

## Waikato Expressway - Cambridge Section: Assessment of Relevant Statutory Documents

The following table assesses the Waikato Expressway – Cambridge Section (“the Project”) against the following documents:

- Waikato Regional Policy Statement (operative October 2000);
- Waikato Proposed Regional Policy Statement (November 2010);
- Waikato Regional Plan;
- Proposed Waikato Regional Plan: Proposed Variation No.6 – Water Allocation (October 2008);
- Operative Waikato District Plan (1995);
- Proposed Waikato District Plan (2007); and
- Waipa District Plan.

Relevant Provisions of Documents	How the Project is consistent with the provisions
<b>Waikato Regional Policy Statement (operative October 2000)</b>	
The Operative Waikato Regional Policy Statement (RPS) provides an overview of the significant resource management issues for the Waikato Region and sets out objectives, policies and methods to achieve integrated management of the region’s natural and physical resources. It identifies a number of issues that are relevant to the Project, and these are discussed below.	
<i>Section 2: Treaty of Waitangi and matters of significance to Maori</i>	Local Iwi have been consulted extensively throughout the Project’s early planning and preliminary design stages.
<i>Section 3.3 Land and Soil:</i> This outlines issues relating to the protection of the soil resource including accelerated erosion (3.3.7) and destabilisation of river beds (3.3.11).	Application will be made to Environment Waikato for the necessary resource consents for the Project, including for the earthworks and associated stormwater discharges, and for works on, under or over the bed of a stream. The Project will include measures, including those which will be identified in a sediment and erosion control plan, to avoid or minimise the potential for the discharge of contaminated stormwater from the Project site during and after construction. It is considered that these measures will ensure that the overall effects are minor.
<i>Section 3.4: Water:</i> This identifies significant resource management issues relating to water. Issues relevant to the Project include: <ul style="list-style-type: none"> <li>• the cumulative effects of point sources and non-point sources, and land uses which affect the margins and beds of water bodies (3.4.5)</li> <li>• the protection of mauri (3.4.10).</li> <li>• the maintenance and enhancement of public access to and along water bodies, including to provide for the cultural and spiritual values and customary uses of</li> </ul>	The Project includes provision for foot access to be provided to the Karapiro Stream bridge site on a managed basis. (Section 8.1(bb), of the MoU in

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tangata whenua (3.4.9)	Appendix 5 of Appendix 1 refers).
<i>Section 3.12 Efficient Energy Use</i>	The Project has been designed to enable through-traffic to avoid the Cambridge town centre. This will increase the efficiency and use of energy by allowing through-traffic to maintain a cruise speed on the State Highway rather than diverting through the town centre causing congestion and creating delays.
<i>Section 3.13 Infrastructure</i> This Section states: “The Region’s land transport network is an important part of the economy and contributes significantly to social needs, access and communication. Due to the Region’s strategic location, a number of major road and rail routes pass through the Waikato, linking Auckland and Northland with routes to the east and south”.	
This section identifies that the use and development of natural and physical resources should have regard to the potential adverse effects on the essential roading network, and on major arterial routes in particular.	As a designation for the Cambridge Bypass has existed for over 30 years; the long-term land-use planning of Cambridge and its environs has taken place in the knowledge that the Expressway will eventually be constructed.
It also identifies that the use of transport can have adverse effects on the environment (e.g. stormwater runoff, vehicle emissions and noise) and that these issues are managed through other sections of the RPS.	It is considered that the Project’s effects on the environment will be mitigated in order to ensure the overall effects are minor.
	The Project, in conjunction with the other Waikato Expressway projects, will provide a more sustainable and efficient infrastructure and transportation system than currently exists. The proposed Expressway will be connected to the existing road network via three interchanges. While the Project will involve some local road closures, over-bridges and under-bridges will connect local roads that cross the Expressway in a manner that is consistent with Waipa District Council’s long-term planning for the area.
The section also identifies the importance of network utilities to enabling people and communities to meet their social, economic and cultural needs.	The Project will protect other existing essential infrastructure including stormwater drainage and services.
<i>Section 3.15 Heritage</i>	There is an historic Pa located toward the southern end of the Project, which is a place of significance to local Iwi. The Expressway alignment has been altered to avoid the fortified part of the pa, but habitation sites outside it are still likely to be affected. The two mana whenua groups involved, Ngati Koroki Kahukura Trust and Te Whakaminenga o Haua, have verbally confirmed their

Relevant Provisions of Documents	How the Project is consistent with the provisions
	acceptance of these effects on the pa site environs. A Memorandum of Understanding signed by NZTA, NKKT and TWOH sets out NZTA's responses to the issues mana whenua raised in the consultation. Application will be made for an authority under Section 12 of the Historic Places Act with respect to the Project's effects on archaeological sites.
<p><i>Section 3.16 Future Proof Growth Strategy (Proposed Change 2)</i></p> <p><i>- Policy 7: Co-ordinating growth and infrastructure</i></p> <p><i>There shall be coordination between:</i></p> <p><i>a) the structure, timing and sequencing of new urban development, and</i></p> <p><i>b) the development, funding, implementation and operation of transport and other infrastructure serving the area in question, in order to:</i></p> <p><i>i optimise the efficient and affordable provision of both the development and the infrastructure;</i></p> <p><i>ii ensure financial provision is made for infrastructure and services required for each greenfield growth area;</i></p> <p><i>iii. maintain or enhance the operational effectiveness, viability and safety of existing and planned transport and other infrastructure, and ensure the maintenance and enhancement of the public transport network;</i></p>	<p>The future proof partners include the Waikato and Waipa District Councils, who are responsible for the co-ordination of growth and infrastructure of these districts. Both of these territorial authorities have been involved in the designating and planning of the Project. The early designation of the Cambridge Bypass route (in the 1970s) has enabled the structure, timing and sequencing of urban development around the Expressway to be planned in the knowledge that the Expressway will eventually be provided. The viability of the transport route has been maintained by the combined efforts of NZTA and the territorial authorities involved.</p>
<p><b>Waikato Proposed Regional Policy Statement (November 2010)</b></p>	
<p><i>The Proposed Regional Policy Statement (PRPS) provides an overview of the resource management issues of the region and sets out objectives, policies and methods to achieve integrated management of the natural and physical resources. Issues, objectives, policies and methods relevant to the Project are discussed below.</i></p>	
<p><b>Issue 1.1 State of resources:</b></p> <p><i>Declining quality and quantity of natural and physical resources impacts their life-supporting capacity, reduces intrinsic values and ecosystem services and in general reduces our ability to provide for our wellbeing.</i></p> <p><i>While addressing this issue generally, specific focus should be directed to addressing the following matters:</i></p> <p><i>a) risk to human health from poor air quality caused by fine particulate matter;</i></p>	<p>The assessment of the Project's effects on air quality concludes that it is unlikely that the concentrations of particulate matter resulting from aggregate handling and earthworks construction will be detrimental to the physical health of humans or animals. (Section 8.6 of Appendix 8 refers).</p>
<p><i>c) effects of sedimentation and nutrients in estuaries and harbours;</i></p>	<p>The Project's Erosion and Sediment Control Plan will minimise the volumes of sediments discharged from the Project site.</p>

