

Waikato Regional Policy Statement:

Proposed Change No.2

(Future Proof)

Analysis of costs, benefits and alternatives under section 32 of the RMA

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1 Introduction

1.1 Purpose

This report is to meet the section 32 requirements of the Resource Management Act 1991 (“RMA 1991”). It provides a record of the Waikato Regional Council’s duties and functions with regards to the *Waikato Regional Policy Statement Change No.2 (Future Proof Growth Strategy)*. This section 32 report should be read in conjunction with the *Future Proof Growth Strategy and Action Plan 2009*.

The purpose of this section 32 report is to:

- Describe the context for the RPS change.
- Document the processes used to prepare the *Waikato Regional Policy Statement Change No. 2*
- Evaluate the extent to which the objective in the *Waikato Regional Policy Statement Change No. 2* is the most appropriate way to achieve the purpose of the RMA 1991.
- Evaluate the efficiency, effectiveness, costs, benefits, and the risks of having or not having the policy or method, and the overall appropriateness of the policies and methods in terms of being the most appropriate to meet the objectives.

The Future Proof Growth Strategy and Action Plan 2009 (the Strategy) has been jointly developed by the Waikato Regional Council, Hamilton City Council, Waipa District Council, Waikato District Council and tāngata whenua, in close association with the New Zealand Transport Agency. The Strategy was developed to coordinate and integrate growth management in the sub-region comprising Hamilton City, Waipa District and Waikato District.

Proposed Change No. 2 to the Regional Policy Statement anticipates inserting a new Chapter 3.16 in order to provide the direction for growth, development and enhancement of the urban and rural areas of the Future Proof Area. The purpose is to provide the sub-regional policy framework under the RMA 1991 to implement the Future Proof Growth Strategy.

1.2 Policy and Regulatory Context

1.2.1 Resource Management Act 1991

Section 5 of the RMA states the purpose of the Act as follows:

- (1) *The purpose of this Act is to promote the sustainable management of natural and physical resources.*
- (2) *In this Act, “sustainable management” means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while –*
 - (a) *Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
 - (b) *Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
 - (c) *Avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

Section 32 of the RMA 1991 requires that before a proposed plan, proposed policy statement, change, or variation is publicly notified, an evaluation must be carried out by the local authority that has requested the change.

The evaluation must examine:

- The appropriateness of the objectives in terms of achieving the purpose of the Act.
- Whether the policies, rules or other methods are the most appropriate for achieving the objectives (having regard to their efficiency and effectiveness).

The evaluation must also take into account the benefits and costs and the risks of acting or not acting if there is uncertainty or insufficient information about the subject matter of the policies.

The Waikato Regional Council has a statutorily defined role under section 30 of the RMA 1991, which includes:

- The establishment, implementation, and review of objectives, policies and methods to achieve the integrated management of the natural and physical resources of the region.
- The preparation of objectives and policies in relation to any actual or potential effects of the use, development, or protection of land which are of regional significance.
- The strategic integration of infrastructure with land use through objectives, policies and methods.

Sections 59 to 62 of the RMA set out the purpose and processes associated with Regional Policy Statements. The purpose of a Regional Policy Statement is to achieve the purpose of the Act by providing an overview of the resource management issues of the region and policies and methods to achieve integrated management of the natural and physical resources of the whole region.

Section 60 states that there shall at all times be for each region, one regional policy statement prepared by the regional council in the manner set out in the first schedule. That section also provides that a regional policy statement may be changed at the instigation of a Minister of the Crown, the regional council or any territorial authority within the region.

The matters to be considered by a regional council when preparing or changing its regional policy statement are set out in section 61. This requires regional councils to act in accordance with its functions under section 30, the provisions of Part 2, and its duty under section 32 and any regulations. Section 61(2) also sets out a number of other matters that the regional council shall have regard to, for example management plans and strategies prepared under other Acts.

Section 62 sets out the contents of regional policy statements.

The Waikato Regional Council and the Future Proof territorial authorities (Hamilton City, Waipa and Waikato Districts) are of the view that the RMA 1991 provides a strong mandate to help manage growth through the Regional Policy Statement.

1.2.2 Local Government Act 2002

The purpose of local government under the Local Government Act (LGA) 2002 is:

- (a) *to enable democratic local decision-making and action by, and on behalf of, communities; and*
- (b) *to promote the social, economic, environmental, and cultural well-being of communities, in the present and for the future.* (LGA section 10)

The Future Proof growth strategy supports this purpose by seeking to manage development of the built environment in the sub-region in a way that reduces adverse effects of development and improves social, economic, environmental and cultural outcomes. The purpose is also supported by anchoring the strategy through the change to the RPS.

The LGA procedures in relation to decisions are set out in sections 76-81 of the Act. These procedures have been appropriately observed in the development of this Change.

The Future Proof growth strategy was prepared under the Special Consultative Procedure requirements of the LGA.

1.2.3 Land Transport Management Act 2003

The purpose of the Land Transport Management Act 2003 (LTMA) is to “*contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system* (LTMA section 3(1)). The Act contributes to the purpose in a number of ways including by providing “*an integrated approach to land transport funding and management*” (LTMA section 3(2)).

The LTMA requires the development of a National Land Transport Strategy. The New Zealand Transport Strategy (NZTS) sets out a vision, objectives and specific targets to guide transport management. It provides a strategic approach to transport management. The first of the key components of this approach is integrated planning:

This includes promoting more effective integration between land-use and transport planning, and better urban design. It also involves better integration between different forms of transport to provide a more efficient transport system . . .
(NZTA 2008, page 8).

The Waikato Regional Land Transport Strategy (RLTS) is also prepared pursuant to the LTMA. The RLTS for the Waikato region 2006-2016 has 6 guiding policy principles covering a number of matters which are addressed through the Future Proof strategy and this RPS change, including:

- Protecting strategic corridors;
- Integrating land use and transport planning;
- Promoting alternative transport modes;
- Managing travel demand;
- Collaborative and informed decision-making based on holistic consideration of land use and transport planning.

The LTMA requires the production of a Government Policy Statement (GPS) every three years, which is to set out how land transport funding is to be managed. The GPS on Land Transport Funding 2009/10 – 2018/19 states:

Integrated planning is important to ensure that decisions made in relation to land use, transport and urban design collectively contribute to the efficient use of public funds and achieve the government’s objectives for transport and New Zealand. To achieve integration, transport strategies and packages of activities should be developed

alongside, and be clearly connected to, land use strategies and implementation plans. (GPS, 2009/10 – 2018/19, page 16).

It should also be noted that the Land Transport New Zealand Board passed a resolution on 13th December 2007 which stated that the Board:

- a. **supports** the strategic element of the Auckland to north Hamilton section of the Waikato Expressway strategy. . . subject to: . . .
 - ii. *Hamilton City Council, Waikato District Council and Waipa District Council developing an integrated transport and growth strategy, which includes amongst its aims the avoidance of ribbon development along and congestion of the Waikato Expressway, and is to be included in the Regional Planning Statement, prior to the Board approving funding of any further construction phases for Waikato Expressway projects . . . (LTNZ Board resolution 7c, Board paper 07/12/3019).*

The continued development of the Waikato Expressway is very important for the economic well being of the Future Proof area. The Future Proof Strategy and the supporting RPS change are therefore important as means of supporting the directions of the Land Transport New Zealand Board and the well being of the Future Proof area.

1.2.4 The Future Proof Growth Strategy

The Future Proof Growth Strategy was developed to manage growth in Hamilton City and Waipa and Waikato Districts. The intent of the Strategy is to provide the primary strategic direction for growth in the Future Proof area and establish a basis for all organisations and the community to co-operatively manage growth.

The strategic vision of the Strategy is:

In 2061 the sub region:

- *Has a diverse and vibrant metropolitan centre strongly tied to distinctive, thriving towns and rural communities*
- *Is the place of choice for those looking for opportunities to live, work, invest and visit*
- *Is the place where natural environments, landscapes and heritage are protected and a healthy Waikato River is at the heart of the region's identity*
- *Has productive partnerships within its communities, including Tāngata Whenua*
- *Has affordable and sustainable infrastructure*
- *Has sustainable resource use*

The Tāngata Whenua vision for the Future Proof Strategy is:

- *Kia tuku atu ngā karu atua o te waka hei ārahi, hei arataki, hei tiaki*
- *To enable guidance, leadership and nurturing. Knowing our future by planning today*

The Strategy contains an action plan in order to implement the strategic directions and settlement pattern. Action 2 of section 8.6.4 of the Future Proof Growth Strategy is:

Prepare a change to the RPS which will provide specific guidance on where growth will occur and include concept of urban limits. The change will determine the overall extent of Future Proof through setting urban limits and working towards specific rather than indicative lines on the map:

- *Greenfield growth areas – where council processes have established a clear boundary these will be included in the RPS change*
- *Rural residential – a list of criteria for assessing the location and form will be included*
- *Intensification areas*
- *Other matters as agreed*

The change will also identify the significant issues for the sub-region such as large footprint retail / commercial / industrial land outside of the growth areas and the expansion of existing settlements. The RPS change is to assist in discouraging any proposed plan changes and resource consent applications for retail/industrial land that is outside of the agreed Future Proof settlement pattern.

Section 10.6 of the Strategy also provides guidance about what was anticipated to be included in a change to the RPS at the time of writing the strategy.

Section 10.4 of the strategy lists and summarises the main reports and information used in the development of Future Proof. These reports have been used as background material for the preparation of this section 32 report.

1.3 Regional Growth Management Issues

It is becoming increasingly clear that growth and development in the Waikato Region needs to be better managed in order to better address the resource management issues in the region. The Waikato Regional Council has started to review its entire RPS. As part of this review process, a report was produced which evaluates the effectiveness of the current RPS¹ (Enfocus, 2007). This report makes a number of observations about the need to improve land use management in order to achieve the RPS objectives.

