Attachment 2

Assessment of the proposal against the relevant objectives of the Decisions Version of the Waikato District Plan (Ohinewai Zone).

Objective/ Policy	Comment
1. Ohinewai Zone - General (OHI)	
Objective OHI-O1 - Development *(1) Ohinewai zone is a strategically important industrial node with supporting residential and commercial activities.* ***Policy OHI-P1 - Development*** *(1) Development is to be generally in accordance with the Ohinewai structure plan for the following features:* *(a) The location and function of access points to the existing road network;* *(b) The functions of the internal road network and shared path network; and* *(c) The areas of the open space network including the Central Park and Wetland Park.* *(2) The location of the following features in the Ohinewai structure plan is indicative and minor variation is acceptable:* *(a) The location of the internal road network and shared path network, provided the functions of the networks are complied with;* *(b) Buildings and community infrastructure; and* *(c) The areas of open space must be provided but their boundaries are indicative.*	The proposal is consistent with this objective and policy by implementing an Industrial land use within the Ohinewai industrial precinct of the Ohinewai Zone. The proposed foam factory is also the key facility that will ensure the Ohinewai zone becomes a strategically important industrial node. The proposed foam factory and rail siding is generally in accordance with the Ohinewai Structure Plan and provides main vehicle access to the existing road network in the appropriate location (location "A") as shown on the Structure Plan (Figure OH1-1 – Ohinewai Structure Plan). The proposal also includes provision of the proposed rail-siding, again as shown on (and consistent with) the Ohinewai Structure Plan. The proposed restoration planting area and stormwater infrastructure is located in areas identified in the Structure Plan within the Central Park Wetland Park Indicative Open Space areas (also used for stormwater infrastructure).
Objective OHI-O2 - Vision and Strategy for the Waikato River	The proposal is consistent with this objective and policy.

Objective/ Policy	Comment
(1) The Ohinewai zone restores the whenua and upholds cultural values in accordance with Te Ture Whaimana o Te Awa o Waikato (the Vision and Strategy for the Waikato River). ***Policy OHI-P4 - Vision and Strategy for the Waikato River*** *(1) Development achieves improvements in water quality of stormwater discharges and creates new areas of wetland habitat.* *(2) Development includes the control and management of introduced pest flora and fauna.* *(3) Development provides opportunity for cultural and customary activities.* *(4) Mana whenua narratives are woven into the development.*	The proposal contributes to restoring the whenua by providing extensive restoration plantings and ensuring appropriate stormwater management, as set out in proposed Conditions 39-43[1]. Cultural values have been addressed via the comprehensive engagement that has been undertaken with mana whenua in developing the proposal, primarily through the Tangata Whenua Governance Group ("TWGG"). This has resulted in the TWGG providing a letter of support for the proposal, included as Appendix 18b of the Assessment of Environmental Effects report ("AEE") submitted in support of the application. Measures to control and manage introduced pest flora and fauna will be implemented via the Ecological Rehabilitation and Management Plan, as discussed in respect of Objective OHI-O5 below and required by both the Ohinewai Zone rules and Condition 9[2]. Mana Whenua engagement is continuing (again, primarily through the TWGG) with respect to providing opportunities for cultural and customary activities into the development and incorporating cultural narratives into the factory design and wetland planting areas. A comprehensive assessment of the proposal against Te Ture Whaimana o Te Awa o Waikato is included in Section 10.4 of the AEE and that assessment remains equally applicable to the objectives and policies of the Ohinewai Zone.
Objective OHI-O4 - Infrastructure *(1) Ohinewai zone is well-connected to Huntly by road, walking and cycling networks.*	The proposal is consistent with this objective and both relevant policies. The proposal utilises connections to Huntly via the existing roading and State Highway network. Walking and cycling connections are planned in future stages of development and are required to be implemented via

[1] Waikato District Council proposed draft conditions V3. 21.06.21

[2] Ibid.

