

APPENDIX H

WAIKATO REGIONAL POLICY STATEMENT

ASSESSMENT

WAIKATO REGIONAL POLICY STATEMENT ASSESSMENT - HAMILTON CITY DISTRICT PLAN PROPOSED PLAN CHANGE 2 – TE AWA LAKES

WRPS Issue 1.4 Managing the built environment

While addressing this issue generally, specific focus should be directed to the following matters:

- a) high pressure for development in Hamilton City, Waipa District, Waikato District, around Lake Taupō, along the Waikato River and in the coastal environment;
- b) increasing potential for natural hazards;
- c) increasing conflict with, and demands for, new infrastructure;
- d) the need to use existing infrastructure efficiently and to maintain and enhance that infrastructure;
- i) the integrated relationship between land use and development, and the transport infrastructure network;
- j) the contribution of regionally significant industry and primary production to economic, social and cultural wellbeing, and the need for those industries to access natural and physical resources, having regard to catchment specific situations;
- k) increased need for the future provision of infrastructure to respond to resource demands from within and outside the region and the need to enable efficient installation of that infrastructure; and

Issue 1.4 is addressed by the following objectives:

3.1	<i>Integrated management</i>	3.11	<i>Air quality</i>
3.2	<i>Resource use and development</i>	3.12	<i>Built environment</i>
3.3	<i>Decision making</i>	3.17	<i>Geothermal</i>
3.5	<i>Energy</i>	3.18	<i>Historic and cultural heritage</i>
3.6	<i>Adapting to climate change</i>	3.21	<i>Amenity</i>
3.7	<i>Coastal environment</i>	3.22	<i>Natural character</i>
3.10	<i>Sustainable and efficient use of resources</i>	3.24	<i>Natural hazards</i>

Te Ture Whaimana o Te Awa o Waikato – the Vision and Strategy for the Waikato River is set out in schedules to the above Acts. The Vision and Strategy is the primary direction-setting document for the Waikato and Waipa Rivers and their catchments which include the lower reaches of the Waipa River (for the area covered refer to Map 2-1 at the end of this chapter). Under the Acts, the Vision and Strategy is deemed, in its entirety, to be part of the Regional Policy Statement. The Regional Policy Statement cannot be inconsistent with the Vision and Strategy. If there is any inconsistency, the Vision and Strategy prevails over that part of the Regional Policy Statement. This also applies to any future reviews of the Vision and Strategy.

2.5.2 Objectives for the Waikato River

In order to realise the vision, the following objectives will be pursued:

- a) The restoration and protection of the health and wellbeing of the Waikato River.

Objective

3.12 Built environment Development of the built environment (including transport and other infrastructure) and associated land use occurs in an integrated, sustainable and planned manner which enables positive environmental, social, cultural and economic outcomes, including by:

- a) promoting positive indigenous biodiversity outcomes;
- b) preserving and protecting natural character, and protecting outstanding natural features and landscapes from inappropriate subdivision, use, and development;
- c) integrating land use and infrastructure planning, including by ensuring that development of the built environment does not compromise the safe, efficient and effective operation of infrastructure corridors;
- d) integrating land use and water planning, including to ensure that sufficient water is available to support future planned growth;
- e) recognising and protecting the value and long-term benefits of regionally significant infrastructure;
- f) protecting access to identified significant mineral resources;
- g) minimising land use conflicts, including minimising potential for reverse sensitivity;
- h) anticipating and responding to changing land use pressures outside the Waikato region which may impact on the built environment within the region;
- i) providing for the development, operation, maintenance and upgrading of new and existing electricity transmission and renewable electricity generation activities including small and community scale generation;
- j) promoting a viable and vibrant central business district in Hamilton city, with a supporting network of sub-regional and town centres; and
- k) providing for a range of commercial development to support the social and economic wellbeing of the region.