The Enfocus report stated that “at least part of the reason for the limited success [in achieving the RPS objectives] lies with the inability to align territorial policy and regulatory decision-making to regionally agreed objectives for matters such as water quality, preservation of natural character, avoidance of natural hazard risk²”. In addition, the report states (refer page 23) that the RPS could legitimately contain provisions for managing:

- Land use effects on regional council managed resources such as water and biodiversity
- Land use effects of regional significance, such as effects on landscapes of regional significance
- Land use effects that have strategic level impacts such as where land use change:
 - Forecloses other land use options, including displacing land uses from one area to another where conditions are less able to accommodate effects;
 - Increases demand for infrastructure or affects the efficiency with which infrastructure (including water supply, roads, stormwater services, electricity transmission and distribution) can be used, provided and upgraded;
 - Creates demand pressures that cross territorial boundaries (so that the decisions by one territorial authority have implications for other territorial authorities or the region).

The report also notes a number of changes that have occurred since the mid 1990s that mean that the current approach to land use is no longer appropriate. These include the increased rate of urban, peri-urban and coastal development, growth pressures extending across boundaries, the new regional council function of the “*strategic*

¹ Evaluation of the Waikato Regional Policy Statement, Sept 2007, Enfocus Limited

² Enfocus, 2007, page 104

*integration of infrastructure with land use*³ and the Resource Management (Climate Change and Energy) Amendment Act 2004 which promotes the use and development of renewable energy⁴.

With respect to the new 'strategic integration' responsibility, the Enfocus report suggests (refer page 88 of the report) that the RPS could achieve this through provisions which ensure:

- Territorial land use planning makes adequate provision for appropriate infrastructure (including with respect to needs of current developments as well as potential future needs);
- Land use planning makes efficient use of existing infrastructure capacity;
- Land use is planned and sequenced in a way that recognises the limits (capacity constraints) of infrastructure;
- Protection of infrastructure and infrastructure corridors from the effects of land use change;
- Land use patterns support the provision of environmentally responsible and energy efficient infrastructure, including alternative transport infrastructure;
- Protection of resources needed for new infrastructure such as aggregate and sites for new energy developments.

The report also notes that improved land use management through provisions in the RPS would help to reduce the effects of development on natural hazards (page 67), efficiency of energy use (page 83), availability of high quality soils, landscape values, heritage values (page 24), character of the coastal environment (page 51).

Finally, the Enfocus report notes the strong link between the Regional Land Transport Strategy (RLTS) and land use management. It notes that the RLTS must not be inconsistent with the RPS (a requirement of the Land Transport Act) and that given the new RMA function of strategic integration of infrastructure with land use, "that land use control needs to be directed by the RPS in ways that integrates with the strategies and policies of the RLTS"⁵. The report also notes a number of policies and actions in the RLTS which require land use management responses, such as "promoting an *urban form* that does not preclude future provision of passenger transport; applying land use principles that reduce need to travel and encourage more energy efficient transport modes; and local authorities ensuring land use policies protect strategic transport corridors"⁶.

Many of these matters are addressed for the Future Proof area, through the provisions being introduced by change No. 2 to the Regional Policy Statement.

1.4 Development of the Future Proof Growth Strategy

1.4.1 Scoping and Research Phase

The Future Proof Growth Strategy process was initiated via a "Request for Proposal" (RfP) issued by Hamilton City Council on behalf of the partnership comprising of Waipa and Waikato District Councils and Hamilton City Council. The RfP noted the following reasons for the need for the sub-regional growth strategy:

Firstly, there has been an acceleration in growth surrounding Hamilton City, particularly in Waikato District. This has made the need to work together an acute priority both in terms of structure and infrastructure planning. Secondly, this accelerated growth has

³ RMA, Section 30(1)(gb)

⁴ Enfocus, 2007, page 24

⁵ Enfocus, 2007, page 87

⁶ Enfocus, 2007, page 87

made it more important to work together to advocate and plan for critical common transport routes to be put in place to service growth areas. A prime example of this are the Rotokauri and Horotiu growth cells. Thirdly, there has been significant differences in resource management philosophies and continuing to manage/provide for growth with such different approaches is no longer sustainable. Lastly, the new Regional Land Transport Strategy and forthcoming review of water allocation arrangements require a more integrated approach to growth planning and management⁷.

A Scoping Report was prepared pursuant to the RfP. The report recommended that the Waikato Regional Council become a full partner in the growth strategy process.

During preparation of the Scoping Report a number of key parties were spoken to and a literature review was undertaken. These tasks are summarised in the Scoping Report.

Following preparation and acceptance of the Scoping Report, a research phase was initiated to provide information required to support development of the strategy. Research was undertaken into the following matters:

- Population and household projections;
- Residential and business land demand projections;
- Existing residential and business land capacity;
- Infrastructure capacity;
- Constraints to development;
- Tāngata whenua concerns and aspirations related to development;
- Developer perceptions about key drivers and trends for future development.

Section 10.4 of the Growth Strategy references and summarises the main reports and information used to develop the Strategy.

1.4.2 Tāngata whenua engagement

The partner councils and New Zealand Transport Agency sought independent advice on best practice to engage with and encourage participation of tāngata whenua in the Future Proof project. Tāngata whenua groups invited to participate in the Future Proof project included iwi authorities, tribal trusts, council reference groups and organisations representing environmental interests. Specific groups informed and/or involved in Future Proof at some stage of the project were:

***Hauraki Māori Trust Board
Huakina Development Trust
Te Kōtuku Whenua
Maniapoto Māori Trust Board
Ngā Iwi Toopū o Waipā
Ngāa Muka Development Trust
Ngā Mana Toopū o Kirikiriroa
Ngāti Korokī Kahukura Trust***

***Ngā Uri o Māhanga
Raukawa Trust Board
Tainui o Tainui ki Whaingaroa
Te Mana Taiao Environmental Trust
Te Runanga nui o Ngati Hikairo
Te Whakaminenga o Haua
Waikato Raupatu Trustee Company Ltd***

In the early stages of the development of Future Proof, following written invitations, individual hui were held with tāngata whenua group representatives as requested. This was followed by a combined hui where tāngata whenua confirmed the engagement and participation process for the project.

Each tāngata whenua group was invited to select a representative to a reference group named by tāngata whenua as Ngā Karu Atua o te Waka. The group was so named because the karu atua of a waka are the feather covered 'eyes' out the front of the canoe to provide direction, guidance and protection. Additionally, tāngata whenua, as a project partner, appointed the same number of representatives to each level of the

⁷ Hamilton Sub-Regional Growth Strategy Scoping Report, Appendix II: Request for Proposal to Prepare Scoping Report, section 1.0

project's governance and management structure as the other project partners. Representation to the project's governance and management structure were sought from Ngā Karu Atua o te Waka and Tainui Waka Alliance. Tainui Waka Alliance, composed of the four iwi authorities of Tainui, is also a member of Ngā Karu Atua o te Waka. The Ngā Karu Atua o te Waka representatives were responsible for communication back to their constituent groups. All known representatives of tāngata whenua groups received regular email updates on the project regardless of whether they were available to attend any hui. The Waikato-Maniapoto Māori Land Court requested and received regular updates on the project.

1.4.3 Development of Future Proof directions

Three general directions or scenarios were developed as part of Future Proof strategy development. These scenarios attempted to paint a picture of what the future might look like. The three scenarios were:

Scenario 1 - Business as Usual: The sub-region continues to grow as in the past. By 2061, approximately 6000 additional hectares are needed for urban development.

Scenario 2 - Compact Settlement: There is an increase in urban density such that about 4000 additional hectares are needed for urban development by 2061.

Scenario 3 - Concentrated Settlement: Planning methods require higher urban density such that only an additional 2000 hectares is needed for urban development.

Expanded descriptions of these three scenarios were released for public comments and feedback during October 2008. A total of sixty six written responses were received.

The Future Proof Joint Committee, which comprised an Independent Chairman and two elected members from each of Hamilton City, Waikato Regional Council, Waipa and Waikato Districts, along with one member from Matamata Piako District Council, at a specially convened meeting on 17th and 18th December 2008, heard from those respondents who had been invited to speak in support of their written responses and considered all responses received on the three scenarios.

The majority of responses supported scenarios 2 and 3 or a combination of both. The three scenarios were evaluated against a set of criteria which revolved around the Future Proof vision. Based on the public feedback and scenario evaluation, the preferred scenario was a blend of scenarios 2 and 3. The strategy was drafted on this basis.

The Future Proof Growth Strategy and Implementation Plan was publicly notified on 19th March 2009. Submissions closed on 20th April. Sixty submissions were received and hearings were held from 6 to 8 May 2009. Thirty three submitters presented their submissions to the Joint Committee.

On 18th May, the Committee adopted the Strategy, having made a number of changes in response to submissions. All partner councils then adopted the Strategy during their respective council meetings in June.

1.5 Preparation for Future Proof RPS change

At the Waikato Regional Council Policy and Strategy Committee Meeting on 15th July, it was resolved that the Policy and Strategy Committee directs staff to prepare a change to the Regional Policy Statement to implement the Future Proof Growth Strategy.

Following this resolution, on 20th July 2009, a letter was sent out to relevant parties (including all those who had had previous involvement in the Future Proof Growth

Strategy) informing them of the pending RPS change to implement the Strategy, and seeking comment on appropriate RPS provisions. Feedback in response to the letter is summarised in EW document number 1536616.

A number of meetings were held with representatives of the Waikato Regional Council, Hamilton City Council, Waipa District Council, Waikato District Council, tāngata whenua and the New Zealand Transport Agency, to develop the new RPS chapter. The draft was then discussed at the Future Proof Implementation Management Group meeting on 21st September 2009 and then at the Joint Future Proof Implementation Committee meeting on 25th September.

The draft RPS change was further developed in response to these meetings before being considered by the Waikato Regional Council's Policy Committee on 14th October 2009 and then the Waikato Regional Council meeting on 29th October. At this council meeting, it was resolved that Change No. 2 to the RPS be notified.