Objective/ Policy	Comment
(2) Development is staged to ensure water supply, wastewater and transport infrastructure with the necessary capacity is available prior to development. ***Policy OHI-P2 - Staging of development*** *(1) The staging of subdivision, development and infrastructure is to follow the sequencing set out on Figure OHI-3 Staging Plan and Table OHI-1 and Table OHI-2.* ***Policy OHI-P6 - Infrastructure*** *(1) Require Infrastructure upgrades to be implemented in accordance with Table OHI-1 and Table OHI-2.* *(2) All development is to be connected to a reticulated public water supply, except for on-site water supply for initial industrial development in Factory Stages F1 and F2.*	plan provisions/staging requirements (as per Table OHI-1 Infrastructure Upgrades of the Ohinewai Zone provisions). However, no such upgrades are required for the initial stages of industrial development (being the foam factory, referred to as F1 and F2 in the Ohinewai Zone provisions). The foam factory and rail siding are serviced on site for water supply and wastewater disposal, which is consistent with infrastructure staging provisions in Table OHI-2 of the Ohinewai Zone provisions. The proposal also includes the upgrading of Balemi Road in order to accommodate the rail siding, in accordance with Table OHI-1 of the Ohinewai Zone provisions.
Objective OHI-O5 - Ecological restoration *(1) Indigenous biodiversity values and the life supporting capacity of indigenous ecosystems enhanced.* ***Policy OHI-P7 - Ecological restoration*** *(1) Existing significant ecological values are protected and enhanced where practicable.* *(2) Ecological Restoration and Management Plans are prepared as part of staged development to:* *(a) Protect and enhance ecological values where practicable, including use of indigenous planting suitable to the habitat, and the required range of natural food sources;* *(b) Control or remove pest plants and pest animal species;*	The proposal is consistent with this objective and policy as extensive habitat plantings are proposed and the land required for the foam factory will be retired from dairy farming. The proposal also includes establishing an area of restoration plantings adjacent to Lake Rotokawau, which is the first stage of a wider wetland park project for the wider Ohinewai development. As noted, the proposal also includes preparation of a comprehensive Ecological Rehabilitation and Management Plan, as required by both the Ohinewai Zone rules and Condition 9[3].

[3] Waikato District Council proposed draft conditions V3. 21.06.21

Objective/ Policy	Comment
(c) Establish or enhance ecological processes and corridors; and *(d) Mitigate effects on ecological values.*	
Objective OHI-O6 - Amenity and character *(1) Manage the effects of development on existing rural character.* *(2) A high level of amenity within the zone is achieved through good urban design.* ***Policy OHI-P8 - Amenity and character*** *(1) Building setbacks and landscape buffers mitigate visual and landscape effects on rural areas and neighbours.*	The proposal is consistent with this objective and policy. While the foam factory and rail siding are located within the Ohinewai Industrial Precinct, the proposed development includes appropriate landscape plantings and building setbacks. Those measures will adequately mitigate the visual effects development on the adjacent zoned land, as they will extend around the factory, rail siding and stormwater infrastructure. The landscape plantings and building setbacks will be implemented in accordance with the requirements of both the Ohinewai Zone rules and Conditions 40-44[4].
Objective OHI-O7 - Reverse sensitivity *Reverse sensitivity effects are minimised.* ***Policy OHI-P9 - Reverse sensitivity*** *(1) Adequate separation distances between Ohinewai industrial, business and residential precincts are achieved through the open space buffers in the Ohinewai structure plan.*	The proposal is consistent with this objective and policy as it will not give rise to reverse sensitivity effects, for the following reasons: • The adjacent land uses (in particular existing infrastructure such as the NIMT and SH1) do not generate adverse effects that are incompatible with the factory operation. • Nor are any of those adjacent land uses particularly sensitive, such that they are vulnerable to the establishment of a properly managed industrial activity, i.e. there are no existing land uses nearby that are incompatible with the proposed operations on site. • Adequate separation distances will be provided between the foam factory and any future residential development enabled by the Ohinewai Zone rules, by way of both open space buffers and other land uses to the south of the foam factory.

