

# **Waikato Regional Policy Statement:**

## **Proposed Change No.2**

### **(FutureProof)**

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# Chairman's Foreword

It is my pleasure to introduce the Regional Policy Statement: Proposed Change No. 2 (Future Proof). It is intended the Change will assist people in the Future Proof area of Hamilton City, Waipa District and Waikato District to achieve the outcomes sought by the Future Proof Growth Strategy and Implementation Plan 2009.

The Change has been developed by a process of discussion and participation. It was prepared with input from the partner councils (Environment Waikato, Hamilton, Waikato and Waipa Districts), representatives from the New Zealand Transport Agency (NZTA) and tangata whenua. It has been guided by political representation through the Future Proof Joint Committee and the Waikato Regional Council Policy Committee. A number of other parties have also provided input into the change. I would like to take this opportunity to thank all those who have taken the time to be involved in the process.

The Future Proof Strategy represents a collaborative approach between councils, tangata whenua and NZTA, toward management of development in the Future Proof area. It has been a most gratifying experience to see the sincere efforts of these parties as they sought a unified approach to management of development in this area. This Change is also a reflection of these efforts, and continues the theme of partnership established by the Strategy.

The Change represents a new way of managing development in the sub-region, one that proactively seeks a more sustainable future for us all. I look forward to continue working with communities as we seek to create the kind of region we all love to live, work and play in.



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# 1 Introduction

The Future Proof strategy has been developed to manage growth in the sub-region comprising Hamilton City, Waipa District and Waikato District. The purpose of this change to the RPS is to provide a statutory policy basis for directions in the strategy, so that these directions will be given weight in Resource Management Act plans and consent decisions. The intention is to ensure that future decisions about land use change in the Future Proof area achieve the development outcomes sought by the Future Proof partners and the New Zealand Land Transport Strategy. The RPS change seeks to introduce an objective, policies and methods to support this purpose.

**Part 2 of this document proposes wording for a draft RPS chapter for the implementation of the Future Proof Growth Strategy and Implementation Plan 2009 (the strategy) is proposed.**

The policy content of this draft has been approved for consideration for notification by Waikato Regional Council and by the Future Proof Implementation Committee, comprising political representatives from Waikato Regional Council, Hamilton City Council, Waipa District Council and Waikato District Council, and tangata whenua representatives.

## 1.1 Readers Guide

This document discusses development trends and pressures in the Future Proof area as context for the development of the issue statement (section 3.16.1). Section 3.16.2 sets out the Issue and Objective, and describes principle reasons for adopting the Objective. Policies and methods are then set out. The subject matter of each policy is set out in the following table.

- Policy 1:** Partner councils to work collaboratively with respect to growth management in the Future Proof area.
- Policy 2:** Urban development to be in accordance with Future Proof maps and tables.
- Policy 3:** Promote residential density targets.
- Policy 4:** Establish development principles to guide decisions that affect the built environment.
- Policy 5:** Establish Structure Plan requirements for significant urban developments.
- Policy 6:** Require Future Proof territorial authorities to have district plan provisions which establish a planned regime for rural-residential development.
- Policy 7:** Require the integration of land use planning and infrastructure planning (including transport planning).
- Policy 8:** Establish requirements for monitoring and reporting on development and infrastructure trends and pressures in the Future Proof area.
- Policy 9:** Allow minor extensions to urban limits.
- Policy 10:** Establish circumstances when a review of the settlement pattern maps and tables may be undertaken.

The explanation and principle reasons for adopting the policies and methods are then described, followed by a list of environmental results anticipated from implementation of these policies and methods.

Section 3 describes changes required to other parts of the RPS. In particular, this section provides definitions of key terms to be added to the RPS Glossary.

Appendix One describes how to make a submission and describes the process that the RPS change will go through. A submission form is also provided.

Terms marked with an asterisk are defined in the glossary.

## 1.2 Definitions

The following acronyms and terms are used in this document:

RMA	Resource Management Act 1991
RPS	Waikato Regional Policy Statement
Future Proof Strategy	Future Proof Growth Strategy and Implementation Plan 2009
Environment Waikato	Waikato Regional Council

## 2 Proposed Change to the Waikato Regional Policy Statement

The following text is a proposed new chapter 3.16 to implement the Future Proof Growth Strategy and Implementation Plan 2009 (Future Proof Strategy):

### 3.16 Future Proof Growth Strategy

#### 3.16.1 Overview

The part of the Waikato Region comprising Hamilton City, Waipa District and Waikato District is currently experiencing strong growth pressures. The population of this sub-region is expected to nearly double over the next 50 years, from 223,000 people to 437,000 people. The increasing population will be accompanied by additional housing, industry, commerce and services. Infrastructure will need to expand to support the additional population.

The Future Proof Growth Strategy has been developed by the five Future Proof partners\*: Environment Waikato, Hamilton City Council, Waipa District Council, Waikato District Council and tāngata whenua. The New Zealand Transport Agency and Matamata-Piako District Council have also been integrally involved in the development of the Strategy.

The aim of the Strategy is to manage growth in the Future Proof area\*. In particular it sets out principles to manage growth, and establishes a settlement pattern and growth sequencing for the area. The Strategy also includes an implementation action plan. There are a number of actions which require that the RPS be changed to implement the Strategy.

