

Table 1: Section 32 Analysis – Operative Kawerau District Plan

Policies / Rules	Efficiency & Effectiveness Benefits, Costs & Risks
<b>Chapter C2: Industrial Zone</b>	
<p><b>Policy C2.2.2.1B</b> Noise in the Industrial Area 3.</p>	<p>This policy reflects the introduction of specific noise standards for the Industrial Zone Area 3. The imposition of noise standards for the new industrial area will ensure that noise levels are controlled to a level deemed to be reasonable. The policy will assist in achieving the existing District Plan objective C2.2.1.1.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Aligns with the new rules for the Industrial Zone relating to the Industrial Area 3.</li> <li>• Assists in clarifying the purpose of imposing the new noise rules by providing policy support to the new standards.</li> <li>• Ensures that additional control is in place over outcomes in relation to noise from future industry, rather than relying on RMA provisions.</li> <li>• Assists in achieving objective C2.2.1.1.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Potentially additional costs associated with achieving compliance through acoustic insulation, noise barriers etc. which will be borne by business owners.</li> <li>• Potentially additional costs associated with monitoring compliance. These costs may be borne by both business owners and Council.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• May discourage new businesses from establishing if the noise levels are set too low.</li> <li>• Adverse noise effects if the noise level does not appropriately protect amenity values.</li> </ul>
<p><b>Policy C2.2.2.7</b> Putauaki Structure Plan.</p>	<p>This policy ensures that direct reference is included to the Putauaki Structure Plan in the Industrial Zone policy framework. This reflects the importance of the structure plan in terms of ensuring that the land is able to be developed without compromising future development. This in turn will ensure that the Plan Change land is able to promote viable and sustainable industrial activities (in accordance with objective C2.2.1.1).</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Ensures that a holistic approach is provided to development of the area.</li> <li>• Reduces the potential for staged development to compromise development of latter parts of the land area.</li> <li>• Provides a pre-determined approach to managing development of the land around identified constraints (e.g. access).</li> <li>• Provides certainty for stakeholders (e.g. developer, Council, NZTA).</li> <li>• Assists in achieving objective C2.2.1.1.</li> </ul>

	<p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Consenting costs if proposals do not conform to the structure plan.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• Risk of ad hoc development compromising future development potential if a structure plan process was not followed.</li> <li>• Lack of certainty for stakeholders if no structure plan is adopted.</li> </ul>
<p><b>Rule C2.4.1</b> Maximum height of 20m.</p>	<p>In addition to the height in relation to boundary requirements, it is proposed to introduce a new maximum height limit of 20m for buildings and structures in the Industrial Area 3. This standard is the same standard as applies in the Industrial Area 2. The 20m height will maintain a reasonable degree of amenity, while enabling sufficient scope for a range of industrial activities to establish on the site (refer to objective C2.2.1.1 and policies C2.2.2.2 and C2.2.2.4).</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Provides an established limit for building height to control visual effects of development.</li> <li>• Consistent with existing rules for building height in other areas zoned for light to medium intensity industry.</li> <li>• Supports existing objectives and policies.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• None.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• Has the potential to discourage some industrial businesses from establishing if the standard is considered overly restrictive.</li> </ul>
<p><b>Rule C2.4.2</b> 10m landscaped strip adjacent to State Highway 34, minimum setback of 13m to State Highway 34, height in relation to boundary requirement to the boundary of any site zoned Rural Lifestyle.</p>	<p>The amended rules impose additional standards requiring greater setbacks and the establishment of a 10m wide landscaped strip to provide suitable buffers to industrial activities on the Industrial zoned area. These standards respond to matters raised during consultation in relation to the enhancement of the corridor into the Kawerau township. They also respond to potential conflicts in amenity expectations between the Industrial zoned area and land zoned Rural Lifestyle. There are already existing standards which require landscaping and height in relation to boundary setbacks to the district boundary. This new rule is supported by existing objectives and policies, namely objective C2.2.1.1 and policies C2.2.2.2 and C2.2.2.4.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Reduces the potential for conflict to arise between activities with different expectations of amenity.</li> <li>• Ensures a higher standard of amenity for residents of neighbouring sites.</li> <li>• Enhances the corridor into the Kawerau township through the provision of a suitable buffer.</li> <li>• Reduces the potential for reverse sensitivity effects to arise.</li> </ul>

