

# National Policy Statement for Urban Development

Objectives/Policies	Assessment
<i>Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.</i>	RGC provides for a well-functioning urban environment that will seamlessly integrate with the existing Hamilton urban environment. The growth cell will provide both industrial and residential development which will give people and communities more places to live and work. The growth cell will be designed to provide the services necessary to provide for the social, economic and cultural wellbeing of its future communities, and will enable them to provide for their health and safety.
<i>Objective 2: Planning decisions improve housing affordability by supporting competitive land and development markets.</i>	Opening up the RGC will increase the supply of residential land within Hamilton thus improving housing affordability by creating a more competitive market.
<p><i>Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:</i></p> <ul style="list-style-type: none"> <li><i>a) the area is in or near a centre zone or other area with many employment opportunities</i></li> <li><i>b) the area is well-served by existing or planned public transport</i></li> <li><i>c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.</i></li> </ul>	<p>The RGC will enable more people to live in, and more businesses and community services to be located within Hamilton. The assessment of the proposal against (a) – (c) is provided as follows:</p> <ul style="list-style-type: none"> <li>a) The RGC is not located near a centre zone. RGC will however provide for Industrial development thus providing employment opportunities to future residents that live in the growth cell.</li> <li>b) As demonstrated in the Transport Assessment (Appendix D), the RGC can be well-served by public transport in the form of buses.</li> <li>c) There is a shortage of industrial land available in the short to long term in Hamilton and Waikato as a whole.</li> </ul>
<i>Objective 4: New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.</i>	The RGC will respond to the needs of people and communities through the design and development phase. The growth cell will be designed to incorporate amenity value through open space features and well thought out design.
<i>Objective 5: Planning decisions relating to urban environments, and FDSs, take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).</i>	CDL have commenced discussions with the local mana whenua groups with the intention of these groups being involved in the project from the design through to completion taking into account the principles of Te Tiriti o Waitangi.

<p><i>Objective 6: Local authority decisions on urban development that affect urban environments are:</i></p> <ul style="list-style-type: none"> <li><i>a) integrated with infrastructure planning and funding decisions; and</i></li> <li><i>b) strategic over the medium term and long term; and</i></li> <li><i>c) responsive, particularly in relation to proposals that would supply significant development capacity.</i></li> </ul>	<p>The assessment of the RGC proposal against these points are as follows:</p> <ul style="list-style-type: none"> <li>a) As covered in the Infrastructure Report there is sufficient capacity with the infrastructure network surrounding the growth cell to accommodate the development with the implementation of some upgrade works. CDL will be funding the infrastructure within the growth cell and any up-sizing requirements as not to impact on funding decisions.</li> <li>b) Allowing the development of the RGC will contribute towards reducing the current industrial land shortfall within Hamilton over the medium to long term.</li> <li>c) CDL will respond to the market as it is designed and developed to meet the demands of people and businesses.</li> </ul>
<p><i>Objective 7: Local authorities have robust and frequently updated information about their urban environments and use it to inform planning decisions.</i></p>	<p>The Business Development Capacity Assessment 2023 identifies a shortage of industrial land in Hamilton City in the medium term. The RGC proposal can address this shortfall.</p>
<p><i>Objective 8: New Zealand's urban environments:</i></p> <ul style="list-style-type: none"> <li><i>a) support reductions in greenhouse gas emissions; and</i></li> <li><i>b) are resilient to the current and future effects of climate change.</i></li> </ul>	<p>The RGC responds to climate change by providing a network of open space which will provide opportunities for tree planting thus providing a carbon sink for the area. Sustainable forms of transport can be incorporated into the growth cell as demonstrated by the Transport Report therefore enabling a reduction of carbon emissions. Furthermore, the industrial area is in close proximity to the Waikato Expressway providing fast and efficient shipping routes.</p>
<p><i>Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:</i></p> <ul style="list-style-type: none"> <li><i>a) have or enable a variety of homes that:</i> <ul style="list-style-type: none"> <li><i>(i) meet the needs, in terms of type, price, and location, of different households; and</i></li> <li><i>(ii) enable Māori to express their cultural traditions and norms; and</i></li> </ul> </li> <li><i>b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and</i></li> <li><i>c) have good accessibility for all people between housing, jobs, community services,</i></li> </ul>	<p>The assessment of the RGC proposal against these points is as follows:</p> <ul style="list-style-type: none"> <li>a) The RGC will enable a variety of homes to be provided.</li> <li>b) The industrial land proposed will provide suitable sites for a variety of businesses to operate.</li> <li>c) As demonstrated by the concept plans, the RGC will be well connected within an high functioning roading network that will provide for good internal accessibility as well as an integrated connection to the surrounding roading network.</li> <li>d) The RGC will address the current shortfall of industrial land over the medium to long term</li> </ul>