The Future Proof area is subject to increasing growth pressures for a range of reasons including:

- Proximity to Auckland and the Bay of Plenty – There are ‘overflow effects’ from the rapid growth in these areas such as industries and services looking for land for expansion;
- Continuing strong demand for rural-residential living in the Future Proof area;
- The area’s highly versatile soils are increasingly sought after for intensive productive purposes and Hamilton has a well developed farm servicing and research sector;
- Hamilton is becoming increasingly attractive due to the range of events it hosts, land prices which are cheaper than Auckland, and congestion and amenity issues in parts of Auckland;
- There is a well developed transport infrastructure in the area, including an efficient inland port, and the expressway is improving travel times between Hamilton and Auckland;
- The area is accessible to many natural, recreational and cultural attractions;
- The area has significant energy and mineral resources with great potential for further development.

The Strategy is in recognition that uncontrolled and adhoc growth can have a range of unwanted impacts on communities and on the environment. It also recognises that well managed growth can enhance the community’s ability to live, work and play in their local area.

# Summary of Significant Resource Management Issues

The following is a summary of the significant resource management issues that have been identified with respect to development in the Future Proof area\*:

The people and communities of Hamilton City, Waipa and Waikato Districts have expressed a desire for positive social, cultural, economic and environmental outcomes from development. Ad hoc and uncoordinated residential, industrial, commercial and infrastructural development in the Future Proof area (Hamilton City, Waipa District and Waikato District) is resulting in adverse environmental effects and affecting the ability of people and communities in the area to provide for their social, economic and cultural wellbeing. Effects include:

- Unsustainable energy demand and increased production of greenhouse gases, due to increased travel distances
- Reduced options for the use of versatile soils
- Increased exposure to and exacerbation of natural hazards
- Effects on water quality, air quality, biodiversity, landscape character, amenity values, heritage resources and natural character
- Reduced public access to water bodies, and reduced potential to develop mineral resources and potential energy sites
- Reduced safety, efficiency and effectiveness of existing infrastructure and the creation of constraints on future options for the development of improved transport systems and other infrastructure
- Untimely and inefficient provision of infrastructure which can increase costs
- A settlement pattern which conflicts with the community's expectations and investment in infrastructure and facilities, and requires the broader community to subsidise future development
- Reduced vitality, viability and self sufficiency of the Hamilton Central Business District, neighbourhood centres, towns and villages and residentially zoned areas
- Reverse sensitivity\* effects
- Unintended effects of territorial authority planning on neighbouring districts
- A lack of investment certainty and confidence
- Development of communities that have limited access to urban amenities and infrastructure, and impacts on social cohesion through the creation of more spatially dispersed communities
- Reduced ability to create positive environmental, social and economic outcomes from development
- Effects on the unique tāngata whenua relationships, values, aspirations, roles and responsibilities with respect to an area.

## 3.16.2 Implementation of the Future Proof Growth Strategy

### Issue:

The people and communities of Hamilton City, Waipa and Waikato Districts have expressed a desire for positive social, cultural, economic and environmental outcomes from development. Ad hoc and uncoordinated residential, industrial, commercial and infrastructural development in the Future Proof area (Hamilton City, Waipa District and Waikato District) is resulting in adverse environmental effects and affecting the ability of people and communities in the area to provide for their social, economic and cultural wellbeing. Effects include:

- Unsustainable energy demand and increased production of greenhouse gases, due to increased travel distances

- Reduced options for the use of versatile soils
- Increased exposure to and exacerbation of natural hazards
- Effects on water quality, air quality, biodiversity, landscape character, amenity values, heritage resources and natural character
- Reduced public access to water bodies, and reduced potential to develop mineral resources and potential energy sites
- Reduced safety, efficiency and effectiveness of existing infrastructure and the creation of constraints on future options for the development of improved transport systems and other infrastructure
- Untimely and inefficient provision of infrastructure which can increase costs
- A settlement pattern which conflicts with the community's expectations and investment in infrastructure and facilities, and requires the broader community to subsidise future development
- Reduced vitality, viability and self sufficiency of the Hamilton Central Business District, neighbourhood centres, towns and villages and residentially zoned areas
- Reverse sensitivity effects
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- A lack of investment certainty and confidence
- Development of communities that have limited access to urban amenities and infrastructure, and impacts on social cohesion through the creation of more spatially dispersed communities
- Reduced ability to create positive environmental, social and economic outcomes from development
- Effects on the unique tāngata whenua relationships, values, aspirations, roles and responsibilities with respect to an area

### **Objective:**

Development of the built environment\* (including transport and other infrastructure) and associated land use in Hamilton City, Waipa District and Waikato District occurs in an integrated, planned and sustainable manner which creates positive social, cultural, economic and environmental outcomes from development.

**Principal Reasons for Adopting:** Growth trends and patterns need to be managed in order to achieve the sustainable management of natural and physical resources. There is a need to change the way the development of the built environment is managed so that the pattern of land use is integrated, planned and sustainable in the long term.

Section 30(1)(gb) of the RMA now gives regional councils the function of achieving “the strategic integration of infrastructure with land use through objectives, policies, and methods”. To achieve this, as well as to better support regional council functions such as transport and natural hazards management, there needs to be greater integration between territorial authorities and the Waikato Regional Council with respect to land use.

### **Policy 1: Governance Collaboration**

The Waikato Regional Council, Hamilton City Council, Waipa District Council and Waikato District Council will work collaboratively with respect to growth management in the Future Proof area.

