

Appendix E

## Waikato District Plans – Objectives & Policies



## Proposed Waikato District Plan

Objectives	Policies	Comment
<p>Land Transport Network</p> <p>8.2.1 - An integrated, safe, responsive and sustainable land transport network is maintained, improved and protected.</p>	<p>8.2.2 Design, construction and operation of roads should be consistent with their function in the road hierarchy.</p> <p>8.2.3 The integrated, safe, responsive and sustainable operation of the land transport network should be promoted through:</p> <ul style="list-style-type: none"> <li>(a) carriageway, intersection and site design</li> <li>(b) appropriate siting of and access for traffic generating activities</li> <li>(c) traffic management, signage, road marking, lighting, and rest areas and parking as appropriate</li> <li>(d) provision for pedestrians, cyclists and the disabled, including off road routes and connections</li> <li>(e) provision of public transport</li> <li>(f) provision for network utilities</li> <li>(g) appropriate access for existing land uses</li> <li>(h) railway crossing design.</li> </ul> <p>8.2.4 Subdivision and development should not obstruct future road linkages including access to adjoining land and to Hamilton City where relevant.</p> <p>8.2.5 Subdivision, use and development should be located and designed to connect safely to an existing road.</p>	<p>It is considered that the proposed Bypass will result in an integrated, safe, responsive and sustainable land transport network. The design, construction and operation of the Bypass will be in accordance with relevant Transit standards. This will result in a corridor for State highway transport users, which is an efficient and effective long term result. The Bypass will relieve the current congestion from SH1, improving access into the existing road network and improving safety to road users. Conflict will be minimized between "through" traffic and local activities ensuring that there is an effective State highway link.</p>
<p>8.4.1 - Land transport networks are provided, while not compromising the qualities and character of surrounding environments.</p>	<p>8.4.2 Road and rail maintenance, construction and operation should minimise adverse effects on people, communities and the environment by managing:</p> <ul style="list-style-type: none"> <li>(a) discharge of stormwater</li> <li>(b) effects of contamination, including discharge of stock effluent</li> <li>(c) disturbance to natural landforms, soil resources, indigenous vegetation and habitats, and cultural and heritage sites</li> <li>(d) severance of property and communities</li> <li>(e) road surface noise</li> <li>(f) connections between communities</li> <li>(g) glare and light spill from street lighting.</li> </ul>	<p>It is considered that the proposed Bypass is consistent with this objective and policy. Each of these matters have been address by the various specialist reports prepared as part of the NoR (cultural, archaeology and heritage, ecology, landscape/visual, social impact, air quality and urban design). These reports have provided mitigation measures to ensure that the adverse effects are managed and that the Bypass does not compromise the quality and character of the surrounding environment.</p>
<p>Social, Cultural and Economic Well-being</p> <p>11.2.7 - Valued social and cultural</p>	<p>11.2.8 Activities should meet the needs of individuals and groups and be sensitive</p>	<p>Overall, it is considered that the proposed Bypass will</p>

