacks required for buildings, and (d) no dish antenna exceeds 5m diameter, and no panel antenna exceeds 2.5m in any dimension, and (e) it is not attached to an historic heritage item listed in Appendix C1(Historic Heritage Items), except for a domestic television reception aerial. Control reserved over: • amenity values • effects on landscape and streetscape • height, setback, location within site • design, safety and appearance • admission of daylight and sunlight to the site and other sites • natural character of the coastal environment.	26.51B.2 Any aerial or support structure that does not comply with a condition for a controlled activity is a discretionary activity.	• Current rules do not allow for any aerials as a permitted activity within Coastal Zone.	• Review Coastal Zone provisions and discuss with WDC Consents/Policy Team as to the appropriateness of revising this rule. • Need to consider provisions of the NZ Coastal Policy Statement and the requirements to protect the natural character of the coastal environment from inappropriate use and development.

27.55A Country Living Zone

ITEM	PERMITTED	RESOURCE CONSENT

27.55A Aerials	27.55A.1 Despite rules 27.45.1(a), and 27.46, construction or alteration of an aerial and its support structures is a permitted activity if: (a) there are no more than 3 support structures per site, and (b) the height of aerials or support structures does not exceed 15m, and (c) aerials and support structures (except for those on a road) are set back at least (i) 15m from road boundaries, if they exceed 10m high, and (ii) in every other case, the setbacks required for buildings, and (d) no dish antenna exceeds 2m diameter, and no panel antenna exceeds 2.5m in any dimension, and (e) above 9.5m high (i) no support structure exceeds 500mm in any cross section dimension, and (ii) no dish antenna exceeds 1m diameter, and (f) it is not attached to an historic heritage item listed inAppendix C1 (Historic Heritage Items), except for a domestic television reception aerial.	27.55A.2 Any aerial or support structure that does not comply with a condition for a permitted activity is a restricted discretionary activity. Discretion restricted to: • amenity values • effects on landscape and streetscape • height and setback • design, safety and appearance • location within site • admission of daylight and sunlight to the site and other sites matters mentioned in conditions not complied with effects on the values, context and setting of a heritage item.		

28.44A Recreational Zone

ITEM	PERMITTED	RESOURCE CONSENT		
28.44A Aerials	28.44A.1 Despite rules 28.37.1(a), 28.38, and 28.42, construction or alteration of an aerial and its support structures is a permitted activity if: (a) the height of aerials or support structures does not exceed 15m, and (b) no dish antenna exceeds 5m diameter, and no panel antenna exceeds 2.5m in any dimension, and (c) it is not attached to an historic heritage item listed in Appendix C1 (Historic Heritage Items), except for a domestic television reception aerial.	28.44A.2 Any aerial or support structure that does not comply with a condition for a permitted activity is a restricted discretionary activity. Discretion restricted to: • amenity values • effects on landscape and streetscape • height and setback • design, safety and appearance • location within site • admission of daylight and sunlight to the site and other sites • matters mentioned in conditions not complied with • effects on the values, context and setting of a heritage item.		

Building set back

23.47 Business Zone

ITEM	PERMITTED	RESOURCE CONSENT
23.47 Building setbacks	23.47.1 Construction or alteration of a building is a permitted activity if the building is set back at least: (a) 7.5m from any zone boundary, and (b) 17.5m from the centre line an indicative road, and (c) 15m from a national route or regional arterial road boundary, and (d) 25m from the designated boundary of the Waikato Expressway	23.47.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

24.45 Industrial Zone

ITEM	PERMITTED	RESOURCE CONSENT
24.45 Building setbacks	24.45.1 Construction or alteration of a building is a permitted activity if the building is: (a) in the Heavy Industrial Zone, and is set back at least (i) 10m from all road boundaries, and (ii) 10m from all zone boundaries, other than the boundary between a Light Industrial Zone and a Heavy Industrial Zone, and (aa) in the Heavy Industrial Zone at Horotiu, is set back at least 50m from any dwelling that existed on 25 September 2004, other than a dwelling in the industrial zone prior to that date, and (b) in the Light Industrial Zone, and (iii) is set back at least 7.5m from the road boundary, and (iv) is set back at least 7.5m from any other boundary where the site adjoins another zone, and (c) set back at least 10m from a national route or regional arterial road boundary, and (ca) setback at least 25m from the designated boundary of the Waikato Expressway.	24.45.2 Construction or alteration of a building that does not comply with a condition for a permitted activity is a restricted discretionary activity. Discretion restricted to: • effects on land in other zones • effects on amenity values • effects on streetscape • road safety.

• Feedback from external stakeholders that there needs to be consistency across District in terms of setbacks from the Waikato Expressway (e.g. different in Pokeno under Franklin Section).	• To address matter it is suggested that: - Compare provisions in other District Plans; - Review the relevant NZ Transport Agency guidelines on reverse sensitivity; - Consider potential for revised provisions which enable reduced setbacks subject to achieving appropriate acoustic and vibration standards; and - Discuss with the NZ Transport Agency.

25.53 Rural Zone

ITEM	PERMITTED	RESOURCE CONSENT
25.53 Building set back • road boundary	25.53.1 Construction or alteration of a building is a permitted activity if it is set back at least: (a) 12m from the road boundary, or 7.5m from the road boundary if the certificate of title is less than 1.6 ha, and (b) 22m from the centre line of an indicative road, and (c) 25m from an expressway, or the proposed Waikato Expressway, and (ca) 15m from a state highway.	25.53.2 Any activity that does not comply with a condition for a permitted activity is a non-complying activity.

26.49 Coastal Zone

ITEM	CONTROLLED	RESOURCE CONSENT
26.49 Building setbacks	26.49.1 Construction or alteration of a building is a controlled activity if the building is set back at least: 1. 12m from a road boundary, and (aa) 15m from a state highway, and 1. 22m from the centre line of an indicative road, and (ba) 12m from the boundary of an adjoining allotment less than 6ha, and 1. 25m from every other boundary, and 2. 20m vertically and horizontally from any prominent headland or ridgeline visible from the coast, and 3. deleted 4. (except for pump sheds, public amenities of up to 25m2 on esplanade reserves and public walkways) 32m from: 1. the margin of any lake with a bed area of 8ha or more, and 2. the bank of any river whose bed has an average width of 3m or more, and 3. any wetland with an area greater than 1 hectare. Control reserved over: • building form, bulk, location, external cladding and colour • admission of daylight and sunlight to the site and other sites • privacy on other sites • natural character of the coastal environment, including wild and scenic values • natural character of water bodies and their margins • amenity and landscape values, including visual impacts of earthworks • significant indigenous vegetation and habitat • archaeological and heritage values • natural hazards • effects on sites of significance to Maaori.	26.49.2 Any activity that does not comply with a condition for a controlled activity is a discretionary activity.

Building set back - road boundary (local and collector)

21.49 Living Zone /

ITEM	PERMITTED	RESOURCE CONSENT
21.49 Building set back • road boundary (local and collector)	21.49.1 Construction or alteration of a building is a permitted activity if: 1. In Raglan it is set back at least: 1. 6m from the road boundary of the site, and 2. 16m from the centre line of an indicative road 2. In places other than Raglan it is set back at least: 1. 3m from the road boundary of the site, and 2. 13m from the centre line of an indicative road.	21.49.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

- WDC note that current Rule 21.49.1.1 is problematic and overly onerous in terms of set back required and is vague in terms of the definition of 'Raglan'. Suggest a specific set back for Raglan is not necessary

- There is not considered by the WDC Roading Team to be a specific engineering reason for this set back.
- It is suggested that discussions are held with David Totman (coordinating the design related provisions of the Proposed District Plan) around this.

Building set back - State highway road boundary (designated boundary of Waikato Expressway, or national route or regional arterial road)

See comments above on Waikato Expressway setbacks.

21.49A Living Zone

ITEM	PERMITTED	RESOURCE CONSENT

21.49A Building set back • State highway road boundary (designated boundary of Waikato Expressway, or national route or regional arterial road)	21.49A.1 Construction or alteration of a building is a permitted activity if: 1. it is set back at least: 1. 35m from the designated boundary of the Waikato Expressway, and 2. 15m from a national route or regional arterial road boundary, or 2. it is a detached non habitable accessory building or attached non habitable garage and: 1. it is on a certificate of title issued prior to 25 September 2012 and 2. is set back at least 15m from the designated boundary of the Waikato Expressway, and 3. in Raglan 6m from a national route or regional arterial road boundary, or 4. in places other than Raglan 3m from a national route or regional arterial road boundary.	21.49A.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.	

27.49A Country Living

ITEM	PERMITTED	RESOURCE CONSENT	
27.49A Building setbacks road boundary • State Highway road boundary (designated boundary of Waikato Expressway, or national route or regional arterial road)	27.49A.1 Construction or alteration of a building is a permitted activity if: 1. it is setback at least: 1. 7.5m from a local or collector road boundary, and 2. 15m from a national route or regional arterial road boundary, and 3. 35m from the designated boundary of the Waikato expressway, or 2. it is a detached non habitable accessory building or attached non habitable garage and: 1. it is on a certificate of title issued prior to 25 September 2012 and 2. is set back at least 15m from the designated boundary of the Waikato Expressway, and 3. 15m from a national route or regional arterial road boundary; or 3. it is a detached non habitable accessory building or attached non habitable garage and: 1. it is on a certificate of title issued after 25 September 2012 and 2. is set back at least 25m from the designated boundary of the Waikato Expressway, and 3. 15m from a national route or regional arterial road boundary.	27.49A.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.	

Building set back - minor additions - State highway road boundary (designated boundary of Waikato Expressway, or national route or regional arterial road)

See comments above on Waikato Expressway setbacks.

21.49B Living Zone

ITEM	PERMITTED	RESOURCE CONSENT
21.49B Building set back – minor additions • State highway road boundary (designated boundary of Waikato Expressway, or national route or regional arterial road)	21.49B.1 Construction or alteration of a building is a permitted activity if it is a minor addition: 1. to a building existing prior to 25 September 2012, and 1. it is within either or both of the following: 1. 35m from the designated boundary of the Waikato Expressway, and 2. 15m of a national route or regional arterial road boundary, and 2. it is set back: 1. in Raglan at least 6m from a national route or regional arterial road boundary, or 2. in places other than Raglan at least 3m from a national route or regional arterial road boundary, and 3. it is designed and constructed to comply with Appendix M5 (Acoustic Insulation).	21.49B.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

Building setbacks - allotments 1050m2 or more

27.48 Country Living Zone

ITEM	PERMITTED	RESOURCE CONSENT		
27.48 Building setbacks allotments 1050m2 or more	27.48.1 Construction or alteration of a building on an allotment 1050m2 or more is a permitted activity if it is set back at least: 7.5m from a road boundary, and 17.5m from the centre line of an indicative road, and 12m from every boundary other than a road boundary, and deleted (da) deleted (e) deleted	27.48.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity except: a dwelling within the Tamahere Country Living Zone that is within 12m from any boundary other than a road boundary. 27.48.3 Any activity that does not comply with a condition for a discretionary activity is a non-complying activity		

Building setbacks - allotments less than 1050m2

27.49 Country Living Zone

ITEM	PERMITTED	RESOURCE CONSENT
27.49 Building setbacks allotments less than 1050m2	27.49.1 Construction or alteration of a building on an allotment less than 1050m2 is a permitted activity if the building is set back at least: 3m from a road boundary, and 1.5m from every boundary other than a road boundary, and meets all of the following the building is set back at least 24m from an existing dwelling on any adjoining allotment, and the building is screened by an opaque structure of a height of at least 1.8m or vegetation of similar effect, and the building is designed and constructed to comply with Appendix M (Acoustic Insulation). deleted deleted (ea) deleted	27.49.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

Setbacks - wastewater treatment

21.51 Living Zone / 22.44 Pa Zone / 25.58 Rural Zone / 26.51 Coastal Zone / 27.52 Country Living

ITEM	PERMITTED	RESOURCE CONSENT
21.51 Setbacks • wastewater treatment	21.51.1 Construction or alteration of a dwelling is a permitted activity if: 1. it is set back at least 300m from the boundary of a site containing a wastewater treatment plant with oxidation ponds, and 2. it is set back at least 30m from a wastewater treatment plant where the treatment process is fully enclosed, and 3. it is set back at least 15m from the boundary of a site containing a wastewater treatment plant where the treatment process is fully enclosed.	21.51.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity

Business Zone / Industrial Zone N/A

Setbacks - high voltage electricity transmission lines

21.51A Living Zone / 23.47A Business Zone / 24.45A Industrial Zone / 25.58A Rural Zone / 26.51A Coastal Zone / 27.52A Country Living

ITEM	PERMITTED	RESOURCE CONSENT
21.51A Setbacks high voltage electricity transmission lines	21.51A.1 Construction or alteration of a building is a permitted activity if: 1. it is set back at least 20m from the centre line of any electricity transmission line designed to operate at 110kV or more.	21.51A.2 Any activity that does not comply with a condition for a permitted activity is a restricted discretionary activity. Discretion restricted to: • effects of electromagnetic fields • extent to which location and orientation of habitable rooms mitigates effects of the lines • access to transmission lines for maintenance • safety of people and property • amenity values of the site • effects on integrity of electricity supply including: - the extent to which compliance will be achieved with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP:34 2001) - the nature and location of any landscaped amenity areas.

Pa Zone N/A

Traffic generation

21.73 Living Zone / 23.72 Business Zone / 24.79 Industrial Zone / 25.83 Rural Zone / 27.72 Country Living Zone /

ITEM	CONTROLLED	RESOURCE CONSENT

- Requirement to ensure Proposed District Plan gives effect to the National Policy Statement for Electricity Transmission and National Environmental Standard for Electricity Transmission Activities.

- Recommend discussions with Transpower representatives (not present at external stakeholder workshop) and WDC staff to identify what provisions will require attention to ensure WDC are appropriately giving effect to these requirements.

21.73 Traffic generation	21.73.1 Subdivision is a controlled activity if: a) traffic generated by likely land uses following the subdivision does not alter the status or function of roads in the road hierarchy identified in Appendix A (Traffic). Control reserved over: • capacity and quality of the road surface • function of the public road • safety and efficiency of the road network • safety of road users.	21.73.2 Subdivision that does not comply with a condition for a controlled activity is a restricted discretionary activity. Discretion restricted to: • function of the public road • safety of road users • capacity and quality of road surface.		

25.83 Rural Zone / 26.83 Coastal Zone

ITEM	RESTRICTED DISCRETIONARY	RESOURCE CONSENT
25.83 Traffic generation	25.83.1 Subdivision is a restricted discretionary activity if: a) traffic generated by likely land uses following the subdivision does not alter the status or function of roads in the road hierarchy identified in Appendix A (Traffic). Discretion restricted to: • capacity and quality of the road surface • function of the public road • safety and efficiency of the road network • safety of road users.	25.83.2 Subdivision that does not comply with a condition for a restricted discretionary

Pa Zone, Recreation Zone N/A

Franklin Section - Rules

Rule 15.1.2 - Network and Other Utilities and Essential Services 15.1.2.0 General Rule (i) If an activity is specifically listed as permitted in the zone activity rules, the activity status in Rule 15.1 is overriden. (ii) The development controls, activity status or development standards of the zones do not apply to TELECOMMUNICATION LINES or ELECTRIC LINES. (iii) Notwithstanding any other rules in the district plan, all electricity transmission activities affecting National Grid assets existing as at 14 January 2010 must comply with the National Environmental Standards for Electricity Transmission Activities, and no other rule or rules in the plan shall apply unless required to by virtue of a specific regulation in the National Environmental Standards for Electricity Transmission Activities. NETWORK AND OTHER UTILITIES within the Pokeno Structure Plan Area are not subject to Part 27A (except Rule 27A.2.2), Part 29B and Part 29C of the PLAN. The National Environmental Standards for Electricity Transmission Activities (NESETA) applies for activities that relate to the operation, maintenance, upgrading, relocation or removal of an existing national grid transmission line. Where there is any conflict between provisions of this district plan and the NESETA that apply to the operation, maintenance, upgrading, relocation or removal of existing national grid transmission lines the NESETA shall prevail.		
15.1.2.1 Permitted activities •The operation and maintenance of NETWORK AND OTHER UTILITIES established before May 31 1994, subject to compliance with Permitted Activity Conditions J to S inclusive of Rule 15.1.2.2; •NETWORK AND OTHER UTILITIES which comply with all relevant Permitted Activity Conditions A to X inclusive of Part 15.1.2.2 and are either: (a)located in, on, over or under a ROAD or PRIVATE WAY provided that any BUILDING does not exceed: - 10m GROSS FLOOR AREA, and - 2.5m height; or (b)located underground; or (c)located or sited on or above ground level and comply with the development standards and the performance standards for the relevant zone, (unless Permitted Activity Conditions V or X in 15.1.2.2 exempt compliance with a development standard); or (d)a BUILDING which does not exceed: - 10m2 GROSS FLOOR AREA, and - 3.0m HEIGHT; •Recycling facilities with a GROSS FLOOR AREA not exceeding 10 square metres, and a HEIGHT no greater than 3 metres, provided that the GROSS FLOOR AREA on a SCHOOL site shall not exceed 40 square metres; •Generation of less than 1 MVA of output of electricity, not being a prohibited activity, which complies with the development standards and the performance standards for the relevant zone, and is either (a)from wind or solar sources; or (b)a temporary activity by a network utility operator (as defined in section 2 of the Electricity Act) for the purpose of maintaining line services; or (c)a standby service for an individual premise; •Trig stations. •Excavation of holes for supporting structures, directional drilling, back-filled trenches, mole ploughing or thrusting for NETWORK AND OTHER UTILITIES permitted by Rule 15.1.2.1 of the PLAN. This activity is exempt from compliance with condition 15.1.2.2J.		• Tbe performance standards within this rule are very comparable to the Waikato Section (e.g. 10m2 GFA and structure under 3m in height) • Consider creating general provision which covers earthworks associated with network utilities.
15.1.2.2 Conditions for network and other utilities which are permitted activities The Conditions (including performance standards) for NETWORK AND OTHER UTILITIES which are permitted activities are as follows: A. Any activity in the Wetland Conservation and Forest Conservation Zones is a permitted activity only if it is specified as such in the zone rules. AA. No activity causing the modification, damage or resulting in the destruction of any part of any outstanding natural feature listed in Schedule 5A is a permitted activity. AB. No activity causing the modification, damage or resulting in the destruction of any part of any feature listed in Schedule 8A OR other archaeological sites is a permitted activity. B. Pipelines shall be underground except for connections to a single structure, gas pipeline customer metering facilities and regulator stations. C. Gas pipeline gauge pressure shall not exceed 2000 kilopascals. D. ELECTRIC LINES and TELECOMMUNICATION LINES, including connections to BUILDINGS and SITES, shall be underground on land in, and on ROADS which were not formed on 31 May 1994 which adjoin the Residential, Residential 2, Village, Village Business, Rural-Residential, Queen's Redoubt Heritage or Recreation zones. DD. Rule 15.1.2.2D and J do not apply to the Pokeno Structure Plan Area. Within the Pokeno Structure Plan Area ELECTRIC LINES and TELECOMMUNICATION LINES, including connections to BUILDINGS and SITES, shall be underground. E. Above ground transformers and ELECTRIC LINES shall not exceed a voltage of 110kV or a total capacity of 100MVA. F. [Deleted] G. ROAD improvement works shall not require the acquisition of additional land. H. New roads shall have been granted a resource consent. I. Railway activity shall be on land designated at the date of public notification of the plan. J. [Deleted] JJ. EARTHWORKS for TELECOMMUNICATION LINES or ELECTRIC LINES are permitted activities provided that they comply with Conditions AA and AB above. K. Rehabilitation: Ground and significant vegetation which is disturbed by construction or maintenance shall be reinstated as far as practicable, concurrently with the works being undertaken, to the condition existing prior to commencement of the work. KK. Network utility buildings and structures shall not inhibit or divert overland flow paths onto neighbouring properties, nor exacerbate or accelerate the flooding hazard. L. Stormwater control and pollution prevention: All drainage from sites other than roof water shall be directed through a staged interceptor or other system designed to remove as far as practicable petroleum products, dirt and grit from stormwater. All areas where petroleum products are used, or stored shall be separately bunded with bunds of sufficient capacity to contain the largest volume of petroleum product in any one item of equipment or storage unit within the area. M. Radio frequency radiation: NZ Standard 6609 Parts 1 and 2, 1990 shall be complied with. N. Noise and Vibration: The noise and vibration standards of the relevant zone shall be complied with. O. Odour: Objectionable or offensive odours shall not be detected at the boundary of the site. P. Air Emissions: Dust, fumes, smoke or gases shall not be discharged at a level that is likely to cause a nuisance or affect the amenity values of the area. Q. Lighting and Glare: External lighting for the purposes of illuminating the utility shall be directed away from or shielded from any adjacent property as far as practicable. R. Signs: Refer to Part 15.4. Additional conditions S to X (inclusive) apply to above-ground structures which are for NETWORK AND OTHER UTILITIES which are not located in, on or over a ROAD: S. Landscaping: Areas of the site which are not used for structures, the operation of the facility, access, or parking shall be landscaped for screening and amenity purposes. (This condition does not apply to a site on which the only utility structures are TELECOMMUNICATION LINES or ELECTRIC LINES.) T. Setback from Residential sites: Any structure shall be sited at least 1.5m from the boundary of an adjoining site which is in the Residential, Residential 2, Village or Village Business Zone. U. Amenity setback: Any building with a gross floor area of more than 10m2 shall have an amenity planting yard of not less than 3m width on any of its site's boundaries which abut or are on the opposite side of a ROAD from a Residential, Residential 2, Village, Village Business, Recreation zone or Business Centre. This setback is to be planted and maintained. V. Maximum HEIGHT standards. The maximum HEIGHT of utility structures shall be (in metres):		• Tbe performance standards within this rule are very comparable to the Waikato Section (e.g. electric lines less than 110kV and gas pipeline gauge pressure not exceeding 2000 kilopascals). • Check if reference to NZ Standard 6609 Parts 1 and 2, 1990 is still relevant

Zone	Average cross-sectional dimension of structure less than 1000mm	Average cross-sectional dimension of structure 1000mm or more
Rural Coastal Business outside Centres Industrial 2 Light Industrial Tuakau Industrial Zone Tuakau Industrial Services Zone	25	25
Business Centres	16	10
Timber Processing	15	9
Recreation	12	9
Residential Residential 2 Village Village Business Rural Residential	11 (13.5 for 110kV subtransmission lines)	8

W. Parking: Parking, loading and access shall comply with Part 51.
X. The following condition only applies to TELECOMMUNICATION LINES or ELECTRIC LINES.
Any pole shall not exceed a HEIGHT of 3m plus the shortest horizontal distance to the boundary excluding the boundary with any ROAD (HEIGHT IN RELATION TO BOUNDARY). This standard shall not apply where the written consents of the owners of the adjoining site have been obtained.

15.1.2.3 Controlled activities

(i) Controlled activities require a resource consent, but the consent shall be granted. An application must be submitted in the prescribed format (available from the Council).
(ii)Applications will be assessed only in terms of the matters set out in Rule 15.1.2.5, and any conditions of consent will only relate to those matters.
(iii)The information submitted with the application must be in terms of Part 52 but only to the extent needed to enable a thorough assessment in terms of Rule 15.1.2.5. The application must also clearly demonstrate compliance with the stated performance standards applicable to the activity.
(iv)An application for a Controlled activity may be considered without public notification where Council so determines in terms of section 95 of the Act. (This is a non-notified application in terms of the Act.)
(v)The activities listed below are Controlled activities if they comply with Rule 15.1.2.4 (STANDARDS).
(NOTE: Within the list, the words in CAPITALS are defined in Part 50.)
•NETWORK AND OTHER UTILITIES which are not a permitted activity and are either:
(a)pipelines, provided that gas pipeline gauge pressure does not exceed 2000 kilopascals, or
(b)a BUILDING which does not comply with the development controls for the relevant zone and which does not exceed:
- 20m2 GROSS FLOOR AREA, and
- 3m height

15.1.2.4 Standards for network and other utilities which are controlled activities

The activities listed in 15.1.2.3 are required to comply with the following standards.
•Any activity in the Wetland Conservation and Forest Conservation Zones is a controlled activity only if it is specified as such in the zone rules.
•Any controlled activity shall comply, where relevant, with conditions AA AB C, D, E, F, I, J, L, M, N, O, P, Q, R, W, and X of the Permitted Activity Conditions of Part 15.1.2.2.

15.1.2.5 Assessment criteria for network and other utilities which are controlled activities

Controlled activities will be assessed against the criteria set out in Section 104 of the Act and the following matters:
•The extent of compliance, where relevant, with conditions K, S, T and U of the Permitted Activity Conditions of Part 15.1.2.2;
•Location and route of utility;
•Imposition of financial contributions in accordance with Part 10;
•Design and external appearance of buildings and structures;
•Landscape design, screening and site layout;
•Environmental effects including visual effects, noise, vibration, odour, dust, glare; Above-ground pipe lines crossing water courses should avoid areas of high visual amenity. Where possible such lines should be attached to existing structures.

15.1.2.6 Restricted discretionary activities

(i)Restricted Discretionary activities require a resource consent, and the consent may be granted or refused. An application must be submitted in the prescribed format (available from the Council).
(ii)Applications will be assessed against the criteria set out in section 104 of the Act and in terms of the matters set out in Rule 15.1.2.7, and any conditions of consent will only relate to those matters.
(iii)The information submitted with the application must be in terms of Part 52 but only to the extent needed to enable a thorough assessment in terms of Rule 15.1.2.7. The application must also clearly demonstrate compliance with the stated performance standards applicable to the activity.
(iv)An application for a Restricted Discretionary activity may be considered without public notification where Council so determines in terms of section 95 of the Act (this is a non-notified application in terms of the Act).
(v)The activities listed below are Restricted Discretionary activities.
•NETWORK AND OTHER UTILITIES which are a permitted activity but do not comply with either:
(a) the Part 15.1.2.2 conditions for permitted activities, (and are not a controlled activity), but excluding:
- natural or manufactured gas distribution or transmission gauge pressure exceeding 2000 kilopascals.
- above ground transformers and lines for conveying electricity which exceed a voltage of 110kV or a total capacity of 100 MVA;
or:
(b) the development standards and the performance standards for the relevant zone.
•Above ground ELECTRIC LINES in the Pokeno Structure Plan Area (refer to Part 54.15).

15.1.2.7 Assessment matters for network and other utilities which are restricted discretionary activities

Applications will be assessed against the criteria set out in section 104 of the Act and in terms of the matters set out below over which the Council has restricted its discretion.
•Controlled activity matters of Part 15.1.
•Effects of modifying a standard, including effects on the existing character of the locality and amenity values, natural hazards and measures to avoid, remedy or mitigate adverse effects; and
•For above ground ELECTRIC LINES in the Pokeno Structure Plan Area (refer to Part 54.15):
(i)the extent to which the alignment of ELECTRIC LINES do not adversely affect the achievement of the structure plan and the above ground ELECTRIC LINES are located in the undeveloped areas of Pokeno;
(ii)the extent to which the proposal is temporary in the short to medium term to provide electricity to developing urban areas within the Pokeno Structure Plan and is consistent with Policy 54.15.2.4.8 Electric Lines; and

(iii)Council has the discretion to impose conditions of consent that require undergrounding of any part of the ELECTRIC LINES when and where urban subdivision and development is occurring in the location of the above ground lines.		
15.1.2.8 Discretionary activities (i)Discretionary activities require a resource consent, and the consent may be granted (conditionally or unconditionally) or refused. An application must be submitted in the prescribed format (available from the Council). (ii)Applications will be assessed in terms of the matters set out in Rule 15.1.2.9, and conditions of consent may be imposed. (iii)The information submitted with the application must be in terms of Part 52. (iv)An application for a Discretionary activity may be considered without public notification where Council so determines in terms of section 95 of the Act. (This is a non-notified application in terms of the Act.) (v)The activities listed below are Discretionary activities (NOTE: Within the list, the words in CAPITALS are defined in Part 50.) •NETWORK AND OTHER UTILITIES which are not permitted, controlled, or restricted discretionary activities, or prohibited activities under Part 15.3; •Water, sewage and wastewater treatment facilities; •Water supply facilities which are not permitted, controlled or restricted discretionary activities for the distribution of water; •WASTE MANAGEMENT, LANDFILL and the deposition of more than 100 cubic metres of CLEANFILL. (Note that the EARTHWORKS rule for a site may require a resource consent for cleanfill of less than 100 cubic metres volume.); •New Zealand Fire Service stations and St Johns Ambulance Association stations. The following are a Discretionary activity except on land which is in a Residential, Residential 2, Village, Village Business, Rural Residential, Wetland Conservation or Forest Conservation zone or which is listed in Schedule 5A or 8A: •Construction, operation and maintenance of an airport as defined by the Airport Authorities Act 1966, including the provision of any approach control service within the meaning of the Civil Aviation Act 1990; •Electricity generation which is not a permitted activity or prohibited activity under Part 15.3.		
15.1.2.9 Assessment criteria for network and other utilities and other essential services which are Discretionary activities In addition to the criteria of section 104 of the Act and Part 53, a Discretionary activity application will be assessed against the following criteria: •Proposed location, site and route (in general high voltage lines are inappropriate in Residential, Residential 2, Village and Village Business Zones); •External appearance (including screening if any); •Effect on the health and safety of people; •Adverse effects on the environment, and the degree to which they are remedied or mitigated; •Alternative routes and sites available, including underground or overhead locations; •Reasons for particular choice of site or route; •Bulk and location of structures within the site; •Effect on amenity values, especially visual amenities; •Effect on Maaori cultural values; •The nature of the liquid or substance carried; •The need for the conduit pipe and alternative proposals considered; •Effects on the environment caused by a rupture to the conduit pipe, and the probability of a rupture occurring by accident.; •The probability of risks associated with construction and operation of the activity and any methods of avoidance or mitigation, particularly in respect of the technology used and its likely or potential effects on the health and safety of people, and the risk of rupture, breakage, collapse, failure or movement of the components of the facility as they relate to its design and maintenance; •Vehicle generation, access, loading and parking; •The importance of any proposed utility facility and any social and economic benefits it may have for the community; Note: Subdivision for Network and other Utilities is provided for under Part 22. For the deposition of more than 100m3 of CLEAN FILL: (i)That the CLEAN FILL is established and managed in accordance with the Ministry for the Environment's Guide to the Management of Cleanfills. (ii)That the CLEAN FILL is deposited in a location that will not increase the risks of slippage, subsidence or inundation. (iii)That silt and sediment control and site management techniques are implemented and maintained. (iv)The quantity and type of material to be deposited and measures employed to protect against dust nuisance; (v)The extent, location and environment sensitivity of the area to be filled; (vi)The design and location of access to the site and tipping areas; (vii)The number of vehicle movements per day, including the number of vehicles on-site; (viii)The hours of operation and duration of the operation; (ix)Noise attenuation measures; (x)Landscape and reinstatement measures; (xi)Proximity to any natural features such as trees, bush, waterways and significant landforms; (xii)The provision of a comprehensive management plan to control day to day site operations; (xiii)The requirement for monitoring and/or review conditions to effectively avoid, remedy or mitigate adverse environmental effects.		

Waikato Section - Appendix A

A1 Prohibited Activities

A1.1 The following activities are prohibited activities for which no resource consent shall be granted:
(a) shared private vehicle accesses that service 9 or more allotments
(b) an additional vehicle entrance or access to Newell Road.

- A1.1(a) is likely to be unnecessary if the requirements within Appendix A are clear and the definition of 'shared private vehicle accesses' is clear.
- Feedback received from external stakeholders indicating that prohibition status for Newell Road is unnecessary.

- It is recommended that the wording of this rule is revised to be consistent with the associated road types (Table 4) to 'shared access allotment',
- As previously set out, WDC Roading Team have indicated that Newell Road will likely be closing at the northern end as a result of new connections as part of the Waikato Expressway (Tamahere East-West Link) and on this basis the prohibition on Newell Road is not necessary for the future (refer to comments in Appendix A below).
- A potential change of activity status (non-complying activity?) at the least could be an option.