#### **Implementation Methods**

1. The Waikato Regional Council, Hamilton City Council, Waipa District Council and Waikato District Council will ensure governance structures are in place, and adequate resources provided, to facilitate the maintenance and implementation of the actions in the Future Proof Growth Strategy (2009).
2. Consultation shall occur between Waikato Regional Council, Hamilton City Council, Waipa District Council, Waikato District Council, tāngata whenua and the New

Zealand Transport Agency, with respect to major initiatives that could affect the interests of these parties.

3. The Waikato Regional Council, Hamilton City Council, Waipa District Council and Waikato District Council will agree to protocols which document how the Future Proof growth management strategy is to be seamlessly implemented.

## **Policy 2: Adoption of long term land use pattern**

- a) Except as provided in Policies 2(c), 9 and 10, urban development<sup>1</sup> within Hamilton City, Cambridge, Te Awamutu/Kihikihi, Pirongia, Huntly, Ngaruawahia, Raglan, Te Kauwhata, Meremere, Taupiri, Horotiu North, Matangi, Gordonton, Rukuhia, Te Kowhai and Whatawhata shall only occur within the Urban Limits as shown on Map 1
- b) Except as provided in Policies 9 and 10, residential development shall be in accordance with the timing and population for growth areas in Table 1 and urban industry shall be located in accordance with the indicative industrial land allocations in Table 2.
- c) Where it is impractical to develop a particular greenfield\* area or part of a greenfield area, the equivalent population allocation in Table 1 may be transferred to another greenfield area within urban limits, as long as it can be serviced by appropriate infrastructure

### **Implementation Methods**

1. Hamilton City Council, Waipa District Council and Waikato District Council will, in consultation with Waikato Regional Council, tāngata whenua and the New Zealand Transport Agency either review or prepare changes to their district plans that will identify locations and limits for future urban development, including future areas of major commercial and industrial development. These shall be located in accordance with Policy 2.
2. Hamilton City Council, Waipa District Council and Waikato District Council shall provide sufficient zoned and serviced land in alignment with the sequence contained in Tables 1 and 2.
3. Hamilton City Council, Waipa District Council and Waikato District Council shall include provisions in their district plans to prevent urban development locating outside the urban limits except as provided for in Policy 9.

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<sup>1</sup> Defined in glossary



**Table 1: Allocation and Staging of Residential Growth 2006-2061**

Growth Areas	Residential Population			
	2006	2021	2041	2061
Hamilton existing urban	119400	136400	161100	187900
Hamilton Greenfield	15000	37000	60000	60000
Future Hamilton Greenfield			3000	29700
<b>Hamilton City Total</b>	<b>134400</b>	<b>173400</b>	<b>224100</b>	<b>277600</b>
Cambridge	13225	17500	23200	25145
Te Awamutu / Kihikihi	12625	15900	20100	21565
Huntly	6915	8940	10925	12275
Ngaruawahia	5120	8340	12375	15875
Raglan and Whaingaroa	3220	4340	5025	5200
Te Kauwhata	1020	3430	5825	7675
Waipa Rural Villages	2350	3300	4290	5330
Waikato Rural Villages	6725	9050	12400	15775
Waipa Rural	15500	18800	19410	21460
Waikato Rural	22400	24800	27350	29800
<b>FutureProof Sub-regional Total</b>	<b>223500</b>	<b>287800</b>	<b>365000</b>	<b>437700</b>
<b>Sub-regional Split by Settlement Type</b>				
City	134400	173400	224100	277600
Towns	42125	58450	77450	87735
Rural Villages	9075	12350	16690	21105
Rural	37900	43600	46760	51260
<b>Sub-regional Split – Proportion of Total Population</b>				
City	60%	61%	61%	63%
Towns	19%	20%	21%	20%
Rural Villages	4%	4%	5%	5%
Rural	17%	15%	13%	12%

**Table 2: Allocation and Staging of Industrial Land 2006 – 2061**

Location	Allocation (hectares net developable area)		
	2009- 2021	2022-2041	2042-2061
Rotokauri	130	140	0
Ruakura	20	120	170
Te Rapa North	0	60	170
Horotiu North	70	70	10
Hamilton Airport	73	75	75
Hautapu	20	35	35
Huntly and Rotowaro	10	20	20
Te Kowhai	3	6	6
Taupiri	2	4	4
Hampton Downs/Meremere	80	160	160
Te Kauwhata	5	10	10
Gordonton	4	8	8
Ngaruawahia	18	18	18
Whatawhata	5	5	0
Raglan and Whaingaroa	6	12	12
Rototuna	2	4	4
Peacocke	0	5	5
Te Awamutu – Bond/Patarangi	4	8	8

### Policy 3: Urban form

Hamilton City Council, Waipa District and Waikato District shall seek to achieve compact urban environments that support existing commercial centres, multi modal transport options, and allows people to live, work and play within their local area. In doing so, development provisions shall seek to achieve over time the following average gross density\* targets:

Development type and location	Average gross density target
Hamilton Central Business District	50 households per hectare
Hamilton Intensification Areas	30 households per hectare
Hamilton Greenfields	16 households per hectare
Greenfields development in Cambridge, Te Awamutu/Kihikihi, Huntly, Ngaruawahia, Raglan / Whaingaroa and Te Kauwhata	12 – 15 households per hectare
Greenfields development in Waikato District rural villages where sewage is reticulated (Matangi, Taupiri, Eureka, Gordonton, Maramarua, Meremere, Horotiu, Te Kowhai and Whatawhata)	8 – 10 households per hectare

#### Implementation Methods

1. Hamilton City Council, Waipa District Council and Waikato District Council shall include provisions in their district plans and other mechanisms, that seek to implement Policy 3.
2. Waikato Regional Council, Hamilton City Council, Waipa District Council and Waikato District Council will advocate for the matters in Policy 3 with respect to development proposals in the Future Proof area.
3. Hamilton City Council, Waipa District and Waikato District shall develop strategies that support the full range of multi modal transport options and enhance connectivity within and between existing urban areas.
4. Hamilton City Council will aim for 50 percent of growth to be through infill and intensification of existing urban areas.

