Appendix 2.3 Evaluation of Objectives, Policies and Rules

Section 32(1), Section 32(2) and Section 32(3) of the RMA

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Introduction

This assessment has been undertaken in accordance with Section 32(1), Section 32(2) and Section 32(3) of the RMA. The assessment:

- **Examines the extent to which the objectives or the proposal being evaluated is the most appropriate way to achieve the purpose of the Act**
- **Examines whether the policies and rules are efficient and effective in achieving the new and existing objectives**
- **Identifies and assesses the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for economic growth and employment**
- **Assesses the risk of acting or not acting**
- **The level of detail corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.**

Chapter 2: Strategic Framework

Table 1: Assessment of proposed additional and amended objectives against the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan

Objective	Purpose of the RMA
2.2.1 Resource management priorities are developed in partnership with mana whenua.	This objective is the most appropriate way to achieve the purpose of the RMA as it ensures the correct terminology is used in the District Plan.
2.2.2 a. The health and wellbeing of the Waikato River is restored and protected so that it may sustain abundant life and prosperous communities. b. The Waikato River is celebrated as being at the heart of the region's identity and recognised as a feature of national importance.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: • Required under the Resource Management Act to implement Te Ture Whaimana. • This objective clarifies the current objectives and policies and provides appropriate prominence to the matter.
2.2.4 Greenfield urban development takes place within areas identified for this purpose, in a manner which uses land and infrastructure most efficiently.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: • Required under the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (HSAA). • Clarifies that this objective relates to greenfield growth. • Ensures the new greenfield residential areas are provided in an identified location with consideration of the efficient provision of infrastructure.

2.2.5 Promote safe, compact, sustainable, good quality urban environments that respond positively to their local context, recognising that further change may occur through intensification.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: • Required under the HSAA. • Clarifies that as a result of intensification changes may occur in residential environments.
2.2.9 A range of housing types and densities is available to meet the housing needs and demand, and a neighborhood's planned urban built character.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: • Required under the HSAA. • Ensures the residential areas provide a range of housing types to meet the social, economic and environmental wellbeing of the community.
2.2.10 Hamilton's unique history, heritage and identity are reflected in its built environment.	This objective is the most appropriate way to achieve the purpose of the RMA as it correctly identifies Hamilton's history rather than character.
2.2.14 a. A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future. b. City urban form that enables people to satisfy most of their daily needs within a nominal 10-minute walk from home and all other daily needs within a nominal 20-minute one-way cycle, micro-mobility, or bus ride from home.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: • Required under the HSAA. • It seeks to achieve a well-functioning urban environment that meets the day-to-day needs of residents. • It clarifies how integrating land use and integration will be achieved

Table 2: Analysis of proposed provisions to achieve the existing and proposed objectives

Analysis:
Objective 2.2.2 a. The health and wellbeing of the Waikato River is restored and protected so that it may sustain abundant life and prosperous communities. b. The Waikato River is celebrated as being at the heart of the region's identity and recognised as a feature of national importance.
Options to achieve the objective
1. Constrain new development and reject growth in order to protect the River; 2. Enable growth while managing development to ensure the health and wellbeing of the river is restored and protected. Option 2 is recommended because it achieves the objectives, gives effect to Te Ture Whaimana. and aligns with the changes required under the NPS-UD and HSAA. The full analysis of the option chosen follows below.

The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
Policy 2.2.2a	Realise opportunities to restore and protect the natural character, amenity, and the indigenous aquatic and terrestrial biodiversity of the Waikato River by: 1. Managing activities in the Natural Open Space Zone and Waikato Riverbank and Gully Hazard Area. 2. Identifying and managing Significant Natural Areas. 3. Preparing and implementing Integrated Catchment Management Plans. 4. Require financial contributions from developments to fund works to restore and protect the Waikato River. 5. Requiring new subdivision and development to incorporate water-sensitive techniques to reduce demand for water supply and wastewater disposal and to manage stormwater. 6. Limiting the area of impermeable surface to sustain ground-water recharge and stream flow and reduce the volume of contaminants discharged to surface water. 7. Managing residential intensification and infrastructure provision to ensure the latter has sufficient capacity to support the former. 8. Managing activities to avoid river and stream bank erosion, river and stream bed scouring and deposition.	Minimising the impact further development may have on the Waikato River and its tributaries will have social, cultural, and environmental benefits for the community, the ability to use the Waikato River for cultural and recreational activities Enables any further development to contribute to the enhancement of the health and wellbeing of the Waikato River and its tributaries and be consistent with - Te Ture Whaimana.	May limit the ability to provide housing supply for the community Restrict the ability to develop in areas of the city due to lack of infrastructure capacity. May result in additional financial contributions for a development.
Policy 2.2.2b	Restore and protect the cultural, spiritual, social and economic relationships of Waikato-Tainui with the Waikato River by: 1. Providing for all the activities, infrastructure, amenities, and services necessary to achieve a well-functioning city to support personal, community, and environmental wellbeing 2. Implementing the Joint Management		

	Agreement with Waikato Tainui. 3. Providing for active involvement of mana whenua in freshwater management, including decision-making processes and implementing maatauranga Maaori and including cultural monitoring. 4. Identifying and providing for mana whenua freshwater and other values and aspirations through the preparation and implementation of Integrated Catchment Management Plans and Structure Plans. 5. Implementing Policy 2.2.2a. 6. Identifying, and managing activities within, natural hazard areas. 7. Realising opportunities to maintain and enhance public access to and along the Waikato River, including through the retention of existing, and creation of new, esplanade reserves. 8. Providing for customary activities within Open Space Zones. 9. Identifying, respecting and protecting archaeological sites, taonga and sites of significance to Maaori and providing for their recognition. 10. Providing for papakaainga development in Residential Zones and the Community Facilities Zone. 11. Enabling public art in selected Zones.		
Policy 2.2.2c	Restore and protect communities' relationships with the Waikato River, including their economic, social, cultural and spiritual relationships by: i. Implementing Policies 2.2.2a and 2.2.2b. ii. Identifying and protecting heritage sites and buildings.		

Opportunities for economic growth and employment
n/a

Risk of acting or not acting
The risks of acting: • Loss of development capacity • Possible additional financial costs • Increased development costs due to infrastructure requirements The risks of not acting: • Potential adverse environmental effects on the Waikato River • Potential adverse effects on the relationships of Waikato Tainui and communities with the Waikato River • Failure to give effect to Te Ture Whaimana. It is considered that the risks of not acting outweigh the risks of acting.
Effectiveness and Efficiency
These policies are effective in that they ensure that further development considers the impact that it will have on the health and wellbeing of the Waikato River and Waikato Tainui, and other Communities' relationships with the river are considered in relation to any development.
Appropriateness in relation to relevant existing objectives:
The proposed provisions addressed above are appropriate in relation to the existing Strategic objectives that relate to Te Ture Whaimana and will ensure it is given effect to.
Summary of reasons for decision on the provisions:
The additional options for consideration will assist in implementing Te Ture Whaimana. The original objectives and policies were drafted when Te Ture Whaimana was in its infancy, subsequent decisions have identified that Te Ture Whaimana has not been given effect to in totality.

Analysis:		
Objective 2.2.6 Establish and maintain a hierarchy of viable and vibrant business centres, that provide a focus for retail, commercial and entertainment activities and serve the social, cultural, environmental and economic needs of the community.		
Options to achieve the objective		
1. Retain current District Plan provisions 2. Amend to recognise requirements of Schedule 3A of RMA Option 2 is recommended because it provides consistency with the HSAA. The full analysis of the options chosen follows below.		
The specific provisions which are most appropriate to achieve the	**Benefits:**	**Costs:**

objective:			
Policy 2.2.6a	Business activity and development shall locate in the most appropriate centre for its role, according to the following hierarchy: 1. The Central City is the primary business centre, serving the City and wider region, and is the preferred location for commercial, civic and social activities. 2. The Base and Chartwell complement the Central City, to serve large parts of the City and adjoining districts, and contain primarily retailing, entertainment and services. 3. Suburban centres, to provide convenience goods, community services, facilities and employment to serve immediate suburban catchments 4. Ruakura Retail Centre, to serve the Ruakura Structure Plan area and adjacent catchment. 5. Neighbourhood centres, to contain retailing and service activities to serve immediate residential catchments.	Ensures consistency with the objectives and policies required by Schedule 3A of the RMA. Identifies the location of higher-density residential areas required by the NPS-UD. Social and cultural benefits from enabling a diversity of housing types and additional housing. Economic and social benefits from increased vitality and vibrancy of centres. Environmental, social and economic benefits from creating a compact city.	None identified.
Policy 2.2.6b	The distribution, type, scale and intensity of activities outside the Central City do not undermine the viability, vitality and vibrancy of the Central City, its amenity values, or its role in meeting the needs of the region.		
Policy 2.2.6c	Significant large format retail development beyond the identified out of centre zones is not envisaged for the Plan period.		
Policy 2.2.6d	Residential activity above ground floor commercial uses is encouraged where it can be shown to support the business centres and meet the day-to-day needs of residents, achieve attractive and safe streets and public open spaces, including by providing for passive surveillance.		

Opportunities for economic growth and employment
Enabling additional housing close to the central city and centres provides an opportunity for economic growth of these centres and provides additional employment base close by.

Risk of acting or not acting
The risks of acting: • Uncertainty and perceived change in development rights. • Misunderstanding of new density levels. The risks of not acting: • Failure to give effect to Schedule 3A of the RMA requirements for MDRS.
Effectiveness and Efficiency
These amended policies are effective and efficient in achieving the objective of meeting housing needs and demands. They ensure that the District Plan gives effect to Schedule 3A of the RMA
Appropriateness in relation to relevant existing objectives:
As above
Summary of reasons for decision on the provisions:
The changes ensure the current policies of the District Plan give effect to the required MDRS standards required by Schedule 3A of the RMA.

Analysis:
Objective 2.2.9 A range of housing types and densities is available to meet the housing needs and demand and a neighbourhood's planned urban built character.
Options to achieve the objective
1. Retain current District Plan provisions 2. Amend to recognise requirements of Schedule 3A of RMA Option 2 is recommended because it provides consistency with the HSAA. The full analysis of the option chosen follows below.

The specific provisions which are most appropriate to achieve the objective:		**Benefits:**	**Costs:**
Policy 2.2.9a	Residential development enables a variety of household choices and meets diverse cultural and social needs.	Ensures consistency with the objectives and policies required by Schedule 3A of the RMA. Identifies the location of higher-density residential areas required	None identified.

Policy 2.2.9b	Higher-density residential areas are located within the walkable catchment of the Central City, and adjacent to identified commercial centres to support these areas.	by the NPS-UD. Social and cultural benefits from enabling a diversity of housing types and additional housing. Economic and social benefits from increased vitality and vibrancy of centres. Environmental, social and economic benefits from creating a compact city.	

Opportunities for economic growth and employment
Enabling additional housing close to the central city and centres provides an opportunity for economic growth of these centres and provides an additional employment base close by.
Risk of acting or not acting
The risks of acting: • Uncertainty and perceived change in development rights. • Misunderstanding of new density levels. The risks of not acting: • Failure to give effect to Schedule 3A of the RMA requirements for MDRS.
Effectiveness and Efficiency
These amended policies are effective and efficient in achieving the objective for meeting housing needs and demand. They ensure that the District Plan gives effect to Schedule 3A of the RMA
Appropriateness in relation to relevant existing objectives:
As above
Summary of reasons for decision on the provisions:
The changes ensure the current policies of the District Plan give effect to the required MDRS standards required by Schedule 3A of the RMA.

Analysis:
Objective 2.2.10 Hamilton's unique history, heritage and identity are reflected in its built environment.
Options to achieve the objective
1. Development recognises Hamilton's unique identity and heritage values. 2. Ensuring development is sensitive to identified heritage items, heritage areas, archaeological and cultural sites 3. Provide for the protection of historic and cultural heritage

<table>
<tr><td colspan="3">All of the above options are recommended as they achieve the objectives and align with the terminology in the NPS-UD. The full analysis of the options chosen follows below.</td></tr>
<tr><td colspan="2">The specific provisions which are most appropriate to achieve the objective:</td><td>Benefits:</td><td>Costs:</td></tr>
<tr><td>Policy 2.2.10a</td><td>Development is sensitive to and enhances Hamilton’s identity and heritage values.</td><td rowspan="4">Cultural and social benefits from ensuring that built heritage and heritage areas are protected from insensitive development.
The policies have been amended to reflect the updated terminology.</td><td rowspan="4">Economic costs related to developing heritage buildings and sites.
Loss of development capacity realised due to less enabling planning provisions</td></tr>
<tr><td>Policy 2.2.10b</td><td>Development is sensitive to and protects Hamilton’s identified built heritage and historic heritage areas.</td></tr>
<tr><td>Policy 2.2.10c</td><td>Development is sensitive to and protects Hamilton’s archaeological and cultural heritage sites, structures, areas, landscapes and places.</td></tr>
<tr><td>Policy 2.2.10d</td><td>Development provides for the protection of historic and cultural heritage from inappropriate subdivision, use and development.</td></tr>
<tr><td colspan="4">Opportunities for economic growth and employment</td></tr>
<tr><td colspan="4">n/a</td></tr>
<tr><td colspan="4">Risk of acting or not acting</td></tr>
<tr><td colspan="4">The risks of acting:
The move from protecting character may cause some uncertainty regarding the protection of areas.
The risks of not acting:
The existing character areas in the city have been reassessed through PC9 and are now identified as heritage and consequently the reference to character is now out of context.</td></tr>
<tr><td colspan="4">Effectiveness and Efficiency</td></tr>
<tr><td colspan="4">These amendments are the most effective and efficient to ensure the shift in understanding of character and heritage in the City.</td></tr>
<tr><td colspan="4">Appropriateness in relation to relevant existing objectives:</td></tr>
<tr><td colspan="4">This is the most appropriate way to achieve the existing objectives ensuring Hamilton’s history is reflected in its built environment.</td></tr>
<tr><td colspan="4">Summary of reasons for decision on the provisions:</td></tr>
<tr><td colspan="4">The amendment will clarify that built heritage and historic heritage areas are protected from inappropriate development rather than character.</td></tr>
</table>

Analysis:

Objective 2.2.12

Efficient use and development of natural and physical resources, especially land, buildings and infrastructure.

Options to achieve the objective

1. Encouraging waste minimisation through construction methods
2. Design buildings that can be adapted for future uses
3. Development considers and adapts to climate change
4. Development considers the efficient use of resources including the benefits of integrated land use planning

All the above options are recommended because they achieve the objective of efficient use and development of natural and physical resources. The full analysis of the options chosen follows below.

The specific provisions which are most appropriate to achieve the objective:		**Benefits:**	**Costs:**
Policy 2.2.12a	Development enables and encourages waste minimisation and efficient use of resources through design and construction methods.	Social, economic, cultural, and environmental benefits from appropriate consideration of climate change.	None identified
Policy 2.2.12b	Buildings should be designed so they can be adapted in the future for a range of uses.		
Policy 2.2.12c	Development is designed to consider and adapt to the expected effects of climate change by: i. Reducing embodied and operational carbon to minimise greenhouse gas emissions ii. Planning for development and resource use to withstand predicted extreme weather events.		
Policy 2.2.12d	Development enables and encourages the efficient use of resources and recognises the benefits resulting from integrated land use planning.		

Opportunities for economic growth and employment

n/a

Risk of acting or not acting

The risks of acting:

- No risks associated with clarifying the policy

The risks of not acting:

- The policy remains high level and vague as to how the effects of climate change could be addressed.

Effectiveness and Efficiency

The amendments to the policy are effective and efficient as they further identify how climate change can be addressed.

Appropriateness in relation to relevant existing objectives:

The policies identify ways that development can consider and adapt to climate change which achieves the objective of efficient use and development of natural and physical resources.

Summary of reasons for decision on the provisions:

The amendment provides further clarity on how the policy can help achieve the objectives.

Analysis:

Objective 2.2.13

Land use and development is integrated with the provision of infrastructure (including transport, Three Waters services and open space).

Options to achieve the objective

- Protect the operation of existing and planned infrastructure.
- Provide for the maintenance, upgrading, and co-location of infrastructure.
- Require new development to integrate with existing development and infrastructure.
- Avoid incompatible landuse next to existing or planned infrastructure.
- Require transportation infrastructure to connect activities within and outside the city.
- Require public transport, walking, cycling, and micro-mobility to be prioritized.

All the above options are recommended because they achieve the objective and align with the requirement of the NPS-UD.

The specific provisions which are most appropriate to achieve the objective:		**Benefits:**	**Costs:**
Policy 2.2.13a	Development shall not compromise the safe, efficient, and effective operation and use of existing or planned infrastructure.	• The policies provide economic benefits for the community by providing a sustainable and efficient approach to land use and the provision of infrastructure that enables integrated development and efficient use of resources. • The policies have environmental benefits as they promote well connected infrastructure and transport modes which reduce the impact of inefficient transportation and infrastructure systems. These have a lesser impact on the environment in terms of air quality and use of finite and infinite resources.	• There are potentially opportunity costs in terms of how land would otherwise be developed.
Policy 2.2.13b	Development allows for future infrastructure needs, including maintenance, upgrading and co-location where appropriate.		
Policy 2.2.13c	New development connects well with existing development and infrastructure.		

Policy 2.2.13d	Development does not result in incompatible adjacent land uses with respect to existing or planned infrastructure.	• The policies have social and cultural benefits as they enhance the liveability of areas and promote sustainability through design, connectedness and improving local integration of infrastructure.	
Policy 2.2.13e	Rail, cycle, pedestrian, public transport, micro-mobility, and motorised vehicle networks are well connected and integrated across and beyond the city.		
Policy 2.2.13f	Development prioritises strong connections to, and use of, public transport and walking, cycling, and micro-mobility.		

Opportunities for economic growth and employment

Infrastructure supports growth. Growth and infrastructure provision generate employment.

Risk of acting or not acting

Failing to integrate development and infrastructure could result in inefficient infrastructure, poor levels of service, or significant adverse effects on the environment, such as wastewater overflows or traffic congestion.

Effectiveness and Efficiency

- These policies will be efficient and effective to achieve objective 2.2.13 by catering for the integration of infrastructure and land use development.
- This is an efficient and effective use of land and infrastructure resources through connectedness, compatibility, and the ability of development to cater for future maintenance and upgrading.

Appropriateness in relation to relevant existing objectives:

The objective is unchanged from the 2017 Operative District Plan.

Summary of reasons for decision on the provisions:

Policy 2.2.13f is amended to align with the requirements of the NPS-UD, including minimizing greenhouse gas emissions, accommodating urban intensification, and achieving well-functioning urban areas. The other provisions are unchanged as they support achievement of these outcomes.

Analysis:

Objective 2.2.14

a. A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

b. City urban form that enables people to satisfy most of their daily needs within a nominal 10-minute walk from home and all other daily needs within a nominal 20-minute one-way cycle, micro-mobility, or bus ride from home.

Options to achieve the objective

1. Manage city urban form by adopting the existing provisions of the District Plan.
2. Include new objectives and policies that guide the city's urban form within the Strategic Chapter

3. Include new objectives and policies that guide the city's urban form within the Transport Chapter of the District Plan

All of the above options are recommended because they achieve the objectives and align with the changes required under the NPS-UD and HSAA. The full analysis of the options chosen follows below.

The specific provisions which are most appropriate to achieve the objective:		**Benefits:**	**Costs:**
Policy 2.2.14a	Provide for residential and mixed-use developments of unlimited height within the Central City Zone.	Integrating land use and transport planning will achieve a well-functioning urban environment. It will reduce trip lengths and enable a greater proportion of trips to be undertaken on foot, or by cycle, micro-mobility, or public transport. This will reduce reliance on private vehicles, and provide a wide range of environmental, health, and social benefits. The specific economic, environmental and social benefits arise from: • Concentrating high densities into specific areas which can reduce the need to travel, providing economic benefits through reduced travel time and reduced network congestion. • Concentrating high densities into specific areas provides social and economic benefits by increasing the feasibility of public transport and by increasing the number of potential users within a walkable distance from bus services. • Supporting development within walkable catchments of centres provides social benefits by having more connected neighbourhoods and communities. • Integration improves accessibility and has social and cultural benefits for less-mobile users and the transport disadvantaged by allowing them to participate in a wider range of social and economic activities. • Supporting development within walkable catchments which promotes active modes improving the health and wellbeing of these people. • Ensuring there is sufficient development capacity for business land to meet expected demands will enable businesses to establish to meet local needs. Also, renewing and revitalising business centres will make them more attractive to local customers. These measures will minimise the need for customers traveling further afield to access the goods and services they desire.	There are costs from integrating land use and transport, particularly in brownfield areas where infrastructure changes are required to support walking, cycling, micro-mobility and public transport. Including additional design requirements to prioritise walking, cycling, micro-mobility and public transport may result in higher costs for the development community, which will likely be passed on to the eventual purchaser.
Policy 2.2.14b	Provide for high-density residential developments within a nominal 800m walking distance of the Central City Zone.		
Policy 2.2.14c	Provide for medium-density residential developments within a nominal 400m walking distance of the Sub-regional Centre at Chartwell and the Suburban Centres at Thomas Road, Lynden Court, Five Cross Roads, Clyde Street East, Hamilton East, Glenview, Frankton, and Dinsdale.		
Policy 2.2.14d	Encourage higher density residential development within a nominal 200m walking distance of Nawton Suburban Centre.		
Policy 2.2.14e	Require subdivision to create: i) a connected, legible, and universally accessible transport network, and ii) neighbourhoods that: A. are permeable to walking, cycling, micro-mobility and public transport, and B. enable local trips to be undertaken without a private vehicle.		
Policy 2.2.14f	Improve the permeability of neighbourhoods and give access priority to, pedestrians, cyclists, and micro-mobility users.		

Policy 2.2.14g	Improve the amenity and safety of activity nodes and travel routes to them to make them safer and more attractive for pedestrians, cyclists, and micro-mobility users.		
Policy 2.2.14h	Ensure there is sufficient development capacity in respect of business land to meet the expected demands of the city.		
Policy 2.2.14i	Support the renewal and revitalisation of business centres to make them more attractive to customers.		
Effectiveness and Efficiency			
The policies are efficient and effective in giving effect to the objectives as they support walkable catchments and reduce the reliance on cars.			
Appropriateness in relation to relevant existing objectives:			
The proposed policies are appropriate in achieving the objectives as they will achieve a transport network that supports mode shift and the requirements of the NPS-UD.			
Summary of reasons for decision on the provisions:			
The policies achieve the objectives and encourage a modal shift which will reduce reliance on cars.			

Chapter 4: Residential Zone

Table 1: Assessment of proposed additional and amended objectives against the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan

Objective	Purpose of the RMA
All Residential Zones	
Objective 4 .1.2.1 Ensure that development within the Residential Zones gives effect to The Vision and Strategy - Te Ture Whaimana o Te Awa o Waikato.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: • Required under the Resource Management Act to implement Te Ture Whaimana. • It seeks to ensure that future development within Hamilton does not negatively impact on the health and wellbeing of the Waikato River by managing density and the resulting increase in three waters.
Objective 4.1.2.2 Development maximises the use of land by providing a range of housing typologies that are consistent with the neighbourhood's planned urban built character while ensuring the provision of infrastructure services as part of any development.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: • Required under the Resource Management Act to implement Te Ture Whaimana. • Ensures that land resources are used to maximise the development capacity through aligning development densities with the Waikato Regional Policy Statement and Future Proof. • Ensures that future development within Hamilton is adequately serviced by three waters infrastructure and can accommodate the proposed increase in residential densities. • Ensures that future development does not negatively impact on the health and wellbeing of the Waikato River and its tributaries.
Objective 4.1.2.3 The Residential Zones and development within these zones positively contribute to achieving a well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: • Required under the HSAA. • Enables the development of the residential areas in a way that will provide for the social, economic and environmental well-being of the community by promoting efficient development that will accommodate future demand for residential growth in Hamilton City. • While the area's current amenity values will change, future development promotes the creation of a high amenity urban environment.
Objective 4.1.2.4 Residential activities remain the dominant activity in the Residential Zones and non-residential activities remain compatible with residential amenity values.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: • Required under the HSAA. • Ensures the residential areas are provided for the housing needs of the community while still providing non-residential activities that support the community. • Ensures non-residential activities do not impact on the residential amenity anticipated within the zone.
Objective 4.1.2.5 Residential development incorporates sustainable features and technologies.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: • Required under the Resource Management Act to implement Te Ture Whaimana. • Ensures that future infrastructure limits the impacts on the Waikato River • Ensures future development positively addresses the impacts of climate change
Objective 4.1.2.6	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons:

Residential developments are designed and developed to create an attractive and safe urban environment, providing a high level of amenity: a. On site for residents; b. On adjoining sites; and c. For the transport corridor and public open spaces.	• Required under the HSAA to enable the implementation of the Medium Density Residential Standards. • Recognises the need to manage the effects of development on the surrounding environment. • Will ensure that communities are provided with a safe environment. • Seeks to enhance amenity values for residents and the wider urban environment. • While the current amenity values of the residential areas with change, future development needs to still ensure a high amenity urban environment.
Objective 4.1.2.7 Buildings and activities at the interface of residential zones with significant natural areas will be managed to ensure the ecological values of these areas are protected.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: • Ensures the environmental importance of these areas are protected. • Will ensure that communities are provided with a safe environment. • Seeks to enhance amenity values for residents and the wider urban environment. • Will provide for the environmental and social well-being of the future communities
Objective 4.1.2.8 Buildings and activities within a Historic Heritage Area will be managed to ensure the heritage values of these areas are retained.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: • Ensures the heritage values of these areas are protected. • Seeks to enhance heritage values of the historic heritage areas. • Will provide for the cultural and social well-being of the future communities
General Residential Zone	
Objective 4.2.2.1 Promote comprehensive and integrated development for the development of 4 or more residential dwellings within the General Residential Zone.	This objective is the most appropriate way to achieve the purpose of the RMA as: • Required under the HSAA to enable the implementation of the Medium Density Residential Standards. • Recognises the need to manage the effects of development on the surrounding environment. • Will ensure that communities are provided with a safe environment. • Seeks to enhance amenity values for residents, the wider urban environment.
Objective 4.2.2.2 The General Residential Zone and development within it provide for a variety of housing types and sizes that respond to a. Housing needs and demand; and b. The neighbourhood's planned urban built character, including 1 to 3 storey buildings.	Required under the HSAA to enable the implementation of the Medium Density Residential Standards. This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: • Recognises the need to provide sufficient housing units to meet the growing population. • Recognises that the built form of development will change
Medium Residential Zone	
Objective 4.3.2.1	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons:

Promote comprehensive and integrated development for the development of 4 or more residential units within the Medium Density Residential Zone.	• Required under the HSAA to enable the implementation of the Medium Density Residential Standards. • The development of a large number of residential units needs to be done in a wholistic way to ensure design and amenity issues are addressed. • Recognises the need to manage the effects of developments of more than 4 dwellings on the surrounding environment. • Will ensure that communities are provided with a safe environment. • Seeks to enhance amenity values for residents, the wider urban environment.
Objective 4.3.2.2 The Medium Density Residential Zone and development within it provide for a variety of housing types and sizes that respond to – a. Housing needs and demand; and b. The neighbourhood's planned urban built character, including 3 to 5 storey buildings.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: • Required under the HSAA to enable the implementation of the Medium Density Residential Standards • Recognises the need to provide sufficient housing units to meet the growing population. • Recognises that the built form of development will change.
High Density Residential Zone	
Objective 4.4.2.1 The High Density Residential Zone and development within it: a. Provides for high density living that contributes to housing choice in areas with good accessibility to the Central City via public transport and active modes b. Provides for a range of housing typologies that are consistent with an intended high density urban character of at least 6 storeys.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: • Required under the HSAA • Recognises that the High Density Residential Zone provides for a range of housing typologies and the highest density in the City (along with the Central City Zone) • Provides for a range of housing typologies that will provide for the economic and social well-being of the future communities. • Provides a direction that sets an expectation of more intensive residential development that efficiently uses land.
Objective 4.4.2.2 Development within the High Density Residential Zone incorporates best practice urban design principles that contribute to an attractive, liveable and functional high density environment.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: • Ensures that development contributes to a well-functioning urban environment through high quality urban design • Seeks to enhance amenity values for residents in a high density urban environment • Provides a direction that sets an expectation of more intensive residential development that efficiently uses land.