RPS Provision	42A Author Comment
<p>Policy 4.4 Regionally significant industry and primary production The management of natural and physical resources provides for the continued operation and development of regionally significant industry and primary production activities by:</p> <p>[...]</p> <p>d) co-ordinating infrastructure and service provision at a scale appropriate to the activities likely to be undertaken;</p> <p>e) maintaining and where appropriate enhancing access to natural and physical resources, while balancing the competing demand for these resources;</p> <p>f) avoiding or minimising the potential for reverse sensitivity; [...]</p> <p><i>Regionally significant industry - means an economic activity based on the use of natural and physical resources in the region and is identified in regional or district plans, which has been shown to have benefits that are significant at a regional or national scale. These may include social, economic or cultural benefits.</i></p>	<p>PPC2 is consistent with this policy. The Te Rapa Dairy Manufacturing site is identified as Regionally Significant Industry. The potential for reverse sensitivity effects on the Te Rapa Dairy Manufacturing site to occur from the development of the Te Awa Lakes site is minimised through the characteristics and setting of the site and the measures included in the PPC2 provisions.</p>
<p>Policy 6.1 Planned and co-ordinated subdivision, use and development</p> <p>Subdivision, use and development of the built environment, including transport, occurs in a planned and co-ordinated manner which:</p> <p>a) has regard to the principles in section 6A;</p> <p>b) recognises and addresses potential cumulative effects of subdivision, use and development;</p> <p>c) is based on sufficient information to allow assessment of the potential long-term effects of subdivision, use and development; and</p> <p>d) has regard to the existing built environment.</p>	<p>a) See assessment below</p> <p>b) Cumulative effects have been considered particularly in regards to reverse sensitivity and transport effects</p> <p>c) Sufficient information has been provided on the majority of long-term effects, however uncertainty remains with regards to long-term geotechnical stability of the landform between the linear lake and the Waikato River</p> <p>d) At the scale of the site and immediate surroundings there is little built environment to have regard to apart from the service centre buildings (all single storey) and a handful of dwellings on Hutchinson Road. In the wider vicinity the built environment features large dwellings on the opposite side of the Waikato River, single storey residential and mixed commercial development to the east of Great South Road and north of the Waikato Expressway in Horotiu Village, and light industrial buildings of various scales further to the north. The Te Rapa dairy factory and the Open Country dairy complex (along with the AFFCO freezing works) are large industrial scale complexes further to the south and north respectively.</p>
<p>Section 6A Principles</p> <p>Section 6A includes a set of principles to guide future development of the built environment within the Waikato region. These principles are not absolutes and it is recognised that some developments will be able to support certain principles more than others. In some cases, certain principles may need to be traded off against others. It is important, however, that all principles are appropriately considered when councils are managing the built environment. The principles are supported by Methods 6.1.1, 6.1.2, 6.1.3 and 6.1.4.</p>	
<p>New development should:</p> <p>a) support existing urban areas in preference to creating new ones;</p>	<p>The site is within an existing urban area as shown on Map 6C in the WRPS. The site holds Industrial and Deferred Industrial zoning. Development of the site in the manner envisaged by PC2 would therefore not create a new urban area and would support existing urban areas.</p>
<p>b) occur in a manner that provides clear delineation between urban areas and rural areas;</p>	<p>This is achieved given the boundaries of the site with the Waikato River and the Waikato Expressway along with land holding urban zoning to the south and west.</p>