### Policy 4: Development Principles

In managing the built environment, Hamilton City Council, Waipa District Council, Waikato District Council and the Waikato Regional Council shall have particular regard to the following development principles.

- a) Development supports existing urban areas and settlements, in preference to creating new urban areas and settlements.
- b) Development maintains or enhances the safe, efficient and effective use of existing infrastructure and allows for future infrastructure needs where these can be determined.
- c) Development is directed away from identified strategic mineral resources, hazard areas and open high quality productive land.
- d) Developments minimise energy and carbon use such as by compact urban form, and design and location which maximises transport choice, including opportunities for walking, cycling and use of public transport.
- e) Development maintains and enhances good connectivity for all modes of transport
- f) Significant natural environments, landscapes and heritage sites, including waahi tapu and waahi whakahirahira (sites of significance) are protected.

- g) Development which can augment biodiversity corridors and enhance biodiversity is encouraged.
- h) Development maintains and enhances public access to surface water bodies.
- i) Development is capable of being serviced by stormwater and drainage solutions such that adverse effects on soil stability, water quality, flooding, aquifer recharge and aquatic ecosystems are avoided, remedied or mitigated.
- j) Development does not cause reverse sensitivity effects such as with respect to existing industry, existing rural activities and existing or planned infrastructure.
- k) Development recognises the potential for climate change and is designed to allow adaptation to these changes.
- l) New large scale commercial activities are located to support the vitality, viability and self sufficiency of existing commercial centres in Hamilton, Cambridge, Te Awamutu, Huntly, Ngaruawahia, Te Kauwhata and Raglan, and are not located on land specifically provided for industrial activities.
- m) Opportunities for urban intensification and redevelopment are encouraged to minimise the need for urban development in greenfield areas.
- n) Development should not add to existing road safety risks or reduce efficiency of transport systems. Where possible, development should reduce road safety risks.
- o) Development considers effects on the unique tāngata whenua relationships, values, aspirations, roles and responsibilities with respect to an area.
- p) The opportunity to visually recognise tāngata whenua connections within an area should be recognised.
- q) Development protects the health and wellbeing of the Waikato River and its catchments and helps to restore the health and wellbeing of the Waikato River where possible.
- r) The Hamilton Central Business District shall be recognised as the primary retail, business, arts and social centre of the Future Proof area.
- s) Identified urban areas shall be separated by areas of open space.
- t) New rural residential developments should generally not be established unless it can be demonstrated that there is insufficient supply of rural residential lots within the district to meet demand.
- u) New rural residential development should be discouraged and where possible avoided in open landscapes largely free of urban and rural residential development.
- v) New rural residential development should predominantly be located adjacent to existing rural towns and villages or in established rural residential areas.
- w) New rural residential development should be concentrated in clusters of limited extent, with visual effects minimised by a combination of topography and tree planting, but with some allowance for open low density rural residential development where visual effects are minimised.
- x) Rural residential development should not conflict with foreseeable needs for expansion of existing urban centres.
- y) Rural residential development must be capable of being serviced by on-site water and wastewater services unless services are to be reticulated.
- z) Rural residential development should be such that the natural character of the coastal environment, and valued characteristics of high quality landscapes, are retained
- aa) Rural residential development should be designed and located in such a way as to enable safe, efficient and effective connectivity with existing and planned transport infrastructure (including public transport, cycling and pedestrian networks)

### **Implementation Methods**

1. Hamilton City Council, Waipa District Council and Waikato District Council shall ensure district plans contain provisions such that the principles in Policy 4 are given particular regard in the management of the built environment and associated land use.
2. Waikato Regional Council, Hamilton City Council, Waipa District Council and Waikato District Council will advocate for the principles in Policy 4 with respect to development proposals in the Future Proof area.

3. Hamilton City Council, Waipa District Council and Waikato District Council shall ensure development manuals and design codes allow and encourage development which is consistent with the principles in Policy 3 and 4.

### **Policy 5: Planning for urban development**

- a) Hamilton City Council, Waipa District Council and Waikato District Council will ensure that structure plans are in place before land is rezoned for urban development, or prior to a major subdivision or land use consent being granted, to ensure:
  - i) Policy 4 development principles are given proper regard
  - ii) The development is consistent with Policy 7
- b) For the purpose of Policy 5(a), whether or not a subdivision or land use consent is considered major shall be determined on a case by case basis having regard to matters including the extent of the proposed development, the sensitivity and values of the area and the extent of potential effects from development of the area.
- c) Structure plans will as a minimum, and at a level of detail appropriate to the scale of development:
  - i) Identify the type and location of land uses (including residential, industrial, commercial and recreational land uses, and community facilities where these can be anticipated) that will be enabled or provided for, and describe density, staging, trigger requirements and cross boundary infrastructure requirements.
  - ii) Identify the location, type, scale, funding mechanisms and staging of infrastructure required to service the area, including transport infrastructure, stormwater, water and sewerage.
  - iii) Identify multi-modal transport links and connectivity, both within the structure plan area, and to neighbouring areas and existing transport infrastructure. Describe how the safe and efficient functioning of existing and anticipated transport and other major infrastructure will be protected and enhanced.
  - iv) Identify how existing valued characteristics and features of the area (including amenity, landscape, ecological and heritage values, water bodies, waahi tapu and waahi whakahirahira [sites of significance] and significant view shafts) will be managed.
  - v) Identify potential natural hazards and contaminated sites and describe how related risks will be managed.
  - vi) Identify how stormwater will be managed.
  - vii) Identify any significant mineral resources in the area and any provisions (such as development staging) to allow their extraction]
  - viii) Identify in consultation with tangata whenua how the relationship of t̄ngata whenua and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga has been recognised and provided for.