<p><i>natural spaces, and open spaces, including by way of public or active transport; and</i></p> <p><i>d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and</i></p> <p><i>e) support reductions in greenhouse gas emissions; and</i></p> <p><i>f) are resilient to the likely current and future effects of climate change.</i></p>	<p>and will therefore not adversely affect the land development markets.</p> <p>e) The RGC will be designed and developed to encourage a reduction in greenhouse gas emissions.</p> <p>f) The RGC can be designed and developed to build in resilience to the effects of climate change.</p>
<p><i>Policy 2: Tier 1, 2, and 3 local authorities, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term.</i></p>	<p>Allowing the development of the RGC will contribute towards reducing the current industrial land shortfall over the medium to long term.</p>
<p><i>Policy 3: In relation to tier 1 urban environments, regional policy statements and district plans enable:</i></p> <p><i>a) in city centre zones, building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification; and</i></p> <p><i>b) in metropolitan centre zones, building heights and density of urban form to reflect demand for housing and business use in those locations, and in all cases building heights of at least 6 storeys; and</i></p> <p><i>c) building heights of at least 6 storeys within at least a walkable catchment of the following:</i></p> <p><i>(i) existing and planned rapid transit stops</i></p> <p><i>(ii) the edge of city centre zones</i></p> <p><i>(iii) the edge of metropolitan centre zones; and</i></p> <p><i>d) within and adjacent to neighbourhood centre zones, local centre zones, and town centre zones (or equivalent), building heights and densities of urban form commensurate with the level of commercial activity and community services.</i></p>	<p>These points will be addressed as part of the resource consent application.</p>
<p><i>Policy 4: Regional policy statements and district plans applying to tier 1 urban environments modify the relevant building height or density requirements under Policy 3 only to the extent necessary (as specified in subpart 6) to accommodate a qualifying matter in that area.</i></p>	<p>These points will be addressed as part of the resource consent application.</p>

<p><i>Policy 5: Regional policy statements and district plans applying to tier 2 and 3 urban environments enable heights and density of urban form commensurate with the greater of:</i></p> <ul style="list-style-type: none"> <li><i>a) the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or</i></li> <li><i>b) relative demand for housing and business use in that location.</i></li> </ul>	<p>N/A – Hamilton is a Tier 1 urban environment.</p>
<p><i>Policy 6: When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:</i></p> <ul style="list-style-type: none"> <li><i>a) the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement</i></li> <li><i>b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:</i> <ul style="list-style-type: none"> <li><i>(i) may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and</i></li> <li><i>(ii) are not, of themselves, an adverse effect</i></li> </ul> </li> <li><i>c) the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)</i></li> <li><i>d) any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity</i></li> <li><i>e) the likely current and future effects of climate change.</i></li> </ul>	<p>These points will be addressed as part of the resource consent application.</p>
<p><i>Policy 7: Tier 1 and 2 local authorities set housing bottom lines for the short-medium term and the long term in their regional policy statements and district plans.</i></p>	<p>These points will be addressed as part of the resource consent application.</p>
<p><i>Policy 8: Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well-</i></p>	<p>The RGC has the potential to add significantly to the development capacity and functionality of Hamilton and the Waikato as a whole.</p>