	<p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Costs to establish and maintain the landscaping required by the rules.</li> <li>• Loss of potential development land due to land requirements associated with landscaping and setback areas.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• Reverse sensitivity effects if the standards are not imposed.</li> <li>• Adverse effects on adjacent neighbours if the standards are not imposed.</li> <li>• Adverse character and amenity effects if the State Highway 34 entrance to the Kawerau township is compromised by unscreened and overbearing industrial buildings and structures.</li> </ul>
<p><b>Rule C2.4.6</b>  Within the Industrial Zone Area 3 any activity shall be designed and conducted so that noise from the activity measured at any other site does not exceed the following levels:</p> <ul style="list-style-type: none"> <li>• 70dBA (<math>L_{Aeq15min}</math>) at any site zoned Industrial at any time; and</li> <li>• 55dBA (<math>L_{Aeq15min}</math>) between 7am and 10pm, seven days at any other site; and</li> <li>• 45dBA (<math>L_{Aeq15min}</math>) and 75dB (<math>L_{AFmax}</math>) between 10pm and 7am, seven days at any other site.</li> </ul>	<p>This new standard responds to feedback provided during consultation which indicated a strong desire to avoid cumulative noise effects from contributing to an excessively high noise environment. The noise level has been established taking into account ambient noise monitoring in the surrounding area. The rule will assist in achieving objective C2.2.1.1. It will also be supported by a new policy C2.2.1B.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• The prescribed noise level will ensure sufficient scope for a range of industrial activities to establish and will ensure that individual businesses are required to maintain noise from their own sites to levels deemed to be reasonable.</li> <li>• The rule will allow for cumulative noise effects from activities in the Industrial Zone Area 3 to be controlled to appropriate levels.</li> <li>• Ensures that additional control is in place over outcomes in relation to noise from future industry, rather than relying on RMA provisions.</li> <li>• Assists in achieving objective C2.2.1.1 and complements policy C2.2.1B.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Potentially additional costs associated with achieving compliance through acoustic insulation, noise barriers etc. which will be borne by business owners.</li> <li>• Potentially additional costs associated with monitoring compliance. These costs may be borne by both business owners and Council.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• May discourage new businesses from establishing if the noise levels are set too low.</li> <li>• Adverse noise effects if the noise level does not appropriately protect amenity values.</li> </ul>

<p><b>Rule C2.4.8</b> All new development must be undertaken in accordance with the Putauaki Structure Plan.</p>	<p>This rule provides the key linkage between the Putauaki Structure Plan and the activities that will be undertaken on the site. In doing so it supports policy C2.2.2.7 and objective C2.2.1.1. This rule will ensure that the progressive development of the site takes account of identified constraints. Adherence to the Structure Plan will also ensure that initial development of the Industrial Zone Area 3 takes account of the need to provide for future development potential of remaining undeveloped land.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Ensures that a holistic approach is provided to development of the area.</li> <li>• Reduces the potential for staged development to compromise development of latter parts of the land area.</li> <li>• Provides a pre-determined approach to managing development of the land around identified constraints (e.g. access).</li> <li>• Provides certainty for stakeholders (e.g. developer, Council, NZTA).</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Consenting costs if proposals do not conform to the structure plan.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• Risk of ad hoc development compromising future development potential if a structure plan process was not followed.</li> <li>• Lack of certainty for stakeholders if no structure plan is adopted.</li> </ul>
--	---

