

## APPENDIX E

### OPERATIVE DISTRICT PLAN OBJECTIVES AND POLICIES ASSESSMENT

1A Waikato District Growth Strategy	
<b>1A.2.1 Objective</b>  Towns, villages and other defined growth areas are the focus of future residential, industrial and commercial development.	
<b>1A.2.2 Policy</b>  Subdivision, use and development of an urban nature should occur within clearly defined boundaries of towns and villages rather than in rural areas.	The settlement of Te Kowhai is a residential settlement which has recently been earmarked for future growth by virtue of the recent re-zoning of a number of parcels of land for lifestyle residential development; as expressed on the adjoining site to the east. The site is located on one such piece of land. Accordingly, the proposal is not considered to adversely affect any productive rural activity. In any event, the proposed commercial activity is not one that is sensitive to the potential effects of productive rural activities.
<b>1A.2.3 Policy</b>  Subdivision, use and development of a rural-residential nature should occur within defined growth areas where infrastructure and services can be efficiently and economically provided.	
<b>1A.2.4 Policy</b>  New growth areas, including new rural residential areas, should be identified and planned for in conjunction with towns and villages where they support local services and minimise adverse effects on productive rural activities and lawfully established rural-based activities.	
<b>1A.2.9 Objective</b>  Rural areas are maintained as a resource for productive rural activities and lawfully established rural-based activities.	
<b>1A.2.12 Policy</b>  Subdivision, use and development that is not directly associated with productive rural activities should occur in towns, villages and other defined growth areas.	The activity is being undertaken within a village which is also identified as a growth area through re-zoning to support more intensive residential and commercial development. The proposed commercial activity will not compromise the use of any public open spaces.
<b>1A.2.14 Policy</b>  Subdivision, use and development should not compromise public use and enjoyment of public open space or significant recreational amenities.	
<b>1A.4.1 Objective</b>  Residential and rural residential areas achieve and maintain high amenity values.	
<b>1A.4.2 Policy</b>  Subdivision, use and development in towns and villages should be sympathetic to their existing character.	The existing character of the site is best defined by the current development pattern exhibited within the receiving environment; comprising both commercial to the south and residential to the east. As the settlement of Te Kowhai expands, commercial services need to be provided to cater for the increase in population density. As such, the proposal is considered appropriate given the context of the locale and the overall character of the area.
<b>1A.4.3 Policy</b>  Subdivision, use and development in towns, villages and new defined growth areas should occur in	

accordance with a structure plan for the area and promote high quality living environments.	
<b>1A.4.5 Objective</b> Development patterns support the cost-effective maintenance, provision and efficient use of both existing and new infrastructure and services.	
<b>1A.4.6 Policy</b> The location, type and density of subdivision, use and development should ensure infrastructure and services can be provided economically and used efficiently, and facilitate the safe, efficient and effective operation of infrastructure.	Te Kowhai is un-serviced. Accordingly, three waters management must be undertaken wholly within the subject site and in a manner consistent with acceptable standards and practise. The layout of the site will not present any constraints to future infrastructure servicing, should that ever be undertaken. The commercial activity will not adversely affect the adequacy, safety or efficiency of any infrastructure or community facilities nor give rise to any reverse sensitivity effects upon such facilities.
<b>1A.4.7 Policy</b> Subdivision, use and development should be located, designed and staged to ensure that it is adequately supported by existing or planned infrastructure, community facilities and local services.	
<b>1A.4.9 Policy</b> Subdivision, use and development should be located, designed and staged to ensure that it does not adversely affect the adequacy, safety or efficiency of infrastructure, community facilities and services in the region.	
<b>1A.4.10 Policy</b> Subdivision, use and development must avoid adverse effects, including reverse sensitivity effects, upon regionally and nationally significant infrastructure to ensure the ongoing safe and efficient development, operation and maintenance of that infrastructure.	
<b>6 Built Environment</b>	
<b>6.2.1 Objective</b> Development that is connected or grouped around infrastructure.	
<b>6.2.2 Policy</b> Subdivision or development should be located, and have a density, scale and intensity, to ensure efficient use of land, public facilities and utilities.	Te Kowhai is an un-serviced settlement. However, despite the lack of Council infrastructure and reticulation services, the development provides sufficient onsite infrastructure to cater for the demand generated by the development, whilst maintaining adequate separation from existing residential activities.
<b>6.2.3 Policy</b> Residential and business development should occur in current towns and villages in preference to isolated rural locations.	
<b>6.2.6 Policy</b> Business and industrial activities should be separated from residential activities.	
<b>6.6.1 Objective</b>	