[4] Waikato District Council proposed draft conditions V3. 21.06.21

Objective/ Policy	Comment
2. Ohinewai Zone - Energy, Infrastructure and Transport (OHI - EIT)	
Objective OHI-EIT-O1 - Development, operation and maintenance of infrastructure *(1) Infrastructure is developed, operated and maintained and upgraded to enhance social, economic, cultural and environmental well-being.* ***Objective OHI-EIT-02 - Adverse effects on infrastructure*** *(1) Infrastructure is protected from reverse sensitivity effects, and its construction, operation, maintenance, repair, replacement and upgrading is not compromised.* ***Policy OHI-EIT-P1 - Development, operation and maintenance*** *(1) Provide for the development, operation, maintenance, repair, replacement, upgrading and removal of infrastructure throughout the district by recognising:* *(a) Functional and operational needs;* *(b) Location, route and design needs and constraints;* *(c) Locational constraints related to the need to access suitable resources or sites;* *(d) The benefits of infrastructure to people and communities;* *(e) The need to quickly restore disrupted services;* *(f) Its role in servicing existing consented and planned development; and* *(g) The need for physical access to infrastructure.* ***Policy OHI-EIT-P3 - Infrastructure benefits*** *(1) Have regard to the benefits that infrastructure provides, including:*	The proposal is consistent with these objectives and policies, for the following reasons: • Following the change of land use, the foam factory will be adequately serviced by all required infrastructure (including three waters and transport). Further, with respect to stormwater management, the proposal responds to the existing constraints of the drainage scheme, in particular the lack of capacity for additional stormwater flows. • The industrial nature of the foam factory means it will not result in any reverse sensitivity effects on either SH1 or the NIMT. The various expert assessments undertaken in respect of the foam factory (in particular the Integrated Transport Assessment ("ITA") and assessment of stormwater effects) also confirm that it has been designed to ensure it will not compromise the future operation, maintenance or repair of either SH1 or the NIMT. As such, the foam factory has appropriately recognised (and will not impact) the functional and operational needs of both SH1 and the NIMT, as well as the benefits of that regionally significant infrastructure. • Indeed, as a key piece of infrastructure in its own right, the proposed rail siding will further enhance the benefits to be derived from, and operation of, both SH1 and the NIMT. Construction of the rail siding will enable increased used of the rail corridor by businesses in northern Waikato, given it provides access (via rail) to the ports of Auckland and Tauranga. This in turn will reduce the number of freight movements undertaken by road (in particular on SH1 and SH2), as well as the number of trucks using Lumsden Road adjacent to residential dwellings. This will result in

Objective/ Policy	Comment
(a) Enabling enhancement of the quality of life and residential standard for people and communities; *(b) Providing for public health and safety;* *(c) Enabling the functioning of business and growth and development;* *(d) Managing adverse effects on the environment;* *(e) Enabling the transportation of freight, goods and people;* *(f) Enabling interaction and communication; and* *(g) Providing for lifeline utility services.* *(2) Have particular regard to the benefits that the use and development of renewable energy provide.* ***Policy OHI-EIT-P4 - Natural hazards and climate change*** *(1) Encourage the design and location of infrastructure to take account of natural hazards and the effects of climate change.* ***Policy OHI-EIT-P5 - Adverse effects on infrastructure*** *(1) Avoid reverse sensitivity effects on infrastructure from subdivision, use and development as far as reasonably practicable, and ensure that the construction, operation, maintenance, repair, replacement and upgrading of infrastructure are not compromised.* ***Policy OHI-EIT-P6 - Environmental effects, community health, safety and amenity*** *(1) Require the development, operation, maintenance, repair, replacement, upgrading and removal of infrastructure and its associated structures to avoid, remedy or mitigate adverse effects on the environment, community health, safety and amenity.* ***Policy OHI-EIT-P11 - Water conservation***	environmental and health and safety benefits, while also enabling businesses in northern Waikato to function, grow and develop. • The foam factory has also been located and designed to ensure that it will not be subject to reverse sensitivity effects as a result of future development on surrounding land (including, for example, by ensuring appropriate noise insulation, light screening and control of air discharges). • The location of infrastructure has accounted for natural hazards and climate change. The rail siding is located outside of the 100 year flood plain, and stormwater management infrastructure has accounted for flood events. • The proposed water supply infrastructure for the foam factory incorporates appropriate water conservation measures, in particular by capturing and using roof runoff to meet the factory's water supply needs.

Objective/ Policy	Comment
(1) Encourage water conservation measures and, where appropriate, low impact stormwater design and facilities. ***Policy OHI-EIT-P12 - Regionally significant infrastructure*** *(1) Have particular regard to the benefits that can be gain from the development and use of regionally significant infrastructure (as defined in the Waikato Regional Policy Statement 2016).* *(2) Protect the effectiveness and efficiency of existing and planned regionally significant infrastructure.* ***Objective OHI-EIT-P16 - Provide adequate infrastructure*** *(1) Ensure adequate provision of infrastructure, including land transport networks, where land is subdivided creating one or more additional lots, excluding reserve or non-housing conservation lots, access and utility allotments, or its use significantly changed or intensified, needing additional or upgraded infrastructure.* ***Objective OHI-EIT-P17 - Infrastructure location and services*** *(1) Ensure subdivision, use and development are provided with infrastructure and services to a level that is appropriate to its location and intended use including:* *(a) Three waters (water, wastewater and stormwater management);* *(b) Telecommunication services;* *(c) Electricity services; and* *(d) Adequate water supply within urban areas for firefighting purposes.*	
Objective OHI-EIT-O5 - Integration of infrastructure with subdivision, land use and development	The proposal is consistent with this objective and policy, for the reasons outlined in respect of OHI-EIT-01 and 02 above. In summary, the foam factory will be appropriately serviced by all relevant infrastructure. That