<p><b>Chapter C6: Rural Lifestyle Zone</b></p>	
<p><b>Objective C6.2.2.3</b> Avoidance of buildings and intensive development within the Putauaki Structure Plan rural area.</p>	<p>This objective reflects concerns raised during consultation that development of part of the plan change land opposite the Tasman Mill site will result in increased risk to people and property if a chemical spill was to occur at the Tasman Mill site. Intensive development of that part of the site therefore has the potential to result in reverse sensitivity effects in respect of the Mill's activities.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Improves compatibility with established uses on the Tasman Mill site, which are of considerable importance to the district and wider area.</li> <li>• Reduces the potential risk associated with a chemical spill at the Tasman Mill site.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Reduces the development potential of the land.</li> <li>• Additional infrastructure costs as the land located closest to existing established infrastructure cannot be developed for industrial use. Infrastructure to service the industrial area will therefore need to be extended over a greater distance.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• The risk of a chemical spill at the Tasman Mill is of low probability but of high potential impact. Therefore a</li> </ul>

	<p>precautionary approach has been adopted to reduce the risk. There is a considerable risk of not taking this approach.</p>
<p><b>Policy C6.2.3.4</b>  Low intensity of use and development to avoid as far as practicable the potential for adverse effects in the event of a chemical spill at the Tasman Mill.</p>	<p>This policy is directly related to objective C6.2.2.3. It specifically clarifies that potential effects should be avoided through maintaining a low intensity of use and development within the Rural Lifestyle zoned part of the Putauaki Structure Plan area.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Improves compatibility with established uses on the Tasman Mill site, which are of considerable importance to the district and wider area.</li> <li>• Reduces the potential risk associated with a chemical spill at the Tasman Mill site.</li> <li>• Supports objective C6.2.2.3.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Reduces the development potential of the land.</li> <li>• Additional infrastructure costs as the land located closest to existing established infrastructure cannot be developed for industrial use. Infrastructure to service the industrial area will therefore need to be extended over a greater distance.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• The risk of a chemical spill at the Tasman Mill is of low probability but of high potential impact. Therefore a precautionary approach has been adopted to reduce the risk. There is a considerable risk of not taking this approach.</li> </ul>
<p><b>Rule C6.3.1</b>  Permitted Activities</p>	<p>Within the Rural Lifestyle Zone in the Putauaki Structure Plan area permitted activities will be restricted to farming activities, network utilities and accessory buildings to these activities. This will ensure that a low intensity of development is maintained on that part of the Plan Change land in response to concerns raised by adjacent industrial uses in relation to the potential for a chemical spill to occur at the Tasman Mill site. This approach is consistent with the proposed new objective C6.2.2.3 and proposed policy C6.2.3.4.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Improves compatibility with established uses on the Tasman Mill site, which are of considerable importance to the district and wider area.</li> <li>• Reduces the potential risk associated with a chemical spill at the Tasman Mill site.</li> <li>• Allows for low intensity land uses to establish without the need for a resource consent.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Reduces the development potential of the land.</li> <li>• Additional infrastructure costs as the land located closest to existing established infrastructure cannot be developed for industrial use. Infrastructure to service the industrial area will therefore need to be extended over a greater distance.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• The risk of a chemical spill at the Tasman Mill is of low</li> </ul>