Table 2: Analysis of proposed provisions to achieve the existing and proposed objectives

Analysis:

Objective 4.1.2.1

Ensure that development within the Residential Zones gives effect to The Vision and Strategy - Te Ture Whaimana o Te Awa o Waikato.

Options to achieve the objective

1. Manage development within the residential zones by adopting the provisions of the existing Residential Zone.
2. Manage development through an amended development framework allowing for higher densities to achieve the NPS-UDs requirement for the inclusion of the MDRS, while managing the impact of increased densities on the Waikato River.

Option 2 is recommended as this will ensure:

- Infrastructure capacity is addressed as part of any development to minimize the impacts on the Waikato River
- Development is able to give effect to the outcomes of the Vision and Strategy by the management of landscaping and permeability of the development site as well as requiring water sensitive techniques to be included in any development.

The full analysis of the option chosen follows below.

The specific provisions which are most appropriate to achieve the objective:		**Benefits:**	**Costs:**
Policy 4.1.2.1a	Avoid development where the direct or accumulative effects on the three waters infrastructure network cannot be mitigated.	Minimising the impact further development may have on the Waikato River and its tributaries will have social, cultural and environmental benefits for the community, the ability to use the Waikato River for cultural and recreational activities Enables any further development to contribute to the enhancement of the health and wellbeing of the Waikato River and its tributaries and be consistent with Te Ture Whaimana.	May limit the ability to provide housing supply for the community Restrict the ability to develop in areas of the city due to lack of infrastructure capacity.
Policy 4.1.2.1b	Developments and activities in the Residential Zones must give effect to the outcomes in the The Vision and Strategy - Te Ture Whaimana o Te Awa o Waikato through developments and activities being designed and operated to protect and restore the health and wellbeing of the River'		
Policy 4.1.2.1c	The health and wellbeing of the Waikato River is restored and protected by controlling density, building size, site permeability and appropriate mitigation of earthworks, and by maintaining and enhancing access to the Waikato River.		
Policy 4.1.2.1d	Where development is adjoining gullies that convey stormwater to the Waikato River, a comprehensive treatment train approach to stormwater treatment, indigenous wetland and landscape planting, and ecological restoration of the gullies will be required		

	to enhance and protect the ecological values of the gully network.		
Policy 4.1.2.1e	Water-sensitive techniques are incorporated into new development to reduce demand on water supplies, wastewater disposal and to manage stormwater.		

Opportunities for economic growth and employment

N/A

Risk of acting or not acting

The risks of acting:

- Loss of development capacity.
- Increased development costs due to infrastructure requirements

The risks of not acting:

- Potential adverse effects on the Waikato River
- Failure to give effect to Te Ture Whaimana.

It is considered that the risks of not acting outweigh the risks of acting.

Effectiveness and Efficiency

These policies are effective in that they ensure that further development considers the impact that it will have on the Waikato River and ensure that development is adequately serviced to avoid negative impacts on the health and well- being of the Waikato River. The provision of the appropriate level of infrastructure ensures the continued efficiency of the wider infrastructure network.

Appropriateness in relation to relevant existing objectives:

The proposed provisions addressed above are considered to be appropriate in relation to the existing residential objectives that relate to infrastructure provision and have been incorporated into the Residential Chapter. These relate to the

provision of good adequate infrastructure capacity and the use of sustainable features and technologies both of which will ensure Te Ture Whaimana is implemented.

Summary of reasons for decision on the provisions:

The additional options for consideration will assist in implementing Te Ture Whaimana.

Analysis:

<table>
<tr><td colspan="3">Objective 4.1.2.2
Development maximises the use of land by providing a range of housing typologies that are consistent with the neighbourhood's planned urban built character while ensuring the provision of infrastructure services as part of any development.
Objective 4.1.2.5
Residential development incorporates sustainable features and technologies.</td></tr>
<tr><td colspan="3">Options to achieve the objective</td></tr>
<tr><td colspan="3">1. Continue to use current provisions in the District Plan
2. Ensure development provides the required infrastructure to meet the increase intensity of the development required to maximise the use of land.
Option 2 is recommended as this will
• Ensure efficient use of infrastructure while allowing for high density development that supports the efficient use of land resources.
• Allow for the inclusion of efficient energy and water sensitive provisions
The full analysis of the option chosen follows below.</td></tr>
<tr><td colspan="2">The specific provisions which are most appropriate to achieve the objective:</td><td>Benefits:</td><td>Costs:</td></tr>
<tr><td>Policy 4.1.2.2a</td><td>Any development must:
1. Provide an adequate level of infrastructure and services appropriate for the proposed development.
2. Takes into account and will not compromise the infrastructural needs of anticipated future development.
3. Not occur unless appropriate infrastructure and/or infrastructure capacity is available to service the proposed development.
4. Ensures that the capacity, efficiency, performance and sustainability of the wider infrastructure network is not compromised.
5. Uses public infrastructure ahead of private infrastructure where appropriate.</td><td>The inclusion of encouraging use of solar energy and provision for charging of electric bikes within development provides economic, social and environmental benefits relating to reduced energy use.
The inclusion of the management of impermeable surfaces, such as driveways and patios, through the use of permeable surfaces, will provide environmental, economic benefits relating to climate change and the impact on the Waikato River
Requiring development to maximise land resources, through ensuring they achieve set densities and provide a range of housing typologies, as a result, will provide for the social and economic needs of future communities as well as reduce the demands on high quality soils that would result in urban sprawl.
Requiring development to consider the impacts of climate change by including green policies and the efficient use of energy and water will ensure that future environmental and social benefits are achieved.</td><td>There will be costs associated with the inclusion of these energy and water saving opportunities.
Additional costs associated with the requirement to respond to the effects of climate change.</td></tr>
<tr><td>Policy 4.1.2.2b</td><td>Residential development will use land and infrastructure efficiently by:
1. Staging and sequencing development in accordance with the relevant Structure Plan.
2. Otherwise complying with the relevant</td><td></td><td></td></tr>
</table>

	Structure Plan.		
Policy 4.1.2.2c	Residential development shall achieve densities that are consistent with the growth management policies of the Waikato Regional Policy Statement and Future Proof.		
Policy 4.1.2.2d	New buildings and activities shall mitigate effects on and from regionally significant infrastructure		
Policy 4.1.2.5a	Development must encourage the efficient use of energy and water, by: 1. Incorporating water-sensitive techniques. 2. Offsetting the effects of loss of permeable surface 3. Reducing the use of reticulated electricity. 4. Utilizing solar energy. 5. Providing for electric mobility and its associated charging infrastructure.		
Policy 4.1.2.5b	Ensure development implements methods and technologies to minimise the effects on climate change.		
Opportunities for economic growth and employment			
N/A			
Risk of acting or not acting			
There are minimal risks associated with these amendments as they are encouragements rather than requirements. The inclusion of efficient use of energy and water helps achieve the principles set out in Te Ture Whaimana.			
Effectiveness and Efficiency			
These are effective in that they highlight the opportunity for development, to consider additional ways energy can be efficiently used without prescribing requirements. The provision of infrastructure ensures the continued effectiveness of the wider infrastructure network.			
Appropriateness in relation to relevant existing objectives:			
The proposed provisions addressed above are considered to be appropriate in relation to the existing residential objectives that relate to amenity and have been incorporated into the Residential Chapter. These relate to the provision of good onsite amenity, neighbourhood amenity, and maintaining residential amenity.			
Summary of reasons for decision on the provisions:			

The additional options for consideration will assist in achieving the efficient use of water and energy resources as well as implementing Te Ture Whaimana.

Analysis:

Objective 4.1.2.3

The Residential Zones and development within these zones form part of a well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

Objective 4.2.2.1

Promote comprehensive and integrated development for the development of 4 or more residential dwellings within the General Residential Zone.

Objective 4.2.2.2

The General Residential Zone and development within it provide for a variety of housing types and sizes that respond to:

a. Housing needs and demand; and

b. The neighbourhoods planned urban built character, including 1 to 3 storey buildings.

Objective 4.3.2.1

Promote comprehensive and integrated development for the development of 4 or more residential dwellings within the Medium Density Residential Zone.

Objective 4.3.2.2

The Medium Density Residential Zone and development within it provide for a variety of housing types and sizes that respond to:

Housing needs and demand; and

a. The neighbourhoods planned urban built character, including 3 to 5 storey buildings.

Options to achieve the objective

1. Require development to provide for higher levels of density in specified locations, as required by policy 3 of the NPS-UD, that will provide for a variety of housing typologies and densities
2. Retain current planning provisions

Option 1 is recommended as this will:

- Manage the design and amenity within the residential areas and will ensure an environment that supports the wellbeing of the residents.
- Recognise that each residential area will provide for a variety of housing typologies and densities.
- Recognise that development that is comprehensively designed will provide a better urban environment.

The full analysis of the option chosen follows below.

The specific provisions which are most appropriate to achieve the objective:	**Benefits:**	**Costs:**

Policy 4.1.2.3a	Apply the Medium Density Residential Standards (MDRS) across all relevant residential zones in the District Plan except in circumstances where a qualifying matter is relevant (including matters of significance such as historic heritage and the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga).	By identifying locations where higher density is desired within the residential areas it will enable more development to occur, providing the opportunity for increased access to activity nodes and public transport routes. This will provide economic and social benefits as it will increase the feasibility of public transport, by increasing the number of potential passengers within a walkable catchment of bus stops. Increased population within a walkable distance from the Local Centre will improve the viability and vibrancy of the Local Centre through an increased catchment, providing economic benefit. The increased density will represent a significant change in the current amenity, however, will provide amenity for future generations, providing social and economic benefits. There are economic and social benefits for considering future effects of climate change which will reduce their impact on future residents. There are environmental benefits relating to managing the effects of development on adjoining areas of open space.	The establishment of provisions that direct density to occur in these locations are less flexible than a framework that stipulates a minimum density. This may result in economic costs or risk to the development community due to the introduction of a housing typology that may be less feasible than traditional detached dwellings. In order to achieve the densities anticipated by the high-density overlay, larger scale earthworks may be required, this may result in significant changes to the natural form and topography of the area, which is an environmental cost. Buildings and some activities will be required to obtain resource consent due to their potential effect on the surrounding environment. This adds additional cost, complexity and time to those developments. There will also be costs associated with the management of development lighting, however, these are outweighed by the environmental benefits of managing the effects of lighting. Considering the effects of climate change may have economic costs associated with design.
Policy 4.1.2.3b	Encourage development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance.		
Policy 4.1.2.3c	Enable housing to be designed to meet the day-to-day needs of residents.		
Policy 4.1.2.3d	Provide for developments not meeting permitted activity status, while encouraging high-quality developments.		
Policy 4.2.2.1a	The development achieves higher density in conjunction with high quality amenity through a comprehensive planning approach that is informed by the relevant structure plan and related rules.		
Policy 4.2.2.1b	Incorporate universal access principles into residential development.		
Policy 4.2.2.1c	Encourage subdivision and land use to be undertaken concurrently.		
Policy 4.2.2.1d	Land is developed in accordance with structure and master planning, including coordination with staging and provision of infrastructure.		

Policy 4.2.2.2a	Enable a variety of housing typologies with a mix of densities within the zone, including 1, 2 and 3-storey attached and detached residential units.		
Policy 4.2.2.2b	Recognise that development in accordance with the Government's MDRS will have adverse effects, in some instances substantial, on existing development and neighbours, and (except where a neighbour has provided written approval to a proposal): 1. Subject to (ii) below, ensure that development with adverse effects, greater than those enabled by the General Residential Zone on a neighbour, will achieve an equivalent or greater overall standard of on-site amenity for that neighbour compared to development in accordance with what the General Residential Zone could be reasonably anticipated to result in. 2. Where a proposal cannot satisfy (i) above, avoid adverse effects beyond those that could result from development in accordance with what the General Residential Zone could be reasonably anticipated to result in except where substantial off-setting positive effects are proposed.		
Policy 4.2.2.2c	Higher-density residential development is located close to neighbourhood centres, parks, open spaces, and other areas of high social amenity.		
Opportunities for economic growth and employment			
N/A			
Risk of acting or not acting			
The risks of acting: • Reducing development flexibility to enable lower density development. • Increased development costs due to design considerations The risks of not acting: • Inefficient use of land in the residential areas of the city.			

- Failure to give effect to the MDRS.

It is considered that the risks of not acting outweigh the risks of acting.

Effectiveness and Efficiency

Encourage development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance through the control of fence heights, active frontages towards the street and requiring front yard landscaping.

The Residential Zones, and in particular the medium and high-density zones, recognises the opportunity higher density provides near activity nodes and PT corridors. By spatially identifying these locations within the zoning map, it provides for increased density as part of the overall residential area. Directing development to efficiently use land in accordance with the NPS-UD, with higher density directed around the local centre, public transport routes and areas of amenity will assist in achieving the directives of the NPS-UD.

Requiring development to manage lighting effects is effective as it enables development adjacent to areas of natural open space without compromising the functionality of these spaces. It is efficient as it allows for development to respond to the need for lighting as appropriate on each site.

Spatially identifying the high-density area as part of the policy maps means that the general framework and objectives relating to the development of these area are consistently applied throughout the zone. The additional provisions, including an increase in height, more flexible bulk and location standards allow for increased development potential.

They are effective as they enable a range of responses to density within areas considered to be suitable for more intensive development.

les is consistent with the approach taken across residential development throughout the rest of the District Plan and identifies those activities that are most appropriate to establish in the Peacocke Medium Density Zone. The proposed provisions are effective in that they establish a clear location for higher density development to be established. The provisions enable a range of housing typologies to be provided and ensure that residential activities remain the dominant activity in the zone.

Appropriateness in relation to relevant existing objectives:

The proposed provisions addressed above are considered to be appropriate in relation to the existing residential objectives that relate to land use and development and have been incorporated into the District Plan.

Summary of reasons for decision on the provisions:

The suite of provisions proposed will assist in achieving a high amenity residential environment and providing a range of houses at an appropriate level of density.

2D Analysis:

Objective 4.1.2.4

Residential activities remain the dominant activity in the Residential Zones and non-residential activities remain compatible with residential amenity values.

Objective 4.1.2.7

Buildings and activities at the interface of residential zones with significant natural areas will be managed to ensure the ecological values of these areas are protected.

Objective 4.1.2.8

Buildings and activities within a Historic Heritage Area will be managed to ensure the heritage values of these areas are retained.

Options to achieve the objective

1. Do not allow non-residential activities within the Residential Zone.
2. Allow non-residential activities within the residential zone with the provision within the associated zone for these activities.
3. Allow non-residential activities within the residential zone with provisions that ensure the non-residential activities are compatible with the expected character of the residential zone.

Option 3 is recommended as this allows for non-residential activities within the Residential Zone that support the cultural, social and economic needs of the community, while controlling the impact on the expected

character on the viability of other zones within the city. The full analysis of the option chosen follows below.			
The specific provisions which are most appropriate to achieve the objective:		**Benefits:**	**Costs:**
Policy 4.1.2.4a	Manage the effects of non-residential activities, while recognizing that there are social, economic and environmental benefits to be had from locally available non-residential activities within neighbourhoods.	The management of development adjoining significant natural areas and historic heritage areas will ensure the ongoing retention of these areas and will ensure the significant natural areas ability to act as habitats for local fauna. The ability to establish non-residential activities within the residential zones will support the social development of the community by providing a place for people to learn, meet and gather. The establishment of home-based businesses will allow for localized employment opportunities and provide for economic growth within the areas. The establishment of these facilities would also contribute to reducing the impact of climate change by enabling residents to access these facilities locally and not having to travel outside of the neighborhood to access these services, The significant natural areas have cultural significance to local iwi, while the identified historic heritage is a reflection of the history of the city of Hamilton. The management of potential impacts future development will have on these areas will ensure their retention and enable the history of Hamilton to be retained.	Any future development will have an impact on the natural environment and historic heritage buildings and areas Increase cost in establishing non-residential activities.
Policy 4.1.2.4b	Home-based businesses shall: 1. Be ancillary to the residential activity of the site. 2. Maintain a residential scale and visual appearance and have operational characteristics that are compatible with residential amenity values. 3. Take place within dwellings or ancillary buildings. 4. Involve no outdoor storage of vehicles (other than those associated with staff or customers), equipment or goods visible from a public place.		
Policy 4.1.2.4c	Community facilities (Including Schools) and community support activities (including managed care facilities and residential centres) shall: 1. Serve a local social or cultural need or wider educational needs for the community. 2. Be compatible with existing and planned residential amenity.		
Policy 4.1.2.4d	Non-residential activities shall serve the local residential area be of a size that reflects this and otherwise maintains the character of the site and neighbourhood.		
Policy 4.1.2.4e	Visitor facilities such as accommodation and conference facilities should be located primarily in the Visitor Facilities Precinct.		

Policy 4.1.2.7a	Adverse effects of adjoining development on identified significant natural areas shall be managed through limiting earthworks and controlling vegetation maintenance to reduce the impact on their ecological values.		
Policy 4.1.2.8a	Non-residential activities shall only be established within any identified historic heritage area when the activity maintains the heritage values of the area through built form and scale.		

Opportunities for economic growth and employment

Allowing non-residential activities such as dairies and home occupation within the residential zones will provide limited opportunities for employment and economic growth.

Risk of acting or not acting

The risks of acting:

- Reducing the development impact of higher density development of the natural environment and historic heritage.
    - Reduce the development rights of properties adjacent to SNA's and Historic Heritage Areas
    - Reduce the ability for the establishment of non-residential activities in historic heritage areas

The risks of not acting:

- Potential adverse effects on the natural environment and loss of historic heritage.
- Establishment of non-residential activities would have a negative impact on the expected residential character of the area.

It is considered that the risks of not acting outweigh the risks of acting

Effectiveness and Efficiency

The management of development adjoining significant natural areas and historic heritage would effectively manage the ongoing retention of these areas. The above objectives will manage the ability to enable non-residential activities, while ensuring the expected character of the residential areas is retained.

These relate to retaining residential activities as the main activity in the residential zone and managing the interface between residential and non-residential activities.

Appropriateness in relation to relevant existing objectives:

The proposed provisions above are considered to be appropriate with regard to the existing residential objectives that seek to manage non-residential activities within the residential zones.

Summary of reasons for decision on the provisions:

The suite of provisions proposed will assist in managing non-residential activities within the residential zone by ensuring these activities are compatible with the expected residential character.

<table>
<tr><th colspan="3">Analysis:</th></tr>
<tr><td colspan="3">Objective 4.1.2.6
Residential developments are designed and developed to create an attractive and safe urban environment, providing a level of amenity:
a. On site for residents;
b. On adjoining sites; and
c. For the transport corridor and public open spaces.</td></tr>
<tr><th colspan="3">Options to achieve the objective</th></tr>
<tr><td colspan="3">1. Adopt the existing development provisions of the Medium Density Residential Standards only.
2. Adopt the existing development provisions of the Medium Density Residential Standards only while amending the existing provisions or include additional provisions that provide more direction on the creation of a high amenity urban environment.
Option 2 is recommended as this will achieve an attractive and safe urban environment while achieving the requirements of the NPS-UD. The full analysis of the option chosen follows below.</td></tr>
<tr><th colspan="2">The specific provisions which are most appropriate to achieve the objective:</th><th>Benefits:</th><th>Costs:</th></tr>
<tr><td>Policy 4.1.2.6a</td><td>Ensure that all development has a public ‘front’, where neighbours and visitors will access and primarily experience the development from, and a private ‘back’, where public access is restricted and by invitation only. Require development to compatibly configure its fronts and backs with those of adjacent development so as to positively contribute to the amenity of well-defined public and publicly accessible spaces, and private spaces.</td><td rowspan="3">The addition of requiring providing sufficient outlook from buildings recognises the importance of providing a depth of view in higher density environments and the advantages of locating living areas within dwellings to face either the street or outdoor living areas. This provides a higher level of internal amenity compared to living areas that face adjacent properties,when side yards are reduced as part of enabling higher density.
Providing direction on development that is adjacent to open space will ensure that the built form responds to these areas in a way that increases their safety and amenity, providing social benefits.
Providing a strong direction on amenity will result in an attractive, safe environment. This will provide social benefits.</td><td rowspan="3">Including additional design requirements may result in higher costs for the development community, which are likely to be passed on to the eventual purchaser.</td></tr>
<tr><td>Policy 4.1.2.6b</td><td>Require buildings and structures adjacent to the boundary of public and publicly accessible areas (including transport corridors) to incorporate CPTED principles.</td></tr>
<tr><td>Policy 4.1.2.6c</td><td>Building and development design achieves quality on-site amenity by providing:
1. Buildings located close to the front boundary and/or the boundary adjoining the space that the public will gain access from and which the development will front.
2. Visually obvious front doors and habitable room windows facing the public front.
3. Private, useable outdoor living areas that are located to the rear of the site where it is</td></tr>
</table>

	practicable to do so 4. Access to sunlight and daylight throughout the year. 5. Adequate service areas to accommodate typical residential living requirements. 6. Public access and, where offered, parking and manoeuvring areas on-site to contribute positively to on-site amenity and meet the needs, safety and convenience of residents. 7. Energy-efficient and sustainable design technologies where compatible with the scale and form of residential development. 8. Sufficient outlook to create a sense of visual and acoustic privacy. 9. Avoidance of the visual dominance of site and building frontages by garages or parking areas. 10. Limit the number of vehicle crossings to prioritise pedestrian and cyclist safety, and amenity on public roads or publicly accessible spaces used to give access to development. 11. Use of private rear/service lanes, separate to the space forming the public front, associated with narrow-frontage dwellings so as to achieve (9) and (10). 12. High quality landscaping to add visual amenity.		
Policy 4.1.2.6 j	Ensure any development is well designed and minimises building bulk and visual dominance effects on adjoining sites, including minimising opportunities for overlooking adjoining properties.		
Policy 4.1.1.6d	Ensure each residential unit is provided with adequate storage space and service areas to accommodate typical residential living requirements.		
Policy 4.1.1.6e	Ensure development is designed to avoid unreasonable adverse noise effects occurring between residential units or from non-residential activities.		

Policy 4.1.1.6f	Vegetation and trees should be retained wherever possible.		
Policy 4.1.1.6g	Encourage the siting of buildings to take advantage of aspect, topography and site conditions.		
Policy 4.1.1.6h	Require the provision of landscaping to mitigate potential adverse effects of activities and to contribute to the overall amenity of residential areas.		
Policy 4.1.1.6i	Ensure vehicle crossings are minimised on road frontages where narrow dwellings are proposed and where shared paths and separated cycle ways are located.		
Opportunities for economic growth and employment			
N/A			
Risk of acting or not acting			
Providing more direction with regard to on-site amenity will ensure a pleasant living environment. Clear direction on how amenity is established in the zone will ensure that this is delivered by development, achieving the relative objective. Relying on existing provisions isn't considered clear enough and there is a risk that development does not meet the expectations that have been set. It is considered that the risks of not acting outweigh the risks of acting.			
Effectiveness and Efficiency			
By including the MDRS in the appropriate residential zones, it provides a clear direction on the level of amenity and design sought by council. Including more directive policy, regarding the provision of amenity for residents and the public realm, is effective as it provides a clear policy direction for developers and designers. By providing a clear direction on the level of amenity expected by council, it provides certainty and therefore results in a more efficient resource consent process. The policies proposed provide clear direction for the creation of on-site amenity. The removal of reference to parking and manoeuvring reflects the move away from minimum parking standards. There is a shift away from parking and manoeuvring being focused on the convenience of the resident and being more focused on the wider amenity of the area. The management of the built form to provide amenity for the wider context is clearly articulated, which establishes an effective framework for the management of residential development. While the MDRS do not require the provisions for service areas, there is a need from an infrastructure perspective to ensure that waste collection is catered for and does not impact on the onsite amenity of a dwelling.			
Appropriateness in relation to relevant existing objectives:			
The proposed provisions addressed above are considered to be appropriate in relation to the existing residential objectives that relate to amenity and have been incorporated into the residential area. These relate to the provision of good onsite amenity, neighbourhood amenity, and maintaining residential amenity.			
Summary of reasons for decision on the provisions:			
This suite of provisions will establish a high amenity environment and provide for a high level of onsite amenity as set out in the HSAA.			

Analysis:

Objective 4.4.2.1

The High Density Residential Zone and development within it:

a. Provides for high density living that contributes to housing choice in areas with good accessibility to the Central City via public transport and active modes

b. Provides for a range of housing typologies that are consistent with an intended high density urban character of 5 to 6 storeys.

Objective 4.4.2.2

Development within the High Density Residential Zone incorporates best practice urban design principles that contribute to an attractive, liveable and functional high density environment.

Options to achieve the objective

1. Adopt the existing development provisions of the Residential Intensification Zone only.
2. Amend the existing provisions of the Residential Intensification Zone and include additional provisions that provide more direction on the creation of a high amenity, high density urban environment.
3. Establish a new rules framework that specifically manages high density developments within the city and provides direction on the creation of a high amenity, high density urban environment.

Option 3 is recommended as this will:

- Provide a clear direction on the acceptable typologies or heights within the High-Density Residential Zone
- Articulate the definition of a high amenity high density urban environment.
- Highlight the intent of allowing for more than one typology within the High-Density Residential Zone

The full analysis of the option chosen follows below.