It should be noted that at the Waikato Regional Council is currently reviewing its entire RPS. Council considered delaying the Future Proof change so that the new provisions to implement the Future Proof strategy could be notified at the same time as the reviewed RPS. The reasons why the current change is being made now, rather than waiting for the RPS review to deal with these issues are as follows:

- Given the recent completion of the Future Proof Strategy, to maintain the momentum and make use of the current high level of understanding by the partners, it is appropriate to propose the change as soon as practicable.
- The second generation RPS, developed in response to the RPS's 10 yearly review, is not due to be notified until the second half of 2010.
- The growth strategy has no legal effect on its own, despite having been through a Local Government Act Special Consultative Procedure. It can only be given legal effect via policies and methods in the RPS and District Plans, which support the Future Proof settlement pattern and principles.
- District Plan change and review processes that are being initiated to implement Future Proof, are more likely to consistently implement the Strategy if there is early guidance in the RPS. This is particularly needed because the district plan changes will be decided on by different councils responding to different submitter pressures. The hearings and decisions on the district plan changes will occur after the change to the RPS has been notified. Notification of the proposed change to the RPS to implement Future Proof will therefore support councils in the hearing processes for their plan changes.
- There is concern that, while the Future Proof strategy has no legal effect, there may be pressure on councils to grant subdivision consents and private plan changes that are inconsistent with Future Proof directions. Councils may have difficulty declining consent and plan change applications without statutory support from an RPS that incorporates the Future Proof strategy. Also, once the RPS change is proposed, Environment Waikato will have a stronger mandate to become involved in TA subdivision consent and private plan change processes in the Future Proof area.

2 Development of the Issue Statement

The following Issue Statement was prepared for the RPS change.

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

The above issue is a statement prepared by the Future Proof partners, based on their concerns about growth issues in the sub-region. It reflects the matters raised (and described above) in the Enfocus (2007) review of the effectiveness of the current Waikato RPS as well as the Future Proof Request for Proposal described above. It also represents the concerns of many of the parties who have had input into the Future Proof process.

The Local Government Act 2002 requires all local authorities to work with their communities to identify community outcomes which describe how they want their community to be. In the Waikato Region, these outcomes have been developed through a project called Choosing Futures Waikato (<http://www.choosingfutures.co.nz/>). Many of the community outcomes are reflected in the issue statement. The following is a list of the most relevant outcomes.

- The iconic landscapes and natural features of our environment define and sustain us. We respect and celebrate them as Taonga.
- Our natural environment is protected and respected. Its ecological balance is restored, its air, soil and water quality is improved, and its native biodiversity is enhanced.
- The traditional role of Iwi and Hapu as Kaitiaki is acknowledged, respected and enabled.
- We use land management practices that protect and sustain our soil and land.
- We reduce our reliance on nonrenewable energy.
- Waste reduction, recycling, energy conservation and energy efficiency are promoted and are part of how we all live.
- We have a choice of healthy and affordable housing that we are happy to live in and that is close to places for work, study and recreation.
- Our region has economic growth and development that is well-planned and balanced with environmental, cultural and social needs and values.
- We have reliable, efficient and well-planned infrastructure and services, including transport that is safe, interconnected and easy to get to and use.
- We take a practical and coordinated approach to planning and providing services, which works effectively across boundaries and sectors and responds to our communities' needs.
- The growth, wealth and uniqueness of the Maori economy is acknowledged and supported.
- Our economy is built on land-based industries, and we encourage planning and practices that protect and sustain our productive resources.
- Heritage sites and landscapes of significance to Whanau, Hapu and Iwi are preserved and valued.
- New developments are designed to be sensitive to people, places and the environment.
- Iwi, Hapu and Maori work together with central government, local government and community organisations in mutually beneficial partnerships.

The issue statement therefore also reflects strongly the community outcomes established for the Waikato Region.

3 Objective

The following objective is proposed:

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.

The built environment is defined for the purpose of the RPS change as: buildings, physical infrastructure and other structures, in urban as well as rural areas, and their relationships to natural resources, land use and people.

The objective contains both a statement about the process of managing the built environment, and a statement about outcomes to be achieved from this management. The process part of the objective is that the built environment will develop in an integrated, planned and sustainable manner.

The use of the word 'integrated' reflects the purpose of Regional Policy Statements stated in section 59 of the RMA (. . . integrated management of natural and physical resources . . .), as well as the new regional council responsibility of "the strategic integration of infrastructure with land use through objectives, policies, and methods" (RMA, Section 30(1)(gb)).

The objective aims to achieve integrated and sustainable management of the built environment through the establishment of good planning processes. This is the main process required by the objective to achieve the outcome.

The outcome required by the objective is a form and nature of development which has positive social, cultural, economic and environmental results for people and communities.

Section 32 of the RMA 1991 states that there must be an analysis of "the extent to which each objective is the most appropriate way to achieve the purpose of this Act". The following section of this report summarises the results of this analysis.

3.1 Appropriateness of objective

The purpose of the RMA is described in section 1.2.1 of this report. As stated above, the built environment is defined as buildings, physical infrastructure and other structures, in urban as well as rural areas, and their relationships to natural resources, land use and people. The objective therefore relates specifically to the management of physical resources (as opposed to natural resources) and the relationship of these physical resources to land uses, natural resources and people. The objective is about managing the development of the built environment because the problems stated in the issue statement result from ad-hoc and uncoordinated development of the built environment.

The problems in the issue statement can be summarised as the adverse effects of ad-hoc and uncoordinated development on the natural environment (such as water quality and biodiversity), on the physical environment (such as on existing infrastructure), and on people (such as increasing hazards and reducing amenity values). The issue statement recognises that problems occur because of ad-hoc and uncoordinated development and the objective aims to remedy this through well planned development.

As stated above, the 'outcome' part of the objective is that, as a result of integrated and planned development, the built environment will become more sustainable, and will create positive social, cultural, economic and environmental outcomes. The advantage of well planned development is that not only can adverse effects of development be avoided, but also planning can ensure that positive effects of development are maximized. In this way, development can be such that it enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety.

The use of the word 'sustainable' in the objective is used in the same sense as in the RMA purpose. This means that the positive outcomes for people and communities are to be achieved while meeting the requirements of RMA section 5(2)(a), (b) and (c).

Development is to be planned to ensure natural and physical resources meet the reasonably foreseeable needs of future generations (RMA section 5(2)(a)). This includes ensuring development does not compromise access to important mineral resources or ensuring valuable farm land is not wastefully and unnecessarily subdivided so that future options for its use become limited. Well planned development can ensure that infrastructure is appropriately placed and maintained, and that future development does not affect the efficiency and effectiveness of infrastructure, so that it functions over the long term, for the benefit of present and future generations. Ensuring that the built environment is not only functional, but also is a high amenity environment, also serves future generations.

Development is also to be planned to ensure the life-supporting capacity of air, water, soil, and ecosystems is safeguarded (RMA section 5(2)(b)). Good development planning can direct development away from sensitive ecosystems, or ensure provisions are in place so that development actually helps to protect and enhance such ecosystems. Development planning can ensure that appropriate wastewater infrastructure is in place so that wastewater discharges do not compromise the life-supporting capacity of receiving waters.

Development planning can ensure potential adverse effects on the environment are avoided, remedied or mitigated (RMA section 5(2)(c)). For example, by managing the pattern of development, road congestion and travel distances can be reduced and walking, cycling and use of public transport can be encouraged. This helps to reduce green house gas emissions. Appropriate development planning can also ensure provisions are in place to manage direct effects of construction during development, such as stormwater and air discharges.

In the past, effects of development have primarily been managed through rules and consent processes, so that when particular development is to occur, it has to abide by certain conditions designed to avoid, remedy or mitigate adverse effects. Managing the effects of development in this way has only met with limited success in terms of achieving the sustainable management of resources, and it has not had any effect in terms of maximizing potential positive effects of development. The objective aims to change this by encouraging proactive development planning at the regional and district level. This will shift the focus of management from addressing potential adverse effects of development, to one where the direction of development itself is influenced. This is considered a much more effective and useful way of addressing development problems as identified in the issue statement, and of achieving sustainable management of resources, than merely seeking to address adverse effects once key development decisions have already been made.

Territorial authorities (TAs) are primarily responsible for land use decisions. A range of district plan provisions currently operate within the Waikato Region to manage development. TAs have generally become very aware that their district plans have not been entirely successful in managing the adverse effects of development. As a result, many districts are currently moving towards more proactive development planning. In

the Waikato Region a number of district and sub-regional growth strategies have been, or are being prepared⁸. Also, a number of districts are currently working on changes to their district plans to introduce new provisions to improve management of development. There is therefore already a general move toward more planned and integrated management of development to provide more sustainable outcomes. This demonstrates that the objective is achievable.

The RPS change specifically relates to the part of the Waikato Region addressed by the Future Proof Growth Strategy (Hamilton City, Waipa District and Waikato District). The objective specifically refers to these TAs. Although the issue is generally relevant to the whole Waikato Region, this proposed change to the RPS is specifically to implement the Growth Strategy. Further changes will later be proposed to deal with these issues across the whole Waikato Region during the RPS review process which is currently underway. It would not be appropriate at this stage to broaden the objective to include all of the Waikato Region because there has not been sufficient consultation with non-Future Proof TAs about development issues and about how they should be addressed in the RPS.

The above analysis has explained the drafting of the objective and has shown that the objective:

1. Will help to achieve the purpose of the RMA in the Future Proof area;
2. Will help to address the matters described in the issue statement;
3. Is achievable.

For these reasons the objective is considered to be the most appropriate way to achieve the purpose of this Act with respect to the stated issue.

⁸ Apart from Future Proof, and the individual Future Proof partner council growth strategies, growth strategies have been, or are being, prepared in Thames-Coromandel District (Coromandel Blueprint), Otorohanga (Shore Futures), Taupo District, Matamata-Piako District and Franklin District.

4 Analysis of Policies and Methods

This section describes each considered policy option and summarises the appropriateness of each option in terms of its ability to achieve the objective. Appropriateness is considered having regard to the likely efficiency and effectiveness of each option. Efficiency is assessed in terms of environmental and community benefits and costs. Where there is uncertainty with respect to a particular policy option, the risks of acting and not acting are summarised.