Relevant Provisions of Documents	How the Project is consistent with the provisions
d) <i>indigenous biodiversity decline;</i>	The proposed landscape planting, which will make extensive use of indigenous species, will enhance indigenous biodiversity along the route.
f) <i>increasing demand for fresh water.</i>	The Project's fresh water needs for construction purposes are very small and are temporary.
<p><b>Issue 1.2 Effects of climate change:</b>  <i>The effects of climate change may impact our ability to provide for our wellbeing, including health and safety.</i>  <i>While addressing this issue generally, specific focus should be directed to the following matters:</i>  a) <i>increased potential for ... weather-related natural hazards ...</i></p>	The Project's design takes into account the higher rainfall intensities predicted to result from climate change.
<p><b>Issue 1.4 Managing the built environment</b>  <i>Development of the built environment, transport and other infrastructure is impacting on our ability to sustainably manage natural and physical resources and provide for our wellbeing.</i>  <i>While addressing this issue generally, specific focus should be directed to the following matters:</i>  a) <i>high pressure for development in ... Waipa District, Waikato District, ...;</i></p>	The planning of the Project has been integrated with the planning of the environs of Cambridge; both <i>Future Proof</i> and the PRPS recognise and provide for the Project (see Map 6.1A in the PRPS). Also, it is considered the Project is consistent with the purpose of the RMA.
d) <i>the effect of development on access to ... high quality soils ...</i>	The Project crosses class I and II soils, except where it crosses the Karapiro Stream Gully, but given the predominance of such soils in the environs of Cambridge, this is an unavoidable adverse effect which is outweighed by the significant benefits that will accrue from the Project.
<p><b>Issue 1.5 Relationship of tangata whenua with the environment (te taiao)</b>  <i>The relationship tangata whenua have with the domains of Ranginui and Papatuanuku is of paramount importance and this relationship is being damaged through:</i>  a) <i>activities which degrade the mauri of the environment, including through cumulative effects;</i></p>	The extensive consultation that the NZTA has undertaken with tangata whenua has enabled the latter to exercise kaitiakitanga, to influence Project decisions, and to protect the mauri of the environment.
b) <i>loss of access to, and use and enjoyment of, resources and places;</i>	The Project includes provision for foot access to be provided to the Karapiro Stream bridge site on a managed basis. (Section 8.1(bb), of the MoU in Appendix 5 of Appendix 1 refers).
<p>c) <i>loss or diminishment of the ability of tangata whenua to be involved in or influence management decisions; and</i>  d) <i>loss of ability to exercise and provide for kaitiakitanga.</i></p>	The extensive consultation that the NZTA has undertaken with tangata whenua has enabled the latter to exercise kaitiakitanga, to influence Project decisions, and to protect the mauri of the environment.

Relevant Provisions of Documents	How the Project is consistent with the provisions
<p><b>Issue 1.6 Health and wellbeing of the Waikato River</b>  <i>The health and wellbeing of the Waikato River and its catchments has been and continues to be degraded. Of particular concern is:</i></p> <p>a) <i>adverse effects on the mauri of the river;</i>  b) <i>the ability of the river to sustainably and safely provide food and cultural, economic and recreation opportunities; and</i>  c) <i>the effect this has on the relationship of Waikato-Tainui ... and Raukawa and the regional community with the river.</i></p>	<ul style="list-style-type: none"> <li>• See the response re Issue 1.5 (c) and (d) above.</li> <li>• Resource consents will be obtained for the earthworks, works in the bed of streams, which are tributaries of the Waikato River, and for discharges from the operational Expressway.</li> <li>• The implementation of the Project's Erosion and Sediment Control Plan will minimise the adverse effects of construction of the Project on the Waikato River and its tributaries.</li> <li>• The proposed treatment and disposal of storm-water will avoid or minimise any adverse effects from stormwater discharged from the operational Expressway.</li> </ul>
<p><b>2 Te Ture Whaimana o Te Awa o Waikato Vision and Strategy for the Waikato River</b>  <b>2.1 Waikato Raupatu Claims (Waikato River) Settlement Act</b>  <i>The Waikato Raupatu Claims (Waikato River) Settlement Act 2010 (the Act) gave effect to the 2009 deed of settlement in respect of the raupatu claims of Waikato-Tainui over the Waikato River. The overarching purpose of the settlement is to restore and protect the health and wellbeing of the river for future generations.</i></p>	<p>See the response re Issue 1.6 above.</p>
<p><b>2.3 Waikato Regional Policy Statement</b>  <i>Schedule 2 of the Act contains Te Ture Whaimana o Te Awa o Waikato – the Vision and Strategy for the Waikato River. The Vision and Strategy is the primary direction-setting document for the Waikato River and its catchments ... Under Section 11 of the Act, the Vision and Strategy is deemed in its entirety to be part of the Regional Policy Statement without the need for public consultation.</i></p>	
<p><b>2.4.1 Vision for the Waikato River</b>  <i>Our vision is for a future where a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces, for generations to come.</i></p>	
<p><b>2.4.2 Objectives for the Waikato River</b>  <i>In order to realise the vision, the following objectives will be pursued:</i></p> <p>(a) <i>The restoration and protection of the health and wellbeing of the Waikato River.</i>  (b) <i>The restoration and protection of the relationships of Waikato-Tainui with the Waikato River, including their economic, social, cultural, and spiritual relationships....</i>  (e) <i>The integrated, holistic and co-ordinated approach to management of the natural,</i></p>	