The specific provisions which are most appropriate to achieve the objective:		**Benefits:**	**Costs:**
Policy 4.4.2.1a	Enable a variety of housing typologies, including multi-storey apartment buildings.	By enabling high density developments, this provides for additional housing choices for residents, which results in economic and social benefits. Providing for a high density urban environment will contribute to a well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future. The increased density will represent a significant change in current amenity, but will provide amenity for future generations Directing high densities, and setting expectations around high density, ensures that land is used efficiently and that areas suitable for high density are not developed to a lower density, thereby undermining the intent of the High Density Residential Zone. Developments that apply best practice urban design principles will contribute to a high amenity urban environment that has social benefits for residents.	Directing high densities in an area reduces development flexibility and may delay development within an area until such time that the appropriate densities are economically feasible. There is likely to be a higher cost associated with developing high densities within the development framework due to urban design and amenity requirements. This includes building costs and consenting costs. Buildings and other activities will be required to obtain resource consent due to their potential effect on the surrounding environment. This adds additional cost, complexity and time to those developments. While high densities are becoming more common in Hamilton, there may be a perceived social cost or perceived negative amenity effects associated with these typologies.

		Harnessing opportunities to improve off-read pedestrian and cycling connections will improve liveability in the Zone, resulting in social benefit. Adequate storage space requirements will enable residents to provide for their wellbeing and will have social benefits. Concentration of high densities into specific areas provides social and economic benefits in that it increases the feasibility of public transportation by increasing the number of potential users within a walkable distance from bus services. There is an environmental benefit to reducing the reliance on private vehicles, as this may result in a reduction in greenhouse gas emissions over time.	
Policy 4.4.2.1b	Require the height, bulk, density and appearance of development to contribute to a high density urban character of at least 6 storeys.		
Policy 4.4.2.2a	Enable developments that contribute to a well-designed high density environment, including through the use of height, design and scale, visually interesting roof profiles, recesses and projections, fenestration and façade treatments.		
Policy 4.4.2.2b	Require developments adjoining existing pedestrian and cycling thoroughfares (such as walkways) to connect to and interface with these in a manner that is useable, practical and safe.		
Policy 4.4.2.2c	Require developments to provide for functional and useable on-site amenities, including accessible storage space, that meet household requirements.		
Opportunities for economic growth and employment			
N/A			
Risk of acting or not acting			
Not acting would result in Hamilton City Council not complying with the objectives and policies National Policy Statement on Urban Development, which carries a political, social and reputational risk. In addition, not acting would mean not providing a strong direction on where high density developments are able to be accommodated within the City, resulting in the inefficient use of land. This would fail the requirements of the NPS-UD with respect to intensification and the creation of a well-functioning urban environment. The risk of acting is the establishment of a strong policy framework that may reduce development flexibility and change the timing of development. It is considered that the risk of not acting outweighs the risk of acting.			
Effectiveness and Efficiency			

The policies clearly articulate acceptable typologies and the type of residential environment that is sought in the High Density Residential Zone. This provides a signal to the community and is considered effective in directing high density development into areas where there is good accessibility to active and public transport. While a strong policy framework may limit development opportunities in the short term, in some cases, the policies are considered to provide the highest net benefit in the long term by ensuring that Hamilton city is a well-functioning urban environment. Overall, the policies represent a balance between enabling brownfield development to occur in an effective and efficient manner, while balancing the aspirations of Council and Central Government to provide for a high amenity urban environment.
Appropriateness in relation to relevant existing objectives:
The proposed provisions are not considered to be in conflict with the outcomes sought by these objectives.
Summary of reasons for decision on the provisions:
This framework achieves the objective of providing for a wide range of housing supply and increasing the overall housing supply in the City. It also achieves the requirements of the NPS-UD and the Housing Amendment Bill.

Table 3: Analysis of rules for the Residential Zones

The specific provisions which are most appropriate to achieve Objectives 4.1.2.1 – 4.4.2.2		**Benefits:**	**Costs:**
New definitions – Terrace Dwelling **Apartment**	**Terrace Housing** (Within the Residential Zones): In relation to the Residential Zones, means a single residential building: • That contains three or more residential units; and • Where the residential units are aligned horizontally side by side; and • Where each residential unit has its own entrance on the ground floor. **Apartment Building** (Within the Residential Zones): In relation to the Residential Zones, means a residential building that contains two or more residential units where units are aligned vertically one on top of the other.	The introduction of a terraced house definition provides a more efficient consenting approach to the delivery of medium/higher housing, providing economic benefits. The typology is recognised as being able to provide a high amenity housing option that is an efficient use of land, this provides social and environmental benefits. The introduction of an apartment definition to manage vertically arranged units means that it will be easier to provide a range of typologies. This provides economic and social benefits by providing for a range of housing types and density and enables the plan to direct these to the most desirable locations.	The introduction of an additional definition may add to the complexity of the plan, resulting in economic costs.

<table>
<tr>
<td>Density</td>
<td>
<u>General Residential Zone</u>
<table>
<tr><th>Activity</th><th>Net site area (minimum unless otherwise stated)</th></tr>
<tr><td>Residential centres and Rest homes</td><td>75m^2 per resident</td></tr>
<tr><td>Managed Care Facilities</td><td>100m^3 per resident</td></tr>
</table>
<u>Medium Density Residential Zone</u>
<table>
<tr><td>Residential Centre</td><td>75m^2 per resident</td></tr>
<tr><td>Rest home</td><td>50m^2 per resident</td></tr>
<tr><td>Managed care facilities</td><td>100m^2 per resident</td></tr>
</table>
<u>High Density Residential Zone</u>
<table>
<tr><td>Terrace housing unit</td><td>100m2 maximum per residential unit</td></tr>
<tr><td>Apartments</td><td>-</td></tr>
<tr><td>Residential centres, rest homes, managed care facilities</td><td>50m² per resident</td></tr>
</table>
</td>
<td>Having no minimum density for residential units provides flexibility that encourages a range of dwelling sizes and typologies to be provided, which provides economic and social benefit and contributes to the creation of a well-functioning urban environment.

Specifying a maximum density in the High Density Residential Zone in respect of terraces ensures that land set aside for high density development is used for this purpose, so as to achieve the intent of the High Density Residential Zone. In addition, specifying a maximum density in respect of terraces provides certainty for the development community as to the expectations of the Zone.

Not setting a minimum or maximum density for apartment units in the High Density Residential Zone provides development flexibility.

Note: Density provisions should be read in conjunction with standards in Chapter 25 Three Waters</td>
<td>There are economic and social costs associated with the uncertainty of the density that is to be developed in the area.

There are economic costs associated with encouraging only higher density within the High Density Residential Zone, as this limits redevelopment opportunities for some sites, and may delay development within an area until such time as high densities become economically feasible.

Specifying a maximum density for terrace dwellings may limit redevelopment opportunities for some sites.

There may be a social cost associated with a perceived loss of amenity as areas intensify.</td>
</tr>
<tr>
<td>Building Coverage</td>
<td>
<u>General Residential Zone</u>
<table>
<tr><th>Activity</th><th>Maximum building coverage</th></tr>
<tr><td>All residential units (except for terrace housing units and</td><td>50%</td></tr>
</table>
</td>
<td>There are economic benefits with allowing higher site coverage to establish within the city, providing more building flexibility and development opportunities on site.

Specifying a new site coverage maximum in the High Density Residential Zone recognises the purpose of the Zone as providing for high density residential development</td>
<td>There are minimal economic costs associated with this provision.

There may be a social cost associated with a perceived loss of amenity as areas intensify.</td>
</tr>
</table>

apartment units where onsite parking is provided and accessed by a rear lane)		
Maximum building coverage for any terrace housing units and apartments where onsite parking is provided and accessed by a rear lane	60%	
All other activities	40%	

Medium Density Residential Zone

All residential units (except for terrace housing units and apartment units where onsite parking is provided and accessed by a rear lane)	50%
Maximum building coverage for any terrace housing units and apartments where onsite parking is provided and accessed by a rear lane	60%

<table>
<tr>
<td></td>
<td><u>High Density Residential Zone</u>
<table><tr><td>All activities</td><td>60%</td></tr></table></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permeable surface and Landscaping</td>
<td><u>General Residential Zone</u>
<table>
<tr><th>Activity</th><th>Standard</th></tr>
<tr><td>Permeable surface</td><td>Minimum 30% of a site</td></tr>
<tr><td colspan="2">A residential unit at ground floor level must have a landscaped area of a minimum of 20% of a development site with grass or plants and can include the canopy of a tree regardless of the ground treatment below them.</td></tr>
<tr><td colspan="2">On front, corner sites and through sites, landscaping planted in grass, shrubs and trees required forward of the front building line.</td></tr>
<tr><td>Single residential units and duplex residential units and apartment buildings
Terrace housing with a residential unit frontage width 7.5m or greater
Terrace housing with a residential unit frontage width of less than 7.5m</td><td>Minimum 50%
Minimum 40%
Minimum 30%</td></tr>
<tr><td colspan="2">On Urban Trees - Each development shall provide a tree within, clear of any required access and manoeuvring, at the rate set out below:</td></tr>
<tr><td>Detached residential unit
Duplex residential unit
Terrace housing unit</td><td>Two per residential unit.
Two per residential unit
One per residential unit.</td></tr>
</table></td>
<td>The management of permeable surfaces will provide environmental benefits in relation to the management of stormwater on site, as well as provide a level of on-site amenity.

Requiring minimum permeable surfaces to be provided is consistent with the approach taken in the Three Waters chapter to manage permeable surfaces for stormwater purposes. This will help achieve the requirements as set out in Te Ture Whaimana.

Requiring developments to be provided with landscaping including a tree/or trees will help address the requirements as set out in Te Ture Whaimana as well as addressing the effects of climate change. The requirements for landscaping and trees will help reduce the urban heat island effect created by potential loss of mature trees and increase in hard surfacing because of intensification. The landscaping will also provide for a level of on-site and off-site amenity that contributes to the creation of a well-functioning urban environment.

Allowing for the retention of an existing mature tree provides an additional option that may reduce development cost.

Note: Permeable surface provisions should be read in conjunction with standards in Chapter 25 Three Waters</td>
<td>There are costs associated with front yard landscaping and the provision of a specimen tree, however, these are minimal in the overall cost of development.

The requirement to provide additional permeable surface above that set out in the Housing Supply Amendment Bill will result in the loss of developable area.</td>
</tr>
</table>

Apartment buildings All other activities	Minimum of one tree per site with an additional tree for every 200m² of site area. Minimum of one tree per site with an additional tree for every 200m² of site area.
Specimen trees shall be planted as per above at a planted size of at least 80L.	

Medium Density Residential Zone

Same as General Residential Zone Rule, except:

Sites within the Rotokauri North Residential Precinct: Permeability forward of the building line of the residential unit (including porch) planted in grass, shrubs and trees:	
Sites 350m^2 or larger	Minimum 50%
Sites less than 350m^2	Minimum 40% of a site
On Urban Trees - Each development shall provide a tree, clear of any required access and manoeuvring, at the rate set out below:	
Apartment Buildings	Minimum of one tree per site with an additional tree for every 150m² of site area.

High Density Residential Zone

Same as General Residential Zone Rule, except:

Permeable surface	Minimum 20% of a site
On Urban Trees - Each development shall provide a tree, clear of any required access and manoeuvring, at the rate set out below:	
Terraces and/or apartments	Minimum of one tree per site with an additional tree for every 150m² of site area.

<table>
<tr>
<td></td>
<td>
<table>
<tr><td>Other activities</td><td>Minimum of one tree per site with an additional tree for every 200m² of site area.</td></tr>
</table>
</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building Height</td>
<td>
<u>General Residential Zone</u>
<table>
<tr><th>Activity</th><th>Building Height</th><th>Maximum Storeys</th></tr>
<tr><td>General residential zone</td><td>11m</td><td>3</td></tr>
<tr><td colspan="3">Buildings must not exceed a building height, except that 50% of a building’s roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1 metre, where the entire roof slopes 15° or more.</td></tr>
</table>
<u>Medium Density Residential Zone</u>
<table>
<tr><td>Medium Density Residential Zone (Except within the Rotokauri North Residential Precinct)</td><td>15m</td><td>5</td></tr>
</table>
</td>
<td>Increased height will provide the economic opportunity for more efficient land use, which may provide more affordable options for housing, providing social and economic benefits.

The proposed building heights meet the requirements of the NPS-UD and the Housing Supply Amendment Bill.</td>
<td>Enabling building heights of up to 3 storeys in the General Residential Zone, up to 5 storeys in the Medium Density Residential Zone and up to 6 storeys in the High Density Residential Zone will enable the establishment of a higher density character than is typical in Hamilton’s residential areas at present. There may be a social cost associated with a perceived change in amenity for some residents.</td>
</tr>
</table>

	Within the Rotokauri North Residential Precinct	11m	-	
	Within the 'Residential Medium Density Overlay' of the Rotokauri North Structure Plan	15m	-	
	Buildings must not exceed a building height, except that 50% of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1 metre, where the entire roof slopes 15° or more.			
	High Density Residential Zone			
		21m	-	
	Buildings must not exceed a building height, except that 50% of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1 metre, where the entire roof slopes 15° or more.			
Height in Relation to Boundary	**General Residential Zone** Buildings must not project beyond a 60° recession plane measured from a point 4 metres vertically above ground level along all boundaries. Where the boundary forms part of a legal right of way, entrance strip, access site, or pedestrian access way, the height in relation to boundary applies from the farthest boundary of that legal right of way, entrance strip, access site, or pedestrian access way This standard does not apply to: • A boundary with a road • Existing or proposed internal boundaries within a site • Site boundaries where there is an existing common wall between 2 buildings on adjacent	The introduction of a HIRB will manage the effects of daylight and shadowing on adjacent sites, ensuring a high level of amenity will create positive social and environmental effects. Proposed standard meets the requirement under the Housing Amendment Bill. Not requiring compliance with a HIRTB standard for development in the High Density Residential Zone will have economic benefits by increasing developable area on site and increasing development options for high density. Introducing a HIRTB standard for sites in the High Density Residential Zone which adjoin other Zones provides for an effective transition between Zones.	The use of HIRB limits the development of a site, which will have an associated economic cost. There is no cost associated with not having a HIRB standard for the High Density Residential Zone. There may be an economic cost associated with amending building design if the site adjoins another Zone.

	sites or where a common wall is proposed. **<u>Medium Density Residential Zone</u>** Same as General Residential Zone, except: For three or more attached residential units on a site that adjoins another site in the Medium Density Zone or High Density Zone or the following Zones, any Central City Zone, Business Zones, any Open Space Zones: • Within the first 20 meters of the site measured from the transport corridor boundary 4.3.4.5 a. will not apply along the side boundaries. • Within the first 20 meters of the site measured from the transport corridor boundary the following shall apply: ○ All parts of a building less than 11m in height (or up to 3 storeys) shall be set back from the side yard boundary a minimum of 1 meter as required by Rule 4.3.4.6 b. ○ All parts of a building greater than 11m in height (or greater than 3 storeys) shall be set back from the side boundary a minimum of 4 meters. • Site that adjoins any other zone then 4.3.4.5 a. will apply.		

	Within the Rotokauri North Residential Precinct for sites containing four or more residential units: No part of any building shall protrude through a height control plane rising at an angle of either: • 45 degrees (for east or west boundaries), • 55 degrees (for north boundaries); or • 35 degrees (for southern boundaries). • This angle is measured from 2.5m above ground level at the relevant boundaries. Except that no height control plane shall apply: • Where a boundary adjoins a rear lane. • Where there is existing or proposed internal boundaries within a site. • Where there is an existing or proposed common wall between two buildings on adjacent sites. • The height control plane applies only along any side boundary that is within 8m of the rear boundary, and any rear boundary. **<u>High Density Residential Zone</u>** Where the subject site adjoins any other Zone Any building must not project beyond a 60° recession plane measured from a point 4 metres vertically above ground level along the boundaries adjoining any other zone. Where the boundary forms part of a legal right of way, entrance strip, access site, or pedestrian access way, the height in relation to boundary applies from the farthest boundary of that legal right of way, entrance strip, access site, or pedestrian access way. This standard does not apply to: • A boundary with a transport corridor: • A boundary with public Open Space Zones • A boundary with any Business zones • Site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed.		

<table>
<tr>
<td>Building Setbacks</td>
<td>
<u>General Residential Zone</u>
<table>
<tr><th>Building setback from</th><th>Minimum distance</th></tr>
<tr><td>Transport corridor boundary</td><td>1.5m</td></tr>
<tr><td>Where a garage is provided and the garage door or carport facing towards a transport corridor shall be set back from the transport corridor boundary</td><td>5m</td></tr>
<tr><td>Side yards</td><td>1m</td></tr>
<tr><td>One side yard per site where:
Legal provision is made for access and maintenance; and
Neighbours consent is obtained; and
The opposite side yard is a minimum of 2m. OR,
It is a common/party wall;</td><td>0m</td></tr>
<tr><td>Rear Yard</td><td>1m</td></tr>
<tr><td>Rear yard where it adjoins a rear lane</td><td>0m</td></tr>
<tr><td colspan="2">Side and rear yard setbacks may be reduced where:
The written consent of the owners adjoining the relevant setback or setbacks is obtained; or
It is proposed to site a building within the 1m setback and:
The building is less than 10m2 in area; and
The building is less than 2m in height; and</td></tr>
</table>
</td>
<td>Amending setbacks to provide more development flexibility will provide a social and economic benefit by providing for a range of typologies and potential site layouts that contribute to housing choice.

Providing for a level of setback from neighbouring sites ensures that a level of amenity and privacy is retained that is consistent with what can reasonably be expected in residential zones.</td>
<td>There are minimal economic costs associated with the setback rules.

There may be a social cost associated with a perceived reduction in amenity from lesser setback requirements.</td>
</tr>
</table>

- The building will not be connected to electricity supply; and
- There is no discharge of stormwater onto neighbouring land from the building; and
- No more than one building is established on a site in accordance with this rule; except where notional boundaries are shown for an approved subdivision, one accessory building can exist for each notional lot.

Internal vehicle access serving up to three residential units on a site (excluding access to an ancillary residential unit).	No part of a building (including eaves) shall extend over or encroach into an internal vehicle access.
Internal vehicle access serving more than three residential units on a site	Setback of Residential Units = 1m
Waikato Riverbank and Gully Hazard Area	6m (applies to buildings and swimming pools)
Waikato Expressway (Designation E90 or E90a) (except within the Rototuna North East Residential Precinct)	40m measured from the actual carriageway edge of the Waikato Expressway

Medium Density Residential Zone

Same as General Residential Zone, except:

No requirement where a garage is provided and the garage door or carport facing towards a transport corridor shall be set back from the transport corridor boundary for a setback of 5m.

Transport Corridor Boundary: A single storey unenclosed verandah/patio/porch space attached to a residential unit	1m

High Density Residential Zone

<table>
<tr>
<td></td>
<td>
Same as General Residential Zone, except:

No requirement where a garage is provided and the garage door or carport facing towards a transport corridor shall be set back from the transport corridor boundary for a setback of 5m.
<table>
<tr><td>Transport corridor boundary</td><td>1m</td></tr>
</table>
No provision for reducing side yard requirements
</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fences and Walls</td>
<td>
<u>General Residential Zone</u>
<table>
<tr><th>Rule</th><th>Maximum Height</th></tr>
<tr><td>Front and side boundary fences or walls located forward of the front building line of the residential unit.</td><td>Maximum height 1.2m or 1.5m provided 50% of that part over 1.2m is visually permeable</td></tr>
<tr><td>Boundary fences or walls adjoining Open Space Zone.</td><td>1.5m with 50% permitted at 1.8m provided 50% of that part over 1.5m is visually permeable</td></tr>
<tr><td>All other boundary fences or walls.</td><td>Maximum height 1.8m</td></tr>
<tr><td colspan="2">Where a retaining wall and front fence are proposed, the maximum height of the combined structure measured from the bottom to top, shall be no more than 1.5m before the following shall apply:
Between 1.5m – 2.5m: A horizontal step at least 1m in depth shall be integrated into the structures no more than 1.2m above the level of the street boundary.
Between 2-51m and 3.5m: Two horizontal steps, each at least 1m in depth, shall be integrated into the structures no more than 1.2m above the</td></tr>
</table>
</td>
<td>
The provisions, in combination with the landscaping requirements, will create a high amenity streetscape providing social and economic benefits.

By managing the height of fences along street interface, it creates a higher amenity public environment and introduced CPTED principles to improved safety of adjoining public space. This creates social and environmental benefits.

The management of retaining walls will reduce the visual bulk of these structures which will contribute to a pleasant urban environment. This will have social benefits.
</td>
<td>
There is a social cost associated with a perceived change in privacy for occupants/neighbours from the fencing rule. However, provision is made for private space and higher fencing to the side and rear of a proposed development that will offset any potential cost.

There is no substantial economic cost associated with setting fence height maximums.

Requiring retaining wall structures to be stepped may have an economic cost.
</td>
</tr>
</table>

	ground level at the base of each 'step'. • More than 3.5m: Discretionary activity This rule shall not apply to any fence and/or wall which: • Following construction will be located at or below the natural ground level of the land that existed prior to construction commencing; or • Is internal to a proposed development and does not result in any fence or wall which has a height of 1.8m or more in relation to natural ground level of any adjoining external property boundary not in common ownership. **Medium Density Residential Zone** Same as General Residential Zone. **High Density Residential Zone** Same as General Residential Zone, except: Transport corridor boundary and side boundary fences or walls located forward of the front building line of the building. — Maximum height 0m		

<table>
<tr>
<td>Public Interface</td>
<td>
<u>General Residential Zone</u>
<table>
<tr><th>Public interface for 1-3 units</th></tr>
<tr><td>Where a residential unit is facing the street, it must have:
A minimum 20% of the street-facing façade at ground level in glazing. This can be in the form of clear-glazed windows or doors.</td></tr>
<tr><th>Public interface for 4+ units</th></tr>
<tr><td>Where a residential unit is facing the street, it must have:
A minimum 20% of the street-facing façade at ground level in glazing. This can be in the form of clear-glazed windows or doors.
At least one habitable room of the residential unit shall have a clear-glazed window facing the transport corridor, from which vision toward the transport corridor is not blocked by any accessory building.
For corner and through sites, this shall be required only on the frontage from which pedestrian access is provided (front door).</td></tr>
<tr><td>All residential developments comprising 4 or more residential units must have pedestrian access from a transport corridor to the front door of each residential unit, or to the single front door and lobby of an apartment building. This pedestrian access must:
Be step-free and separate from and clear of any obstructions, carriageway, vehicle parking space (including any parked vehicle overhang or nose-in space), cycle parking space, service area, loading space, or vehicle manoeuvring area, except:
As provided for in d ii, or
Where the pedestrian access must cross a carriageway.
Have lighting to meet the requirements set out in Chapter 25.6.</td></tr>
</table>
</td>
<td>The management of public interface will contribute to the creation of a well-functioning urban environment, which has social benefits.

Requiring glazing on street facades will provide for passive surveillance opportunities.</td>
<td>There are design costs associated with the management of the interface.</td>
</tr>
</table>

	A pedestrian access serving between 4 and 15 residential units must be at least 1.5m wide, except: • Where the pedestrian access is adjacent to any building wall or fence, it must be at least: ○ 1.8m wide, or ○ 1.65m wide with a 0.75m wide landscape strip provided on one side of the path between it and either the building wall or the fence, or • Where the residential development comprises only 4 or 5 residential units, the pedestrian access may be shared in a carriageway that serves those 4 or 5 residential units only, is at least 3.5m wide, and within a legal width of at least 4m. A pedestrian access serving more than 15 residential units must be at least 1.8m wide, except where the pedestrian access is adjacent to any building wall or fence, a 0.75m wide landscape strip must be provided on one side of the path between it and either the building wall or the fence. **Medium Density Residential Zone** Same as General Residential Zone, except: **For four or more residential units on a site within the Rotokauri North Residential Precinct the following will also apply.** In the Rotokauri North Residential Precinct the principal living rooms or the dining room of a residential unit must have the principal glazing associated with that room facing either the transport corridor frontage, or the rear yard (or rear lane if applicable). **High Density Residential Zone** Same as General Residential Zone, except glazing standards also apply to 1-3 units.		

<table>
<tr>
<td>Outlook Space</td>
<td>
<u>General Residential Zone</u>
<table>
<tr><td>An outlook space must be provided from all habitable room windows.</td></tr>
<tr><td>A principal living room of a dwelling must have an outlook space with a minimum dimension of 4m depth and 4m width.</td></tr>
<tr><td>All other habitable rooms must have an outlook space of 1m in depth and 1m in width.</td></tr>
<tr><td>The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies.</td></tr>
<tr><td>The depth of the outlook space is measured at right angles to and horizontal from the window to which it applies.</td></tr>
<tr><td>Outlook spaces may be over driveways and footpaths within the site or over a public street or other public open space.</td></tr>
<tr><td>Outlook spaces required from different rooms within the same building may overlap, and may also overlap where they are on the same wall plane in the case of a multi-storey building.</td></tr>
<tr><td>Outlook spaces may be under or over a balcony.</td></tr>
<tr><td>Outlook spaces must:
Be clear and unobstructed by buildings; and
Not extend over an outlook space or outdoor living space required by another dwelling.</td></tr>
<tr><td>To clarify an outlook space can be:
Above or below another outlook space (in a vertical configuration);
Under buildings, such as balconies; and
Over driveways or footpaths within the site, as long as it is not obstructed by structures such as fences.</td></tr>
</table>
<u>Medium Density Residential Zone</u>
</td>
<td>Managing the living space outlook will provide a level of on-site amenity which will have social and environmental benefits for residents and will contribute to the creation of a well-functioning urban environment.</td>
<td>There may be some economic costs associated with the management of outlook space, specifically design and construction costs.

There are no social costs associated with the management of outlook space.</td>
</tr>
</table>

	Same as General Residential Zone. **<u>High Density Residential Zone</u>** Same as General Residential Zone except: A principal living room of a dwelling must have an outlook space with a minimum dimension of 3m depth and 3m width.		

Outdoor Living Area	**<u>General Residential Zone</u>**
	
	A residential unit at ground floor level must have an outdoor living space that is at least 20m^2. This may comprise a combination of ground floor, balcony, patio or roof terrace space that:
	• Where located at ground level, has no dimension less than 3m.
	• Where provided in the form of a balcony, patio or roof terrace, is at least 8m^2 and has a minimum dimension of 1.8m; and
	• Is accessible from the residential unit, and may be:
	  ○ grouped cumulatively by area in 1 communally accessible location; or
	  ○ located directly adjacent to the unit;
	  ○ For four or more residential units it is readily accessible from the principal living room; and; and
	• Is free of buildings, parking spaces, and servicing and manoeuvring areas.
	
	A residential unit above ground floor level must have an outdoor living space in the form of a balcony, patio or roof terrace that:
	• Is at least 8m^2 and has a minimum dimension of 1.8 metres.
	• Is accessible from the residential unit, and may be
	  ○ Grouped cumulatively by area in 1 communally accessible location; or
	  ○ Located directly adjacent to the unit.
	
	<u>Medium Density Residential Zone</u>
	
	The same as General Residential Zone, except:
	
	Per residential unit in the Rotokauri North Precinct:
	
	The outdoor living area may comprise two distinct areas where an unenclosed verandah/porch of minimum 8m^2 and with a minimum dimension of 1.8m is provided at the front of the residential unit on the ground floor, and a minimum 12m^2 living area with a minimum dimension of 3m is
		Requiring an outdoor living area to be provided will ensure a level of on-site amenity for residents.
		