A2 Roads, Access, Entrances, Parking, Loading, Queuing, Manoeuvring

A11 Parking, loading bays, service lanes, and manoeuvring space

ITEM	PERMITTED	RESOURCE CONSENT
A11 Parking, loading bays, service lanes, and manoeuvring space	A11.1 Any activity is a permitted activity if: (a) parking and loading bays are provided that complies with Table 1 and Figures 1, 2 and 3, and Appendix B (Engineering Standards),and (b) bicycle spaces are provided that comply with Table 2, and (c) parking, loading bays and manoeuvring spaces are sealed, drained and permanently marked if 5 or more parking spaces are required, excluding parking spaces required for a dwelling, and (d) parking spaces and loading bays are not located on a shared access or living court, and are not obstructed when not in use, and (e) parking, loading bays and manoeuvring spaces are located on the same site as the activity for which they are required, and (f) in Business Zones a service lane is provided that complies with Table 4 and Appendix B (Engineering Standards), and so that a vehicle is not required to reverse to or from a road, shared access or across a footpath.	A11.2 Any activity that does not comply with a condition for a permitted activity is a restricted discretionary activity. Discretion restricted to: • number, area, type and location of parking spaces • area, design, gradient, stormwater management, construction and materials of parking, loading and manoeuvring spaces • accessibility of parking areas from on-site activities • type and frequency of use • safety design for vehicles and pedestrians • means to avoid, remedy or mitigate effects on amenity • location and connectivity.

- Current parking bay dimensions may be outdated as large cars are now typically 0.5m longer than 10yrs ago.

- See comments below on Figure 1 - Car Manoeuvring and Parking Space Dimensions.

A12 Manoeuvring space

ITEM	PERMITTED	RESOURCE CONSENT
A12 Manoeuvring space	A12.1 Any activity is a permitted activity if on-site manoeuvring space is provided so that: (a) no vehicle is required to reverse to or from a road, or a shared access, and (b) a 90 percentile car, as defined in Figure 2, can enter and exit all parking spaces without making more than one reverse movement, excluding spaces required for a dwelling, and (c) a 90 percentile car, as defined in Figure 2, can enter and exit one parking space per dwelling, without making more than one reverse movement, and (d) a 90 percentile truck, as defined in Figure 3, can enter and exit all loading spaces required under Table 1 without making more than one reverse movement. Note: (a) does not apply to Local Roads 'A' and 'B' in any of the Living Zones in the Te Kauwhata Structure Plan area, or to residential dwellings in the Rangitahi Living Zone.	A12.2 Any activity that does not comply with a condition for a permitted activity is a restricted discretionary activity. Discretion restricted to: • area, design, construction and materials of manoeuvring space • type and frequency of use • safety design for vehicles and pedestrians • road safety and efficiency • on-site manoeuvring.

- Feedback received from external stakeholders that rule should be revised to enable reversing onto local roads.

- Discuss with WDC Roading Team/Development Engineers to consider implications; in particular safety.
- Consider in general the requirement to prevent reversing is appropriate, but instances where is it potentially acceptable to allow reversing is from single-access residential properties onto 50-60km/h local roads and/or median divided roads. However, there are wider considerations such as potential footpath conflicts.

A13 Queuing space

ITEM	PERMITTED	RESOURCE CONSENT
A13 Queuing space	A13.1 Any activity that provides on-site parking spaces, or is serviced by a drive-through facility, is a permitted activity if: (a) on-site queuing space is provided in accordance with Table 3 for vehicles entering or exiting the parking, loading, manoeuvring or service area.	A13.2 Any activity that does not comply with a condition for a permitted activity is a restricted discretionary activity. Discretion restricted to: • adequacy of the queuing lengths to cater for the expected vehicle numbers • road efficiency • safety design for vehicles and pedestrians.

- Issue that current Table 3 requires no queueing space for <3 car park spaces which potentially implies it is acceptable to have activity that blocks berm or footpath temporarily (in apparent conflict with COPTTM).

- See comments below on Table 3

A14 Access and vehicle entrances

ITEM	PERMITTED	RESOURCE CONSENT		
A14 Access and vehicle entrances	A14.1 Any activity is a permitted activity if: (a) the site has vehicle access to a formed road that is maintained by Council, and (b) no more than 3 activities share a private access, and (c) no access, access leg or right-of-way runs parallel to any road within 30m of the road, except within the Rangitahi Peninsula Structure Plan Area and the primary access route thereto (Opotoru Road) and, (d) every access and road entrance is laid out and constructed to comply with the standards in: (i) Tables 4, 5 and 6, and (ii) Figures 4 to 10, and (iii) Appendix B (Engineering Standards), except that in the Rangitahi Peninsula Structure PlanArea, and the primary access route thereto (Opotoru Road), alternative standards may be applied in relation to access gradients and seal width. (e) no new entrance is created from a limited access road, and (f) on a site with legal access to 2 roads, the activity only accesses the road with the lower classification in the road hierarchy in Table 8(where the roads have the same classification, access is only to the road with the lower average daily traffic movements, unless it is considered unsafe), and (fb) no access or entrance within 10 metres of a road has a gradient steeper than 12 degrees. OR (g) if it is on land accessed solely via the Te Rapa Interchange, adjacent to the Te Rapa Dairy Factory.	A14.2 Any activity that does not comply with a condition for a permitted activity is a restricted discretionary activity if: 1. no new entrance is created from a limited access road. Discretion restricted to: • matters addressed in permitted activity conditions • safety and efficiency of roads, entrances and access • stormwater management • effects on local amenity values • adequacy of the access for its intended use • space for utilities • the potential of the site or adjoining land for future development • traffic generation by activities to be served by the access. • Need for traffic control measures on district roads due to increased traffic from the activity. A14.3 Any activity that does not comply with a condition for a restricted discretionary activity is a discretionary activity.	• Feedback received from external stakeholders that: - Vehicle access standards are not achieving desired outcomes; and - Separation distances need to be revised and can be contained in the Regional ITS. • Refer to comments below on: - Table 4 (Access and Road Performance Standards) - Table 5 (Separation Distances); - Table 6 (Minimum Sight Distances) • Refer to comment above regarding the definition of 'private access' is clear. • A14.1(g) can be removed as located now in HCC.	• See comments on Tables below

A14.A Road Network - Safety and Functions

ITEM	PERMITTED	RESOURCE CONSENT		
A14.A Road Network - Safety and Functions	A14.A.1 Any activity is a permitted activity if: (a) no new entrance is created from a State highway; and (b) in relation to direct vehicle entrances onto a State highway no increase in Equivalent Car Movements/Day from or to an existing vehicle entrance resulting from any new activity, or expansion of existing activities requiring a resource consent under this Plan, is created; and (c) in relation to all other roads (except in the Industrial Zone) it is a new activity or expansion of an existing activity which: (i) does not generate any additional traffic movements; or (ii) does not require a resource consent under this plan (except for a Controlled Activity): or (d) it is a new activity or expansion of an existing activity in the Industrial Zone complying with A14.A.1(a) and (b) above, and: (iii) it does not involve more than 200 vehicle movements per day; or (iv) it is from the Huntly Power Station site shown as the Heavy Industrial Zone onPlanning Map 20.1, and all traffic movements generated from all activities on the site combined (including those movements which were lawfully established prior to 5 December 2012 do not involve more than 750 vehicle movements per day, and no more than 300 of these vehicle movements are Heavy Vehicle movements ; or (v) it is from the Greenhill Huntly Quarry site as identified in Figure 24C(A), and all traffic movements generated from all activities on the site combined (excluding those movements which were lawfully established prior to 5 December 2012 do not involve more than 350 vehicle movements per day, and no more than 150 of these vehicle movements are Heavy Vehicle movements, increasing to 200 once the Huntly Bypass section of the Waikato Expressway is open for public use. Note: For A14.A.1(c) please refer to Explanation and Reason 29.35A.	A14.A.2 Any activity that does not comply with Rule A14.A.1(a) - (d) is a restricted discretionary activity. Discretion restricted to: • Any adverse effects on the transport network. • If the NZ Transport Agency is deemed to be a potentially affected person, any adverse traffic or transportation effects identified by the NZ Transport Agency, and/ or the written approval of the NZ Transport Agency. • Matters addressed in permitted activity conditions in A14.1 above. • the actual or potential impact of the activity (including safety and efficiency impacts) on a State highway, a national route or regional arterial road taking into account the activity's distance from, and intended use of, that State highway national route or regional arterial road. • intersection and/or access design including (but not limited to) berms, road markings and signage, through lanes, turning bays, slip lanes, sight distances, lighting, signalisation, surfacing and drainage.	• Feedback from the NZ Transport Agency that the approach of vehicle movements as a consent trigger should be reconsidered; instead requiring an assessment of the activity with an agreed Integrated Transportation Assessment (ITA).	• Consider adopting provisions similar to HCC PDP, which requires the preparation of a simple or broad ITA if triggered by traffic generation or network sensitivity. The ITA is to be prepared in accordance with NZTA Research report 422 ITA guidelines 2010. • Potential subsequent inclusion of a new performance standard (A14.A.1a) for an activity which is less than the ITA generation rate (to be determined/defined). • This is a matter to discuss with NZTA at the targeted consultation meeting.

A14.B Road Network - Safety and Functions - Te Rapa Interchange

ITEM	PERMITTED	RESOURCE CONSENT
A14.B Road Network - Safety and Functions - Te Rapa Interchange	A.14.B.1 Notwithstanding Rule A14.A.1, any activity is a permitted activity if it is from land accessed via the Te Rapa Interchange adjacent to the Te Rapa Dairy Factory and the peak hour traffic flows do not exceed the following limits: (a) AM Peak (7.30 - 9.30am) (i) All Ramps - 300 vehicles per hour (vph) (b) PM Peak (4.00 - 6.00pm) (i) North Bound On-Ramp - 150 vph (ii) All other Ramps - 300 vph If the site is also accessed via another route, traffic movements via that/those other route(s) shall remain subject to the vehicle movement limits contained in Rules 24.15.1(a) and Appendix A Rule A14.1 and A14.A.1(d)a.	A.14.B.2 Any activity that does not comply with Rule A14.B.1 is a restricted discretionary activity. Discretion restricted to: • effects of traffic generation on the safety and efficiency of the roading network.

- Rule may now not be necessary.

- This is a matter to discuss with NZTA at the targeted consultation meeting.

A15 Road construction and maintenance

ITEM	PERMITTED	RESOURCE CONSENT
A15 Road construction and maintenance	A15.1 Construction or maintenance of a road is a permitted activity if the work: (a) complies with Appendix B (Engineering Standards), and (b) does not create a new intersection with a limited access road, and (c) either (i) is undertaken by the council or other public road authority on a road that it owns or controls, or (ii) is required or authorised by a resource consent.	A15.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.

- Feedback received from external stakeholders that road related matters, such as the construction of road, should not require consideration of both Appendices A and B.

- Potentially look at removing all references to road/transport in Appendix B to ensure all consistent/contained within Appendix A.

Table 1 Required Parking Spaces and Loading Bays

Activity	Required Parking Spaces	Required Loading Bays
Any activity not specified	The same as the activity on the list that it most closely resembles	
All activities, accessible parks	At least one accessible park shall be located on a level surface and close to access to every activity. If more than 50 car parks are required for the activity by this Table, accessible parks shall be included at a ratio of 1 for every 50 car parks required. Accessible car parking spaces to comply with the provisions of the NZ Building Code, Clause D1 Access Routes, reference D1/AS1.10.	Nil
Bulk retail and car yards	1 car space per 200m^2 site area	1 heavy goods vehicle (HGV)
Childcare and day care facility	1 car space per every full time staff equivalent plus 1 car space per 40m^2 gross floor area (GFA).	Nil
Clubrooms at sports facilities	1 car space per 35m^2 GFA.	1 HGV
Community, marae, conference facilities, places of assembly	1 car space per 35m^2 net public floor area.	1 HGV
Dairies, take away food, bottle stores	1 car space per 30m^2 GFA, except that in the Rangitahi Living Zone 1 car space per 50m^2 GFA is required.	1 HGV, except that in the Rangitahi Living Zone 1 HGV per 1000m^2 GFA of Rangitahi commercial activity is required.
Dependent person's dwelling	1 car space per bedroom, except that in the Rangitahi Living Zone 1 car space perdwelling is required.	Nil
Dwellings	1 car space per bedroom, except that in the Rangitahi Living Zone 2 car spaces are required for dwellings with 2 or more bedrooms and one car space is required for studio or 1 bedroom residential units.	Nil
Emergency service facilities	1 car space per on-duty staff person, plus sufficient space for all the emergency vehicles that use the site.	Nil
Garden centres	1 car space per 100m^2 site area.	1 HGV

- Feedback received from external stakeholders that parking requirements need to be revised; in particular:
  - 1 car space per bedroom is overly onerous; and
  - 1 car space per 35m2 net public floor area in conference facilities is not sufficient.

- Compare current provisions to relevant technical guidelines and other District Plans.
- WDC planners and development engineers agree the requirement for 1 space per bedroom is too onerous. A minimum requirement of 2 per dwelling is considered more appropriate.

Healthcare, veterinary, and personal services	2.5 car spaces per professional consultant plus 1 car space per full-time equivalent staff person.	Nil
Home occupations	In addition to residential requirements, 1 car space per employee plus 1 where the activity attracts clients to the site.	Nil
Hospitality services (e.g. cafes, taverns)	1 car space per 10m^2 net public floor area, except that in the Rangitahi Living Zone 1 car space per 15m^2 net public floor area is required.	1 HGV, except that in the Rangitahi Living Zone 1 HGV per 1000m^2 GFA of Rangitahi commercial activity is required.
Housing for the elderly	1 car space per 4 occupants.	Nil
Indoor sports facilities	4 car spaces per sports court or 1 car space per 4 persons provided for in the design.	Nil
Industrial activities	1 car space per 100m^2 GFA.	1 HGV
Multi-unit residential development	1 car space per bedroom, except that in the Rangitahi Living Zone, 2 car spaces are required for dwellings with 2 or more bedrooms and one car space is required for studio or 1 bedroom residential units.	Nil
Network Utility Sites and Activities	1 car space per on-duty staff person. (NB no parking space requirement shall apply to un-staffed facilities and sites).	Nil
Offices	1 car space per 35m^2 GFA	Nil
Outdoor sports field	15 car spaces per hectare	Nil
Hospital	2 car spaces per 3 patients accommodated plus 1 per 2 full time staff equivalents.	1 HGV
Residential care	1 car space per 75m^2 GFA.	Nil
Retail activity	1 car space per 45 m^2 GFA including indoor and outdoor retail area.	Nil
Rural selling place	4 car spaces per rural selling pace	Nil
School	Primary - 1 car space for every full-time staff equivalent plus 2 for every 50 students accommodated. Secondary - 1 car space for every full-time staff equivalent plus 1 per 10 students accommodated in Years 11 to 13.	All - 1 HGV plus bus areas to meet demand plus on-site drop off bay for students driven to and from school.
Service stations	1 car space per 45m^2 GFA excluding car washes and canopies over petrol pumps, plus 3 queuing per car wash, plus 4 per repair bay.	Nil
Supermarket activity	1 car space per 25m^2 GFA	2 HGV
Tertiary education facilities	1 car space per every full-time staff equivalent plus 1 per every 20 full-time equivalent students provided for by the institution.	2 HGV, plus bus areas to meet demand.
Travellers' accommodation	1 car space per bedroom (or in the Rangitahi Living Zone 1 car space per accommodation unit) or 1 per 4 persons to be accommodated, plus 2 for manager residences with more than 1 bedroom, plus 1 for every 2 full-time staff equivalents, plus 1 coach park per 30 hotel or backpackers' beds.	1 HGV, plus 1 bus area to meet demand.
Warehousing activity	1 car space per 45m^2 GFA	1 HGV

Standards for Table 1

- When calculating the requirements for parking and loading on the basis of the prescribed floor area, the area for parking, loading and manoeuvring shall be excluded.
- If the area includes a fraction, then that figure shall be rounded to the nearest whole number.
- 90 percentile car and truck (HGV) dimensions in Figures 2 and 3 apply in Table 1.

Table 2 Bicycle Spaces | Activity	Number of bicycle spaces | |---|---| | All activities | Bicycle parking spaces are provided at a ratio of 1 bicycle space for every 10 car park spaces required | | Schools and tertiary education facilities | Bicycle parking spaces are provided for 25% of the total full-time equivalent student roll. |	• Feedback received from external stakeholders is that the Proposed District Plan needs to allow for/encourage cycle facilities such as shared paths.	• Compare current bicycle space provisions to relevant technical guidelines and other District Plans to ensure requirements are appropriate.
Table 3 Queuing Space | Number of Parking Spaces | Minimum queuing length* at each Vehicle Entrance | |---|---| | Less than 3 | No queuing space required. | | 3 - 20 | 5.5m | | 21 - 50 | 10.5m | | 51 - 100 | 15.5m | | 101 - 150 | 20.5m | | 151 or over | 25.5m | | Drive-through facilities with access from an arterial road | 50m | Standards for Table 3 * Length is measured from the road boundary where vehicles first enter the site.	• Refer to comment above.	• Compare current provisions to relevant technical guidelines and other District Plans to ensure requirements are appropriate. • WDC Roading Team do not have any issues with this table as currently worded.
Figure 1 Car Manoeuvring and Parking Space Dimensions	• Refer to comment above.	• Compare current dimensions to relevant technical guidelines and other District Plans to ensure requirements are appropriate. • We note that the Tauranga City Council Plan have spaces approximately 0.5m longer.
Figure 2 90 Percentile Car Tracking Curve Minimum Radius Dimensions are in metres **Figure 3 90 Percentile Truck Tracking Curve Minimum Radius** Dimensions are in metres	• Feedback received from external stakeholders is that static tracking curves are outdated and need to be revised. • In addition, static HCV tracking curves are suitable for single turn movements only, i.e. a left or right turn into a road entrance, but not multiple turn movements. A 'B-Train' is also not included.	• Compare current diagrams to relevant technical guidelines and other District Plans to ensure requirements are appropriate. • Consider requiring that sites that involve assessment of multiple HCV turning movements, such as a single manoeuvre with a combined left and right turn. • Potential to also be checked using graphic vehicle tracking software such as "Autoturn". However, caution would need to be taken in referring to any external resource/software such as this given it would date the plan while the technology could evolve. • It is noted that tracking curves could be a matter included in the Regional ITS. However, given the status of this document, it is not recommended removing these requirements.
A3 Provision of Access on Subdivision **A21 Access and entrances**	• Feedback received from external stakeholders that: - Vehicle access standards are not achieving desired outcomes; and - Separation distances need to be revised and can be contained in the Regional ITS. • Refer to comments below on: - Table 4 (Access and Road Performance Standards) - Table 5 (Separation Distances); - Table 6 (Minimum Sight Distances) • Refer to comment above regarding the definition of 'private access' is clear. • Rule A21.1(d) is causing unintended issues (and not being enforced by WDC development engineers) as it	• Refer to comments below on Tables 4-6 • In terms of Rule A21.1(d), it is understood that Council need some degree of certainty on location of accesses for lots. The requirement to construct could be removed but this is likely to require a rule elsewhere in in the Proposed District Plan.

ITEM	CONTROLLED	RESOURCE CONSENT		
A21 Access and entrances	A21.1 Subdivision is a controlled activity if: (a) every allotment has vehicle access to a formed road that is maintained by Council, and (b) no more than 4 allotments share a private access, and (c) no access, access leg or right of way runs parallel to any road within 30m of the road, and (d) every access and road entrance is laid out and constructed to comply with the standards if (i) Tables 4, 5 and 6, and (ii) Figures 4 to 12 inclusive provided that figures that refer to a named area apply only in that area and over-ride any inconsistent district wide controls, and (iii) Appendix B (Engineering Standards). (e) no new entrance is created from a limited access road, and (f) where the land being subdivided has legal access to 2 roads, no more than one allotment accesses the road with the higher classification in the road hierarchy in Table 8Road Hierarchy, and (g) entrances on a district arterial route adjacent to Te Kauwhata West Living Zone are from sliplanes. OR (h) if all of the subdivided allotments are accessed solely via the Te Rapa Interchange, adjacent to the Te Rapa Dairy Factory. Control reserved over: • matters referred to in Appendix B (Engineering Standards) • adequacy of the access for its intended use • space for utilities • traffic safety and efficiency • amenity values • length and width of access leg or access standards, including to retain potential future use of allotments, and • vehicle entrance design and dimensions • separation distances between vehicle entrances and intersections • sight distances • need for forming or upgrading roads in the vicinity due to increased traffic from thesubdivision. • compliance with Appendix Og (Urban Design Guide Te Kauwhata West Living) and Oga(Urban Design Guide) . Despite (b), every allotment in a Living Zone in theTe Kauwhata Structure Plan area shall have a separate access.	A21.2 Subdivision that does not comply with a condition for a controlled activity is a restricted discretionary activity if: (a) every allotment has vehicle access to a road, and (b) no more than 8 allotments share a private access, and (c) private access to 5 or more allotments is provided by an access allotment 20m wide, containing a carriageway that complies with Table 4, and (d) in the Te Kauwhata West Living Zone there is no direct access to allotments off Te Kauwhata road. Discretion restricted to: • the matters over which control is reserved • matters referred to in conditions for controlled activities • the number of allotments and the number of entrances • number of entrances • the potential of the site or adjoining land for future development • traffic generation by activities to be served by the access • safety and efficiency of roads, entrances and accesses. • need for traffic control measures on roads due to increase traffic from subdivision. A21.3 Subdivision that does not comply with a condition for a restricted discretionary activity is a discretionary activity. Note that a shared access serving more than 8 allotments is prohibited, see rule A1. For these subdivisions a road must be constructed and vested in the Council.	is often not practicable to construct access at resource consent stage. • Rule A21.1(h) can be removed as in HCC now.	

A21.A Road Network - Safety and Functions

ITEM	CONTROLLED	RESOURCE CONSENT		
A21.A Road Network - Safety and Functions	A21.A.1 Any subdivision is a controlled activity if: (a) no new entrance is created from a State highway; and (b) in relation to direct vehicle entrances onto a State highway no increase in Equivalent Car Movements/Day from or to an existing vehicle entrance resulting from any new activity, or expansion of existing activities requiring a resource consent under this Plan, is created; and (c) in relation to all other roads (except in the Industrial Zone), it is a new activity or expansion of an existing activity which: (i) does not generate any additional traffic movements; or (iii) does not require a resource consent under this plan (except for a Controlled Activity): or (d) it is a new activity or expansion of an existing activity in the Industrial Zone complying with A21.A.1(a) and (b) above and it does not involve more than 200 vehicle movements per day. A21.A.2 Notwithstanding Rule A21.A.1, any subdivision is a controlled activity if it subdivides land accessed via the Te Rapa Interchange adjacent to the Te Rapa Factory and the peak hour traffic flows do not exceed the following limits: (i) AM Peak (7.30 - 9.30am) • All Ramps - 300 vehicles per hour (vph) (ii) PM Peak (4.00 - 6.00pm) • North Bound On-Ramp - 150 vph • All other Ramps - 300 vph If the site is also accessed via another route, that/those other access(es) shall remain subject to the provisions in Rule A 21.1. Control reserved over: • matters referred to in Appendix B (Engineering Standards) • adequacy of the access for its intended use • space for utilities • traffic safety and efficiency • amenity values • length and width of access leg or access standards, including to retain potential future use of allotments, and • vehicle entrance design and dimensions • separation distances between vehicle entrances and intersections • sight distances • need for forming or upgrading roads in the vicinity due to increased traffic from the subdivision. Note: For A21.A.1(c) please refer to Explanation and Reason 29.35A.	A21.A.3 Any activity that does not comply with Rule A21.A.1(a) and/or Rule A21.A.1(b) is a restricted discretionary activity: Discretion restricted to: • Any adverse effects on the transport network. • If the NZ Transport Agency is deemed to be a potentially affected person, any adverse traffic or transportation effects identified by the NZ Transport Agency, and/ or the written approval of the NZ Transport Agency. • Matters addressed in controlled activity conditions A21.1 above. • The actual or potential impact of the activity (including safety and efficiency impacts) on a State highway, a national route or regional arterial road taking into account the activity's distance from, and intended use of, that State highway national route or regional arterial road. • Intersection and/or access design including (but not limited to) berms, road markings and signage, through lanes, turning bays, slip lanes, sight distances, lighting, signalisation, surfacing and drainage. Note that a shared access serving more than 8 allotments is prohibited see rule A1. For these subdivisions a road must be constructed and vested in the Council.	• Feedback from the NZ Transport Agency that the approach of vehicle movements as a consent trigger should be reconsidered; instead requiring an assessment of the activity with an agreed Integrated Transportation Assessment (ITA).	• Refer to comments above on A14.A.

A22 Provision for connection to land beyond the site

ITEM	CONTROLLED	RESOURCE CONSENT
A22 Provision for connection to land beyond the site	A22.1 Subdivision is a controlled activity if: (a) an access corridor 20m wide, to land adjoining the site, is identified and left unobstructed, where (i) the adjoining land is capable of further subdivision into 4 or more allotments, as a controlled activity, and (iii) an access corridor over the land being subdivided would provide the most direct and practicable access route from the adjoining land to the road network. 2. in the Te Kauwhata structure plan area an access corridor 20m wide connecting to any road corridor on the site boundary is vested in Council. Control reserved over: • matters referred to in Appendix B (Engineering Standards) • adequacy of the access for its intended use, having regard to the area, constraints on the road network, and likely traffic generation • space for utilities • traffic safety and efficiency • compensation for the subdivider.	A22.2 Subdivision that does not comply with a condition for a controlled activity is a discretionary activity.

A 23 Roads

ITEM	CONTROLLED	RESOURCE CONSENT
A23 Roads	A23.1 Subdivision is a controlled activity if all roads in the subdivision are constructed to: (a) to comply with this appendix, and (b) to link and be compatible with the existing road network, and (c) to provide for the safe movement of both vehicular and non-vehicular traffic, and (d) to provide access for emergency vehicles. (e) so that in the Te Kauwhata Structure Plan area no cul-de-sac exceeds 100m in length, and (f) so that in the Te Kauwhata Structure Plan area, public transport is provided for except where the road is a cul-de-sac less than 100m long. Control reserved over: • matters in Appendix B (Engineering Standards) • the function of affected roads in Table 8 • traffic efficiency and safety • alignment, length and width of road, to service the allotments and adjoining land • amenity values, including effects of noise and dust, and of increased traffic • construction design, and materials • sight distances • screening for headlight glare • gradient and skew angle • need for forming or upgrading roads in the vicinity due to increased traffic from the subdivision • compliance with the Te Kauwhata Structure Plan • compliance with Appendix Og (Urban Design Guide, Te Kauwhata West Living) and Oga(Urban Design Guide) • numbers of culs-de-sac and linkages	A23.2 Subdivision that does not comply with a condition for a controlled activity is a discretionary activity.

A24 Indicative roads

ITEM	CONTROLLED	RESOURCE CONSENT
A24 Indicative roads	A24.1 Subdivision is a controlled activity where the land being subdivided includes an indicative road as shown on the Planning Maps, if: (a) Land that generally corresponds with the alignment of the indicative road, or land that would provide a road reserve with equivalent functionality, is shown as a separate allotment and vested in the Council. (b) Any subdivision and/or development within a structure plan area, or indicative roadidentified in the district plan takes into account, and demonstrates, how access will eventually connect between indicative roads and the roading network. Control reserved over: • alignment of the road, to achieve a safe and efficient road network • whether the land should be vested as road • construction requirements, or cash in lieu • need for forming or upgrading roads in the vicinity due to increased traffic from the subdivision • need for traffic control measures on roads due to increased traffic from the subdivision • need for footpaths, kerb and channel, or drainage on roads in the vicinity • cross-section requirements • need for segregation strips • requirements of Appendix A • land stability • amenity matters including batter slopes • connectivity between indicative roads and the roading network.	A24.2 Subdivision that does not comply with a condition for a controlled activity is a discretionary activity.

A25 Road reserve widening

ITEM	CONTROLLED	RESOURCE CONSENT
A25 Road reserve widening	A25.1 Subdivision is a controlled activity if: (a) land within 7m of the centre line of the carriageway of an existing rural arterial or collector road is shown as a separate allotment and vested in the Council as road. Control reserved over: • matters referred to in Appendix B (Engineering Standards) • the function of affected roads in Table 8 • traffic efficiency and safety • compensation payable to the landowner.	A25.2 Subdivision that does not comply with a condition for a controlled activity is a discretionary activity.

Table 4 Access and Road Performance Standards

General					Seal Width			Berms		General		
Road Type	***Number of House Allotments or Activities***	***Indicative Traffic Volume (AADT)***	***Speed Environ-ment (km/h)***	****Minimum Road/ROW Reserve Width (m)***	***Minimum Trafficable Carriageway (m)***	***Parking Provision***	***Total (m)***	***Services (m)***	***Foot Path/ Cycle-way***	***Kerb and Channel/ WaterTable***	***Length (m)***	***Turning Area (no exit roads)***
Living, Business, Industrial Zones excluding the Te Kauwhata Structure Plan Area **												
Access leg to an allotment	1	10	N/A	Access leg 4m width								
Private access, including ROWs and access allotments	2 to 4	20 to 30	N/A	6m	4	N/A	4	0.75 on one or both sides	N/A	Nib on one side, mountable on other	10 - 70	Subject to specific design
Access allotment	5 to 8	40 to 80	50	20	5	Optional	>=5				71 - 150	Yes
Service Lane in Business and Industrial Zones only	N/A	<80	30	10*	6	No parking	6m			Non-mountable	0-500	Subject to specific design
Public road	>8	>80	50 - 80 (max)	20		2.5m on each side	11	Subject to specific design	1.5m	Subject to specific design	60+	Yes
Local roads in Lorenzen Bay Structure Plan Area	>8	>80	50-80 (max)	17 (Comply with Figure 4AA)	6	2.5 metres on alternative sides	11	Subject to specific design	1.5 metres on one side of the road	Subject to specific design	60+	Yes

*Minimum road reserve width excludes additional width required for the turning head.
** In the Rangitahi Peninsula Structure Plan Area, the access and road performance standards in any approved Comprehensive Development Plan as required by Rule 21C.10 of the district plan shall take priority over the standards in this table in the event of any conflict.

General					Seal Width			Berms		General		
Road Type	***Number of House Allotments or Activities***	***Indicative Traffic Volume (AADT)***	***Speed Environ-ment (km/h)***	****Minimum Road/ROW Reserve Width (m)***	***Minimum Trafficable Carriageway (m)***	***Parking Provision***	***Total (m)***	***Services (m)***	***Foot Path/ Cycle-way***	***Kerb and Channel/ WaterTable***	***Length (m)***	***Turning Area (no exit roads)***
Living, Business, Industrial Zones in the Te Kauwhata Structure Plan area												
Access leg to an allotment	1	10	N/A	Access leg 4m width	6	Note: front lots must not have access legs to rear lots on both side boundaries.						
Service Lane in Business and Industrial Zones only	N/A	80	30	10*		No parking	6			Non-mountable	0-500	Subject to specific design
Public Road	>1	>10 for Living Zone >80 for Business and Industrial Zones	50 - 80 (max)	20**[32.18]		Refer to Figures 4B1 to 4B4 (cross-sections)						

*Minimum road reserve width excludes additional width required for the turning head.
* See also Appendix B, paragraph B7
** 20m or greater as specified in Typical Cross Sections. Refer to Figures 4B1 to 4B4 (cross-sections)

- Feedback received from electricity provides is that the width of the road reserve should not be reduced as there are already conflicts.
- Private accesses are described within Table 4 and therefore may avoid need for prohibited activity provision A1.1(a).
- Examples of nib kerbs immediately adjacent to footpaths in Country Living areas (i.e. end of Newell Road). The lack of separation between the footpath and carriageway is not safe

- Compare current dimensions to relevant technical guidelines and other District Plans to ensure requirements are appropriate.
- Discuss current performance with WDC development engineers.
- Road reserve widths may need to be revised based on potential provisions relating to low impact stormwater. It is noted that Table 4's minimal width is 20m, whereas figures 4 typically require 22-25m width.