Objective/ Policy	Comment
(1) Infrastructure is provided for, and integrated with, subdivision, use and development. ***Policy OHI-EIT-P18 - Land transport network*** *(1) Avoid effects of subdivision, use and development that would compromise:* *(a) The road function, as specified in the road hierarchy;* *(b) The access by emergency services and their vehicles; and* *(c) The safety and efficiency, including the maintenance, upgrading, development and operation of the land transport network.*	new infrastructure has also been adequately integrated with the existing rail and road network, as well as the drainage network. Further, as set out in the ITA, construction and operation of the foam factory will not result in any effects that would compromise road function or safety or efficiency.
Objective OHI-EIT-O6 - Stormwater management *(1) Stormwater is managed in accordance with a best practice Low Impact Design approach.* ***Policy OHI-EIT-P19 - Stormwater management*** *(1) Ensure stormwater is treated to a high standard through Low Impact Design methods that implement a treatment train with at least two steps, the first of which is on-lot.* *(2) Require stormwater management planning is undertaken as part of development and subdivision.*	The proposal is consistent with this objective and policy as the proposed stormwater management framework has incorporated best practice low impact design, including a treatment train approach. First step treatment is close to source, with proprietary devices, with downstream treatment wetlands being the second step.
Objective OHI-EIT-O7 - Stormwater, drainage and flood management *(1) The hydrological characteristics of the natural drainage processes are retained where new subdivision, development or land use is proposed.* *(2) Recognise the importance to the economic and social well-being of the district and the essential nature of regional flood management infrastructure so as to provide for its development, operation and maintenance.* *(3) Regional flood management infrastructure is provided in a manner that:*	The proposal is consistent with this objective and policy as the hydrological characteristics of the site's natural drainage processes will be retained, in so far as the stormwater flows will be from the site to the existing Balemi Road drainage channels and in overland flows towards Lake Rotokawau. The existing flood control scheme has also been accounted for in developing the proposal, with extensive modelling and analysis being undertaken to confirm that any effects from the proposal on that scheme will be negligible.

Objective/ Policy	Comment
(a) Does not adversely affect the health and safety of the people of the district; *(b) Avoids, remedies or mitigates any adverse effects on the natural and physical resources;* *(c) Is sensitive to the amenity values of the district, and relevant cultural or spiritual values; and* *(d) Is efficient.* ***Policy OHI-EIT-P20 - Stormwater, drainage and flood management*** *(1) Ensure that stormwater and drainage infrastructure for subdivision, land use and development:* *(a) Adopts, where appropriate, a best-practice low impact design approach to the management of stormwater;* *(b) Manages stormwater in accordance with a drainage hierarchy, with a preference for at-source management;* *(c) Minimises impervious surfaces to reduce stormwater run-off;* *(d) Retains pre-development hydrological conditions as far as practicable;* *(e) Does not increase the flow of stormwater runoff onto adjacent land or flood plains;* *(f) Provides a stormwater catchment management plan for future urban development;* *(g) Promotes clean water reuse and groundwater recharge where practicable;* *(h) Avoids, remedies or mitigates the generation of contaminants from urban development, particularly from high contaminant generating car parks and high use roads; and*	Further, stormwater management is supported by a Stormwater Management Plan for the site that: • Has been developed in conjunction with the TWGG, to ensure it incorporates and is sensitive to relevant cultural and spiritual values; • Adopts a low impact design approach, including a two-step treatment train at source philosophy; • Does not require retention of the pre-development hydrological conditions at the site, due to Lake Rotokawau being the ultimate receiving environment and adopting a philosophy of not withholding flood flows at this point in the wider catchment; • Does not increase the flow of stormwater onto adjacent land, with any increase in flows to the downstream floodplain being assessed as negligible; • Uses clean water re-use for water supply, with groundwater re-charge being considered for future development stages; and • Uses the stormwater wetlands to treat contaminants from the proposed impermeable surfaces.