Relevant Provisions of Documents	How the Project is consistent with the provisions
<p><i>physical, cultural, and historic resources of the Waikato River....</i>                      (g) <i>The recognition and avoidance of adverse cumulative effects, and potential cumulative effects, of activities undertaken both on the Waikato River and within the catchment on the health and wellbeing of the Waikato River.</i>                      (h) <i>The recognition that the Waikato River is degraded and should not be required to absorb further degradation as a result of human activities.</i>                      (i) <i>The protection and enhancement of significant sites, fisheries, flora and fauna....</i></p>	
<p><b>2.4.3 Strategies for the Waikato River</b>  <i>To achieve the vision, the following strategies will be followed:</i>                      (a) <i>Ensure that the highest level of recognition is given to the restoration and protection of the Waikato River....</i></p>	<p>The measures proposed to manage, treat and dispose of stormwater from the Project during and after construction will protect the Waikato River. (Section 8.1, clauses (z) and (aa) of the MoU in Appendix 5 of Appendix 1 refer).</p>
<p>(f) <i>Recognise and protect waahi tapu and sites of significance to Waikato-Tainui and other Waikato River iwi (where they do decide) to promote their cultural, spiritual and historic relationship with the Waikato River....</i></p>	<p>The proposed expressway alignment has been altered so that construction will avoid the fortified part of an historic pa site. Also, NZTA will provide a commemorative plaque to be placed on a rock placed to mark the site of the possible urupa and signage to mark the location of Pa site. Opportunities and resources will be provided to NKKT and TWOH to monitor excavations onsite specifically in relation to the pa site and urupa, and provide expert advice as required. (Section 8.1, clauses (d), (i) and (m) of the MoU in Appendix 5 of Appendix 1 refer. See also clauses (k), (l), and (p) to (s) of the MoU).</p>
<p><b>3 Objective</b>  <b>Objective 3.2 Decision making</b>  <i>Resource management decision making is holistic and consistent and: ...</i>                      (e) <i>is transparent</i></p>	<p>Reasons for the decisions about the Project are set out in the <i>Waikato Expressway – Cambridge Section: Assessment of Environmental Effects...</i></p>
<p>(j) <i>includes working with tangata whenua;</i>                      (k) <i>includes working with key stakeholders; ...</i></p>	<p>NZTA has undertaken extensive consultation about the Project with these parties. Appendix 1 refers.</p>
<p><b>Objective 3.3 Health and wellbeing of the Waikato River</b>  <i>The health and wellbeing of the Waikato River is restored and protected and Te Ture Whaimana o Te Awa o Waikato (the Vision and Strategy for the Waikato River) is achieved.</i></p>	<p>See the response re Issue 1.6 above.</p>
<p><b>Objective 3.4 Energy</b>  <i>Energy use ... is managed in a way that:</i>                      (b) <i>increases efficiency of energy use; ...</i></p>	<p>The Project will improve the efficiency of the road network. The removal of State highway through-traffic from Cambridge will also make Cambridge more attractive for walking and cycling.</p>

Relevant Provisions of Documents	How the Project is consistent with the provisions
<i>(d) reduces reliance on fossil fuels</i>	
<p><b>Objective 3.5 Adapting to climate change</b>  <i>Land use is managed to avoid the potential adverse effects of climate change induced weather variability and sea level rise on: ...</i>  <i>(b) the built environment, including infrastructure; ...</i>  <i>(f) public access.</i></p>	<p>The Project's design takes into account the higher rainfall intensities predicted to result from climate change.</p>
<p><b>Objective 3.7 Ecosystem services</b>  <i>The range of ecosystem services associated with natural resources are recognised and maintained or enhanced to enable ongoing contribution to regional wellbeing.</i></p>	<p>The Karapiro Stream Gully is the only feature that retains significant ecological values that will be impacted by the Project. The proposed means of crossing the gully, via twin viaducts rather than via an embankment, minimises the Project's effects on the gully's ecosystems. The proposed native planting in the gully and along the alignment, and the stormwater treatment ponds, will provide ecological enhancement over the existing situation in the longer term. Sections 4.2 and 5 of <b>Appendix 10</b> refer.</p>
<p><b>Objective 3.8 Relationship of tāngata whenua with the environment</b>  <i>The relationship of tāngata whenua with the environment is recognised and provided for, including:</i>  <i>(a) the provision for use and enjoyment of natural and physical resources in accordance with tikanga Māori;</i>  <i>(b) the role of tāngata whenua as kaitiaki.</i></p>	<p>See the responses re Issue 1.5 (b), (c) and (d) above.</p>
<p><b>Objective 3.10 Air quality</b>  <i>Air quality is managed in a way that:</i>  <i>(a) ensures that where air quality is better than national environmental standards and guidelines for ambient air, any degradation is as low as reasonably achievable; ...</i>  <i>(c) avoids, where practicable, adverse effects on local amenity values and people's wellbeing including from discharges of ... dust;</i></p>	<p>Maximum predicted concentrations of key contaminants that will discharge to air from the road network are predicted to be well within acceptable criteria at all receptors along the route. Construction activities will generate dust that may impact areas in close proximity to the road works, but, if appropriate mitigation measures and controls are applied, effects of dust will be minimal, except under rare circumstances. <b>Appendix 8</b> refers.</p>
<p><b>Objective 3.11 Built environment</b>  <i>Development of the built environment (including transport and other infrastructure) and associated land use occurs in an integrated, sustainable and planned manner which provides for positive environmental, social, cultural and economic outcomes, including by:</i>  <i>(a) promoting positive indigenous biodiversity outcomes;</i></p>	<p>The Project has been designated in the Waikato and Waipa District Plans for over 30 years and has been integrated with the districts' long-term land-use planning. The PRPS (see its Map 6.1A), <i>Future Proof</i> and the <i>Waipa District Growth Strategy</i> (see its Figure 5) all provide for the Project.</p>
<p><i>(b) integrating land use and infrastructure planning;</i></p>	<p>The proposed landscape planting using native plants will re-introduce indigenous biodiversity back into the Project area.  This has occurred through <i>Future Proof</i> and preparation of the relevant district</p>

Relevant Provisions of Documents	How the Project is consistent with the provisions
	plans.
<i>(c) recognising the value and long-term benefits of regionally significant infrastructure and protecting regionally significant transport ... corridors; ...</i>	The Project is a regionally significant transport corridor.
<i>(e) minimising land use conflicts, including minimising potential for reverse sensitivity with existing land uses; and</i>	Designation of the Project in the district plans for over 30 years has provided the opportunity for minimising potential reverse sensitivity issues.
<i>(f) anticipating and responding to changing land use pressures outside the Waikato region which may impact on the built environment within the region.</i>	The Project provides for predicted inter-regional traffic growth on the route.
<p><b>Objective 3.13 Mauri and health of fresh water bodies</b>  <i>The mauri and health of fresh water bodies are protected by:</i>  <i>(a) recognising and maintaining the following values:</i>  <i>(i) natural character and natural functioning;</i>  <i>(ii) health and functioning of indigenous biodiversity, ecosystems and habitats;</i>  <i>(iii) the relationship of tangata whenua with fresh water;</i></p>	The proposed twin viaducts and temporary bridge over the Karapiro Stream and the proposed storm-water outfall structures will minimise impacts on the natural character and functioning of the Stream. See also the responses re Objective 3.7 Ecosystem services (above).
<i>(d) while not detracting from the above values, enabling people and communities to provide for their social, economic and cultural wellbeing and for their health and safety.</i>	This has been recognised through consultation with NKKT, TWOH, the Waikato Raupatu Lands Trust, and the Waikato River Trust.
<p><b>Objective 3.15 Riparian areas and wetlands</b>  <i>The extent and quality of riparian areas ... and wetlands is increased and these areas are managed to maintain and enhance the following:</i>  <i>(a) public access;</i>  <i>(b) natural character; ...</i></p>	The Project will contribute to development of an effective and reliable land transport system, which is vital to supporting the regions' social, economic and cultural wellbeing and the national economy.
<i>(e) indigenous biodiversity; ...</i>	The Project includes proposed indigenous planting in the Karapiro Stream gully and the creation of four new wetlands for the treatment of storm-water.
<i>(g) cultural values.</i>	Foot access to the Karapiro Stream bridge site will be available on a managed basis
<i>(e) indigenous biodiversity; ...</i>	The proposed planting in the gully will help restore the natural character of the riparian area.
<i>(g) cultural values.</i>	See the responses re Objective 3.7 Ecosystem services (above).
<b>Objective 3.17 Historic and cultural heritage</b> <i>Sites, structures, landscapes, areas or places of historic and cultural heritage are maintained or enhanced in order to retain the identity and integrity of New Zealand's history and culture.</i>	See the response re Issue 1.5 (b) above.
<b>Objective 3.18 Ecological integrity and indigenous biodiversity</b> <i>The full range of ecosystem types, their extent and the indigenous biodiversity that those</i>	See the responses re 2.4.3 Strategies for the Waikato River (f) (above)
	See the responses re Objective 3.7 Ecosystem services (above).