RPS Provision	42A Author Comment
c) make use of opportunities for urban intensification and redevelopment to minimise the need for urban development in greenfield areas;	The site is not a greenfield area given the WRPS definition of greenfield is <i>“an undeveloped or agricultural tract of land that is a potential site for industrial or urban development.”</i> The site is not undeveloped as it has been used intensively for sand extraction over an extended period, and neither is it truly agricultural (even if it were remediated to pastoral standard). On that basis, use of the site for the activities proposed by PC2 would make use of the urban “brownfields” site for intensification and redevelopment as required by Principle c).
d) not compromise the safe, efficient and effective operation and use of existing and planned infrastructure, including transport infrastructure, and should allow for future infrastructure needs, including maintenance and upgrading, where these can be anticipated;	PC2 is consistent with this principle. An agreed package of transport measures has been incorporated into the plan provisions along with relevant trigger levels for provision of the measures. Development of the site will utilise a consented stormwater discharge to the Waikato River. Wastewater and water supply have already been provided to the site based on its current Industrial and Deferred Industrial zoning.
e) connect well with existing and planned development and infrastructure;	Development of the site can connect well with existing and planned infrastructure. The site does not have the same degree of connection to existing and planned development but not to the degree that it can be regarded as inconsistent with this principle.
f) identify water requirements necessary to support development and ensure the availability of the volumes required;	Sufficient water supply capacity exists to serve the development from the existing HCC reticulated network.
g) be planned and designed to achieve the efficient use of water;	PPC 2 includes rules requiring individual Water Impact Assessments in all zones and water efficient methods are included in the stormwater management strategy for the development. In addition a high level sub-catchment ICMP has been submitted as part of the Plan Change documentation.
h) be directed away from identified significant mineral resources and their access routes, natural hazard areas , energy and transmission corridors, locations identified as likely renewable energy generation sites and their associated energy resources, regionally significant industry , high class soils, and primary production activities on those high class soils;	<p>The mineral resource at the site has been exhausted through the sand extraction activity carried out since the mid-1990’s. The high pressure gas pipeline traversing the site has been accommodated within the master planning and associated zoning proposed by PC2, and the site does not contain high class soils.</p> <p>While the site is in the vicinity of the Te Rapa Dairy Factory complex (defined as a Regionally Significant Industry by the WRPS) it is far enough away from it to, when combined with mitigation measures such as residential development setbacks from Hutchinson Road and acoustic insulation standards for buildings, effectively minimise reverse sensitivity effects.</p> <p>The site does however adjoin a known natural hazard area ie the Waikato River. Natural hazard notations and provisions from the Hamilton City District Plan relevant to the river have been imported into PPC2. However, as referred to earlier unresolved uncertainty remains with regards to some natural hazard aspects.</p>
<p>promote compact urban form, design and location to:</p> <p>i) minimise energy and carbon use;</p> <p>ii) minimise the need for private motor vehicle use;</p> <p>iii) maximise opportunities to support and take advantage of public transport in particular by encouraging employment activities in locations that are or can in the future be served efficiently by public transport;</p> <p>iv) encourage walking, cycling and multi-modal transport connections; and</p> <p>v) maximise opportunities for people to live, work and play within their local area;</p>	<p>The site is located at the extremity of the urban limit – however given it is within the urban limit it does not detract from a compact urban form within Hamilton. The concept design of the development itself is compact.</p> <p>(ii) The development will be car dependent in the short term, as I understand it is unable to be serviced by PT in the short term.</p> <p>(iii) PT may be able to be supplied in the future but I understand is not feasible in the short term.</p> <p>(iv) The site is well connected to the Te Awa River ride for off-road walking and cycling connection. On-road walking and cycling connections are less favourable. There is the potential for multi-modal transport connections in the future given the proximity to the NIMT and the Waikato River. At present however the site has little multi-modal transport connection apart from the existing bus stops on Te Rapa Road adjacent the site.</p> <p>(v) There are limited employment and recreation possibilities in the local area. I note however that the lakes will be accessible by both residents and the public and enhanced access will be created to the Waikato River.</p>