Objective/ Policy	Comment
(i) Is supported by a stormwater management plan. *(2) Protect the continuing operation of existing regional flood management infrastructure from the adverse effects of other activities. In particular consideration shall be given to:* *(a) Maintaining and enhancing the operational efficiency, effectiveness, viability and safety of regional flood management infrastructure;* *(b) Protecting investment in existing regional flood management infrastructure;* *(c) Retaining the ability to maintain and upgrade regional flood management infrastructure;* *(d) Protect the continuing operation of existing regional flood management infrastructure from the adverse effects of other activities. In particular consideration shall be given to:* *(i) Maintaining and enhancing the operational efficiency, effectiveness, viability and safety of regional flood management infrastructure;* *(ii) Protecting investment in existing regional flood management infrastructure; and* *(iii) Retaining the ability to maintain and upgrade regional flood management infrastructure.*	
OHI-EIT-O8 - Land transport network *(1) An integrated land transport network where:* *(a) All transport modes are accessible, safe and efficient;* *(b) Adverse effects from the construction, maintenance, upgrading and operation of the transport network are avoided, remedied or mitigated;*	The proposal is consistent with this objective and policy, for the reasons outlined in respect of OHI-EIT-01 and 02 above (as relevant to the land transport network). In summary, the project has ensured that the foam factory and its associated land transport requirements will appropriate integrate with (and enhance the benefits to be achieved from) the existing land transport network (particularly the NIMT and SH1). The proposal also seeks to enhance economic well-being, primarily by being well located in the 'golden triangle' close to the Waikato

Objective/ Policy	Comment
(c) Strategic road and rail corridors play an important role in the district for facilitating the movement of inter and intra-regional freight; and *(d) There is an effective and efficient land transport system that enhances economic well-being, and supports growth and productivity within the Waikato region and upper North Island.* ***Policy OHI-EIT-P21 - Construction, maintenance, upgrading and operation of the land transport network*** *(1) Provide for the construction, maintenance, upgrading and operation of an efficient, effective, integrated, safe, resilient, accessible and sustainable transport network through:* *(a) Corridor, carriageway and intersection design which is appropriate to the road function as specified in the road hierarchy and in accordance with relevant guidelines;* *(b) The appropriate design and location of sites' accesses;* *(c) Traffic signage, road marking, lighting, rest areas and parking as appropriate;* *(d) Safe and accessible provision for pedestrians and cyclists to maximise accessibility, including off-road facilities and connections;* *(e) Corridor and carriageway design which enables provision of public transport;* *(f) Provision for other infrastructure, including where suitable low impact design stormwater facilities;* *(g) Managing the installation of new at grade road and pedestrian rail level crossings by:* *(i) Controlling the location of buildings and other visual obstructions within the sightline areas of rail level crossings; and*	Expressway and NIMT, thereby enabling efficient and effective access to large markets (including international markets, via access to the ports of Auckland and Tauranga).

Objective/ Policy	Comment
(ii) Railway crossing design in accordance with the requirements of the rail operator. *(h) Protection and promotion of the development of the regional rail network for the transportation of freight; and* *(i) Development of efficient processes and freight routes for the movement of high productivity motor vehicles through the region.*	
3. Ohinewai Zone - Hazards and Risks (OHI - HR)	
Objective OHI-HR-O1 - Hazardous substances *(1) To protect the community and natural environment from the adverse effects associated with the manufacture, use, storage or transportation of hazardous substances.* ***Objective OHI-HR-O2 - Hazardous substances*** *(1) To enable activities to utilise hazardous substances where necessary for their operations, in appropriate locations.* ***Policy OHI-HR-P1 - Reverse sensitivity*** *(1) To ensure that activities are able to utilise hazardous substances in compliance with relevant regulation as necessary to their operation, without being compromised by 'reverse sensitivity' (that is, by residential or other sensitive activities moving closer and seeking higher amenity levels, including reduced risks form hazardous substances).* ***Policy OHI-HR-P2 - Risk*** *(1) Ensure that major hazard facilities are appropriately sited and managed in order to reduce risks to the environment and community.*	The proposal is consistent with these objectives and policies. Extensive measures have been incorporated into the design of the foam factory to appropriately address any potential risk associated with the use and storage of hazardous substances, as is required for the foam manufacturing process. These measures include: • Appropriately locating the areas for delivery and storage of hazardous substances, to ensure these are protected from external risks/hazards (such as flooding) and have maximum separation from surrounding uses; • Providing appropriate on-site containment measures for hazardous substances, should there be any spillages or escapes; • Providing sufficient fire-fighting capacity (including access and water supply), in the event of fire (the foam factory will also adopt well understood and tested operational practices, to mitigate the risk of any fire being caused by foam production); and • Any discharges to air of hazardous substances being mitigated via the installation of a world-class carbon filter, in accordance with the air discharge consent already granted by WRC.