Relevant Provisions of Documents	How the Project is consistent with the provisions
<i>ecosystems can support exist in a healthy, functional state.</i>	
<p><b>Objective 3.20 Amenity</b>  <i>Those qualities and characteristics of areas and features valued for their contribution to amenity are maintained or enhanced.</i></p>	<p>The Project will have adverse effects on the amenity of adjoining properties, but these effects will be minimised through the measures to mitigate traffic noise (section 5.5 of <b>Appendix 6</b> refers), and the proposed landscape planting (section 9 of <b>Appendix 2</b> refers).</p>
<p><b>Objective 3.22 Public access</b>  <i>Public access to and along ... rivers is:</i>  <i>(a) not inappropriately restricted; and</i>  <i>(b) where appropriate, is enhanced.</i></p>	<p>See the response re Issues 1.5(b) above.</p>
<p><b>Objective 3.23 Natural hazards</b>  <i>The risk to people, property and the environment from natural hazards is reduced.</i></p>	<p>The Karapiro Stream gully sides and floor will be stabilised to reduce the risk of them slumping in the event of an earthquake.</p>
<p><b>Objective 3.25 High class soils</b>  <i>The value of high class soils for primary production is recognised and high class soils are protected from inappropriate subdivision, use or development.</i></p>	<p>See the response re Issue 1.4 (d).</p>
<p><b>Policy 4.3 Tangata whenua</b>  <i>Tangata whenua are provided appropriate opportunities to express, maintain and enhance their relationship with their rohe through resource management and other local authority processes.</i></p>	<p>The NZTA has undertaken extensive consultation with tangata whenua about the Project as described in section 5.7 of <b>Appendix 1</b>.</p>
<p><b>Policy 5.1 Improve degraded air quality</b>  <i>Reduce the adverse effects on air quality caused by discharges from home heating appliances and transport, with particular emphasis on:</i>  <i>a) discharges of fine particulate matter ...</i></p>	<p>The Project will divert traffic away from the existing State Highway 1 and 1B routes through Cambridge and ease traffic congestion, which will result in lower vehicle emissions along these routes. Consequently maximum concentrations of key contaminants that will discharge to air from the road network without the Project would generally be higher than with the Project. Section 8.7 of <b>Appendix 8</b> refers.</p>
<p><b>Policy 5.3 Limit adverse effects on amenity</b>  <i>Ensure discharges to air are managed so as to avoid, remedy or mitigate objectionable effects beyond the property boundary.</i></p>	<p>The Project's Dust Management Plan will avoid or minimise adverse effects of dust off the construction site. Section 8.6 of Appendix 8 refers.</p>
<p><b>Policy 6.1 Planned and co-ordinated development</b>  <i>Development of the built environment, including transport ... infrastructure, occurs in a planned and co-ordinated manner which:</i>  <i>(a) is guided by the principles in section 6A;</i></p>	<p>Planning of the Project has been co-ordinated with planning of the surrounding land use. See the responses re Objective 3:11 above.</p>

Relevant Provisions of Documents	How the Project is consistent with the provisions
<p>(b) recognises and addresses potential cumulative effects of development; and (c) is based on sufficient information to allow assessment of the potential long-term effects of development.</p>	
<p><b>Policy 6.3 Co-ordinating growth and infrastructure</b> (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; ... (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 Strategy. 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</p>	<p>See the responses re Objective 3.11.</p>
<p><b>Implementation Method 6.3.2 Aligning infrastructure and land use planning</b> Territorial authorities should, in association with Waikato Regional Council, the NZ Transport Agency and other infrastructure providers, ensure transport 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.</p>	<p>See the responses re Objective 3.11.</p>
<p><b>Policy 6.5 Energy demand management</b> Development should minimise transport energy demand ... and promote the efficient use of energy.</p>	<p>The Project will improve the efficiency of the road network, and the diversion of State highway through-traffic away from Cambridge will improve the conditions for walking and cycling within Cambridge.</p>
<p><b>Policy 6.6 Significant infrastructure and energy resources</b> Management of the built environment ensures that the effectiveness and efficiency of existing and planned regionally significant infrastructure is protected and that particular regard is given to the benefits that can be gained from the development and use of</p>	<p>“Regionally significant infrastructure” is defined in the Glossary of the PRPS and includes: “(f) significant transport corridors as defined in Map 6.1 and 6.1A”, which includes the Project.</p>

Relevant Provisions of Documents	How the Project is consistent with the provisions
<i>regionally significant infrastructure and energy resources.</i>	
<p><b>Implementation Method 6.6.3 Collaboration</b>  <i>Waikato Regional Council will seek to collaborate with territorial authorities and the NZ Transport Agency to ensure development protects the function of significant transport corridors as defined in Maps 6.1 and 6.1A in section 6B.</i></p>	Maps 6.1 and 6.1A include the Project.
<p><b>Policy 6.13 Adopting Future Proof land use pattern</b>  <i>(a) new urban development within ... Cambridge ... shall occur within the indicative Urban Limits shown on Map 6.1 (section 6C);</i></p>	Policy 6.13 limits urban development to the land use pattern and sequencing that has been established through the Future Proof process. The Project is an integral part of the proposed land use pattern and associated road network.
<p><b>Part 6A Development principles</b>  <b>General development principles:</b> <i>New development should:</i>  <i>(c) not compromise the safe, efficient and effective operation and use of existing infrastructure, including transport infrastructure, and should allow for future infrastructure needs, including maintenance and upgrading, where these can be anticipated;</i></p>	This principle recognises the importance of transport infrastructure, such as the Project.
<p><i>(e) be directed away from ... high class soils;</i></p>	See the response re Issue 1.4 (d).
<p><i>(f) minimise energy and carbon use such as by ... design ... which minimises the need for private motor vehicle use, encourage walking, cycling and use of public transport ...</i></p>	See the response re Objective 3.4.
<p><i>(g) maintain or enhance landscape values and provide for the protection of historic and cultural heritage from inappropriate subdivision, use and development;</i></p>	The extensive mitigation planting proposed as part of the Project will enhance the visual amenity of the area. The Expressway alignment has been altered to avoid the fortified part of an historic Pa site beside the Karapiro Stream gully, but habitation sites outside it are still likely to be affected. The Project will also involve the partial destruction of three other recorded archaeological sites – borrow pits near Peake and Swayne Roads, and an historic drainage feature near Forrest Road. Application will be made for an authority under Section 12 of the Historic Places Act with respect to the Project's effects on archaeological sites. While physical impacts of the Project on these sites will be negative, it is considered that the potential to recover archaeological information from the sites, guided by any legal conditions that the Historic Places Trust may impose, will adequately mitigate the adverse effects.
<p><i>(h) promote positive indigenous biodiversity outcomes and protect significant indigenous vegetation and significant habitats of indigenous fauna. Development which can enhance ecological integrity, such as by improving the maintenance, enhancement or development of ecological corridors, should be encouraged;</i></p>	The proposed native planting in the gully and along the alignment, which will re-introduce indigenous biodiversity back into the Project area, and the storm-water treatment ponds, will provide ecological enhancement over the existing situation in the longer term. Section 5 of <b>Appendix 10</b> refers.