General					Seal Width			Berms		General		
Road Type	***Number of House Allotments or Activities***	***Indicative Traffic Volume (AADT)***	***Speed Environ-ment (km/h)***	****Minimum Road/ROW Reserve Width (m)***	***Minimum Trafficable Carriageway (m)***	***Parking Provision***	***Total (m)***	***Services (m)***	***Foot Path/ Cycle-way***	***Kerb and Channel/ WaterTable***	***Length (m)***	***Turning Area (no exit roads)***
Rural, Coastal, Pa and Country Living Zones												
Access leg to an allotment	1	10	N/A	Access leg 9m width								
Private access including a ROW and an access allotment	2 to 4	20 to 30	50	9*m	3	N/A	3	Side slope or boundary	N/A	Optional	0 - 500	Subject to specific design
Access allotment	5 to 8	40 to 80		20*m	4		4					Yes
Public	>8	80 - 500	100	20	6		6	Adjacent to boundary	1.5m	All Zones - subject to specific design. Country living - nibs along seal edge.	500 +	Yes
		500+	100	20	Subject to specific design							

*Minimum road reserve width excludes additional width required for the turning head.

Standards for Table 4

(a) Reserve width of a private access will be calculated on the basis of current lots plus any potential lots on further subdivision.
(b) Deleted
(c) Deleted
(d) The sealed carriageway, or unsealed pavement construction shall be centrally located within the road reserve or private access to enable future development including more seal width.
(e) The natural gradient along the access route within 10 metres of the road boundary must be less than 12 degrees.
(f) No exit roads must have sufficient turning dimension to enable a 90 percentile car (Figure 2) to enter and leave in a forward direction without reversing. The design dimension should be sufficient to enable a 90 percentile truck (Figure 3) to enter and leave the no exit road in a forward direction after a three-point turn.
(g) Construction of a road or access servicing 5 or more allotments, or 2 or more activities, must have sufficient road reserve width to:
1. accommodate any retaining structure or slope necessary to support the road or adjacent property, and
2. achieve a complying horizontal alignment and
3. accommodate any turning area required by these standards and
4. service the potential number of residential units, calculated by zone rules for residential density and possible controlled activity subdivision, and
5. service the traffic generation from non-residential activities likely to use the access, and
6. include passing bays on a single lane access, where necessary, having regard to topography of land, sight distances and usage, and
7. include an area at the end of a cul-de-sac or no-exit road to allow a 90 percentile two axle truck (HGV) as defined in Figure 3 to undertake a three-point turn.
8. ROW means Right of Way.

* **See also** Appendix B, paragraph B7

Table 5 Separation Distances

Separation Distance of an access onto a road from an intersection or between accesses								
Speed Environment	Distance (m)							
	P		K		M		N*	
	Regional Arterial and District Arterial	Collector Road and Local Road	Regional Arterial and District Arterial	Collector Road and Local Road	Regional Arterial and District Arterial	Collector Road and Local Road	Regional Arterial and District Arterial	Collector Road and Local Road
100 km/h	800	500	200	100	60		200	100
80 km/h	550	200	120	80			100	80
70 km/h	220		100	30	45		40	30

- Feedback received from external stakeholders that separation distances need to be revised and can be contained in the Regional ITS.

- Compare current requirements to relevant technical guidelines and other District Plans to ensure requirements are appropriate.
- WDC development engineers have indicated that local road requirements are very difficult to achieve.
- Retain table as due to timing and RMA processes, containing the separation distance requirements within the Regional ITS would not provide WDC certainty on outcomes.

50 km/h	125	100	30		20	15

Notes to Table 5
(i) The references P, K, M and N are illustrated in Figure 6.
(j) Separation distance is measured taking into account accesses on both sides on a road.
(k) No more than two adjoining vehicle entrances shall make up a single access

Table 6 Minimum Sight Distances

Speed Environment (km/h)	From a vehicle entrance generating up to and including 40 vehicle movements per day	From a vehicle entrance generating more than 40 vehicle movements per day	
		Rural Areas	Urban Areas
40	40m	70m	60m
50	60m	90m	80m
60	80m	115m	105m
70	100m	140m	130m
80	130m	175m	165m
90	160m	210m	
100	200m	250m	
110	240m	290m	
120		330m	

Notes to Table 6
(a) Sight distances are measured as illustrated in Figure 9.

- Compare current requirements to relevant technical guidelines and other District Plans to ensure requirements are appropriate.
- Discuss current performance with WDC development engineers.

Table 7 Functions of Roads within the Road Hierarchy

Category	Function
National routes	Motorways, Expressways and Principal state highway s-that: • form a strategic network of national importance • provide for the collection and distribution of goods significant to the national economy • rural roads that typically provide for more than 2,500 vehicle movements per day (vmpd) • the through traffic function predominates.
Regional arterial roads: • state highways not included in National Routes category • roads giving access to important tourist areas or centres of large populations • roads linking different transport modes • roads providing significant intra-urban links.	State Highways and Roads that: • form a strategic network of regional importance • provide for the collection and distribution of goods significant to the regional economy • rural roads that typically provide for more than 2,500 vehicle movements per day (vmpd) • include rest areas • the through traffic function predominates.
Arterial roads: • links between residential, commercial, industrial or recreational land use activities • provide alternative links between centres of population or are significant for the movement of goods or produce within the district.	Roads that: • form a strategic network of district importance • provide for the collection and distribution of goods significant to the district's economy. • rural roads that typically provide for less than 2,500 vehicle movements per day (vmpd) • the through traffic function needs to be balanced against the property access function
Collector roads: • provide links between local roads and arterials.	Roads that: • provide locally preferred routes between or within areas of population or activities

- The NZ Transport Agency want to see consistency with their One Network Road Classification (ONRC) framework.
- Crossection 4B2 to 4B4 include a vpd volume in the title which may not match classification road volumes, and may be inconsistent with ONRC.

- ONRC is a joint effort between Local Government and NZTA.[1]
- Advantages of ONRC:
  - Ensures road users are presented with consistent approach to 2-lane 2-way road standards.
- Disadvantages:
  - However, once the Waikato Expressway is complete, much less 2 lane SH will remain in WDC - short sections of SH2, SH3, SH21 and 26. The only substantial lengths will be SH23 and 39.
  - All routes will require KiwiRap + re-classification, then re-assessed against the ONRC performance measures.
  - Some performance measures may not be welcome – i.e. ONRC safety performance requires centreline markings for Access (<200vpd) classification roads >5m wide.
- Regardless determine if any changes are necessary (i.e. due to opening of new roads i.e. Wiremu Tamihana Road)
- Compare current hierarchy descriptions to relevant technical guidelines and other District Plans to ensure appropriate.
- Consider removing volume from titles in cross-section figures 4B2-4B4.

[1] Refer ONRC classification www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/functional-classification.pdf

	• provide alternative routes to arterials • are sealed and are of road geometry aligned with operational safety standards required for the traffic volumes on each section • the through traffic function needs to be balanced against the property access function.
Local Roads	Roads whose primary function is property access.
Scenic and tourism routes	Roads that are scenic and/or provide preferred connections between tourist locations and: • sealed • increased traffic services (signage) • rest areas.
Culs-de-sac and no-exit roads	Roads that do not provide a vehicular thoroughfare between roads, and whose primary function is property access.

Notes to Table 7:
(a) Corridor widths, road standards, and location of structures and services will vary for each category in accordance with the Waikato District Council code of practice.

Table 8 Road Hierarchy
National Routes
The district road hierarchy is as follows.

National Routes	Start	Finish	Road - Predominant Traffic Function
State Highway 1 (SH 1)	North district boundary	Hamilton city boundary	Main north - south route
SH 2	North district boundary	East district boundary	Main route south and east of Auckland
SH 26	Hamilton city boundary	East district boundary	Main route east from Hamilton
SH 1	Hamilton city boundary	South district boundary	Main north - south route

Regional Arterial Roads

Regional Arterial Roads	Start	Finish	Road - Predominant Traffic Function
SH 1B (Gordonton Rd)	SH 1 Taupiri	Taylor Rd	Inter-regional link, access to Hamilton
SH 1B (Taylor Rd)	Gordonton Rd	Puketaha Rd	Inter-regional link
SH 1B (Puketaha Rd)	Taylor Rd	Telephone Rd	Inter-regional link
SH 1B (Telephone Rd)	Puketaha Rd	Holland Rd	Inter-regional link
SH 1B (Marshmeadow Rd)	Holland Rd	SH 26	Inter-regional link
SH 1B (Hoeka Rd)	SH 26	Tauwhare Rd	Inter-regional link
SH 1B (Marychurch Rd)	Tauwhare Rd	South east district boundary	Inter-regional link
Gordonton Rd	Taylor Rd	Hamilton city boundary	Link to Hamilton city
SH 23	Hamilton city boundary	Manukau Rd, Raglan	Access to Raglan and west coast
SH 21 (Airport Rd)	Tamahere Interchange	West district boundary	Access to airport
SH 39 (Ngaruawahia Rd)	Ngarurawahia	Horotiu Rd	Western bypass of Hamilton city
SH 39 (Horotiu Rd)	SH 1, Horotiu	SH 23	Western bypass of Hamilton city
SH 39 (Kakaramea Rd)	SH 23	South district boundary	Inter-regional link

Arterial Roads

Arterial Roads	Start	Finish	Road - Predominant Traffic Function
Te Kauwhata Rd	SH 1	Main Rd	Links Te Kauwhata township to SH1
Horotiu Bridge Rd	SH 1	River Rd	First river crossing north of Hamilton
Victoria Rd	South district boundary	Tauwhare Rd	Inter-regional link Cambridge to Morrinsville
Whitikahu Rd	Gordonton Rd	East district boundary	Alternative route Hamilton - east via Tauhei Rd
Holland Rd	Ruakura Rd	Waverley Rd	Alternative route Hamilton - east
Piako Rd	Gordonton Rd	East district boundary	Alternative route Hamilton - east
Ruakura Rd	Hamilton city boundary	SH 26	Alternative route Hamilton - east
Glen Murray Rd	Te Ohaki Rd	West district boundary	Rural link
Hetherington Rd	Te Ohaki Rd	Commins Rd	Coal haul route

- See comments above on road hierarchy

Hetherington Rd	Commins Rd	Highway 22	Rural link
Waverley Rd	Holland Rd	Piako Rd	Alternative route Hamilton - east
Tauwhare Rd	SH 1	SH 26	Inter-regional traffic and rural link
Platt Rd	SH 26	Tauwhare Rd	Inter-regional traffic and rural link
River Rd	SH 1	Hamilton city boundary	Alternative route between Hamilton and north
Tahuna Rd	SH 1	East district boundary	Rural link
Okaeria Rd	Waerenga Rd	SH 2	Inter-regional traffic & rural link, SH 2 Detour Route
Waerenga Rd	Main Rd	Okaeria Rd	Inter-regional traffic & rural link
Coalfields Rd	Island Block Rd	SH 2	Coal haul route
Island Block Rd	SH 1	Coalfields Rd	Coal haul route
Puketaha Rd (less SH 1B)	Gordonton Rd	Piako Rd	Rural link
Bankier Rd	Gordonton Rd	Horsham Downs Rd	Milk haul route to Te Rapa
Lake Rd	Horsham Downs Rd	River Rd	Milk haul route to Te Rapa
Horotiu Rd	SH 1	SH 39	Milk haul route to Te Rapa
Te Kowhai Rd	Exelby Rd	Limmer Rd	Whatawhata and west to Te Rapa
Limmer Rd	Te Kowhai Rd	SH 39	Whatawhata and west to Te Rapa

Collector Roads

Collector Roads	Start	Finish	Road - Predominant Traffic Function
Tainui Bridge Rd	SH 1	Harris Street	Urban collector
Harris Street	Tainui Bridge	Hetherington Rd	Urban collector
Hakanoa Street	Fletcher Street	Onslow Street	Urban collector
Onslow Street	Hakanoa Street	William Street	Urban collector
Rayner Rd	SH 1	William Street	Urban collector
William Street	Onslow Street	Rayner Rd	Urban collector
Road 4	SH 23	Greenslade Rd	Urban collector
Road 5	Lorenzen Bay Rd Extension	Road 15	Urban collector
Lorenzen Bay Rd Extension	Lorenzen Bay Rd	Road 4	Urban collector
Opotoru Road	Wainui Road	Rangitahi Peninsula	Urban Collector
Proposed Rangitahi Peninsula Spine Road	refer to Rangitahi Peninsula Structure Plan - Plan 4		Urban Collector
Matangi Rd	SH 26	Tauwhare Rd	Rural collector
Rotowaro Rd	Harris Street	Waikokowai Rd	Rural collector
Waingaro Rd	SH 1	Ohautira Rd	Rural collector
Te Pahu Rd	South district boundary	SH 23	Rural collector
Newell Rd	Devine Rd/Proposed Link Rd intersection	SH1	Country Living Collector
Proposed Link Rd	SH 21	Devine Rd/Proposed Link Rd intersection	Country Living Collector

Scenic and Tourism Routes

Scenic And Tourism Routes	Start	Finish	Road - Predominant Traffic Function
Highway 22	North boundary	Waingaro Rd	Tourism/Scenic
Waingaro Rd	Highway 22	Ohautira Rd	Tourism/Scenic
Ohautira Rd	Waingaro Rd	SH 23	Tourism/Scenic
Te Mata Rd	SH 23	Kawhia Rd	Tourism/Scenic
Kawhia Rd	Te Mata Rd	Bridal Vail Falls	Tourism/Scenic
Wainui Rd	Bow Street	Whaanga Rd	Tourism/Scenic
Waerenga Rd	Te Kauwhata	Waikare Rd	Tourism/Scenic
Waikare Rd	Waerenga Rd	Waiterimu Rd	Tourism/Scenic
Waiterimu Rd	Ohinewai	Waikare Rd	Tourism/Scenic

Table 8A Road Hierarchy – Within Te Kauwhata Structure Plan

Level	Road Hierarchy	Start	Finish	Road - Predominant Traffic Function
1	Arterial Route	Waerenga Road	Te Kauwhata Road	Alternative route primarily for heavy traffic
2	Collector	See Planning Map 14.1, 14.2 Te Kauwhata Policy		Collector road - ADT>1500
3	Local A	See Planning Map 14.1, 14.2 Te Kauwhata Policy		Local road - ADT >500<1500
4	Local B	See Planning Map 14.1, 14.2 Te Kauwhata Policy		Local road - ADT <500

The road hierarchy within the Rangitahi Peninsula Structure Plan Area comprises:

(i) Collector roads: Roads that are shown as indicative roads on Plan 4 of the Rangitahi Peninsula Structure Plan in Schedule 21C(these will be primary or secondary collector roads in any approved Comprehensive Development Plan as required by Rule 21C.10 of the district plan); and

(ii) Local Roads: All other roads as shown on Plan 4 of the Rangitahi Peninsula Structure Plan Schedule 21C or as approved in a Comprehensive Development Plan as required by Rule 21C.10 of the district plan.

- Unlikely to revise as specific to Structure Plan area.

Figure 4A Typical Road Cross Sections Tamahere Country Living Zone

Figure 4A Tamahere Country Living Zone – Typical Road Cross Sections

- Feedback received from external stakeholders that cross sections conflict with Appendix B7.11
- Ensure current reference to two Figure 4As is corrected and there are no conflicts.

Figure 4AA Lorenzen Bay Structure Plan – Typical Road Cross Sections

Figure 4B1 Te Kauwhata Structure Plan – Typical Road Cross Sections – Heavy Traffic Routes

Figure 4B2 Te Kauwhata Structure Plan – Typical Road Cross Sections – Collector Roads
Note: Swale design to include anti-scour mechanisms where required.

Figure 4B3 Te Kauwhata Structure Plan – Typical Road Cross Sections – Local Roads
Note: Swale design to include anti-scour mechanisms where required.

Figure 4B4 Te Kauwhata Structure Plan – Typical Road Cross Sections – Greenway Corridor and Whangamarino Margin Roads
Note: Swale design to include anti-scour mechanisms where required.

- Feedback from external stakeholders that more weight should be put to actual speeds that can be driven when making decisions i.e. the 'legal' speed limits cannot often be meet due to the windy nature and the narrow widths of the rural roads. Distribution of access / vehicle entrances should reflect this.
- Unlikely to revise as specific to Structure Plan area.

Figure 5 Local Intersection Widening Austroads Type A

Figure 6 Separation Distances - Attachment to Table 5

- Ensure references to these designs/standards is still appropriate.

Figure 7 Rural and Coastal Zone Entrances
Standards for Figure 7 Rural and Coastal Zone Entrances
Standards for Figure 7 (Rural and Coastal Zone Entrances)

Residential entrance (dimensions in metres)

A	Centre of road to existing fence	4	5	6	7	8	9	10 – 23
B	Opening in fence line	8.5	8.5	7.7	6.9	6.1	5.3	4.5
C	Centre of road to gate	11						
D	Entrance mouth width	7						

Heavy commercial entrance (dimensions in metres)

A	4	5	6	7	8	9	10	11	12	13	14	16	18	23
B	23	21	19	17	15	13	11	10	9	8.5	8	7.5	6.5	4.5
C	23													
D	19													

Commercial entrance (dimensions in metres)

A	4	5	6	7	8	9	10	11	12	13	14-23
B	15	13.7	12.4	11.1	9.8	8.5	7.2	5.9	5.5	5	4.5
C	15										
D	13										

- Feedback received from external stakeholders that standards need to be revised and can be contained in the Regional ITS.
- Compare current requirements to relevant technical guidelines and other District Plans to ensure requirements are appropriate.
- Discuss current performance with WDC development engineers.
- Retain table as due to timing and RMA processes, containing the separation distance requirements within the Regional ITS would not provide WDC certainty on outcomes.

1. Any construction works within the road reserve shall be carried out in accordance with The New Zealand Transport Agency's Code of Practice for Temporary Traffic Management. 2. The constructor shall be responsible for the cost of repairs to any underground utility service damaged during construction. Any damage shall be rectified to the satisfaction of the utility owner. 3. Entrance fences shall be set out in accordance with the above tables. A heavy commercial vehicle entrance (TSG – E1) must also be able to accommodate a 19 metre long truck and trailer unit turning into a property at a radius of 12.5 metres. 4. Entrances shall be located in accordance with the rules for access and entrances. 5. If the entrance crosses a watertable or small drain (less than 2m wide by 1m deep), a 300 mm diameter minimum, reinforced concrete rubber ring joint (RCRRJ) class X pipe or its equivalent shall be installed. 6. If an entrance crosses a drain or watercourse administered by a territorial or regional authority the constructor shall obtain certified waterway approval from the relevant authority to obtain the pipe diameter, prior to commencing construction. 7. All culverts shall be laid straight at a constant grade a minimum of 2 metres from the edge of the carriageway. The socket end shall always be uphill. 8. Culverts shall be offset a minimum of 1 metre from the alignment of the watertable, towards the roadside boundary. Culvert head walls shall only be constructed after written approval is received from the Council. 9. Any unsuitable bedding material including vegetation, topsoil and peat shall be removed and replaced with 100mm of pit sand or GAP 40 or its equivalent if required to mitigate or remedy site-specific conditions. 10. Pit sand, brown rock or similar material shall be placed, trimmed and compacted to provide 100mm depth of sub-base if required. The sub-base shall be placed from the edge of seal or metal to the gate or cattle stop. 11. Clean good quality GAP 40 or TNZ M/4 AP40 base course metal or its equivalent shall be placed, trimmed and compacted over the sub-base to provide 150mm depth of base course from the edge of seal or metal to the gate or cattle stop. The base course material shall be trimmed to provide a crown in the centre of the entrance to ensure adequate drainage. The crossfall shall be 5% from the crown. Longitudinal gradient shall be no greater than 12.5% (1 in 8) 12. The surface of the sealed entrances shall be a minimum two coat chip seal, constructed with 180/200 grade bitumen and G3 and G5 chip. The seal shall extend not less than 5m from the edge of the existing seal, or to the property boundary if that is more than 5m. The seal shall generally be within 0.5m of the entrance fence line when set out in accordance with the above tables. 13. If the entrance is off a metal road, sealing will not be required unless otherwise specified.		
Figure 8 Urban Entrances, excluding the Te Kauwhata Structure Plan Area **Standards for Figure 8 Urban Entrances, excluding the Te Kauwhata Structure Plan Area** **Standards for Figure 8 (urban entrances), excluding the Te Kauwhata Structure Plan area** Figure 8 and the following standards apply to living, business and industrial zones, and areas with kerb and channel. E, F, G and H are shown on Figure 8. Dimensions are in metres 1. Any construction works within the road reserve shall be carried out in accordance with the New Zealand Transport Agency's Code of Practice for Temporary Traffic Management. 2. The constructor shall be responsible for the cost of repairs to any underground utility service damaged during construction. Any damage shall be rectified to the satisfaction of the utility owner. 3. TSG-E4 - An urban commercial vehicle entrance is deemed to be adequate to accommodate two 5m long cars turning into and out of a property at the same time, or a 10m long truck turning into the property. 4. TSG-E6 - An urban heavy commercial vehicle entrance is deemed to be adequate to accommodate a 19m long truck and trailer unit turning into a property at a radius at 12.5m. 5. Entrances shall be located in accordance with the rules for access and entrances. 6. Any unsuitable bedding material including vegetation, topsoil and peat shall be removed and replaced with 100mm pit sand or GAP 40 or its equivalent if required to mitigate or remedy site-specific conditions. 7. Clean good quality GAP 20 material shall be placed trimmed and plate compacted to provide 50mm minimum depth of bedding from the kerb and extend 200mm beyond the limits shown. 8. Where an entrance requires a new kerb opening, the complete length of kerb and channel shall be removed. A 50mm minimum saw cut shall be made through the kerb and channel at each end. 9. The kerb and channel shall be poured to 200mm minimum depth with 665 mesh laid under the channel, with 50mm cover all round. 10. All road material excavated shall be replaced with 100mm minimum depth of compacted asphaltic concrete. 11. All concrete shall be in accordance with NZS 3104 Ready Mixed Concrete Production or NZS 3108 Sited Mixed Concrete Production and have ordinary grade 20 MPa in place strength at 28 days in accordance with NZS 3109. 12. Shrinkage joints shall be at 5m centres or where it is deemed cracking may occur due to drying. Joints shall be made using a grooving tool to 50mm minimum depth. 13. The constructor shall ensure that there is a non-slip surface, e.g. lightly broom the concrete using a soft haired nylon broom prior to the final set.		• Feedback received from external stakeholders that standards are not needed and can be contained in the Regional ITS. • Unlikely to revise as specific to Structure Plan area.

	E	F	G	H	Mesh	
Standard commercial - Urban	1.0	6.0	9.0	0.150	1 X 665	TSG-E4
Standard Residential - Urban	1.0	3.0	4.5	0.100	NA	TSG-E5
Heavy commercial - Urban	1.0	9.0	12.0	0.200	2 X 665	TSG-E6

Figure 9 Access Sight Lines **Figure 10 Paddock Entrances**	• Ensure references to these designs/standards is still appropriate.
Figure 11 Te Kauwhata Structure Plan – Typical Driveway Plan Local Road A **Figure 12 Te Kauwhata Structure Plan – Typical Driveway Plan Local Road B**	• Unlikely to revise as specific to Structure Plan area.

Waikato Section - Appendix B		
B1 Introduction This appendix contains standards that apply to subdivision, use and development of land. It is referred to in the rules for each zone. As well as standards, the objectives in this appendix will guide the assessment of resource consents, and conditions may be imposed on consents in regard to any of the matters mentioned throughout the appendix. **B1.1** The standards are performance based with an emphasis on outcomes and effects. They are not a prescription of methods or materials, but are intended to permit flexible and innovative approaches or solutions, to engineering aspects of land development.	• Feedback from both internal and external stakeholders that District Plan/Appendix B needs to retain outcomes focus and leave specific methods and materials to technical specifications.	
B1.2 For people who prefer to rely on prescribed methods and materials, compliance with the Hamilton City Development Manual, which is a separate document from this plan, will be accepted as a means of compliance with this appendix. However, alternative methods will be considered at the time of making an application, and will be evaluated as part of the resource consent assessment process. *Advisory Note:* *The Hamilton City Development Manual has been replaced with the Hamilton Infrastructure Technical Specifications. Compliance with the Hamilton Infrastructure Technical Specifications is considered an acceptable alternative method to achieve compliance with this appendix.*	• Hamilton ITS to be superseded by RITS.	• Update to include non-incorporating reference to RITS as suggested in Tompkins Wake legal advice.
B1.3 Design life standards stated below do not apply to private roads, water supplies, or stormwater systems that are used solely to service activities on the site.		
B1.4 It is anticipated that for any activity, compliance with the engineering standards will ensure that all adverse effects on the health and wellbeing of the Waikato River and its catchment will be avoided.		
B2 Wastewater **B2.1** The wastewater disposal system shall meet these objectives: (a) safeguard peoples' health and safety (b) safeguard people from loss of amenity due to the presence of unpleasant odours or the accumulation of offensive matter resulting from wastewater and foul water disposal (c) safeguard the intrinsic values of ecosystems within the land being subdivided (d) ensure that sanitary wastewater is removed from the premises.		
B2.2 Drainage systems for the disposal of wastewater shall be constructed to: (a) convey foul water to an appropriate treatment and disposal system (b) avoid the likelihood of blockage and leakage (c) be supported, jointed, sealed and protected in a way that will avoid the likelihood of penetration of roots, or the entry of groundwater, or surface stormwater (d) be provided with reasonable access for maintenance, and clearing of blockages (e) be ventilated to avoid the likelihood of foul air and gases accumulating in the drainage system and sewer (provided that vents shall be positioned to avoid nuisances near existing buildings or likely future building sites) (f) be constructed to avoid the likelihood of damage from superimposed loads, normal ground movement, or flooding from a 2 per cent probability flood event (g) be compatible with any existing network that it is linked to (h) not unduly restrict the location of any future buildings (i) use materials suitable for the intended use (j) be sized to accommodate the foreseeable flows (k) have a design life of at least 70 years. (ka) set back drip lines and effluent disposal fields at least 1.5m from the site boundary. Despite (k), the design life for systems within the Te Kauwhata Structure Plan area shall be at least 100 years.		
B2.3 Every allotment shall be provided with a piped gravity outfall connected to an existing council sewer, where a sewer is available within 500 metres and which has the capacity to carry the potential volume of wastewater likely to emanate from the allotment following subdivision. (The capacity of the sewer means the capacity of the length of the sewer from the allotment to, and including, the treatment facilities).		
B2.4 The connection to the sewer shall be made in a manner that avoids damage to the sewer, and that is to the approval of the network utility operator.		
B2.5 On-Site Wastewater Disposal Every allotment that is not connected to a reticulated wastewater system shall be capable of being provided with a means of treating and disposing of sanitary wastewater (within the net area of the allotment) that meets the objectives and relevant construction standards above, and that ensures that there will be no contamination of downstream properties by wastewater effluent. Waste water systems in poorly drained areas should be designed to avoid health risks from the effects of high ground water levels on the proposed effluent disposal field. On-site wastewater systems shall comply with AS/NZS 1547:2000 or subsequent revisions, and shall comply with the Waikato Regional Council's regional rules for on-site discharges of wastewater.	• Ensure references to these designs/standards is still appropriate.	
B2.6 In addition, all effluent disposal systems in the Tamahere Country Living Zone and the Tamahere Village Business Zone shall be designed, installed and managed to meet the following minimum objectives: (a) provides a means of treating and disposing of sanitary wastewater to ensure that there is no detectable increase in effluent discharge across the boundary of the site, except where a cross boundary effluent disposal system is agreed between the owner/s of the Tamahere Village Business Zone and Waikato District Council, (b) reflects the nature of the site conditions and constraints associated with the property and building development, demonstrating that the soil and ground water conditions have been considered in the design, (c) meets the Australian/New Zealand standard for Onsite Domestic Wastewater Management AS/NZS 1547:2012, (d) demonstrates that ground water and surface water quality is not degraded as a result of the discharge or in combination with other discharges.	• Unlikely to revise as specific to Tamahere area.	
B3 Trade Waste Measures shall be put in place to minimise the generation of trade wastes from all commercial premises. A specific trade waste agreement will be required prior to the discharge of any trade wastes to the Council's wastewater networks. **B3.1** A trade waste disposal system shall meet these objectives: (a) safeguard people's health and safety, in regard to injury or illness caused by infection or contamination resulting from trade waste (b) safeguard people from loss of amenity due to the presence of unpleasant odours or the accumulation of offensive matter resulting from trade waste disposal (c) safeguard the intrinsic values of ecosystems within the land being subdivided (d) ensure that sanitary and industrial wastewater is removed from premises.		
B3.2 Allotments that are likely to be used for activities generating trade waste shall be provided with adequate facilities for the safe and hygienic collection, holding, treatment and disposal of the waste.		
B3.3 Facilities for the storage, treatment and disposal of industrial liquid waste shall be constructed: (a) to dispose of wastes from allotments safely and hygienically (b) to avoid the likelihood of blockage and leakage (c) to avoid the likelihood of foul air and gases entering current buildings, or likely future building sites (d) to provide reasonable access for clearing of blockages (e) with adequate capacity for the volume of waste and the frequency of disposal (f) to provide adequate vehicle access for collection if required (g) to avoid the likelihood of contamination of any potable water supply (h) to avoid the likelihood of contamination of soils, ground water and water bodies except as permitted under a resource consent (i) from materials that are impervious both to the waste for which disposal is required, and to water (j) to avoid the likelihood of foul air and gases accumulating within or entering into buildings (k) to avoid the likelihood of unauthorised access by people		

(l) to permit easy cleaning and maintenance (m) to have a design life of at least 70 years (n) from materials suitable for the intended use (o) be compatible with any existing network that it is linked to (p) to ensure safety in operation.		
B4 Water **B4.1** The water supply system shall meet these objectives: (a) safeguard people from illness caused by infection from contaminated water or food (b) safeguard against injury or property damage arising from the operation of the system (c) safeguard people from loss of amenity arising from a water supply that is offensive in appearance or odour (d) provide adequate supply of potable water for the reasonably foreseeable consumption, health and hygiene needs of people using each allotment (e) conserve water by avoiding leaks and, where practicable, the use of water saving fixtures, such as low flow shower heads and rain tanks will be encouraged (f) provide adequate water supply for fire fighting in urban areas. (fa) new buildings shall incorporate water saving fixtures where practicable, such as low flow shower heads and rain tanks.	• Feedback from internal stakeholders that water conservation/low impact measures should be incorporated.	• Potentially strengthen requirements to incorporate water saving fixtures. • Review other District Plans (e.g. Water section of HCC PDP) to look at potential requirements
B4.2 Every allotment shall be provided with a potable water supply sufficient for the likely use of the land following subdivision.		
B4.3 Water supply systems shall be constructed to: (a) ensure compliance with the NZ Drinking Water Standards 2000 or subsequent revisions, where the system serves more than onedwelling or property (b) avoid the likelihood of potable water contamination within both the system and the water main (c) provide water at flow rates that are adequate for the likely future land use on each allotment under normal conditions (the minimum requirement shall be the flow rates required for a typical household containing 4 persons), and to withstand anticipated pressures and loads (d) avoid the likelihood of leakage (e) allow reasonable access for maintenance of mechanical components (f) allow the system and any backflow prevention devices to be isolated for testing and maintenance (g) provide adequately for fire fighting, with accessible water supplies in public places, in all zones other than the Rural and Country Living Zones (h) be compatible with any existing network it is linked to (i) have a design life of at least 70 years (j) use materials suitable for the intended use (k) be clearly identified as such, if carrying non-potable water. Note – urban type activities that establish in the Rural, Coastal and Country Living Zones may be required under resource consent conditions to provide for fire fighting, as the Council will not supply water in these areas at sufficient pressure or flow for fire fighting.	• Ensure references to these designs/standards is still appropriate.	
B4.3A Every allotment less than 6ha in an area serviced by the existing infrastructure of an urban or rural water supply scheme is connected to that scheme.		
B4.4 Every allotment connected to the Council water supply system shall be equipped with an approved water connection and meter backflow preventer where applicable. For allotments fronting a public road, the connection shall be located on the road side of a road boundary at a point where it is clear of vehicle and traffic movements and readily accessible for meter reading. The installation of a rain tank for secondary use, e.g. watering gardens, washing boats, is encouraged.		
B5 Stormwater **B5.1** The stormwater disposal system shall meet these objectives: (a) safeguard people from injury or illness from damage caused by surface water (b) avoid adverse effects caused by surface water on other properties (c) protect the environment from accelerated erosion or sedimentation (d) protect the environment from the effects of heavy metals and other contaminants in stormwater discharges (e) protect the outfalls of drainage systems. (ea) provide adequate drainage within each allotment	• Feedback from internal stakeholders that low impact stormwater measures should be incorporated/encouraged. • Feedback from external stakeholders that use of raintanks and low impact design is contrary to the requirements of the Building Act.	• Feedback from Bevan Mullions that the principles contained in TP10 and New Zealand Water Environment Research Foundation (NZWERF) On-Site Stormwater Management Guideline (2004) shall be adhered to. • Review other District Plans to look at potential requirements. • Discuss with WDC Three Water Team. • Building Act matter is considered to be unfounded.
B5.2 Buildings and site works shall be constructed in a way that protects people and property from the adverse effects of surface water.		
B5.3 Surface water, resulting from a storm having a 10per cent probability of occurring annually and which is collected or concentrated by buildings or site work, shall be disposed of to a suitable outlet in a way that meets the objectives in B5.1 and avoids the likelihood of damage or nuisance within the allotment or to other property. Secondary flow paths shall be provided for surface water flows exceeding the 10per cent storm flow In the Te Kauwhata Structure Plan area, secondary flow paths shall have capacity to convey the 1 per cent average recurrence interval storm flow.		
B5.4 Drainage systems for the disposal of surface water shall be constructed to: (a) convey surface water to an appropriate outfall using gravity (b) avoid the likelihood of blockages, leakages, or penetration by roots, where pipes, manholes or lined channels are used (c) provide reasonable and safe access for maintenance, and clearing of blockages (d) avoid the likelihood of damage to any outfall, in a manner acceptable to the network utility operator (e) avoid the likelihood of damage from superimposed loads or normal ground movements (f) deal with surface water in the catchment in which it falls (g) adequately service each allotment, road area or other land area falling to the point of entry into the drainage system (h) be compatible with any existing drainage network it is linked to (i) use materials suitable for the intended use (j) have a design life of at least 70 years (k) not unduly restrict the location of any future building (l) avoid the discharge of stormwater to any wastewater sewer network (m) avoid an increase in the peak flow rate off the land in Living, Pa, Business, Industrial (particularly in Raglan) and Country Living Zones. Within the Tamahere Country Living Zone any measures designed under this rule shall ensure that existing low flows in gully streams are preserved. (n) minimise discharge of contaminants. (o) ensure that stormwater disposal areas are adequately separated from effluent disposal areas to safeguard the functioning of both systems. In areas of poorly drained soils either the stormwater is to be directed to areas with higher infiltration, or infiltration systems are to be constructed. (p) ensure that residual stormwater (after mitigation) discharged to a gully is piped down the gully sides with appropriate erosion protection measures, e.g. rip rap at the outlet to the gully floor. In addition to the above, in the Te Kauwhata Structure Plan area drainage systems for the disposal of surface water shall be constructed to: (q) minimise the amount of stormwater entering the piped drainage system (r) facilitate groundwater recharge where soil characteristics and winter groundwater conditions indicate that infiltration systems are a viable engineering solution. (s) cover the immediate needs as well as those of foreseeable future developments (t) have a design life of not less than 100 years (u) build infrastructure that minimises lifecycle costs (v) meet the requirements of any catchment management plan, where applicable (w) ensure that the infrastructure vested in Council is of sufficient capacity to cope with total unmanaged design flows assuming there are no functioning private LIUDD's within the catchment.		