<p><i>functioning urban environments, even if the development capacity is:</i></p> <ul style="list-style-type: none"> <li><i>a) unanticipated by RMA planning documents; or</i></li> <li><i>b) out-of-sequence with planned land release.</i></li> </ul>	
<p><i>Policy 9: Local authorities, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, must:</i></p> <ul style="list-style-type: none"> <li><i>a) involve hapū and iwi in the preparation of RMA planning documents and any FDSs by undertaking effective consultation that is early, meaningful and, as far as practicable, in accordance with tikanga Māori; and</i></li> <li><i>b) when preparing RMA planning documents and FDSs, take into account the values and aspirations of hapū and iwi for urban development; and</i></li> <li><i>c) provide opportunities in appropriate circumstances for Māori involvement in decision-making on resource consents, designations, heritage orders, and water conservation orders, including in relation to sites of significance to Māori and issues of cultural significance; and</i></li> <li><i>d) operate in a way that is consistent with iwi participation legislation.</i></li> </ul>	<p>The Treaty of Waitangi will be taken into account when preparing their planning documents and making decisions. CDL will ensure that mana whenua is involved the RGC project from start to finish.</p>
<p><i>Policy 10: Tier 1, 2, and 3 local authorities:</i></p> <ul style="list-style-type: none"> <li><i>a) that share jurisdiction over urban environments work together when implementing this National Policy Statement; and</i></li> <li><i>b) engage with providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning; and</i></li> <li><i>c) engage with the development sector to identify significant opportunities for urban development.</i></li> </ul>	<p>The RCG is a shared urban environment between Waikato District and Hamilton City. The RCG is an opportunity to fast-track development to achieve integrated land use and infrastructure planning. CDL are motivated and capable of delivering significant urban growth.</p>
<p><i>Policy 11: In relation to car parking:</i></p> <ul style="list-style-type: none"> <li><i>a) the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks; and</i></li> <li><i>b) tier 1, 2, and 3 local authorities are strongly encouraged to manage effects associated with the supply and demand of car parking</i></li> </ul>	<p>There are no minimum parking rate requirements.</p>

through comprehensive parking management plans.	
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## National Policy Statement for Highly Productive Land

Objectives/Policies	Assessment
<p><b>3.4 Mapping highly productive land</b></p> <p><i>(1) Every regional council must map as highly productive land any land in its region that:</i></p> <ul style="list-style-type: none"> <li><i>a) is in a general rural zone or rural production zone; and</i></li> <li><i>b) is predominantly LUC 1, 2, or 3 land; and</i></li> <li><i>c) forms a large and geographically cohesive area.</i></li> </ul> <p><i>(2) However, despite anything else in this clause, land that, at the commencement date, is identified for future urban development must not be mapped as highly productive land.</i></p> <p><i>(3) Regional councils may map land that is in a general rural zone or a rural production zone, but is not LUC 1, 2, or 3 land, as highly productive land if the land is, or has the potential to be (based on current uses of similar land in the region), highly productive for land-based primary production in that region, having regard to the soil type, physical characteristics of the land and soil, and climate of the area.</i></p> <p><i>(4) Regional councils must undertake the mapping required by this clause:</i></p> <ul style="list-style-type: none"> <li><i>a) in collaboration with relevant territorial authorities; and</i></li> <li><i>b) in consultation with tangata whenua, as required by clause 3.3; and</i></li> <li><i>c) at a level of detail that identifies individual parcels of land or, where appropriate for larger sites, parts of parcels of land.</i></li> </ul> <p><i>(5) For the purpose of identifying land referred to in subclause (1):</i></p> <p><i>(a) mapping based on the New Zealand Land Resource Inventory is conclusive of LUC status, unless a regional council accepts any more detailed mapping that uses the Land Use</i></p>	<p>Clause 3.4 requires every Regional Council to map highly productive land, and this is yet to be done by the Waikato Regional Council. Sub clause (2) states that “despite anything else, land that, at the commencement date, is identified for future urban development must not be mapped as highly productive land”.</p> <p>The NPS-HPL was commenced on 12 September 2022 well after the RGC was identified for future urban development. The RGC has been identified for future urban development for many years through the Future Proof Strategy, the Hamilton Urban Growth Strategy and the Strategic Boundary Agreement between HCC and WDC which was first signed in 2005.</p> <p>On this basis, the RGC was identified for future urban development (2005), well before the NPS-HPL was commenced in 2022. As such, the RGC is exempt from being mapped as highly productive land and can be rezoned for urban purposes under the NPS-HPL</p>

<p><i>Capability classification in the New Zealand Land Resource Inventory; and</i></p> <p><i>(b) where possible, the boundaries of large and geographically cohesive areas must be identified by reference to natural boundaries (such as the margins of waterbodies), or legal or non-natural boundaries (such as roads, property boundaries, and fence-lines); and (c) small, discrete areas of land that are not LUC 1, 2, or 3 land, but are within a large and geographically cohesive area of LUC 1, 2, or 3 land, may be included; and</i></p> <p><i>(d) small, discrete areas of LUC 1, 2, or 3 land need not be included if they are separated from any large and geographically cohesive area of LUC 1, 2, or 3 land.</i></p>	
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