Relevant Provisions of Documents	How the Project is consistent with the provisions
<i>(i) maintain or enhance public access to and along ... rivers;</i>	Foot access to the Karapiro Stream bridge site will be available on a managed basis
<i>(j) 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 low impact design methods where appropriate;</i>	The proposed treatment and disposal of stormwater using infiltration swales, conveyance swales, wetlands and outfall structures will avoid or minimise any adverse effects from stormwater discharged from the operational Expressway. The Project will result in additional discharge to the Karapiro Stream, but this is not expected to have any significant adverse effect. Also, multiple culverts will be installed under the northern half of the Expressway at low points in order to maintain overland flow paths.
<i>(m) be appropriate with respect to expected effects of climate change and be designed to allow adaptation to these changes;</i>	The Project's design takes into account the higher rainfall intensities predicted to result from climate change.
<i>(n) consider effects on the unique tangata whenua relationships, values, aspirations, roles and responsibilities with respect to an area. Where appropriate, opportunities to visually recognise tangata whenua connections within an area should be considered;</i>	Refer to the responses above to 2.4.3 (f) Strategies for the Waikato River.
<i>(o) support the Vision and Strategy for the Waikato River in the Waikato River catchment;</i>	See the responses to Issue 1.6 above.
<i>(q) avoid adverse effects on ecosystem services.</i>	See the responses re Objective 3.7 Ecosystem services (above).
<p><b>Policy 8.3 All water bodies</b>  <i>Manage activities to maintain or enhance the values of water bodies by:</i>  <i>(a) reducing:</i>  <i>(i) sediment in fresh water bodies (including bank instability);</i>  <i>(ii) Accelerated sedimentation of estuaries;</i>  <i>(iii) microbial and nutrient contamination;</i>  <i>(iv) other contaminants; and</i></p>	<p>The Project's Erosion and Sediment Control Plan (Section 6.1 and Appendix 12 of Appendix 9 refer) and the Hazardous Substances Management Plan which will form part of the Construction Management Plan) will minimise the discharge of sediment or other contaminants from the site during construction. The infiltration swales, conveyance swales, storm-water treatment wetlands, and energy dissipating outfall structures will minimise the potential of the discharge of sediment or other contaminants from the operational expressway.</p>
<p><i>(b) protecting and restoring:</i>  <i>(i) riparian and wetland habitat;</i>  <i>(ii) instream habitat diversity;</i>  <i>(iii) natural flow regimes; and</i></p>	See the responses above re Objective 3.7.
<p><i>(c) providing for where practicable, migratory patterns of indigenous freshwater species up and down rivers and streams and to the coastal marine area; and</i></p>	The Project will not prevent fish passage up and down the Karapiro Stream gully.
<p><i>(d) avoiding:</i>  <i>(i) physical modification of water bodies where practicable ...</i></p>	See the responses above re general development principles (j).
<b>Implementation method 8.3.1 Point source discharges</b>	The Project involves treating stormwater runoff from the Expressway in grass

Relevant Provisions of Documents	How the Project is consistent with the provisions
<p><i>Regional plans shall control point source discharges of contaminants into water bodies, or onto or into land where the contaminant may reach water, in a way that:</i>  <i>(c) provides for land-based mitigation of the effects of contaminants prior to their discharge to water where practicable;</i></p>	<p>swales before it is discharged to groundwater or surface water. Except when the extended detention flow is exceeded, stormwater runoff east of a point some 290m east of Watkins Road will be also be treated in a wetland, prior to discharge to surface water.</p>
<p><b>Implementation method 8.3.2 Riparian activities</b>  <i>Regional plans shall control riparian activities, including tracking and earthworks, removal of riparian vegetation and access to the beds and banks of water bodies by vehicles and stock to ensure:</i>  <i>(a) reduced sedimentation of fresh water bodies (including bank instability) and estuaries;</i>  <i>(c) the desired values of the water body are not undermined.</i></p>	<p>The Project will involve removing riparian vegetation from the Karapiro Stream gully in the vicinity of the proposed viaduct site, but this vegetation, which is predominantly exotic weed species, will be replaced by indigenous plant species, which will provide ecological enhancement. Other works that will affect the bank and beds will be the construction and removal of the temporary bridge over the Karapiro Stream and the construction of the storm-water outfall structures. These works will include measures that will minimise adverse effects on the stream bed and banks.</p>
<p><b>Implementation method 8.3.7 Natural functioning and ecological health of water bodies</b>  <i>Regional and district plans shall ensure that the natural functioning and ecological health of water bodies is maintained and where appropriate enhanced, including by:</i>  <i>(d) controlling structures in or on the banks or beds of water bodies;</i>  <i>(e) avoiding the modification of water bodies including the piping or straightening of the water body where practicable;</i>  <i>(g) addressing adverse effects including effects on natural character, mauri and migration of indigenous species; ...</i></p>	<p>Consents will be sought for the Project for the proposed bridging and works in the bed of the Karapiro Stream and other waterways. Temporary and permanent bridging of the Karapiro Stream will avoid modification of the stream, such as piping it or straightening it. Also, the proposed bridging and storm-water outfall structures will not prevent migration of indigenous species up- or down-stream.</p>
<p><b>Implementation method 8.3.9 Effects of subdivision, use and development</b>  <i>Territorial authorities should manage the effects of subdivision, use and development including through district plans, development and subdivision guidelines and structure plans to:</i>  <i>(b) protect existing and promote new appropriately vegetated riparian margins;</i></p>	<p>The Project involves re-vegetating with indigenous species the Karapiro Stream's riparian margins within the proposed expressway designation.</p>
<p><i>(c) minimise the potential for contaminants to enter water bodies;</i></p>	<p>The proposed stormwater swales and wetlands will minimise this potential effect.</p>
<p><i>(g) maintain the natural flow regimes and functioning of water bodies;</i></p>	<p>See the response re Implementation method 8.3.7.</p>
<p><i>(h) reduce and manage contaminant loadings (including sediment) entering stormwater networks;</i></p>	<p>See the response re Implementation method 8.3.9 (c).</p>