Note: Clause (t) supersedes clause (j) I the structure plan area.		
B5.5 Every allotment shall be provided with a piped gravity outfall connected to a council stormwater drain where one exists and where it has the capacity to carry the potential volume of stormwater likely to emanate from the allotment following subdivision. (The capacity of the drain means the capacity of the length of the drain from the allotment to, and including, its outfall to a water body or coastal water).		
B5.6 All systems shall be designed to accept the flow from upstream of the subdivision, and shall be of sufficient capacity to provide for maximum flows from possible future development areas, to the extent of development allowed as a permitted activity in the relevant zone.		
B5.7 In the Tamahere Country Living Zone and the Lorenzen Bay Structure Plan Area and the Te Kauwhata Structure Plan area, all systems shall incorporate appropriate low impact design features such as these described in the New Zealand Water Environment Research Foundation (NZWERF) "On-Site Stormwater Management Guideline (2004)" including, but not necessarily limited to • rain tanks • swale/filter strips • filters • infiltration trenches • rain gardens • stormwater planters • wetlands/ponds • roof gardens • roof gutters • permeable pavements. In the Living and Business Zones in the Te Kauwhata Structure Plan Area, rain tanks shall be specifically designed for urban use, shall be located adjacent to the building and not extend more than 2m horizontally from the external wall, shall not be visible from the road, and the controlled outlet and overflow shall be connected to the Council's reticulated system at all times.	• Unlikely to revise as specific to Structure Plan area.	
B5.8 In the Lorenzen Bay Structure Plan Area, all systems shall incorporate appropriate design features in terms of location and sizing of culverts and creation of stormwater attenuation ponds to comply with the intent of Figure B1 and Table B1, drainage plan and technical specifications for the structure plan area.	• Unlikely to revise as specific to Structure Plan area.	
B5.9 In the Tamahere Village Business Zone, the stormwater management system shall be capable of providing a means of managing, treating and disposing of stormwater that: (a) incorporates low impact design features, (b) provides storage capacity for a 10%AEP critical storm event (including climate change increases), (c) attenuates stormwater discharge to pre-development levels, (d) manages stormwater runoff to ensure natural water bodies are not degraded and ecological values are protected, (e) has no additional impact on adjacent properties, (f) can be maintained as required to ensure its ongoing effective and efficient operation.	• Unlikely to revise as specific to Tamahere area. • Feedback from internal stakeholders that low impact stormwater measures should be incorporated/encouraged.	• Review other District Plans to look at potential requirements. • Discuss with WDC Three Water Team implications of rolling out Tamahere specific stormwater requirements across whole district
B5.10 In the Tamahere Country Living Zone, a Stormwater Management Plan shall be prepared by a suitably qualified engineer that: (a) can demonstrate that development (including earthworks) does not obstruct any primary overland flowpaths, (b) can demonstrate that development provides appropriate mitigation measures for the adverse effects of stormwater resulting from a 1% annual exceedance probability (i.e. 1 in 100 years) storm event*, (c) assesses the flow volumes for the 2-year, 10-year and 100-year return period storms, and times of concentration from the subject area, under pre-development conditions, (d) recommends appropriate systems to mitigate post-development flows, volumes and times of concentration to pre-development levels, (e) maintains the overall hydrological characteristics of the area including maintaining surface groundwater flow regimes, ponding and drainage patterns. * Note: All rainfall events are required to be adjusted for climate change as per best practice.		
B6 Earthworks **B6.1** Earthworks shall meet these objectives: (a) safeguard people, property and the environment from the adverse effects of unstable land (b) improve land utilisation (c) avoid accelerated erosion or sedimentation (d) be sympathetic to surrounding cultural and landscape values (e) avoid, remedy or mitigate any adverse effects on the environment (f) within the Te Kauwhata Structure Plan area, compliance with the Urban Design Guide.		
B6 Earthworks **B6.1** Earthworks shall meet these objectives: (a) safeguard people, property and the environment from the adverse effects of unstable land (b) improve land utilisation (c) avoid accelerated erosion or sedimentation (d) be sympathetic to surrounding cultural and landscape values (e) avoid, remedy or mitigate any adverse effects on the environment (f) within the Te Kauwhata Structure Plan area, compliance with the Urban Design Guide.		
B7 Road Standards **B7.1** Roads shall meet these objectives: (a) ensure safe and efficient movement of people, vehicles and goods, with minimum adverse effects on the environment (b) provide for network utilities, subject to objective (a).	• Feedback received from external stakeholders that road related matters, such as the construction of road, should not require consideration of both Appendices A and B.	• Potentially look at removing all references to road/transport in Appendix B to ensure all consistent/contained within Appendix A.
B7.2 Roads shall be constructed to: (a) provide adequate vehicular access to each allotment, taking into account the potential number of residential units or other development on each allotment (refer B7.7) (b) link and be compatible with the current road network. (c) provide for the safe movement of both vehicular and non-vehicular traffic (d) provide adequate access for emergency vehicles (e) have a design life of at least 25 years based on equivalent design axle (EDA) or equivalent design methods (f) withstand the anticipated loads for the design life of the road (g) transfer applied loads so as not to adversely affect the underlying subgrade or services (h) contain materials suitable for the intended use (i) maintain adequate surface smoothness (j) provide for safe cycle access and thoroughfare where two-lane roundabouts are constructed (k) protect the road, road users and adjoining land from the adverse effects of surface and ground water, as set out in B7.3.		
B7.3 The road surface and ground water control system associated with any road surface shall: (a) have a service life of at least 80 years unless an activity serviced by the road has a term of operation less than 80 years (b) adequately convey water to an approved discharge point (c) avoid the likelihood of leakage and infiltration and the penetration of roots		

(d) avoid the likelihood of blockages (e) provide reasonable access for maintenance		
B7.4 All services in roads should avoid crossing intersections and extend to property boundaries in a manner that will ensure the efficient use and development of any adjoining land, having regard to the provisions of this plan.		
B7.5 Road, carriageway, footpath widths and standards shall be sufficient to ensure the efficient use and development of any adjoining land, having regard to the provisions of this plan.		
B7.6 Sufficient additional road reserve width shall be provided to: (a) accommodate any retaining structure or slope necessary to support the road or adjacent property (b) achieve a complying horizontal alignment (c) accommodate any turning area required by this plan within the Te Kauwhata Structure Plan area, accommodate low impact stormwater systems such as roadside drainage swales.	• Feedback from internal stakeholders that low impact stormwater measures should be incorporated/encouraged.	• Discuss with WDC Three Water Team implications of rolling out Tamahere/Te Kauwhata specific stormwater requirements across whole district
B7.7 In residential areas the number of potential residential units shall be based on the minimum allotment size allowed as a controlled activity in the relevant subdivision rules, or the actual number of residential units proposed, whichever is the greater.		
B7.8 Passing bays shall be constructed on any single lane access, where necessary, having regard to topography of land, sight distances and usage.		
B7.9 An area shall be formed at the end of a cul-de-sac to allow a 90 percentile two-axle heavy goods vehicle to undertake a three-point turn (refer to Appendix A, Figure 3 Tracking Curve Minimum Radius).		
B7.10 Street lighting shall be provided where necessary to ensure the safety of road users and pedestrians. All new and replacement street and highway lighting fixtures shall be designed, installed and maintained to minimise glare, uplight and light spill onto adjoining properties. Preference should be given to the use of fully shielded or full cut-off light fixtures. Energy-efficient lamps shall be used for street lighting.		
B7.11 Within the Tamahere Country Living Zone, all roads and vehicle accesses shall be constructed to no greater than the minimum widths specified in Appendix A Table 4, and shall have swale drains on either side of the carriageway capable of collecting all road runoff and overland flow towards the road or right of way from 5-year ARI (Average Recurrence Interval) event. In areas of poorly drained soils either the stormwater is to be directed to areas with higher infiltration, or infiltration systems are to be constructed.		
B7.12 Within the Te Kauwhata Structure Plan area, all roads and vehicle accesses shall be constructed in accordance with typical cross-sections and vehicle entrance drawings specified in Appendix A: Traffic. Stormwater collection should typically be through grassed swales prior to reaching reticulated systems.	• Unlikely to revise as specific to Structure Plan area.	
B7.13 Within the Rangitahi Peninsula Structure Plan Area, all roads and vehicle accesses shall be constructed in accordance with typical cross-sections and vehicle access design standards specified in Appendix A: Traffic unless otherwise approved through a Comprehensive Development Plan resource consent.	• Unlikely to revise as specific to Structure Plan area.	
B8 Other Utilities **B8.1** Other utilities (e.g. telecommunications, energy) shall meet these objectives: (a) safeguard health and safety (b) provide an adequate supply of the service or commodity to each allotment (c) not conflict with the operation or maintenance of the services mentioned above.		
B8.2 The layout of any utility reticulation network shall be constructed to: (a) adequately service each allotment, development or road area (b) be compatible with any existing network that it is linked to (c) be compatible with other utility systems (d) avoid the likelihood of contamination or leakage (e) accommodate the anticipated demand, and withstand the anticipated pressures and loads in its locality (f) be made from materials suitable for the intended use (g) be clearly identified and accurately recorded on as-built drawings (h) ensure safety in operation (i) not be visually intrusive (j) be located, if the utility is on a road, in accordance with the road controlling authority's requirements (k) ensure safety and full reinstatement of road openings, with minimum public disruption. (Compliance with the Waikato District Council's Road Opening Code will be accepted as compliance with this provision.)	• Ensure references to Road Opening Code is still appropriate.	
B8A Structure plans - Te Kauwhata and Ohinewai Country Living Zones **B8A.1** Every subdivision in the Country Living Zone at Te Kauwhata or Ohinewai (other than a boundary adjustment) must conform to a structure plan produced by the subdivider, for the land being subdivided and adjoining land, containing: (a) an indicative road pattern that ensures a safe, efficient and sustainable road network by limiting additional vehicle entrances onto existing roads, taking into account any indicative roads shown on the planning maps, and (b) corridors to provide options for future infrastructure including water supply, stormwater and wastewater interceptors, pumps and networks, and (c) conditions, including building standards, to avoid, remedy or mitigate significant adverse effects on residential amenity from incompatible activities, including expressway noise, industrial and business activities, and intensive farming, and (d) methods to manage natural hazards risks.	• Unlikely to revise as specific to Structure Plan area.	
B8A.2 Every subdivision in the Te Kauwhata Structure Plan area must conform to the structure plan and accommodate: (a) the indicative road pattern, and (b) corridors to provide options for future infrastructure including water supply, stormwater and wastewater interceptors, pump stations and networks, and (c) conditions, including building standards, to avoid, remedy or mitigate significant adverse effects on residential amenity from incompatible activities such as industrial and business activities, and (d) methods to manage natural hazards risks (e) rail corridor reverse sensitivity effects.	• Unlikely to revise as specific to Structure Plan area.	
B9 System Development **B9.1** This section applies to assessment of the effects of any activity or subdivision on council stormwater, wastewater, and water supply systems, arising from the proposed means of management of stormwater, wastewater disposal or water supply at the site.		
B9.2 Where this section applies, stormwater, wastewater disposal or water supply proposals shall be assessed by the following criteria, in addition to the other provisions of this plan. (a) Effects on adjacent sites, including development potential. (b) The relationship of the proposed new works to the pattern and timing of development of the district as a whole. (c) Any economies of scale available from alternative designs that would cater for greater or lesser areas of land, either within or outside the site. (d) The capacity, availability and accessibility of the existing council service and the effects of any new system linking to it. (e) The effects of any stand-alone system, including effects on the long-term development potential, efficiency and cost effectiveness of a current or future council system. (f) The effects of any temporary system, where the capacity of any council service is not adequate, but is programmed by the Council for upgrading in the future. (g) The long-term maintenance and operating costs of the proposed system.		
B9.3 Where the method proposed to manage stormwater, wastewater disposal or water supply complies with, or is consistent with, any strategic plan or long-term strategy published by the Council for the development of the district, the effects on the Council stormwater, wastewater disposal or water supply system will be acceptable for the purposes of this section.		
B10 Construction Monitoring **B10.1** Construction of utilities and services referred to in this appendix must be monitored under this section. The objective of monitoring construction is to provide verification that the construction has been carried out and completed in accordance with the design, and to achieve the environmental results set out above		

B10.2 The functional requirement of construction monitoring is to provide a level of monitoring appropriate to the nature of the project, an independent assessment of the compliance of the construction with the design, and to ensure that any adverse effects on the environment are minimised or remedied.

B10.3 The performance criteria are that the monitoring of construction shall: (a) be undertaken by a suitably experienced and qualified person (b) be appropriate to the size, importance and complexity of the project (c) be appropriate to the potential adverse effects on the environment of the project (d) be appropriate to the experience, in the class or classes of work, of the contractor or person directly in charge of the project. Reasons and explanations are stated in Chapter 29. Table B1 Lorenzen Bay Structure Plan Drainage Technical Specifications	Unlikely to revise as specific to Structure Plan area.	

Table A: Open Channel Flows

Channel Reference Number	Flow (m3/s)	Grade (%)	Scour Protection
C1	0.3	4	N
C2	1.2	2.5	N
C3	0.8	3	N
C4	0.3	3	N
C5	0.1	10	Y
C6	0.1	10	Y
C7	TO BE INFILLED		
C8	1.4	1	N
C9	0.1	10	N
C10	0.1	10	N
C11	0.1	10	N
C12	0.7	5	N
C13	TO BE INFILLED		
C14	NATURAL FLOW ACROSS EXISTING DEVELOPMENTS		
C15	2.4		
C16	DIVERTED		
C17	3.3	3	N
C18	3.2	3	N
C19	6.5	2	Y
C20	NATURAL FLOW ACROSS EXISTING DEVELOPMENTS		
C21	0.8	6	N
C22	TO BE INFILLED		
C23	TO BE INFILLED		

Table B: Culvert Flows

Channel Reference Number	Flow (m3/s)	Diameter (mm)	Scour Protection
S1	1.4	750	N
S2	0.7	675	N
S3	0.7	675	N
S4	1.0	450	N
S5	1.1	750	N
S6	0.2	300*	N
S7	0.3	450	N
S8	0.1	300	N
S9	0.2	375	N
S10	1.2	750	N
S11	0.1	375	N
S12	3.9	1200	N
S13	2.4	825	N
S14	3.3	750	N

*Existing culvert to remain

Table C: Confluence Ponds and Wetland areas

Channel Reference Number	Surface area (m2)	Type
P1	300	Confluence Pond
P2	200	Confluence Pond
P3	450	Confluence Pond
P4	450	Confluence Pond
P5	450	Confluence Pond
P6	450	Confluence Pond

W1	1350	Wetland
W2	630	Wetland

Figure B1 Lorenzen Bay Structure Plan Drainage Plan

Appendix B Relevant Provisions of Statutory Documents

RELEVANT PROVISIONS OF STATUTORY DOCUMENTS

The following provisions are considered to be potentially relevant to the review of the Transport and Utility (Infrastructure) provisions of the Waikato District Plan.

Provisions	Comment/Relevance to Project
Coastal Policy Statement	
Objective 4 *To maintain and enhance the public open space qualities and recreation opportunities of the coastal environment by:* *• recognising that the coastal marine area is an extensive area of public space for the public to use and enjoy;* *• maintaining and enhancing public walking access to and along the coastal marine area without charge, and where there are exceptional reasons that mean this is not practicable providing alternative linking access close to the coastal marine area; and* *• recognising the potential for coastal processes, including those likely to be affected by climate change, to restrict access to the coastal environment and the need to ensure that public access is maintained even when the coastal marine area advances inland.*	Walking and public access within the coastal environment is relevant to this Project in so much as the Proposed District Plan will need to contain provisions relating to footpaths/shared paths
Objective 6 *To enable people and communities to provide for their social, economic, and cultural wellbeing and their health and safety, through subdivision, use, and development, recognising that:* *• the protection of the values of the coastal environment does not preclude use and development in appropriate places and forms, and within appropriate limits;* *• some uses and developments which depend upon the use of natural and physical resources in the coastal environment are important to the social, economic and cultural wellbeing of people and communities;* *• functionally some uses and developments can only be located on the coast or in the coastal marine area;* *• the coastal environment contains renewable energy resources of significant value;* *• the protection of habitats of living marine resources contributes to the social, economic and cultural wellbeing of people and communities;* *• the potential to protect, use, and develop natural and physical resources in the coastal marine area should not be compromised by activities on land;* *• the proportion of the coastal marine area under any formal protection is small and therefore management under the Act is an important means by which the natural resources of the coastal marine area can be protected; and* *• historic heritage in the coastal environment is extensive but not fully known, and vulnerable to loss or damage from inappropriate subdivision, use, and development.*	The objective recognises that some uses depend on coastal resources and are important to the social, economic and cultural wellbeing of people and communities. Although the objective does not necessarily enable these activities, there is a level of recognition. Infrastructure is a key component in providing for community wellbeing. Of relevance also is that the coastal environment contains renewable energy resources of significant value.
Policy 4 Integration *Provide for the integrated management of natural and physical resources in the coastal environment, and activities that affect the coastal environment. This requires:* *(a) co-ordinated management or control of activities within the coastal environment, and which could cross administrative boundaries, particularly:* *(i) the local authority boundary between the coastal marine area and land;* *(ii) local authority boundaries within the coastal environment, both within the coastal marine area and on land; and* *(iii) where hapū or iwi boundaries or rohe cross local authority boundaries;* *(b) working collaboratively with other bodies and agencies with responsibilities and functions relevant to resource management, such as where land or waters are held or managed for conservation purposes; and* *(c) particular consideration of situations where:* … *(iii) development or land management practices may be affected by physical changes to the coastal environment or potential inundation from coastal hazards, including as a result of climate change; or* … *(v) significant adverse cumulative effects are occurring, or can be anticipated.*	The key theme of this policy is integration with adjoining councils. This is been highlighted as an issue, particularly for the roading network on the boundary with adjoining councils to compromise optimum networks and development within Waikato.
Policy 5 Land or waters managed or held under other Acts *(1) Consider effects on land or waters in the coastal environment held or managed under:* *(a) the Conservation Act 1987 and any Act listed in the 1st Schedule to that Act; or* *(b) other Acts for conservation or protection purposes;*	Given the outcomes of the King Salmon Supreme Court decision, the wording of this policy is particularly relevant as it requires avoidance of adverse effects of activities that are significant in relation to the purpose for which land or waters are held or managed under other

and, having regard to the purposes for which the land or waters are held or managed: *(c) avoid adverse effects of activities that are significant in relation to those purposes; and* *(d) otherwise avoid, remedy or mitigate adverse effects of activities in relation to those purposes.* *(2) Have regard to publicly notified proposals for statutory protection of land or waters in the coastal environment and the adverse effects of activities on the purposes of that proposed statutory protection.*	Acts. This is an important consideration for infrastructure that may be proposed to be located within land managed or held under Acts for conservation or protection purposes. There is some uncertainty as to what constitutes a "significant" activity but it is possible that infrastructure would be included. While it does not necessarily preclude infrastructure activities, the adverse effects in relation to the purposes for which the land or waters are held or managed for conservation or protection purposes would need to be considered.
Policy 6 *1. In relation to the coastal environment:* *a. recognise that the provision of infrastructure, the supply and transport of energy including the generation and transmission of electricity, and the extraction of minerals are activities important to the social, economic and cultural well-being of people and communities;* *b. consider the rate at which built development and the associated public infrastructure should be enabled to provide for the reasonably foreseeable needs of population growth without compromising the other values of the coastal environment;…* *2. Additionally, in relation to the coastal marine area:* *a. recognise potential contributions to the social, economic and cultural wellbeing of people and communities from use and development of the coastal marine area, including the potential for renewable marine energy to contribute to meeting the energy needs of future generations;* *b. recognise the need to maintain and enhance the public open space and recreation qualities and values of the coastal marine area;* *c. recognise that there are activities that have a functional need to be located in the coastal marine area, and provide for those activities in appropriate places;* *d. recognise that activities that do not have a functional need for location in the coastal marine area generally should not be located there; and…*	There are multiple components to Policy 6 The NZCPS Guidance Notes explain the rationale for this policy as recognising that a number of activities occur within or affect the coastal environment. The guidance notes give examples of those activities with a functional need to be located in the coastal marine area as ports, marine aquaculture and marine energy. Such activities can be very important contributors to the existing and future health and well-being of communities so long as they are located and managed appropriately. Policy 6(2) requires recognition of the potential contributions to the social, economic and cultural wellbeing of people and communities from use and development of the coastal marine area. The concept of "appropriate places" is introduced in this Policy – in that it requires activities which have a functional need to be located in the coast to be provided for in appropriate places. The weakness of this Policy is that it provides no guidance as to what constitutes an "appropriate place". However given that this Policy applies to a range of activities including aquaculture, appropriate places for one activity will not be the same for another activity, which is possibly why Policy 6(2)(c) is left deliberately broad. This policy also recognises, in relation to the coastal environment, the importance of infrastructure and energy generation to wellbeing whilst ensuring other values of the coastal environment are not compromised.
Policy 9 Ports *Recognise that a sustainable national transport system requires an efficient national network of safe ports, servicing national and international shipping, with efficient connections with other transport modes, including by:* *a. ensuring that development in the coastal environment does not adversely affect the efficient and safe operation of these ports, or their connections with other transport modes; and* *b. considering where, how and when to provide in regional policy statements and in plans for the efficient and safe operation of these ports, the development of their capacity for shipping, and their connections with other transport modes.*	This policy highlights, in the context of ports, the importance of a transport network which operates safe and efficiently and is well connected.
Policy 11 Indigenous biological diversity (biodiversity) *To protect indigenous biological diversity in the coastal environment:* *(a) avoid adverse effects of activities on:*	In light of the Supreme Court King Salmon decision (discussed in detail elsewhere in this report), the use of the word "avoid" adverse effects is an absolute for the matters listed in part a). However this policy has

(i) indigenous taxa that are listed as threatened** or at risk in the New Zealand Threat Classification System lists;* *(ii) taxa that are listed by the International Union for Conservation of Nature and Natural Resources as threatened;* *(iii) indigenous ecosystems and vegetation types that are threatened in the coastal environment, or are naturally rare***;* *(iv) habitats of indigenous species where the species are at the limit of their natural range, or are naturally rare;* *(v) areas containing nationally significant examples of indigenous community types; and* *(vi) areas set aside for full or partial protection of indigenous biological diversity under other legislation; and* *(b) avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of activities on:* *(i) areas of predominantly indigenous vegetation in the coastal environment;* *(ii) habitats in the coastal environment that are important during the vulnerable life stages of indigenous species;* *(iii) indigenous ecosystems and habitats that are only found in the coastal environment and are particularly vulnerable to modification, including estuaries, lagoons, coastal wetlands, dunelands, intertidal zones, rocky reef systems, eelgrass and saltmarsh;* *(iv) habitats of indigenous species in the coastal environment that are important for recreational, commercial, traditional or cultural purposes;* *(v) habitats, including areas and routes, important to migratory species; and* *(vi) ecological corridors, and areas important for linking or maintaining biological values identified under this policy.* ** Taxa: as defined in the Glossary* *** Examples of taxa listed as threatened are: Maui's dolphin, Hector's dolphin, New Zealand fairy tern, Southern New Zealand dotterel.* **** Naturally rare: as defined in the Glossary.*	two tiers with part a) seeking to avoid adverse effects, and part b) having a lower level of protection by seeking to avoid significant adverse effects and avoid, remedy or mitigate other adverse effects. The challenge with this Policy is that some of the species are mobile while others are sessile. Determining the location of sessile species as listed in part a) and avoiding effects on them is far easier than more mobile species. The focus of this policy is avoiding effects rather than avoiding the species listed altogether – although in practice they may amount to the same thing.

Policy 13 *(1) To preserve the natural character of the coastal environment and to protect it from inappropriate subdivision, use, and development:* *(a) avoid adverse effects of activities on natural character in areas of the coastal environment with outstanding natural character; and* *(b) avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of activities on natural character in all other areas of the coastal environment;* *including by:* *(c) assessing the natural character of the coastal environment of the region or district, by mapping or otherwise identifying at least areas of high natural character; and* *(d) ensuring that regional policy statements, and plans, identify areas where preserving natural character requires objectives, policies and rules, and include* *those provisions.* *(2) Recognise that natural character is not the same as natural features and landscapes or amenity values and may include matters such as:* *(a) natural elements, processes and patterns;* *(b) biophysical, ecological, geological and geomorphological aspects;* *(c) natural landforms such as headlands, peninsulas, cliffs, dunes, wetlands, reefs, freshwater springs and surf breaks;* *(d) the natural movement of water and sediment;* *(e) the natural darkness of the night sky;* *(f) places or areas that are wild or scenic;* *(g) a range of natural character from pristine to modified; and* *(h) experiential attributes, including the sounds and smell of the sea; and their context or setting.*	The basis for this policy is Section 6(a) of the RMA which identifies the preservation of the natural character of the coastal environment and its protection from inappropriate subdivision, use, and development as a matter of national importance. In a similar approach to Policies 11 and 15, Policy 13 has two tiers. This approach effectively elevates the importance of areas with outstanding natural character. It is interesting to note that part (1)(b) applies to natural character in general. This is a complex policy as it requires areas of high natural character to be mapped or otherwise identified, but does not require the same for areas of outstanding natural character. The policy recognises natural character occurs on a continuum and provides a list of matters that may be included. The focus of Part (1)(a) of this policy is on avoiding adverse effects in its entirety rather than avoiding adverse effects on the values of the area of outstanding natural character. However in practice, the focus may be more on the values and characteristics that make an area outstanding. The geographical area of influence of the area of outstanding natural character may not be constrained to within the boundaries of the area of outstanding natural character. Infrastructure proposed nearby (but not within) areas of outstanding natural character may also be captured by this policy. In response to this policy, the infrastructure provisions will have to take into account the other chapters of the Proposed District Plan relating to areas of the coastal environment identified with outstanding natural character.

Policy 15 Natural features and natural landscapes *To protect the natural features and natural landscapes (including seascapes) of the coastal environment from inappropriate subdivision, use, and development:* *(a) avoid adverse effects of activities on outstanding natural features and outstanding natural landscapes in the coastal environment; and* *(b) avoid significant adverse effects and avoid, remedy, or mitigate other adverse effects of activities on other natural features and natural landscapes in the coastal environment;* *including by:* *(c) identifying and assessing the natural features and natural landscapes of the coastal environment of the region or district, at minimum by land typing, soil characterisation and landscape characterisation and having regard to:* *(i) natural science factors, including geological, topographical, ecological and dynamic components;* *(ii) the presence of water including in seas, lakes, rivers and streams;* *(iii) legibility or expressiveness—how obviously the feature or landscape demonstrates its formative processes;* *(iv) aesthetic values including memorability and naturalness;* *(v) vegetation (native and exotic);* *(vi) transient values, including presence of wildlife or other values at certain times of the day or year;* *(vii) whether the values are shared and recognised;* *(viii) cultural and spiritual values for tangata whenua, identified by working, as far as practicable, in accordance with tikanga Māori; including their expression as cultural landscapes and features;* *(ix) historical and heritage associations; and* *(x) wild or scenic values;* *(d) ensuring that regional policy statements, and plans, map or otherwise identify areas where the protection of natural features and natural landscapes requires objectives, policies and rules; and* *(e) including the objectives, policies and rules required by (d) in plans.*	The basis for this policy is Section 6(b) of the RMA which identifies the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development as a matter of national importance. In a similar approach to Policies 11 and 13, Policy 15 has two tiers. This approach effectively elevates the importance of outstanding natural features and outstanding natural landscapes. It is interesting to note that part (1)(b) applies to more general natural features and natural landscapes. This policy is crafted in a very similar way to Policy 13 and many of the comments made above in relation to that policy are valid to Policy 15, including the summary analysis. The most significant question is that given the direction to avoid adverse effects on outstanding natural features and outstanding natural landscapes, how far does their area of influence extend beyond the boundaries of the area identified as an outstanding natural feature or outstanding natural landscape? This is a question highly relevant to both development / maintenance of existing infrastructure as well as new. It would seem that the directive to avoid adverse effects may render these areas as inappropriate places for infrastructure unless it could be proven that there were no adverse effects on outstanding natural features and outstanding natural landscapes.
Policy 18 Public open space *Recognise the need for public open space within and adjacent to the coastal marine area, for public use and appreciation including active and passive recreation, and provide for such public open space, including by:* *(a) ensuring that the location and treatment of public open space is compatible with the natural character, natural features and landscapes, and amenity values of the coastal environment;* *(b) taking account of future need for public open space within and adjacent to the coastal marine area, including in and close to cities, towns and other settlements;* *(c) maintaining and enhancing walking access linkages between public open space areas in the coastal environment;* *(d) considering the likely impact of coastal processes and climate change so as not to compromise the ability of future generations to have access to public open space; and* *(e) recognising the important role that esplanade reserves and strips can have in contributing to meeting public open space needs.*	This policy is particular relevant for multi-modal transport networks including walking and cycling.
Policy 19 *1. Recognise the public expectation of and need for walking access to and along the coast that is practical, free of charge and safe for pedestrian use.* *2. Maintain and enhance public walking access to, along and adjacent to the coastal marine area, including by:* *a. identifying how information on where the public have walking access will be made publicly available;* *b. avoiding, remedying or mitigating any loss of public walking access resulting from subdivision, use, or development; and* *c. identifying opportunities to enhance or restore public walking access, for example where:* *i. connections between existing public areas can be provided; or* *ii. improving access would promote outdoor recreation; or* *iii. physical access for people with disabilities is desirable; or* *iv. the long-term availability of public access is threatened by erosion or sea level rise; or* *v. access to areas or sites of historic or cultural significance is important; or*	Walking and public access within the coastal environment is relevant to this Project in so much as the Proposed District Plan will need to contain provisions relating to footpaths/shared paths

vi. subdivision, use, or development of land adjacent to the coastal marine area has reduced public access, or has the potential to do so. *3. Only impose a restriction on public walking access to, along or adjacent to the coastal marine area where such a restriction is necessary:* *a. to protect threatened indigenous species; or* *b. to protect dunes, estuaries and other sensitive natural areas or habitats; or* *c. to protect sites and activities of cultural value to Māori; or* *d. to protect historic heritage; or* *e. to protect public health or safety; or* *f. to avoid or reduce conflict between public uses of the coastal marine area and its margins; or* *g. for temporary activities or special events; or* *h. for defence purposes in accordance with the Defence Act 1990; or* *i. to ensure a level of security consistent with the purpose of a resource consent; or* *j. in other exceptional circumstances sufficient to justify the restriction.*	
Policy 25 *In areas potentially affected by coastal hazards over at least the next 100 years:* *a. avoid increasing the risk of social, environmental and economic harm from coastal hazards;* *b. avoid redevelopment, or change in land use, that would increase the risk of adverse effects from coastal hazards;* *c. encourage redevelopment, or change in land use, where that would reduce the risk of adverse effects from coastal hazards, including managed retreat by relocation or removal of existing structures or their abandonment in extreme circumstances, and designing for relocatability or recoverability from hazard events;* *d. encourage the location of infrastructure away from areas of hazard risk where practicable;* *e. discourage hard protection structures and promote the use of alternatives to them, including natural defences; and* *f. consider the potential effects of tsunami and how to avoid or mitigate them.*	In response to this policy, the infrastructure provisions will have to take into account the other chapters of the Proposed District Plan relating to natural/coastal hazards and seek to deter provision of infrastructure in these areas.