Policy Option	RMA S32 Test	
<p>Option 1 : Partner councils to work collaboratively with respect to growth management in the Future Proof area.</p>	Effectiveness	
	<p>The aim of this policy direction is to ensure the Future Proof partner councils work collaboratively with respect to growth management in the Future Proof area. Methods would include ensuring governance structures are in place, and adequate resources provided to implement the actions in the strategy which support the settlement pattern. Another method would be that the partner councils agree to protocols which document how the Future Proof growth management strategy is to be seamlessly implemented.</p> <p>In order to achieve integrated, planned and sustainable development of the built environment, as sought by the objective, it is very important that the partner councils continue to work together toward achievement of the directions established by the strategy. Subdivisions, commercial developments and other such growth initiatives in one part of the sub-region can affect other parts. It is therefore important that the partner councils work together to ensure such initiatives do not change the pattern or nature of development such that it is inconsistent with the agreed Future Proof directions.</p> <p>To ensure the nature and pattern of the Future Proof settlement is maintained as described by the strategy, appropriate resources and governance structures need to be in place over the long term. There will need to be regular meetings to advance actions supporting the strategy (such as ongoing studies), ongoing monitoring of development against the strategy aims, and ongoing work to ensure the strategy is maintained effectively to address changing growth issues.</p> <p>Ongoing collaboration and seeking of agreements will help to ensure there are no surprises in terms of development trends and actions in the sub-region, and open avenues for resolving conflicts. If such collaboration does not occur, there would be more potential for inconsistent implementation of the strategy, for failures to address new pressures as they arise and for local decisions that cause unwanted cross boundaries effects.</p> <p>For these reasons, this policy is considered a very effective way of supporting the objective.</p>	
	Effectiveness rating: High	
	Efficiency	
Benefit	Cost	
<p>Environmental: By ensuring that the partner councils work together to promote and provide for the Future Proof settlement</p>	<p>Environmental: There would be no environmental cost (no adverse environmental effect) from implementing this policy</p>	

Policy Option	RMA S32 Test	
	<p>pattern, there is a much greater chance that the form and nature of the settlement pattern in the sub-region develops in a way that is consistent with the Future Proof principles. Future Proof has established many principles that seek to minimise effects of development on the environment and to maximize positive effects of development. In this way, the policy direction potentially has significant environmental benefits.</p>	<p>direction.</p>
	<p>Community: Community benefits would result from this policy direction in the same way as the environmental benefits. This is an important policy direction for achieving the overall Future Proof vision. Achieving the vision will have very definite long term community benefits such as more effective and efficient use of infrastructure, higher amenity developments, more effective public transport systems servicing communities and so on.</p>	<p>Community: There will be some resourcing costs to ensure ongoing collaboration. These would include for example staff costs and administrative costs. It is likely that the Future Proof implementation costs, at least for the first three years will be in the order of \$200,000 per year, spread amongst the four partner councils.⁹ This cost is considered minor compared to the community and environmental benefits that would be realized by a well implemented Future Proof strategy.</p>
	<p>Efficiency rating: High</p>	

⁹ Report to Project Management Group dated 5 June 2009, titled "Future Proof Implementation: Post 1 July 2009.

Policy Option	RMA S32 Test
<p>Option 2 : Urban development to be in accordance with Future Proof maps and tables.</p>	<p style="text-align: center;">Effectiveness</p> <p>Policy option 2 is that urban development occurs in accordance with the settlement pattern and timetable established in the Future Proof Strategy. The settlement pattern and timetable would be established by a map and tables.</p> <p>The form of broad settlement pattern established by Future Proof is represented in the strategy by a map and a series of tables. The map is of such a scale that the lines can be considered 'fuzzy' lines that indicate urban limits, rather than detailed property scale lines. The finer detail of urban limits needs to be determined by each partner territorial authority through district plans, territorial growth strategies and structure plans. Policy option 2 would require that urban development only occurs within the urban limits established by this map.</p> <p>The tables most appropriate for this policy option are Tables 3 (Allocation and staging of residential growth) and 5 (Industrial Business Land) of the Future Proof Strategy. Key elements of these tables would be copied into the RPS and referred to in this policy option.</p> <p>Future Proof is a long term, high level growth strategy. The urban limit lines have been established without a detailed inspection of development potential for each site within the urban limits. It is likely that some parts of areas identified for urban development may not be suitable, so there would need to be some flexibility to allow limited development outside the urban limit lines. This should also be provided for in the policy option.</p> <p>Likely methods to support this policy option would require the partner territorial authorities to prepare changes to district plans to ensure that development is consistent with the map and two tables.</p> <p>The objective is that development of the built environment occurs in a planned way (among other things). The Future Proof strategy has established a settlement pattern. This pattern is considered consistent with the growth principles supporting the strategy. However, the strategy itself cannot strongly influence development decisions made through Resource Management Act (RMA) processes. In itself therefore, it will not ensure planned development. To achieve the settlement pattern, it is therefore important that the settlement pattern is 'anchored' through RPS provisions, then further anchored through appropriate district plan provisions. Because the RMA states that district plans must give effect to an RPS, such a policy direction would be a very effective way of ensuring the objective is achieved. If the settlement pattern is not anchored in this way, there would be little chance that the objective is achieved and that the Future Proof directions are realised through future development decisions.</p> <p>In assessing effectiveness, it is worth noting the words of the Royal Commission on Auckland Governance. In their final report, they discussed urban limits and intensification policies and concluded, based on extensive research on successful cities, that these two policies are "essential to the development of a successful city in the 21st century".¹⁰</p> <p>The effectiveness of this policy option does depend very much</p>

¹⁰ Royal Commission on Auckland Governance, Vol 1 Report, March 2009, page 533

Policy Option	RMA S32 Test	
	<p>on the appropriateness of the urban limits and allocation tables. If too little land is made available for development at appropriate times, this may force up the price of land within the urban limits to the point where the limits become a disincentive for development in the Future Proof area. This would not support the vision for the area.</p> <p>The urban limits and allocations were developed by the Future Proof territorial authorities as they were developing their individual district growth strategies, and in association with the other Future Proof partners and NZTA. Population predictions were calculated by the University of Waikato specifically for the Future Proof project. Residential land areas were calculated based on the population predictions and assumptions about likely achievable housing density. Industrial land demand calculations were based on historical demand, with a 50 percent allowance for growth in demand. They were also informed by developer perceptions and territorial authority ability to fund infrastructure expansion. The urban limits and land allocations were therefore based on creditable information sources. They will however need to be monitored to check on the ongoing applicability of predictions and assumptions (refer policy option 8).</p>	
	Effectiveness rating: High	
	Efficiency	
	Benefit	Cost
	<p>Environmental: This policy direction would effectively limit urban sprawl in the Hamilton sub-region and would ensure development occurs in a planned and orderly way. In this way, the adverse environmental effects of development can be considered and there is more likelihood that such effects can be avoided remedied or mitigated during the development process. This helps to prevent the 'death by a thousand cuts' creep of environmental effect that occurs when development occurs in a more ad-hoc manner. In particular, more compact development will help to make urban areas less energy intensive (less travel distance, greater potential for multi modal transport options) and this in turn would reduce transport related carbon emissions.</p>	<p>Environmental: There should not be any significant environmental costs of this policy direction.</p>
	<p>Community: There are many benefits to communities and people of this policy direction. By limiting urban development to</p>	<p>Community: There can be costs involved with this policy direction. The Enfocus (2007) report cites Grimes, A and Liang Y,</p>

Policy Option	RMA S32 Test	
	<p>selected areas and a predefined rate, the development can be better integrated with infrastructure (RMA, section 30(1)(gb)). In this way infrastructure and servicing can be provided in a timely manner and at a rate that the community can afford. Infrastructure provision can be planned and budgeted for well in advance of when it is needed, which can result in cost savings and efficiencies for the community.</p> <p>Such planned development will also prevent growth from having adverse effects on the efficiency and effectiveness of existing infrastructure such as roads. This also reduces timing and cost uncertainties from having development open on too many fronts.</p> <p>Setting urban limits, if done appropriately, can ensure there is sufficient land made available for the needs of the community. This provides more certainty for developers in that they know where different kinds of development will be acceptable and where it will not.</p> <p>Ensuring development occurs in defined areas and at a planned rate allows more consistent development decisions as opposed to decisions which result in fragmented piecemeal development. This planned approach allows growth to better reflect good urban design principles. For example, "Internationally, the use of urban growth boundaries is associated with greater urban connectivity"¹¹</p> <p>Limiting urban sprawl also limits many other effects of urban development. For example it reduces the need to take good quality farm land</p>	<p><i>"Spatial Determinants of Land prices in Auckland: Does the Metropolitan Urban Limit Have an Effect?"</i>, which says land prices inside Auckland's Metropolitan Urban Limits can be 10 times as expensive as land outside the limits. However Enfocus also states that Auckland has not achieved the level of housing intensification needed to maintain supply at levels that mitigate upward pressure on house prices. This cost can be minimised by ensuring land allocations are consistent with demand, that a range of housing choices are provided for within the urban limits, and ensuring allocations are regularly reviewed (refer to policy option 8). These matters were discussed above.</p> <p>Although the costs of urban limits to the community can be mitigated, they can probably not be eliminated. It is very difficult to quantify the community costs and benefits of this policy direction. To a large extent they will depend on the total package, of which urban development limits are only one of the tools. However there continues to be reputable studies which favour the use of urban limits (such as the Royal Commission on Auckland Governance) and therefore the benefits of this policy option are assumed to outweigh the costs.</p>

¹¹ Yan Song, Impacts of Urban Growth Management on Urban Form: A comparative Study of Portland, Oregon, Orange County, Florida and Montgomery County, Maryland, 2003, quoted in "The Effectiveness of the Auckland Metropolitan Urban Limit – Ring-fencing Urban Development", Environmental Defence Society Conference, 11-12 June 2008, Greg Hill, Consultant and former General Manager - Policy and Planning, Auckland Regional Council.