Adverse effects of use and development are avoided by provision of wastewater and stormwater disposal, supply of water, energy and telecommunications.	
<b>6.6.2 Policy</b>  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.	Three waters management is contained wholly within the subject site and will be designed and constructed in a manner consistent with accepted standards and practise.
<b>6.6.4 Policy</b>  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.	The subject site is a sufficient size and readily able to absorb the effects of the development. Specific mitigation measures have been adopted by the applicant to further reduce such effects.
<b>8 Land Transport Network</b>	
<b>8.2.1 Objective</b>  <b>An integrated, safe, responsive and sustainable land transport network is maintained, improved and protected.</b>	
<b>8.2.2A Policy</b>  Subdivision, use and development should not compromise the road function as specified in the road hierarchy.	Horotiu Road is an arterial road which has a classification and formation which is suitable for the traffic generated by the proposed commercial development. Overall it is considered that the proposal will not compromise the safety, function or capacity of the roading network.  The proposal includes safe access and egress from the site and generous parking and circulation on site.
<b>8.2.2B Policy</b>  Subdivision, use and development should be in a location and at a scale that <ul style="list-style-type: none"> <li>(a) is consistent with the existing or planned capacity and design of the roading network, and</li> <li>(aa) is consistent with the intended function of any roads that may be affected by the subdivision, use and development (roading hierarchy), and</li> <li>(b) does not compromise the safety and efficiency of the roading network, and</li> <li>(c) does not compromise the safety and efficiency of the railway network.</li> </ul>	
<b>8.2.5 Policy</b>  Subdivision, use and development should be located and designed to connect safely to an existing road.	
<b>8.2.5A Policy</b>  Land use activities should provide adequate on-site parking.	
<b>8.2.6 Policy</b>  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.	
11 Social, Cultural and Economic Wellbeing	
11.2.1 Objective	
Towns, villages, neighbourhoods and localities have social coherence and a sense of place.	
11.2.4 Policy	It is considered that the proposed commercial development will become supplementary to the wider locale and the Te Kowhai Village through the use of the centre and the complementary features it portrays with the adjoining café development. The proposed commercial development will provide some balance to the settlement with other commercial uses located at the southern end of Te Kowhai. The separation of this commercial activity and other commercial activities will avoid any potential cumulative effects. The commercial development will complement the range of commercial activities by providing a new offering of superette facilities, hairdressers, eateries and small-scale retail.
11.2.5 Policy	
11.2.6 Policy	
11.2.7 Objective	
Valued social and cultural characteristics of communities are retained.	
11.2.8 Policy	The proposed commercial activity will meet the needs of Te Kowhai which, due to it being unserved, has struggled to have service based commercial activities. Apart from the hall or the school, Te Kowhai has no place for people to gather and socialise in a public setting. The establishment of the commercial centre will meet this need, thereby enhancing the social and cultural wellbeing of the settlement.
11.2.14 Policy	
13 Amenity Values	
13.2.1 Objective	
Adverse effects of activities on amenity values are managed so that the qualities and character of the surrounding environment are not unreasonably compromised.	
13.2.2 Policy	In my view, the proposal will not compromise the qualities and character of the locality which is assured to change dramatically as further land is developed to the east and the future intentions to rezone the parcel of land to Business under the PDP.
13.2.3 Policy	
Adverse effects associated with lighting, litter, electromagnetic radiation, vermin, traffic, spray drift, and noise should be contained within the site where they are generated.	
Adverse effects associated with offensive or objectionable dust, smoke and odour should be contained within the site where they are generated.	