### **Implementation Method**

1. Hamilton City Council, Waipa District Council and Waikato District Council shall ensure that structure plans are prepared for an area before it is rezoned for urban development or prior to a major subdivision or land use consent being granted.

### **Policy 6: Planning for rural-residential development**

Future Proof partners will ensure that rural-residential development occurs in a planned and co-ordinated manner, through provisions in district plans that:

- a) Ensure rural-residential development is largely directed to defined rural-residential areas;
- b) Are consistent with the policies in this chapter;
- c) Protect the productive capacity of versatile soils in the sub-region;
- d) Support the safe, efficient and effective use of existing and planned infrastructure, and connects effectively with transport systems including, as appropriate, public transport, cycling and pedestrian networks;
- e) Provide for the reasonably foreseeable needs of Hamilton City, Te Awamutu, Cambridge, Huntly, Ngaruawahia, Te Kauwhata, and Raglan to expand beyond the urban limits over the long term;
- f) Strictly limit new rural residential development in the vicinity of Hamilton City, Te Awamutu, Cambridge, Huntly, Ngaruawahia, Te Kauwhata, and Raglan such that further demands on infrastructure are avoided;
- g) Strictly limit further fragmentation of land in the vicinity of Hamilton City, Te Awamutu, Cambridge, Huntly, Ngaruawahia, Te Kauwhata, and Raglan.

Until the district plans are changed to give effect to this policy, Future Proof partners will, within the capabilities of the current district plans, support the directions of this policy through consent decisions.

#### **Implementation Methods**

1. Waipa District Council and Waikato District Council will through plan reviews, changes or variations notified no later than 30<sup>th</sup> September 2010 ensure that rural residential development is managed in accordance with Policy 6 via provisions in district plans and growth strategies.
2. Waipa District Council and Waikato District Council will work collaboratively with Hamilton City Council, and in association with Waikato Regional Council, tāngata whenua and the New Zealand Transport Agency, to develop agreements about the nature of rural residential development in the vicinity of Hamilton City, and ways to prevent adverse impacts on existing Hamilton City infrastructure services and future city development.
3. Waipa District Council and Waikato District Council will investigate, and consider adopting, provisions such as transferable development rights which will allow development to be directed to new or existing identified rural-residential zones in accordance with policies 4 and 6.

### **Policy 7: Co-ordinating growth and infrastructure**

There shall be coordination between:

- a) the structure, timing and sequencing of new urban development, and
- b) the development, funding, implementation and operation of transport and other infrastructure serving the area in question,
  - in order to:
    - i. optimise the efficient and affordable provision of both the development and the infrastructure;
    - ii. ensure financial provision is made for infrastructure and services required for each greenfield growth area;
    - iii. maintain or enhance the operational effectiveness, viability and safety of existing and planned transport and other infrastructure, and ensure maintenance and enhancement of the public transport network;

- iv. protect the investment in the existing transport network or planned investment as outlined in the Regional Land Transport Strategy, Regional Land Transport Programme, the National Land Transport Programme and Long-term Council Community Plans;
- v. ensure new development does not occur until appropriate infrastructure is in place.

### **Implementation Methods**

1. The Waikato Regional Council, Hamilton City Council, Waipa District Council and Waikato District Council will work together to ensure transport planning and land use planning initiatives are aligned, and will co-ordinate the provision of appropriate infrastructure and services for new development prior to development occurring.
2. The Waikato Regional Council will review, at the appropriate time, the Regional Land Transport Strategy and Regional Land Transport Programme to ensure alignment with the Policies of this Chapter.
3. The Waikato Regional Council, Hamilton City Council, Waipa District Council and Waikato District Council will work with other infrastructure providers to ensure infrastructure planning is coordinated with land use planning.
4. The Waikato Regional Council shall use the provisions of this policy to inform national, regional, sub-regional and district transportation policies, actions and funding.
5. Hamilton City Council, Waipa District Council and Waikato District Council shall provide policies and rules within their district plans to give effect to this policy.

### **Policy 8: Monitoring Effectiveness**

The Waikato Regional Council, Hamilton City Council, Waipa District Council and Waikato District Council shall monitor and report on development and infrastructure trends and pressures in the Future Proof area.