		The reduction in outdoor living area requirements from current standards in the District Plan will provide more development flexibility, creating economic benefit.
		
		Smaller areas of outdoor living are required in the High Density Residential Zone recognizing the need for smaller areas to enable higher density and provide development flexibility.
			There is no economic cost associated with reducing outdoor living area requirements.
			
			There may be a social cost in the reduction of outdoor living area requirement associated with residents' expectation around outdoor amenity.

	provided to the rear of the residential unit. **<u>High Density Residential Zone</u>** The same as General Residential Zone, except the size of the outdoor living area (whether ground floor or upper floor) shall be at least 8m^2.		

<table>
<tr>
<td>Waste Management and Service Areas</td>
<td><u>General Residential Zone</u>
<table>
<tr><th>Description</th><th></th><th>Minimum per residential unit</th></tr>
<tr><td>Residential unit</td><td colspan="2">All residential units
5m² per residential unit.
Minimum dimension 1.5m
For 4 or more residential units the following also apply:
No waste storage or collection point shall occur within the front yard setback
Spaces can be provided for each individual unit or cumulatively on a communal basis.
A Waste Container Management Plan shall be prepared for the site.</td></tr>
<tr><td>Community centres and visitor accommodation</td><td colspan="2">10m^2
minimum dimension 1.5m
A Waste Container Management Plan shall be prepared for the site.</td></tr>
<tr><td>Dairies (may be indoor or outdoor)</td><td colspan="2">10m^2
minimum dimension 1.5m
Readily accessible to service vehicles
Indoor service area separately partitioned
Outdoor service area; all-weather dust-free surface
A Waste Container Management Plan shall be prepared for the site</td></tr>
</table></td>
<td>The provision of service areas will provide social benefits relating to onsite amenity. It will also allow for safe and efficient collection of rubbish and recycling.

The provisions provide flexibility in how these are managed on site, providing economic benefit to developers in terms of design and site layout.</td>
<td>There may be a small loss of developable area for some developments, but overall, there are minimal costs associated with the provision of services areas.</td>
</tr>
</table>

	All service areas	• Clothes drying areas shall have direct access from each residential unit. • Service areas shall be screened so they are not visible from a legal road, ground floor of adjoining residential sites, open space zones and public walkways by vegetation or fencing in accordance with Section 25.5. • Rubbish and recycling areas required for each residential unit shall be located where bins can be moved for roadside collection without requirement for them to be moved through the residential unit (excluding garages) • Service areas may be located within garages where it is demonstrated that there is sufficient room to accommodate the minimum area without impeding parking. • For any apartment development the storage area for rubbish, recycling, and food scraps must be at ground level or in a basement. • The maximum walking distance from any entrance to each residential unit within an apartment building to the storage area for rubbish, recycling and food scraps should not exceed 30 metres (lift travel distance excluded).			
	Rules - Specific Standards - Require the preparation of a				

	Waste Management and Minimisation Plan for Manage Care Facilities and Rest Homes. **<u>Medium Density Residential Zone</u>** Same as General Residential Zone. **<u>High Density Residential Zone</u>** Same as General Residential Zone.		

<table>
<tr>
<td>Storage Areas</td>
<td>
<u>General Residential Zone</u>
<table>
<tr><th>For apartment developments containing four or more residential units</th></tr>
<tr><td>
Each residential unit shall be provided with a storage area located at or below ground-floor level, readily accessible to that residential unit, secure and weatherproof

The storage areas for each residential unit shall meet the following volume requirements
<table>
<tr><th>Unit Type</th><th>Minimum storage area volume</th></tr>
<tr><td>Studio Unit</td><td>3m^3</td></tr>
<tr><td>One bedroom unit</td><td>4m^3</td></tr>
<tr><td>Two bedroom unit</td><td>5m^3</td></tr>
<tr><td>Three or more bedroom unit</td><td>6m^3</td></tr>
</table>
The minimum dimensions for width and depth shall be 1.2m and the minimum height shall be 1.8m
</td></tr>
</table>
<u>Medium Density Residential Zone</u>
Same as General Residential Zone.
<u>High Density Residential Zone</u>
Same as General Residential Zone except rule applies to any number of units
</td>
<td>The management of storage for apartments that is accessible and secure contributes to a liveable, high density environment for residents.

There may be design costs associated with the provision of storage, particularly at basement or ground level. There may be a reduction in developable area which has an economic cost.</td>
<td>There may be design costs associated with the provision of storage, particularly at basement or ground level. There may be a reduction in developable area which has an economic cost.</td>
</tr>
</table>

Accessory Buildings, Vehicle Access and Vehicle Parking	**<u>General Residential Zone</u>** For four or more residential units on a site Any accessory building, either attached or detached, must be setback at least 1m from the front building line of the residential unit. Where the residential unit has a frontage width facing a street or a publicly accessible on-site access way (for pedestrians) equal to or greater than 12m: two single-width or one double-width garage or car port spaces, and one driveway / parking pad up to 6m wide, maximum. Where the residential unit has a frontage width facing a street or a publicly accessible on-site access way (for pedestrians) greater than 7.5m but less than 12m: one single-width garage or car port space, and one driveway / parking pad up to 3.5m wide. Where the residential unit has a frontage width facing a street or a publicly accessible on-site access way (for pedestrians) equal to or less than 7.5m: no garage or car port spaces within the dwelling's frontage is permitted and any vehicle access and garaging is to be provided by a rear lane. For any duplex and/or terrace housing development containing no more than 6 residential units where the individual residential units have a frontage width equal to or less than 7.5m then one external parking pad may be provided in the front yard up to 3.5m wide and no less than 5.5m deep for each residential unit where the following are met: • It must be an unenclosed parking pad and shall not be enclosed into a carport or garage at any time, • Access to the parking pads shall be restricted to local roads or publicly accessible on-site access ways of no less than 7m in width, • The development must comply with the requirements for permeable surface standards and the boundary fencing and wall standards, and • Each residential unit must have at least one	The management of parking and accessory buildings, including garages, will provide a higher amenity streetscape and improve the safety of people walking and on bikes by reducing potential conflict points. When paired with separated cycleways this assists in creating a more walkable and cyclable environment. This will have environmental and social benefits.	There are design and construction costs associated with the management of parking and requiring the provision of rear lane access in some circumstances.

	habitable room with clear glazed window facing the local road. Where an on-site vehicle parking area includes more than 4 parking spaces, • the parking area shall be landscaped at the rate of 1 tree per 5 parking spaces, planted within or immediately adjacent to the parking spaces. **Medium Density Residential Zone** Same as General Residential Zone. **High Density Residential Zone** Same as General Residential Zone, except rule applies to any number of units.		

Built Form	**<u>General Residential Zone & Medium Density Residential Zone</u>** For any terrace housing or apartment development containing four or more residential units, no wall which is parallel to or up to an angle of 30o to any external boundary except the road frontage shall exceed 15m in length without there being a step in (or out) plan of at least 1.8m depth and 4m in length. **<u>High Density Residential Zone</u>** For any terrace housing or apartment development containing four or more residential units, no wall which is parallel to or up to an angle of 30o to any external boundary except the road frontage shall exceed 15m in length without there being a step in (or out) plan of at least 1.8m depth and 4m in length. All parts of a building less than 11m in height (or up to 3 storeys) shall be setback from the side and rear boundary a minimum of 1 meter as required by Rule 4.4.5.6 b & c; All parts of a building greater than 11m in height (or greater than 3 storeys) shall be setback from the side and rear boundary a minimum of 4 meters.	The requirement for terrace housing and apartment developments containing four or more residential units to be stepped and require any development over 3 storeys to be stepped in will help ensure that higher density areas are designed to have a 'human scale' when viewed from neighbouring sites and the public realm. This would include amenity benefits associated with a good quality built environment. The rules would help ensure a good level of on-site amenity in terms of privacy for residents that is consistent with what can reasonably be expected in the residential zones. The rules would help to: • Achieve the objectives and policies for the zone • Manage the effects of development on adjoining sites, including visual amenity, privacy and access to daylight and sunlight; and • Reduce the overall visual dominance of buildings at upper levels.	The requirement for developments to consider built form will result in increased development costs, including design and construction costs.
Universal Access	**<u>General Residential Zone</u>** 10 or more residential units At least 10% of residential units on a site shall be designed to provide convenient wheelchair access including: • Access from a street to an entry door (which may be a front, back or side door) using gradients no greater than 1:20 and has a level (stepless) transition from inside to outside. • Doorways that are at least 810mm (door leaf 860mm) wide to fit a wheelchair At least one bedroom and accessible bathroom be located at ground level and on the same level as the kitchen and	The requirement for developments of more than 9 residential unit to provide housing choice for residents with accessibility requirements.	The provision of universal access units will result in increased development costs, including design and construction.

	living room. *<u>Note:</u> Where the assessment of a number of accessible residential units results in a fractional number, any fraction under one-half shall be disregarded and fractions of one-half or greater shall be considered as one residential unit.* **<u>Medium Density Residential Zone</u>** Same as General Residential Zone. **<u>High Density Residential Zone</u>** Same as General Residential Zone, except at least one bedroom and accessible bathroom be located on the same level as the kitchen and living room (does not need to be on the ground floor).		
Specific Standards – Childcare facility	**<u>General Residential Zone & Medium Density Residential Zone</u>** Same as District Plan provisions, **<u>High Density Residential Zone</u>** Same as District Plan provisions, except for the following addition: The activity shall be located on the ground floor of a building	Requiring childcare facilities to be provided on the ground floor of a building ensures that effects of non-residential activities can be managed in a multi-residential unit development in the High Density Residential Zone. This provides social benefits.	Potential economic cost associated with the limiting commercial opportunities on the upper level of buildings.
Specific Standards - Dairy	**<u>General Residential Zone</u>** Same as District Plan provisions, except for the following addition: Located on a corner or through site **<u>Medium Density Residential Zone & High Density Residential Zone</u>** Same as District Plan provisions, except for the following addition: The activity shall be located on the ground floor of a building	Requirement for Dairies to be located on a corner or through site access to the activity can be managed. Requiring dairies be provided on the ground floor of a building ensures that the effects of non-residential activities can be managed in a multi-residential unit development in the High Density Residential Zone. This provides social benefits.	Potential economic cost associated with the limiting commercial opportunities on no corner sites or through sites and on the upper level of buildings.

Specific Standards – Home-based Business	**<u>General Residential Zone, Medium Density Residential Zone & High Density Residential Zone</u>** Same as District Plan provisions, except for the following addition: Not exceed 10m^2 or 30% of the total gross floor area of buildings on the site, whichever is greatest.	Providing a maximum m2 in addition to percentage provides greater flexibility for residents in a medium and high density living environment, while still ensuring that residential activity remains the dominant activity on site.	No cost associated with providing an additional means of compliance
Specific Standards – **Pruning and maintenance of a tree where the trunk is located within a Significant Natural Area and the canopy overhangs the boundary of a SNA**	**<u>General Residential Zone</u>** • Maximum amount of foliage to be removed per tree per calendar year is 15% • Maximum thickness (cross-section) of any branch or root that may be cut is 50mm. **<u>Medium Density Residential Zone</u>** Same as General Residential Zone **<u>High Density Residential Zone</u>** Same as General Residential Zone	The management of pruning/maintenance of trees in SNAs that overhang onto private property has social and environment benefits in that it ensures the on-going protection and enjoyment of Significant Natural Areas.	There are additional resource consenting costs that will apply if standards are not met.
Zoning	Rezone Special Character Zone to Residential Zone: • **Special Residential Zone** to General Residential, Medium Density Residential Zone and High Density Residential Zone • **Special Heritage Zone** to General Residential Zone • **Temple View Zone** to General Residential Zone and Community Facilities in association with the Historic Heritage Area. • **Rototuna North East Character Zone** to General Residential Zone	The rezoning of these character areas will unlock potential development opportunities and increased densities that are not permitted under the current character provisions. Additional densities in areas not within the Historic Heritage Overlay will be possible, thereby contributing to housing supply and choice for residents. Area to be zoned General Residential but are within a Historic Heritage Area; development will be managed to ensure the ongoing protection of the city's historic heritage. *(Note: These provisions are detailed in the table below for all new Qualifying Matters. These provisions will be sitting under Chapter 19 – Historic Heritage).* Within the Temple View Character Area the area identified as an Historic Heritage Area is to be rezoned Community Facilities as this area contains a number of community facilities, such as LDS Temple and Chapel as well as church Library and meeting halls. A number of these facilities are identified as heritage items. The remaining areas are to be zoned general residential as this is consistent with the current development in these areas.	The loss of identified character areas will have a social and cultural impact. The change in the existing built form and topography, by removing current special character controls, will result in the loss of established amenity. There may be a social cost associated with a perceived change in amenity levels over time. The Historic Heritage Area overlay will remove the potential to provide higher density development within these areas rezoned to General Residential.

Zoning	Rezoning of General Residential Zone to Medium Density Residential Zone in close proximity to the following centres: • Chartwell • Thomas Road Suburban Centre • Nawton Suburban Centre • Glenview Suburban Centre Rezoning the existing Residentials Intensification Zones to Medium Density Residential Zone and increase the extent of these areas around the following centres: • Five Cross Roads • Dinsdale • Hospital • University • Hamilton East	The rezoning of these areas will allow for higher density development which is currently not permitted under the current District Plan provisions and will increase housing supply and choice. Rezoning will achieve the requirements of the HSAA. Support the economic functions of local centre and the social benefit a public transport network brings by establishing higher population densities within a walkable catchment of these locations. *Note: For further information refer to Appendix 3.6 - Analysis of Hamilton's Commercial Centre Zones in response to the NPS-UD Policy 3d*	The change in zoning will impact on the existing lower density residential character in some of these areas. There may be a social cost associated with a perceived change in amenity levels over time. Some higher density typologies anticipated in these areas may not be economically viable at present. Has the potential, if not properly managed, to impact on the Waikato River which will have social, economic, cultural and environmental costs.
Zoning	Rezoning of Residential Intensification and General Residential Zones to High Density Residential Zone within walkable catchment of the Central City Zone.	The rezoning of these areas will allow for higher density residential development not enabled under current District Plan provisions and will increase housing supply and choice. Concentration of population and density in proximity to services, jobs and recreational facilities will assist in providing for a well-functioning urban environment. Mode shift and carbon emission reduction will be supported by allowing more people to live closer to where they work, study and play. The rezoning will achieve the requirements of the HSAA.	There may be a social cost associated with a perceived change in amenity levels over time, as areas intensify The rezoning does not readily allow for low density development. Some higher density typologies anticipated in these areas may not be economically viable at present, therefore there may be a delay in the redevelopment of an area, resulting in economic loss. Has the potential, if not properly managed, to impact on the Waikato River which will have social, economic, cultural and environmental costs.
Zoning	Rezone Industrial land along Quentin Drive from Industrial to General Residential and amend the Industrial Amenity Protection Area.	Will allow for additional residential capacity and recognise the development capacity established through the approved Special Housing Area. This will increase housing supply and choice, which has social benefits.	Will result in the loss of industrial land and potential employment.
Zoning	Rezone the Medium Density Residential Zone surrounding the Hare Puke Drive/ Borman Road neighbourhood Centre to General Residential Zone	Rezoning the area to General Residential Zone will better align the area with the current level of development that has occurred in the area. The current development comprises of detached single story dwelling units, a primary school and a low density retirement village comprising single storey detached and duplex dwellings. The neighbourhood centre has not been identified as a location for increased density	Will result in the loss of potential development rights for landowners, which has economic implications. Reduce the potential to provide higher densities in the future.

		under the analysis of Hamilton's commercial centre zones in response to the NPS-UD Policy 3d.	
Features Maps	The deletion of the following areas from the Features Map: The Special Residential Zone: • Claudelands West • Hamilton East • The Dwelling Control Area The Special Heritage Zone: • Frankton Railway Village • Hayes Paddock • Hamilton East Villas The Special Natural Zone comprises: • Lake Waiwhakareke Landscape Character Area • Rotokauri Ridgeline Area Temple View Zone: • Temple View Heritage Area • Temple View Character Area The removal of the Visitor Accommodation Area and replace it with the Visitor Accommodation Precinct.	The rezoning of these character areas to allow for general residential development will unlock potential development opportunities not permitted under the current character provision (with respect to the Ridgeline Character Area and Landscape Character Area). This will increase housing supply and choice in the city, which has economic benefits. Renaming the Visitor Accommodation Area to Visitor Accommodation Precinct enables efficient administration of the Plan. Will achieve the requirements of the HSAA.	The loss of identified character areas will have a social and cultural impact. The change in the existing built form and topography, by removing current character area controls, will result in the loss of established amenity. There may be a social cost associated with the perceived loss of amenity as areas develop more densely.
Features	The introduction of the following Residential Precincts: • Te Awa Lakes Residential Precinct • Rotokauri North Residential Precinct • Rototuna Town Centre Precinct • Rototuna North Residential Precinct • Ruakura Residential Precinct. • Peacocke Residential Precinct	Recognise the areas where specific rules apply to development of four or more dwellings, or rules have been established by way of a comprehensive consent process, Structure Plan or Plan Change Process The identification of these precincts will enable the efficient management of the plan.	The establishment of these precinct will introduce additional objective, policies and rules that may impact site layout and development.
Assessment Criteria	Introduction of new assessment criteria for Te Ture Whaimana.	Provided clear guidance to assess applications against Te Ture Whaimana.	No cost associated with providing an additional means of compliance
Structure Plan Maps	Amendment to the Rototuna and Rotokauri Structure plans to reflect changes to the medium density zoning and the removal of Special Natural Zone and the Rototuna North East Character Zone	Will achieve the requirements of the HSAA. Efficient administration of the District Plan.	No cost associated with providing an additional means of compliance

CDP and LDP Requirements within the Medium Density Zone. **Structure Plan Texts and Information Requirements**	Amendment of the Structure Plan maps and structure plan text as a result of the removal of the Land Development Areas (LDP) and Comprehensive Development Plans (CDPs). Remove provisions that require development within the Medium Density Residential Zone to develop CDPs or LDP prior to development occurring. Amend the information requirements as a result of the Land Development Areas and CDPs	The use of CDP's and LDP's has been established as being Ultra Varies. The removal of the CDP and LDP requirements will achieve the requirements of the HSAA. The use of CDP's and LDP require a consent for all development which is not consistent with the act. Efficient administration of the District Plan.	No cost associated with providing an additional means of compliance
Information Requirements – 1.2.2.24 Waste Management and Minimisation Plan	The requirement sets out the information required in the preparation of a Waste Management and Minimisation Plan when developing four or more residential units on a site, this includes dairies, Community centres, visitor accommodation, rest homes and managed care facilities. The purpose of the Waste Container Management Plan is to ensure development over a certain size demonstrates how the collection and storage of waste will be managed. The preparation of a Waste Container Management Plan will ensure a development over four units is consistent with the Waste Management and Minimisation bylaw.	The requirement for a Waste Container Management Plan will ensure social benefits relating to onsite amenity. It will also allow for safe and efficient collection of rubbish and recycling. Efficient administration of the District Plan by clearly setting out what is required in a Waste Management and Minimisation Plan	Additional cost to prepare a Waste Container Management Plan.
Information Requirements – 1.2.1 All Applications	h. Assessment of environmental effects iii. The AEE should identify how any adverse environmental effects are to be avoided, remedied, or mitigated, and shall also ensure that the following matters are addressed. • For four or more residential units require an urban design assessment against Chapter 25.15 (Urban Design) • For four or more residential units require an assessment of and appropriate responses to Crime Prevention Through Environmental Design (CPTED) principles.	The requirement for an urban design assessment will ensure developments follows best practice when it comes to design and layout thus providing adequate levels of both on-site and off-site amenity. The CPTED assessment is required to reduce threats to personal safety and security and to promote the delivery or development of environments where people feel safe. Efficient administration of the plan by clearly setting out the requirement for development to be assessed against existing objective and policies within Chapter 25.15 (Urban Design).	Additional cost to prepare Urban Design and CPTED assessments against Chapter 25.15.
Opportunities for economic growth and employment			
Allowing for an increase in density around key commercial centres (including the Central City) will support the commercial activities within these centres by increasing population. Providing for a larger range of housing typologies and reduce the cost of housing.			
Risk of acting or not acting			
There may be some community discontent associated with acting, as parts of the community may associate increased densities with a lower level of amenity.			

If infrastructure is not planned for in conjunction with the proposed zoning and provision changes, there is a risk of not meeting the requirements of the Te Ture Whaimana to protect and restore the River.

The risk of not acting includes not complying with the legal requirements as set out in the NPS-UD, which will have political and economic implications.

The new provisions support a reduction in greenhouse gas emissions over time, and therefore the risk of not acting includes not addressing the impacts of climate change on the city.

It is considered that the risks of not acting outweigh the risks of acting.

Effectiveness and Efficiency

The amendment to the density standards in Chapter 4 enables development flexibility and the efficient use of land, enabling an effective and efficient way to deliver a range of typologies and dwelling sizes. It is efficient in that it relies on development standards to ensure on-site amenity for residents.

The rezoning of the areas around identified suburban centres to Medium Density Zone achieves the requirement of Policy 3(d) which requires intensification within and adjacent to commercial centre zones. A 400m walking catchment is recommended as a boundary to define intensification around most suburban centre zones. This boundary was refined based on logical edges such as transport corridors.

The High Density Residential Zone has been established to align with a walkable catchment of 800m from the edge of the central city. This boundary was refined based on logical edges such as transport corridors. Under NPS-UD policy 3c(ii) building heights of at least 6 storeys must be enabled in this catchment. Rezoning of this area is therefore an effective tool to enable additional height.

The rezoning of some existing character areas, identified in the District Plan, to General Residential Zone is in response to the requirements of the NPS-UD, as these areas do not meet the criteria for being Qualifying Matters. General Residential Zoning will enable additional housing supply in these areas and will ensure an efficient use of residential land.

The establishment of a number of residential precincts will assist with the efficient and effective administration of the Plan by identifying clearly where specific rules apply. The majority of these precincts are associated with existing Structure Plan areas where rules have been developed through the development of the Structure Plan and aim to achieved specific urban form outcomes for these areas, or manage effects associated specifically with these areas.

Provisions

Maximum density requirements for terraced housing in the High Density Residential Zone ensures that land is developed efficiently to achieve high densities.

The maximum site coverage rules are an established method of managing the footprint of the built form and are clear and easy to understand. Enabling higher site coverage in the Medium and High Density Residential Zone assists in achieving the objective of these Zones in an efficient manner. It provides for more development flexibility and ensures the efficient use of residential land for residential purposes.

Permeable surface requirements ensure a level of amenity and contribute to the management of stormwater and climate change and meet the requirements of the Te Ture Whaimana. The lower permeable surface requirements for the Medium and High Density Residential Zones ensures that these zones are developed effectively and efficiently for higher densities.

Building heights are proposed that allow the development of up to three storeys within the General Residential Zone, up to five storeys in the Medium Density Residential Zone, and up to six storeys in the High Density Residential Zone. This enables a range of housing typologies to be established within residential zones that will assist in achieving the density anticipated by the NPS-US and the HSAA. It will also assist in increasing housing supply and choice.

The introduction of HIRB controls for General Residential Zone and Medium Density Residential Zone will effectively manage amenity on the street front and adjacent sites. Adopting the requirements of the HSAA in respect of HIRB is considered to be efficient.

Building setback rules are an established method of managing the location of built form. The rules are clear and easy to understand. A reduction in setback requirements in the High Density Residential Zone ensures efficient use of land in this Zone.

Fencing provisions are efficient as they reduce the complexity of the existing standards relating to fencing. They are effective as they provide for a high amenity streetscape, while enabling privacy between residents by allowing fences up to 1.8m behind the front building line.

The public interface provisions manage the street-front amenity; creating a high-quality urban environment by ensuring that the front of buildings interface and interact with the street.

Outlook space requirements effectively manages on-site amenity by ensuring daylight penetration into higher density developments, creating a sense of space and amenity. The provisions enable flexibility by enabling outlook to be provided over public areas, such as the street or areas of open space.

The outdoor living and service area standards are efficient as they provide on-site amenity for residents. The standards also provide for additional flexibility in locations where higher levels of density are anticipated, such as the High Density Residential Zone.

Accessory building and parking provisions work together to manage the effects of parking and garages when provided on the street front amenity. The management of parking ensures that streets and footpaths are

not dominated by parking which will create a high amenity streetscape and improve safety for pedestrians and cyclists. Requirements for universally accessible housing are effective in ensuring that housing supply caters for disabled and mobility-restricted persons. Storage area requirements in the High Density Residential Zone enable residents to provide for their living needs in a high density living environment. Amendments to specific provisions ensure consistency with the requirements of the NPS-UD and Housing Supply Amendment Bill and assist in the effective administration of the Plan. The control of pruning and maintenance of SNA vegetation where it overhangs into an adjoining property helps prevents damage to vegetation and habitats for indigenous fauna and flora. Allowing for a specific percentage of pruning to occur per year is considered efficient as it will allow hazardous vegetation to be removed without the requirement for resource consent. The removal of the CDP and LDP provisions will result in consequential changes, not clearly listed in Section 80DA of the HSAA, to be included in the IPI. In giving effect to Policy 3 of the NPS-UD as amended by the HSAA, together with the introduction of the MDRS standards, the architecture of the Residential Zones will need to be substantively amended. This includes the removal of the CDP and LDP provisions in the Medium Density Residential Zone.
Appropriateness in relation to relevant existing objectives:
The proposed provisions addressed above are considered to be appropriate in relation to the residential objectives that relate to amenity and the requirements of the NPS-UD and the Housing Supply Amendment Bill. These relate to the provision of good on-site as well as good public space amenity. They also allow for the efficient use of land and infrastructure and require buildings to make efficient use of water and energy resources.
Summary of reasons for decision on the provisions:
This suite of provisions will establish a planning regime that enables a wider range of housing typologies to be provided, thereby increasing housing choice and supply in the City. Provisions will also provide for a level of on-site amenity that can reasonably be expected in an urban environment. The provisions adopt the requirements of the NPS-UD and Housing Supply Amendment Bill, except where modifications are required to accommodate Qualifying Matters (refer to Appendix 2.4).

Chapter 6: Business Zone

Table 1: Assessment of proposed additional and amended objectives against the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan

Objective	Purpose of the RMA
6.2.1 The Base and Chartwell function as sub-regional centres for business activities providing a scale and diversity of retail floorspace, entertainment facilities, residential activities above ground floor and limited offices while not undermining the primacy, vitality, viability, function and amenity of the Central City.	The amendment to this objective is the most appropriate way to achieve the purpose of the RMA as: a. It enables additional housing supply in a sustainable manner as it provides for residential activities with good accessibility between housing and jobs without undermining the ability to provide for business activities in the Sub- Regional Centre. b. It will reduce the reliance on car travel.
6.2.2 A distribution of suburban centres that provide a mixed use environment with health-care services, goods, services, employment and residential activities above ground floor at a scale appropriate to suburban catchments, while not undermining the primacy, function, vitality, amenity or viability of the Central City.	The amendment to this objective is the most appropriate way to achieve the purpose of the RMA as it will ensure, that it is clear, additional housing is enabled without undermining the multi-purpose nature of suburban centres.