Objective/ Policy	Comment
	Modelling has also been undertaken to account for the unlikely event of a stop bank breach of the Waikato River. That modelling has confirmed the factory is not at risk from such an event. Further, the technical reporting has confirmed that the factory operations can be managed effectively to ensure they will not be compromised by reverse sensitivity, arising either from the existing residential land use on Lumsden Road or future development on surrounding land.
Objective OHI-HR-O3 - Health and Safety at Work Act 2015 *(1) To avoid any unnecessary duplication of regulation between the Hazardous Substances and New Organisms Act 1996, the Health and Safety at Work Act 2015 and relevant regulations, and the District Plan.* ***Policy OHI-HR-P3 - Health and Safety at Work Act 2015*** *(1) To regulate the use, storage or transportation of hazardous substances, only where adequate levels of community and environmental protection is not already provided by the Hazardous Substances and New Organisms Act 1996 or other legislation and regulation.*	The proposal is consistent with this objective and policy. The technical reporting completed for the foam factory has addressed the requirements under the HSWA relevant to hazardous substances, and for completeness, a preliminary Emergency Plan has been prepared. Accordingly, the use of hazardous substances at the foam factory does not require any local authority regulation, in addition to that which is already provided by way of legislation.
4. Ohinewai Zone - Contaminated Land (OHI - CL)	
Objective OHI-CL-O1 - Contaminated Land *(1) The subdivision, use and development of contaminated land is managed to protect human health and the environment.* ***Policy OHI-CL-P1 - Managing the use of contaminated land*** *(1) Contaminated land is managed or remediated to ensure that contaminants are at a level acceptable for the proposed land use.*	The proposal is consistent with this objective and policy. A preliminary and detailed site investigation have been undertaken for the site by Geosciences Limited. These investigations identified one discrete area with elevated lead levels, at the entrance to the site. This area is being remediated in accordance with a remedial action plan and site management plan, as part of the earthworks already consented by WDC. No other potential sources or areas of contaminated land have been identified which require remediation in the area of earthworks to be authorised in accordance with the present applications.

Objective/ Policy	Comment
5. Ohinewai Zone - Natural Hazards (OHI - NH)	
Objective OHI-NH-O1 - Natural hazards *(1) Land development avoids where practicable or mitigates the risks of natural hazards.* ***Policy OHI-NH-P1 - Natural hazards*** *(1) Avoid increases in flood risk on land beyond the OHI – Ohinewai zone.* *(2) Require building platforms are located above the 100 year AEP flood level.* *(3) The functional and operational requirements of the Lower Waikato Flood Protection Scheme are recognised and any adverse effects (including cumulative effects) on the storage capacity of the scheme are appropriately managed.* ***OHI-NH-P2 - Managing natural hazard risk generally*** *(1) Provide for rezoning, subdivision, use and development outside High Risk Flood, High Risk Coastal Hazard (Inundation) and High Risk Coastal Hazard (Erosion) Areas where natural hazard risk has been appropriately identified and assessed and can be adequately avoided, remedied or mitigated and does not transfer or exacerbate risk to adjoining properties.* ***OHI-NH-P3 - Natural features and buffers providing natural hazard protection*** *(1) Protect maintain and, where appropriate, enhance the integrity of natural features and buffers which provide a natural defence against the effects of natural hazards and sea level rise, including natural ponding areas, coastal dunes, intertidal areas, wetlands, waterbody margins, riparian/coastal vegetation and floodways.*	The proposal is consistent with this objective and the relevant policies, as the proposed foam factory has been located and designed to avoid (where practicable) or mitigate the risk of flooding. In particular: • Extensive modelling has been undertaken to confirm that any increase in flooding beyond the site and storage capacity of the flood scheme as a result of earthworks required for the project is negligible; • The building platform for the factory is above the 100 year flood event level; • Modelling has been undertaken to account for the unlikely event of a stop bank breach of the Waikato River. The modelling has confirmed the factory is not at risk from such an event; • Ground preparation works are currently being undertaken (in accordance with the consents granted by WRC and WDC) to appropriately protect the site from natural hazards, including flooding and liquefaction; and • The proposal uses natural features and buffers (including wetlands), to provide natural hazard protection.
Objective OHI-NH-O2 - Resilience to natural hazard	The proposal is consistent with this objective and both relevant policies. In particular, the flood modelling and geotechnical investigations undertaken for the proposal have confirmed that, with appropriate