#### **Implementation Method**

1. The Waikato Regional Council, Hamilton City Council, Waipa District Council and Waikato District Council will keep records that will help to track and explain development and infrastructure trends in the Future Proof area. The Future Proof partner councils, in association with tāngata whenua and New Zealand Transport Agency shall jointly prepare a report, at least at five yearly intervals, detailing:
  - Locations of subdivision consents granted since the previous report;
  - Current locations of vacant residential (including rural-residential) and industrial allotments;
  - Development (residential, industrial, commercial) pressures and trends, including population, household and business growth rates and property market behaviour, both within and external to the Future Proof area;
  - Development densities;
  - Infrastructure changes and demands since the previous report, including with respect to water supply, wastewater and local roading;
  - Transport trends including with respect to private transport, public transport and freight movement;
  - Observations about settlement patterns, pressures and trends
  - Recommendations with respect to Policy 10

### **Policy 9: Minor Extensions to Urban Limits**

Future Proof territorial authorities may include additional lands outside of the Urban Limits shown on Map 1 when completing structure plans and district plan changes, in situations where proposed urban development is contiguous with, but to a limited

extent outside, the Urban Limits shown on Map 1, provided the following conditions are met:

- a) The proposed extension will not increase the structure plan area by more than 5%;  
and
- b) All other provisions of Policy 2 are met.

#### **Implementation Method**

1. Hamilton City Council, Waipa District Council and Waikato District Council may include provision in district plans and structure plans for urban development outside the urban limits established by Policy 2, if the additional area is in accordance with Policy 9.

### **Policy 10: Review Mechanism**

The Waikato Regional Council may review Policy 2 of this chapter, including the extent, location and release of land for development as shown in Map 1, Table 1 and Table 2, in consultation with Hamilton City Council, Waipa District Council and Waikato District Council, tangata whenua and the New Zealand Transport Agency, if any of the following situations occur:

- a) The reporting required by Policy 8 recommends that a review is needed
- b) Household and population growth varies by more than 10% over 5 consecutive years, from the household and population predictions in the Future Proof Growth Strategy;
- c) That the Future Proof partners agree that insufficient land exists within the Urban Limits shown in Map 1 to cater for the growth anticipated within 10 years of the analysis; or
- d) That the Future Proof partners agree that exceptional circumstances have arisen such that a review is necessary to achieve the objectives of this chapter.

#### **Implementation Method**

1. The Waikato Regional Council, in conjunction with Hamilton City Council, Waipa District Council and Waikato District Council, and in consultation with tāngata whenua and the New Zealand Transport Agency shall assess the need for a review at a minimum of five yearly intervals.

### **Explanation and Principal Reasons for Adopting the Policies:**

The policies and methods seek to implement the Future Proof growth strategy and to ensure that the land use planning functions of the Future Proof Territorial Authorities are integrated with the transport and resource management functions of the Waikato Regional Council. It is important that the partner councils work together with tāngata whenua as partners in the Future Proof strategy, and with other development stakeholders, to ensure the Future Proof directions are implemented through each party's functions and responsibilities.

**Policy 1** recognises that there needs to be a continued collaborative effort by the Future Proof council partners in order to implement the Future Proof Strategy. The Strategy lists a range of implementation actions. These need to be supported by appropriate resources such as staff and financial allocations, and appropriate structures, such as governance arrangements. **Method 1** is to ensure these matters are provided for. **Method 2** anticipates that the partner councils may become involved in specific growth management matters which could affect the interests of one or more of the partners. In this case, consultation with the partners would seek to ensure partner interests are taken into account. **Method 3** recognises that from time to time agreements between the partners may be appropriate to ensure growth management is consistent with the intentions of the Future Proof strategy.

**Policy 2** limits urban development to the land use pattern and sequencing that has been established through the Future Proof process. Part (c) of **Policy 2** recognises that there needs to be some flexibility for development within the urban limits, by allowing some exchanges of the population allocations stated in **Table 1**. **Method 1** recognises that although the Strategy has determined a settlement pattern for the Future Proof area, the detail of urban limit lines needs to be determined through district plan processes. **Method 2** recognises that to achieve the Future Proof land use pattern, sufficient land needs to be zoned for development and that appropriate provisions need to be made for the servicing of this development. **Method 3** is to ensure district plans contain provisions, such as land use rules, that will effectively limit urban development to within the urban limits.

**Policy 3** seeks to ensure that over time, urban development will become more compact through the promotion of development density targets. This is to improve viability of public transport, walking and cycling, thereby reducing energy demand and reducing the need for future transport infrastructure development. Other benefits of this approach include reducing transport impacts on air quality, reducing urban sprawl onto high quality farm land and reducing other adverse effects of urban development, such as reverse sensitivity impacts on existing land uses and limitations on access to mineral resources. The methods are to ensure this policy is implemented through provisions in district plans and through advocacy with respect to development proposals.

**Policy 4** establishes a set of principles to guide future development of the built environment within the Future Proof area. These principles seek to set a direction for future development that minimises adverse effects while maximising the benefits of development. These principles are not absolutes and it is recognised that some developments will be able to support certain principles more than others. In some cases, certain principles may need to be traded off against others. It is important however that all principles are appropriately considered when councils are managing the built environment. **Methods 1 to 3** recognise that **Policy 4** needs to be implemented through district plans, advocacy, development manuals and design codes.

**Policy 5** recognises that comprehensive structure planning for urban development is a very important way of supporting the objective. Such structure planning is considered best practice for ensuring urban development is well planned, and that the principles in **Policy 4** are appropriately addressed. Structure planning is also an important means of achieving the strategic integration of infrastructure with land use. The policy also lists the minimum content requirements for structure planning. The extent that the content is addressed for any particular structure plan will need to be appropriate in terms of such matters as the size of the development area, the sensitivity and values of the area and the extent of potential effects from development of the area. The method for this policy recognises that structure plans should be undertaken before an area is rezoned for urban development and before major subdivision development occurs.