¹² International Trends and Lessons in Growth Management – A review of literature, Auckland Regional Growth Forum, March 2007, page 94

Policy Option	RMA S32 Test	
	<p>out of production. It can also encourage more compact urban development which has benefits in terms of reducing travel distances and therefore energy use. Such benefits reduce costs and maintain options for future generations in the areas protected from urban sprawl.</p> <p>A recent literature review concluded “that pursuing a more compact urban form will lead to benefits in terms of improved economic development. This research identified also generally supports the notion that densification has the potential to better utilise existing infrastructure and limit infrastructure expenditure. Where existing infrastructure requires upgrading, this often has greater benefits than the provision of new infrastructure at the city edge.”¹²</p>	
	Efficiency rating: Medium to High	

Policy Option	RMA s32 Test	
<p>Option 3: Promote residential density targets.</p>	Effectiveness	
	<p>The Future Proof Growth Strategy has determined density targets for development. Policy option 3 will promote these densities as targets through the RPS. Methods to support this policy would state that territorial authorities will seek to achieve these targets via provisions in district plans and through advocacy with developers.</p> <p>This policy direction will help to achieve planned and sustainable urban development by encouraging more compact development. This is likely to be an effective way of supporting the objective, given that district plans must give effect to provisions in a RPS. It also ensures that the aim of more compact urban areas is given due consideration during the development of subdivision proposals.</p> <p>The policy does not <i>require</i> that the targets be achieved in all situations as there may be some case specific situations where the target is not appropriate. The targets are also to be achieved over time as this was the allowance agreed on through the Future Proof process. There is therefore no guarantee that the targets will be met, but having targets should have some effect in encouraging more compact development.</p>	
	Effectiveness rating: Medium – high	
	Efficiency	
	Benefit	Cost
	<p>Environmental: The environmental benefits of this policy direction would be similar to those stated above in relation to the urban limits, as both policies will encourage more compact development. As further evidence of environmental benefit a recent report from the United States Department of Energy¹³ concluded that “More compact, mixed-use development can produce reductions in energy consumption and CO2 emissions both directly and indirectly”. The report also stated there could be less conversion of agricultural and other environmentally fragile areas.</p>	<p>Environmental: There is a risk that more compact development would create more impervious services and therefore greater stormwater runoff velocities and peaks. There may be less room for biodiversity resources. However such risks can be managed by ensuring developments are in accordance with good urban design principles, that more compact development allows sufficient open space (such as parks and other public spaces to offset less private space from smaller sections), and that stormwater runoff is appropriately managed. Other policies encourage these development requirements.</p>
	<p>Community: The community benefits of this policy direction would be similar to those stated above in relation to the urban limits, as both policies will encourage more compact</p>	<p>Community: The community costs of compact development have also be discussed above in relation to policy option 2. It is likely for these reasons, that the benefits of Policy option 3</p>

¹³ Report summarised in US Transportation Research Board: “Driving in the built environment – the effects of compact development on motorized travel, energy use and CO2 emissions”, August 2009 (<http://onlinepubs.trb.org/Onlinepubs/sr/sr298summary.pdf>)

Policy Option	RMA s32 Test	
	<p>development. Note that the Department of Energy report referred to above also points out that compact development can provide “greater opportunities for physical activity by facilitating the use of nonmotorized modes of travel, such as walking and bicycling”.</p>	<p>will outweigh the costs.</p>
	<p>Efficiency rating: Medium</p>	

Policy Option	RMA S32 Test	
<p>Option 4: Establish development principles to guide decisions that affect the built environment.</p>	<p align="center">Effectiveness</p>	
	<p>This policy option is to establish a set of principles to guide future development of the built environment within the Future Proof area. The policy would state that councils, in managing the built environment, shall have particular regard to the principles. The principles will set a direction for future development that minimises adverse effects while maximising the benefits of development. Principles are not absolutes to be implemented in all situations. They represent a vision for development to move towards. How the principles are applied would need to be appropriate in any particular situation. 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. The methods would encourage implementation of the principles through district plans, advocacy, development manuals and design codes. The principles would be based on those developed through the development of the Future Proof strategy.</p> <p>By setting clear guidelines for the management of the built environment, and requiring that regard be had to these principles, this will help support the objective. Having regard to the principles would mean that when decisions are being made about the management of the built environment, the principles would need to be actively considered. Where a decision is not in keeping with a particular principle, there should be a reason stated as to why this is the case.</p> <p>The principles will help to ensure planning for the built environment is integrated and sustainable as sought by the objective. It will help to avoid ad-hoc decisions which are not consistent with the directions of the Future Proof growth strategy, and therefore will increase the potential for development which has benefits for the whole community. The policy direction will encourage discussions about how individual development decisions may affect the built environment. The policy will provide a set of expectations against which to measure individual decisions. For these reasons, this is considered a very effective way of achieving the objective.</p>	
	<p align="center">Effectiveness rating: High</p>	
	<p align="center">Efficiency</p>	
	<p align="center">Benefit</p> <p>Environmental: Many of the principles would be about environmental outcomes, such as that development minimises energy and carbon use such as through compact form; significant natural environments and landscapes are protected; development which can augment biodiversity corridors and enhance biodiversity is encouraged; adverse effects on soil stability, water quality, flooding, aquifer recharge and aquatic ecosystems are avoided; and development</p>	<p align="center">Cost</p> <p>Environmental: There would be no environmental costs from this policy.</p>

Policy Option	RMA S32 Test	
	<p>protects the natural character of the coastal environment. Ensuring that such principles are given particular regard during the management of the built environment will therefore encourage a range of environmental benefits.</p>	
	<p>Community: Many of the principles would be about outcomes which will benefit the community (apart from through environmental protection). For example, principles may cover such matters as protection of efficiency and effectiveness of infrastructure; access to minerals, water bodies and high quality farm land is maintained; development is avoided in hazard areas; reverse sensitivity with respect to industry and infrastructure is avoided; development supports existing urban areas and does not limit future development options; and effects on the unique tāngata whenua relationships, values, aspirations, roles and responsibilities with respect to an area are recognised. Ensuring that such principles are given particular regard during the management of the built environment will therefore encourage a range of community benefits.</p>	<p>Community: There may be some minor cost to the community of having a list of principles that must be given regard during the management of the built environment, in that there is a set of matters which must be addressed. However the cost is considered to be trivial compared to the potential benefits of this policy option.</p>
	<p>Efficiency rating: High</p>	

Policy Option	RMA S32 Test	
<p>Option 5: Establish Structure Plan requirements for significant urban developments.</p>	Effectiveness	
	<p>Structure planning is a process of developing a framework for the integrated development of an area. Structure plans “will guide the major changes to land use, built form and public spaces that together can achieve economic, social and environmental objectives for [an area]”.¹⁴</p> <p>This policy option will require the development of structure plans for urban development. Such structure plans should be required for all new major urban development. They should be developed before an area is zoned for urban development. In areas already zoned for urban development, but where there is no structure plan, a major subdivision or land use consent application should trigger the development of a structure plan for the area. Whether or not an application is considered major should 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. These matters should be made clear in the policy.</p> <p>The policy should also describe minimum content requirements for structure plans. The contents should include identification of land uses to be enabled and specific land use requirements, infrastructure requirements (including details about transport linkages and facilities), valued characteristics and features of the area, potential hazards, stormwater management requirements and tāngata whenua issues. It is important that these matters are stated as the practice of structure planning has evolved significantly since when structure plans focused almost exclusively on infrastructure requirements to service development.</p> <p>Comprehensive structure plans are a very effective way of achieving desired outcomes from development of the built environment. The process of developing such plans allows discussions with interested parties about the nature of development. The basic pattern of development, its environmental effects and potential benefits for the local community can be proactively managed through such structure plans. Ad-hoc, short sighted development decisions can be avoided in this way. This policy option is therefore potentially a very effective way of achieving the objective with respect to urban development.</p>	
	Effectiveness rating: High	
	Efficiency	
	Benefit	Cost
	<p>Environmental: A good structure planning process will ensure that the nature of development in an area is appropriate with respect to the existing environmental values. In this way valued aspects of the</p>	<p>Environmental: There should be no significant environmental cost from this policy option.</p>

¹⁴ State of Victoria, Department of Sustainability and Environment: “Structure Planning for Activity Centres, 2003 ([http://www.dse.vic.gov.au/CA256F310024B628/0/1D0C2059E9404ECECA25701B002A5A7A/\\$File/Structure+plan+ing+for+activity+centres+Dec+2003.pdf](http://www.dse.vic.gov.au/CA256F310024B628/0/1D0C2059E9404ECECA25701B002A5A7A/$File/Structure+plan+ing+for+activity+centres+Dec+2003.pdf))

Policy Option	RMA S32 Test	
	<p>environment, such as water bodies, coastal character, significant areas of indigenous flora and fauna, can be protected or enhanced. Structure planning can ensure sufficient areas of parks and reserves are provided which can enhance environmental values. Potential conflicts between infrastructure provision and natural values can be avoided. For these reasons, this policy option has potential for significant environmental benefits.</p>	
	<p>Community: Structure planning can also have very significant community benefits. For example, it can ensure urban design allows for appropriate open space for passive and active recreation, that new areas connect well to existing urban areas, that new urban development maximizes the range of transport options (including public transport, walking and cycling), that existing investment in infrastructure is protected, that public facilities such as schools and commercial facilities are provided for and so on. Structure planning can avoid many of the problems associated with ad-hoc uncoordinated developed identified in the issue statement.</p>	<p>Community: Structure planning can be an expensive exercise for territorial authorities. It would be not uncommon for the development of a structure plan in the Waikato to cost in the order of \$200,000. The cost is minimised through this policy option by only requiring them to be developed when a new area is to be zoned urban or when a major urban subdivision or land use consent application is being considered. It should be noted that structure plans can be developed by developers, and the cost passed onto land purchasers. In any case, the cost of structure plan development would be likely to be minor compared to the long term benefits of such planning to the community. The fact that such structure planning is now common practice with most territorial authorities would indicate that it is cost effective.</p>
Efficiency rating: High		

Policy Option	RMA S32 Test	
<p>Option 6: Require Future Proof territorial authorities to have district plan provisions which establish a planned regime for rural-residential development.</p>	<p align="center">Effectiveness</p>	
	<p>This policy option would require that territorial authorities ensure rural residential development is planned and coordinated, and largely directed to defined rural residential areas. In the Future Proof area, as in many parts of New Zealand, rural residential development in the last 30 years, and particularly in the last 10 years has been rampant and adhoc. Appendix 1 of this section 32 report is a map which shows the extent of new rural residential development within the Future Proof area over the period 1997-2008. Rural residential development has often been poorly controlled by district plans and has often resulted in a range of adverse environmental and community effects (see discussion below).</p> <p>The methods for this policy would require changes to district plans to improve the management of rural residential development. Methods would also encourage territorial authorities to seek agreements about cross boundary effects from the management of rural residential development, and to investigate methods such as transferable development rights which will help to direct development to desirable locations.</p> <p>Improving the management of rural residential development will strongly support achievement of the objective. This policy option therefore has potential to be highly effective.</p>	
	<p align="center">Effectiveness rating: High</p>	
	<p align="center">Efficiency</p>	
	<p align="center">Benefit</p> <p>Environmental: Ad-hoc and uncoordinated rural residential development has aggravated environmental problems identified in the issue statement, including unsustainable energy demand and increased production of greenhouse gases due to increased travel distances¹⁵ (as a result of commuting from rural residential areas), and effects on water quality, biodiversity, landscape character, amenity values, heritage resources and natural character. Improving the management of rural residential development, therefore has potential to reduce such environmental effects, and to improve positive outcomes from rural residential development. In some cases, well managed rural residential development may be a more environmentally beneficial land use option than agriculture. For example,</p>	<p align="center">Cost</p> <p>Environmental: There should be no significant environmental cost from this policy option.</p>

¹⁵ A recent University of Waikato Study "Labour market areas in the Waikato Region" (Barrett, et al, February 2009) has shown how distance travelled to work has significantly increased in the Waikato Region between 1991 and 2006.