Relevant Provisions of Documents	How the Project is consistent with the provisions
<p><b>Policy 8.5 Waikato River catchment</b>  <i>Recognise Te Ture Whaimana o Te Awa o Waikato – the Vision and Strategy for the Waikato River – as the primary direction-setting document for the Waikato River and ensure that the health and wellbeing of the Waikato River is restored and protected for future generations.</i></p>	<p>See the response re Issue 1.6 above.</p>
<p><b>Policy 10.1 Managing historic and cultural heritage</b>  <i>Provide for the collaborative, consistent and integrated management of historic and cultural heritage resources.</i></p>	<p>Historic and cultural heritage has been considered as part of developing the proposal for the Project – See <b>Appendix 4</b> and <b>Appendix 5</b>.</p>
<p><b>Policy 10.2 Relationship of Māori to taonga</b>  <i>The relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu and other taonga, are recognised and provided for.</i></p>	<p>See the responses re 2.4.3 Strategies for the Waikato River (f).</p>
<p><b>Policy 10.3 Effects of development on historic and cultural heritage</b>  <i>Manage subdivision, use and development to give recognition to historic and cultural heritage and to integrate it with development where appropriate.</i></p>	
<p><b>Policy 11.1 Maintain or enhance indigenous biodiversity</b>  <i>Promote positive indigenous biodiversity outcomes to maintain or enhance (including through restoration of) indigenous biodiversity with particular focus on areas that are important for:</i>  <i>(d) the health and wellbeing of the Waikato River and its catchment;</i>  <i>(f) tangata whenua relationships with indigenous biodiversity including their holistic view of ecosystems and the environment.</i></p>	<p>The extensive use of indigenous trees and shrubs in the proposed landscape planting, including in the Karapiro Stream gully, will enhance biodiversity in the Project area. NKKT and TWOH supported the extensive use of indigenous plants on the Project.</p>
<p><b>Policy 12.2 Other landscape values</b>  <i>Recognise that areas have landscape values which add to the sense of place and amenity of an area and that these values should be maintained or enhanced where possible.</i></p>	<p>The landscape values in the Project area were assessed, and measures to avoid, remedy or mitigate the Project's adverse effects on those values are proposed. <b>Appendix 2</b> refers.</p>
<p><b>Policy 12.3 Protect natural character</b>  <i>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: ...</i>  <i>(b) where natural elements/influences are dominant, activities should be undertaken in such a way that natural character is maintained or enhanced; ...</i></p>	<p>The proposed viaducts will minimise the impact of the Project on the natural character of the Karapiro Stream and gully.</p>
<p><b>Implementation Method 12.3.2 Enhance natural character where compromised</b>  <i>Local authorities should consider opportunities to enhance the natural character of ...</i></p>	<p>The proposed native planting in the Karapiro Stream gully will enhance its natural character.</p>

Relevant Provisions of Documents	How the Project is consistent with the provisions
<p><i>rivers and their margins where it has been compromised, including when undertaking works and services or preparing or reviewing growth strategies, structure plans, or regional and district plans. In particular, opportunities to achieve the following should be considered: ...</i></p> <p><i>(b) restoration or enhancement of natural elements; ...</i></p>	
<p><b>Policy 12.6 Maintain or enhance public access</b>  <i>Public access to and along the coastal marine area, lakes, and rivers will be maintained or enhanced by ...</i></p>	<p>Foot access will be provided to the site of the Karapiro Stream viaducts on a managed basis.</p>
<p><b>Policy 13.2 Manage activities to reduce the risks from natural hazards</b>  <i>Subdivision, use and development are managed to reduce the risks from natural hazards, including by: ...</i></p> <p><i>(c) ensuring risk is assessed for proposed activities on land subject to natural hazards ...</i></p>	<p>The walls and base of the Karapiro Stream gully will be stabilised in the vicinity of the proposed viaducts in order to minimise the risk of the gully sides collapsing in the event of an earthquake.</p>
<p><b>Waikato Regional Plan</b></p>	
<p><i>Section 2: Matters of Significance to Maori</i></p>	
<p><b>Policy 6: Tangata Whenua Uses and Values</b>  <i>Ensure that the relationship of tangata whenua as Kaitiaki with water is recognised and provided for to avoid significant adverse effects and remedy or mitigate cumulative adverse effects on:</i></p> <ul style="list-style-type: none"> <li><i>a. the mauri of water</i></li> <li><i>b. waahi tapu sites</i></li> <li><i>c. other identified taonga.</i></li> </ul>	<p>Local iwi have been consulted extensively throughout the Project's early planning and preliminary design stages. See also the response re Section 3.15 (Heritage) of the RPS.</p>
<p><b>Water Resources Objective 3.1.2</b>  <i>The management of water bodies in a way which ensures:</i></p> <ul style="list-style-type: none"> <li><i>(b) the avoidance of significant adverse effects on aquatic ecosystems</i></li> </ul>	<p>The Project traverses an area of predominantly flat farmland on the outskirts of residential and lifestyle areas. The Expressway will cross the Karapiro Stream and several drains. The Project will avoid significant adverse effects on aquatic ecosystems. Sections 4.2 (re "Watercourses"), 4.4 and 4.6 of Appendix 10 refer.</p>
<p><b>Policy 6: Natural Character</b>  <i>Recognise, and where relevant provide for, the following characteristics when considering the preservation of the natural character of river and lake beds and their margins and the protection of them from the inappropriate disturbance of river and lake beds:</i></p>	<p>The Project traverses the Karapiro Stream, which feeds into the Waikato River. The need to protect both of these water bodies from inappropriate disturbance has been recognised, and care will be taken not to alter their natural flow characteristics and hydraulic processes. Twin viaducts, rather than a culverted embankment, have been chosen for the Karapiro Stream</p>

Relevant Provisions of Documents	How the Project is consistent with the provisions
<p>a. <i>Diversity and composition of aquatic and riparian habitat.</i>                      b. <i>Topography and physical composition of river and lake beds and the course of the river.</i>                      c. <i>The natural flow characteristics and hydraulic processes (such as sediment transport) of rivers and streams or the pattern and range of water level fluctuations that occur naturally in rivers and lakes.</i>                      d. <i>Any significant natural features of the bed or banks.</i></p>	<p>gully crossing, Long-term, the viaducts will retain the natural character of the stream and its margins. Stormwater outlet structures will be constructed on the banks of the Karapiro Stream.</p>
<p><b>Proposed Waikato Regional Plan: Proposed Variation No.6 – Water Allocation (October 2008)</b></p>	
<p><b>3.3.1 Issue</b>                      (e) <i>The individual and cumulative effects of the taking of water may,</i>                      (a) <i>result in reductions of water quality and aquatic habitat</i>                      (b) <i>limit the availability of water for other actual and potential uses</i>                      (c) <i>compromise the generation of renewable energy.</i></p>	<p>The quantity of water to be taken from the Waikato River, up to 150 m<sup>3</sup>/day, represents just 0.0011 percent of the river's base flow. This is an insignificant proportion of the flow. The proposed surface and ground water takes are not expected to have any noticeable adverse effects of the types listed.</p>
<p><b>Policy 8: Consent Application Assessment Criteria – Surface Water</b>                      (a) <i>Whether the applicant has demonstrated a need for the volume and rate of water sought taking into account seasonal and rotational requirements and has proposed appropriate water efficiency measures including an assessment of measures to be taken to reduce the take and use during water shortage conditions as defined in Policy 13.</i></p>	<p>The resource consent application sets out the need for the volume and rate of the surface water take. There will be a real commercial incentive, namely, cost minimisation and profit maximisation, for the Project construction contractor to apply appropriate water efficiency measures that will minimise the volume of surface water taken and used.</p>
<p>(o) <i>The effects of the take and associated intake structure on fish passage and fish migration, and the potential for the entrainment of aquatic organisms.</i></p>	<p>A screened inlet device will be set up to assist the water collection process and to control flows during the pumping of the water to the trucks. The inlet device will comply with the standards specified in section 3.2.4 of the Regional Plan: the intake will be screened with a mesh aperture size not exceeding three millimetres in diameter and the maximum intake velocity will not exceed 0.3 metres per second.</p>
<p><b>Policy 9: Consent Application Assessment Criteria – Ground Water</b>  <i>When assessing resource consent applications for ground water takes and/or any associated water use, the effects of these activities shall be assessed individually and cumulatively with all other existing (or currently applied for) water take and use activities. In doing so the Council shall have particular regard to the following matters:</i>                      (e) <i>Effects on existing lawful take of both ground and surface ...</i></p>	<p>The dewatering of the perched water tables as a consequence of the construction is not expected to have any adverse effects on any known water bores. Section 6.1 in Appendix 9 refers. The identity and location of neighbouring abstractors of groundwater are identified in Appendix 3 of Appendix 9.</p>