	<p>probability but of high potential impact. Therefore a precautionary approach has been adopted to reduce the risk. There is a considerable risk of not taking this approach.</p>
<p><b>Rule C6.3.2</b>  Within the Rural Lifestyle Zone in the Putauaki Structure Plan area Log Storage Activities will be Restricted Discretionary Activities.</p>	<p>Within the Rural Lifestyle Zone in the Putauaki Structure Plan area log storage activities will require resource consent as a Restricted Discretionary Activity. This will ensure that a low intensity of development is maintained on that part of the Plan Change land in response to concerns raised by adjacent industrial uses in relation to the potential for a chemical spill to occur at the Tasman Mill site. It will also ensure that traffic related effects can be considered, particularly in relation to potential impacts on the State Highway.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Improves compatibility with established uses on the Tasman Mill site, which are of considerable importance to the district and wider area.</li> <li>• Reduces the potential risk associated with a chemical spill at the Tasman Mill site.</li> <li>• Allows for low intensity land uses to establish without the need for a resource consent.</li> <li>• Allows Council to consider individual proposals in terms of potential traffic impacts on the state highway network.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Consenting costs for activities that require resource consent.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• The risk of a chemical spill at the Tasman Mill is of low probability but of high potential impact. Therefore a precautionary approach has been adopted to reduce the risk. There is a considerable risk of not taking this approach.</li> </ul>
<p><b>Rule C6.3.3</b>  Within the Rural Lifestyle Zone in the Putauaki Structure Plan area all activities other than those listed as permitted activities in Rule C6.3.1 will be Discretionary Activities.</p>	<p>This rule will apply to all activities other than farming activities, network utilities, accessory buildings and log storage activities. By classifying any other activity as a discretionary activity, Council will be able to consider a range of effects to determine the suitability of the activity for the site. The proposed activity status reflects the potential high consequences of intensive development of this area. The rule will support objective C6.2.2.3 and policy C6.2.3.4.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Enables Council to consider the compatibility of activities which are not listed as being permitted with established uses on the Tasman Mill site.</li> <li>• Reduces the potential risk associated with a chemical spill at the Tasman Mill site.</li> <li>• The discretionary activity status ensures that resource consent applications can be refused if the activities are not deemed to be appropriate for the area.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Consenting costs for activities that require resource consent.</li> </ul>

	<p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• None.</li> </ul>
<p><b>Rule C6.4.1</b> Correction of an existing error as it refers to “the maximum height of any building or structure in the residential zone”. It is proposed to amend this rule to refer instead to the Rural Lifestyle Zone. The rule will otherwise remain unchanged.</p>	<p>This amendment will correct a drafting error.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Greater clarity regarding the rule.</li> <li>• Greater certainty for Council and landowners / developers in relation to interpretation of this rule.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• None.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• None.</li> </ul>
<p><b>Rule C6.4.8</b> All new development must be undertaken in accordance with the Putauaki Structure Plan.</p>	<p>This rule provides the key linkage between the Putauaki Structure Plan and the activities that will be undertaken on the site. This rule will ensure that the progressive development of the site takes account of identified constraints.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Ensures that a holistic approach is provided to development of the area.</li> <li>• Provides a pre-determined approach to managing development of the land around identified constraints (e.g. access).</li> <li>• Provides certainty for stakeholders (e.g. developer, Council, NZTA).</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Consenting costs if proposals do not conform to the structure plan.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• Lack of certainty for stakeholders if no structure plan is adopted.</li> </ul>
<p><b>Rule C6.5.2</b> Yards (Assessment Criteria)</p>	<p>Add a new assessment criterion relating to “the potential for reverse sensitivity effects to arise”.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Reverse sensitivity effects are a relevant consideration in respect of yards and proximity of dwellings to adjacent industrial areas. The additional criterion will ensure that reverse sensitivity effects are considered for any application involving a reduction in yards.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• None.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• Reverse sensitivity effects will not be able to be considered if the additional criterion is not included.</li> </ul>
<p><b>Rule C6.5.9</b> Log Storage Activities (Assessment Criteria)</p>	<p>Add new assessment criteria for Log Storage Activities in the Rural Lifestyle Zone in the Putauaki Structure Plan area Log Storage Activities will require resource consent as a Restricted Discretionary Activity under rule C6.3.2. The assessment criteria will relate solely to traffic related effects, particularly impacts on the safety and function of SH34.</p>