Operative Waikato Regional Policy Statement	
Issue 1.3 Providing for energy demand *With increasing demand for energy coupled with Government objectives and targets regarding renewable electricity generation, there is an increasing need for improvements in the way we use energy, and for new energy projects and associated infrastructure, and increasing need to manage potential adverse effects on natural and physical resources.* *While addressing this issue generally, specific focus should be directed to addressing the following matters:* *a) how the increasing demand for energy is to be met;* *b) potential for conflicts between activities to meet energy demand and other land or water uses including natural values;* *c) the need to locate renewable energy generation infrastructure where the resource exists;* *d) the need to maintain the efficiency of, and production from, existing renewable electricity generation activities;* *e) the need for the continued existence, and operation of the Waikato Hydroscheme as significant national infrastructure; and* *f) security of supply.*	This issue of increased demand for energy is relevant to the Project. This Issue recognises that renewable electricity generation depends on the location of the resource. It also recognises that there must be associated infrastructure.
Issue 1.4 Managing the built environment *Development of the built environment including infrastructure has the potential to positively or negatively impact on our ability to sustainably manage natural and physical resources and provide for our wellbeing.* *While addressing this issue generally, specific focus should be directed to the following matters:* *a) high pressure for development in Hamilton City, Waipa District, Waikato District, around Lake Taupō, along the Waikato River and in the coastal environment;* … *c) increasing conflict with, and demands for, new infrastructure;* *d) the need to use existing infrastructure efficiently and to maintain and enhance that infrastructure;* … *g) increasing impacts on and conflicts with existing resource users;* … *i) the integrated relationship between land use and development, and the transport infrastructure network;* … *k) increased need for the future provision of infrastructure to respond to resource demands from within and outside the region and the need to enable efficient installation of that infrastructure; and* *l) the availability of water to meet existing, and reasonably justifiable and foreseeable domestic or municipal supply requirements to support planned urban growth, including promoting the integration of land use and water planning.*	This issue has a number of parts relevant to infrastructure. The Issue recognises both the positive and negative impacts that infrastructure can have. The Issue recognises the need for integrating land use with transport infrastructure, and infrastructure in general.
Objective 3.2 Resource use and development *Recognise and provide for the role of sustainable resource use and development and its benefits in enabling people and communities to provide for their economic, social and cultural wellbeing, including by maintaining and where appropriate enhancing:* …. *c) the availability of energy resources for electricity generation and for electricity generation activities to locate where the energy resource exists;* … *e) the availability of water for municipal and domestic supply to people and communities.*	Objective 3.2 is relevant to infrastructure in that it enables people and communities to provide for their well-being. The Objective recognises that the electricity generation depends on the location of those resources. The importance of water supply is recognised – in terms of a territorial authority, this amounts to ensuring water needs are matched to development.
Objective 3.5 Energy *Energy use is managed, and electricity generation and transmission is operated, maintained, developed and upgraded, in a way that:* *a) increases efficiency;* *b) recognises any increasing demand for energy;* *c) seeks opportunities to minimise demand for energy;* *d) recognises and provides for the national significance of electricity transmission and renewable electricity generation activities;* *e) recognises and provides for the national, regional and local benefits of electricity transmission and renewable electricity generation;* *f) reduces reliance on fossil fuels over time;* *g) addresses adverse effects on natural and physical resources;* *h) recognises the technical and operational constraints of the electricity transmission network and electricity generation activities; and*	This policy relates to the National Policy Statements for Electricity Transmission and Renewable Electricity Generation. The significance for the WDP is that it must provide for electricity transmission and renewable electricity generation activities (including new transmission lines as well as existing). The WDP must also recognises the technical and operational constraints of the electricity transmission network and electricity generation activities.

i) recognises the contribution of existing and future electricity transmission and electricity generation activities to regional and national energy needs and security of supply.	
Objective 3.6 Adapting to climate change *Land use is managed to avoid the potential adverse effects of climate change induced weather variability and sea level rise on:* … *b) the built environment, including infrastructure;* … *f) public access.*	In response to this objective, the infrastructure provisions will have to take into account the other chapters of the Proposed District Plan relating to natural hazards/areas particularly susceptible to climate change and appropriately control the provision of infrastructure in these areas
Objective 3.7 Coastal environment *The coastal environment is managed in an integrated way that:* *a) preserves natural character and protects natural features and landscape values of the coastal environment;* *b) avoids conflicts between uses and values;* *c) recognises the interconnections between marine-based and land-based activities; and* *d) recognises the dynamic, complex and interdependent nature of natural biological and physical processes in the coastal environment.*	As set out in the discussion on the NZCPS, the infrastructure provisions will have to take into account the other chapters of the Proposed District Plan relating to areas of the coastal environment identified with outstanding natural character or as outstanding natural features/landscapes (currently Schedule 3A).
Objective 3.12 Built environment *Development of the built environment (including transport and other infrastructure) and associated land use occurs in an integrated, sustainable and planned manner which enables positive environmental, social, cultural and economic outcomes, including by:* *a) promoting positive indigenous biodiversity outcomes;* *b) preserving and protecting natural character, and protecting outstanding natural features and landscapes from inappropriate subdivision, use, and development;* *c) integrating land use and infrastructure planning, including by ensuring that development of the built environment does not compromise the safe, efficient and effective operation of infrastructure corridors;* *d) integrating land use and water planning, including to ensure that sufficient water is available to support future planned growth;* *e) recognising and protecting the value and long-term benefits of regionally significant infrastructure;* *f) protecting access to identified significant mineral resources;* *g) minimising land use conflicts, including minimising potential for reverse sensitivity;* *h) anticipating and responding to changing land use pressures outside the Waikato region which may impact on the built environment within the region;* *i) providing for the development, operation, maintenance and upgrading of new and existing electricity transmission and renewable electricity generation activities including small and community scale generation;* …	This objective is highly relevant to infrastructure provisions in the WDP. Key messages are: • Integrate infrastructure with land use. • Manage reverse sensitivity with regards to infrastructure corridors • Recognise and protect regionally significant infrastructure • Provide for all electricity transmission and renewable electricity generation activities
Objective 3.22 Natural character *The natural character of the coastal environment, wetlands, and lakes and rivers and their margins are protected from the adverse effects of inappropriate subdivision, use and development.*	As set out in the discussion on the discussion on the NZCPS, the infrastructure provisions will have to take into account the other chapters of the Proposed District Plan relating to areas of the coastal environment identified with outstanding natural character or as outstanding natural features/landscapes (currently Schedule 3A)
Objective 3.23 Public access *Public access to and along the coastal marine area, lakes and rivers is maintained and enhanced.*	Walking and public access within the coastal environment is relevant to this Project in so much as the Proposed District Plan will need to contain provisions relating to footpaths/shared paths
Policy 4.4 Regionally significant industry and primary production *The management of natural and physical resources provides for the continued operation and development of regionally significant industry and primary production activities by:* … *d) co-ordinating infrastructure and service provision at a scale appropriate to the activities likely to be undertaken;* …	The policy recognises the value and long-term benefits of regionally significant industry and primary production (part of the Infrastructure chapter of the Proposed District Plan), and seeks to ensure adverse effects which may affect their continued operation and development, are avoided, remedied or mitigated. In particular it acknowledges the need to service regionally significant industry and primary production with appropriate infrastructure.

4.4.1 Plan provisions *District and regional plans should provide for regionally significant industry and primary production by:* … *e) recognising the need to ensure regionally significant industry is supported by infrastructure networks of appropriate capacity;* …	Policy 4.4.1 outlines specific requirements for district plans in relation to providing for regionally significant industry and primary production, which will need to be addressed. In terms of infrastructure, this means ensuring infrastructure networks have sufficient capacity to service regionally significant industry.
Policy 6.1 Planned and co-ordinated subdivision, use and development *Subdivision, use and development of the built environment, including transport, occurs in a planned and co-ordinated manner which:* *a) has regard to the principles in section 6A;* *b) recognises and addresses potential cumulative effects of subdivision, use and development;* *c) is based on sufficient information to allow assessment of the potential long-term effects of subdivision, use and development; and* *d) has regard to the existing built environment.*	This policy requires development, including transport, to be provided in a planned and co-ordinated manner.
Policy 6.2 Planning for development in the coastal environment *Development of the built environment in the coastal environment occurs in a way that:* *a) ensures sufficient development setbacks to protect coastal natural character, public access, indigenous biodiversity, natural physical processes, amenity and natural hazard mitigation functions of the coast;* … *c) avoids the adverse effects of activities on areas with outstanding natural character, and outstanding natural features and landscapes;* *d) ensures that in areas other than those identified in (c) above, activities are appropriate in relation to the level of natural character or natural feature and landscape;* … *h) ensures adequate water, stormwater and wastewater services will be provided for the development;* … *l) does not compromise the function or operation of existing or planned coastal infrastructure;* … *o) maintains and enhances public access.*	This policy requires development within the coastal environment to have adequate water, stormwater and wastewater services provided. The infrastructure provisions will have to take into account the other chapters of the Proposed District Plan to ensure this can occur whilst not compromising the outcomes for the coastal environment sought elsewhere in the NZCPS and Regional Policy Statement. Clause h) relates to integrating infrastructure with development and ensuring development is serviced for the three waters. Clause l) seeks to protect the function and operation of existing or planned coastal infrastructure.
Policy 6.3 Co-ordinating growth and infrastructure *Management of the built environment ensures:* *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:* *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;* *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;* *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* *d) a co-ordinated and integrated approach across regional and district boundaries and between agencies; and* *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.*	This policy requires infrastructure is managed in a way that it is coordinated with development, and that ensures the efficient and effective functioning of infrastructure (including transport corridors) is maintained.
Policy 6.3.1 Plan provisions *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:* *a) roading patterns and design support the use of public transport;* *b) walking and cycling facilities are integrated with developments;*	These policies place a number of requirements on district plans/territorial authorities in relation to the integration and aligning of land use and infrastructure, which will need to be addressed. This policy is not limited to transport networks, and is relevant to all infrastructure.

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.*	
Policy 6.3.2 Aligning infrastructure and land use planning *Territorial authorities should, in association with Waikato Regional Council, the NZ Transport Agency and other infrastructure providers, ensure infrastructure planning and land use planning initiatives are aligned, and should co-ordinate the provision of appropriate infrastructure and services for new development prior to development occurring.*	
Policy 6.4.2 Sustainability of marae and papakāinga *Territorial authorities should support the sustainable development, restoration or enhancement of marae and papakāinga, including by taking into account the need to address the following when preparing district plans:* *a) infrastructure and utilities requirements;* *b) social services, such as kōhanga, kura and wānanga, urupā and health services;* *c) associated customary activities; and* *d) the relationship of marae and papakāinga to the wider environment, wāhi tapu and sites of significance to Māori, including by management of important view shafts.*	The infrastructure provisions will have to take into account the other chapters of the Proposed District Plan in relation to marae and papakāinga to ensure appropriate infrastructure provisions are included that apply to these areas/zones
Policy 6.5 Energy demand management *Development should minimise transport, energy demand and waste production, encourage beneficial re-use of waste materials, and promote the efficient use of energy.*	This policy recognises that the design and layout of development has an impact on energy demand and use. It is noted that existing Objective 7.4.1 and the associated policies of the Waikato Section largely address this policy.
Policy 6.6 Significant infrastructure and energy resources *Management of the built environment ensures particular regard is given to:* *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 and energy resources, recognising and providing for the particular benefits of renewable electricity generation, electricity transmission, and municipal water supply; and* *c) the locational and technical practicalities associated with renewable electricity generation and the technical and operational requirements of the electricity transmission network.*	The policy recognises the benefits of regionally significant infrastructure, and seeks to ensure the effectiveness and efficiency of these operations is protected. The policy recognises that there are location and technical practicalities.
Policy 6.6.1 Plan provisions *Regional and district plans shall include provisions that give effect to Policy 6.6, and in particular, that management of the built environment:* *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;* *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;* *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;* *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;* *e) provides for renewable energy by having particular regard to:* *i) the increasing requirement for electricity generation from renewable sources such as geothermal, fresh water, wind, solar, biomass and marine, and the need to maintain generation from existing renewable electricity generation activities;* *ii) the need for electricity generation to locate where energy sources exist, and transmission infrastructure to connect these generation sites to the national grid or local distribution network;*	Policy 6.6.1 outlines specific requirements for district plans in relation to providing for regionally significant infrastructure, which will need to be addressed.

iii) the logistical or technical practicalities associated with developing, upgrading, operating or maintaining renewable electricity generation, or electricity transmission activities; *iv) any residual environmental effects of renewable electricity generation activities which cannot be avoided, remedied or mitigated can be offset or compensated to benefit the affected community or the region; and* *v) the benefits of renewable electricity generation activities including maintaining or increasing security of electricity supply.* *f) provides for infrastructure in a manner that:* *i) recognises that infrastructure development can adversely affect people and communities;* *ii) enables the ongoing operation, maintenance, upgrading and development of municipal water supply infrastructure so as to provide for the justified and reasonably foreseeable needs of current and future generations; and* *iii) does not result in land uses that adversely affect the effective and efficient operation of existing and planned regionally significant infrastructure.* *g) considers how existing and planned renewable electricity generation activities and existing and planned urban development will be managed in relation to one another.*	
Policy 6.6.2 Transmission corridor management approach *Waikato Regional Council will work with territorial authorities and energy companies and in consultation with other relevant industry organisations, to develop a transmission corridor management approach which:* *a) recognises the benefits of the national electricity grid;* *b) identifies key transmission corridors in district plans, and:* *i) protects the corridor and electricity transmission network from inappropriate activities (including "sensitive activities", as defined in the National Policy Statement on Electricity Transmission); and* *ii) manages the adverse effects (including reverse sensitivity effects) of subdivision, use and development on the operation, maintenance, upgrading and development of the electricity transmission network.* *c) identifies and addresses potential effects on people and communities and natural and physical resources from new transmission infrastructure;* *d) seeks opportunities for alignment with other infrastructure corridors;* *e) recognises that energy companies may be affected parties with respect to land use change, including subdivision and development; and* *f) seeks to manage the effects of third parties on the safe and efficient operation of the transmission network.*	Policy 6.6.2 refers to a transmission corridor management approach in which key transmission corridors are identified in district plans. The policy requires sensitive activities to be managed in close proximity to the electricity transmission network and protect it from inappropriate activities. This reflects the requirements of the National Policy Statement on Electricity Transmission.
Policy 6.6.4 Regional Land Transport Plan *Waikato Regional Council will ensure the Regional Land Transport Plan includes provisions to support the protection of the function of significant transport corridors including through the development of a regional transport hierarchy which gives a consistent approach to be used by territorial authorities in their district plans.*	Policy 6.6.4 seeks to apply a consistent approach to transport hierarchies within district plans. The NZ Transport Agency have developed the One Network Road Classification framework and this an option that will be considered.
Policy 6.6.5 Measures to avoid adverse effects *Local authorities should ensure that appropriate measures are implemented to avoid adverse effects of development of the built environment on the safe, efficient and effective operation of regionally significant infrastructure. With respect to electricity transmission corridors, development of the built environment should also take into account National Policy Statements, National Environmental Standards and Transmission Corridor Guidelines as relevant to the circumstances.*	The infrastructure provisions will need to ensure appropriate measures and performance standards are in place to avoid adverse effects on the safe, efficient and effective operation of regionally significant infrastructure

6A Development principles - General development principles *New development should:* … *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;* *e) connect well with existing and planned development and infrastructure;* *f) identify water requirements necessary to support development and ensure the availability of the volumes required;* *g) be planned and designed to achieve the efficient use of water;* *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;* … *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* … *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);* *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;* *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;* ..	As with previous policies, development principles 6A(d) and (e) directs that new development does not compromise the provisions of existing and future infrastructure. Under 6A(l), low impact urban design and development is referred to as a potential method for new development to avoid as far as practicable adverse effects on natural hydrological characteristics and processes.
Principles specific to rural-residential development *As well as being subject to the general development principles, new rural-residential development should:* *a) be more strongly controlled where demand is high;* *b) not conflict with foreseeable long-term needs for expansion of existing urban centres;* *c) avoid open landscapes largely free of urban and rural-residential development;* *d) avoid ribbon development and, where practicable, the need for additional access points and upgrades, along significant transport corridors and other arterial routes;* *e) recognise the advantages of reducing fuel consumption by locating near employment centres or near current or likely future public transport routes;* *f) minimise visual effects and effects on rural character such as through locating development within appropriate topography and through landscaping;* *g) be capable of being serviced by onsite water and wastewater services unless services are to be reticulated; and* *h) be recognised as a potential method for protecting sensitive areas such as small water bodies, gully-systems and areas of indigenous biodiversity*	These principles are relevant to the Project in that they provide direction on the servicing of rural-residential development
8.3.10 Effects of subdivision, use and development *Territorial authorities should, in accordance with their statutory responsibilities, manage the effects of subdivision, use and development either by statutory or non-statutory means, including through district plans, development and subdivision guidelines and structure plan by considering the following:* *a) the availability of water, including by encouraging water conservation measures;* *b) avoid, remedy or mitigate the adverse effects of the sealing of known aquifer recharge areas* *c) development and design that minimises the potential for contaminants to enter fresh water bodies and coastal water;* *d) managing flows into stormwater networks including through the adoption of low impact design;* *e) providing for the creation and protection of esplanade reserves and/or strips and riparian habitat, including appropriately egetated riparian margins where this will have a positive effect on a fresh water body and on its ecological, amenity and recreational values;*	Included in these various matters territorial authorities are directed to consider, low impact urban design and development as a means of stormwater management is included

f) the promotion of best practice stormwater management for urban areas, including the need for stormwater catchment plans for greenfield urban development; *g) managing contaminant loadings (including sediment) entering stormwater networks;* *h) minimising stormwater entering wastewater networks; and* *i) addressing adverse effects on the migration of indigenous species.*	
Policy 12.1 Outstanding natural features and landscapes *Identified values and characteristics of outstanding natural features and landscapes (including seascapes) of regional or district significance are protected from adverse effects, including cumulative effects, arising from inappropriate subdivision, use and development.*	As previously outlined in this appendix, any infrastructure proposed nearby (but not within) areas of outstanding natural features and landscapes and any identified areas of natural character may be captured by this policy. In response to this policy, the infrastructure provisions will have to take into account the other chapters of the Proposed District Plan relating to outstanding natural features and landscapes.
Policy 12.2 Preserve natural character *Ensure that activities within the coastal environment, wetlands, and lakes and rivers and their margins are appropriate in relation to the level of natural character and:* *a) where natural character is pristine or outstanding, activities should avoid adverse effects on natural character;* *b) where natural elements/influences are dominant, activities should avoid significant adverse effects and avoid, remedy or mitigate other adverse effects on natural character;* *c) where man-made elements/influences are dominant, it may be appropriate that activities result in further adverse effects on natural character, though opportunities to remedy or mitigate adverse effects should still be considered;* *d) promote the enhancement, restoration, and rehabilitation of the natural character of the coastal environment, wetlands and lakes and rivers and their margins; and* *e) regard is given to the functional necessity of activities being located in or near the coastal environment, wetlands, lakes, or rivers and their margins where no reasonably practicable alternative locations exist.*	
Policy 12.4 Maintain and enhance public access *Public access to and along the coastal marine area, lakes, and rivers will be maintained and enhanced by:* *a) providing direction about where and when additional access should be established;* *b) ensuring that subdivision, use and development do not constrain the ability of the land/water edge to adjust over time in response to natural processes, including the effects of climate change; and* *c) ensuring subdivision, use and development do not result in inappropriate loss of existing public access.*	Walking and public access within these areas are relevant to this Project in so much as the Proposed District Plan will need to contain provisions relating to footpaths/shared paths

Appendix C External Stakeholder Workshop Notes

DISTRICT PLAN REVIEW WORKSHOP

MEETING PURPOSE:	**Issues and Options Workshop for External Stakeholders – Review of the Waikato District Plan Transport and Utility Provisions**
PLACE:	Waikato District Council, Ngaruawahia
MEETING VENUE/ ROOM:	Committee Room 1 and 2
DATE:	11 July 2016
TIME:	13:00 - 15:30
DURATION:	2 ½ hours

PRESENT	
NAME:	**JOB TITLE/ ORGANISATION:**
Donna Tracey	Strategic Planning Analyst (WDC)
Damon Mathfield	Senior Policy Planner (WDC)
Wayne Furlong	Asset Management Team Leader – Roading (WDC)
Jenni Vernon	Team Leader (WDC)
Susan Chibnall	Policy Planner (WDC)
Melanie Hunkin	Planning technician (WDC) (notes)
Andrew Cumberpatch	MWH
Carolyn Wratt	MWH
Tim Broadhead	MWH
Alan Gregory	MWH
Dave McCracken	Surveyor
Rachel Bilbe	Counties Power
Tony Tynan	Blue Wallace
Megan Kettle	NZTA
Mark Bishop	Watercare Services
Surya Pandey	Asset Management Team Leader (WDC)
Wayne Harden	Land Development Engineering Team Leader (WDC)
Jenni Fitzgerald	NZTA
Pete Armstrong	Waipa Networks
Harry Bowkett	BCD
Paula Rolfe	HCC
Graeme McCarrison	Spark
Colin Clune	Vodafone
Alastair Lovell	Auckland Transport
Christina Robertson	Auckland Transport
Nick Evetts	BCD

ITEM:	SUBJECT:	RESPONSIBLE:	TIME:
	Plenary Session – Everyone		
1.	Welcome Apologies	Jenni	1pm
2.	Introductions District Plan Review Team – who, what role	Jenni Andrew ALL	1.10pm
3.	Project overview District Plan Review Context (to this work) Introduction to this work and process. Why are we holding this workshop/what outcomes we are seeking to achieve today?	Damon Andrew	1.25pm
Break Away Session *Break-out into 3 groups (Transport, Lineal/Other Utility and Developers/Surveyors*			
4.	Discuss and make notes as a group on the following: a. What is working well with the current District Plan? b. What isn't working so well / what could be improved? c. Principles to guide the development of the Transport and Utility provisions, including outcomes to be sought? Refer to notes in Appendix 3	Groups	1.35 (15 mins at each station)
	Afternoon tea	All	
Plenary Session - Everyone			
5.	Report back from each of the stations	Group nominee	2.20
6.	Summarising any common themes	Andrew	2.40
Tim	Key issues: • Keeping technical details outside of the plan. • Language – issues with the way wording is too specific – doesn't match – e.g. roading hierarchy. • Vehicle generation – issues with the fixed number per activity. • Size and complication of the document came up many times. Possible ideas – to condense to rules. Relegate other info to appendices. • Isn't a bad plan, but an alternative see as good is an activity based plan.		

	• Requests for one chapter for all utilities. • Roading would be a utility. • Complaint around upgrading – a new consent would have to be applied for upgrading.		
Alan	What works well: Main themes: • Current plan is intuitive and reasonably well cross-referenced. Once you know it is good to work around. • Problem not with the document but the people who use it. • Talk with council first. • Roading – permitted activities within roading corridor. Roading takes on rules of adjacent zone which has consequences. • Franklin has single utilities chapter, which is seen as good. Wish list: • One stop shop for rules. • Single development manual ethos. • Early consultation on rezoning – reverse sensitivity. • Standardising of utility layouts of roading corridor – could it be brought together as a standard – would be useful – would know what to expect. • Streamlining of processes – can one consent trigger another? Would stop people having problems. Is there a way of minimising the amount of churn with a lot of consenting – commissioning of consultants to do reports, traffic, geotech etc. You have reports on reports, peer reviewing, and continuing roundabout argument.		
Carolyn	Focus on the outcomes. • Recognising the form and function of the roads.		

	• Need for accommodating multimodal transport. • Need for structure plans for connectivity of roading • Road classification hierarchy. • Technological changes. Vehicles are changing – how do we accommodate that? • Network utilities – how do we future proof for that. • Infrastructure lead in time is 10 years. • Don't start building until you have a plan to service it and pay for it. • Consistent cross-boundary rules. • Recognising the road corridor is a service corridor. Local authorities / private owners. • Try not to be overly prescriptive. • Form of function of roads will be different in 10 years' time. • Do network utilities determine urban form or vice versa. • Importance of strategic planning. • Different levels of expectation of infrastructure. Context and zones. • Local effects with wider community good/benefit. • Need to link anticipated land uses, e.g. permitted activities and their infrastructure requirements. • Enable maintenance, operation, upgrades.		
Andrew	• There is a lot of commonality. • How people would like the district plan to be laid out. • Technical details outside of DP. • Common language – consistent across boundary. • E\Vehicle generation – fixed as activity trigger. • Trim back plan – more in appendices? • Stand along chapter for transport and utilities.		

	• Provision for upgrading – specific details. • Plan is intuitive – good once you understand it. • Utilities in road reserve – keep as it is. • Stand along chapter – one stop shop. • Standardise utility layout within the road reserve. • Minimise amount of reporting needed.		
	Outcomes – themes Protect form to function of road. Road classification. Technological change – vehicles, utilities Need for integration of servicing Cross-boundary consistency What does 'minimal' mean? Don't be very prescriptive on dimensions etc. Utilities determine urban form? What does WDC want to look like? Expectations of service Balancing community effects Anticipate land use		
Barry	Rain tanks – need to come across a boundary for a 10 year event. Is putting stormwater too close to houses. ITS – risk of delegating to a technical standard in a DP. There are errors in the DP with road specs. Figure 5 – local intersection needs work.		
Andrew	We will type up notes and send them to the participants.		
Carolyn	MWH would like any feedback please. There will be a further workshop. Probably mid-October.		
Damon	Outline of what MWH will be doing.		
Tony	Would be nice to reduce the words in the plan by 10%. We don't want flowery – we want to know what the rules are.		
10.	Closing statements / next steps	Andrew Damon	3.40

APPENDIX 1 - AGENDA

ITEM:	SUBJECT:	RESPONSIBLE:	TIME:
Plenary Session – Everyone			
1.	Welcome Apologies	Jenni	1pm
2.	Introductions District Plan Review Team – who, what role	Jenni Andrew ALL	1.10pm
3.	Project overview District Plan Review Context (to this work) Introduction to this work and process. Why are we holding this workshop/what outcomes we are seeking to achieve today	Damon Andrew	1.25pm
Break Away Session *Break-out into 3 groups (Transport, Lineal/Other Utility and Developers/Surveyors.*			
4.	Discuss and make notes as a group on the following: a. What is working well with the current District Plan?	Groups	1.35 (15 mins at each station)
Plenary Session - Everyone			
5.	Report back from each of the stations	Group nominee	2.20
6.	Summarising any common themes	Andrew	2.40
7.	Afternoon tea	All	2.50
Break Away Session *Break-out into 3 groups (Transport, Lineal/Other Utility and Developers/Surveyors)*			15:00
8.	Group discussion on common themes and any other comments	Groups	3.05
Plenary Session - Everyone			
9.	Discussion and review of feedback already received – confirmation if comments still valid	Andrew	3.20
10.	Closing statements / next steps	Andrew Damon	3.40

APPENDIX 2 – MATTERS IDENTIFIED AS MOST IMPORTANT

- Try not be overly prescriptive on utility dimensions as there are industry standards[1]
- Early consultation in re-zoning, particularly in rural areas[2]
- Have a stand-alone chapter for transport and utilities[3]
- District Plan needs to anticipate future land uses[4]
- Standardise the utility layouts within road corridors[5]
- Increase permitted limits from current 110kV for electricity lines[6]
- Remove the exclusion of lightning rods as part of the height requirements[7]
- Increase permitted limits for telecommunication mast heights[8]
- Alignment with HCC Plan rules, particularly at boundary[9]

[1] Counties Power
[2] Counties Power
[3] Vodafone and Spark
[4] NZ Transport Agency
[5] Counties Power
[6] Counties Power
[7] Vodafone and Spark
[8] Vodafone and Spark
[9] HCC

APPENDIX 3 – TRANSCRIPT OF NOTES RECORDED ON SHEETS

What works?

- Collaboration/help from council staff is good
- Current plan is intuitive generally
- Roading permitted activities – especially over ground utilities in corridor
- Franklin has single utility chapter

Wish list

- One stop shop for rules etc. for utilities cross-referenced to zones
- Can there be a streamlining of consents so ne triggers another without the need for separate application processes?
- Cross-boundary alignment and consistency
- Can we minimise costs to rate/tax payer in terms of commissioning and review of consultant reports?
- Collaborative consenting with other authorities?
- What about a 'development manual' which gets you through the process and requirements and refers to roles and standards?
- Early consultation on re-zoning especially in rural areas
- Standardised utility layouts in roading corridor – also standardising berm width even if carriageway is reduced
- 110kV → rule limits 109kV

Roading

- Would like better alignment, particularly cross-boundary
- Consistency with national infrastructure policy
- Current format is intuitive and useful
- Good cross-referencing wherever it is written
- On-line plan is good

How can we minimise cost to ratepayers in terms of commissioning reports etc.?