Policy Option	RMA S32 Test	
	<p>district plan provisions could ensure the nature and location of rural residential development improves riparian and biodiversity management in sensitive stream or lake catchments.</p>	
	<p>Community: Well managed rural residential development will also result in a range of community benefits. For example, such management can reduce the likelihood of development in hazard prone areas; reduce potential for reverse sensitivity with respect to existing farm activities; reduce the need for road improvements and new services and infrastructure to serve rural residential areas; reduce road congestion and ribbon development along roads; reduce fragmentation of farm land; reduce development effects on rural landscape and amenity and so on.</p>	<p>Community: There will be some community costs of this policy option. In particular, there will be a loss of subdivision options for some land owners (a small number of land owners may have increased subdivision options from this policy). Loss of subdivision options may result in a loss of land value in some areas, particularly those areas close to urban areas which currently can be readily subdivided.</p> <p>Although such costs will be very real for some individuals, the benefits for the community as a whole, and for future generations, will greatly outweigh the costs.</p> <p>There will also be costs to communities in that new district plan provisions will need to be developed to give effect to the policy. Again however, in the long term, this cost is likely to be minor compared to the community and environmental benefits. It should also be noted that the Future Proof territorial authorities have already commenced planning for changes to district plans to improve management of rural residential development, as they are very aware of the deficiencies of past planning approaches. This policy option will therefore largely reinforce work already underway.</p>
	<p>Efficiency rating: High</p>	

Policy Option	RMA S32 Test	
<p>Option 7: Require the integration of land use planning and infrastructure planning (including transport planning).</p>	<p align="center">Effectiveness</p>	
	<p>This policy option is that there shall be coordination between the structure, timing and sequencing of new urban development, and the development, funding, implementation and operation of transport and other infrastructure serving the area in question. This option directly responds to the requirement in Section 30(1)(gb) of the RMA that regional councils provide for the strategic integration of infrastructure with land use through objectives, policies, and methods. The option will provide further guidance by specifying the outcomes to be sought through this integration. The outcomes include optimizing the provision of both the development and its supporting infrastructure, ensuring adequate funding is available for the infrastructure, protecting investment in existing infrastructure, protecting the function of existing infrastructure and ensuring required infrastructure is in place prior to development.</p> <p>The methods to support this policy option would include that councils and infrastructure providers work together to implement the policy, aligning Waikato Regional Council's transport planning with the built environment policies, ensuring the policy direction is communicated at national, regional, sub-regional and district levels, and ensuring district plan provisions support this policy.</p> <p>Integrated planning is a key aspect of the objective. This policy direction will ensure that the management of the built environment takes account of the potential for land use change to compromise existing infrastructure. It will also ensure decisions about new infrastructure are made at the same time as decisions about the nature of new development. Ensuring the integration of land use and infrastructure is addressed in such a way will greatly help to achieve the objective.</p>	
	<p align="center">Effectiveness rating: High</p>	
	<p align="center">Efficiency</p>	
	<p align="center">Benefit</p>	<p align="center">Cost</p>
<p>Environmental: Ensuring that infrastructure is planned and provided for prior to land use change occurring will help to ensure appropriate stormwater and wastewater infrastructure is provided that will minimise environmental effects from stormwater and wastewater discharges. Low impact design methods can be considered early in the planning phase so that such methods can be an integral part of the development, rather than being an afterthought such that stormwater management options become limited.</p> <p>The location of infrastructure such as roads, pipes, culverts, and power and telecommunication infrastructure can be planned early to avoid conflicts with</p>	<p>Environmental: There should be no significant environmental cost from this policy option.</p>	

Policy Option	RMA S32 Test	
	<p>sensitive natural environments. In some cases, infrastructure can support environmental values by for example improving access to natural areas through appropriate footpaths and bridges.</p>	
	<p>Community: There would also be many community benefits from this policy option. Integrating development and infrastructure planning can ensure development does not compromise the function of existing infrastructure such as by causing reverse sensitivity issues (eg development too close to existing infrastructure), putting unsustainable pressure on existing infrastructure (such as increasing the demand on stormwater, wastewater and road systems), or by limiting the potential to upgrade existing infrastructure (such as by restricting the ability to widen a road or maintain a stop bank). Avoiding such outcomes, reduces unnecessary costs to communities.</p> <p>If the broader infrastructure implications of new development are recognized early in the planning process, decisions can be made about how and where development should occur that minimize the need for (and cost of) new infrastructure (such as additional traffic lanes or additional bridges to service new developments). New developments can also be planned to connect more effectively to existing infrastructure, thereby protecting the safety, efficiency and effectiveness of existing infrastructure. In some cases, early planning of development infrastructure needs can ensure the costs of new infrastructure are passed onto the new land owners, rather than being a cost on all ratepayers.</p>	<p>Community: There should be no significant community cost from this policy option. Infrastructure and development planning needs to happen in any case; this policy option merely seeks to align these processes. Overall there could be cost savings by planning for both infrastructure and development at the same time.</p>

Policy Option	RMA S32 Test	
	<p>Paragraph 57 and 58 of the Government Policy Statement on Land Transport Funding 2009/10 – 2018/19 state that integrated planning is important to ensure efficient use of public funds and to achieve government's objectives for transport, including that:</p> <ul style="list-style-type: none"> • Transport needs of future growth are considered; • Future transport corridors are safeguarded; • Urban growth meets the cost of infrastructural impact; • There is integration between transport modes. 	
Efficiency rating: High		

Policy Option	RMA S32 Test	
<p>Option 8: Establish requirements for monitoring and reporting on development and infrastructure trends and pressures in the Future Proof area.</p>	Effectiveness	
	<p>This policy option would require that the Future Proof partner councils will monitor and report on development and infrastructure trends and pressures in the Future Proof area. The supporting method would state that relevant information will be collected to help explain trends and pressures. Key information requirements would be specified. The policy would also state that the report should use the information to make recommendations about the need to make changes to Policy 2 (urban limits and land allocations).</p> <p>Future Proof is a long term strategy (50 years). Many things can change over this time period. Monitoring and reporting is needed to ensure:</p> <ul style="list-style-type: none"> • The assumptions and information used to determine urban limits and land allocations remain accurate and valid; • New trends which may affect the ability to achieve the objective are identified early enough to respond to them; • The effectiveness of current policies and methods is evaluated so that changes can be made where necessary (such as through RPS reviews, district plan reviews, and reviews of other council strategies, manuals and guidelines); • The public, developers and infrastructure providers can be kept informed about trends that may affect or interest them; • Future infrastructure needs are anticipated as early as possible. <p>Detailing information requirements in the policy and method will help to ensure that the ongoing effectiveness of the policies and methods can be assessed, and to ensure approaches to achieving the objective can be improved over time.</p>	
	Effectiveness rating: High	
	Efficiency	
	Benefit	Cost
<p>Environmental: All the environmental benefits identified for the above policies will also be supported by this policy. Tracking development and infrastructure pressures and trends will provide information which will help improve the management of the built environment, including to improve environmental outcomes. Good monitoring and reporting can ensure new trends which may cause new environmental effects are identified and responded to as early as possible.</p>	<p>Environmental: There should be no significant environmental cost from this policy option.</p>	
<p>Community: Good monitoring and reporting on development and infrastructure trends and pressures is an important way of ensuring transparency and accountability with respect to</p>	<p>Community: Monitoring and reporting does cost money. However, in many cases, the required information is already collected by councils and held in some form. Also, councils</p>	

Policy Option	RMA S32 Test	
	<p>these matters. It allows the community to see how these matters are being managed and how effective they are. There are also benefits for those who are affected by development trends such as commercial businesses, developers, infrastructure providers, service providers and so on. Good monitoring can also improve council's management of the built environment to maximise community benefits and minimise costs associated with development.</p> <p>This policy should help to standardise information collection by the partner councils so that it can be more usefully and consistently reported.</p>	<p>are required by the RMA to monitor the efficiency and effectiveness of policies and methods in any case (section 35), so the policy is not an entirely new requirement. Any additional costs of this policy option are therefore considered minor, particularly in comparison to the benefits.</p>
	Efficiency rating: High	