RPS Provision	42A Author Comment
j) maintain or enhance landscape values and provide for the protection of historic and cultural heritage;	<p>While there is some contested evidence on landscape effects, I am of the view that development of the site in the manner sought by PPC2 will at least maintain the overall landscape value of the site, which is sufficient to be consistent with principle j).</p> <p>It is uncontested that development of the site in the manner sought by PPC2 will protect historic and cultural heritage.</p>
k) promote positive indigenous biodiversity outcomes and protect significant indigenous vegetation and significant habitats of indigenous fauna. Development which can enhance ecological integrity, such as by improving the maintenance, enhancement or development of ecological corridors, should be encouraged;	<p>The presence of Alligator Weed at the site can be managed during development through adherence to an Alligator Weed Management Plan prepared under the Biosecurity Act and monitored by the Waikato Regional Council.</p> <p>To the degree this principle is relevant, PC2 is consistent with it.</p>
l) maintain and enhance public access to and along the coastal marine area, lakes, and rivers;	Public access to the Waikato River will be enhanced by the development that will be enabled by PC2. I note however that an esplanade reserve would be required at the time of subdivision regardless of zoning and land use.
m) avoid as far as practicable adverse effects on natural hydrological characteristics and processes (including aquifer recharge and flooding patterns), soil stability, water quality and aquatic ecosystems including through methods such as low impact urban design and development (LIUDD);	Uncertainty exists with regards to the risk of acting to zone the landform dam area for residential development without an adequate understanding of the severity of long term geotechnical risk associated with urban development that could arise from the requested zoning in that part of the site.
n) adopt sustainable design technologies, such as the incorporation of energy efficient (including passive solar) design, low-energy street lighting, rain gardens, renewable energy technologies, rainwater harvesting and grey water recycling techniques where appropriate;	<p>Many of these requirements will be subject to HCC design guidelines at the time of subdivision. The applicant notes that passive solar design has been incorporated in the master planning of the site.</p> <p>The ICMP for the subcatchment includes raingardens and rain water harvesting in parts of the site as a treatment measure.</p>
o) not result in incompatible adjacent land uses (including those that may result in reverse sensitivity effects), such as industry, rural activities and existing or planned infrastructure;	While there is the potential for reverse sensitivity effects to occur, the characteristics of the site and area and the measures proposed by the applicant, coupled with the location of existing industrial activity, means that such effects can be effectively minimised.
p) be appropriate with respect to projected effects of climate change and be designed to allow adaptation to these changes;	There is unresolved uncertainty as to the design 100yr flood level being used for the proposed overall site level, and the relevant sizing of stormwater ponds required for the development (has an effect on spatial allocation of zonings in the Master Plan). This was raised in the 3 Waters JWS. Until this matter is resolved PC2 cannot be regarded as consistent with this principle.
q) consider effects on the unique tāngata whenua relationships, values, aspirations, roles and responsibilities with respect to an area. Where appropriate, opportunities to visually recognise tāngata whenua connections within an area should be considered;	Taangata whenua support PPC2 as it will allow for the re-establishment of mana and cultural connections to the site and the Waikato River and produce a net cultural gain.
r) support the Vision and Strategy for the Waikato River in the Waikato River catchment;	PPC2 gives effect to the Vision and Strategy as recorded by taangata whenua representatives in the Strategic Landuse JWS.
s) encourage waste minimisation and efficient use of resources (such as through resource-efficient design and construction methods); and	Not relevant to PPC2 process.
t) recognise and maintain or enhance ecosystem services.	A site specific Ecological Rehabilitation Management Plan will be implemented at the detailed design stage of the site development.
Implementation methods 6.1.1 Regional plans, district plans and development planning mechanisms	Refer above.

RPS Provision	42A Author Comment
Local authorities shall have regard to the principles in section 6A when preparing, reviewing or changing regional plans, district plans and development planning mechanisms such as structure plans, town plans and growth strategies.	
<p>Implementation methods 6.1.2 Reverse sensitivity</p> <p>Local authorities should have particular regard to the potential for reverse sensitivity when assessing resource consent applications, preparing, reviewing or changing district or regional plans and development planning mechanisms such as structure plans and growth strategies. In particular, consideration should be given to discouraging new sensitive activities, locating near existing and planned land uses or activities that could be subject to effects including the discharge of substances, odour, smoke, noise, light spill, or dust which could affect the health of people and / or lower the amenity values of the surrounding area.</p>	<p>Reverse sensitivity effects are being thoroughly assessed through the PPC2 proceedings.</p> <p>Of the adverse effects listed in implementation method 6.1.2 only odour and noise are of relevance to PPC2. It is uncontested that sufficient separation distances exist to address odour effects, while both the applicants and HCC's expert acoustic advisors agree that noise based reverse sensitivity is unlikely particularly with regards to the Te Rapa Dairy manufacturing site and the consented Ports of Auckland activity to the west of the Waikato Expressway.</p>
<p>Implementation methods 6.1.8 Information to support new urban development and subdivision</p> <p>District plan zoning for new urban development (and redevelopment where applicable), and subdivision and consent decisions for urban development, shall be supported by information which identifies, as appropriate to the scale and potential effects of development, the following:</p> <p>a) the type and location of land uses (including residential, industrial, commercial and recreational land uses, and community facilities where these can be anticipated) that will be permitted or provided for, and the density, staging and trigger requirements;</p>	<p>Applicable information has been supplied.</p>
b) the location, type, scale, funding and staging of infrastructure required to service the area;	Applicable information has been supplied. A Private Development Agreement (PDA) will be required alongside RMA provisions.
c) multi-modal transport links and connectivity, both within the area of new urban development, and to neighbouring areas and existing transport infrastructure; and how the safe and efficient functioning of existing and planned transport and other regionally significant infrastructure will be protected and enhanced;	
d) how existing values, and valued features of the area (including amenity, landscape, natural character, ecological and heritage values, water bodies, high class soils and significant view catchments) will be managed;	Applicable information has been supplied.
e) potential natural hazards and how the related risks will be managed;	Applicable information has been supplied, however at this point there is unresolved uncertainty as to the design 100 year flood level for the development of the site.
g) how stormwater will be managed having regard to a total catchment management approach and low impact design methods;	Applicable information has been supplied, however at this point there is unresolved uncertainty as to size of the wetland areas that have been set to serve a dual purpose of detention and stormwater treatment.