- Consistency – single source – joint processes?
- Is there a better way?
- Collaborative consenting with regional council
- Cycle parking provisions is progressive
- Rules for development near rail level crossings?
- Council have policy for protection of legal unformed road/right of way zoned as road (protection for future growth)

- Are electric vehicle charging stations a permitted activity? Especially if they remove other car parks.
- Not on arterial roads.
- Numbers of transformers in road reserve - can they be limited or off corridor as it will limit future risk in road - important
- Can we agree standard layout and separation width for all subdivisions so it doesn't need individual attention or prevention of future upgrades?
- Is there a subdivision / development code that covers this? Statutory / non-statutory.
- Streamline provisions to fit in with other statutory processes / Acts etc.
- If land is being re-zoned consult with utilities esp. rural with overheads

Surveyors / Developers

- Plan should engender collaborative approach.
- Council staff knowledge and decision-making ability is the best thing.
- Appropriate level of advice and working through issues to achieve outcomes.
- Defects liability bond in ITS by agreement and not mandatory?? Big cost implications.
- Need to standardise where pipes go.
- Easements for overland flow paths.
- Consolidation of consents between land use, earthworks etc. Building / subdivision etc.
- Streamline process will cut costs and time.
- Plan should be a development framework to tell you how to do it.
- Keep technicalities out of consents if they are already in established conditions or standards – departures are documented.

What isn't working so well?

- Settlement growth patterns.
- Size and complication of documents
    - Need to condense into key points / rules
    - Logical flow missing
    - This plan is good, don't get **more** complicated
    - Western Bay of Plenty district council's plan – activity-based plan
    - Interpretation can be very different, depending on the planner

- All prohibited should be removed
    - Non-complying should be top
    - Should be able to put a case forward
- No. CP/house – reversing should be allowed
- Entranceway setbacks currently a no. Should be effects-based.
- Land use combined with BC/subdivision.
- One chapter to cover all issues for utilities
    - Include transport corridor
- WRC plan vs WDC – Dairy removal
    - Strategic vision for district not clear.

- Lightning rods not excluded – remove (VF and Spark)
- All masts currently outside rules above 13m – X-sec dim. (VF and Spark)
- Height rural 25m for masts – currently 20m
    - Canterbury 40m
- Upgrading provision gets bogged down for Telco masts
    - Dimensions should only be strict if a change can be noticed
    - Split Telco and electricity (fibre)
- Look at commonalities with different providers – infra.
- ACC 'style guide'
- Scheduled trees and trenchless tech) "Permitted"
- And natural hazards) please

Outcomes – Main themes

- Recognising and protecting form and function of roads.
- Need for accommodating multi-modal transport.
- Structure plans ensuring connectedness of roading network. Need to ID them upfront.
- Road classification / hierarchy reflecting form and function.
- Technological changes
    - Vehicles
    - Network utilities
    - Lead in time 10+ years
    - Telco's changing 5 years (enable it).
- Fundamental need for integration of servicing with development. Don't start building until you've got a plan to service it and pay for the servicing. Don't let development dictate.
- Consistency across boundary where possible.
    - Developers
    - Linear infrastructure
- Use of 'minimal' – what does this mean?
- Recognise the road corridor as a service corridor.
    - Ease of dealing with local authorities vs individual landowners.
- Try not to be overly prescriptive on network utility dimensions – industry standards (CP).
- Future proofing – form and function of roads will be different in 10 years.
- Does utility determine urban form or vice versa?
- Importance of strategic planning.
    - More efficient provision if you service something comprehensively and planned rather than reactive.
- What does Waikato district want to look like and how do network utility providers service this?
- Recognise the different environments and therefore different levels / expectations of infrastructure.
    - Context and zones critical.
- Balancing local effects with wider community good / benefit.
- Need to link anticipated land uses (e.g. permitted activities) and their infrastructure requirements.
- Enable maintenance, operation, upgrades.

1. Fine in town, in rural infrastructure won't be there but infrastructure is not required to the same level.
   Needs to differentiate between rural and urban.

   Dangerous to say.

   Establish issues upfront.

Rules might not give the right.

Context and zone is critical – infrastructure must be appropriate and considered as part of development proposal.

Concerned that a high level of service infrastructure is not always appropriate.

Consideration of effects of proposal key.

Rules address worst-case scenario but may stifle great ideas.

Collaboration needed between councils and developers.

3. Balancing micro and macro – not in my backyard vs wider community good.

   Paper roads are an issue with subdivision.

   'Minimise' not 'minimal'.

   Avoiding words that give balancing local issues with wider.

   Definition of environment – so many components.

   Need to link land use and its need for infrastructure, e.g. kiwifruit and frost protection and impact on water supply.

   Don't want to curtail appropriate development.

   Permitted activity needs to recognise infrastructure requirements.

   Tech review accompanies application, peer review, then council review, then another tech review.

   Inconsistency between RM and Building Act requirements, e.g. stormwater 10 year return flooding vs rain tanks.

   - Crossfalls
   - Austroads

- Need for structure plans to identify indicative roads to ensure network is connected.
- Recognise all roads to be designed for all modes of transport → appropriate design
  - Problem with 1 footpath.
- Multi-modal and connected.
- Design – practical design for fire fighter, refuse, buses.
- Must be linkages with roads.
- Best practice shown by other developments. PAUP subdivision chapter from Alistair (27 July)
- Setbacks for zones related to road function
  → setbacks for amenity

→ one size won't fit all

→ function of road.

- Road classification needed, e.g. SH1 through towns versus outside.
- Think to the future and growth.
- Might be different type of vehicles but same volume due to growth.
- Will need to travel by car for major service centre – reality of Waikato district.
- Rural western hills will always need to be serviced by car
- 1 & 2 important – infrastructure must lead or accompany development.
- Don't start building until you've got a plan for servicing it, and you can pay for it.
- Don't let development dictate and precede infrastructure.
- Arterial road controls
    - LAR
    - Protecting the function
- Expressways change behaviour.
    - Induced traffic
    - Hamilton more accessible.

- Cross boundary consistency for developers.

15. Needs to include function not just capacity.

9. Why differentiate between high water table flooding? Not really applicable to roads. Meaningless part.

- Outcomes may be too detailed.

20. and 23. Minimal – what does that mean?
- Relevance of this word.

24. Future roads – is it the future function or form? What about existing?

9. Doesn't apply to roads. Too specific.

- Need for strategic framework.
- Provision of water changed since 2004.

- What does adequate parking mean?
- Needs to be flexible carparking.
- Connection link between PT and car usage / parking.

6. Add Auckland – key growth nodes. Why not all?

24. Important future road network.
    If you don't get them ID'd now.
    Is it developer led, secure designation then purchase?
    Strategic growth important.
    Structure plans.
    Subdivision rules promoting connected street networks, roading hierarchy.

15. Needs reconsidering.
    What is strategic direction and objectives?
    Doesn't recognise technological changes, different modes of transport, different cars.
    Changes we can't predict, e.g. emphasis on water quality, reduction in dairy – what are implications?
    What are consequences of new expressway → design changes e.g. bridle paths.
    Different opportunities of multi-modal not just cars.

16. Future roads form and function may be different in the future

7. Stormwater – are we looking at piping and payment, low impact? Treatment at source?

5. Security of supply – becomes vulnerable where there is one line in.
    Does utility determine urban form or vice versa?
    Consultation upfront with network utility providers not happening in advance of rezoning.
    Strategic planning needed.
    More efficient provision so you service something comprehensively and planned, not reactive, e.g. SHs.
    Hamilton City NPS 5 fastest growth.
    Urban demand in Waikato DC pressures from Auckland and Hamilton → Tuakau, Pokeno, TK.

- What does Waikato want to look like and how do network utility providers service this?
- Cabbages vs houses.

Utilities will support enabling utilities.

- Assisting delivery of services.
- Too much emphasis on adverse effects.
- Lead in times are 10 years +.
- Telco's changing technology 5 years.
- Ability to roll out technology fast.

- Recognise roads as service corridors – individual 10+ years vs local authorities.
- Activity vs zoning.
- Not appropriate to have poles within 5m, emphasis needs to be within road corridor not private land owners.
- Co-ordination / consistency / standardise between Hamilton and Auckland x-boundary. ESP linear and across regional jurisdiction.

3. Doesn't recognise that N/U build what they need.
   No need or desire to overbuild.
   Control by other legislation, don't duplicate.
   Reporting / mon.

- Don't be prescriptive about dimensions – limited industry standards.

Appendix D Internal Stakeholder Workshop Notes

DISTRICT PLAN REVIEW MEETING

MEETING PURPOSE:	**Issues and Options Workshop – Review of Transport and Utility Provisions – Internal Stakeholders**
PLACE:	Waikato District Council, Ngaruawahia
MEETING VENUE/ ROOM:	Council Chambers
DATE:	14 July 2016
TIME:	9am - 12
DURATION:	3 hours

AGENDA

ITEM:	SUBJECT:	RESPONSIBLE:	TIME:
	Plenary Session – Everyone		
1.	Welcome Apologies	Damon	
2.	Introductions District Plan Review Team – who, what role	Damon	
3.	Project overview Disrict Plan Review Context (to this work) Introduction to this work and process. Why are we holding this workshop/what outcomes we are seeking to achieve today?	Andrew	1.25pm
Break Away Session *Three groups – approx.. 20mins – what is working well, what is not working so well, desired outcomes*			
4.	Discuss and make notes as a group on the following: a. What is working well with the current District Plan? b. What is not working well c. Desired outcomes	Groups	
	Morning tea	All	
Plenary Session - Everyone			
5.	Report back from each of the stations	Group nominee	2.20
6.	Summarising any common themes	Andrew	2.40

PRESENT	
NAME:	**JOB TITLE/ ORGANISATION:**
Donna Tracey	Robert Marshall
Damon Mathfield	Martin Mould
Kelly Nicholson	Margaret Glassey
David Totman	Surya Pandey
Susan Chibnall	Stephen Howard
Melanie Hunkin (notes)	Mike Kulpa WDC
Andrew Cumberpatch MWH	Bevan Mullions (Green Mullions Ltd)
Karen Bell MWH	Audrey Bujang
Ana Maria d'Aubert	Will Gauntlett
Wayne Harden	Betty Connolly

ITEM:	SUBJECT:	RESPONSIBLE:
1.	Welcome Apologies	Damon
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Break Away Session *Three groups – approx. 20mins – what is working well, what is not working so well, desired outcomes*		
4.	Discuss and make notes as a group on the following: d. What is working well with the current District Plan? e. What is not working well f. Desired outcomes	Groups
	Morning tea	All
Plenary Session - Everyone		
5.	**Report back from each of the stations** **What is working well? Donna** Most people can't remember what is working well. Most people prefer the WS. Waikato Section clear and easy to use Like rules by zone. General preference to have rules by zone. Utilities and infrastructure – Appendix A and B are working well. Structure of the plan – tables of activity, what is permitted etc. is good. WS – limited cross-referencing is good. FS – some policies and objective work well as they are less wordy. Low impact design in WS is good – could it be extended to the whole plan? WS - parking table structure is good. **What isn't working well? Karen** Differentiation between regular users and those who don't use it. E.g. car parking appendix. App A & B provisions confusing – ITS vs planning provisions. Do they need to be split or combined in a different way.	

	Issues around on-site parking – questions around one car park per bedroom Earthworks – grey areas. Relationship with Hauraki Gulf marine park document. Flood levels for habitable rooms. Parks – not all parks have reserve management plans. Plus other more specific things. Stephen - DP review will incorporate a review of activity statuses? Andrew – trade off / balance of how much we should leave in the plan. Will be tricky. Kelly - RITS is a more technical document. **Relevance of current plan – Andrew** Plan not delivering as it should. Structure plans. Low impact design – need uniformity. Info around Tamahere – rules tighter than in the rest of the plan. App A & B – minute details should be kept in ITS. Provision, use of infrastructure – need to allow for changing technology. Onsite stormwater and waste water disposal. Outcomes – how are we measuring them? How do we know that we are achieving the plan? Council has obligation to measure the efficiency and efficacy of the plan. Roadworks – competing needs – safety, LOS, stormwater, design, width.	
6.	Summarising any common themes **Feedback from meeting on Monday with external stakeholders** Betty – it could be that external plan users don't understand 'what the plan is all about' – sometimes don't understand the context. Kelly – suggestion – could put lineal network provisions in the appendices. If it looks like there will be a costly fight, we could start looking at this now. Look at what the implications would be.	Andrew

	Betty – all very well to compare with Auckland, but we have a completely different environment, a different scale. Betty – we shouldn't be scared to incorporate what we want – we should stand up for what we think is right for the district. There will be appeals anyway. Andrew – some issues mentioned at earlier meetings were repeated during the external stakeholder meeting, therefore we know that these are important to them. Andrew – will probably hold another forum like this in about October 2016. Damon – taking to council on 23 August. Surya suggested that we xxxxxx stormwater (check with Damon). More work with BECA on design guides.	

Appendix E Councillor Workshop Presentation and Infrastructure Provisions Table

Infrastructure

Topic – Infrastructure Desired State

Infrastructure is designed, developed, maintained, managed and utilised in a way that support a safe, connected, accessible, sustainable, resilient and integrated built environment and enhances community wellbeing and amenity values.

Issue – Development and operation of infrastructure

The development and operation of infrastructure has the potential to positively or negatively impact on our ability to sustainably manage natural and physical resources and to provide for community wellbeing.

Desired State Development of the built environment is focused in and around settlement nodes in an integrated manner.

Existing Objective/s	**Matters addressed under existing policies** *[Summarise policies for context only]*	**Relevant Part 2 RMA Matters** *[Highlight relevant Part 2 Matters and confirm Council has jurisdiction to address relevant Part 2 matters under Section 31]*	**Relevant WRPS**	**Section 32(1)(a) Evaluation Report** *[The evaluation of the objective/s must examine the extent to which the objective/s of the proposal are the most appropriate way to achieve the purpose of this Act]*	**New Objective if required**
Waikato Section 6.4.1 Network utilities are provided in a manner that does not compromise qualities and characteristics of surrounding environments. **Franklin Section** **15.1.1.1 Objective** To recognise the importance to the economic and social well-being of the district and the essential nature of network and other utilities and other essential services and to provide for their development, operation and maintenance. **15.1.1.2 Objective** To ensure that network and other utilities and other essential services are provided in a manner that: • does not adversely affect the health and safety of the people of the district; • avoids, remedies or mitigates any adverse	**Waikato Section** 6.4.2 Utilities should be designed and located to avoid, remedy or mitigate any adverse effects from their structures on the environment, community health and amenity. 6.4.3 Compatible utilities should, where technically and practicably feasible, share locations or facilities where advantages are achieved in terms of visual, landscape or other positive effects. 6.4.4 Utilities should be placed underground unless: 1. the adverse effects on the environment are greater than placing the utility above ground, or 2. a natural or physical feature or structure renders underground placement impractical or undesirable, or 3. the utility must be placed above ground for	**Section 5** …managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety **6 Matters of national importance** In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance: (a) the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development: (b) the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:	**Objectives** **3.2 Resource use and development** Recognise and provide for the role of sustainable resource use and development and its benefits in enabling people and communities to provide for their economic, social and cultural wellbeing, including by maintaining and where appropriate enhancing: a) access to natural and physical resources to provide for **regionally significant industry** and **primary production** activities that support such industry; c) the availability of energy resources for electricity generation and for **electricity generation activities** to locate where the energy resource exists; e) the availability of water for municipal and domestic supply to people and communities. **Policy** **6.3 Co-ordinating growth and infrastructure** Management of the built environment ensures: 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: 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	Objectives are a statement of what the plan is trying to achieve in order to address the specific issue. They are also referred to in consent assessments under s104D so also need to be thinking about the adverse environmental effects relating to the issue. S32 encourages a holistic approach to assessing objectives, rather than looking at each objective individually. This recognises that the objectives may work inter-dependently to achieve the purpose of Act. In most cases, objectives will be evaluated qualitatively against criteria as a separate process from assessing provisions, and then subsequently re-evaluated after the provisions. **Most appropriate is assessed on:** • Relevance • Achievability [feasibility] • Reasonableness [acceptability] • Legacy issues **Relevance assesses:** • How it achieves the purpose of the Act (includes ss5, 6 and 7) The objective achieves the purpose of the Act as it addresses the effects of network utilities on the environment. Namely, the management, and use, enabling people and communities to provide for their social, economic wellbeing, inclusive of s5, s6 and s7. • Consider how the objective addresses the resource management issue The objective and subsequent policies aim to manage network utilities in a way so the surrounding environment is not compromised.	Infrastructure is provided in a manner that does not compromise the qualities and characteristics of surrounding environments and community wellbeing and health and safety. - 'Infrastructure' added to acknowledge this is utilities as well as transport/roads - Community wellbeing and health and safety is added to align with revised issue (directed from WRPS) and address RMA Part 2 matters

effects on the natural and physical resources; • is sensitive to the amenity values of the district, and relevant cultural or spiritual values; • is efficient. What does the "utility" in this objective encompass here? Does this include……Water, Stormwater, waste water, roads? ***Definition*** ***Network utility*** Means activities undertaken by a network utility operator, being: 1. distribution or transmission by pipeline of gas, petroleum or geothermal energy 2. telecommunication as defined in section 5 of the Telecommunications Act 2001 3. radiocommunication as defined in section 2(1) of the Radiocommunications Act 1989 4. transformation, transmission or distribution of electricity 5. distribution of water for supply including irrigation 6. drainage or sewerage reticulation 7. construction and operation of roads and railways 8. operation of an airport or an approach control service 9. construction and operation of lighthouses,	practical, operational or technical reasons. 6.4.5 Land close to electricity transmission lines should remain open space. 6.4.6 Raglan Harbour (Whaingaroa) navigational beacons and associated view shafts must not be obscured. 6.4.7 New use or development should not compromise the potential for, or use and operation of, utilities. 6.4.8 Utilities in developments near the Hamilton city boundary should be compatible with and capable of connection to those same utilities in Hamilton city. 6.4.9 Network utilities should make a positive contribution to community wellbeing including by being of a quality and standard appropriate to meet the needs of the community. 6.4.9A Positive effects of network utilities, including the national grid transmission network, should be recognised and provided for, whilst managing the adverse effects of the network. **Franklin Section**	(f) the protection of historic heritage from inappropriate subdivision, use, and development: **7 Other matters** In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to— (a) kaitiakitanga: (aa) the ethic of stewardship: (b) the efficient use and development of natural and physical resources: (ba) the efficiency of the end use of energy: (c) the maintenance and enhancement of amenity values: (d) intrinsic values of ecosystems: (f) maintenance and enhancement of the quality of the environment: (g) any finite characteristics of natural and physical resources: (h) the protection of the habitat of trout and salmon: (i) the effects of climate change: (j) the benefits to be derived from the use and development of renewable energy.	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 d) a co-ordinated and integrated approach across regional and district boundaries and between agencies; and **6.14 Adopting Future Proof land use pattern** Within the Future Proof area: 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); c) new industrial development should predominantly be located in the strategic industrial nodes in Table 6-2 (section 6D) and in accordance with the indicative timings in that table except where alternative land release and timing is demonstrated to meet the criteria in Method 6.14.3; d) other industrial development should only occur within the Urban Limits indicated on Map 6.2 (section 6C), unless there is a need for the industry to locate in the rural area in close proximity to the primary product source. Industrial development in urban areas other than the strategic industrial nodes in Table 6-2 (section 6D) shall be provided for as appropriate in district plans; e) new industrial development outside the strategic industrial nodes or outside the allocation limits set out in Table 6-2 shall not be of a scale or location where the development undermines the role of any strategic industrial node as set out in Table 6-2; f) new industrial development outside the strategic industrial nodes must avoid, remedy or mitigate adverse effects on the arterial function of the road network, and on other infrastructure; g) where alternative industrial and residential land release patterns are promoted through district plan and structure plan processes, justification shall be provided to demonstrate consistency	• Assists Council to carry out its functions under s31, or that Council has the function and powers to achieve the outcome sought by the objective/s Pursuant to Section 31 of the RMA, Waikato District Council has the regulatory functions and powers to achieve the recommended objectives by controlling any actual or potential effects of the use, development, or protection of land • Within scope of higher order documents The objective gives effect to the WRPS objectives 3.2 and 6.14 and associated policies as these seek to manage resource use and development so that the timing, efficiency, safety of infrastructure is managed enabling people and communities to provide for their economic, social and cultural wellbeing. Policy 6.3 is specific in that the management of infrastructure to be efficient, effective and well maintained. **Achievability assesses:** • Realistically able to be achieved within Council's powers, skills and resources Section 31 gives council the mandate to establish, implement, objectives, polices and method to manage the effects of use, development or protection of land. The consenting process can impose conditions on land use and designations that ensure Network utilities are provided in a manner that does not compromise qualities and characteristics of surrounding environments. • Direction from legislation or higher order documents WRPS objectives 3.2 and policies 6.14, 6. seek to manage resource use and development so that the timing, efficiency, location and safety of infrastructure is managed enabling people and communities to provide for their economic, social and cultural wellbeing. **Reasonableness assesses:** • whether costs of achieving the objective is unjustifiably high on all or parts of the community Cost achieving the objective will fall to the developer ie the network provider, subdivider. Cost of a utility such as wastewater Development/financial contributions?? Ongoing maintenance will to fall to council. LTP provisions……. Infrastructure and services are costly to provide, and the cost of their continued maintenance and renewal is often borne by the wider community. Development patterns that promote the efficient use of new and existing infrastructure and services can contribute significantly to the health and wellbeing of communities and safeguard the environment. Inappropriate subdivision, use and development of land can adversely affect the efficient provision and use of existing and planned infrastructure and services due to unanticipated demands arising and reverse sensitivity issues. Costs can be minimised, and better performance of infrastructure and services achieved, where infrastructure provision is timely in relation to demand, and optimally	

navigation aids and beacons, meteorological facilities and ancillary structures 10. stopbanks and erosion protection works.	1. Network and other utilities and essential services will be controlled according to the potential effects of the activity. 2.The continuing operation of significant infrastructure such as network and other utilities shall be protected from adverse effects from other inappropriate activity. 3.Where technically practicable and financially realistic taking into account the environmental cost of above-ground placement, utilities shall be placed underground, unless there are cultural, landscape or conservation objectives and policies that would be compromised thereby. 4.All agencies shall be encouraged or required, as circumstances permit, to co-site utility equipment and infrastructure where this is technically feasible and practical.	**Supported by Council functions under Section 31 to –** 1) Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district: (a) the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district: (b) the control of any actual or potential effects of the use, development, or protection of land…	with the principles of the Future Proof land use pattern; and	sized and located. This may mean staging of infrastructure provision relative to the growth in demand is necessary. Costs and inefficiencies can increase significantly where development patterns are dispersed. For example, unplanned development which increases vehicle traffic may reduce roading efficiency and road safety, compromise rail operations and result in unplanned roading upgrades becoming necessary. • if consistent with identified iwi/Maori and community outcomes Waikato Tainui EMP identifies the adverse impacts that past infrastructure development have caused on the environment and sites of significance to Maori and also outlines that infrastructure development often neglects to consider the principles of sustainability and does not approach the management of water systems in a holistic manner. Objectives and policies seek to address these issues The Maniapoto EMP provides an objective and policy framework in relation to avoiding, remedying or mitigating the adverse effects of infrastructure from an iwi perspective • How the objective/s add value Ensures the ongoing operation of utilities in a manner that does not compromise the surrounding environment while providing for the health and wellbeing of communities. **Legacy Issues assesses:** • How the issue has been managed through the existing planning documents – Franklin and Waikato Section The Waikato section manages the objective through Appendix B – Engineering Standards which contains a set of objectives and policies for wastewater disposal, water supply systems, trade waste disposal, stormwater management and disposal, earthworks, road standards, other utilities such as network utilities, system development and construction monitoring. Technical specifications for these matters are contained in the Waikato District Council Supplement to the ITS. These specifications may also need to be reviewed in conjunction with the policy framework in Appendix B as well as relevant provisions throughout the DP. The Franklin Section provides a regulatory framework for infrastructure through growth management; integration of land transport and land use planning; identifying the risk to infrastructure from natural hazards; providing the ability to collect financial contributions towards the cost of public infrastructure and provides technical specifications for the construction and development of infrastructure. • Why changes should or shouldn't be made	
Number **Objective**	•				
Number **Objective**	•				

DRAFT

Issue -

Provision of Utilities Avoids Adverse Effects

Land uses and land use intensification, including subdivision, can have adverse effects on the environment if wastewater and stormwater disposal, water supply, energy supply and telecommunications are not adequately provided for or managed.

Existing Objective/s	Matters addressed under existing policies *[Summarise policies for context only]*	Relevant Part 2 RMA Matters *[Highlight relevant Part 2 Matters and confirm Council has jurisdiction to address relevant Part 2 matters under Section 31]*	Relevant WRPS *]*	Section 32(1)(a) Evaluation Report *[The evaluation of the objective/s must examine the extent to which the objective/s of the proposal are the most appropriate way to achieve the purpose of this Act]*	New Objective if required
Waikato Section **6.6.1** Adverse effects of use and development are avoided by provision of wastewater and stormwater disposal, supply of water, energy and telecommunications. **Provision for Wi-Fi?** **Franklin Section** **Doesn't appear to be specifically addressed**	**Waikato Section** Where land is subdivided or its use intensified, then adequate water supply, wastewater treatment, and land and stormwater drainage must be provided to each allotment, by connection to available reticulated services, or by on-site facilities where reticulated services are not available Every allotment in a subdivision should be connected to reticulated services for telecommunications and electricity supply where these are reasonably available. The density and type of development should not exceed the capacity of the area to absorb the adverse effects of the development on amenity, water quality, stormwater runoff, ecological values, health or safety.	**Section 5** …managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety **Section 7 Other Matters** In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to; (ba) the efficiency of the end use of energy: (c) the maintenance and enhancement of amenity values: **Supported by Council functions under Section 31 to –** (1) Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district: (a) the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural	**RPS Objectives** **3.12 Built environment** Development of the **built environment** (including transport and other infrastructure) and associated land use occurs in an integrated, sustainable and planned manner which enables positive environmental, social, cultural and economic outcomes, including by: a) promoting positive indigenous biodiversity outcomes; c) integrating land use and infrastructure planning, including by ensuring that development of the built environment does not compromise the safe, efficient and effective operation of infrastructure corridors; d) integrating land use and water planning, including to ensure that sufficient water is available to support future planned growth; g) minimising land use conflicts, including minimising potential for reverse sensitivity; h) anticipating and responding to changing land use pressures outside the Waikato region which may impact on the built environment within the region; i) providing for the development, operation, maintenance and upgrading of new and existing electricity transmission and renewable electricity generation activities including small and community scale generation; **3.2 Resource use and development** Recognise and provide for the role of sustainable resource use and development and its benefits in enabling people and communities to provide for their economic, social and cultural wellbeing, including by maintaining and where appropriate enhancing:	Objectives are a statement of what the plan is trying to achieve in order to address the specific issue. They are also referred to in consent assessments under s104D so also need to be thinking about the adverse environmental effects relating to the issue. S32 encourages a holistic approach to assessing objectives, rather than looking at each objective individually. This recognises that the objectives may work inter-dependently to achieve the purpose of Act. In most cases, objectives will be evaluated qualitatively against criteria as a separate process from assessing provisions, and then subsequently re-evaluated after the provisions. **Most appropriate is assessed on:** • Relevance • Achievability [feasibility] • Reasonableness [acceptability] • Legacy issues **Relevance assesses:** • How it achieves the purpose of the Act (includes ss5, 6 and 7) Part 2, section 5 of the RMA seeks to sustainably manage the use, development, and protection of natural and physical resources which enables people and community to provide for their social, economic wellbeing. The objective and addresses the necessity for appropriate infrastructure to be available at time of development so as to avoid any potential adverse effects. • Consider how the objective addresses the resource management issue The provision of wastewater and stormwater disposal, supply of water, energy and telecommunications will help manage any potential adverse effects. Utilities are physical resources that are necessary for the social and economic wellbeing of people and communities.	Land use and development is supported by the appropriate provision of infrastructure. - The integration of development with infrastructure is a key objective and policy matter in the Waikato RPS and we recommend that it is explicitly addressed in the Waikato Proposed District Plan. - The current objective suggests that so long as appropriate infrastructure is provided, all adverse effects of use and developments can be managed. This is not the case and there are a range of adverse effects of use and development that have no relationship to infrastructure. Not all adverse effects of use and development will be avoided by the provision of infrastructure. - Use of general term infrastructure removes need to specifically list these individually (and shortens the overall length).

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		and physical resources of the district: (b) the control of any actual or potential effects of the use, development, or protection of land…	c) the availability of energy resources for electricity generation and for **electricity generation activities** to locate where the energy resource exists; e) the availability of water for municipal and domestic supply to people and communities. **Policies** **6.1 Planned and co-ordinated subdivision, use and development** Subdivision, use and development of the **built environment**, including transport, occurs in a planned and co-ordinated manner which: a) has regard to the principles in section 6A; b) recognises and addresses potential cumulative effects of subdivision, use and development; c) is based on sufficient information to allow assessment of the potential long-term effects of subdivision, use and development; and d) has regard to the existing built environment. **6.3 Co-ordinating growth and infrastructure** Management of the built environment including: • the nature, timing and sequencing of new development is coordinated with the development, funding, implementation and operation of transport and other infrastructure; [1A.2] • the spatial pattern of land use development; • the efficient and effective functioning and maintenance and upgrades of infrastructure, including transport corridors, retained; [WS Issue 1A.4] • a coordinated and integrated planning approach across regional and district boundaries and between agencies; • private sector infrastructure does not compromise the function of existing, or planned infrastructure provided by central, regional and local government agencies; **Policy 6.14 Adopting Future Proof land use pattern** Within the Future Proof area:	• Assists Council to carry out its functions under s31, or that Council has the function and powers to achieve the outcome sought by the objective/s S31 provides the mandate for Territorial Authorities to control/regulate any actual or potential effects of the use, development, or protection of land, subdivision or use of land. • Within scope of higher order documents The objective is within the scope of the RPS. The WRPS 3.2 seeks to address the provision of infrastructure for electricity, and water (however this is through planned growth) The WRPS objectives and policies seek to ensure relevant infrastructure is provided to enable people and communities to provide for their wellbeing (however this is through planned growth) **Achievability assesses:** • Realistically able to be achieved within Council's powers, skills and resources Pursuant to Section 31 of the RMA, Waikato District Council has the regulatory functions and powers to achieve the recommended objectives by controlling any actual or potential effects of the use, development, or protection of land and associated natural and physical resources of the district. The objective requires the provision of relevant infrastructure. The requirement to connect can be managed through the subdivision process • Direction from legislation or higher order documents The RPS requires management of the built environment inclusive of infrastructure that provides for the health and wellbeing of people. **Reasonableness assesses:** • whether costs of achieving the objective is unjustifiably high on all or parts of the community Cost of infrastructure is the responsibility of the developer • if consistent with identified iwi/Maori and community outcomes Waikato Tainui Environmental Management Plan –chapter 27 Infrastructure identifies the adverse impacts that past infrastructure development have caused on the environment and sites of significance to Maori and also outlines that infrastructure development often neglects to consider the principles of sustainability and does not approach the management of water systems in a holistic manner. Objectives and policies seek to address these issues. Maniapoto Environmental Management Plan-part 3 includes a section on infrastructure which provides and objective and policy framework in relation to avoiding, remedying or mitigating the adverse effects of infrastructure from an iwi perspective.	

			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); 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);	The current objective is consistent with these EMPs • How the objective/s add value The objective ensures the connection to infrastructure so any potential adverse effects are managed. **Legacy Issues assesses:** • How the issue has been managed through the existing planning documents – Franklin and Waikato Section The Waikato section manages the objective through Appendix B – Engineering Standards which contains a set of objectives and policies for wastewater disposal, water supply systems, trade waste disposal, stormwater management and disposal, earthworks, road standards, other utilities such as network utilities, system development and construction monitoring. Technical specifications for these matters are contained in the Waikato District Council Supplement to the ITS. These specifications may also need to be reviewed in conjunction with the policy framework in Appendix B as well as relevant provisions throughout the DP. The Franklin Section provides a regulatory framework for infrastructure through growth management; integration of land transport and land use planning; identifying the risk to infrastructure from natural hazards; providing the ability to collect financial contributions towards the cost of public infrastructure and provides technical specifications for the construction and development of infrastructure. • Why changes should or shouldn't be made	
Number **Objective**	•				
Number **Objective**	•				

Issue -

Significant Industry, Infrastructure, Primary Production and Research Sites

Regionally significant industry and infrastructure, primary production and research sites are important for community wellbeing and provide significant social and economic benefits, yet the continued operation and development of these activities can be constrained by the inefficient access to supporting infrastructure, resources and incompatible adjacent landuse activities.