<b>13.2.4 Policy</b> Adverse effects that cannot be contained on the site where they are generated must be remedied or mitigated.	the adjoining café to the south, which will be complementary to the activity.
<b>13.2.5 Policy</b> Amenity values, health and safety should be protected from adverse traffic effects including:  (a) noise, vibration, dust, lighting and glare (b) vehicle emissions (c) accelerated or contaminated stormwater runoff (d) visual effects of parking and loading areas (e) traffic safety and congestion.	The development will be accompanied by a stormwater management system that will ensure there will be no discernible effects related to stormwater runoff.
<b>13.2.6 Objective</b> Amenity values of localities are maintained and enhanced.	
<b>13.2.7 Policy</b> Scale, intensity, timing and duration of effects of activities should be managed to be compatible with the amenity and character of the locality.	The commercial activity will occur during daytime and evening hours thereby avoiding effects during times of day that are especially sensitive for residential activities. In recognition of the potential effects on adjacent residential activities, the building has been sited to provide generous separation distances while parking and service areas will be screened from view by a combination of fences and dense planting. Boundary interfaces have been a particular focus to ensure an aesthetic suitable for the locality in which is presented. As much as possible, the applicant has attempted to ensure that the site development reflects and maintains the character of this isolated settlement.
<b>13.2.8 Policy</b> Activities with similar effects or a similar expectation of amenity should be located together.	
<b>13.2.9 Policy</b> Activities sensitive to <u>noise</u> , dust, smoke, odour, spray drift, lighting, litter, electromagnetic radiation, vermin or traffic should locate in areas where local amenity values are not already compromised by those effects.	
<b>13.2.10 Policy</b> Activities with dissimilar effects or a dissimilar expectation of amenity should be separated where possible.	
<b>13.4.1 Objective</b> Amenity values of sites and localities are maintained or enhanced by subdivision, building and development	
<b>13.4.2 Policy</b> Subdivision, building and development should be located and designed to:  (a) be sympathetic to and reflect the natural and physical qualities and characteristics of the area (b) ensure buildings have bulk and location that is consistent with buildings in the neighbourhood and the locality	The scale of the proposed building is considered to be generally consistent with the current development pattern expressed within the contextual environment. Where compliance is not achieved, purposeful mitigation has been adopted to minimise such effects to an appropriate level. The scale and location of the building ensures that a sense of spaciousness, and separation, equivalent to that expected in the Country Living Zone, is achieved thereby avoiding any shading and dominance effects

<ul style="list-style-type: none"> <li>(c) avoid buildings and structures dominating adjoining land or public places, the coast, or water bodies</li> <li>(d) retain private open space and access to public open space</li> <li>(e) encourage retention and provision of trees, vegetation and landscaping</li> <li>(f) arrange allotments and buildings in ways that allow for view sharing, where appropriate</li> <li>(g) provide adequate vehicle manoeuvring and parking space on site</li> <li>(h) provide vehicle, cycling and pedestrian connection to transport networks, including roads, cycleways and walkways, and facilitate public transport</li> <li>(i) promote security and safety of public land and buildings, and places</li> <li>(j) mitigate foreseeable effects (including reverse sensitivity effects) on, and from, nearby land use, particularly existing lawfully established activities</li> <li>(k) mitigate foreseeable effects on water bodies</li> <li>(l) maintain adequate daylight and direct sunlight to buildings, outdoor living areas and public places</li> <li>(m) maintain privacy</li> <li>(n) avoid glare and light spill.</li> </ul>	<p>on public or private land. Screening will be provided to outdoor service areas.</p> <p>The development has been designed with safe and efficient vehicle access and circulation and provides more than the minimum number of car parks to avoid overspill effects outside of the site. The development encourages the use of alternate modes of transport by extending the existing footpath up to the site and extending to the café development to the south, which also accesses the adjoining subdivision to the east.</p>
<p><b>13.4.4 Objective</b></p> <p>Signs visible from public places do not compromise visual amenity or road safety.</p>	
<p><b>13.4.5 Policy</b></p> <p>The number, size, location and appearance of signs visible from public places should be compatible with the character and sensitivity of localities.</p>	<p>The commercial activity will involve signage that exceeds that permitted within the respective Country Living Zone. However, the proposed signage is considered complementary to the overall development, and allows patrons to have advanced warning of the subject sites location; minimising conflict between road users and customers. The freestanding sign will not be illuminated with flashing lights of be a nuisance to road users, nor will it mimic any road sign. As such, it is considered the proposed signage is typical of a commercial venture and will be of a low impact design.</p>
<p><b>13.4.6 Policy</b></p> <p>Signs visible from public places should not create adverse effects from illumination, light spill, flashing or reflection.</p>	
<p><b>13.4.7 Policy</b></p> <p>Messages or images on signs visible from roads should not confuse or distract road users.</p>	