RPS Provision	42A Author Comment
<p>Policy 6.3 Co-ordinating growth and infrastructure Management of the built environment ensures: a) the nature, timing and sequencing of new development is co-ordinated with the development, funding, implementation and operation of transport and other infrastructure, in order to: i) optimise the efficient and affordable provision of both the development and the infrastructure; ii) maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure; iii) protect investment in existing infrastructure; and iv) ensure new development does not occur until provision for appropriate infrastructure necessary to service the development is in place;</p> <p>b) the spatial pattern of land use development, as it is likely to develop over at least a 30-year period, is understood sufficiently to inform reviews of the Regional Land Transport Plan. As a minimum, this will require the development and maintenance of growth strategies where strong population growth is anticipated;</p> <p>c) the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained; and</p> <p>d) a co-ordinated and integrated approach across regional and district boundaries and between agencies; and</p> <p>e) that where new infrastructure is provided by the private sector, it does not compromise the function of existing, or the planned provision of, infrastructure provided by central, regional and local government agencies.</p>	<p>The relationship of PPC2 to Policy 6.3 requirements is a key contested matter for PPC2. The development of the Te Rapa North Industrial Area has long been predicated on a staged land release tied to investment in infrastructure provision by both central and local government.</p> <p>If the development of the Te Awa Lakes site in the manner envisaged by PPC2 would consume sufficient capacity in the roading network to jeopardise the ability to stage the development of greenfields industrial land elsewhere in Te Rapa North, then PPC2 would not give effect to this policy and its component clauses.</p> <p>However, the expert transportation advice upon which I rely indicates that is not the case, and that the effect of PPC2 will be to result in congestion on the network sooner than if PPC2 development was not in place, but to no worse degree overall.</p> <p>On that basis my view is that PPC2 gives effect to Policy 6.3.</p>
<p>Implementation methods 6.3.1 Plan Provisions</p> <p>Regional and district plans shall include provisions that provide for a long-term strategic approach to the integration of land use and infrastructure and that give effect to Policy 6.3, including by ensuring as appropriate that:</p> <p>a) roading patterns and design support the use of public transport;</p> <p>b) walking and cycling facilities are integrated with developments;</p>	<p>a) The roading components of PPC2 are consistent with this requirement – the site will be served by two new collector road intersections with Hutchinson Road and the internal collector road layout will enable a future bus route to be established. There are existing bus stops on Te Rapa Road adjacent to the site served by the bus route connecting Huntly, Ngaruawahia, The Base and the Hamilton CBD.</p> <p>b) The development includes integrated walking and cycling connections within the site and to the Te Awa River Ride.</p>