Table 2: Analysis of proposed provisions to achieve the existing and proposed objectives

Analysis:
Objective 6.2.1 The Base and Chartwell function as sub-regional centres for business activities providing a scale and diversity of retail floorspace, entertainment facilities, residential activities above ground floor and limited offices while not undermining the primacy, vitality, viability, function and amenity of the Central City. **Objective 6.2.2** A distribution of suburban centres that provide a mixed use environment with health-care services, goods, services, employment and residential activities above ground floor at a scale appropriate to suburban catchments, while not undermining the primacy, function, vitality, amenity or viability of the Central City. **Objective 6.2.3** A distribution of locally based centres that provide services and health-care services capable of meeting the day-to-day needs of their immediate neighbourhoods. **Objective 6.2.7** Provide for a range of community facilities, residential and business activities that may not be appropriate for, or are not able to locate in centres in the business hierarchy. **Objective 6.2.8** Enable sites adjacent to the Hamilton East Suburban Centre to be redeveloped for a range of activities that complement and support the established centre.
Options to achieve the objective
1. Amend standards for residential development to align residential zones and MDRS (Medium Density Residential Standards) (e.g interface, outlook, residential unit size, service area) 2. Amend standards on building heights to align with the MDRS and NPS-UD

3. Change activity status to enable upper floor residential dwellings in the Sub-Regional Centre

All of the above options are recommended because they will not compromise the ability to achieve the Business Zone objectives, they will ensure the District Plan is consistent and they will comply with the NPS-UD. The full analysis of the options chosen follows below.

<table>
<tr><th colspan="2">The specific provisions which are most appropriate to achieve the objective:</th><th>Benefits:</th><th>Costs:</th></tr>
<tr><td>Policy 6.2.1f</td><td>Upper floor residential development which contributes to safe streets is encouraged where each residential unit is provided with adequate storage space, usable outdoor living areas and access to daylight.</td><td rowspan="6">The increased height within the walkable catchment of the central city results in a more compact city with less reliance on cars; in turn this results in a reduction to greenhouse gas.

The amended policies will support the business activities on the ground floor by enabling residential activities within close proximity without compromising the operation of the business activities.

Increased height will provide the economic opportunity for a more efficient land use, which may provide more affordable options for housing, providing social and economic benefits.

Economic benefits from increased vibrancy and vitality of the centre from additional housing supply within the walkable catchment of the city centre.

Agglomeration and productivity benefits in terms of more people living in close proximity to employment, amenities, and services.

Compact city results in infrastructure prioritisation and capacity funding efficiencies.

The amended policies will ensure that the safety of the street is maintained.

The amended polices and provisions will provide an acceptable level of amenity to residents.

The amended provisions will provide consistency with the Residential Zone and improve usability of the Plan for the community.

The increased height within the walkable catchment of the city centre will increase the vitality and vibrancy of the city centre.

Enabling housing in the Sub-Regional Centre and increased heights in the walkable catchment of the City Centre will provide a social and cultural benefit of additional housing.</td><td rowspan="6">Small reduction to amenity through increased bulk of buildings with change to height and height in relation to boundary control.

Reduction to access to sunlight will reduce the health and welfare benefits of sunlight.

Enabling building heights of up to 6 storeys in the walkable catchment from the Central City will enable the establishment of a Higher Density character than is typical in these Business Areas. This may have some negative perceptions from a social point of view.</td></tr>
<tr><td>Policy 6.2.2h</td><td>Upper floor residential development which contributes to safe streets is encouraged where each residential unit is provided with adequate storage space, usable outdoor living areas and access to daylight.</td></tr>
<tr><td>Policy 6.2.3c</td><td>Upper floor residential development which contributes to safe streets is encouraged where each residential unit is provided with adequate storage space, usable outdoor living areas and access to daylight.</td></tr>
<tr><td>Policy 6.2.8a(i)</td><td>The built form shall have regard to the planned character and scale of the Hamilton East Suburban Centre and surrounding area.</td></tr>
<tr><td>Policy 6.2.8c</td><td>Mixed use development shall provide a range of uses that complement, and are supportive of, the Hamilton East Suburban Centre and avoid any reverse sensitivity issues.</td></tr>
<tr><td>Policy 6.2.9b</td><td>Upper floor residential development which contributes to safe streets is encouraged in the Frankton Living Overlay where each residential unit is provided with adequate storage space, usable outdoor living areas.</td></tr>
<tr><td>Rule 6.3yy Activity Status</td><td>
<table>
<tr><td>yy) Apartments</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>i. at ground floor</td><td>NC</td><td>NC</td><td>NC</td><td>NC</td><td>NC</td><td>NC</td><td>NC</td></tr>
<tr><td>ii. Apartments above ground</td><td>P</td><td>NC</td><td>P</td><td>NC</td><td>P</td><td>P</td><td>D</td></tr>
<tr><td>iii. above ground floor within the Frankton Living Overlay</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>P</td></tr>
</table>
</td></tr>
<tr><td>Rule 6.4.1

Maximum Building</td><td>a. Shall be for the exclusive use of the Residential Unit. Shall be readily accessible from a living area of a Residential Unit.

b. Shall be free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas.</td></tr>
</table>

<table>
<tr><td>Height</td><td>c. Shall be free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas.
d. Shall have a minimum area per Residential Unit of 8m2 and a minimum dimension of 1.8m width, where provided in the form of a balcony, patio or roof terrace</td><td></td><td></td></tr>
<tr><td>Rule 6.4.2
Height in Relation to Boundary</td><td>a. Where a boundary adjoins any General Residential Zone, no part of any building shall penetrate a height control plane rising at an angle of 60 degrees beginning at an elevation of 4m above the boundary.
b. Where the boundary forms part of a legal right of way, entrance strip, access site, or pedestrian access way, the height in relation to boundary applies from the farthest boundary of that legal right of way, entrance strip, access site, or pedestrian access way.</td><td></td><td></td></tr>
<tr><td>6.4.7f Storage Areas</td><td>i. Each residential unit shall be provided with a storage area located at or below ground-floor level, readily accessible to that residential unit, secure and weatherproof.
ii. The storage areas for each unit shall meet the following volume requirements:
<table><tr><th>Unit Type</th><th>Minimum storage area volume</th></tr><tr><td>Studio unit</td><td>3m^3</td></tr><tr><td>One bedroom unit</td><td>4m^3</td></tr><tr><td>Two bedroom unit</td><td>5m^3</td></tr><tr><td>Three or more bedroom unit</td><td>6m^3</td></tr></table>iii. The minimum dimensions for width and depth shall be 1.2m and the minimum height shall be 1.8m.</td><td></td><td></td></tr>
<tr><td>Rule 6.4.7g Public Interface</td><td>Any residential unit facing the street must have a minimum 20% of the street-facing façade in glazing. This can be in the form of windows or doors.</td><td></td><td></td></tr>
<tr><td>Rule 6.4.7h External Outlook Area</td><td>a. An outlook space must be provided from habitable room windows.</td><td></td><td></td></tr>
</table>

	b. A principal living room of a dwelling must have an outlook space with a minimum dimension of 4m depth and 4m width. c. All other habitable rooms must have an outlook space of 1m in depth and 1m in width. d. The depth of the outlook space is measured at right angles to and horizontal from the window to which it applies. e. The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies f. The height of the outlook space is the same as the floor height, measured from floor to ceiling, of the building face to which the standard applies. g. Outlook spaces may be over driveways and footpaths within the site or over a public street or other public open space. h. Outlook spaces required from different rooms within the same building may overlap and may also overlap when they are on the same wall plane in the case of a multi-storey building. i. Outlook spaces may be under or over a balcony. j. Outlook spaces must: 1. Be clear and unobstructed by buildings; and 2. Not extend over an outlook space or outdoor living space required by another dwelling.		

Opportunities for economic growth and employment
1. The business component of the Business Development Capacity Assessment 2021 identifies that, in aggregate, there is sufficient land and floorspace provided for all business sectors (retail, commercial and industrial) in the short, medium and long term in Hamilton. Some localised capacity shortages may occur within Hamilton, however, in many cases, businesses are mobile and can locate in other locations within Hamilton and in some instances within the wider surrounds in Waikato and Waipa Districts. 2. The changes will further enable residential activities above ground floor and not reduce the economic growth and employment opportunities in the Business Zones.
Risk of acting or not acting
There is negligible risk involved with not acting as the changes are not directly required as a result of the HSAA. The existing provisions are adequately meeting the objectives of the Plan. There are also negligible risks of acting as the changes are minor in scale and would ensure consistency across the Plan. The level of cost/benefit analysis is considered to be appropriate to the nature of the proposed changes in the Business Zone.
Effectiveness and Efficiency

The proposed provisions are an effective approach to achieving the objectives. In particular:

The Permitted Activity Status for upper floor residential activities will enable residential development near employment opportunities and areas well serviced by public transport. This is efficient in reducing the costs involved with a Resource Consent process.

The increase in the maximum height in the Business 6 Zone by 1m is small in size and will align with the maximum height required under the MDRS and is therefore considered appropriate. The amendment to the maximum height will not reduce the effectiveness of the Plan to support business centres and provide upper floor residential activities. The small increase in size will not undermine the primacy, vitality, viability and function of the Central City.

The public interface and external outlook standards will maintain amenity in the Business Zone and provide for passive surveillance which will support the safe and efficient functioning of the Business Zone. This rule will also ensure adequate access to daylight for residential units. The minimum daylight levels required within habitable rooms not facing the street is controlled by the Building Act.

The storage area required for residential units aligns with the area required for residential units in the Residential Zone.

The increase in the height in the walkable catchment of the central city and height in relation to boundary control aligns with the MDRS and Policy 3C of the NPS-UD. The intention of the increase in height is to enable upper floor apartments within close walking distance of the city centre. The existing rules around maximum area of a building to be used for office will ensure that the change will not undermine the primacy, vitality, viability and function of the Central City through out of centre large scale offices.

The height overlay has been established to align with the central city 800m walkable catchment used to determine the high-density area in the Residential Zone. Under NPS-UD policy 3c(ii) building heights of at least 6 storeys must be enabled in this catchment.

The proposed height in relation to boundary, height, storage area, outlook, interface and service area standards are efficient as they are consistent with what is proposed in the Residential Zone and will ensure a consistent approach to achieving the objectives.

Appropriateness in relation to relevant existing objectives:

The proposed provisions addressed above are considered to be appropriate in relation to the existing objectives that relate to supporting business centres, and not undermining the primacy, vitality, viability, function and amenity of the Central City.

The proposed provisions are not considered to conflict with the outcomes sought by these objectives.

Summary of reasons for decision on the provisions:

The provisions provide consistency with the MDRS which are required to be incorporated in the Residential Zone and the increase in height is required under the NPS-UD.

Chapter 7: Central City Zone

Table 1: Analysis of proposed provisions to achieve the existing and proposed objectives

Analysis:		
Objective 7.2.1 The Hamilton Central City is the heart of the Waikato region acting as a diverse, vibrant and sustainable metropolitan centre. **Objective 7.2.3** Amenity values within the Central City that encourage the growth of a sizeable, centrally located residential community. **Objective 7.2.6** Continued development and growth which enhances the commercial heart of Hamilton as an attractive and vibrant pedestrian orientated City centre that is accessible to all levels of mobility and has a strong relationship with the Waikato River. Development that enables all people and communities to provide for their social, economic, and cultural wellbeing. **Objective 7.2.7** High-density, sustainable, residential mixed-use development, supporting commercial activities and small to medium scale offices, within a high amenity environment appropriate to attract and retain a significant resident and working population. **Objective 7.2.8** Continued development of the cultural and tourism core of Hamilton, including development and activities that promote social and cultural wellbeing.		
Options to achieve the objective		
1. Amend standards for residential development to align residential zones and MDRS (Medium Density Residential Standards) (e.g interface, outlook, residential unit size, service area and height in relation to boundary) 2. Remove height controls in the Central City. Both of the above options are recommended because they will not compromise the ability to achieve the Central City Zone objectives, they will ensure the District Plan is consistent and they will comply with the NPS-UD. The full analysis of the options chosen follows below.		
The specific provisions which are most appropriate to achieve the Objective:	**Benefits:**	**Costs:**

Policy 7.2.1g	Building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification.	A more compact city results in less reliance on cars and therefore a reduction to greenhouse gas. The amended policies will support the business activities on the ground floor by enabling residential activities within close proximity without compromising the operation of the business activities. Compact city results in infrastructure supply efficiencies. Economic benefits from increased vibrancy and vitality of the city centre from additional housing supply within the walkable catchment of the city centre. Agglomeration and productivity benefits in terms of more people living in close proximity to employment, amenities, and services. Economic benefits to developers from increased development capacity. Social and cultural benefits from additional housing supply and choice The amended policies and provisions will ensure that the safety of the street is maintained. The amended polices and provisions will provide an acceptable level of amenity to residents. The amended provisions will provide consistency with the Residential Zone and improve usability of the Plan for the community. Increased vitality and vibrancy of the city centre.	Small reduction to amenity through increased bulk of buildings with change to height and height in relation to boundary control. Reduction to access to sunlight will reduce the health and welfare benefits of sunlight. Less flexibility for developers in order to meet minimum residential density requirements.
Policy 7.2.6h	Residential development which contributes to safe streets is encouraged where each residential unit is provided with adequate storage space, usable outdoor living areas and access to daylight.		
Policy 7.2.7e	Residential development which contributes to safe streets is encouraged where each residential unit is provided with adequate storage space, usable outdoor living areas and access to daylight.		
Policy 7.2.8e	Residential development which contributes to safe streets is encouraged where each residential unit is provided with adequate storage space, usable outdoor living areas and access to daylight.		
Rule 7.3ii Activity Status	Single detached dwellings – non-complying		
Rule 7.4.4 Height in Relation to Boundary	a. Where a boundary adjoins any General Residential Zone, no part of any building shall penetrate a height control plane rising at an angle of 60 degrees beginning at an elevation of 4m above the boundary. b. Where the boundary forms part of a legal right of way, entrance strip, access site, or pedestrian access way, the height in relation to boundary applies from the farthest boundary of that legal right of way, entrance strip, access site, or pedestrian access way.		

<table>
<tr>
<td>Rule 7.5.3b Density</td>
<td>Density (Minimum Number of Residential Units Required Per Site)

Minimum densities within the Central City Zone shall be in accordance with the table below (residential units/ha; based on net site area).

<table>
<tr><th>Downtown</th><th>City Living</th><th>Ferrybank</th></tr>
<tr><th>Precinct 1</th><th>Precinct 2</th><th>Precinct 3</th></tr>
<tr><td>0.01 residential units per 1m^2 of site area</td><td>0.01 residential units per 1m^2 of site area</td><td>0.005 residential units per 1m^2 of site area</td></tr>
</table>

Note: For a site in Precinct 1 which has an area of 4000m2, the minimum number of residential units required under this rule would be 40. This is calculated by multiplying the site area (4000m2) by 0.01 (Downtown column). The multipliers in the other columns would be used depending on which precinct the site under consideration is located in.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rule 7.5.3e Storage Areas</td>
<td>i. Each residential unit shall be provided with a storage area located at or below ground-floor level, readily accessible to that residential unit, secure and weatherproof

ii. The storage areas for each residential unit shall meet the following volume requirements

<table>
<tr><th>Unit Type</th><th>Minimum storage area volume</th></tr>
<tr><td>Studio unit</td><td>3m2</td></tr>
<tr><td>One bedroom unit</td><td>4m2</td></tr>
<tr><td>Two bedroom unit</td><td>5m^3</td></tr>
<tr><td>Three or more bedroom unit</td><td>6m2</td></tr>
</table>

iii. The minimum dimensions for width and depth shall be 1.2m and the minimum height shall be 1.8m.</td>
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Rule 7.5.3f Daylight Standards	Any residential unit facing the street must have a minimum 20% of the street-facing façade in glazing. This can be in the form of windows or doors.		
Rule 7.5.3g External Outlook Area	a. An outlook space must be provided from habitable room windows. b. A principal living room of a dwelling must have an outlook space with a minimum dimension of 4m depth and 4m width. c. All other habitable rooms must have an outlook space of 1m in depth and 1m in width. d. The depth of the outlook space is measured at right angles to and horizontal from the window to which it applies. e. The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies f. The height of the outlook space is the same as the floor height, measured from floor to ceiling, of the building face to which the standard applies. g. Outlook spaces may be over driveways and footpaths within the site or over a public street or other public open space. h. Outlook spaces required from different rooms within the same building may overlap and may also overlap where they are on the same wall plane in the case of a multi-storey building. i. Outlook spaces may be under or over a balcony. j. Outlook spaces must: 1. Be clear and unobstructed by buildings; and 2. Not extend over an outlook spaces or outdoor living space required by another dwelling.		
Opportunities for economic growth and employment			
The business component of the Business Development Capacity Assessment 2021 identifies that in aggregate there is sufficient land and floorspace provided for all business sectors (retail, commercial and industrial) in the short, medium and long term in Hamilton. Some localised capacity shortages may occur within Hamilton, however in many cases, businesses are mobile and can locate in other locations within Hamilton and in some instances within the wider surrounds in Waikato and Waipa Districts. Increased residential densities and agglomeration benefits for the central city will enable greater return for infrastructure investment, increased alignment for central city Policy 3 of the NPS-UD and align with existing Council strategies like the CCTP, DC remission policy, IAF initiatives' and LTP committed spend. The changes will not reduce the economic growth and employment opportunities in the Business Zones.		

Risk of acting or not acting
Other than the removal of the height controls, there is negligible risk involved with not acting as the changes are not implicitly required as a result of the HSAA. The existing provisions are adequately meeting the objectives of the Plan. To give effect to Policy 3a of the NPS-UD the height controls are to be removed from the Central City Zone. The requirement for a water impact assessment have not been altered within the Central City. Whilst the height controls are to be removed there is a risk that some intensification is not possible if there is no infrastructure capacity available. Council has applied for the Government's Infrastructure Acceleration Fund which will provide funding for additional infrastructure provision in the Central City. However, there is a risk to this funding given this has not yet been approved by the government. There are negligible risks with the other minor changes as they are consistent with the MDRS and would ensure consistency across the Plan. The level of cost/benefit analysis is considered to be appropriate to the nature of the proposed changes in the Central City Zone.
Effectiveness and Efficiency
The proposed provisions are an effective approach to achieving the objectives. In particular: The increase in the height in relation to boundary control aligns with the MDRS. This will not reduce the effectiveness of the Plan to provide a high amenity environment. The public interface and external outlook standards will maintain residential amenity in the Central City Zone and provide for passive surveillance which will create a safe and attractive City Centre. This rule will also ensure adequate access to daylight for residential units. The minimum daylight levels required within habitable rooms not facing the street is controlled by the Building Act. The storage area required for residential units aligns with the area required for residential units in the Residential Zone. The proposed height in relation to boundary, storage area, outlook, interface and service area standards are efficient as they are consistent with what is proposed in the Residential Zone and will ensure a consistent approach to achieving the objectives. The increased minimum density is efficient and effective at achieving the objectives and Policy 3 of the NPS-UD as its helps realise as much residential development capacity as possible to maximise benefits of intensification.
Appropriateness in relation to relevant existing objectives:
The proposed provisions addressed above are considered to be appropriate in relation to the existing objectives that relate to ensuring amenity values encourage the growth of a sizeable, centrally located residential community and enhancing the commercial heart of Hamilton. The proposed provisions are not considered to conflict with the outcomes sought by these objectives.
Summary of reasons for decision on the provisions:
The provisions provide consistency with the MDRS which are required to be incorporated in the Residential Zone and the removal of the height controls is required under the NPS-UD.

Chapter 13: Rototuna Town Centre Zone

Table 1: Assessment of proposed additional and amended objectives against the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan

Objective	Purpose of the RMA
Objective 13.2.6 Development of compact, well designed, and functional residential developments 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.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: • Required under the HSAA. • Enables the development of the residential areas in a way that will provide for the social, economic and environmental well-being of the community, by promoting efficient development that will accommodate future demand for residential growth in Hamilton City. • While the area's current amenity values change, future development promotes the creation of a high amenity urban environment.

Table 2: Analysis of proposed provisions to achieve the existing and proposed objectives

Analysis:
Objective 13.2.2 Develop the Town Centre in a comprehensive manner to ensure integrated approaches to land development and provision of infrastructure, the efficient use of the land resource, and the management of adverse effects. **Objective 13.2.3** Ensure development incorporates quality urban design to achieve a functional, attractive, safe and vibrant Town Centre. **Objective 13.2.4** Development of a Town Centre that is well connected and safely accessible by a range of transport modes. **Objective 13.2.5** Development shall avoid adverse effects resulting from differing activities in the Town Centre and surrounding area. **Objective 13.2.6** Development of compact, well designed, and functional residential developments 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. **Objective 13.2.7** Infrastructure is provided in a timely, integrated and efficient manner to support the establishment of land use activities. **Objective 13.2.8** Provision of open space and protection of natural features to support biodiversity, enhance amenity levels and promote community health and wellbeing.
Options to achieve the objective
1. Amend standards for residential development to align residential zones and MDRS (Medium Density Residential Standards) 2. Remove Comprehensive Development Plan provisions Both of the above options are recommended because they will not compromise the ability to achieve the Rototuna Town Centre objectives and they ensure the District Plan is consistent. The full analysis of the options chosen follows below.

The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
Policy 13.2.6a	Ensure that mixed-use residential development establish in the locations shown on the Rototuna Town Centre Concept Plan.	Removal of CDP requirements will reduce time and costs associated with lodging consents. The amended polices and provisions will provide an acceptable level of amenity to residents. The amended provisions will provide consistency with the Residential Zone and improve usability of the Plan for the community. Removal of CDP requirements will enable development without requiring the use of ultra vires development plan provisions. Removal of CDP requirements will enable development including additional housing.	Small reduction to amenity through increased bulk of buildings with change to height and height in relation to boundary control. Reduction of access to sunlight will reduce the health and welfare benefits of sunlight.
Policy 13.2.6c	Ensure that residential development delivers densities which maximises benefits of intensification within the Town Centre.		
Rule 13.4hh Activity Status	Inclusion of Terraced Houses as a Permitted Activity in the Mixed Use Residential Precinct.		
Rule 13.5.2 Height in Relation to Boundary	Where a building is on land that adjoins a Residential Zone, Community Facilities Zone or an adjoining development area no part of any building shall penetrate a height control plane rising at an angle of 60 degrees beginning at an elevation of 4m above the boundary. Where the boundary forms part of a legal right of way, entrance strip, access site, or pedestrian access way, the height in relation to boundary applies from the farthest boundary of that legal right of way, entrance strip, access site, or pedestrian access way. This standard does not apply to: a. A boundary with a road b. Existing or proposed internal boundaries within a site c. Site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed.		

	d. Where written consent from the owners and occupiers of the adjoining property and/or Development Plan area is obtained.		
Rule 13.5.5a **Outdoor Living Area**	Each Residential Unit or any residential accommodation associated with non-residential activities shall be provided with an outdoor living area which: a. Shall be for the exclusive use of the Residential Unit. Shall be readily accessible from a living area of a Residential Unit. b. Shall be free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas. c. Shall have a minimum area per Residential Unit of 12m2 and a minimum dimension of 2.5m width, where provided at ground level will have a minimum area per Residential Unit of 8m2 and a minimum dimension of 1.8m width, where provided in the form of a balcony, patio or roof terrace.		
Rule 13.5.5b **Service Area**	Each Residential Unit or any residential accommodation associated with non-residential activities shall be provided with service areas as follows. a. A minimum service area of 5m2 per dwelling with a minimum dimension of 1.5m located at ground floor level and readily accessible to that residential accommodation. b. The service area shall be maintained with an		

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all-weather, dust free surface.
c. The vehicular access associated with a service area may not be located within a primary or secondary frontage.
d. A service area shall not be able to be viewed from a public space.
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</tr>
<tr>
<td>Rule 13.5.5c Storage Area</td>
<td>
i. Each residential unit shall be provided with a storage area located at or below ground-floor level, readily accessible to that residential unit, secure and weatherproof
ii. The storage areas for each residential unit shall meet the following volume requirements
<table>
<tr><th>Unit Type</th><th>Minimum storage area volume</th></tr>
<tr><td>Studio unit</td><td>3m^3</td></tr>
<tr><td>One bedroom unit</td><td>4m^3</td></tr>
<tr><td>Two bedroom unit</td><td>5m^3</td></tr>
<tr><td>Three or more bedroom unit</td><td>6m^3</td></tr>
</table>
iii. The minimum dimensions for width and depth shall be 1.2m and the minimum height shall be 1.8m.
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<td></td>
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</tr>
<tr><td colspan="4">Opportunities for economic growth and employment</td></tr>
<tr><td colspan="4">The changes will further enable residential activities above ground floor and not reduce the economic growth and employment opportunities in the Rototuna Town Centre.</td></tr>
<tr><td colspan="4">Risk of acting or not acting</td></tr>
<tr><td colspan="4">
The removal of the CDP provisions will result in consequential changes not clearly listed in Section 80DA of the HSAA to be included in the IPI.

In giving effect to Policy 3 of the NPS-UD as amended by the HSAA, together with the introduction of the MDRS standards, the architecture of the Rototuna Town Centre Zone will need to be substantively amended. This includes amendments to the CDP provisions in all areas.

Section 80E of the HSAA states that the IPI must incorporate the MDRS and give effect to Policy 3 and 4 of the NPS-UD. Further, the section states that the IPI may also amend or include the following:
Related provisions, including objectives, policies, rules, standards, and zones, that support or are consequential on –
a. The MDRS; or
b. Policy 3, 4 and 5 of the NPS-UD as applicable.
Section 80E(2) goes on to list what are considered, “without limitation”, to be related provisions. Accordingly, section 80E contemplates a relatively wide ranging IPI albeit that this must be within the scope of the
</td></tr>
</table>

HSAA itself.

The Rototuna Town Centre Zone is a bespoke zone including a "structure plan" that shows a mix of residential, mixed use, commercial, and open space areas. The CDP concept applies across all these the areas. Implementation of MDRS within the RTCZ will require amendments to the residential standards of the residential zone component of the structure plan. The removal of the CDP provisions is consequential on implementation of the MDRS. In so far as Policy 3 of the NPS-UD is concerned, this extends beyond residential zone rules and includes amendments which ensure support for the proposed intensification as directed by the NPS-UD. The CDP provisions are linked to the provisions which will be amended to give effect to Policy 3 of the NPS-UD. The removal of the 'related' CDP provisions supports, and is consequential to, the implementation of the MDRS and Policies 3, 4 and 5 of the NPS-UD.

The risks associated with not acting are not being able to give effect to objectives due to 'Ultra Vires' Development Plan provisions.

The level of cost/benefit analysis is considered to be appropriate to the nature of the proposed changes in the Rototuna Town Centre.

Effectiveness and Efficiency

The proposed provisions are an effective approach to achieving the objectives. In particular:

The proposed outdoor living, service area, storage area and height in relation to boundary controls are efficient as they are consistent with the MDRS and what is proposed in the Residential Zone. This will ensure a consistent approach to achieving the objectives.