Existing Objective/s	**Matters addressed under existing policies** *[Summarise policies for context only]*	**Relevant Part 2 RMA Matters** *[Highlight relevant Part 2 Matters and confirm Council has jurisdiction to address relevant Part 2 matters under Section 31]*	**Relevant WRPS**	**Section 32(1)(a) Evaluation Report** *[The evaluation of the objective/s must examine the extent to which the objective/s of the proposal are the most appropriate way to achieve the purpose of this Act]*	**New Objective if required**
Waikato Section 6.8.1 Investments in strategic nationally and regionally important utilities, and industrial and research sites are protected. **Franklin Section**	**Waikato Section** Strategic nationally and regionally important utilities, and industrial and research sites must be recognised for the important benefits they contribute to the community, including any potential sites as shown on planning maps.	**Section 5** …managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety Section 7 Matters	**Policy 4.4 Regionally significant industry and primary production** The management of natural and physical resources provides for the continued operation and development of **regionally significant industry** and **primary production** activities by: a) recognising the value and long term benefits of regionally significant industry to economic, social and cultural wellbeing;	Objectives are a statement of what the plan is trying to achieve in order to address the specific issue. They are also referred to in consent assessments under s104D so also need to be thinking about the adverse environmental effects relating to the issue. S32 encourages a holistic approach to assessing objectives, rather than looking at each objective individually. This recognises that the objectives may work inter-dependently to achieve the purpose of Act.	Recognise and protect the operation and development of regionally significant infrastructure. - Previous objective was trying to address too many matters that weren't necessarily directly relevant to the Infrastructure chapter.

Doesn't appear to mention significant industry, Infrastructure, etc.	Subdivision, use and development must not compromise the ongoing and efficient operation of strategic nationally and regionally important infrastructure including power stations, energy corridors electricity transmission lines, gas lines, landfills, air and land transport networks, and facilities integral to the agriculture sector (Te Rapa Dairy Factory, Horotiu meant processing plant, and agricultural research centres). Energy producing resources and infrastructure (including the Waikato coalfields and Huntly Power Station), and facilities integral to the agricultural sector (Te Rapa dairy factory, Horotiu meat processing plant and agricultural research centres and Waikato Innovation Park) must retain their opportunities for continued use, intensification and expansion. Residential development should be located and controlled to limit the adverse noise effects from the operation of Hamilton International Airport.	In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to— (b) the efficient use and development of natural and physical resources **Supported by Council functions under Section 31 to –** 1) Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district: (a) the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district: (b) the control of any actual or potential effects of the use, development, or protection of land…	b) recognising the value and long term benefits of primary production activities which support regionally significant industry; c) ensuring the adverse effects of regionally significant industry and primary production are avoided, remedied or mitigated; d) co-ordinating infrastructure and service provision at a scale appropriate to the activities likely to be undertaken; e) maintaining and where appropriate enhancing access to natural and physical resources, while balancing the competing demand for these resources; f) avoiding or minimising the potential for reverse sensitivity; and g) promoting positive environmental outcomes.	In most cases, objectives will be evaluated qualitatively against criteria as a separate process from assessing provisions, and then subsequently re-evaluated after the provisions. **Most appropriate is assessed on:** • Relevance • Achievability [feasibility] • Reasonableness [acceptability] • Legacy issues **Relevance assesses:** • Consider how the objective addresses the resource management issue The objective ensures the ongoing operation of regionally significant industry and infrastructure, primary production and research sites are protected • How it achieves the purpose of the Act (includes ss5, 6 and 7) Part 2, section 5 of the RMA seeks to sustainably manage the use, development, and protection of natural and physical resources which enables people and community to provide for their social, economic wellbeing. The objective and addresses the necessity for these regionally significant aspects to be protected. • Assists Council to carry out its functions under s31, or that Council has the function and powers to achieve the outcome sought by the objective/s S31 provides the mandate for Territorial Authorities to control/regulate any actual or potential effects of the use, development, or protection of land, subdivision or use of land. • Within scope of higher order documents The objective and policies which support it give effect to the Policy 4.4 within the RPS. **Achievability assesses:** • Realistically able to be achieved within Council's powers, skills and resources Pursuant to Section 31 of the RMA, Waikato District Council has the regulatory functions and powers to achieve the recommended objectives by controlling any actual or potential effects of the use, development, or protection of land and associated natural and physical resources of the district. • Direction from legislation or higher order documents There is a clear direction in the RPS policies/implementation methods to provide for the continued operation and development of regionally significant industry and primary production activities.	- Removed 'investments in' as objective could potentially be regarded as having a purely financial focus, rather than resource management and effects of the activity.
Number **Objective**	•				
Number **Objective**	•				

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				Reasonableness assesses: • whether costs of achieving the objective is unjustifiably high on all or parts of the community • if consistent with identified iwi/Maori and community outcomes • How the objective/s add value The objective recognises the important role that regionally significant industry and primary production plays in contributing to the economic, social and cultural wellbeing of people and communities. Activities such as dairying, forestry and horticulture also have a direct relationship with the management and continued viability of rural activities **Legacy Issues assesses:** • How the issue has been managed through the existing planning documents – Franklin and Waikato Section The Waikato Plan manages the issue through policies and the rule framework in the District Plan. • Why changes should or shouldn't be made	

Issue -

- Operation of the Land Transport Network

The integrated, safe, responsive and sustainable operation of the land transport network, particularly the road network, can be adversely affected by inappropriate design and construction, and connection between the network and adjoining land, as well as through the adverse effects of land use activities and subdivision.

Existing Objective/s	**Matters addressed under existing policies** *[Summarise policies for context only]*	**Relevant Part 2 RMA Matters** *[Highlight relevant Part 2 Matters and confirm Council has jurisdiction to address relevant Part 2 matters under Section 31]*	**Relevant WRPS**	**Section 32(1)(a) Evaluation Report** *[The evaluation of the objective/s must examine the extent to which the objective/s of the proposal are the most appropriate way to achieve the purpose of this Act]*	**New Objective if required**
Waikato Section 8.2.1 An integrated, safe, responsive and sustainable land transport network is maintained, improved and protected. **Franklin section** **9.3.1 Objective - Minimise Conflict** To minimise conflict between the movement and	**Waikato Section** Design, construction and operation of roads should be consistent with their function in the road hierarchy. Subdivision, use and development should not compromise the road function as specified in the road hierarchy. Subdivision, use and development should be in a location and at a scale that	**Section 5** …managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety **6 Matters of national importance** In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use,	**Objective** **3.12 Built environment** Development of the **built environment** (including transport and other infrastructure) and associated land use occurs in an integrated, sustainable and planned manner which enables positive environmental, social, cultural and economic outcomes, including by: c) integrating land use and infrastructure planning, including by ensuring that development of the built environment does not compromise the safe, efficient and effective operation of infrastructure corridors;	Objectives are a statement of what the plan is trying to achieve in order to address the specific issue. They are also referred to in consent assessments under s104D so also need to be thinking about the adverse environmental effects relating to the issue. S32 encourages a holistic approach to assessing objectives, rather than looking at each objective individually. This recognises that the objectives may work inter-dependently to achieve the purpose of Act. In most cases, objectives will be evaluated qualitatively against criteria as a separate process from assessing provisions, and then subsequently re-evaluated after the provisions. **Most appropriate is assessed on:** • Relevance	An efficient, effective, integrated, safe, resilient and sustainable land transport network is provided for and protected. - Key elements of previous objective remain as still relevant/align with WRPS - Additions of 'efficient, effective and resilient' to align with Regional Land Transport Plan - There is a real focus on developing a multi modal transport network in both the WRPS and Land Transport Plan. We consider the wording of the

access functions of roads and ensure, as far as practicable, that activities are compatible with the predominant function of the roads they front. **Objective 9.3.2** **To ensure a safe roading network.**	(a)is consistent with the existing or planned capacity and design of the roading network, and (aa) is consistent with the intended function of any roads that may be affected by the subdivision, use and development (roading hierarchy), and (b)does not compromise the safety and efficiency of the roading network, and (c)does not compromise the safety and efficiency of the railway network. The integrated, safe, responsive and sustainable operation of the land transport network should be promoted through: (a)carriageway, intersection and site design (b)appropriate siting of and access for traffic generating activities (c)traffic management, signage, road marking, lighting, and rest areas and parking as appropriate (d)provision for pedestrians, cyclists and the disabled, including off road routes and connections including pedestrian malls (e)provision of public transport (f)provision for network utilities (g)appropriate access for existing land uses (h)railway crossing design.	development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance: (a) the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development: (b) the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development: **Section 7 matters** (b) the efficient use and development of natural and physical resources: (ba) the efficiency of the end use of energy: **Supported by Council functions under Section 31 to –** 1) Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district: (a) the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district: (b) the control of any actual or potential effects of the use, development, or protection of land…	e) recognising and protecting the value and long-term benefits of **regionally significant infrastructure**; g) minimising land use conflicts, including minimising potential for reverse sensitivity; h) anticipating and responding to changing land use pressures outside the Waikato region which may impact on the built environment within the region; **Policy** **6.1 Planned and co-ordinated subdivision, use and development** Subdivision, use and development of the **built environment**, including transport, occurs in a planned and co-ordinated manner which: a) has regard to the principles in section 6A; b) recognises and addresses potential cumulative effects of subdivision, use and development; c) is based on sufficient information to allow assessment of the potential long-term effects of subdivision, use and development; and d) has regard to the existing built environment. **6.3 Co-ordinating growth and infrastructure** Management of the built environment ensures: 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: 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; b) the spatial pattern of land use development, as it is likely to develop over	• Achievability [feasibility] • Reasonableness [acceptability] • Legacy issues **Relevance assesses:** • Consider how the objective addresses the resource management issue The objective aims to protect the Land Transport Network from the adverse effects of inappropriate design and construction including connections between the networks and adjoining land. • How it achieves the purpose of the Act (includes ss5, 6 and 7) Achieves the purpose as ensures the management, use, development and protection of natural and physical resources in a way that enables people and communities to provide for their social, economic wellbeing • Assists Council to carry out its functions under s31, or that Council has the function and powers to achieve the outcome sought by the objective/s Pursuant to Section 31 of the RMA, Waikato District Council has the regulatory functions and powers to achieve the recommended objectives by controlling any actual or potential effects of the use, development, or protection of land and associated natural and physical resources of the district. • Within scope of higher order documents The RPS has a requirement for the management of the built environment (including transport) so it does not compromise the safe, efficient and effective operation of infrastructure corridors; **Achievability assesses:** • Realistically able to be achieved within Council's powers, skills and resources The objective can be implemented through the subdivision process and relevant Design criteria within the district plan Engineering standards. • Direction from legislation or higher order documents The RPS policies require subdivision, use and development of the built environment, including transport, occurs in a planned and co-ordinated manner. **Future Proof** Waikato District Council is required to, in consultation with Waikato Regional Council, t ngata whenua and the NZ Transport Agency, review or prepares changes to their district plans and structure plans to identify locations and limits for future urban development, including future areas of major commercial and industrial development. The district plans shall ensure that urban development is located and managed in accordance with Policy 6.14. **Reasonableness assesses:**	proposed objective will address this as well as issues of accessibility and contributing to a strong economy.

	Subdivision and development should not obstruct future road linkages including access to adjoining land and to Hamilton City where relevant. Subdivision, use and development should be located and designed to connect safely to an existing road. Land use activities should provide adequate on-site parking. Buildings, structures, night lighting, glare, advertising signs, aerial distractions and vegetation should not compromise the safe and efficient operation of the land transport network, or obscure RAPID numbers. Stock and pedestrians should be provided with safe and appropriate means of crossing a road or railway line. **Franklin Section** 1. That the district's roads are classified in terms of the relative importance of their movement and access functions and that a road hierarchy be established based on that classification. 2. That the effects of the subdivision, use and development of land are assessed in terms of the road hierarchy to determine and ensure the compatibility of activities with the roads they front or rely upon for access. 3. That activities that would lead to new or extended 'ribbon' development along, and		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; 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 d) a co-ordinated and integrated approach across regional and district boundaries and between agencies; and 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. **6.14 Adopting Future Proof land use pattern** Within the Future Proof area: 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); b) new residential (including rural-residential) development shall be managed in accordance with the timing and population for growth areas in Table 6-1 (section6D); c) new industrial development should predominantly be located in the strategic industrial nodes in Table 6-2 (section 6D) and in accordance with the indicative timings in that table except where alternative land release and timing is demonstrated to meet the criteria in Method 6.14.3; d) other industrial development should only occur within the Urban Limits indicated on Map 6.2 (section 6C), unless there is a need for the industry to locate in the rural area in close proximity to the primary product source. Industrial development in urban areas other than the strategic industrial nodes in Table 6-2 (section 6D) shall be provided for as appropriate in district plans;	• whether costs of achieving the objective is unjustifiably high on all or parts of the community Cost of State High Ways is borne by Government agencies. The cost of local roads post subdivision is to council. Costs can be minimised, and better performance of infrastructure and services achieved, where infrastructure provision is timely in relation to demand, and optimally sized and located. This may mean staging of infrastructure provision relative to the growth in demand is necessary. Costs and inefficiencies can increase significantly where development patterns are dispersed. For example, unplanned development which increases vehicle traffic may reduce roading efficiency and road safety, compromise rail operations and result in unplanned roading upgrades becoming necessary. • if consistent with identified iwi/Maori and community outcomes • How the objective/s add value The objective aims to protect the Land Transport Network from the adverse effects of inappropriate design and construction including connections between the networks and adjoining land ensuring is safe and ongoing operation. **Legacy Issues assesses:** • How the issue has been managed through the existing planning documents – Franklin and Waikato Section The Waikato section manages the objective through Appendix B – Engineering Standards which contains a set of objectives and policies for, road standards, and other utilities such as network utilities,. Technical specifications for these matters are contained in the Waikato District Council Supplement to the ITS. These specifications may also need to be reviewed in conjunction with the policy framework in Appendix B as well as relevant provisions throughout the DP. The Franklin Section provides a regulatory framework for infrastructure through growth management; integration of land transport and land use planning; identifying the risk to infrastructure from natural hazards; providing the ability to collect financial contributions towards the cost of public infrastructure and provides technical specifications for the construction and development of infrastructure. • Why changes should or shouldn't be made	

	with direct access to, existing or proposed state highways and district arterial roads be avoided through the plan's activity controls and decisions and conditions on resource consents. 4. That activities that generate high volumes of traffic or frequent trips be prevented from establishing in locations where direct access from state highways and district arterial roads is necessary unless the characteristics of, and provision made for, the traffic generated (including crossing and intersection design) are such as to ensure the avoidance of any adverse effects; in the case of state highways and 'arterials', the ingress/egress should be designed in accordance with the New Zealand Transport Agency standards or guidelines. (Note: The New Zealand Transport Agency will generally expect that the requirements of Table 9 are satisfied.) 5. That multi-lot subdivisions in rural and coastal areas be required, where practicable, to obtain access from state highways or district arterial roads via a local road or a single common access lot or easement of right of way rather than through separate vehicle access points for each new lot. 6. That all activities be required to provide off road parking and loading facilities and to have access points (vehicle crossings) which comply with the Council's minimum standards for same.		e) new industrial development outside the strategic industrial nodes or outside the allocation limits set out in Table 6-2 shall not be of a scale or location where the development undermines the role of any strategic industrial node as set out in Table 6-2; f) new industrial development outside the strategic industrial nodes must avoid, remedy or mitigate adverse effects on the arterial function of the road network, and on other infrastructure; g) where alternative industrial and residential land release patterns are promoted through district plan and structure plan processes, justification shall be provided to demonstrate consistency with the principles of the Future Proof land use pattern; and h) where land is required for activities that require direct access to Hamilton Airport runways and where these activities cannot be accommodated within the industrial land allocation in Table 6-2, such activities may be provided for within other land adjacent to the runways, providing adverse effects on the arterial road network and other infrastructure are avoided, remedied or mitigated.		

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	7. That the plan uses front yards in all zones to assist in minimising conflict between roads and land use activities.				
Number **Objective**	•				
Number **Objective**	•				
Issue - Design, Construction, Maintenance and Operation Design, construction, maintenance and operation of the land transport network can adversely affect the environment through earthworks and structures, increases in sediment and stormwater run-off, and property and community severance.					
Desired State Development of the built environment is focused in and around settlement nodes in an integrated manner.					
Existing Objective/s	**Matters addressed under existing policies** *[Summarise policies for context only]*	**Relevant Part 2 RMA Matters** *[Highlight relevant Part 2 Matters and confirm Council has jurisdiction to address relevant Part 2 matters under Section 31]*	**Relevant WRPS**	**Section 32(1)(a) Evaluation Report** *[The evaluation of the objective/s must examine the extent to which the objective/s of the proposal are the most appropriate way to achieve the purpose of this Act]*	**New Objective if required**
Waikato Section 8.4.1 Land transport networks are provided, while not compromising the qualities and character of surrounding environments **Franklin Section** **Objective 9.3.3** To ensure that the construction, modification and use of roads do not cause adverse effects. **Other Adverse Effects** To ensure that the construction, modification and use of roads do not	**Waikato Section** **8.4.2** Road and rail maintenance, construction and operation should minimise adverse effects on people, communities and the environment by managing: (a)discharge of stormwater (b)effects of contamination, including discharge of stock effluent (c)disturbance to natural landforms, soil resources, indigenous vegetation and	**Section 5** …managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety **6 Matters of national importance** In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance: (a) the preservation of the natural character of the coastal	**Objective** **3.12 Built environment** Development of the **built environment** (including transport and other infrastructure) and associated land use occurs in an integrated, sustainable and planned manner which enables positive environmental, social, cultural and economic outcomes, including by: c) integrating land use and infrastructure planning, including by ensuring that development of the built environment does not compromise the safe, efficient and effective operation of infrastructure corridors; e) recognising and protecting the value and long-term benefits of **regionally significant infrastructure**; g) minimising land use conflicts, including minimising potential for reverse sensitivity; h) anticipating and responding to changing land use pressures outside the Waikato	Objectives are a statement of what the plan is trying to achieve in order to address the specific issue. They are also referred to in consent assessments under s104D so also need to be thinking about the adverse environmental effects relating to the issue. S32 encourages a holistic approach to assessing objectives, rather than looking at each objective individually. This recognises that the objectives may work inter-dependently to achieve the purpose of Act. In most cases, objectives will be evaluated qualitatively against criteria as a separate process from assessing provisions, and then subsequently re-evaluated after the provisions. **Most appropriate is assessed on:** • Relevance • Achievability [feasibility] • Reasonableness [acceptability] • Legacy issues **Relevance assesses:**	See objective above: Infrastructure is provided in a manner that does not compromise the qualities and characteristics of surrounding environments and community wellbeing and health and safety. - Land transport network will fall into definition of infrastructure and objective was seeking to achieve the same thing

cause adverse effects.Policies:	habitats, and cultural and heritage sites (d)severance of property and communities (e)road surface noise (f)connections between communities (g)glare and light spill from street lighting. **Franklin Section** 1. The activity status of various types of road works be determined in accordance with the nature and scale of the effects likely to be associated with each type of work. 2. That road works requiring land use consent only proceed following due consideration for avoiding, remedying or mitigating any adverse effects. 3. That for activities requiring land use consents and involving frequent trips and/or significant types or quantities of hazardous substances, consideration be given to the routes intended to be used and the alternative routes available; where a route is not considered to be appropriate in terms of the potential adverse effects on the environment of any road crash or other possible mishap, consideration will be given to alternative sites for the proposed land use, and to the greater suitability and appropriateness of such sites; any assessment will in particular consider:	environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development: (b) the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development: **Section 7 matters** (b) the efficient use and development of natural and physical resources:: **Supported by Council functions under Section 31 to –** 1) Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district: (a) the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district: (b) the control of any actual or potential effects of the use, development, or protection of land…	region which may impact on the built environment within the region; **Policy** **6.1 Planned and co-ordinated subdivision, use and development** Subdivision, use and development of the **built environment**, including transport, occurs in a planned and co-ordinated manner which: a) has regard to the principles in section 6A; b) recognises and addresses potential cumulative effects of subdivision, use and development; c) is based on sufficient information to allow assessment of the potential long-term effects of subdivision, use and development; and d) has regard to the existing built environment. **6.3 Co-ordinating growth and infrastructure** Management of the built environment ensures: 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: 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; 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; c) the efficient and effective functioning of infrastructure, including transport	• Consider how the objective addresses the resource management issue The objective aims to manage the effects of the roading network on the surrounding environment. • How it achieves the purpose of the Act (includes ss5, 6 and 7) Achieves the purpose of the Act by aiming to managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety • Assists Council to carry out its functions under s31, or that Council has the function and powers to achieve the outcome sought by the objective/s Pursuant to Section 31 of the RMA, Waikato District Council has the regulatory functions and powers to achieve the recommended objectives by controlling any actual or potential effects of the use, development, or protection of land and associated natural and physical resources of the district. • Within scope of higher order documents Consistent with the RPS in that effects must be managed **Achievability assesses:** • Realistically able to be achieved within Council's powers, skills and resources In respect State Highway and provisions for designations, the objective can achieved through conditions. However a large portion of this issue will be managed by Regional Councils especially earthworks and sediment discharge. Government agencies generally depict where and when state highways are created however are subject to the designation process. Territorial Authorities can however successfully manage the landscaping aspects. In regard to the local roading network this tends to be addressed through the subdivision process and subject to engineering standards and urban design. • Direction from legislation or higher order documents Not specifically, only in so far to manage the effects of development **Reasonableness assesses:** • whether costs of achieving the objective is unjustifiably high on all or parts of the community Cost of infrastructure is the responsibility of the developer or agencies such as NZTA • if consistent with identified iwi/Maori and community outcomes Waikato Tainui Environmental Management Plan –chapter 27 Infrastructure identifies the adverse impacts that past infrastructure development have caused on the environment and sites of significance to Maori and also outlines that infrastructure development often neglects to consider the principles of sustainability and does not	

	• routes containing sensitive land uses such as schools and hospitals; • ease of access for emergency vehicles both to the site of the activity and any parts of the alternative routes being considered; • susceptibility of natural resources along the alternative routes to damage or contamination from the particular hazardous substances; and • the policies of adjoining territorial authorities on these issues. 1. That when roads are stopped, a land use zone and its relevant objectives, policies and rules are applied to that land; where a new road is gazetted, the landuse zone shall be removed from that land and the road shall be subject to the objectives, policies and rules that apply to NETWORK AND OTHER UTILITIES.		corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained; and d) a co-ordinated and integrated approach across regional and district boundaries and between agencies; and 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. **6.14 Adopting Future Proof land use pattern** Within the Future Proof area: 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); b) new residential (including rural-residential) development shall be managed in accordance with the timing and population for growth areas in Table 6-1 (section6D); c) new industrial development should predominantly be located in the strategic industrial nodes in Table 6-2 (section 6D) and in accordance with the indicative timings in that table except where alternative land release and timing is demonstrated to meet the criteria in Method 6.14.3; d) other industrial development should only occur within the Urban Limits indicated on Map 6.2 (section 6C), unless there is a need for the industry to locate in the rural area in close proximity to the primary product source. Industrial development in urban areas other than the strategic industrial nodes in Table 6-2 (section 6D) shall be provided for as appropriate in district plans; e) new industrial development outside the strategic industrial nodes or outside the allocation limits set out in Table 6-2 shall not be of a scale or location where the development undermines the role of any strategic industrial node as set out in Table 6-2; f) new industrial development outside the strategic industrial nodes must avoid,	approach the management of water systems in a holistic manner. Objectives and policies seek to address these issues. Maniapoto Environmental Management Plan-part 3 includes a section on infrastructure which provides and objective and policy framework in relation to avoiding, remedying or mitigating the adverse effects of infrastructure from an iwi perspective. The current objective is consistent with these EMPs • How the objective/s add value Protects the adverse effects of construction matters on the environment **Legacy Issues assesses:** • How the issue has been managed through the existing planning documents – Franklin and Waikato Section The Waikato section manages the objective through Appendix B – Engineering Standards which contains a set of objectives and policies for, road standards, and other utilities such as network utilities,. Technical specifications for these matters are contained in the Waikato District Council Supplement to the ITS. These specifications may also need to be reviewed in conjunction with the policy framework in Appendix B as well as relevant provisions throughout the DP. The Franklin Section provides a regulatory framework for infrastructure through growth management; integration of land transport and land use planning; identifying the risk to infrastructure from natural hazards; providing the ability to collect financial contributions towards the cost of public infrastructure and provides technical specifications for the construction and development of infrastructure. • Why changes should or shouldn't be made	

			remedy or mitigate adverse effects on the arterial function of the road network, and on other infrastructure; g) where alternative industrial and residential land release patterns are promoted through district plan and structure plan processes, justification shall be provided to demonstrate consistency with the principles of the Future Proof land use pattern; and h) where land is required for activities that require direct access to Hamilton Airport runways and where these activities cannot be accommodated within the industrial land allocation in Table 6-2, such activities may be provided for within other land adjacent to the runways, providing adverse effects on the arterial road network and other infrastructure are avoided, remedied or mitigated.		
Number **Objective**	•				
Number **Objective**					

Issue - Urban Expansion New roads on the Hamilton urban fringe may compromise the later future construction of an urban standard and density road network.					
Existing Objective/s	**Matters addressed under existing policies** *[Summarise policies for context only]*	**Relevant Part 2 RMA Matters** *[Highlight relevant Part 2 Matters and confirm Council has jurisdiction to address relevant Part 2 matters under Section 31]*	**Relevant WRPS**	**Section 32(1)(a) Evaluation Report** *[The evaluation of the objective/s must examine the extent to which the objective/s of the proposal are the most appropriate way to achieve the purpose of this Act]*	**New Objective if required**
Waikato Section 8.6.1 Future urban standard and density road network is not compromised by new roads on the Hamilton fringe.	• **Waikato Section** 8.6.2 New road construction should not bisect or otherwise compromise future arterial routes. 8.6.3	**Section 5** …managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety	**6.14 Adopting Future Proof land use pattern** Within the Future Proof area: 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	Objectives are a statement of what the plan is trying to achieve in order to address the specific issue. They are also referred to in consent assessments under s104D so also need to be thinking about the adverse environmental effects relating to the issue. S32 encourages a holistic approach to assessing objectives, rather than looking at each objective individually. This recognises that the objectives may work inter-dependently to achieve the purpose of Act.	N/A This issue could be appropriately addressed in the above land transport objective as a policy, rather than as an objective in its own right. Alternatively, this could also addressed as part of proposed new growth and economy objective (below) which captures

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	New roads should be located in accordance with an urban development structure plan that is approved prior to construction.	**Supported by Council functions under Section 31 to –** 1) Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district: (a) the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district: (b) the control of any actual or potential effects of the use, development, or protection of land…	and Whatawhata shall occur within the Urban Limits indicated on Map 6.2 (section 6C); 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); c) new industrial development should predominantly be located in the strategic industrial nodes in Table 6-2 (section 6D) and in accordance with the indicative timings in that table except where alternative land release and timing is demonstrated to meet the criteria in Method 6.14.3; d) other industrial development should only occur within the Urban Limits indicated on Map 6.2 (section 6C), unless there is a need for the industry to locate in the rural area in close proximity to the primary product source. Industrial development in urban areas other than the strategic industrial nodes in Table 6-2 (section 6D) shall be provided for as appropriate in district plans; e) new industrial development outside the strategic industrial nodes or outside the allocation limits set out in Table 6-2 shall not be of a scale or location where the development undermines the role of any strategic industrial node as set out in Table 6-2; f) new industrial development outside the strategic industrial nodes must avoid, remedy or mitigate adverse effects on the arterial function of the road network, and on other infrastructure; g) where alternative industrial and residential land release patterns are promoted through district plan and structure plan processes, justification shall be provided to demonstrate consistency with the principles of the Future Proof land use pattern; and h) where land is required for activities that require direct access to Hamilton Airport runways and where these activities cannot be accommodated within the industrial land allocation in Table 6-2, such activities may be provided for within other land adjacent to the runways, providing adverse effects on the arterial road network and other	In most cases, objectives will be evaluated qualitatively against criteria as a separate process from assessing provisions, and then subsequently re-evaluated after the provisions. **Most appropriate is assessed on:** • Relevance • Achievability [feasibility] • Reasonableness [acceptability] • Legacy issues **Relevance assesses:** • Consider how the objective addresses the resource management issue The objective ensures the standard and density road network is not compromised • How it achieves the purpose of the Act (includes ss5, 6 and 7) The objective gives effect to the act by aiming to managing the use, development, and protection of natural and physical resources. • Assists Council to carry out its functions under s31, or that Council has the function and powers to achieve the outcome sought by the objective/s Pursuant to Section 31 of the RMA, Waikato District Council has the regulatory functions and powers to achieve the recommended objectives by controlling any actual or potential effects of the use, development, or protection of land and associated natural and physical resources of the district. • Within scope of higher order documents The objective is within the scope of the RPS policy 6.14 which relates to Future Proof **Achievability assesses:** • Realistically able to be achieved within Council's powers, skills and resources Dependant on development in the area but can be managed through structure planning and the consenting process • Direction from legislation or higher order documents Future Proof is specific in the management of growth areas **Reasonableness assesses:** • whether costs of achieving the objective is unjustifiably high on all or parts of the community	cross boundary integration issues and removes the need for an infrastructure specific objective. *Development around the fringes of Hamilton City and other urban areas does not restrict future urban expansion* It is recommended this issue/objective is discussed further with HCC given the background.

			infrastructure are avoided, remedied or mitigated.	Costs are likely to be the responsibility of the developer. However once completed become the responsibility of council. It is important construction meets the relevant standards. • if consistent with identified iwi/Maori and community outcomes • How the objective/s add value Ensures the co-ordinated approach to development in respect of roading. **Legacy Issues assesses:** • How the issue has been managed through the existing planning documents – Franklin and Waikato Section Design, construction, road hierarchy, integrated network, public transport, provision for pedestrians and cyclists, road linkages, underpasses, safe and efficient land transport network, environmental effects. • Why changes should or shouldn't be made	
Number **Objective**	•				
Number **Objective**	•				

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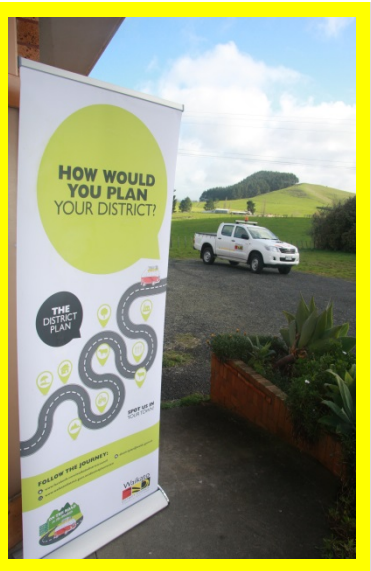

Waikato District Council
District Plan Review

INFRASTRUCTURE OBJECTIVES
Presentation to Council

23 August 2016

Waikato DISTRICT COUNCIL
Te Kaunihera aa Takiwaa o Waikato

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Waikato DISTRICT COUNCIL
Te Kaunihera aa Takiwaa o Waikato

Introduction

What are the main matters of focus for infrastructure?

- *Infrastructure is essential*
- *Enabling operation, maintenance, development, upgrading*
- *Infrastructure can have positive and negative effects*
- *Land use and infrastructure must be coordinated*
- *The land transport network is a key component of infrastructure*
- *Recognition of regionally significant infrastructure*
- *Community Wellbeing*

Waikato DISTRICT COUNCIL
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Defining Infrastructure

Formerly network utilities

Infrastructure includes a large number of structures and activities

Infrastructure means –

a) pipelines that distribute or transmit natural or manufactured gas, petroleum, biofuel or geothermal energy;

b) a network for the purpose of telecommunication as defined in section 5 of the Telecommunications Act 2001;

c) a network for the purpose of radiocommunication as defined in section 2(1) of the Radiocommunications Act 1989;

d) facilities for the generation of electricity, lines used or intended to be used to convey electricity, and support structures for lines used or intended to be used to convey electricity, excluding facilities, lines, and support structures if a person–

i) uses them in connection with the generation of electricity for the person's use; and

ii) does not use them to generate any electricity for supply to any other person;

e) a water supply distribution system, including a system for irrigation;

f) a drainage or sewerage system;

g) structures for transport on land by cycleways, rail, roads, walkways, or any other means;

h) facilities for the loading or unloading of cargo or passengers transported on land by any means;

i) an airport as defined in section 2 of the Airport Authorities Act 1966;

j) a navigation installation as defined in section 2 of the Civil Aviation Act 1990;

k) facilities for the loading or unloading of cargo or passengers carried by sea, including a port-related commercial undertaking as defined in section 2(1) of the Port Companies Act 1988; or

l) anything described as a network utility operation in regulations made for the purposes of the definition of network utility operator in section 166 of the Resource Management Act.