RPS Provision	42A Author Comment
<p>c) the different transport modes are well connected;</p> <p>d) industry is located where there is good access to strategic transport networks and road, rail or freight hubs;</p> <p>e) development maintains and enhances the safe, efficient and effective use of existing infrastructure and can be integrated with future infrastructure needs where these can be determined;</p> <p>f) development does not add to existing road safety risks and where possible should reduce such risks;</p> <p>g) development does not unnecessarily prevent likely future network infrastructure improvements and upgrades;</p> <p>h) development patterns support the use of rail or sea for freight movement;</p> <p>i) provisions support the travel demand management components of the Regional Land Transport Plan; and</p> <p>j) development recognises the transport hierarchy and manages effects on the function of transport infrastructure.</p>	<p>c) Motor vehicle modes are well connected. Walking and cycling well connected to the Te Awa River Ride but Te Rapa Road not well suited to these modes. PT connections available adjacent to the site now, can be provided within the site in future.</p> <p>d) No industry is included in PPC2</p> <p>e) Can be achieved with identified mitigation measures.</p> <p>f) Appropriate mitigations can be put in place, predominantly speed limit changes on Te Rapa Road and installation of pedestrian traffic signals.</p> <p>g) No foreseeable impact. The most important network infrastructure improvements to be put in place are significant capital projects under the control of HCC that are expected at some stage in the future with or without PPC2 but are not currently committed.</p> <p>h) Not relevant to PPC2</p> <p>i) Generally consistent. Travel demand management plans are recommended in the ITA submitted with PPC2 and implemented through the rules in PPC2.</p> <p>j) Consistent by directing traffic from the development through Collector Roads onto Arterial Roads, with a southbound slip lane into the site from Te Rapa Road also provided. Upgrades to key intersections on the existing arterial road network are also proposed.</p>
<p>Policy 6.6 Significant infrastructure and energy resources Management of the built environment ensures particular regard is given to:</p> <p>a) that the effectiveness and efficiency of existing and planned regionally significant infrastructure is protected;</p> <p>b) the benefits that can be gained from the development and use of regionally significant infrastructure [...]</p>	<p>Transport evidence indicates that the transport network will continue to operate in a manner commensurate with its form and function arising from the investments made by NZTA and other public and private sector bodies. In that regard, the effectiveness and efficiency of regionally significant infrastructure will be protected as well as the benefits that can be gained from its use. As a result, PPC2 is consistent with Policy 6.6.</p>
<p>Implementation methods 6.6.1 Plan provisions Regional and district plans shall include provisions that give effect to Policy 6.6, and in particular, that management of the built environment:</p> <p>a) avoids, as far as practicable, adverse effects on the function of significant transport corridors as defined in Maps 6.1 and 6.1A (section 6B), and otherwise remedies or mitigates any adverse effects that cannot be practicably be avoided;</p>	<p>The Waikato Expressway and Te Rapa Road adjoining the site are identified as Significant Transport Corridors in Map 6-1A. The PPC2 development can mitigate adverse effects on those corridors.</p>