Policy Option	RMA S32 Test	
<p>Option 9: Minor extensions to urban limits.</p>	Effectiveness	
	<p>This policy option allows a structure plan to include some minor extension of urban development outside the urban limits established by Policy 2, where the proposed development is contiguous with urban development inside the urban limit, where the extension does not increase the particular structure plan area by more than 5 percent, and where all other provisions of Policy 2 are met. The intention of this policy is to recognise that the urban limit lines have not been ground truthed and there may be situations where such a minor extension of urban development outside the limit lines is appropriate. It should be noted that Future Proof has sought to establish a broad settlement pattern in order to improve outcomes from development. This policy option effectively allows for very minor extensions of the urban limits (which as stated earlier are ‘fuzzy’ lines rather than absolute lines), and will not affect the outcomes sought by the Future Proof strategy and the supporting RPS change. The policy option will help to ensure that sensible decisions can be made about exactly where the urban limits will be (as established in detail through district plan processes). This should help to improve the acceptability of the urban limit policy while not reducing its effectiveness. For this reason, this policy is considered an effective way of supporting the objective.</p>	
	Effectiveness rating: Medium – High	
	Efficiency	
	Benefit	Cost
<p>Environmental: In itself, this policy will probably not result in significant environmental benefits. It may mean that there is less pressure to develop unsuitable areas inside the urban limit lines, given that there is some limited flexibility with respect to development outside the lines. Actual limits to urban development may also be more in keeping with natural boundaries such as ridges or gully edges. There may therefore be some local environmental benefit in some cases.</p>	<p>Environmental: There should be no significant environmental cost from this policy option.</p>	
<p>Community: Providing this limited flexibility with respect to the urban limit lines will allow more flexibility with respect to decisions about absolute limits for urban development. This means that more sensible decisions can be made that improve community outcomes, and ensure such decisions are more in keeping with existing patterns of development and infrastructure.</p>	<p>Community: There should be no significant community cost from this policy option.</p> <p>Although the benefits of this policy option are relatively small compared to the other policy options, there are no significant costs, so the option can be considered reasonably efficient.</p>	
Efficiency rating: Medium		

Policy Option	RMA S32 Test	
<p>Option 10: Establish circumstances when a review of the settlement pattern maps and tables will be undertaken.</p>	<p align="center">Effectiveness</p>	
	<p>This policy option is that the Waikato Regional Council may review the urban limits and land allocations established by Policy 2 if:</p> <ul style="list-style-type: none"> • The monitoring report (Policy option 8) recommends a change; • Actual population varies by more than 10 percent from the Future Proof predictions; • The Future Proof partners agree that insufficient land exists to cater for growth anticipated within 10 years; • The Future Proof partners agree that exceptional circumstances have arisen that make the review necessary. <p>The Future Proof settlement pattern and land allocation must be anchored in the RPS to provide certainty, such as with respect to future infrastructure needs. However, it is not possible to predict housing and industry land needs over the long term with any degree of certainty. It is therefore highly likely that some changes will need to be made to the urban limits and allocations in Policy 2 over time. The urban limits and allocations are a tool to achieve the objective. Policy option 10 signals that the tool can be altered when conditions require it. This provides some assurance to stakeholders that there is flexibility in the approach, while ensuring the approach is rigorous enough to achieve the objective.</p> <p>This policy is not necessary to achieve the objective as the regional council can review the RPS as it sees fit. However, in reality, a review process can be very expensive, and therefore a decision to review RPS provisions would not be taken lightly. Some guidance about when a review will be considered is therefore useful for the Future Proof partners and other stakeholders. It will help to identify when a change to the policy is needed in order to keep working towards achievement of the objective.</p>	
	<p align="center">Effectiveness rating: Medium</p>	
	<p align="center">Efficiency</p>	
	<p align="center">Benefit</p>	<p align="center">Cost</p>
	<p>Environmental: This policy direction will not result in direct environmental benefits. However, by ensuring some of the key elements of the policy approach remain valid over time, the overall success of the policy approach will be supported.</p>	<p>Environmental: There should be no significant environmental cost from this policy option.</p>
<p>Community: The approach would support community benefits in the same way as described above in terms of environmental benefits. Also the approach provides some certainty to the community that the policy approach can be amended over time to keep pace with changing socio-economic circumstances.</p>	<p>Community: The cost of regularly assessing the need to review the RPS Future Proof policies will not be substantial. There will be significant costs to the community if the policies do need to be altered through an RPS change. However, if the decision to proceed with such a change is made, it would be made because the benefits of the change would be considered to exceed the costs.</p>	
<p align="center">Efficiency rating: Medium</p>		

Policy Option	RMA S32 Test	
<p>Option 11: Regional Council requiring land use consents for development.</p>	Effectiveness	
	<p>This policy option would be that the Waikato Regional Council would take over subdivision and land use consent responsibilities from territorial authorities in the Future Proof area. There are advantages with this option in terms of integration of land use development with infrastructure and in terms of more consistent development decisions across the sub-region. However, this option is not considered effective for the following reasons:</p> <ul style="list-style-type: none"> • The option would be very unlikely to be supported by territorial authorities; • The Waikato Regional Council does not currently have experience and expertise with territorial subdivision consents; • It would be very difficult to integrate territorial authority service and infrastructure provision and management responsibilities with development, if the regional council controls urban development; • There may be conflicts between the Waikato Regional Council's environmental functions and the role of granting subdivision consents primarily for socio-economic benefits. 	
	Effectiveness rating: Low	
	Efficiency	
	Benefit	Cost
	<p>Environmental: There may not be environmental benefits from this option over and above the benefits to be achieved with land use consents remaining with territorial authorities. This is because the regional council may not be able to be such a strong environmental advocate given that it would also have development agendas.</p>	<p>Environmental: There should be no significant environmental cost from this policy option.</p>
<p>Community: Given that territorial authorities are traditionally closer to their communities due to greater involvement in local service provision, there may not be local community benefits if the regional council takes over subdivision and land use consent processing.</p>	<p>Community: There would be a large cost to the community with respect to the transfer of responsibility, development of new regional plan provisions for urban subdivision and land use consents, changes to district plans, and in terms of the increased staffing and upskilling that would be needed by the Waikato Regional Council.</p>	
Efficiency rating: Very Low		

Policy Option	RMA S32 Test	
<p>Option 12: Educational approaches to improve development outcomes.</p>	Effectiveness	
	<p>This policy approach would seek to implement the Future Proof directions through public education and educational resources for those involved in land development activities. It should be noted in this respect that many developers and other stakeholders were very involved in the Future Proof development process. So many people involved in development activities in the Future Proof area will be well aware of the outcomes being sought by the Strategy. Also, one of the methods for policy option 4 (development principles) would be to advocate for the development principles with regard to development proposals. The Future Proof RPS objective is primarily aimed at improving development planning processes to achieve desirable outcomes. While education processes can be helpful, such approaches may not add significantly to the likelihood of achieving the objective. It is considered that stronger approaches (such as district plan provisions) are needed to balance other pressures that developers operate under.</p>	
	Effectiveness rating: Low	
	Efficiency	
	Benefit	Cost
	<p>Environmental: This policy option is unlikely to result in significant additional environmental benefits, over and above the benefits from the other policies that would appear to be more effective and efficient.</p>	<p>Environmental: There should be no significant environmental cost from this policy option.</p>
<p>Community: This policy option is unlikely to result in significant additional community benefits, over and above the benefits from the other policies that would appear to be more effective and efficient.</p>	<p>Community: There would be some very minor costs from this policy option with respect to preparing and distributing appropriate educational material.</p>	
Efficiency rating: Low		

Policy Option	RMA S32 Test	
<p>Option 13: Codes of compliance to improve development outcomes.</p>	Effectiveness	
	<p>This policy approach would seek to implement the Future Proof directions through codes of compliance to improve development outcomes. Codes of compliance can be useful where there are very clear standards that should apply to an activity. They are useful for example to show compliance with building standards. However this kind of approach would not be suitable for development planning, given that each development area will have a range of characteristics and features which need to be individually assessed and taken into account in development planning and decisions. The principle approach used in policy option 4 is therefore more appropriate to this situation. This policy option is therefore not considered to be particularly workable.</p>	
	Effectiveness rating: Low	
	Efficiency	
	Benefit	Cost
	<p>Environmental: This policy option is unlikely to result in significant additional environmental benefits, over and above the benefits from the other policies that would appear to be more effective and efficient.</p>	<p>Environmental: There should be no significant environmental cost from this policy option.</p>
	<p>Community: This policy option is unlikely to result in significant additional community benefits, over and above the benefits from the other policies that would appear to be more effective and efficient.</p>	<p>Community: There would be some costs from this policy option in that resources would be needed to prepare codes of compliance and administer them.</p>
Efficiency rating: Low		

Policy Option	RMA S32 Test	
<p>Option 14: Providing detailed direction and regional zoning to set development controls in the Future Proof area.</p>	Effectiveness	
	<p>This policy option would involve setting detailed urban, industrial and rural residential zones in the RPS and describing in detail the nature of development that should be provided for in each zone. This would have some similarities to policy option 11, except that in policy option 14, subdivision rules will remain with territorial authorities.</p> <p>In this policy option, instead of the RPS establishing a broad settlement pattern and policies to guide the establishment of detailed lines in district plans, the detailed lines would be established directly in the RPS. This policy option may result in more consistently established detailed lines across the Future Proof area, than would processes under individual territorial authority councils. However, the end result of the two approaches will probably not be all that different in terms of the extent to which the objective is achieved. In addition, given territorial authority land use and subdivision consent responsibilities, and the traditional role of territorial authorities in setting development zones, the setting of detailed lines is probably more appropriately done by territorial authorities.</p> <p>This policy approach, if adopted, would significantly delay the change to the RPS to implement the Future Proof growth strategy, as establishing detailed lines will be a very lengthy process. The approach would therefore not implement Future Proof in a timely way.</p>	
	Effectiveness rating: Low	
	Efficiency	
	Benefit	Cost
	<p>Environmental: There is unlikely to be a significant environmental benefit from this policy option.</p>	<p>Environmental: There should be no significant environmental cost from this policy option.</p>
<p>Community: There is unlikely to be a significant community benefit from this policy option.</p>	<p>Community: The total monetary cost to the community of defining detailed zones in the RPS would probably not be significantly different to the cost of providing the detailed zones in district plans. There may be some cost in terms of loss of local determination of detailed zone boundary lines if the regional council rather than the territorial authorities undertook the task, but this would probably not be significant.</p>	
Efficiency rating: Medium		