Relevant Provisions of Documents	How the Project is consistent with the provisions
<p>(n) Potential for interference effects on neighbouring bores to the extent the neighbouring bore owner would be prevented from obtaining their lawfully established water allocation. An applicant may mitigate the adverse effects by:</p> <ul style="list-style-type: none"> <li>• Locating the pump intake of affected neighbouring bore(s) at a greater depth within the bore; or</li> <li>• Deepening existing bores or drilling new bores for neighbouring landowners to a greater depth; or</li> <li>• Providing an alternative water source agreed by all affected parties.</li> </ul>	<p>In the unlikely event that dewatering the perched water tables were to affect a neighbouring bore, NZTA would, with the agreement of the affected bore's owner, mitigate this adverse effect in either of the ways listed.</p>
<p><b>Policy 12: Water Take and Use Recording and Reporting</b>  <i>As a means of assessing compliance with consents for the taking and use of water, the Waikato Regional Council will require resource consent holders, through conditions to [record, measure and report water take and use data] ...</i></p>	<p>Surface water use will be recorded using each truck's log of loads taken per day and its certified water carrying capacity. This information will be made available to EW as required. The ground water take is a "technical" take, which is a consequence of excavation of the road cutting. It is not proposed to measure, record or report the volume of ground water that is drained to waste from the soil as a result of the excavation. However, if this water were harvested for use for dust suppression or construction purposes, the volume of water used will be recorded and reported to EW, if required.</p>
<b>Operative Waikato District Plan (1995)</b>	
<p><b>Policy 6.2.12:</b>  <i>"To promote respect for and, where considered appropriate by the tangata whenua, the protection and preservation of waahi tapu"</i></p>	<p>Iwi have been consulted extensively during the planning and preliminary design stages of the Project. Refer to the discussion regarding section 3:15 of the RPS regarding Heritage.</p>
<p><b>Objective 9.1.6:</b>  <i>"To ensure that the rural visual character and amenity values are maintained or enhanced"</i></p>	<p>The Project will change the appearance of the designated corridor. However, a designation has been in place for an expressway of this size and nature for approximately 30 years, therefore the visual effects and changes in amenity have been expected for a significant period of time. The Project will create visual effects similar to that of any other highway corridor and will increase the amenity values of the Town Centre by re-directing heavy vehicles and through-traffic along the expressway. A landscape and visual assessment of the Project has concluded that the adverse visual effects can be mitigated.</p>

Relevant Provisions of Documents	How the Project is consistent with the provisions
<p><b>Policy 36.2.4:</b>  <i>“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.”</i></p>	<p>The Project, in conjunction with the other Waikato Expressway projects, will eliminate the need for long-distance State highway traffic to divert onto unsuitable routes with poor crash records, or onto unsuitable local roads.</p>
<p><b>Objective 36.1.2:</b>  <i>“Development and maintenance of the land transport infrastructure that avoids, remedies, or mitigates adverse effects on the environment of the Waikato District, including the health and safety, and wellbeing of the community.”</i></p>	
<p><b>Policy 36.2.1:</b>  <i>“Avoid, remedy, or mitigate adverse effects from the land transport infrastructure on the amenity values and natural and physical resources of the Waikato District”</i></p>	
<p><b>Policy 51.2.1:</b>  <i>“To balance the operational requirements of public works and utilities to ensure a continuity of service with the need to avoid, remedy or mitigate adverse effects on the environment”</i></p>	<p>The Project’s adverse effects will be avoided, remedied or mitigated so that, overall, the Project’s adverse effects will be minor.</p>
<p><b>Policy 45.2.2:</b>  <i>“To avoid, remedy, or mitigate the adverse effects from noise generation and dust generation, and on roading visual amenity values, public safety and land disturbance”</i></p>	
<p><b>Objective 50.1:</b>  <i>“To contribute to the maintenance and enhancement of air quality in the District by minimising adverse effects of discharges to air.”</i></p>	<p><i>“Comparison of the assessment of discharges from the proposed Expressway with the modelling assessment for concentrations near the existing SH1 without the Project show that the maximum concentrations near roadways would generally be greater without the Expressway. This is because the development is designed to divert traffic away from the existing road network and ease congestion, which will result in lower levels of vehicle emissions along the Expressway as compared to the existing route.” (Section 8.7 of Appendix 8).</i></p>

Relevant Provisions of Documents	How the Project is consistent with the provisions
<b>Proposed Waikato District Plan (2007)</b>	
<p><b>Objective 8.2.1:</b>  <i>“An integrated, safe, responsive and sustainable land transport network is maintained, improved and protected.”</i></p>	<p>The Project will provide for a safe, responsive and sustainable roading network.</p>
<p><b>Policy 8.2.2:</b>  <i>“Design, construction and operation of roads should be consistent with their function in the road hierarchy”</i></p>	<p>The Project will be designed in accordance with NZTA standards and guidelines to ensure the Expressway will fulfil its function as a state highway and a road of national significance. It will eliminate the need for long-distance State highway traffic to divert onto unsuitable routes with poor crash records, or onto unsuitable local roads.</p>
<p><b>Objective 8.4.1:</b>  <i>“Land transport networks are provided, while not compromising the qualities and character of surrounding environments.”</i></p>	<p>A number of specialists have been involved with the planning of the Project including ecology, acoustic, landscape and heritage specialists in order to ensure that the qualities and character of surrounding environments will not be compromised.</p>
<p><b>Policy 8.4.2:</b>  <i>“Road and rail maintenance, construction and operation should minimise adverse effects on people, communities and the environment by managing:</i></p> <p>(a) <i>discharge of stormwater</i>            (b) <i>effects of contamination, including discharge of stock effluent</i></p>	<p>Resource consents for the Project’s discharge of stormwater and any contaminants will be obtained from Environment Waikato. Measures will be included in the Project to avoid or mitigate any adverse effects of these discharges.</p>
<p>(c) <i>disturbance to natural landforms, soil resources, indigenous vegetation and habitats, and cultural and heritage sites</i></p> <p>(e) <i>road surface noise</i></p>	<p>The Project’s adverse effects will be mitigated so that, overall, any adverse effects will be minor.</p>
<p>(d) <i>severance of property and communities</i></p> <p>(f) <i>connections between communities</i></p>	<p>The severance of properties and communities has been assessed. While there will be some road closures, over bridges and under bridges will maintain connections between communities and properties on opposite sides of the Expressway, although some trips between origins and destinations on opposite sides of the Expressway will be lengthened.</p>