These controls are effective in achieving the objectives as they will assist in providing compact and functional residential dwellings.

The new activity status for terraced dwellings aligns with a new definition included within the Plan. No change is proposed to the existing intent of where residential units can establish.

The amended policy will ensure that residential development is enabled without undermining the role of the Town Centre.

The removal of the CDP provisions will bring the District Plan into alignment with Environment Court (EC) decisions[1] relating to the application of development plans. In a series of decisions, the EC has found that development plans are ultra vires the RMA for a number of reasons:

Resource consent can only be given to an activity or activities, not a plan.

The activity status of an activity cannot be determined by another resource consent. Activity status is determined by the rules in the District Plan or s77A of the RMA.

The removal of the CDP provisions is required as part of this Plan Change, as the retention of the ultra vires development plan provisions does not enable residential development to a level that is commensurate with the large number of community and commercial activities that will be located within the Rototuna Town Centre, as required under Policy 3 of the NPS-UD. This is an effective and efficient approach to giving effect to the objectives of the Plan, the NPS-UD and the RMA.

Appropriateness in relation to relevant existing objectives:

The proposed provisions addressed above are considered to be appropriate in relation to the objectives that relate to ensuring the development of the Town Centre occurs in comprehensive manner and providing for provide for their social, economic, and cultural wellbeing now and into the future

The proposed provisions are not considered to conflict with the outcomes sought by these objectives.

Summary of reasons for decision on the provisions:

The provisions provide consistency with the MDRS which are required to be incorporated in the Residential Zone under the Bill as well as remove 'ultra vires' development plan provisions.

[1] *Queenstown Airport Corporation Limited & Ors v Queenstown Lakes District Council [2014] NZEnvC93* and *Auckland [2016] NZEnvC56 and NZEnvC65.*

Chapter 19: Historic Heritage

Analysis:

Accommodate new Qualifying Matters that identified in Plan Change 9 (notified version) when implementing MDRS and Policy 3 in Chapter 19, which includes the following matters:

- Built heritages,
- Archaeological sites
- Historic heritage areas

The notified objectives under this chapter have been assessed as the most appropriate way to achieve the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan as part of Plan Change 9 (notified version); along with the policies, rules and standards which have been evaluated as the most appropriate to achieve the relevant objectives. These notified objectives, policies, rules and standards are not proposed to change due to the latest HSAA or as part of Plan Change 12.

Noting the specific assessments as required under Section 77J and Section 77P is provided in Appendix 2.4 – Qualifying Matters Assessment. For Historic Heritage Areas, in order to accommodate this new Qualifying Matter, Plan Change 12 will introduce rules in relation to density, site coverage, building setbacks, building height, height in relation to boundary and permeable surfaces for areas within the HHAs. The full analysis of these provisions follows below.

Options to achieve the objective

1. Adopt the identification of built heritage, archaeological sites and historic heritage areas in Plan Change 9 (notified version) as a Qualifying Matter. Adopting all notified rules under Plan Change 9 as a way to accommodate these Qualifying Matters, without introducing new density controls.
2. Implement Option 1 in full; as well as introducing new density controls for areas subject to the identified HHAs in order to accommodate this Qualifying Matter.

Option 2 is recommended because council will fulfill its duties under the Act and it provides a degree of certainty that matters of national importance under section 6 of the Act will be appropriately protected under the consideration of qualifying matters. The full analysis of the option chosen follows below.

<table>
<tr><th colspan="2">The specific provisions which are most appropriate to achieve the objectives:</th><th>Benefits:</th><th>Costs:</th></tr>
<tr><td colspan="4">For Historic Heritage Areas (HHAs)</td></tr>
<tr><td>Rule 19.3.2 Activity Table</td><td>Amend and insert the following provisions in Table 19.3.2 for residential developments within the identified HHAs:
The following activities should only apply to the residential zoned sites locating within an HHA
<table><tr><th>Activity</th><th>Class</th></tr><tr><td>n. Accessory building</td><td>RD</td></tr><tr><td>o. Apartments</td><td>NC</td></tr><tr><td>p. Ancillary residential unit</td><td>RD</td></tr><tr><td>q. Detached dwelling</td><td>RD</td></tr><tr><td>r. Duplex dwellings on a rear site within Hamilton East HHA</td><td>RD</td></tr></table></td><td>Gives clear expectations of what is anticipated/appropriate within the historic heritage area. Buildings and activities have a different status depending on their suitability for these historic heritage areas. Activities that may be suitable in the historic heritage areas depending on their effects are restricted discretionary, those requiring closer scrutiny of effects are discretionary and those not appropriate are non-complying. This will provide both economic and environmental benefits.
This approach will have less permitted activities due to the heritage nature of these areas meaning they are more sensitive and therefore development needs more controls. This will benefit the recognition, protection, and enhancement (where possible and appropriate) for the heritage values.</td><td>There will be some activities and buildings that will be required to obtain resource consent due to their potential effect on the existing environment with historic heritage values. This adds additional cost, complexity and time to those developments.
Limits the variety of residential form and development options, a lower residential yield outcome is likely in these areas compare to the MDRS or Policy 3 density provisions.</td></tr>
</table>

s. Duplex dwellings within Hayes Paddock HHA	D
t. Duplex dwellings on a front, corner or through site within HHAs (excluding provided in n and o above)	NC
u. Papakainga	NC
v. Residential centre	NC
w. Rest home	NC

Noting the following activities status are notified as part of Plan Change 9 (notified version) and they will be adopted as part of Plan Change 12:

Activity	**Class**
a. Alterations and additions to an existing building on a front, corner or through site within an HHA (excluding heritage buildings in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	RD
b. Alterations and additions to an existing building on a rear site within an HHA (excluding heritage buildings in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	P
c. Ancillary residential structure, excluding fences and/or walls provided in (h) and (i) below.	P
d. Demolition of existing curtilage wall	RD
e. Demolition of existing buildings on a front, corner or through site within an HHA (excluding detached accessory buildings, or heritage buildings listed in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	D
f. Demolition of existing detached accessory buildings on a front, corner or through site within an HHA (excluding heritage buildings listed in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	RD
g. Demolition of existing buildings on a rear site within an HHA (excluding heritage buildings listed in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	P

	h. Fences and/or walls located forward of the front building line of the dwelling: • Have a maximum height of 1.2m • Have a maximum height of 1.8m	P RD			
	i. Fences and/walls except provided in (h) above	P			
	j. New buildings	RD			
	k. Relocated buildings off the original site within an HHA (excluding heritage buildings listed in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	D			
	l. Relocated buildings on the original sites within an HHA (excluding heritage buildings listed in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	RD			
	m. Relocated buildings onto sites within an HHA	RD			
19.4.4 Density (minimum)	a. Single dwellings - front, corner and through site (including relocated dwellings) (per unit) = min. 600m^2 b. Single dwellings – rear site (including relocated dwellings) (per unit) = min. 400m^2 c. Duplex dwellings (per residential unit) = min. 600m^2 (300m^2 per Duplex) d. Single dwellings with an ancillary residential unit on a front, corner or through sites within an HHA (*total area for both dwelling and ancillary residential unit) = min. 700m^2 e. Single dwellings with an ancillary residential unit on a rear site within an HHA (*total area for both dwelling and ancillary residential unit) = min. 500m^2		This approach provides guidance and a level of certainties and stabilities for residential developments within the historic heritage areas, which will benefit from the recognition, protection and enhancement of these areas and the associated values. This will still provide opportunities for different densities and typologies within the historic heritage areas. The minimum lot areas are developed based on comparable average lot areas throughout the historic heritage areas.	Setting lower densities than the MDRS by the use of higher lot areas will constrain development potential and yield.	
19.4.5 Site coverage	nt, corner or through sites (maximum % unless otherwise stated) = 35% b. Rear Sites (maximum % unless otherwise stated) = 40%		The bulk and location controls will collectively and/or specifically:	Places restrictions on how buildings are to be designed and may constrain the development	

19.4.6 Permeable Surface and Planting	a. Permeability across the entire site (including area required below) = minimum 40% b. Front sites, corner sites, through sites only = minimum 80% of the front setback to be planted in grass, shrubs or trees	• Conserve the design, position, and layout of the built environment, including the streetscape, in heritage areas where the design and layout of these areas are an important element of the heritage value. • Enable a certain scale and form of development that is currently reflected in the existing environment, for example, where the predominant building form is single storied villas, the standards would retain that building form, an important characteristic of the historic heritage areas. • The site coverage controls the footprint of development to what is considered characteristic to the heritage areas, in particular, most of the historic heritage areas currently have 35% for front and corner sites or 40% site coverage for rear sites. • Requiring a minimum level of permeable surfaces and landscaping in the front yard reflects the frontage treatment of the existing environment of these heritage areas. • The maximum height controls for historic heritage areas will assist to maintain the existing built environment by aligning new developments to the original height of the building onsite or to reflect the average height of buildings on adjacent sites. This approach will contribute to the consistency in scale and form of the building and is a significant part of criteria for the heritage values. • The height in relation to boundary requires taller buildings to be located further back from the boundary. The benefits of this (coupled with the setback, separation, and privacy requirements) are that the consistent separation between buildings and the layout and form of building onsite are retained and protected. The height to boundary requirements will also contribute to adequate access to sunlight and daylight. Access to sunlight is not a consideration with regards to the transport corridor boundary, however the 45^{o} height plane ensures taller buildings are set back from the front boundary which lessens the dominance on the streetscape, which is again one of the considerations/criteria when considering and assessing the heritage values of these areas. • Building setbacks provide uniformity to a	options and design options f on particular sites. This is because these policies and associate provisions will result in less choice of design and placement of dwellings, including limiting the maximum site coverage and requiring larger building setbacks. There may be potential environmental, social and cultural effects associated with enabling developments within the historic heritage areas if the adverse effects are not correctly managed. Administrative costs for Council associated with processing applications and assessing compliance. There will be additional time and cost through requiring some developments to be assessed through a statutory process.
19.4.7 Building height	<u>Front, corner and through site</u> All buildings shall have a maximum height of: a. The original height of the building on the subject site; or b. The average of existing heights of buildings on adjacent sites, being the three sites on either side of the subject site or six sites on one side of the subject site Whichever is higher <u>Rear site</u> All buildings shall have a maximum height of: a. 8m and maximum two storeys		
19.4.8 Height in Relation to Boundary	All other directions = 3m plus 45deg recession plane b. Directions of between northwest (315 degrees) and northeast (45 degrees) = 3m plus 28deg recession plane		
19.4.9 Building Setbacks	<u>Front, corner and through sites</u> <u>Front yard</u>: All buildings shall be set back from the boundary the greater of: a. The front setback of the original building on the subject site; or b. The average of existing front setback of buildings on adjacent sites, being the three sites on either side of the subject site or six sites on one side of the subject site <u>Side and rear yards</u> a. For Hamilton East and Claudeland West HHAs – • One side boundary = min. 3m • Other side boundary and rear boundary = min. 1.5m b. For all other HHAs = min. 1.5m <u>Setbacks for garage positions</u> A garage or carport shall be set back: a. a minimum of 8m from the front boundary; or b. a minimum of 0.5m behind the front façade of the building on the site whichever creates the greater setback from the front boundary.		

<table>
<tr>
<td></td>
<td><u>Rear sites</u>
a. All yards = 1.5m</td>
<td>neighbourhood and determine the relationships and placement between structures. This is particularly important in these historic heritage areas as it will directly reflect the position, layout and design of the buildings and structures on site, which is an important contribution to the consistency and heritage values of the areas.
• The setback standard for garages will maintain the established streetscape and provide visual interest. This contributes to the consistency of the physical and visual qualities of historic heritage areas, which is one of the considerations for assessing historic heritage areas. This approach will also prevent continuous building mass that will typically be out of scale with the values of areas, for example large buildings with flat walls or tall fences can often undermine the values of these areas.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Matters of Discretion and Amendment to assessment criteria E</td>
<td>Adding Matters of Discretion for the following activities:
<table>
<tr><th>Activities</th><th>Matters of Discretion</th></tr>
<tr><td>Accessory buildings</td><td>E – Historic Values and Special Character</td></tr>
<tr><td>Ancillary residential units</td><td>E – Historic Values and Special Character</td></tr>
<tr><td>Detached dwelling</td><td>E – Historic Values and Special Character</td></tr>
<tr><td>Duplexes on a rear site within Hamilton East HHA</td><td>E – Historic Values and Special Character</td></tr>
</table>
Amend Assessment Criteria E as below (including adopting changes made as part of Plan Change 9 (notified version):
<table>
<tr><td>E</td><td>Heritage Values and special Character</td></tr>
<tr><td></td><td>General</td></tr>
<tr><td>E1</td><td>The extent to which the proposal, development, excavation, modification and disturbance, earthworks, and/or subdivision of a historic heritage site, area or place places identified in Schedules 8A or 8B or 8C or 8D of Appendix 8:</td></tr>
</table>
</td>
<td>The provisions in relation to the matters of discretions and assessment criteria will ensure Council has discretion over how developments in relation to historic heritage areas and the associated adverse effects can be avoided, minimized and mitigated.</td>
<td></td>
<td></td>
</tr>
</table>

		a.	Is consistent and compatible with the identified heritage values, including scale, design, form, character, style, bulk, height, materials and colour, and retains, protects or enhances the heritage resources and values and historic setting.			
		b.	Provides for design, layout or location of the activity, including associated building platforms, vehicle access and services on site in a manner that will avoid, remedy or mitigate adverse effects on the historic heritage resources and values, including by minimising the disturbance of the site.			
		c.	Provides for the on-going maintenance of the site to ensure that the site is preserved and that damage does not occur.			
		d.	In Schedule 8A of Appendix 8 maintains visual linkages between the building or structure and the street.			
		e.	Is compatible with the reasons for inclusion of the building, structure, ~~or~~ site or area and its significance in Schedules 8A, 8B, 8C or 8D of Appendix 8.			
		f.	Addresses cumulative effects on heritage values.			
		g.	Considers the irreversibility of an effect (e.g. the loss of unique features)			
		h.	Considers the opportunities for remediation and the costs and technical feasibility of remediation.			
		i.	Considers the resilience of the heritage feature to change (e.g. the ability of the feature to assimilate change, or the vulnerability of the feature to change).			
		j.	Adheres to the conservation principles of International Council on Monuments and Sites (ICOMOS) New Zealand Charter (2010) for the Conservation of Places of Cultural Heritage Value, where applicable.			
		k.	Includes consultation with Heritage New Zealand Pouhere Taonga.			
		l.	Incorporates planting, fencing and identification (e.g. signage)			

			sufficient to ensure site recognition while maintaining and enhancing the heritage values of the site and setting.			
		m.	Has an assessment of the site undertaken by a person qualified in archaeology, which identifies the location of the archaeological sites, and the proposal is in accordance with the recommendations of that assessment for the management of the archaeological site.			
		n.	Responds to matters raised in engagement with representatives of Mana Whenua.			
		o.	Makes provision for Mana Whenua representation on site for monitoring of earthworks or other aspects of the activity, where such representation has been sought by Mana Whenua in the engagement by the applicant and/or in the cultural impact assessment prepared for the proposal through engagement with representatives of Mana Whenua.			
		p.	Ensures that the location, layout, design and method of carrying out the proposed works / proposal avoids, remedies or mitigates adverse effects on the cultural and spiritual values of the site to Maaori and considers the role and application of maataurangamaaori and tikanga.			
		q.	Includes methods to ensure that the historical legibility of the City is enhanced, including by methods such as native species used in landscaping, signage, art works, and place and street names.			
		r.	Is consistent with the relevant objectives and policies of Chapter 19: Historic Heritage.			
	E2	The extent to which the heritage values of any buildings, sites, areas or places identified in Schedules 8A, 8B, 8C or 8D of Appendix 8 would be adversely affected by the proposal.				
	E3	The extent to which the proposal including maintenance and repair, alterations or additions or restoration to the building or structure:				
		a.	Conserves and wherever possible, enhances the authenticity and integrity of the building or structure and its setting.			

		b.	Will maintain and enhance the environmental, social, or cultural benefits of the heritage resources and heritage values for the wider community.			
		c.	Minimises the extent to which the primary façade of a scheduled building is proposed to be altered, and whether the main determinants of the style and character, and the heritage significance, of the building are maintained or restored.			
		d.	Ensures alterations or additions are consistent with the design, scale and materials of the original façade or otherwise maintains or enhances the heritage values of the façade.			
		e.	Ensures the adverse effects of the addition of an awning, on the heritage values of an identified building or structure in Schedule 8A, are avoided, remedied or mitigated.			
		f.	Is consistent with Policy 19.2.5j.			
	E4	The extent to which it is practicable to provide earthquake strengthening, fire safety upgrades, physical access and physical accessibility upgrades, building services improvements and/ or noise insulation to the required standard without compromising the heritage significance and fabric of the building, including avoiding or minimising the extent to which the changes resulting from this work is externally visible.				
	E5	The extent to which reconstruction or reinstatement of the building or structure:				
		a.	Is essential to the function, integrity, intangible value, or understanding of the building or structure.			
		b.	Is consistent with physical and documentary evidence about the original construction and does not require conjecture.			
		c.	Will ensure the heritage value of the building or structure will be preserved.			
		d.	Avoids reconstructed elements constituting the majority of a building or structure.			
		e.	Is based on respect for the existing fabric and the identification and analysis of all available evidence so that the cultural heritage value is recovered or revealed.			

	E6	The extent to which demolition or removal of an identified heritage building or structure in Scheduled 8A of Appendix 8:				
		a.	Is consistent with Policy 19.2.3a.			
		b.	Meets the Heritage New Zealand Pouhere Taonga, Investigation and Recording of Buildings and Standing Structures, Archaeological Guidelines Series No.1, November 2018, or any update to that guideline.			
		c.	Is consistent with the conservation principles of International Council on Monuments and Sites (ICOMOS) being the New Zealand Charter (2010) for the Conservation of Places of Cultural Heritage Value.			
	E7	The extent to which the relocation of an identified heritage building or structure in Schedule 8A of Appendix 8:				
		a.	Is consistent with 19.2.3b and Policy 19.2.3c			
		b.	Meets the Heritage New Zealand Pouhere Taonga, Investigation and Recording of Buildings and Standing Structures, Archaeological Guidelines Series No.1, November 2018, or any update to that guideline.			
		c.	Is consistent with the conservation principles of International Council on Monuments and Sites (ICOMOS) being the New Zealand Charter (2010) for the Conservation of Places of Cultural Heritage Value.			
	E8	The extent to which proposed signage on an identified building, site or surroundings is identified in Schedule 8A or 8B of Appendix 8:				
		a.	Is associated with permitted or consented activities on the site.			
		b.	Is consistent with and maintains or enhances the historic heritage values of the building, site, setting and surroundings.			
		c.	Acknowledges and respects the character of the façade of the building.			
		d.	Is consistent with the historically documented traditional location, style, colours and size of signs.			

		e.	Is not visually prominent and is appropriate in size and location to the heritage features, including not requiring the removal of decorative features or detailing.			
		f.	Avoids irreversible damage to the original fabric of the building or structure, including by ensuring appropriate methods of attachment.			
		g.	Avoids visual cluttering effects.			
		h.	Ensures that any illumination of signs avoids or minimises adverse effects on the historic heritage values, including by ensuring that signs are illuminated by external lighting, or any illumination is static and high-intensity signs are avoided.			
		Historic Heritage Area				
	E9	For Temple View Historic Heritage Area, the extent to which new development or earthworks (including the planting or removal of vegetation and trees) would adversely affect the landscape setting and views of the Temple from Tuhikaramea Road.				
	E10	For Temple View Historic Heritage Area, the extent to which works to a transport corridor or parking area continue the consistent use of materials and kerb edging used throughout the historic heritage area				
	E11	For Temple View Historic Heritage Area, the extent to which provision has been made for the investigation, recording or preservation of any archaeological deposits or features.				
	E12	The extent to which the proposed development, building, structure, alteration or addition is compatible with the scale, form, style, bulk, height, colour or materials of surrounding buildings or structures within the identified historic heritage areas.				
	E13	The extent to which proposed development, building, structure, alteration or addition maintains or enhance a coherent physical and visual qualities within the identified historic heritage areas through the setback of buildings from the transport corridor, visibility between the dwelling and the transport corridor and high levels of landscaping and permeable surfaces within the front building setback.				
For Archaeological Sites						

<table>
<tr><td>Activity Table</td><td>Adopting Rule 19.3.3 Activity Table for Archaeological and Cultural Sites in full under Plan Change 9 (notified version) as part of Plan Change 12.<table><tr><th>Activity</th><th>Class</th></tr><tr><td>a. Minor work on all sites in Schedule 8B or Schedule 8C</td><td>P</td></tr><tr><td>b. Any earthworks on a site in Schedule 8B subject to Rule 19.4.2b[1]</td><td>RD</td></tr><tr><td>c. Signs on a site in Schedule 8B: Group 1 (refer also to Chapter 25.10: City-wide – Signs)</td><td>RD*</td></tr><tr><td>d. Any earthworks on a site in Schedule 8C: Group 2[1]</td><td>C</td></tr><tr><td>e. Subdivision of a site containing a scheduled archaeological and cultural site identified in Volume 2 Appendix 8, Schedule 8B [2]</td><td>Refer to Chapter 23:
Subdivision</td></tr></table></td><td rowspan="2">There are environmental, economic, social and cultural benefits from requiring resource consents for amending the activity status for earthworks in Group 2 sites provides greater alignment with the policy framework (19.2.4a, renumbered 19.2.6a by PC9) and ensure the ODP satisfactory recognized the significance of the Group 2 archaeological sites.
Rule 19.4.2 (renumbered 19.4.11 by PC9) will enable engagement with Mana Whenua, and this involvement will assist in the exercise of kaitiakitanga.</td><td rowspan="2">Increased regulatory costs and time for developers as they are required to obtain resource consent. This adds additional cost, complexity and time to those developments.</td></tr>
<tr><td>19.4 Rules – Specific Standards</td><td>Adopting Rule 19.4.2 Specific Standard for Archaeological and Cultural Sites in full under Plan Change 9 (notified version) as part of Plan Change 12.
19.4.2 Archaeological and Cultural Sites
a. In the event that during earthworks on any site any archaeological feature, artifact or human remains are found, the Accidental Discovery Protocol within Volume 2, Appendix 8-2 must be complied with.
b. Applications for earthworks within a site in Schedule 8B: Group 1 Archaeological and Cultural Sites, must provide in the assessment of environmental effects for the proposal, identification of any measures to avoid, remedy or mitigate adverse effects recommended by representatives of Mana Whenua in any engagement carried out for the proposal by the applicant.</td></tr>
<tr><td colspan="4">For Built Heritage</td></tr>
<tr><td>Activity Table</td><td>Adopting Rule 19.3.1 Activity Table for Built Heritage in full under Plan Change 9 (notified version) as part of Plan Change 12.
In particular, resource consent is required for residential sites containing an identified built heritage for the following activities:
• Alterations and additions to the existing built heritage
• Demolition of the existing built heritage
• Change of use of the existing built heritage
• Relocation of the existing built heritage</td><td>Gives clear expectations of what is anticipated/appropriate for sites and areas that contain one or more built heritage items. Ensures all built heritage items are protected according to their heritage value from inappropriate intensification, in particular:
• Activities that will have less than minor effects on the heritage values of the building, structure or site are permitted. This gives certainty that defined activities can be carried out without going through a resource management process</td><td>There will be some activities and buildings that will be required to obtain resource consent due to their potential effect on the existing environment with historic heritage values. This adds additional cost, complexity and time to those developments.
Limits the variety of residential form and development options, in particular it places restrictions on how buildings are to be designed and may constrain the development options and</td></tr>
</table>

	• Construction of accessory buildings and new buildings	and will enable for re-development or intensification where suitable. • Activities that may have an effect on the heritage values are a restricted discretionary or discretionary activity classification. This allows those activities and their effects to be assessed. Activities that are certain to have significant adverse effects on the heritage item or site are non-complying e.g. demolition of a building or structure listed in Schedule 8A Built Heritage. The value of this approach is that the level of modification permitted is appropriate to the classification (and significance) of the building, structure or site. This will provide both economic and environmental benefits.	design options on the site.
19.4 Rules – Specific Standards	Adopting Rule 19.4.1 Specific Standard for Built Heritage in full under Plan Change 9 (notified version) as part of Plan Change 12. 19.4.1 Maintenance and Repairs to a Schedule 8A Built Heritage (Building or Structure) a. Maintenance and repair of building and structures in Schedule 8A shall be limited to those works that come within the definition of 'maintenance and repair of buildings and structures' in Volume 2, Appendix 1.1.		

Opportunities for economic growth and employment

All options are neutral in relation to opportunities for economic growth and employment- neither providing or reducing opportunities for economic growth or employment.

Risk of acting or not acting

The risks associated with acting are:

- Restricting development potential and reducing development flexibility due to the introduction of alternates to MDRS and/or Policy 3 standards.
- Increased development costs due to design considerations.

The risks associated with not acting are:

The features and elements in relation to the built heritage, archaeological sites and Historic Heritage Areas, which are all matters that are of national significance are destroyed or lost, due to cumulative effects resulting from inappropriate developments.

There is sufficient information regarding the important values of these new Qualifying Matters. The risks of adopting the provisions and rules in Plan Change 9 (notified version) as a way to modify MDRS and Policy 3 to ensure the protection, maintenance and where possible the enhancement of these Qualifying Matters is far outweighed by the risks of not acting.

Effectiveness and Efficiency

- These rules will be efficient and effective to achieve all proposed and existing objectives by protecting, retaining and enhancing the subject matters.
- Effective and efficient way to utilize latest information done in Plan Change 9 (notified version) and this will ensure Council can meet the legislative timeframe under the HSAA.

Appropriateness in relation to relevant objectives in Plan Change 9 (notified version):

The proposed rules and provisions above are considered to be appropriate in relation to the notified objectives under Plan Change 9 relating to the new Qualifying Matters.

Summary of reasons for decision on the provisions:
The approach ensures that matters of national importance under section 6 of the Act will be appropriately protected.

Chapter 20: Natural Environment

Analysis:

Accommodate new Qualifying Matters identified in Plan Change 9 (notified version) when implementing MDRS and Policy 3 in Chapter 20, which includes Significant Natural Areas (SNA).

The notified objectives under this chapter have been assessed as the most appropriate way to achieve the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan as part of Plan Change 9 (notified version); and the policies, rules and standards have been evaluated as the most appropriate to achieve the relevant objectives. These notified objectives, policies, rules and standards are not proposed to change due to the latest HSAA or as part of Plan Change 12.

Noting the specific assessments as required under Section 77J and Section 77P is provided in Appendix 2.4 – Qualifying Matters Assessment.

Options to achieve the objective

1. Adopt the identification of significant natural areas in Plan Change 9 (notified version) as a Qualifying Matter. Adopting all notified rules under Plan Change 9 as a way to accommodate these Qualifying Matters.
2. Re-investigate the identified SNAs across the city and propose new provisions and rules to accommodate such matters.