RPS Provision	42A Author Comment																								
b) avoids, as far as practicable, the adverse effects of ribbon development along the defined significant transport corridors, and otherwise remedies or mitigates any adverse effects that cannot practicably be avoided;	PPC2 does not represent ribbon development as the site is already zoned for Industrial use.																								
c) avoids as far as practicable, the need for additional access points onto the defined significant transport corridors, and otherwise remedies or mitigates the adverse effects of any additional access points that cannot practicably be avoided;	Consistent. No new accesses onto the Waikato Expressway are proposed.																								
d) avoids as far as is practicable, the exacerbation of community severance caused by defined significant transport corridors, and otherwise remedies or mitigates the adverse effects of any exacerbated community severance that cannot practicably be avoided;	Not relevant to PPC2 as no severance is caused or exacerbated by the Significant Transport Corridors.																								
f) provides for infrastructure in a manner that: i) recognises that infrastructure development can adversely affect people and communities; and iii) does not result in land uses that adversely affect the effective and efficient operation of existing and planned regionally significant infrastructure.	Consistent. Potential reverse sensitivity effects on the operation of the Waikato Expressway have been addressed through appropriate rules and methods in PPC2, and the provision of infrastructure upgrades (predominantly intersection works) resulting from PPC2 can be undertaken to achieve minimal and temporary adverse effects during construction																								
Policy 6.14 Adopting Future Proof land use pattern Within the Future Proof area: a) new urban development within Hamilton City, Cambridge, Te Awamutu/Kihikihi, Pirongia, Huntly, Ngaruawahia, Raglan, Te Kauwhata, Meremere, Taupiri, Horotiu, Matangi, Gordonton, Rukuhia, Te Kowhai and Whatawhata shall occur within the Urban Limits indicated on Map 6.2 (section 6C);	a) The site is within the Urban Limits.																								
b) new residential (including rural-residential) development shall be managed in accordance with the timing and population for growth areas in Table 6-1 (section 6D);	<p>Consistent. I agree with the applicants analysis in the AEE dated 21 August 2019 as follows:</p> <p>7.5.9 Table 6.1 of the RPS includes the following population growth allocations in Hamilton City.</p> <p><i>Table 8: Population Growth Allocations in Hamilton City</i></p> <table border="1"> <thead> <tr> <th rowspan="2">Growth Area</th> <th colspan="4">Residential/Population</th> </tr> <tr> <th>2006</th> <th>2021</th> <th>2041</th> <th>2061</th> </tr> </thead> <tbody> <tr> <td>Hamilton existing urban</td> <td>119400</td> <td>136000</td> <td>161100</td> <td>187900</td> </tr> <tr> <td>Hamilton Greenfield (Rototuna, Rotokauri, Ruakura, Peacocks)</td> <td>15000</td> <td>37000</td> <td>60000</td> <td>60000</td> </tr> <tr> <td>Future Hamilton Greenfield</td> <td></td> <td></td> <td>3000</td> <td>29700</td> </tr> </tbody> </table> <p>7.5.10 This site would not have been considered for housing when the RPS was prepared and therefore is not accounted for. However, it can be considered as a contributor to meeting housing needs within the 'Hamilton existing urban' category as that category is for infill and pockets of development within the city intended to intensify and consolidate housing.</p>	Growth Area	Residential/Population				2006	2021	2041	2061	Hamilton existing urban	119400	136000	161100	187900	Hamilton Greenfield (Rototuna, Rotokauri, Ruakura, Peacocks)	15000	37000	60000	60000	Future Hamilton Greenfield			3000	29700
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	<p>7.5.11 Section 3.27 was inserted as an amendment to the RPS in 2018 in accordance with the requirements of the NPS – UDC. It identifies the minimum housing targets for sufficient, feasible development capacity in the future proof area, as indicated in Table 9 below.</p> <p><i>Table 9: RPS Housing Targets for Hamilton City</i></p> <table border="1" data-bbox="931 352 1605 485"> <thead> <tr> <th data-bbox="931 352 1065 384">Area</th> <th colspan="3" data-bbox="1077 352 1605 384">Minimum Targets (number of dwellings)</th> </tr> <tr> <td data-bbox="931 392 1065 445"></td> <th data-bbox="1077 392 1279 445">Short to Medium 1-10 Years (2017-2026)</th> <th data-bbox="1291 392 1492 445">Long Term 11-30 Years (2027-2046)</th> <th data-bbox="1504 392 1605 445">Total</th> </tr> </thead> <tbody> <tr> <td data-bbox="931 453 1065 485">Hamilton City</td> <td data-bbox="1077 453 1279 485">13,300</td> <td data-bbox="1291 453 1492 485">23,600</td> <td data-bbox="1504 453 1605 485">36,900</td> </tr> </tbody> </table> <p>7.5.12 TAL is designed to deliver approximately 892 (+ or -10%) dwelling units comprising a mix of single dwellings, duplexes, apartments and terrace houses. It can therefore be considered as a contributor to meeting minimum RPS housing targets in the short to medium term.</p>	Area	Minimum Targets (number of dwellings)				Short to Medium 1-10 Years (2017-2026)	Long Term 11-30 Years (2027-2046)	Total	Hamilton City	13,300	23,600	36,900
Area	Minimum Targets (number of dwellings)												
	Short to Medium 1-10 Years (2017-2026)	Long Term 11-30 Years (2027-2046)	Total										
Hamilton City	13,300	23,600	36,900										
<p>c) new industrial development should predominantly be located in the strategic industrial nodes in Table 6-2 (section 6D) and in accordance with the indicative timings in that table except where alternative land release and timing is demonstrated to meet the criteria in Method 6.14.3;</p>	<p>Not relevant – while the site is within the Te Rapa North industrial node no new industrial land is proposed.</p>												
<p>Explanation for Table 6D: Te Rapa North The Te Rapa North Industrial Node includes land that was transferred into the Hamilton City Council boundary in July 2011. Together with the continued operation of the Te Rapa Dairy Factory and its associated infrastructure the Node provides the opportunity to enable the development of a cluster of dairy related industrial activities of at least regional significance. The land allocations for the post 2021 and 2041 period provide the opportunity to reinforce the significance and benefits of these activities by providing additional land to enable their expansion around the Te Rapa Dairy Factory. Depending upon the rate of uptake, it is possible that the release of the later stages of land might need to occur earlier</p>	<p>The weight of economic evidence thus far presented for PPC2 indicates that sufficient industrial land is available in the Te Rapa North Industrial Node and the wider Future Proof sub-region to mitigate against the loss of industrial capacity from the Te Awa Lakes site.</p> <p>I note that the existing Hamilton City District Plan Industrial and Deferred Industrial zoning of the site is does not specify or guide industrial development toward being dairy related.</p>												
<p>d) other industrial development should only occur within the Urban Limits indicated on Map 6.2 (section 6C), unless there is a need for the industry to locate in the rural area in close proximity to the primary product source. Industrial development in urban areas other than the strategic industrial nodes in Table 6-2 (section 6D) shall be provided for as appropriate in district plans;</p> <p>e) new industrial development outside the strategic industrial nodes or outside the allocation limits set out in Table 6-2 shall not be of a scale or location where the development undermines the role of any strategic industrial node as set out in Table 6-2;</p> <p>f) new industrial development outside the strategic industrial nodes must avoid, remedy or mitigate adverse</p>	<p>Not relevant as economic analysis presented thus far for PPC2 does not identify that new industrial land is necessary for zoning/release.</p>												