	<p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• The additional assessment criteria will ensure that there is clarity in terms of the matters over which Council has restricted the exercise of its discretion.</li> <li>• The assessment criteria have been developed through consultation with NZTA and are consistent with criteria included elsewhere in the District Plan.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• None.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• Traffic effects will not be able to be considered if the additional assessment criteria are not included.</li> </ul>
<b>Chapter C7: Subdivision and Development</b>	
<p><b>Policy C7.2.2.10</b> Putauaki Structure Plan.</p>	<p>This policy ensures that direct reference is included to the Putauaki Structure Plan in the Subdivision and Development policy framework. This reflects the importance of the structure plan in terms of ensuring that the land is able to be developed without compromising future development. This in turn will ensure that the Plan Change land is subdivided and developed in accordance with objectives C7.2.1.1 to C7.2.1.5.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Ensures that a holistic approach is provided to development of the area.</li> <li>• Reduces the potential for staged development to compromise development of latter parts of the land area.</li> <li>• Provides a pre-determined approach to managing development of the land around identified constraints (e.g. access).</li> <li>• Provides certainty for stakeholders (e.g. developer, Council, NZTA).</li> <li>• Assists in achieving objectives C7.2.1.1 to C7.2.1.5.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Consenting costs if proposals do not conform to the structure plan.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• Risk of ad hoc development compromising future development potential if a structure plan process was not followed.</li> <li>• Lack of certainty for stakeholders if no structure plan is adopted.</li> </ul>
<p><b>Rule C7.7.1</b> Any subdivision of land to create separate titles in the Rural Lifestyle Zone in the Putauaki Structure Plan area will be a Discretionary Activity with the exception of utility lots.</p>	<p>This amendment will restrict the intensity of activities able to establish as permitted activities within the Rural Lifestyle Zone in the Putauaki Structure Plan area to maintain a low intensity of development and occupation. This is consistent with the Subdivision and Development objectives and with the Rural Lifestyle Zone proposed objective C6.2.2.3 and proposed policy C6.2.3.4. It is also consistent with proposed rules C6.3.1 and C6.3.3. If similar changes were not made to the Subdivision and Development rules then the changes to the zone rules may be undermined as the potential would exist for multiple lots to be</p>



	<p>created to enable intensive development to take place without the need for resource consent.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Reduces the potential risk associated with a chemical spill at the Tasman Mill site by maintaining a low density of development.</li> <li>• The discretionary activity status ensures that resource consent applications can be refused if the subdivision proposal is not deemed to be appropriate for the area.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Reduces the development potential of the land.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• The risk of a chemical spill at the Tasman Mill is of low probability but of high potential impact. Therefore a precautionary approach has been adopted to reduce the risk. There is a considerable risk of not taking this approach.</li> <li>• The land is Maori Freehold Land and there is therefore a risk that subdivision could be approved by the Maori Land Court irrespective of the new rule.</li> </ul>
<p><b>Rule C7.7.6</b> Add a new provision (h) requiring subdivision design to be consistent with the Putauaki Structure Plan.</p>	<p>This rule will ensure that the progressive development of the site takes account of identified constraints by helping to give effect to the Structure Plan. This rule is consistent with proposed policy C7.2.2.10.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Ensures that a holistic approach is provided to subdivision of the area.</li> <li>• Provides a pre-determined approach to managing development of the land around identified constraints (e.g. access).</li> <li>• Provides certainty for stakeholders (e.g. developer, Council, NZTA).</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• No additional costs are anticipated by requiring compliance with the Structure Plan. Resource consent is required for subdivision regardless.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• Lack of certainty for stakeholders if no structure plan is adopted.</li> <li>• The land is Maori Freehold Land and there is therefore a risk that subdivision could be approved by the Maori Land Court irrespective of the new rule.</li> </ul>
<p><b>Chapter C10: Traffic Management</b></p>	
<p><b>Rule C10.4.6.1</b> Vehicle access must be in general accordance with the locations shown on the Putauaki Structure Plan.</p>	<p>This rule will ensure consistency in terms of access to the Industrial Zone Area 3 land. This is important to ensure that access and traffic related effects are consistent with the Transportation Assessment which has been undertaken as part of the Plan Change.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Provides certainty regarding the future access and the nature</li> </ul>