Relevant Provisions of Documents	How the Project is consistent with the provisions
<p><b>Objective 11.2.7:</b>  <i>“Valued social and cultural characteristics of communities are retained.”</i></p> <p><b>Policy 11.2.8:</b>  <i>“Activities should meet the needs of individuals and groups and be sensitive to the existing social and cultural characteristics of communities.”</i></p>	<p>A designation has been in place for over 30 years to indicate the proposed route of the Expressway, so the Project area has been developed in the Cambridge township, the outlying communities and the supporting knowledge that this Expressway will be constructed in the future.</p>
<p><b>Policy 11.4.2:</b>  <i>“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.”</i></p>	<p>The route of the Expressway has been designed to avoid the historic pa site that was recognised as being of significance to Iwi.</p>
<p><b>Policy 13.2.5:</b>  <i>“Amenity values, health and safety should be protected from adverse traffic effects including:</i></p> <ul style="list-style-type: none"> <li>(a) <i>noise, vibration, dust, lighting and glare</i></li> <li>(b) <i>vehicle emissions</i></li> <li>(c) <i>accelerated or contaminated stormwater runoff</i></li> <li>(d)</li> <li>(e) <i>traffic safety and congestion.</i></li> </ul> <p><b>Objective 13.2.6:</b>  <i>“Amenity values of localities are maintained and enhanced.”</i></p> <p><b>Policy 13.2.7:</b>  <i>“Scale, intensity, timing and duration of effects of activities should be managed to be compatible with the amenity and character of the locality.”</i></p>	<p>The Project’s adverse effects will be mitigated so that, overall, any adverse effects will be minor.</p>

Relevant Provisions of Documents	How the Project is consistent with the provisions
<b>Waipa District Plan</b>	
<p><b>Objective RU1:</b>  <i>“To manage the rural environment so that changes induced by humankind do not significantly affect the ability of the land and water to sustain the activities of human, animal and plant communities.”</i></p> <p><b>Policy RU8:</b>  <i>“To protect the landscape character of the Waikato River Valley and lakes and control development so as to avoid or mitigate any adverse effects on the environment.”</i></p> <p><b>Policy RU18:</b>  <i>“To preserve the natural character of wetlands, lakes and rivers and their margins and to protect them from inappropriate subdivision, use and development.”</i></p>	<p>The route of the Expressway will pass through a rural environment; however it will not significantly affect the land to a level where the activities of humans, animals and plant communities are unable to be sustained. The Project will pass over the Karapiro Stream via twin viaducts which will ensure the stream bed, banks and aquatic ecosystems of the stream are protected. No work will be required near the Waikato River, and there are no other significant wetlands or waterways nearby.</p>
<p><b>Policy RU41:</b>  <i>“To ensure that Maori conservation ethics and issues are taken into account in the management of rural areas.”</i></p> <p><b>Policy RU42:</b>  <i>“To protect assets of cultural significance to Maori.”</i></p> <p><b>Policy RU43:</b>  <i>“To consult with Iwi on issues of cultural significance including kaitiakitanga and waahi tapu.”</i></p> <p><b>Objective HG3:</b> <i>“To ensure that the most appropriate and sensitive consultation process is established with the Iwi Authorities and the tangata whenua.”</i></p>	<p>As discussed above, iwi have been consulted extensively from the early stages of the Project and their concerns have been taken into account during the development of the Project’s preliminary design, the assessment of its environmental effects, and the identification of mitigation measures. One area of cultural significance to Maori is the historic pa on the northern side of the Karapiro Stream gully. The Expressway alignment was altered to avoid the fortified part of the pa site.</p>
<p><b>Objective TR1:</b>  <i>“To facilitate efficient, safe, and sustainable transport of goods and people within the District.”</i></p> <p><b>Objective TR2:</b>  <i>“To manage the road network so as to efficiently use existing roads, resources available for maintenance and improvement, and energy.”</i></p>	<p>“The Project will separate national freight and inter-regional travellers from local traffic movements within Cambridge, thereby providing greater travel time reliability, particularly at times of peak local commuter travel” (Environment Waikato, 2009).</p>
<p><b>Objective TR3:</b>  <i>“To recognise and provide for the needs of public transport and to provide for the safe movement of pedestrians.”</i></p>	<p><i>“Completion of the Waikato Expressway provides opportunities for territorial authorities to rid their main streets of through-traffic, enhance safety, improve urban environments for their ratepayers and promote the use of alternative</i></p>

Relevant Provisions of Documents	How the Project is consistent with the provisions
	<p>transport modes. Key sections of the Waikato Expressway are linked to local and sub regional growth plans developed in consultation with the NZTA. Unlocking growth, local traffic management, pedestrian enhancements and improved walking opportunities will all be realised following completion of key sections of the Waikato Expressway." Draft Regional Land Transport Programme for the Waikato Region 2009/10 – 2011/2012 (Environment Waikato, 2009, p.viii).</p>
<p><b>Objective TR4:</b> "To minimise the adverse effects of the use and development of the District's transport facilities and networks on people and the environment."  <b>Objective TR5:</b>                      "To minimise the need for travel and goods transport, to the extent that this is compatible with retaining access to the District's resources."  <b>Policy TR1:</b>                      "To promote the safe operation of the District's transport facilities and networks."  <b>Policy TR3:</b>                      "To protect the efficient operation of arterial roads and to protect and enhance the residential environment of local streets in residential areas by controlling the location and design of vehicle access/egress points."  <b>Policy TR4:</b>                      "To designate the future Cambridge external bypass State Highway 1 route and to take account of this in all resource management decision-making."</p>	<p>The Project, in conjunction with the other Waikato Expressway projects, will eliminate the need for long-distance State highway traffic to divert onto unsuitable routes with poor crash records, or onto unsuitable local roads transferring safety issues and maintenance burden onto local ratepayers. Draft Regional Land Transport Programme for the Waikato Region 2009/10 – 2011/2012 (Environment Waikato, 2009, p.viii).</p> <p>A designation for the Cambridge Bypass has existed for over 30 years; the long-term land-use planning of Cambridge and its environs has taken place in the knowledge that the Expressway will eventually be constructed.</p>

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