Option 1 is recommended because council will fulfill its duties under the Act, and it provides a degree of certainty that matters of national importance under section 6 of the Act will be appropriately protected under the consideration of qualifying matters. The full analysis of the option chosen follows below.

The specific provisions which are most appropriate to achieve the objectives:		**Benefits:**	**Costs:**
For Significant Natural Areas (SNAs)			
Activity Table	Adopting Rule 20.3 Activity Table for SNAs in full under Plan Change 9 (notified version) as part of Plan Change 12 In particular, Resource consent as a Discretionary Activity within the identified SNAs for the following activities: • Alterations to, or the replacement of, any existing building or structure that is proposed to exceed the existing envelope or footprint in a Significant Natural Area. Resource consent as a Non-Complying Activity within the identified SNAs for the placement and/or construction of any new building or structures that is not provided in the activity table.	There are environmental, economic, social and cultural benefits from requiring resource consents for a range of land use activities, in particular • Ensures the avoidance, mitigation or remediation of any adverse effects on significant natural areas. • The values and significance of each significant natural area can be safeguarded from inappropriate developments. • Still allows proposals to be assessed in terms of effect on the values or significance of that particular significant natural area. • Economic benefits of not requiring a resource consent to replace or upgrade a building or structure where there is no increase in footprint – this is a pragmatic response to an activity that is unlikely to have a further adverse impact on the ecological values for which the SNA was scheduled.	Increased regulatory costs and time for developers as they are required to obtain resource consent. This adds additional cost, complexity and time to those developments. Limits the variety of residential form and development options, a lower residential yield outcome is likely in these areas compared to the MDRS or Policy 3 density provisions.
Assessment Criteria	Adopting changes made to Assessment Criteria in relation to SNAs in full under Plan Change 9 (notified version) as part of Plan Change 12		

Opportunities for economic growth and employment

All options are neutral in relation to opportunities for economic growth and employment- neither providing or reducing opportunities for economic growth or employment.

Risk of acting or not acting
The risks associated with acting are: • Restricting development potential and reducing development flexibility due to the introduction of alternates to MDRS and/or Policy 3 standards. Increased development costs due to design considerations. The risks associated with not acting are: The features and elements in relation to the SNAs, which are all matters that are of national significance are destroyed or lost, due to cumulative effects resulting from inappropriate developments. There is sufficient information regarding the important values of these new Qualifying Matters. The risks of adopting the provisions and rules in Plan Change 9 (notified version) as a way to modify MDRS and Policy 3 to ensure the protection, maintenance and where possible the enhancement of these Qualifying Matters, are far outweighed by the risks of not acting.
Effectiveness and Efficiency
• These rules will be efficient and effective to achieve all proposed and existing objectives by protecting, retaining and enhancing the subject matters. • Effective and efficient way to utilize latest information done in Plan Change 9 (notified version) and this will ensure Council can meet the legislative timeframe under the HSAA.
Appropriateness in relation to relevant objectives in Plan Change 9 (notified version):
The proposed rules and provisions above are considered to be appropriate in relation to the notified objectives under Plan Change 9 relating to the new Qualifying Matters.
Summary of reasons for decision on the provisions:
The approach ensures that matters of national importance under section 6 of the Act will be appropriately protected.

Chapter 23: Subdivision

Table 1: Assessment of proposed additional and amended objectives against the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan

Objective	Purpose of the RMA
Objective 23.2.3 High and Medium-Density Residential Zones (excluding Rotokauri North) and Rototuna Town Centre Zone areas are developed comprehensively. **Objective 23.2.7** Subdivision in the Rotokauri North Residential Precinct is designed comprehensively to ensure a medium-density environment with a high standard of urban design quality	The amendment to this objective is the most appropriate way to achieve the purpose of the RMA as it will ensure that it clearly identifies where the objective will apply and enable the ability to administer the District Plan.

Table 2: Analysis of proposed provisions to achieve the existing and proposed objectives

Analysis:
Objective 23.2.1 To ensure that risk to people, the environment and property is not exacerbated by subdivision. **Objective 23.2.2** Subdivision contributes to the achievement of functional, attractive, sustainable, safe and well designed environments. **Objective 23.2.3** Medium-Density Residential Zone and Rototuna Town Centre Zone areas are developed comprehensively. **Objective 23.2.4** To ensure the provision of infrastructure services as part of the subdivision process. **Objective 23.2.5** Subdivision occurs in a manner that recognises historic heritage and natural environments. **Objective 23.2.6** Subdivision of an existing, or an approved, development shall have suitable instruments in place to manage individual ownership, and any shared rights and interests in common.
Options to achieve the objective
1. Rely on existing subdivision policies and provisions. 2. Amended existing subdivision policies and provisions to better align with the NPS-UD Option 2 is recommended as this will:

- Establish a framework that provides clear direction on subdivision, that will contribute to a high amenity environment while allowing for higher density development to occur.
- Provide direction on the use of larger sites to enable future higher density development.
- Rely on justification through the consenting process to enable larger sites.

The full analysis of the option chosen follows below.

The specific provisions which are most appropriate to achieve the objective:		**Benefits:**	**Costs:**
23.2.2a	Subdivision: ix. Contributes to future residential development being able to achieve densities that are consistent with the growth management policies of the Waikato Regional Policy Statement and Future Proof.	Introducing additional policies, regarding the subdivision of the Medium and High Density Residential Zones, will help achieve a high amenity urban environment. This will provide social and environmental benefits. The amendment to policy 23.2.2a will ensure subdivision enables future development to achieve the densities set out in the RPS and Future proof. This will ensure future residential development provides a variety of density and housing typologies that support associated commercial centers and public transport networks and provides a housing choice to future communities. The strong direction of requiring the connection of subdivision to existing and future development will provide the benefit of a higher level of connectivity within areas of higher density. This will improve the permeability and legibility of the area and assist in promoting active mode use. The introduction of Rule 23.7 ensures PC12 complies with the NPS-UD. The minimum vacant lot size will enable higher density development to take place with further subdivision enabled post development to accommodate duplexes terraced houses and apartments. This will encourage and enable the development of higher density housing, assisting in delivering more housing stock and housing choice to the Hamilton market, providing economic and social benefit.	There are associated design and regulatory costs that come with additional scrutiny over design. These may require more analysis to be undertaken to ensure a high-quality outcome is realized for subdivision. There may be economic costs associated with the requirement to connect to adjacent development as engagement with neighbouring stakeholders will be required to ensure a well-connected network. The requirement of a minimum lot size would limit the ability to establish single vacant lot site which may restrict the development capacity of sites. There is also a cost of requiring to undertake additional design and regulatory processes when development large vacant lots.
23.2.3a	Encourage subdivision and land use the Medium-Density Residential Zone, High Density Residential Zone or the Rototuna Town Centre Zone to occur concurrently.		

23.2.3b	Ensure the development of medium and high-density residential zone to occur in a comprehensive and integrated manner by requiring subdivision to: • Integrate and connect with existing development. • Provide opportunities for connection into adjacent sites in locations that are feasible and support the creation of a well-connected and integrated urban environment.			
The specific provisions which are most appropriate to achieve the objectives:		**Options to achieve the objectives:**	**Benefits:**	**Costs:**
Activity Status	a. Controlled Activity status for subdivision that comply with Rule 23.7 b)	1. Retain existing plan provisions 2. Develop specific provisions based on the requirement of the NPS-UD.	The proposed changes to the subdivision activity table will align the provisions with the requirements of NPS-UD. The amendment ensures consistent administration of the plan.	There will be a reduction in costs as a result of having to undertake a controlled activity rather than a Restricted Discretionary activity.
	b. Amended the activity table to introduce controls for activities within the amended Medium Density Residential Zone.	1. Retain existing plan provisions 2. Amended the current activity table by combining existing activity status for medium density development. 3. Introduce a new activity table	The proposed changes to the subdivision activity table will align the provisions with the requirements of NPS-UD. The amendment ensures consistent administration of the plan.	No costs
	c. Discretionary Activity status for subdivision of General Residential Zone within a HHA	1. Retain existing plan provisions 2. Develop specific provisions to accommodate the new Qualifying Matters in relation to Historic Heritage Areas	The proposed changes to the subdivision activity table align with the provisions accommodating the new historic heritage areas qualifying matter, one of the matters of historic heritage under s6(f) of the Act. The Discretionary Activity status will also align with, and be consistent with, the other activity status for subdivision of areas subject to other matter of national importance under s6 of Act, such as built heritage, natural hazards and significant natural areas. The amendment ensures consistent administration of the plan.	There will be increased costs associated with this approach due to the Discretionary Activity status for some General Residential Zoned sites.

Rule 23.7 b)	b. The standards of Rule 23.7.1, Rule 23.7.3 a. b and c, Rule 23.7.4 a, b, c, d and e, and Rule 23.7.5 a and b shall not apply to: 1. The unit title of existing lawfully established buildings; or 2. The fee simple subdivision of an existing residential unit, if: • Either the subdivision does not increase the degree of any non-compliance with the rules within The Residential Zones (Chapter 4) or land use consent has been granted; and • No vacant allotments are created: 3. The fee simple subdivision of any allotment with no existing residential unit, where a subdivision application is accompanied by a land use application that will be determined concurrently if the applicant for the resource consent can demonstrate that: • It is practicable to construct on every allotment within the proposed subdivision, as a permitted activity, a residential unit; and • Each residential unit complies with the rules within the Residential Chapter; and • No vacant allotments are created.	1. Retain existing plan provisions 2. Develop specific provisions based on the requirement of the NPS-UD.	The proposed changes to the subdivision suitability provisions will align the provisions with the requirements of NPS-UD. The amendments ensure consistent administration of the plan. The proposed amendments will provide economic and social benefits as it ensures allotments will be able to be used.	There are minimal costs associated with this approach.
23.7.1 a) b) d) **Minimum allotment size for vacant sites**	Require larger lots where they are to be used as a tool to provide for future high-density development. Minimum Vacant lot size a. General Residential Zone = 300m2 b. Medium Density Residential Zone = 1200m2 c. High Density Residential Zone = 1200m2 d. General Residential Zone with Historic Heritage Areas overlay (front, corner or through sites) = 600m2	1. Identify a minimum vacant site area for the residential zones. 2. Have no minimum vacant allotment size within Peacocke. 3. Use site dimensions or shape factor to manage allotment size.	The establishment of a vacant minimum allotment size is that it enables for a typical development approach of establishing allotments followed by land use within the general residential zone. The minimum allotment size is large enough to provide certainty that a stand alone dwelling that complies with the requisite standards is able to be constructed. Within the Medium density and High density Zones the minimum vacant lot size is of a size that discourages standalone dwellings but encourages	The restriction to 300m2 for vacant allotments within the General Residential Zone enables less intensive development than having a lower lot size which comparatively has some economic cost. The requirement to undertake additional design and statutory process will add additional costs to development.

	e. General Residential Zone with Historic Heritage Areas overlay (rear sites) = 400m2		the comprehensive design and development of higher densities which could include standalone dwellings within the Medium Density Residential Zone. Within the General Residential Zone subject to identified HHAs, the minimum lot areas are developed based on comparable average lot areas throughout the historic heritage areas. This will provide protection and enhancement of these areas and the associated values. This will still provide opportunities for different densities and typologies within the historic heritage areas. This provides social and economic benefits by encouraging higher densities and a wider range of housing typologies to meet the needs of the future community.	
Amendments to 23.7	Amendment to Rule 23.7 to align provisions with proposed changes in Chapter 25.14: Transportation	1. Retain existing provisions 2. Align with requirements in Chapter 24	The amendments ensure consistent administration of the plan.	The amendments ensure consistent administration of the plan
Assessment Criteria	Introduction of new assessment criteria for controlled activities.	1. Retain existing plan provisions 2. Develop specific provisions based on the requirement of the NPS-UD.	The amendment ensures consistent administration of the plan	The amendment ensures consistent administration of the plan
Opportunities for economic growth and employment				
N/A				
Risk of acting or not acting				
The reliance on existing subdivision provisions may not result in the creation of a well-designed, medium density urban environment. The proposed provisions are more directive and may create more development costs. The proposed rule requires larger lots to be used so they can be further developed to provide the intended density in a comprehensive way. It is considered that the risks of not acting outweigh the risks of acting.				
Effectiveness and Efficiency				
These provisions are effective as they provide a clear direction on the expected subdivision pattern for the General Residential, Medium Density and High-Density Residential Zones. By articulating the desired outcome for the urban development, the policies ensure that subdivision provides the framework for establishing a well-designed high amenity environment. This rule framework enables the use of larger lots to provide for future development and density. It provides clear direction on the creation of larger sites and the expected use for the creation of high-density development.				

Appropriateness in relation to relevant existing objectives:
The proposed provisions addressed above are considered to be appropriate in relation to the existing objectives of the Subdivision chapter that remain relevant. These objectives relate to ensuring risk to people, property and the environment is not exacerbated by subdivision, that subdivision contributes to the achievement of a functional, attractive, sustainable, safe and well-designed environment, the provision of infrastructure, and recognising historic heritage and natural environments.
Summary of reasons for decision on the provisions:
The proposed provisions will assist in the creation of a well-designed urban environment that is consistent with the built form and design expectations for the associated residential zones and existing structure plans. The rule framework requires the use of larger lots to be created to provide for the future development of higher density housing which will provide for development flexibility and encourages the undertaking of land use and subdivision at the same time.

Chapter 24: Financial Contributions

Table 1: Assessment of proposed additional and amended objectives against the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan

Objective	Purpose of the RMA
24.3.1 Financial contributions are required in accordance with the Financial Contributions Rules in order to: • Avoid, remedy, or mitigate adverse effects of the proposed activity or development on the environment; and • Give effect to Te Ture Whaimana, including the requirement for betterment.	The objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: a. It ensures that the costs of avoiding, remedying and mitigating the adverse effects of increased built form and densities resulting from the implementation of the NPS-UD and the HSAA are not insurmountable to Council. b. It ensures that positive effects of growth and increased built form on the environment and communities will occur. c. It ensures that the Waikato River and its tributaries, and the relationship between the river and Waikato-Tainui and the region's communities are not further impacted by further development.

Table 2: Analysis of proposed provisions to achieve the existing and proposed objectives

<table>
<tr><th colspan="4">Analysis:</th></tr>
<tr><td colspan="4">Objective 24.3.1
Financial contributions are required in accordance with the Financial Contributions Rules in order to:
a. Avoid, remedy, or mitigate adverse effects of the proposed activity or development on the environment; and
b. Give effect to Te Ture Whaimana, including the requirement for betterment.</td></tr>
<tr><th colspan="4">Options to achieve the objective</th></tr>
<tr><td colspan="4">1. Amend the purpose of the chapter by introducing new purposes – general and specific.
2. Amend the provisions by introducing new rules to ensure the method for calculating financial contributions is clear and transparent.
Both of the above options are recommended because they assist Council in ensuring that growth pays for growth and will ensure the costs of implementing the NPS-UD and HSAA will be able to be met. The full analysis of the options chosen follows below.</td></tr>
<tr><th colspan="2">The specific provisions which are most appropriate to achieve the objective:</th><th>Benefits:</th><th>Costs:</th></tr>
<tr><td>Policy 24.3.1a i)</td><td>Require financial contributions for the purposes set out in the General Purpose Statement and the Financial Contributions Rules.</td><td rowspan="2">The provisions will result in better administration of the chapter and better uptake of the provisions.
It makes economic sense, and it is Council's approach in general, that growth pays for growth which these provisions will ensure. The costs of accommodating the growth anticipated by the NPS-</td><td rowspan="2">Increased development costs to developers.</td></tr>
<tr><td>Policy 24.3.1a ii)</td><td>Determine the nature and amount of financial contributions in accordance with the methodology set</td></tr>
</table>

	out in the Financial Contributions Rules.	UD and HSAA will not be borne solely by Council and ratepayers. The costs of increased built form and densities on local network infrastructure that is not currently planned and funded will be able to be recovered. The provisions will ensure that communities will have safe experiences in a public realm that is attractive and well-maintained. Street environments and streetscapes will be able to be upgraded. The provisions will enable mitigation of the effects of urban heat as more built form is introduced. Stormwater networks will be able to be upgraded and maintained to provide resilience against the effects of climate change and increased impermeability. Ensures development does not have any further impacts on the Waikato River and its tributaries. As communities grow the provisions will ensure that the community infrastructure required to support higher urban populations will be able to be upgraded and/or put in place and maintained. Enables any further development to contribute to the enhancement of the health and wellbeing of the Waikato River and its tributaries and be consistent with Te Ture Whaimana.	
Policy 24.3.1a iii)	Financial contributions in the form of money must be paid before the proposed activity or development occurs.		
Policy 24.3.1a iv)	Financial contributions in the form of land must vest in Council prior to completion of the activity or development.		
Policy 24.3.1a v)	Financial contributions will be applied to the purpose for which they are required.		
Rule 24.4.1 **General Rules**	a. For permitted activities, financial contributions will be required upon the earlier of the grant of building consent or service connection. b. For all classes of activities other than permitted activities, financial contributions will be required as a condition of land use or subdivision consent. c. Financial contributions will be in the form of money calculated in accordance with Rule 24.4.2 or Rule 24.4.3 (whichever applies), except where Council exercises its discretion to accept a financial contribution in the form of land, or a combination of land and money, in which case the financial contribution will be calculated in accordance with Rules 24.4.4 and Rules 24.4.5 respectively. d. Financial contributions will be required for the purposes set out in the General Purpose Statement and on the basis that: 1. Financial contributions for all residential development will be calculated for the specific purposes and in accordance with the methodology in Rule 24.4.2 and (where applicable) Rule 24.4.4 and Rule 24.4.5; and 2. Financial contributions for all other developments will be calculated for the specific purposes and in accordance with the methodology in Rule 24.4.3 and (where applicable) Rule 24.4.4 and Rule 24.4.5.		
Rule 24.4.2	a. In addition to the general purposes described under the General Purpose Statement, financial contributions will be required for residential		

Residential Development	development for the following specific purposes: i. Three waters/transport infrastructure network: A. To avoid, remedy and mitigate the adverse effects of residential development through the recovery of infrastructure network costs associated with the following: • Three waters connections and network renewals; and • Transport connections and network renewals. B. These costs will include: • Where an existing supply is available, the cost of connection with the existing system; • Where an existing supply is available, but the age and state of the network makes it unsuitable to meet the additional generated demand, the cost of connection and renewal of the existing system. But shall exclude any infrastructure works otherwise funded via Council's Development Contributions Policy. ii. Residential amenity: A. To avoid, remedy, and mitigate the adverse effects of residential development density through the recovery of costs associated with maintaining and improving residential amenity. B. These costs will include: • Where public open spaces can be improved, the cost of land acquisition and development; and • Where streetscape amenity can be enhanced, the cost of that enhancement. But shall exclude any infrastructure works otherwise funded via Council's Development Contributions Policy. iii. Te Ture Whaimana: A. To give effect to Te Ture Whaimana,		

	including its requirement for restoration and protection of the Waikato River and the relationship between the Waikato River and Waikato-Tainui, and the Waikato Region's communities and all other objectives and strategies contained within Te Ture Whaimana. B. These costs will include: • Riparian enhancement; • Wetland creation/protection/restoration/enhancement; • Erosion control measures; • Ecological/biodiversity enhancement; • Public access improvements to the Waikato River, including its tributaries, associated gully systems and lakes; • Weed control measures; • Sediment reduction measures; • Waikato River/Te Ture Whaimana education; • Restoration/protection/enhancement of waahi tapu and sites of significance. But shall exclude any infrastructure works otherwise funded via Council's Development Contributions Policy. b. Financial contributions under Rule 24.4.2 will be calculated in accordance with the following methodology: i. Three waters/transport infrastructure network: A. Connections: 100% recovery of actual costs incurred by Council or estimated to be incurred at the time of connection, in relation to the connection. B. Network renewals: At a rate of $106.34 per PUD with the total financial contribution calculated in accordance with the methodology set out in Volume 2, Appendix 18.		

	ii. Residential amenity: A. At a rate of $2997.71 per PUD with the total financial contribution calculated in accordance with the methodology set out in Volume 2, Appendix 18. iii. Te Ture Whaimana: A. At a rate of $1762.851 per PUD with the total financial contribution calculated in accordance with the methodology set out in Volume 2, Appendix 18.		
Rule 24.4.3 **Non-Residential Development**	a. In addition to the general purposes required under the General Purpose Statement and Rule 24.4.2, financial contributions will be required for non-residential development for the following specific purposes: i. Three waters/transport infrastructure network: A. To avoid, remedy and mitigate the adverse effects of residential development through the recovery of infrastructure network costs associated with the following: • Three waters connections and network renewals; and • Transport connections and network renewals. B. These costs will include: • Where an existing supply is available, the cost of connection with the existing system; • Where an existing supply is available, but the age and state of the network makes it unsuitable to meet the additional generated demand, the cost of connection and renewal of the existing network. But shall exclude any infrastructure works otherwise funded via Council's Development Contributions Policy. ii. Te Ture Whaimana: A. To give effect to Te Ture Whaimana, including its requirement for restoration and protection of the Waikato River and the		

	relationship between the Waikato River and Waikato-Tainui, and the Waikato Region's communities and all other objectives and strategies contained within Te Ture Whaimana. B. These costs will include: • Riparian enhancement; • Wetland creation/protection/restoration/enhancement; • Erosion control measures; • Ecological/biodiversity enhancement; • Public access improvements to the Waikato River, including its tributaries, associated gully systems and lakes; • Weed control measures; • Sediment reduction measures; • Waikato River/Te Ture Whaimana education; • Restoration/protection/enhancement of waahi tapu and sites of significance. But shall exclude any infrastructure works otherwise funded via Council's Development Contributions Policy. b. Financial contributions under Rule 24.4.3 will be calculated in accordance with the following methodology: i. Three waters/transport infrastructure network: A. Connections: 100% recovery of actual costs incurred by Council or estimated to be incurred, in relation to the connection. B. Network renewals: At a rate of $106.34 per PUD with the total financial contribution calculated in accordance with the methodology set out in Volume 2, Appendix 18. ii. Te Ture Whaimana: A. At a rate of $1762.851 per PUD with the total		

	financial contribution calculated in accordance with the methodology set out in Volume 2, Appendix 18.		
Rule 24.4.4 Contribution of Land	a. Where a developer offers land as a financial contribution, Council has the sole discretion to accept land as a substitute for a monetary financial contribution. b. Where Council exercises its discretion to collect a financial contribution in the form of land, the vesting of this land in Council must be a condition of any subdivision consent. c. Vesting of land shall occur prior to Council issuing a 224(c) certification under the Resource Management Act 1991. d. The land value of the area of land provided shall not be less than the amount of a monetary financial contribution calculated under Rule 24.4.2 or Rule 24.4.3 (whichever applies).		
Rule 24.4.5 Contribution of Land and Money	In circumstances where Council exercises its discretion to collect a financial contribution in the form of a combination of land and money, the contribution must be assessed in terms of both Rule 24.4.2 or Rule 24.4.3 (whichever applies) and Rule 24.4.4.		
Interpretation	For the purposes of this Chapter, the following definitions apply (adopted from Hamilton City Council's Development Contributions Policy): **Bedroom** means an area of a residential unit that is not: a. The kitchen, bathroom(s), laundry and toilet(s); b. The dining room or living room (but not both) whether open plan with the kitchen or not; c. Entrance halls and passageways; d. Garage; and e. Any other room smaller than $6m^2$. **Betterment** means restoration and protection as required under Te Ture Whaimana. **Developer** means any individual, entity, or group undertaking development. **Development** means any subdivision, building (as defined in section 8 of the Building Act 2004), land use, or work		

	and includes site works, building construction and alterations. **Greenfield development** means subdivision and/or urban development of previously undeveloped rural land. **Gross Floor Area** means the sum of the area of all floors of all buildings on a site measured from the exterior faces of the exterior walls or from the centre lines of walls separating two buildings. Gross floor area shall: a. Include elevator shafts, stairwells and lobbies at each floor and mezzanine floors and balconies; b. Exclude any provided car-parking, incidental or temporary loading and servicing areas and access thereto and building service rooms containing equipment such as lift machinery, tanks, air conditioning and heating plants; c. Exclude buildings and structures defined as temporary in a relevant consent; d. Include permanent outdoor covered structures; e. For the purposes of this Chapter, include car parking provided on a commercial basis; and f. In cases where there is no constructed floor or in which existing floor area is covered for the first time by a roof or other covered structure, include the area under the roof or the covered structure. **Infrastructure** means network infrastructure, community infrastructure, or reserves. **Land value** has the same meaning as "land value" under the Ratings Valuations Act 1998**.** **Network renewals** means the repair and replacement of existing network components due to age and wear and tear, so that new and additional development can connect to the network without causing adverse effects on the network. **Non-residential development** has the same meaning **as non-residential activities.** **Residential development** has the same meaning **as residential activities.** **Te Ture Whaimana** means the vision and strategy for the Waikato River set out in Schedule 2 to the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010. In the event of any conflict with the definitions in Appendix 1.1.2, the above definitions prevail.		

New Appendix: **Financial Contributions – Calculation methodology and worked examples**	The financial contribution charge is calculated by first identifying the total projected cost of relevant capital spending over 10 years. Financial contributions are divided into three general purposes. Both residential and non-residential developments will be required to pay financial contributions for Te Ture Whaimana and local network renewals, however the streetscape amenity contribution is only required by residential developments. Bedrooms and GFA The basis for a financial contribution charge is the number of bedrooms for residential developments and GFA (per 100m2) for non-residential developments. This ensures that larger developments creating a higher demand for services will pay a larger contribution. A critical assumption is that 100m2of GFA is equivalent to one standard residential development (one three-bedroom dwelling). Multiplier The multiplier is based on the values in Table 1. These represent the differences in relative demand for levels of service between residential, commercial, retail and industrial developments. The multiplier acknowledges that the nature of a given development impacts the demand on council services. The multiplier is necessary for the calculation because while the initial rate for each purpose is the same across residential and non-residential development, they are calculated at different units of measure (per-bedroom for residential development and per-100m2 GFA for non-residential development). The measure adopts a standard three-bedroom dwelling as the standard single unit of measure (1 Projected Unit of Demand or PUD) . However non-residential developments generate different levels of demand for services than residential developments. In order to ensure that higher demand-generating uses pay an equitable contribution, a conversion factor is applied. This conversion factor is based on the number of vehicle trips that a given type of development attracts. Travel demand is a reliable proxy for relative demand. Each land use sector has a distinct conversion factor. The conversion factor for commercial retail developments varies depending on the scale of the		

development. Development between 4,001m2 and 10,000m2 GFA is calculated by multiplying the total GFA (in m2) using the formula below. This was derived to ensure a gradual decrease in charge as GFA increases, between the ranges of 1.1 and 2.5

Retail conversion = 2.5 - ((GFA - 4000) × 0.000233333)

Table 1. Conversion factors

Type of development	Equity Conversion Factor
Single Bedroom	0.33
Commercial (non-retail) (per 100m2 of GFA)	1.74
Commercial (retail) ≤ 4,000m2 GFA	2.5
Commercial (retail) 4,001 to 10,000m2 GFA	2.5 to 1.1
Commercial (retail) > 10,000m2 GFA	1.1
Industrial (per 100m2 of GFA)	0.62

Table 1 shows the conversion factors for each development. Two examples of interpreting these values are as follows:

- On average, a single bedroom would be expected to generate a third of the demand of a standard residential (3 bedroom), giving it a weighting of 0.33.
- A commercial (non-retail) development would be expected to generate 1.74 times as much demand as a standard residential per 100m^2.