	<p>of traffic effects.</p> <ul style="list-style-type: none"> <li>• Ensures that the land is provided with access in accordance with the recommendations of the Transportation Assessment which has been prepared as part of the Plan Change.</li> <li>• Ensures that a holistic approach is provided to development of the area.</li> <li>• Provides certainty to stakeholders (particularly NZTA).</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Economic costs to construct the access in accordance with the Structure Plan.</li> <li>• Potential costs if an alternative solution is developed which is more cost effective. However, any alternative may be allowed to proceed, but it would require resource consent as a Restricted Discretionary Activity.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• There is a considerable risk of not taking this approach. That risk arises from the potential for access to be constructed elsewhere which may result in unacceptable adverse effects on the state highway.</li> </ul>
<p><b>Rule C10.4.6.2</b> No vehicle access may be provided from the Industrial Zone Area 3 land to McKee Road.</p>	<p>This rule ensures that general traffic from the industrial area is not directed to the private road to the south (McKee Road). This is to support Rule 10.4.6.1 which requires all access from the industrial land to be provided from the intersections identified on the Putauaki Structure Plan. It also will avoid traffic effects from new industrial traffic on the existing intersection of McKee Road and SH34.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Provides certainty regarding the future access and the nature of traffic effects.</li> <li>• Ensures that the land is provided with access in accordance with the recommendations of the Transportation Assessment which has been prepared as part of the Plan Change.</li> <li>• Provides certainty to stakeholders (particularly NZTA).</li> <li>• Avoids potential conflicts between general industrial traffic and other traffic on McKee Road.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Potential costs if an alternative solution is developed which is more cost effective. However, any alternative may be allowed to proceed but it would require resource consent as a Restricted Discretionary Activity. Specific assessment criteria are proposed to address this type of situation (see Rule C10.5.4).</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• The risk of not taking this approach is that the industrial land may be provided with access from McKee Road, placing</li> </ul>

	<p>additional pressure on that road (which is heavily utilised by HCVs) as well as additional pressure on the McKee Road/SH34 intersection.</p>
<p><b>Rule C10.4.6.3</b> No vehicle access may be provided to any new activity on land within the Rural Lifestyle Zone from State Highway 34.</p>	<p>This rule ensures that traffic from the Rural Lifestyle Zone will be directed to McKee Road rather than directly to SH34. Because all of the activities that are listed as permitted activities in the Rural Lifestyle Zone are likely to involve low numbers of traffic movements, there is unlikely to be conflict between traffic from the Rural Lifestyle Zone and heavy vehicles on McKee Road. It also ensures that the McKee Road/SH34 intersection will be used to access the State Highway which is safer than multiple individual accesses along the frontage of the Rural Lifestyle zoned land.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Provides certainty regarding the future access and the nature of traffic effects.</li> <li>• Ensures that the land is provided with access in accordance with the recommendations of the Transportation Assessment which has been prepared as part of the Plan Change.</li> <li>• Provides certainty to stakeholders (particularly NZTA).</li> <li>• Reduces effects on the function and safety of SH34 by avoiding the potential for multiple private accesses to establish.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• None.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• There is a minor risk of conflict with heavy vehicles on McKee Road. However, given the low number of traffic movements associated with the activities that will be permitted within the Rural Lifestyle Zone, the potential for conflict is considered to be low.</li> <li>• The risk of not taking this approach is that the Rural Lifestyle zoned land may be provided with direct access to SH34 via multiple entrances, thereby impacting on the safety and efficiency of the State Highway.</li> </ul>
<p><b>Rule C10.4.6.4</b> No vehicle access shall be provided between the Rural Lifestyle Zone and the Industrial Zone Area 3 over, under or across McKee Road.</p>	<p>This rule avoids the potential for traffic to utilise other intersections to access the State Highway in locations where the likely traffic effects have not been assessed or anticipated. It also avoids the potential for conflict to arise associated with the existing use of McKee Road by heavy vehicles, particularly logging trucks.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Provides certainty regarding the future access and the nature of traffic effects.</li> <li>• Ensures that the land is provided with access in accordance with the recommendations of the Transportation Assessment which has been prepared as part of the Plan Change.</li> <li>• Provides certainty to stakeholders (particularly NZTA).</li> <li>• Reduces effects on the function and safety of SH34 by</li> </ul>