RPS Provision	42A Author Comment
effects on the arterial function of the road network, and on other infrastructure;	
g) where alternative industrial and residential land release patterns are promoted through district plan and structure plan processes, justification shall be provided to demonstrate consistency with the principles of the Future Proof land use pattern; and	The principles of the Future Proof land use pattern are set out in Section B, 1.3 Guiding Principles of the 2017 Future Proof Strategy. Those principles are many and varied – the key point is that the strategic landuse and more site specific issues in play for PPC2, and the assessments and evidence thus far and still to be produced, will positively address the Future Proof principles. Thus far in the process there has been no impediment identified on strategic landuse grounds to approving PPC2. I note that the Future Proof submission is in support of PPC2.
<p>Implementation methods 6.14.3 Criteria for alternative land release</p> <p>District plans and structure plans can only consider an alternative residential or industrial land release, or an alternative timing of that land release, than that indicated in Tables 6-1 and 6-2 in section 6D provided that:</p> <p>a) to do so will maintain or enhance the safe and efficient function of existing or planned infrastructure when compared to the release provided for within Tables 6-1 and 6-2;</p>	<p>a) Three waters infrastructure is in place to the site with sufficient capacity to serve the development envisaged by PPC2.</p>
b) the total allocation identified in Table 6-2 for any one strategic industrial node should generally not be exceeded or an alternative timing of industrial land release allowed, unless justified through robust and comprehensive evidence (including but not limited to, planning, economic and infrastructural/servicing evidence);	Total industrial land allocation in the Te Rapa North strategic node will not be exceeded. Alternative timing or release is proposed and robust and comprehensive evidence has been provided.
c) sufficient zoned land within the greenfield area or industrial node is available or could be made available in a timely and affordable manner; and making the land available will maintain the benefits of regionally significant committed infrastructure investments made to support other greenfield areas or industrial nodes; and	<p>One of the reasons that investment was made in the provision of the Te Rapa Bypass section of the Waikato Expressway (including the provision of the adjacent Horotiu Interchange) and other parts of the network was to unlock the ability for the Te Rapa North Industrial Node to be progressively developed.</p> <p>Transport evidence indicates that the transport network will continue to operate in a manner commensurate with its form and function arising from these investments made by NZTA and other public and private sector bodies.</p>
d) the effects of the change are consistent with the development principles set out in Section 6A.	Addressed above.
<p>Explanation of Method 6.14.3</p> <p>Method 6.14.1recognises that although the Strategy has determined a settlement pattern for the Future Proof area, the detail of urban limit lines and future commercial and industrial development locations down to property level need to be determined through district plan processes. The method also recognises that district plan provisions, such as rules, need to ensure development is managed in accordance with Policy 6.14.</p> <p>Method 6.14.2recognises that to achieve the Future Proof land use pattern, sufficient land needs to be zoned</p>	PPC2 is consistent with this explanation as it represents a proposal that seeks flexibility in land release and a refinement of District Plan content with regards to Table 6-2.

RPS Provision	42A Author Comment
<p>for development and that appropriate provisions need to be made for servicing this development.</p> <p>Method 6.14.3 provides for some flexibility in the staged release of residential and industrial land while ensuring that the relevant growth management principles established in the Future Proof growth strategy are not compromised. The method provides an opportunity for district plans and structure plans to refine Table 6-2. The importance of Table 6-2 to the efficient integration of land use and infrastructure in the Future Proof sub-region is such that alternative land release is only expected to occur where comprehensive and robust evidence has been provided to satisfy the criteria in Method 6.14.3.</p>	