Objective/ Policy	Comment
(1) A resilient community where the risks from natural hazards on people, property, infrastructure and the environment from subdivision, use and development of land are avoided or appropriately mitigated. ***Policy OHI-NH-P4 - Liquefaction prone land risk assessment*** *(1) On land potentially prone to liquefaction, ensure that:* *(a) An assessment by a geotechnical specialist occurs before new subdivision, use or development takes place; and* *(b) The level of assessment reflects the type and scale of the subdivision, use or development and the overall vulnerability of the activity to the effects of liquefaction.* ***Policy OHI-NH-P5 - Control activities on land susceptible to damage from liquefaction*** *(1) Control subdivision use and development on land assessed as being susceptible to liquefaction induced ground damage, to ensure that appropriate mitigation is provided so that the level of risk to people, property, infrastructure and the environment is acceptable.*	design (which has been adopted by the applicant), the level of risk to people, property and the environment as a result of natural hazards (including flooding and liquefaction) is acceptable.
Objective OHI-NH-O3 - Climate change *(1) A well-prepared community that:* *(a) Is able to adapt to the effects of climate change; and* *(b) Is able to effectively and efficiently respond to, and recover from, natural hazard events.* ***Policy OHI-NH-P6 - Effects of climate change on new subdivision and development*** *(1) Ensure that adequate allowances are made for the projected effects of climate change in the design and location of new subdivision and development*	The proposal is consistent with this objective and its associated policies, for the following reasons: • The stormwater and flood modelling completed for the proposal has accounted for climate change projections, as required by the objective and policies. This is outlined in detail in the reports at Appendix 10-10F of the AEE. • The proposal incorporates a range of sustainable design measures as appropriate to the development, including a low impact approach to stormwater design (based on a two-step treatment train at source) and re-use of roof water for supply.

Objective/ Policy	Comment
throughout the district, including undertaking assessments where relevant that provide for: *(a) The projected increase in rainfall intensity, as determined by national guidance, but being not less than 2.3°C by 2120;* *(b) In respect to new urban zoning, stress testing under the RCP 8.5 scenario for rainfall and RCP 8.5H+ for sea level rise.* ***OHI-NH-P7 - Future land use planning and climate change*** *(1) Increase the ability of the community to adapt to the effects of climate change when undertaking future land use planning by:* *(a) Ensuring the potential environmental and social costs of climate change, including effects on indigenous biodiversity (inland migration), mahinga kai, public health and safety, public access to waterway margins, and the built environment are addressed;* *(b) Encouraging the incorporation of sustainable design measures within new subdivision, land use and development, including:* *(i) Low impact, stormwater management, urban design and green infrastructure;* *(ii) Efficient water storage;* *(iii) Provision of renewable energy generation; and* *(iv) Transferring to activities with lower greenhouse gas emissions.* *(c) Providing ongoing monitoring of changes to the environment due to climate change; and* *(d) Facilitating community discussion on adaptive pathways to manage the risks associated with climate change and incorporating them, where appropriate, into the district plan through plan changes.*	• The proposal also incorporates appropriate setbacks from water bodies and building levels, to ensure it is resilient to the effects of climate change and other natural hazard events.

Objective/ Policy	Comment
OHI-NH-P8 - Precautionary approach for dealing with uncertainty *(1) In areas throughout the district likely to be affected by climate change over the next 100 years, adopt a precautionary approach towards new subdivision, use and development which may have potentially significant or irreversible adverse effects but for which there is incomplete or uncertain information.* ***OHI-NH-P9 - Provide sufficient setbacks for new development*** *(1) Protect people, property and the environment from the projected adverse effects of climate change, including sea level rise, by providing sufficient setbacks from water bodies when assessing new development.* *(2) Ensure that in establishing development setbacks, adequate consideration is given to:* *(a) The protection of natural ecosystems, including opportunities for the inland migration of coastal habitats;* *(b)The vulnerability of the community;* *(c) The maintenance and enhancement of public access to the coast and public open space; the requirements of infrastructure; and* *(d) Natural hazard mitigation provision, including the protection of natural defences.* ***Policy OHI-NH-P10 - Assess the impact of climate change on the level of natural hazard risks*** *(1) For all new subdivision, use and development requiring rezoning or a resource consent, ensure that account is taken of the projected effects of climate change over the next 100 years when assessing any identified risks from natural hazards, and their effects on people, property, infrastructure and the environment.*	