Waikato DISTRICT COUNCIL
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Defining Infrastructure cont…

Regionally Significant Infrastructure

New term, appears in the Waikato Regional Policy Statement

Regionally Significant Infrastructure includes –

a) pipelines for the distribution or transmission of natural or manufactured gas or petroleum;

b) infrastructure required to permit telecommunication as defined in the Telecommunications Act 2001;

c) radio apparatus as defined in section 2(1) of the Radio Communications Act 1989;

d) the national electricity grid, as defined by the Electricity Industry Act 2010;

e) a network (as defined in the Electricity Industry Act 2010);

f) infrastructure for the generation and/ or conveyance of electricity that is fed into the national grid or a network (as defined in the Electricity Industry Act 2010);

g) significant transport corridors as defined in ~~Map 6.1 and 6.1A~~;

h) lifeline utilities, as defined in the Civil Defence and Emergency Management Act 2002, and their associated essential infrastructure and services;

i) municipal wastewater treatment plants, water supply treatment plants and bulk water supply, wastewater conveyance and storage systems, municipal supply dams (including Mangatangi and Mangatawhiri water supply dams) and ancillary infrastructure;

j) flood and drainage infrastructure managed by Waikato Regional Council;

~~k) Hamilton City bus terminal and Hamilton Railway Station terminus; and~~

~~l) Hamilton International Airport.~~

Waikato DISTRICT COUNCIL
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Legislative Context

Higher order planning documents for infrastructure:

- *National Policy Statement for Electricity Transmission*
- *National Policy Statement for Renewable Electricity Generation*
- *New Zealand Coastal Policy Statement*
- *Waikato Regional Policy Statement*
- *Waikato Regional Land Transport Plan*
- *National Environmental Standards for Telecommunication Facilities*
- *National Environmental Standards for Electricity Transmission Activities*

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Draft Issue Statements and Objectives

Proposed New Issue – Essential Infrastructure

Infrastructure is critical to the social, economic, and cultural well-being of people and communities and the quality of the environment.

Objective: Recognise the importance of infrastructure to the economic, cultural, environmental and social well-being of the district.

Waikato DISTRICT COUNCIL
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Draft Issue Statements and Objectives cont…

Issue – Development and operation of infrastructure

The development, ~~and~~ operation and maintenance of infrastructure has the potential to positively or negatively impact on our ability to sustainably manage natural and physical resources and to provide for community wellbeing.

Objective: Infrastructure is provided in a manner that does not compromise the qualities and characteristics of surrounding environments and community wellbeing.

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Draft Issue Statements and Objectives cont…

Issue – Design, Construction, Maintenance and Operation

Design, construction, maintenance and operation of the land transport network can adversely affect the environment through earthworks and structures, increases in sediment and stormwater run-off, and property and community severance.

Objective: Infrastructure is provided in a manner that does not compromise the qualities and characteristics of surrounding environments and community wellbeing.

Waikato DISTRICT COUNCIL
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Draft Issue Statements and Objectives cont…

Issue – Provision of Infrastructure Avoids Adverse Effects

Land uses and land use intensification, including subdivision, can have adverse effects on the environment if wastewater and stormwater disposal, water supply, energy supply and telecommunications are not adequately provided for or managed.

Objective: Land use and development is supported by the appropriate provision of infrastructure.

Waikato DISTRICT COUNCIL
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Draft Issue Statements and Objectives cont…

Issue - Significant Industry, Infrastructure, Primary Production and Research Sites

Regionally significant industry and infrastructure, primary production and research sites are important for community wellbeing and provide significant social and economic benefits, yet the continued operation and development of these activities can be constrained by the inefficient access to supporting infrastructure, resources and incompatible adjacent land use activities.

[This issue statement is yet to be further reviewed at the time of policy development]

Waikato DISTRICT COUNCIL
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Draft Issue Statements and Objectives cont…

Proposed more focused Issue – Reverse Sensitivity of Land Use with Regionally Significant Infrastructure

The sensitivity of adjacent activities to the effects of infrastructure can lead to constraints on the operation of infrastructure. Reverse sensitivity effects need to be managed in such a way that they do not impede the operation of regionally significant infrastructure.

Objective: Regionally significant infrastructure is protected from incompatible subdivision, use and development, and reverse sensitivity effects

Waikato DISTRICT COUNCIL
Te Kaunihera aa Takiwaa o Waikato

Draft Issue Statements and Objectives cont…

Issue – Operation of the Land Transport Network

The integrated, safe, responsive and sustainable operation of the land transport network, particularly the road network, can be adversely affected by inappropriate design and construction, and connection between the network and adjoining land, as well as through the adverse effects of land use activities and subdivision

Objective: An efficient, effective, integrated, safe, resilient and sustainable land transport network is provided for and protected.

Waikato DISTRICT COUNCIL
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Draft Issue Statements and Objectives cont…

Issue – Urban Expansion

New roads on the Hamilton urban fringe may compromise the later future construction of an urban standard and density road network.

- Could be addressed in the land transport objective as a policy, rather than as an objective.
- Alternatively, could be addressed as part of proposed new growth and economy objective which captures cross boundary integration issues.
- Recommended this issue/objective is discussed further with HCC given the background.

Waikato DISTRICT COUNCIL
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Objectives and Appendix B

Objectives in Appendix B of the Waikato District Plan:

- *Wastewater*
- *Trade waste*
- *Water*
- *Stormwater*
- *Road standards*
- *Other utilities*

Can be covered by the above objectives, and also policies as they are developed

Waikato DISTRICT COUNCIL
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Thank You

Waikato
DISTRICT COUNCIL
Te Kaunihera aa Takiwaa o Waikato

Appendix F Objectives Analysis Table

Objectives

Approach

We have taken the New Objectives table and distilled the table down to three matters for ease of use, being:

1. Issue
2. Objectives
3. Comments

In preparing our comments on the draft objectives, we have focussed on the higher order strategic planning documents that the Waikato Proposed District Plan must give effect to, as required by Section 75(3) of the Resource Management Act. While we have focused primarily on the objectives, we have been mindful of the issues from which the objectives are derived.

In considering the objectives, we have taken the approach that it is a statement of what is to be achieved through the resolution of a particular issue. Objectives could also be considered to be a desired outcome of the district plan. We have also been mindful of the requirement for Council to undertake monitoring under Section 35(2)(b) of the Resource Management Act and assess the efficiency and effectiveness of policies, rules, or other methods in achieving the objectives. That is, we have tried to positively word objectives and ensure they are clear enough to provide targets that policies seek to achieve.

Our approach has been to suggest amendments or matters that we would like to further discuss with the PSC in the comments column. The purpose of the suggested alternative / additional objectives is to facilitate discussion with the PSC.

Issue	Proposed objective	Comments
Issue – Development and operation of infrastructure The development and operation of infrastructure has the potential to positively or negatively impact on our ability to sustainably manage natural and physical resources and to provide for community wellbeing.	Infrastructure is provided in a manner that does not compromise the qualities and characteristics of surrounding environments and community wellbeing and health and safety.	Development of policies relating to this objective can expand on what is provided e.g. the construction, operation and maintenance of infrastructure.
Design, Construction, Maintenance and Operation Design, construction, maintenance and operation of the land transport network can adversely affect the environment through earthworks and structures, increases in sediment and stormwater run-off, and property and community severance.		
Recommended issue: Recognition of: • Essential need for infrastructure • Positive effects of infrastructure	Recognise the importance of infrastructure to the economic, cultural and social well-being of the district.	While the above objective suggests that infrastructure can have negative effects, there is no corresponding recognition that it can have positive effects and is in most cases essential for people's well-being. In addition to the recommended objective, wording could also be: • Infrastructure enables people and communities to provide for their well-being; or • Recognise the social, economic, cultural and environmental benefits that infrastructure provides.

Issue	Proposed objective	Comments
Provision of Utilities Avoids Adverse Effects Land uses and land use intensification, including subdivision, can have adverse effects on the environment if wastewater and stormwater disposal, water supply, energy supply and telecommunications are not adequately provided for or managed.	Land use and development is supported by the appropriate provision of infrastructure.	The current objective suggests that so long as appropriate infrastructure is provided, all adverse effects of use and developments can be managed. This is not the case and there are a range of adverse effects of use and development that have no relationship to infrastructure. Not all adverse effects of use and development will be avoided by the provision of infrastructure. In addition to the recommended objective, which is reworded to better reflect the outcome sought, the following alternatives are also proposed: • Land use and development is accompanied by the appropriate provision of infrastructure; or • Land use and development is supported by appropriate infrastructure; or • Land use and development is integrated with the provision of appropriate infrastructure; or • Subdivision, use and development occurs in a planned and co-ordinated manner alongside infrastructure. The integration of development with infrastructure is a key objective and policy matter in the Waikato RPS and we recommend that it is explicitly addressed in the Waikato Proposed District Plan.
Significant Industry, Infrastructure, Primary Production and Research Sites Regionally significant industry and infrastructure, primary production and research sites are important for community wellbeing and provide significant social and economic benefits,	Recognise and protect the operation and development of regionally significant infrastructure.	Notwithstanding the Waikato RPS, we find this an unusual mix of activities to address in a single objective (in the infrastructure chapter). Trying to address too many specific activities may result in a complex and unfocused objective. These kinds of objectives are difficult to assess in terms of the efficiency and effectiveness of policies, rules, or other methods (Section 35(2)(b) of the RMA.

Issue	Proposed objective	Comments
yet the continued operation and development of these activities can be constrained by the inefficient access to supporting infrastructure, resources and incompatible adjacent landuse activities.		There are two possible approaches with regards to the electricity transmission network. The national electricity grid, as defined by the Electricity Industry Act 2010 is included in the definition of Regionally Significant Infrastructure in the RPS (and it is assumed that the Waikato Proposed District Plan will have a similar definition), so any objectives relating to Regionally Significant Infrastructure would include the electricity transmission network. An alternative is to have a specific objective framework to give effect to the National Policy Statement for Electricity Transmission: • The national significance of the National Grid is recognised and provided for and its effective development, operation, maintenance, repairs, upgrading and removal is enabled; or • Electricity transmission and renewable electricity generation activities are supported, including maintenance, operation, upgrading and new facilities; One of the policies could be to recognise regionally significant infrastructure through identification on the planning maps, thereby giving effect to the "recognise" component of the objective (notwithstanding that rules and methods will also deliver this objective).
Operation of the Land Transport Network The integrated, safe, responsive and sustainable operation of the land transport network, particularly the road network, can be adversely affected by inappropriate design and construction, and connection between the network	An efficient, effective, integrated, safe, resilient and sustainable land transport network is provided for and protected.	There is a real focus on developing a multi modal transport network in both the RPS and Land Transport Plan. We consider the wording of the proposed objective will address this as well as issues of accessibility and contributing to a strong economy.

Issue	Proposed objective	Comments
and adjoining land, as well as through the adverse effects of land use activities and subdivision.		
Urban Expansion New roads on the Hamilton urban fringe may compromise the later future construction of an urban standard and density road network.	~~Future urban standard and density road network is not compromised by new roads on the Hamilton fringe~~	This issue could be appropriately addressed in the above land transport objective as a policy, rather than as an objective in its own right. Alternatively, this could also addressed as part of proposed new growth and economy objective (below) which captures cross boundary integration issues and removes the need for an infrastructure specific objective. *Development around the fringes of Hamilton City and other urban areas does not restrict future urban expansion* It is recommended this issue/objective is discussed further with HCC given the background.
Recommended issue: Reverse sensitivity of land use with existing infrastructure		There seems to be no issues or objectives that acknowledge that subdivision, land use and development has the potential to have reverse sensitivity effects on infrastructure other than regionally significant infrastructure. Or that inappropriate development can negatively impact the safety of communities e.g. sensitive uses in close proximity to the electricity transmission network (refer Policies 10 and 11 of the NPS on Electricity Transmission). We consider minimising land use conflicts with existing infrastructure to be a key issue and objective. It is not just regionally significant infrastructure which may need protecting from reverse sensitivity effects of land use and development. We recommend an objective such as:

Issue	Proposed objective	Comments
		• Infrastructure is appropriately protected from incompatible subdivision, use and development, and reverse sensitivity effects; or • Development maintains and enhances the safe, efficient and effective use of existing infrastructure

Current Appendix B 'objectives'	Comments
B2 Wastewater B2.1The wastewater disposal system shall meet these objectives: (a) safeguard peoples' health and safety (b) safeguard people from loss of amenity due to the presence of unpleasant odours or the accumulation of offensive matter resulting from wastewater and foul water disposal (c) safeguard the intrinsic values of ecosystems within the land being subdivided (d) ensure that sanitary wastewater is removed from the premises.	Consider that this objective is not needed in Appendix B or should be renamed so not referred to as an objective given: - matters a) – c) are already adequately covered by the following objectives: • Infrastructure is provided in a manner that does not compromise the qualities and characteristics of surrounding environments and community wellbeing and health and safety. • Land use and development is supported by the appropriate provision of infrastructure. - matter d) would be more appropriate as policy to achieve the following objective: • Infrastructure is provided in a manner that does not compromise the qualities and characteristics of surrounding environments and community wellbeing and health and safety.
B3 Trade Waste Measures shall be put in place to minimise the generation of trade wastes from all commercial premises. A specific trade waste agreement will be required prior to the discharge of any trade wastes to the Council's wastewater networks. B3.1 A trade waste disposal system shall meet these objectives: (a) safeguard people's health and safety, in regard to injury or illness caused by infection or contamination resulting from trade waste	Consider that this objective is not needed in Appendix B or should be renamed so not referred to as an objective given matters a) – c) are already adequately covered by the following objective: • Infrastructure is provided in a manner that does not compromise the qualities and characteristics of surrounding environments and community wellbeing and health and safety.

Current Appendix B 'objectives'	Comments
(b) safeguard people from loss of amenity due to the presence of unpleasant odours or the accumulation of offensive matter resulting from trade waste disposal (c) safeguard the intrinsic values of ecosystems within the land being subdivided (d) ensure that sanitary and industrial wastewater is removed from premises.	- matter d) would be more appropriate as policy to achieve the following objective: • Infrastructure is provided in a manner that does not compromise the qualities and characteristics of surrounding environments and community wellbeing and health and safety.
B4 Water B4.1 The water supply system shall meet these objectives: (a) safeguard people from illness caused by infection from contaminated water or food (b) safeguard against injury or property damage arising from the operation of the system (c) safeguard people from loss of amenity arising from a water supply that is offensive in appearance or odour (d) provide adequate supply of potable water for the reasonably foreseeable consumption, health and hygiene needs of people using each allotment (e) conserve water by avoiding leaks and, where practicable, the use of water saving fixtures, such as low flow shower heads and rain tanks will be encouraged (f) provide adequate water supply for fire fighting in urban areas. (fa) new buildings shall incorporate water saving fixtures where practicable, such as low flow shower heads and rain tanks.	Consider that this objective is not needed in Appendix B or should be renamed so not referred to as an objective given: - matters a) – c) are already adequately covered by the following objective: • Infrastructure is provided in a manner that does not compromise the qualities and characteristics of surrounding environments and community wellbeing and health and safety. - matters d) – fa) would be more appropriate as policies to achieve the following objective: • Land use and development is supported by the appropriate provision of infrastructure.
B5 Stormwater B5.1 The stormwater disposal system shall meet these objectives: (a) safeguard people from injury or illness from damage caused by surface water (b) avoid adverse effects caused by surface water on other properties	Consider that this objective is not needed in Appendix B or should be renamed so not referred to as an objective given: - matters a) – c) are already adequately covered by the following objective: • Infrastructure is provided in a manner that does not compromise the qualities and characteristics of surrounding environments and community wellbeing and health and safety.

Current Appendix B 'objectives'	Comments
(c) protect the environment from accelerated erosion or sedimentation (d) protect the environment from the effects of heavy metals and other contaminants in stormwater discharges (e) protect the outfalls of drainage systems. (ea) provide adequate drainage within each allotment	- matters d) – 3) would be more appropriate as policies to achieve the following objective: • Land use and development is supported by the appropriate provision of infrastructure. - matter ea) would be more appropriate as policy to achieve the following objective: • Infrastructure is provided in a manner that does not compromise the qualities and characteristics of surrounding environments and community wellbeing and health and safety.
B7 Road Standards B7.1 Roads shall meet these objectives: (a) ensure safe and efficient movement of people, vehicles and goods, with minimum adverse effects on the environment (b) provide for network utilities, subject to objective (a).	Consider that this objective is not needed in Appendix B or should be renamed so not referred to as an objective given matters a) – b) are already adequately covered by the following objective: • Infrastructure is provided in a manner that does not compromise the qualities and characteristics of surrounding environments and community wellbeing and health and safety.
B8 Other Utilities B8.1Other utilities (e.g. telecommunications, energy) shall meet these objectives: (a) safeguard health and safety (b) provide an adequate supply of the service or commodity to each allotment not conflict with the operation or maintenance of the services mentioned above.	Consider that this objective is not needed in Appendix B or should be renamed so not referred to as an objective given: - matter a) is already adequately covered by the following objective: • Infrastructure is provided in a manner that does not compromise the qualities and characteristics of surrounding environments and community wellbeing and health and safety. - matter b) would be more appropriate as policy to achieve the following objective: Infrastructure is provided in a manner that does not compromise the qualities and characteristics of surrounding environments and community wellbeing and health and safety.

Appendix G Draft PSC Prepared Energy Provision Documents

Topic: Energy					
Desired State: The efficient use of energy resources is supported by promoting renewable energy generation, encouraging energy efficient subdivision design and built form and providing for efficient use of public transport					
Issue- Energy Efficiency: Subdivision and land use patterns may reduce opportunities for energy efficiency in building design and construction, and transport networks					
Existing Objective/s	**Matters addressed under existing policies**	**Relevant Part 2 RMA Matters**	**Relevant WRPS Methods**	**Section 32(1)(a) Evaluation Report**	**New Objective if required**
Waikato Section **7.2.1** Energy efficiency is encouraged through the design and layout of subdivision and development.	**Waikato Section** Subdivision and development should be designed so that buildings can utilise energy efficiency and conservation measures, including by orientation to the sun and through other natural elements. Transport networks should be designed so that the number, length and need for vehicle trips is minimised, and reliance on private motor vehicles is reduced.	**Section 5** …managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety **Section 7**-Other matters (ba) the efficiency of the end use of energy: (j) the benefits to be derived from the use and development of renewable energy **Supported by Council functions under Section 31 to –** (1) Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district: (a) the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district: (b) the control of any actual or potential effects of the use, development, or protection of land...	**6.5.1 District plan provisions** District plans should: a) encourage energy-efficient urban development, such as through promotion of energy-efficient urban form and design, energy-efficient buildings, innovative energy technologies and provision for multi-modal transport systems; and b) encourage the use of on-site and community-based renewable energy technologies. **6.5.2, 6.5.3, 6.5.5,** These methods will be through advocacy, education, development manuals and design codes and for transport it will be by managing travel demand, more use of public transport and waste minimisation and reuse of waste. **6.6 Significant infrastructure and energy resources** **6.6.1 Plan provisions** Regional and district plans shall include provisions that give effect to Policy 6.6, and in particular, that management of the built environment: **Objectives From RPS** Energy use is managed, and electricity generation and transmission is operated, maintained, developed and upgraded, in a way that: a) Increases efficiency c) Seeks opportunities to minimise demand for energy d) Reduces the reliance on fossil fuels over time e) Addresses adverse effects on natural and physical resources	The evaluation of the objective/s must examine the extent to which the objective/s are the most appropriate way to achieve the purpose of this Act. **Most appropriate is assessed on:** • Relevance • Achievability [feasibility] • Reasonableness [acceptability] • Legacy issues **Relevance:** *1. How it achieves the purpose of the Act (includes ss5, 6 and 7)* The objective promotes the efficient use of energy by managing development enabling people and communities to provide for their social, economic and cultural wellbeing and for their health; thereby giving effect to s5 and s7. The objective supports the sustainable use of resources. 2. *Consider how the objective addresses the resource management issue* The current objective addresses the resource management issue identified by managing the built environment and transport network via subdivision design and layout, to be as efficient as practicable to utilise natural and physical resources *3. Within scope of higher order documents* The objective gives effect to the NPS for renewable Electricity Generation 2011 through policies that support renewable energy sources. The objective is also in accordance with the Operative RPS where there is a requirement to improve the way we use energy. *4. Assists Council to carry out its functions under s31, or that Council has the function and powers to achieve the outcome sought by the objective/s* Territorial Authorities are required to control the effects of the use and development of land. The objective encourages the efficient use of energy by managing subdivision design layout and development. **Achievability:** *5. Realistically able to be achieved within Council's powers, skills and resources* Energy efficiency can be managed through the subdivision consenting process where design and layout can be considered however this needs	Maintain current objective Policies will need to address matters such as Passive solar design See 6A n & I & h

		NPS		to be in conjunction with the technology that supports efficient use of energy and this may be outside councils influence unless there are associated supporting development manuals and design codes. In terms of Transport this can be manged effectively through the subdivision provisions in the district plan. *6. Direction from legislation or higher order documents* A clear direction in the RMA through S 7 (ba) the efficiency of the end use of energy and as well the RPS where there is a requirement to promote the efficient use of energy and NPS for renewable Electricity. **Reasonableness:** *7. whether costs of achieving the objective is unjustifiably high on all or parts of the community* Energy efficiency is likely to be a slow process as is reliant on third parties e.g. developers, power companies, network providers. Topic is beyond our complete control as can depend of economic viability. Communities may not be able to afford to uptake new technologies regarding energy efficiency however, we need to keep pace with technology to keep abreast of options as they become available and viable. *8. if consistent with identified iwi/Maori and community outcomes* Relevant Iwi Management Plans – Waikato-Tainui Environmental Plan, Maniapoto Environmental Plan. These are given consideration in more depth under other relevant topics *9. How the objective/s add value* The objective promotes the efficient use of energy and supports the sustainable use of resources. **Legacy Issues:** *10. How the issue has been managed through the existing planning documents – Franklin and Waikato Section* Franklin discusses similar layout and design aspects in Appendix 27B.1 where Planning, position and orientation are addressed which would be supported by this objective. *11. Why changes should or shouldn't be made* No change is required as the objective adequately gives effect to the NPS and the RPS and RMA s5 and s7(ba)	

Issue - Renewable Energy:
Renewable energy resources are under-utilized, resulting in lost opportunities for environmental benefits

Existing Objective/s	Matters addressed under existing policies	Relevant Part 2 RMA Matters	Relevant WRPS Methods	Section 32(1)(a) Evaluation Report	New Objective if required
Waikato Section **7.4.1** Generation and use of renewable energy resources is increased	**Waikato Section** Positive effects to the environment and the community of generating and using renewable energy resources should be recognised and provided for. The renewable energy resources of the district (including geothermal, biomass, solar and wind) should be recognised for their potential contribution to national energy production. Do these support NPS RPS	**Section 5** …managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety Section 7-Other matters (ba) the efficiency of the end use of energy: (j) the benefits to be derived from the use and development of renewable energy **Supported by Council functions under Section 31 to –** (1) Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district: (a) the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district: (b) the control of any actual or potential effects of the use, development, or protection of land…	**6.5.1 District plan provisions** District plans should: b) encourage the use of on-site and community-based renewable energy technologies. **6.5.2 6.5.3** These methods will be through advocacy, education, development manuals and design codes e) provides for renewable energy by having particular regard to: i) the increasing requirement for electricity generation from renewable sources such as geothermal, **fresh water**, wind, solar, biomass and marine, and the need to maintain generation from existing renewable electricity generation activities; ii) the need for electricity generation to locate where energy sources exist, and transmission infrastructure to connect these generation sites to the national grid or local distribution network; iii) the logistical or technical practicalities associated with developing, upgrading, operating or maintaining renewable electricity generation, or electricity transmission activities; iv) any residual environmental effects of renewable electricity generation activities which cannot be avoided, remedied or mitigated can be offset or compensated to benefit the affected community or the region; and v) the benefits of renewable electricity generation activities including maintaining or increasing security of electricity supply. **RPS Objectives** Energy use is managed, and electricity generation and transmission is operated, maintained, developed and upgraded, in a way that	The evaluation of the objective/s must examine the extent to which the objective/s are the most appropriate way to achieve the purpose of this Act. **Most appropriate is assessed on:** • Relevance • Achievability [feasibility] • Reasonableness [acceptability] • Legacy issues **Relevance:** *1. How it achieves the purpose of the Act (includes ss5, 6 and 7)* The objective promotes the sustainable efficient use of a resource (energy) by encouraging the increase in the utilisation of renewable energy which in turn benefits the health and wellbeing of communities thereby giving effect to s5 and s7. *2. Consider how the objective addresses the resource management issue* The objective acknowledges the aspiration of increasing the generation and utilisation of renewable energy. *3. Within scope of higher order documents* The objective gives effect to the NPS for renewable Electricity Generation 2011 through policies that support renewable energy sources. The objective is also in accordance with the Operative RPS where there is a requirement to meet Government objectives and targets regarding renewable electricity generation. *4. Assists Council to carry out its functions under s31, or that Council has the function and powers to achieve the outcome sought by the objective/s* Territorial Authorities are required to control the effects of the use and development of land. The objective encourages the increase in renewable energy. **Achievability:** *5. Realistically able to be achieved within Council's powers, skills and resources* Achievement is dependent on power companies and network providers to utilise the renewable resource opportunities the district has to offer. Plan provisions may encourage this via policy and incentives. Council does not manage the preference for choosing a power provider/generator when development occurs. Plan provision for renewable energy resources may not be appropriate as it is difficult to predict when and where development occurs. At a local level, consideration could be given to renewable generation	Promote and increase the generation and use of renewable energy resources

			a) Increase efficiency b) Recognised any increasing demand for energy c) Seeks opportunities to minimise demand for energy d) recognises and provides for the national significance of electricity transmission and renewable electricity generation activities; e) recognises and provides for the national, regional and local benefits of electricity transmission and renewable electricity generation; f) reduces reliance on fossil fuels over time; g) addresses adverse effects on natural and physical resources; h) recognises the technical and operational constraints of the electricity transmission network and electricity generation activities; and i) recognises the contribution of existing and future electricity transmission and electricity generation activities to regional and national energy needs and security of supply.	through the private use of solar and wind turbines through incentives *6. Direction from legislation or higher order documents* A clear direction in the RMA through S 7 (ba) the efficiency of the end use of energy and s5 sustainable use of resources as well the RPS and NPS for renewable electricity generation. **Reasonableness:** *7. whether costs of achieving the objective is unjustifiably high on all or parts of the community* Costs more likely to be at an energy provider level. However consideration could be given to private generation through the use of solar and wind turbines through incentives *8. if consistent with identified iwi/Maori and community outcomes* Relevant Iwi Management Plans – Waikato-Tainui Environmental Plan, Maniapoto Environmental Plan. The objective takes into consideration issues raised in the Waikato-Tainui Environmental Plan where Waikato Tainui are supportive of sustainable and renewable energy resources. These are also given consideration in more depth under other relevant topics *9. How the objective/s add value* Encourages the utilisation of renewable energy **Legacy Issues:** *10. How the issue has been managed through the existing planning documents – Franklin and Waikato Section* No apparent mention of the generation of renewable energy in the Franklin Plan *11. Why changes should or shouldn't be made* Suggest changes to objective to better represent the objective of the NPS for Renewable Electricity Generation, RMA s5 and s7(ba) and in particular and the RPS to reduce the reliance on fossil fuels.	

Issue- Non-Renewable Energy:
Renewable energy resources are not solely able to meet total energy demand, and non-renewable energy must be utilized to maintain social and economic wellbeing.

Existing Objective/s	Matters addressed under existing policies	Relevant Part 2 RMA Matters	Relevant WRPS Methods	Section 32(1)(a) Evaluation Report	New Objective if required
Waikato Section **7.5A.1** Non-renewable energy resources are utilised to maintain social and economic wellbeing	**Waikato Section** The non-renewable energy resources of the district should be recognised for their actual or potential contribution to national energy production	**Section 5** …managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety	**6.5.1 District plan provisions** District plans should: a) encourage energy-efficient urban development, such as through promotion of energy-efficient urban form and design, energy-efficient buildings, innovative energy technologies and provision for multi-modal transport systems **6.5.2 6.5.3** These methods will be through advocacy, education, development manuals and design	The evaluation of the objective/s must examine the extent to which the objective/s are the most appropriate way to achieve the purpose of this Act. **Most appropriate is assessed on:** • Relevance • Achievability [feasibility] • Reasonableness [acceptability] • Legacy issues	Non-renewable energy resources are efficiently utilised to help maintain social and economic wellbeing.

		Section 7-Other matters (ba) the efficiency of the end use of energy: **Supported by Council functions under Section 31 to –** (1) Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district: (a) the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district: (b) the control of any actual or potential effects of the use, development, or protection of land…	codes **RPS Objective** Energy is use is managed, and electricity generation and transmission is operated, maintained, developed and upgraded in a way that: a) Increases efficiency b) Recognises any increasing demand for energy c) Seeks opportunities to minimise the demand for energy i) Recognises the contribution of existing and future electricity transmission and electricity generation activities to regional and national energy needs and security of supply	**Relevance:** *1. How it achieves the purpose of the Act (includes ss5, 6 and 7)* Contributes to enabling people and communities to provide for their social, economic wellbeing s5. The objective does not achieve s7 as it does not take into consideration the efficiency and end use of energy. *2. Consider how the objective addresses the resource management issue* The current objective recognises the need for non-renewable energy resources to be utilised to maintain social and economic wellbeing and recognises the need for use of non-renewable energy if supply is to remain secure and affordable. However the objective does not address efficient use 3. *Within scope of higher order documents* The objective gives effect to the RPS where there is a requirement to address energy supply. However although the RPS has a focus on improvements in the way we use energy there is much more focus on renewable sources. The RPS also raises the increasing need to manage potential adverse effects on natural and physical resources. The current objective does not acknowledge this, however this addressed under other topics. *4. Assists Council to carry out its functions under s31, or that Council has the function and powers to achieve the outcome sought by the objective/s* Territorial Authorities are required to control the effects of the use and development of land. The objective acknowledges the need for non-renewable energy **Achievability:** *5. Realistically able to be achieved within Council's powers, skills and resources* Achievement is dependent on power providers. Access to non-renewable resources can be provided for in by provisions in the plan 6. *Direction from legislation or higher order documents* The objective gives effect to the RPS, however although the RPS has a focus on improvements in the way we use energy there is much more focus on renewable sources. The RPS also raises the increasing need to manage potential adverse effects on natural and physical resources. The current objective does not acknowledge this however this addressed under other topics. **Reasonableness:** 7. *whether costs of achieving the objective is unjustifiably high on all or parts of the community* A secure affordable supply of energy is important for social and economic wellbeing, however there is potential for a high cost to amenity values (addressed under another topic).	

				8. if consistent with identified iwi/Maori and community outcomes Relevant Iwi Management Plans – Waikato-Tainui Environmental Plan, Maniapoto Environmental Plan. These are given consideration in more depth under other relevant topics 9. *How the objective/s add value* Acknowledges the need for non-renewable energy sources to provide for affordable and secure supply. **Legacy Issues assesses:** *10. How the issue has been managed through the existing planning documents – Franklin and Waikato Section* In the Waikato Plan there are objectives and policies in regard to this issue under 7.5A The issue in the Franklin plan is presumably managed through the consenting process *11. Why changes should or shouldn't be made* It is suggested that we add the word 'efficiently' to better meet the requirements of the RPS and RMA s5 and in particular s7(ba) where the efficiency and end use of energy is required.	

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