**Policy 6** recognises that rural-residential development also needs to be well planned and coordinated in order to minimise adverse effects on such matters as rural values and resources, on rural infrastructure such as the road network, and on development options in the vicinity of urban areas. District plan provisions need to implement this policy, as required by **Method 1**. **Method 2** recognises that because of the extent of pressure for development in Hamilton City, over the long term, the city may need to expand further into the rural hinterland. Particular restrictions on rural-residential development may therefore need to be developed by the Future Proof territorial authorities in the vicinity of Hamilton. **Method 2** is acknowledgement that there are currently many undeveloped rural residential sections in the Future Proof area and that there would be benefits in district plan mechanisms which could direct rural residential development to preferred locations.

**Policy 7** specifically responds to Section 30(1)(gb) of the RMA, which requires regional councils to provide objectives, policies and methods for the strategic integration of infrastructure with land use. The policy requires that such integration is achieved through coordination of new development and infrastructure provision. The policy also provides more guidance about the nature of this coordination by stating the outcomes it should seek to achieve. Five methods support this policy. **Methods 1 and 3** require coordination through councils working together and with other infrastructure providers. **Method 2** recognises the need to integrate the regional council's transport planning with the policies in this chapter, in order to ensure transport planning is consistent with the RPS. Method 4 recognises that development in the Future Proof area also needs to be aligned and coordinated within the wider regional and national context. Method 5 is acknowledgement that the policy must also be implemented through appropriate provisions in district plans.

**Policy 8** requires that development trends and pressures are monitored. It is important that information is provided which shows whether the policies are effective in achieving the objective and which will indicate when different approaches to the management of the built environment may be needed. **Method 1** requires certain specific information to be collected by the Future Proof partner councils and that a monitoring report be produced at least every 5 years.

**Policy 9** allows a limited extent of urban development outside the urban limits set by **Policy 2**. This is in recognition that there may be unanticipated site conditions that would make some minor development outside the urban limits appropriate. For example there may be less land suitable for development within the urban limits than expected, and the loss of unsuitable land could be offset by a limited amount of suitable land outside the urban limits. The method states that such urban development outside of urban limits may be provided for in district plans and structure plans.

**Policy 10** provides for a review of **Policy 2** and the circumstances under which such a review may be undertaken. **Method 1** states that the need for such a review should be assessed at least every 5 years.

### **Environmental Results Anticipated:**

The nature and pattern of settlement in Hamilton City, Waipa District and Waikato District:

- Minimises infrastructure and resource use conflicts and protects efficiency of existing infrastructure, including transport;
- Does not increase natural hazards;
- Protects options for versatile farmland and mineral resources;
- Minimises energy use and production of greenhouse gases;
- Protects and enhances biodiversity, natural environments, amenity values, landscapes and heritage sites;
- Avoids adverse effects on air, and water quality
- Maintains access to water bodies

### 3 Changes to other parts of the RPS

The following definitions in the glossary of the RPS will need to be amended:

**Built Environment:** Buildings, physical infrastructure and other structures, in urban as well as rural areas, and their relationships to natural resources, land use and people.

**Commercial land:** Land that is predominantly used for office, retail and service activities

**Future Proof Area:** The combined area of Hamilton City, Waipa District and Waikato District.

**Future Proof Partners:** The Waikato Regional Council, Hamilton City Council, Waipa District Council, Waikato District Council and tangata whenua.

**Greenfield:** An area of land to be developed for urban development, where urban development does not currently exist.

**Gross Density:** The number of households per hectare. The area (ha):

- Includes land used for residential purposes, including all open space and on-site parking associated with the households.
- Includes local (neighbourhood) reserves.
- Includes local roads and roading corridors, pedestrian and cycle ways.
- Excludes State highways and major arterial routes.
- Excludes geotechnically constrained land, stormwater ponds, ecological, cultural or heritage land, land for schools, hospitals, land identified for commercial or business use, network utilities or other local or sub-regional facilities.

**Reverse Sensitivity:** When a land use (such as residential development) moves closer to an existing land use (such as industry, intensive farming or infrastructure), resulting in increased conflicts between the land uses.

**Rural-Residential Development:** Residential development in rural areas which, does not conform to the definition of urban development.

#### **Urban Development**

A concentration of residential, commercial and/or industrial activities, having the nature of a city, town, suburb or village, which is predominantly non-agricultural or non-rural in nature.

**Urban Limits:** The outer extent of the areas shown on Map 1 labelled as urban limits

# Appendix One

## How to make a submission

This document is the **Waikato Regional Policy Statement: Proposed Change No. 2 – Future Proof**

**Any person may make a submission on this proposed Change.**

A good submission clearly explains your reasons for making it. Only discuss issues that can be addressed under the Resource Management Act and are relevant to the Change being proposed. Provide information that can support your views. This helps Council to understand and take account of your concerns.

Think about how the proposal will affect you and why you want to make a submission. Be clear about which parts of the proposal your views relate to and consider the ways which your concerns could be addressed. Concentrate on those points you want the Council to consider.

Submissions must be in writing and should provide all the information set out in the detachable submission form following this page. The submission form is intended as a guide and is suitable for brief submissions. Use a new “content” sheet for each point of your submission – you can call us to request further sheets as required. If you have any questions about writing your submission please call one of our staff on **0800 800 401**.

Once submissions close, a summary of the decisions requested will be prepared and a location for viewing along with copies of all submissions will be advertised. Any person may then support or oppose the matters raised in the submissions by lodging a further submission. At a later date, the Council will hold hearings to consider all submissions. Those persons who lodge submissions or further submissions may, if they wish, attend the hearings and present further information relating to their submission or further submission.