Objective/ Policy	Comment
(2) Ensure that, when assessing the effects of climate change on the level of natural hazard risk in accordance with Policy OHI-NH-P10(1) above, the allowances in Policy OHI-NH-P16(1) are applied. *(3) Where the assessment required by Policy OHI-NH-P10(1) and Policy OHI-NH-P10(2) above indicates that natural hazards are likely to be exacerbated by climate change, ensure that subdivision and development are designed and located to avoid, or appropriately mitigate, any increased and cumulative risk, including increased risk of flooding, liquefaction, slope instability, fire, and drought.*	
6. Ohinewai Zone - Ohinewai Industrial Precinct (PREC3)	
Objective PREC-O1 - Economic growth of industry *(1) Growth of the district's industry is supported and strengthened through the Ohinewai industrial precinct, recognising the positive employment and economic benefits of industrial activities.* ***Objective PREC-O3 - Development of Ohinewai as a strategic industrial node*** *(1) The Ohinewai industrial precinct is developed as a strategic industrial node in a manner which enables industrial activities to locate and function efficiently.* ***Policy PREC3-P1 - Purpose*** *(1) Recognise and provide for a range of general industrial and other compatible activities that can operate in proximity to more sensitive zones due to the nature and relatively limited effects of these.* *(2) Enable industrial development within the Ohinewai industrial precinct to provide for industrial growth and employment activities, including noise, odour and heavy traffic, and visual impact from buildings, associated parking and loading spaces, outdoor storage, and lighting.* ***Policy PREC3-P2 - Integrity of industrial land***	The proposal is consistent with these objectives and policies as the foam factory and rail siding is the anchor tenant for the proposed wider industrial precinct. The proposal itself provides new employment, and is also a catalyst for the employment and economic benefits expected from the overall development of the structure plan area. Further, the foam factory does not involve sensitive land uses/activities or retail, such that it is incompatible with or undermines the integrity of the industrial zone. That said, as noted, any adverse effects from the proposal have also been appropriately managed, to ensure that the foam factory can operate in proximity to more sensitive zones.

Objective/ Policy	Comment
(1) Maintain the precinct for industrial activities unless a development is ancillary to an onsite industrial activity and does not undermine the integrity of those zones. *(2) Avoid the unnecessary development of any sensitive land use or noise-sensitive activity in industrial zones, including residential activities other than a residential unit for caretaker or security personnel associated with an industrial activity.* *(3) Provide for retail activities and offices in the Ohinewai industrial precinct that are ancillary to industrial activities.* *(4) Only enable retail activities and offices that are not ancillary to industrial activities where their size, design or operational characteristics are incompatible with the function and character of a town centre.*	
Objective PREC-O2 - Manage adverse effects *(1) The amenity values of sensitive activities and ecosystem values outside of industrial zones are protected from the significant adverse effects of industrial activities.* ***Policy PREC3-P3 - Management of adverse effects from industrial zones on adjoining sensitive zones*** *(1) Manage adverse effects from the visual dominance of buildings, structures and ancillary parking and loading spaces on adjoining sensitive zones.* *(2) Manage adverse effects from the operation of industrial activities, including lighting, noise, odour and traffic, on adjoining sensitive zones.* ***Policy PREC3-P4 - Use of road and rail network connections*** *(1) Development in the Ohinewai industrial precinct enables efficient use of both road and rail network connections.*	The proposal is consistent with this objective and both relevant policies, for the following reasons. • The amenity values of the adjacent Lake Rotokawau have been appropriately recognised and protected in designing and developing the proposal. This include by providing extensive restoration plantings on the margins of the Lake, as the first stage of development of the wider Wetland Park area indicated on the Structure Plan. • The potential effects relating to noise and traffic with respect to the existing residential land uses Lumsden Road have been effectively managed. In particular, a Haul Road has been put in place to minimise construction traffic on Lumsden Road and noise from the proposed construction is within the relevant construction noise standard, as confirmed by the technical reporting undertaken to support the application.

Objective/ Policy	Comment
	• The proposal includes the rail siding, to enable rail connections for the foam factory and potentially also from future adjacent industrial land uses.