Policy Option	RMA S32 Test	
<p>Option 15: Promotion of economic instruments to direct where development should occur.</p>	Effectiveness	
	<p>This policy approach would seek to influence the development market through financial instruments that either encourage more sustainable development or discourage unsustainable development. Instruments could be used for example to encourage compact development or discourage commuting.</p> <p>The use of economic instruments to encourage sustainable development is a relatively untried and poorly understood policy area. The effectiveness of such instruments would therefore be highly uncertain. Such instruments could also cause unwanted and unforeseen consequences. There would need to be considerable research into this policy option before there could be any confidence that it would produce beneficial results.</p>	
	Effectiveness rating: Unknown	
	Efficiency	
	Benefit	Cost
	<p>Environmental: Not enough information to assess.</p>	<p>Environmental: Not enough information to assess.</p>
	<p>Community: Not enough information to assess.</p>	<p>Community: Not enough information to assess.</p>
Efficiency rating: Unknown		
<p>Risk of acting or not acting Section 32(4)(b) of the RMA states that the evaluation must take into account the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods. Given the uncertainty with this policy option, these risks are summarised here.</p> <p>There are many policy options which have been assessed as efficient and effective in terms of achieving the objective, and which therefore would be appropriate for inclusion in the RPS to address the objective. If the financial instrument policy option is not chosen for the RPS, there would not be any greater risk of not achieving the objective.</p> <p>If the policy option was chosen, there would be a number of risks that it could present including:</p> <ul style="list-style-type: none"> • Creating a financial cost to the community that outweighs any benefits from the use of the policy option (such as costs of incentives or increased development costs that do not eventuate in any significant benefits in terms of sustainable development); • The financial instrument may create market changes which have unexpected costs (such as directing development out of the sub-region or into areas less suitable for development). <p>For these reasons, the option should be rejected.</p>		

Policy Option	RMA S32 Test	
<p>Option 16: Do nothing</p>	Effectiveness	
	<p>The RPS has not previously contained policy to influence the development of the built environment. Apart from some exceptions (such as policy to promote efficient energy use and policy to avoid significant effects on regionally significant infrastructure) the RPS has done little to influence development outcomes. At the same time, the problems of ad-hoc and uncoordinated growth, as identified in the issue statement, have continued to increase. The ‘do nothing’ option therefore would not address the issue or achieve the objective.</p> <p>It is clear however that the Future Proof territorial authorities do support the Future Proof strategy and do intend to make changes to district plans to implement it, even if the RPS did not have policies to support the strategy. However it is important that the RPS also takes a strong role in implementing Future Proof and has rigorous policy to achieve the objective for the following reasons:</p> <ul style="list-style-type: none"> • Currently district plan provisions are not well aligned with Future Proof and it will be some time before there are operative district plans that do so. • The district plan changes to implement Future Proof will be decided on by different hearing committees from different territorial authorities, so that there may be inconsistencies in the way Future Proof is implemented without guidance in the RPS. • District plans can sometimes easily be changed by private plan changes and by district councils under the leadership of new councillors. By implementing the Future Proof directions in the RPS, there is more likelihood that district plans continue to support the directions over the long term. • Section 104 of the RPS states that consent authorities must have regard to a proposed RPS. Therefore, as soon as the RPS is proposed, it must be given weight in consent decisions. This is therefore an effective way of quickly giving legal support to Future Proof directions as addressed in the RPS policy. • The RPS is a very good vehicle for aligning the Waikato Regional Council’s transport management with management of the built environment. • The RPS can ensure that Future Proof directions are not compromised by, and align with, management of the built environment outside the Future Proof boundaries. • Section 30(1)(gb) requires that regional councils provide for the strategic integration of infrastructure with land use through objectives, policies, and methods. <p>For these reasons, the ‘do nothing’ option would not effectively achieve the objective.</p>	
	Effectiveness rating: Very Low	
	Efficiency	
Benefit	Cost	
<p>Environmental: There would be no environmental benefit from this policy option.</p>	<p>Environmental: There would be significant environmental costs from this policy option in that development would continue to create environmental degradation such as that defined in the issue statement.</p>	

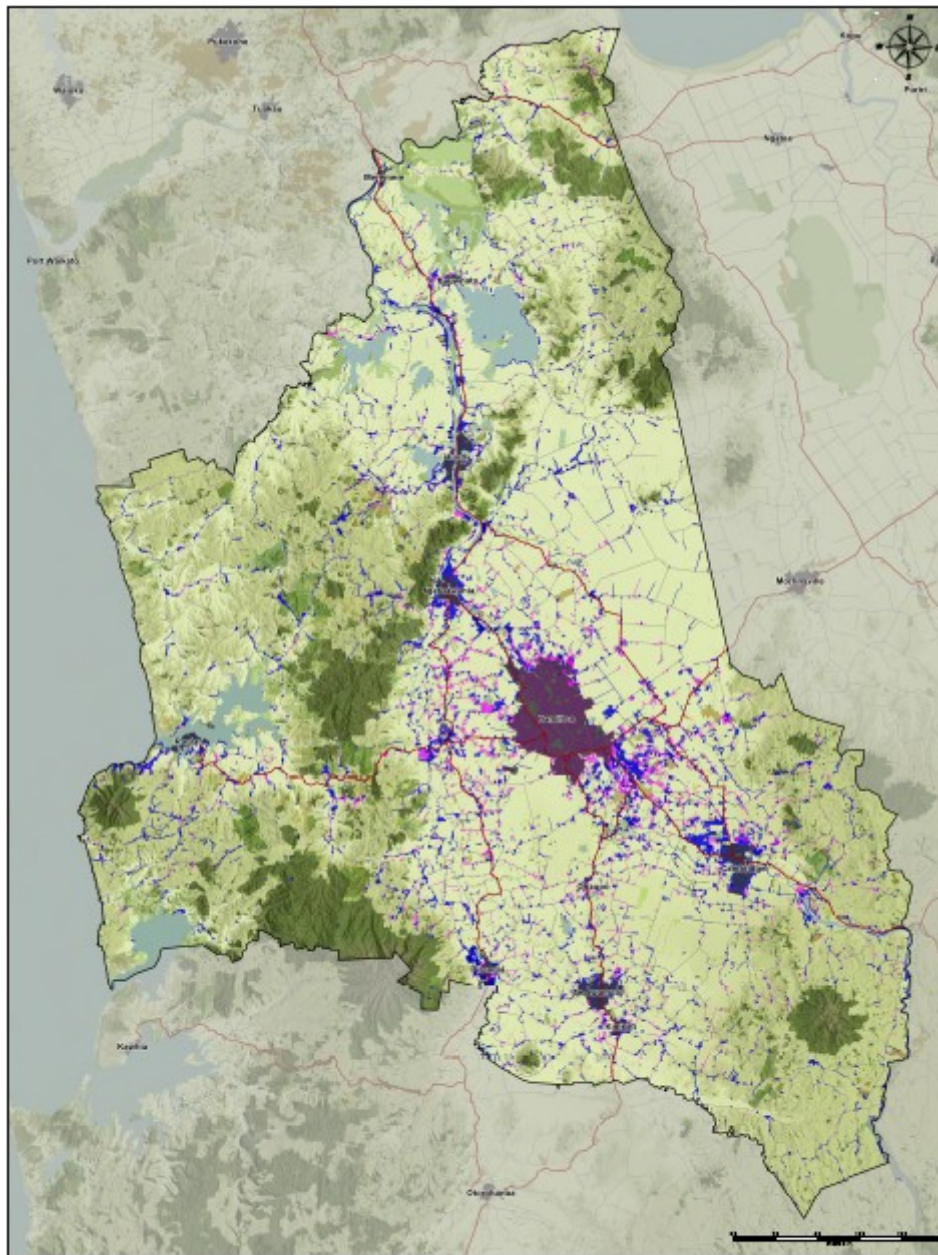
Policy Option	RMA S32 Test	
	<p>Community: The main community benefit would be that there would be greater flexibility for those wishing to subdivide or develop land.</p>	<p>Community: There would likely be significant community costs from this option including:</p> <ul style="list-style-type: none"> • Adverse effects of development on infrastructure and greater need for new or upgraded infrastructure; • Reduced vitality of existing commercial centres; • Continued loss of access to high quality soils and mineral resources; • Continued adverse effects of development on landscape and amenity values; • Increasing exposure to natural hazards; • Lost opportunity for development which maximizes community benefits; • Development conflicts with tāngata whenua values; • Cross boundary effects from conflicting territorial authority growth management.
Efficiency rating: Very Low		

Summary of analysis

The following table summarises the above analysis and determines which policy options will be adopted.

Policy Option	Effectiveness	Efficiency	Adopt
Option 1: Partner councils to work collaboratively with respect to growth management in the Future Proof area.	High	High	Yes
Option 2: Urban development to be in accordance with Future Proof maps and tables.	High	Medium-High	Yes
Option 3: Promote residential density targets.	Medium- High	Medium	Yes
Option 4: Establish development principles to guide decisions that affect the built environment.	High	High	Yes
Option 5: Establish Structure Plan requirements for significant urban developments.	High	High	Yes
Option 6: Require Future Proof territorial authorities to have district plan provisions which establish a planned regime for rural-residential development.	High	High	Yes
Option 7: Require the integration of land use planning and infrastructure planning (including transport planning).	High	High	Yes
Option 8: Establish requirements for monitoring and reporting on development and infrastructure trends and pressures in the Future Proof area.	High	High	Yes
Option 9: Minor extensions to urban limits.	Medium- High	Medium	Yes
Option 10: Establish circumstances when a review of the settlement pattern maps and tables will be undertaken.	Medium	Medium	Yes
Option 11: Regional Council requiring land use consents for development.	Low	Very Low	No
Option 12: Educational approaches to improve development outcomes.	Low	Low	No
Option 13: Codes of compliance to improve development outcomes.	Low	Low	No
Option 14: Providing detailed direction and regional zoning to set development controls in the Future Proof area.	Low	Medium	No
Option 15: Promotion of economic instruments to direct where development should occur.	Unknown	Unknown	No, due to risks of acting
Option 16: Do nothing	Very Low	Very Low	No

Appendix 1: New legal parcels 4 hectares and less, between 1997 and 2008



INTENSIFICATION 1997 - 2008 Sub-Regional Growth Strategy		Legend STATE BOUNDARY AIRM CITY-TO-CITY BOUNDARY SUB-REGIONAL BOUNDARY STATEMENT BOUNDARY STATEMENT BOUNDARY STATEMENT BOUNDARY STATEMENT BOUNDARY STATEMENT BOUNDARY	Environment Waikato REGIONAL COUNCIL
Created by: Jackie Projection: NZTM Date: 23/07/2008	Status: Draft Request No.: 15242 - workshop File name: Workshop_Cast1.gpx		

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