Please note that submissions are to be **received** by Environment Waikato by **5.00pm on Friday, 11 December 2009**. If your submission is late we may not be able to accept it.

Submissions can be:

**Posted to:** Chief Executive  
Environment Waikato  
PO Box 4010  
HAMILTON EAST

**Faxed to:** (07) 859 0998

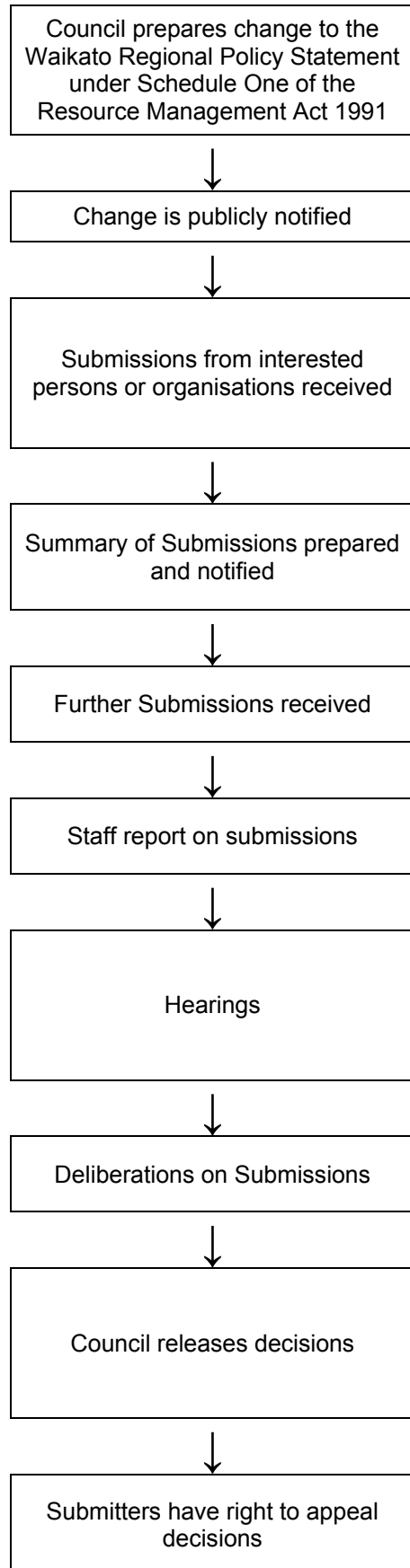
**Delivered to:** Environment Waikato  
401 Grey Street  
HAMILTON EAST

**Emailed to:** [policy@ew.govt.nz](mailto:policy@ew.govt.nz)

***Please Note:** Submissions received my email must contain full contact details. We also request you send us a signed original by post or courier.*

**Remember, for your submission on this proposed variation to have legal standing, it must be made in writing and received by Environment Waikato by 5.00 pm on Friday, 11 December 2009**

# What happens next?



Notification is a formal process that makes the wider community aware of a proposal.

A submission is your written statement about a notified policy document. It may support the proposal, oppose the proposal or be an expression of your views (ie. Neutral).

Making a submission is an effective way of ensuring your views on a proposal are taken in to account.

Staff will summarise all the submissions received and the relief sought/decision(s) requested.

People can make a "further submission" in support or opposition of those matters made in the primary submissions. Please note that no new matters can be raised at this stage.

Staff will consider all the submissions and make recommendations on the submissions. This report will be available to all submitters at least ten (10) working days prior to the hearings.

The Hearing gives submitters the opportunity to formally present their views to a Hearing Committee. The Committee is usually made up of 3 – 4 Councillors and/or Commissioners.

The Committee may ask you questions about your submission, but no one else is allowed to.

The Hearing Committee will deliberate on all the submissions and evidence presented. This is done once all submitters and staff have presented their evidence.

Following the hearing and consideration of all submissions Council will release its decisions along with a "Decisions Version" of the proposal.

All submitters will be informed of decisions made on the issues raised in their submission, and the reasons for those decisions.

If you disagree with the decisions, you can appeal to the Environment Court under clause 14(1) of Schedule One of the Resource Management Act 1991. Details of this process will be provided when decisions are released.

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# SUBMISSION FORM

## To Waikato Regional Policy Statement – Proposed Change No 2 – Future Proof

	Subform	RPSC2	COVER SHEET	
<b>FOR OFFICE USE ONLY</b>				
	Date Stamp		Submission Number	
	Entered		Initials	
	File Ref		Sheet 1 of	

**SUBMISSIONS CLOSE: 5.00pm Friday, 11 December 2009**

Full Name of Submitter: \_\_\_\_\_

Contact Person: \_\_\_\_\_

Full Postal Address: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Phone Number(s): \_\_\_\_\_  
 Fax: \_\_\_\_\_  
 Email: \_\_\_\_\_

Address for Service (if different from above)  
 \_\_\_\_\_  
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 \_\_\_\_\_  
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**PLEASE NOTE:**  
 Information on this form and the content of your submission will be made publicly available as part of the decision making process.

Please advise Environment Waikato if your contact details change

Do you wish to be heard in support of your submission?

Yes       No

If others make a similar submission would you be prepared to consider a joint case?

Yes       No

**Total Number of Pages:**

\_\_\_\_\_  
 Signature:  
 (signature of person making the submission or of person authorised to sign on behalf of person making the submission)

\_\_\_\_\_  
 Date:

*Page intentionally blank*