<p>characteristics of communities are retained.</p>	<p>to the existing social and cultural characteristics of communities.</p> <p>11.2.13 Subdivision, use and development should enhance the existing social character of rural localities and communities, which is derived from interaction between individuals and groups, and their relationships with the productive use of the surrounding land or the efficient use of local infrastructure.</p>	<p>meet this objective and policy. A Social Impact Assessment and consultation has been undertaken, revealing that there is an awareness among landowners on the changing land use of this area.</p> <p>The structure plan process (for Rotokauri and Horotiu) have ensured adequate and detailed consultation regarding changing landuse was addressed.</p> <p>It has been assessed that the overall social impacts of this Bypass will be minor in the long term.</p> <p>A number of mitigation measures have been suggested by Transit (in addition to those recommended by the noise, traffic and landscape assessments) to manage the construction effects.</p> <p>It is considered that the most significant adverse impacts will be confined to those landowners who are reluctant to relocate their businesses as a result of the proposal; these landowners permanently affected by the Bypass will be appropriately compensated under the Public Works Act.</p>
<p>11.4.1 - Cultural practices and beliefs of Tangata whenua are respected.</p>	<p>11.4.2 Subdivision, use and development should not compromise the cultural and spiritual significance of areas, including waahi tapu, urupa, maunga and other landforms, mahinga kai, and indigenous flora and fauna.</p>	<p>A Cultural Investigation report has been undertaken. This report recommends a series of recommendations and mitigation measures for the Bypass. Although all of these measures may not be implemented, a number of urban design issues will be considered in the detailed design phase. Tangata whenua, Waikato District Council and HCC Planning/Urban Design representatives will be involved in the process to ensure a collaborative vision is understood and appropriate treatment of territorial and cultural boundaries is undertaken.</p>
<p><b>Amenity Values</b></p>		
<p>13.2.1 - Adverse effects of activities on amenity values are contained within the site where they are generated.</p>	<p>13.2.2 Adverse effects associated with lighting... traffic... and noise should be contained within the site where they are generated.</p> <p>13.2.3 Adverse effects associated with offensive or objectionable dust, smoke and odour should be contained within the site where they are generated.</p> <p>13.2.4 Adverse effects that cannot be contained on the site where they are</p>	<p>The Bypass has the potential to adversely affect amenity values of residents close to the proposed route. The Bypass will pass through a highly modified rural area, consisting of an extensive roading network, modified farmland and low density dwellings; the Bypass would not be inconsistent with this existing environment. Once the</p>

<p>13.2.6 - Amenity values of localities are maintained and enhanced.</p> <p>13.4.1 - Amenity values of sites and localities maintained or enhanced by subdivision, building and development</p>	<p>generated should be remedied or mitigated.</p> <p>13.2.5 Amenity values, health and safety should be protected from adverse traffic effects including:</p> <ul style="list-style-type: none"> <li>(a) noise, vibration, dust, lighting and glare</li> <li>(b) vehicle emissions</li> <li>(c) accelerated or contaminated stormwater runoff</li> <li>(d) visual effects of parking and loading areas</li> <li>(e) traffic safety and congestion.</li> </ul>	<p>Horotiu Structure Plan is in place the existing environment will change to predominantly industrial, which will further reduce the effect of the proposed Bypass.</p> <p>The specialist reports as mentioned throughout this assessment of objectives and policies offer further mitigation measures to ensure that amenity effects are minimised.</p>
<p>13.2.7 Scale, intensity, timing and duration of effects of activities should be managed to be compatible with the amenity and character of the locality.</p> <p>13.4.2 Subdivision, building and development should be located and designed to:</p> <ul style="list-style-type: none"> <li>(a) be sympathetic to and reflect the natural and physical qualities and characteristics of the area</li> <li>(e) encourage retention and provision of trees, vegetation and landscaping</li> <li>(h) provide vehicle, cycling and pedestrian connection to transport networks, including roads, cycleways and walkways, and facilitate public transport</li> <li>(k) mitigate foreseeable effects on water bodies</li> <li>(n) avoid glare and light spill.</li> </ul> <p>13.4.3 Trees that have special amenity value should be protected.</p>	<p>13.6.2 Rural subdivision and development should be of a density, scale, intensity and location consistent with the existing rural character of the locality and should retain or enhance the relevant components of that character, including:</p> <ul style="list-style-type: none"> <li>(g) generally narrow carriageways within wide road reserves, often unsealed with open drains, low-speed geometry and low traffic volumes</li> <li>(h) a general absence of urban-scale and urban-type infrastructure such as roads with kerb and channel, footpaths, mown berms, street lights, advertising signs, sealed and demarcated parking areas, decorative fences and gateways</li> </ul>	<p>See comments above.</p> <p>See comments above.</p>
<p>13.6.1 Rural character is preserved.</p>		<p>See comments above.</p>