	<p>avoiding the potential for other intersections to be used to access the State Highway in locations where the likely traffic effects have not been assessed or anticipated.</p> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Potential costs if an activity is proposed which is reliant on access between the areas and where an appropriate solution can be developed to ensure that adverse traffic effects do not arise. However, any alternative may be allowed to proceed but it would require resource consent as a Restricted Discretionary Activity. Specific assessment criteria are proposed to address this type of situation (see Rule C10.5.4).</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• The risk of not taking this approach is that the industrial land may be provided with access from McKee Road, placing additional pressure on that road (which is heavily utilised by HCVs) as well as additional pressure on the McKee Road/SH34 intersection.</li> </ul>
<p><b>Rule C10.4.6.5</b> Construction of intersections in accordance with specified standards (Diagram A and B) and in accordance with the specified timing.</p>	<p>This rule specifies the design standards for the two intersections on State Highway 34 shown on the Putauaki Structure Plan. It also specifies the timing for construction of those intersections relative to the area being developed. The timing has been linked to the capacity of the intersections as well as the need for connectivity throughout the industrial area to provide practical and convenient access.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Provides certainty regarding the future access and the nature of traffic effects.</li> <li>• Ensures that the land is provided with access in accordance with the recommendations of the Transportation Assessment which has been prepared as part of the Plan Change.</li> <li>• Ensures that a holistic approach is provided to development of the area.</li> <li>• Provides certainty to stakeholders (particularly NZTA).</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Economic costs to construct the accesses and rail siding crossing in accordance with the Structure Plan and in particular Diagrams A and B.</li> <li>• Potential costs if an alternative solution is developed which is more cost effective. However, any alternative may be allowed to proceed, but it would require resource consent as a Restricted Discretionary Activity.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• There is a considerable risk of not taking this approach. That risk is that the intersections could be constructed to a lesser standard or that the performance of one of the intersections may degrade to an unacceptable level of service prior to the other intersection being constructed.</li> <li>• There is a risk that the intersections may be constructed but not physically connected in the absence of a rule requiring this</li> </ul>

	<p>to happen. That scenario could impact on the balance of use of the intersections, and would also create problems due to the requirement to close the right turn from the southern intersection at the time the roundabout (northern intersection) is constructed. It would have impacts on connectivity and permeability.</p> <ul style="list-style-type: none"> <li>• Uncertainty for developers if no design standards and timing requirements are included in the District Plan.</li> </ul>
<p><b>Rule C10.5.4</b> Access to Putauaki Structure Plan land (Assessment Criteria)</p>	<p>Add new Restricted Discretionary assessment criteria relating to activities which cannot comply with the standards in C10.4.6.1 to C10.4.6.5.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• The additional assessment criteria will ensure that there is clarity in terms of the matters over which Council has restricted the exercise of its discretion.</li> <li>• The assessment criteria have been developed through consultation with NZTA and are consistent with criteria included elsewhere in the District Plan.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• None.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• Traffic effects will not be able to be considered if the additional assessment criteria are not included.</li> </ul>
<p><b>General</b></p>	
<p><b>Planning Maps</b> Amended zoning.</p>	<p>Amendments to planning maps 12, 13 and 16 are required. In addition, new planning maps will be required. These amendments are consequential to the Plan Change.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Provides clarity of the zoning of the sites.</li> <li>• Provides a basis for the implementation of the Industrial Zone and Rural Lifestyle Zone rules.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• Nil.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• Nil.</li> </ul>
<p><b>Appendix A: Definitions</b> New definition for 'farming activities' and 'log storage activities'.</p>	<p>Insert a new definition for 'Farming Activities' and 'Log Storage Activities' to clarify the new standards in Rules C6.3.1 and C6.3.3.</p> <p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• Provides clarity in relation to the interpretation of Rules C6.3.1 and C6.3.3.</li> <li>• Consistency with other changes proposed.</li> </ul> <p><u>Costs</u></p> <ul style="list-style-type: none"> <li>• None.</li> </ul> <p><u>Risks</u></p> <ul style="list-style-type: none"> <li>• None.</li> </ul>