## Operative Waikato District Plan

Objectives	Policies	Comment
<p>Rural Zone</p> <p>9.1.4 - To ensure efficient and effective management of the District's physical resources of roading, land drainage, and rural water supplies.</p> <p>9.1.6 - To ensure that the rural visual character and amenity values are maintained or enhanced.</p>	<p>9.2.12 To avoid, remedy, or mitigate the adverse effects of development causing a reduction in the quality of:</p> <ul style="list-style-type: none"> <li>• Roading resources and the consequent greater risk to traffic safety...</li> </ul> <p>9.2.14 To avoid, remedy, or mitigate the effects of increased stormwater runoff from any activity.</p>	<p>The Bypass has the potential to adversely affect amenity values of residents close to the proposed route. The Bypass will pass through a highly modified rural area. The wider area includes an extensive roading network, modified farmland and a low density of dwellings. The Bypass would not be inconsistent with this existing environment. Once the Horotiu Structure Plan is in place the existing environment will change to predominantly industrial, which will further reduce the effect of the proposed Bypass.</p> <p>The specialist reports as mentioned throughout this assessment of objectives and policies offer further mitigation measures to ensure that amenity effects are minimized.</p>
<p>Land Transport</p> <p>36.1.1 - Any adverse effects of activities on the sustainable management of the land transport infrastructure are avoided, remedied, or mitigated.</p> <p>36.1.2 - Development and maintenance of the land transport infrastructure in a way that avoids, remedies, or mitigates adverse effects on the environment of the Waikato District, including the health and safety, and well being of the community.</p>	<p>36.2.1 Avoid, remedy, or mitigate adverse effects from the land transport infrastructure on the amenity values and natural and physical resources of the Waikato District.</p> <p>36.2.2 Ensure all new roads and extensions to existing roads are consistent with the District roading hierarchy and that all subdivisions and developments of land incorporate provision for the connection of future stages of development to existing roads consistent with the roading hierarchy.</p> <p>36.2.3 Require that all new or extended roads are appropriate and provide safe and convenient access, and avoid future inappropriate subdivision and development.</p> <p>36.2.4 Maintain amenity values by encouraging high volumes of traffic and heavy vehicles to use national routes and arterial roads, and, where practicable, discouraging high volume and heavy traffic use of collector and local roads which serve rural areas, or pass through residential areas.</p>	<p>The Bypass will relieve the current congestion from SH1, improving access into the existing road network and improving safety to road users.</p> <p>The design of this road will result in a corridor for State highway transport users, which is an efficient and effective long term result. Conflict will be minimized between "through" traffic and local activities ensuring that there is an effective State highway link.</p>
<p>Noise</p>		

<p>48.1 – To create or maintain an acceptable ambient noise level in the District.</p>	<p>48.2.1 To protect people, particularly those in dwellings, from the effect of noise arising from activities.</p>	<p>An Assessment of Noise Effect Report has been undertaken. Noise from the Bypass can be controlled to be within appropriate levels, resulting in no more than minor effects on the environment and maintaining an acceptable ambient noise level in the District. Furthermore, a noise plan will be prepared to manage the effects on construction noise on the surrounding residential areas, and residents temporarily relocated where noise effects can not be mitigated. It is considered that the proposed Bypass is consistent with this objective and policy.</p>
<p>Air Quality</p>		
<p>50.1.1 - To contribute to the maintenance and enhancement of air quality in the District by minimising adverse effects of discharges to air.</p>	<p>50.2.1 To control, where appropriate, detrimental effects in the environment resulting from discharges to air. 50.2.2 To minimise the effects of dust and odour emissions.</p>	<p>An Air Quality Report was undertaken by Sinclair Knight Merz. It was found the maximum contaminants are expected to occur at the Avalon Drive/Bypass interchange. Taking proposed traffic numbers, the location and future lowering of congestion in the area it has been predicted that concentrations will be within the Ministry for the Environment ambient air guidelines and the NES. A dust management plan will be prepared to minimise the potential for dust nuisance during construction. Accordingly, it is considered that the proposal is consistent with the objectives and policies outlined.</p>