Projected Unit of Demand Cost

The projected unit of demand (PUD) is a standard of unit used in a very similar way to the household unit equivalents (HUEs) adopted in the DC Policy. PUD's have been developed specifically for financial contributions so that they are distinguishable from development contributions. It is necessary to combine the residential and non-residential demand referred to above into a single value for calculation so that the sum of the 10-year costs of activities identified under each contribution can be distributed across all types of development. The PUD is this combined unit, where a standard residential dwelling is considered a residential unit of demand, and a non-residential 100m^2 GFA development is a non-residential unit of demand.

Dwellings and non-residential GFA projections for the next 10 years are derived from the NIDEA 10-year projections (high) and the 2018 Waikato Integrated Scenario Explorer (WISE) forecasts. Current modelling projects 26,801.71 units of demand over the next 10 years, as broken down in Table 2.

Table 2. Dwelling projections for the next 10 years.

Demand Type	Projected Units of Demand (PUD)
Residential (Dwellings)	12011.00
Commercial (100m²GFA)	4869.19
Retail (100m²GFA)	1213.73
Industrial (100m²GFA)	8707.79
Total	**26801.71**

The total capital spending over 10 years for the three identified purposes of financial contributions is split equally amongst the PUDs over the same period to calculate the PUD Cost. The calculations for the three general purposes are as follows. Preliminary costings for streetscape amenity enhancements sum to a total of $36,005,500 over 10 years and are only required by residential developments (12011 PUDs). The cost per PUD is given by:

$$\frac{36{,}005{,}500}{12011} = 2997.71$$

This means that the streetscape amenity enhancement contribution is **$2997.71 per PUD.**

Preliminary costings in order to give effect to Te Ture Whaimana objectives sum to a total of $44,685,390 required by both residential and non-residential developments. The cost per unit of demand is given by:

$$\frac{47{,}247{,}288.74}{26801.71} = 1{,}762.85$$

This means that the Te Ture Whaimana contribution is **$1,762.85 per PUD**.

Preliminary costings for local network infrastructure renewals sum to a total of $5,700,000 required by both residential and non-residential developments. Based on a 50% allocation to FCs the cost per unit of demand is given by:

$$\frac{2{,}850{,}000}{26801.71} = 106.34$$

This means that the local network infrastructure renewals contribution is **$106.34 per PUD.**

To calculate the total PUD cost for a residential development, all three contributions are added together to **total $4,849.72** and multiplied by the number of bedrooms. To calculate the total PUD cost for a non-residential development, the Te Ture Whaimana and renewals contributions are added together to **total $1,852.01.**

Inflation Factor
The inflation factor adjusts the financial contribution on an annual basis to account for inflation of project costs. In 2022 it is 1 (or 100%), which will be adjusted on a yearly basis in alignment with the development contributions capital inflation rates.

The use of an inflation factor means that the PUD costs (reported in the previous section) will stay static for the period of the policy.

The calculation methodology
The contribution any development might be required to pay is calculated based on the following four components. Each will be explained in further detail.

- The number of bedrooms for residential developments and/or GFA for non-residential developments.
- The multiplier
- The Projected Unit of Demand (PUD) Cost
- The inflation Factor

The formula to be used to calculate a financial contribution can be described as:

[Number of bedrooms or (GFA (m2))/100]×[Multiplier]×[PUD Cost]×[Inflation Factor]

Simple Examples
In application the financial contribution for a 3 bedroom dwelling in 2022 would be calculated as:

$$3 \times 0.33 \times \$4{,}849.72 \times 1 = \$4{,}801.23$$

The financial contribution for a 400m^2 retail development in 2022 would be calculated as:

$$\left(\frac{400}{100}\right) \times 2.5 \times 1{,}852.01 \times 1 = 18{,}520.12$$

Further Worked Examples
This section uses the financial contribution formula to calculate the financial contributions for six example developments in Table 3. The calculations are broken into five steps labelled above their respective columns.

Table 3.	**Step 1**	**Step 2**	**Step 3**	**Step 4**	**Step 5**

Description	Consent Year	Development Type	Bedroom or GFA/100	Equity Multiplier	Total PUD Cost	Inflation Factor	Total Financial Contribution
Two bedroom residential	2022	Residential	2	0.33	$2997.71 + $1745.68 + $106.34 = $4849.73	1	2 x 0.33 x $4849.73= $3,200.82
Six four-bedroom duplex residential	2022	Residential	6 x 4 = 24	0.33	$2997.71 + $1745.68 + $106.34 = $4849.73	1	24 x 0.33 x $4849.73x 1 = $38,409.80
Commercial (Non-retail) 250m2	2022	Commercial	250/100 = 2.5	1.74	$1745.68 + $106.34 = $1852.02	1	2.5 x 1.74 x $1852.02x 1 = $8,056.25
Commercial (Retail) 60m2	2022	Retail	60/100 = 0.6	2.5	$1745.68 + $106.34 = $1852.02	1	0.6 x 2.5 x $1852.02 x 1 = $2,778.02
Commercial (Retail) 5000m2	2022	Retail	5,000/100 = 50	2.5-((5000-4000)x 0.000233)= 2.27	$1745.68 + $106.34 = $1852.02	1	50 x 2.27 x $1852.02x 1 = $209,894.73
Industrial 3500m2	2022	Industrial	3500/100 = 35	0.62	$1745.68 + $106.34 = $1852.02	1	35 x 0.62 x $1852.02= $40,188.66

Step 1
Developments are measured by bedroom count (for residential) or GFA divided by 100m2 (for non-residential)

Step 2
Multiplier calculated. This is according to Table 1, and is defined by the type of development. Commercial retail developments between 4001 and 10,000 m2 GFA multiplier is calculated using the equation below, which ensures a gradual decrease in charge as GFA increases

	Retail conversion = 2.5 − ((GFA − 4000) × 0.000233333) **Step 3** Total PUD cost for the development is calculated. For residential developments this is the sum of all three (Te Ture Whaimana, Renewals, Streetscape) project types. For non-residential developments, this is only two (Te Ture Whaimana, Renewals) project types. **Step 4** Inflation factor is calculated. As these examples were consented in 2022, the inflation factor is 1. **Step 5** The final financial contribution is calculated using the formula: [Number of bedrooms or GFA (m2)100] × [Multiplier] × [PUD Cost] × [Inflation Factor]		

Opportunities for economic growth and employment

N/A

Risk of acting or not acting

The risks of acting:

- Increased development costs to developers

The risks of not acting:

- Increased costs for Council that are not currently planned for to cover the costs of growth
- A District Plan chapter that is inefficient to administer

Effectiveness and Efficiency

The introduced provisions better achieve the intent of financial contributions and incorporate the amendments made to the RMA. The provisions also enable Council to apply its discretion when determining the level of contribution taking into account certain matters.

The provisions set out an improved framework for requiring and collecting financial contributions. The provisions clearly articulate what financial contributions are required for, when they are required and how much is required. The provisions recognise the opportunity to improve the environment of the public realm as increased growth and density impact residential and other urban environments.

Appropriateness in relation to relevant existing objectives:

The provisions ensure that the intent of the NPS-UD and the HSAA can be properly implemented, by supporting the objectives that sit outside this chapter. The provisions will assist with achieving other objectives in the plan, particularly those related to providing efficient three waters and transport infrastructure, providing amenity in residential areas and non-residential areas and upholding Te Ture Whaimana.

Summary of reasons for decision on the provisions:

The suite of provisions proposed will ensure that the public realm will be upgraded and enhanced as residential areas evolve over time. The costs of increased growth and providing appropriate levels of service for increasing residential populations will not be borne by Council alone. Council's obligations under Te Ture Whaimana will be met.

Chapter 25.13: Three Waters

Table 1: Assessment of proposed additional and amended three waters infrastructure capacity objectives against the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan

Objective	**Purpose of the RMA**
The health and wellbeing of the Waikato River is restored and protected, with urban development and redevelopment: • Being supported by adequate three waters infrastructure that ensures that adverse effects on the River from development and redevelopment of urban areas are avoided; and • contributing toward improving the health and well-being of the Waikato River; and • Where necessary staged over the medium and long terms, taking into account the future planned environment and City's ability to upgrade and replace relevant infrastructure where there is inadequate infrastructure.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: a. Required under the Resource Management Act to implement Te Ture Whaimana. b. It seeks to ensure that future development/intensification within Hamilton does not negatively impact on the health and wellbeing of the Waikato River by avoiding increased effects on water quality and quantity. c. It directs improvement of the health and wellbeing of the Waikato River. The Waikato River requires improvement to its current state in order to sustain its potential to meet the needs of future generations and provide for social and cultural wellbeing. This restoration is a key aspect of the Vision and Strategy. d. The Waikato River is an important ecological, landscape, amenity and recreational resource within the city, and deserves protection under section 6 and 7 of the RMA.

Table 2: Analysis of proposed provisions to achieve the existing and proposed three waters infrastructure capacity objectives

Analysis:
Objective 25.13.2.5 The health and wellbeing of the Waikato River is restored and protected, with urban development and redevelopment: a. Being supported by adequate three waters infrastructure that ensures that adverse effects on the River from development and redevelopment of urban areas are avoided; and b. Contributing toward improving the health and well-being of the Waikato River; c. Where necessary staged over the medium and long terms, taking into account the future planned environment and the City's ability to upgrade and replace relevant infrastructure where there is inadequate infrastructure.
Options to achieve the objective
1. Status Quo – the implementation of the MDRS and NPS-UD without changing existing provisions with respect to infrastructure 2. Implementation of an Infrastructure Capacity overlay and infrastructure capacity assessment matters

3. Use of general site-by-site assessments to take into account infrastructure capacity

Option 2 is recommended because it is the more effective and efficient tool to meet the objective and protect and enhance the health and wellbeing of the Waikato River from the effects of residential intensification required by the NPS-UD and HSAA. The full analysis of the option chosen follows below.

The specific provisions which are most appropriate to achieve the objective:		**Benefits:**	**Costs:**
Policy 25.13.2.5a	Identify areas of the city, by way of an Overlay, where existing three waters infrastructure has insufficient capacity to accommodate planned additional subdivision or development with consequent adverse effects on the health and wellbeing of the river from: • Increased wastewater overflows • Increased discharges of untreated stormwater • Increased stormwater runoff volumes and peak flows • Unsustainable potable water use.	<u>Environmental</u> • By delaying the up-zoning sought by the NPS-UD / MDRS in the Overlay areas, additional impacts on the health and wellbeing of the River can be avoided. • Areas selected to be exempt from the Overlay can still provide housing choices and in the context of Hamilton, still be reasonably proximate to services, jobs and activities. This will help reduce greenhouse gas emissions through more local services and employment options as density increases. <u>Social</u> • Housing choices still provided – greenfields, infill and inner city • Affordability for the community (in terms of infrastructure rates) <u>Economic</u> • Avoids high rate takes to fund large scale infrastructure upgrades, or dispersal of development to outer lying areas. • Council (or the future 3 waters entity) does not face the significant financial burden involved in addressing the additional impacts on the health and wellbeing of the River that would result from widescale upzoning. <u>Cultural</u> • By delaying the up-zoning sought by the NPS-UD / MDRS in the Overlay areas, additional impacts on the health and wellbeing of the River can be avoided. • The city derives much of its identity from the Waikato River and careful management of the River resource has a wide range of social, economic and cultural benefits.	<u>Environmental</u> • Fewer houses in brownfield areas in the short to medium term suggests greater pressure on greenfield areas and possibly some displacement of growth to places like Cambridge and Te Awamutu. This dispersal of growth would increase greenhouse gas emissions. • Areas subject to the overlay will still see density increases in line with current District Plan provisions (e.g. duplex developments). This means that some adverse impacts on the River would continue e.g. wastewater impacts. <u>Social</u> • Reduced additional housing supply and affordability in the short to medium term. • Fewer houses in brownfield areas in the short to medium term suggests greater pressure on greenfield areas and possibly some displacement of growth to places like Cambridge and Te Awamutu. This dispersal of growth may not reduce housing supply overall, but would impose additional costs on households, such as travel costs. This impact is mitigated to an extent with the overlay controls being triggered above a minimum density of development, and the exclusion of the Central City and its walkable catchment from the overlay (ensuring that there is a range of housing products and the overlay does not narrow choices excessively). <u>Economic</u> • An overlay approach restricting the areas where growth can occur without significant scrutiny, in the short to medium term, will limit the enablement of well-functioning urban environments as set out in Policy 1 of the NPS-UD, particularly as it relates to competitive land markets. • Applicants will incur the costs of a Three Waters Infrastructure Capacity Assessment report. This will not be dissimilar to the current costs of a Water Impact Assessment, however, the applicability will be broadened to also apply to developments of 1-3 residential units in the Overlay that are at a density of more
Policy 25.13.2.5b	In areas of constrained three waters infrastructure capacity, require subdivision or developments of a medium to high density in all residential zones to prepare a three waters infrastructure capacity assessment.		
Policy 25.13.2.5c	Enable development that can be adequately serviced by existing infrastructure or can be provided with sufficient infrastructure prior to or at the same time as the intensification occurs.		

			than 1 per 150-200m2 (zone dependent). <u>Cultural</u> • No costs identified.
Policy 25.13.2.5d	Ensure that additional infrastructure demand generated does not necessitate additional unplanned public investment in, or expansion of, the three waters infrastructure network or compromise its ability to service other activities enabled within the relevant network.		
Policy 25.13.2.5e	Where there is inadequate three waters infrastructure for the planned built environment, and necessary upgrades and improvements are not feasible in the short to long term, then avoid further intensification until constraints are resolved.		
Policy 25.13.2.5f	In areas where there is inadequate infrastructure to support the planned built environment, but necessary upgrades or improvements are programmed in the Long Term Plan to be provided within a 10 year time frame, then identify and implement interim actions including staging new development to the availability of infrastructure capacity.		
Policy 25.13.2.5g	Progressively amend the extent of the Infrastructure Capacity Overlay as three waters infrastructure is upgraded and replaced with sufficient capacity to accommodate anticipated housing densities.		
Policy 25.13.2.5h	In accordance with Chapter 24, require a financial contribution when off-site infrastructure upgrade works are needed in a network to avoid, remedy or mitigate the adverse effects of development or to restore and protect the health and wellbeing of the Waikato River.		
Maps	Infrastructure Capacity Overlay to be added across large portions of the city. See proposed plan maps for further detail.		

Rule 25.13.4.6 Three Waters Infrastructure Capacity Assessments	Sites subject to Three Waters Infrastructure Capacity Overlay – Residential zones: A Three Waters Infrastructure Capacity Assessment is required for any development or subdivision which involves: i. Creating four or more additional residential units on any site, or ii. Creating four or more additional allotments (excluding lots for the purposes of reserves, network utilities or transport corridors) or iii. Residential development at an average net density of more than 1 unit per 200m² located in the General Residential zone, or iv. Residential development at an average net density of greater than 1 unit per 150m² in the Medium Density Residential zone v. Residential development in the High Density Residential zone vi. Creating a new building for non-residential activities with a gross floor area greater than 300m² Sites not subject to Three Waters Infrastructure Capacity Overlay – Residential zones: A Three Waters Infrastructure Capacity Assessment is required for any development or subdivision which involves: i. Creating four or more additional residential units on any site, or ii. Creating four or more additional allotments (excluding lots for the purposes of reserves, network utilities or transport corridors) or iii. Creating a new building for non-residential activities with a gross floor area greater than 300m²		
25.13.5 and Appendix 1.3 Matters of discretion and assessment	The following assessment criteria apply to any activity required to prepare a Three Waters Infrastructure Capacity Assessment (*italics* apply to sites both within and outside of the Overlay): *i. The extent to which the proposal can be*		

criteria	*adequately serviced by capacity within the existing local Three Waters infrastructure network, including:* *a. Access to and use of an appropriate and sustainable water source.* *b. Treatment and management of stormwater without adversely affecting the Waikato River environment.* *c. Not increasing wastewater overflow events and* *ii. Where there is insufficient capacity, whether works to provide adequate capacity can and will be undertaken by the development or are included as part of Council's current Long Term Plan.* iii. The extent to which trunk Three Waters Infrastructure has sufficient capacity to manage wastewater and water demands of the development. iv. Whether the servicing needs of the proposal would necessitate additional public investment in Three Waters infrastructure, services or amenities that does not form part of Council's current Long Term Plan. v. Whether the additional demand generated compromises three waters infrastructure ability to service other activities permitted within the zone. *vi. The extent to which the proposal is consistent with the provisions of any Integrated Catchment Management Plan (ICMP) and/or Structure Plan relevant to the site.* vii. Where three waters infrastructure capacity is limited, the extent to which the proposal can incorporate sustainable management techniques and controls to: a. Protect water quality and limit generation of stormwater. b. Limit potable water wastage and		

	usage c. Limit the generation of wastewater. *viii. Recommendations, proposed mitigation measures and conditions of the Three Waters Infrastructure Capacity Assessment and any further information provided through the consent process.* ix. Whether the proposal can address any adverse effects of the development on water supply capacity, wastewater systems, and the stormwater network capacity, taking into account • Mitigation measures within the development area or site, • Upgrades to the relevant network surrounding the development site or area that can be undertaken by the development, • Financial contributions towards local and network wide upgrades.		
Information requirement 1.2.2.5b Three Waters Infrastructure Capacity Assessment	The following information requirements apply to any activity required to prepare a Three Waters Infrastructure Capacity Assessment (*italics* apply to sites both within and outside of the Overlay): *i. The anticipated water, wastewater and stormwater demands generated by the proposed activity* *ii. Council confirmation of available Three Waters infrastructure capacity to appropriately service the proposal.* iii. Where there is insufficient capacity to appropriately service the proposal, details of: a. Consented development elsewhere in the catchment b. Programmed Council works c. Possible mitigation measures both within a development area or site, as well as within the relevant network surrounding the		

	development site or area d. Financial contributions towards catchment wide upgrades *iv. Outcomes of consultation with Council as asset owner* v. Details of what measures can be taken to reduce demands in areas of limited capacity. Where the assessment determines that there is insufficient off-site infrastructure capacity to accommodate the development, the assessment shall identify and describe the measures to be taken by the development to mitigate its effects on the safe and efficient functioning of public, three waters infrastructure. *vi. Details of what on-site, water-sensitive stormwater management techniques are proposed and associated demands on downstream infrastructure.* *vii. Details of the water demand (flow and pressure) and water sources.* viii. Where the water demand of the proposal is greater than $15m^3$ of water per day, details of a programme explaining how the proposal intends to reduce its water consumption to achieve that level. ix. Information on how wastewater (including trade waste) will be managed to minimise any impacts on the reticulated network. x. A list of measurable targets and performance indicators to allow the efficient and effective monitoring of the proposal's compliance with any conditions arising from the Three Waters Infrastructure Capacity Assessment.		
Opportunities for economic growth and employment			
N/A			
Risk of acting or not acting			

There is sufficient and certain information to determine that some restrictions upon residential intensification (as sought by the NPS-UD and MDRS) are required to address the adverse effects of urban growth and development on the health and wellbeing of the Waikato River. City wide infrastructure upgrades to accommodate such intensification are not practicable in the short and medium term. The risks of acting: • The uncertainty as to the rate at which Council (or new 3 waters entity) will be able to progress upgrading and replacement of infrastructure. In the long term, the intention would be for the overlay to be removed. • Temporary loss of development capacity for some sites. The risk of not acting is that with the residential intensification introduced by Plan Change 12, river/stream health will be adversely affected through increased wastewater overflows, stormwater contaminants and volumes, and increased unsustainable demand on potable water supplies. Putting measures in place to delay development in constrained areas provides greater certainty that the current health and wellbeing of the Waikato River and its tributaries can be maintained. It is considered that the risks of not acting outweigh the risks of acting.
Effectiveness and Efficiency
• Refer to Appendix 2.5 for technical evidence in support of the location of the proposed Overlay. • This option has moderate efficiency in that it does impose restrictions on intensification in order to manage infrastructure issues. While not all current adverse effects on the River are avoided, the intent is that impacts are not exacerbated, and over time they should reduce. The Overlay should be able to restrain intensive development in areas subject to infrastructure capacity constraints helping to implement the Vision and Strategy. • Addressing legacy issues with infrastructure while managing new growth and development will be most effectively and efficiently achieved through a targeted approach which directs council investment into selected areas – rather than attempting to remediate problems "on all fronts" which may increase infrastructure costs for the community through the council having to provide greater infrastructure capacity across a wide area at the same time. • Use of a permitted activity status for smaller scale developments provides an efficient pathway for such development.
Appropriateness in relation to relevant existing objectives:
The proposed provisions are consistent with other existing objectives related to the Vision and Strategy (Chapters 2 and 21). The proposed provisions are also integrated with the existing objectives in the Three Waters Chapter that are to remain.
Summary of reasons for decision on the provisions:
The intensification enabled by Plan Change 12 to implement the NPS-UD and MDRS will result in the current District Plan provisions being insufficient to manage the effects of that residential intensification on the health and wellbeing of the Waikato River. Intensive development needs to be restricted to where adequate infrastructure capacity is available in order to give effect to the Vision and Strategy and protect and restore the health and wellbeing of the River. The most appropriate and effective method of doing this is to amend the District Plan provisions so that an Overlay applies over constrained areas, and more intense developments are subject to a consent process that includes a detailed assessment of three waters infrastructure capacity.

Table 3: Assessment of proposed additional and amended on-site stormwater objectives against the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan

Objective	Purpose of the RMA
Objective 25.13.2.2 The health and well-being of the Waikato River is protected from the adverse effects of stormwater	This objective is the most appropriate way to achieve the purpose of the RMA as: a. Required under the Resource Management Act to implement Te Ture Whaimana. b. It seeks to ensure that future development/intensification within Hamilton does not negatively impact on the health and wellbeing of the Waikato River

runoff from subdivision and development and enhanced when development or redevelopment occurs.	by managing the potential for increased effects on stormwater quality and quantity. c. It directs enhancement of the health and wellbeing of the Waikato River. The Waikato River requires improvement to its current state in order to sustain its potential to meet the needs of future generations and provide for social and cultural wellbeing. This restoration is a key aspect of the Vision and Strategy. d. The Waikato River is an important ecological, landscape, amenity and recreational resource within the city, and deserves protection under Section 6 and 7 of the RMA.

Table 4: Analysis of proposed provisions to achieve the existing and proposed on-site stormwater objectives

Analysis:			
Objective 25.13.2.2 The health and well-being of the Waikato River is protected from the adverse effects of stormwater runoff from subdivision and development and enhanced when development or redevelopment occurs.			
Options to achieve the objective			
1. Status Quo three waters District Plan provisions with accelerated investment into public stormwater infrastructure 2. Enhanced District Plan provisions for stormwater quantity and quality management onsite 3. Applying a qualifying matter to restrict or prevent intensification for stormwater quality reasons 4. Controlling stormwater discharges through the Stormwater Bylaw and connections approvals process 5. Provision of education and/or incentives for retrofitting on-lot stormwater management measures. Option 2 is recommended because it is the most effective and efficient option to protect and restore the health and wellbeing of the Waikato River from the effects of residential intensification required by the NPS-UD and HSAA and can be incorporated as part of the IPI. The full analysis of the option chosen follows below.			
The specific provisions which are most appropriate to achieve the objective:		**Benefits:**	**Costs:**
Policy 25.13.2.2a	Subdivision and development incorporate on-site stormwater management techniques that: • Retain increased stormwater volumes from new development, prior to discharge; • Protect and improve water quality of receiving environments; and • Enhance the health and wellbeing of the Waikato River by reducing the effects of existing development at the time of site redevelopment.	<u>Environmental</u> • Ecological benefits associated with protection and some enhancement of the health and wellbeing of the Waikato River and its tributaries as a result of: Existing erosion issues not being exacerbated. a. Reduced vehicle, building material and other contaminants entering water bodies. b. Potential for improvements through mitigation of existing impermeable surfaces being included upon site redevelopment.	<u>Environmental</u> • Some residual cumulative effects on stormwater quantity will likely still need to be addressed through retrofitting new, or improving the performance of existing, communal public stormwater devices in existing urban areas. <u>Social</u> • Reduced choice of building material. <u>Economic</u> • Installation and maintenance costs – higher specification/more expensive stormwater management device(s) will be required than the status quo situation. Typical costs have been quantified

Policy 25.13.2.2b	In accordance with Chapter 24, require a financial contribution when stormwater works are needed in a sub-catchment to avoid, remedy or mitigate the adverse effects of development or to restore and protect the health and wellbeing of the Waikato River.	Social • Landscape and amenity benefits from existing erosion issues not being exacerbated. • Co-benefits of rainwater reuse tanks (likely to be one of the primary methods used) – reduced municipal water usage, increased resilience in dry conditions and emergencies, and increased community awareness of rainfall/runoff processes. Economic • A permitted standard will enable accepted solutions to be implemented without the need for resource consenting processes. Continuing to allow for smaller rainwater tanks to be excluded from potential consent requirements will also reduce the need for resource consenting processes. • The performance standard in Rule 25.13.4.2A(f) and the accompanying Three Waters Practice Notes provide greater clarity to plan users on the requirements for any stormwater management device. • Designers and developers will be aware of the need to incorporate on-site systems at the start of the development process, rather than at the middle or end. Cultural • Cultural benefits associated with protection and some enhancement of the health and wellbeing of the Waikato River and its tributaries, consistent with the Vision and Strategy, as a result of: a. Existing erosion issues not being exacerbated b. Reduced vehicle, building material and other contaminants entering water bodies c. Potential for improvements through mitigation of existing impermeable surfaces being included upon site redevelopment. The details of the provisions have been further analysed in the report in Appendix 2.6.	as follows: a. Rainwater reuse tank including plumbing and installation: approximately $10,000 b. Soakage pit: approximately $3,000-$4,000 c. Permeable paving: approximately $240/m² (or around $90/m² more expensive than standard concrete) d. Compliance with the proposed rules for a new residential unit will generally require a rainwater reuse tank and either a soakage pit or permeable paving. This is costlier than the cheapest option out of the status quo requirements, being a detention-only rain tank at a cost of approximately $5,000. • Stormwater design costs (already payable in the status quo situation) including the preparation of a Site-Specific Stormwater Management Plan for larger scale developments. Costs will be reduced as much as possible by providing Three Waters Management Practice notes on acceptable design solutions. • Retrofitting costs from the 20% additional stormwater mitigation requirement – potential costs have been reduced by only applying this requirement to a substantial redevelopment where it is likely to be practical to redirect existing impermeable surfaces as part of the redevelopment. • Reduced development potential – the requirement for onsite stormwater devices is unlikely to reduce the amount of land available for development as soakage can occur under driveways, and tanks are permitted in yards and not included in site coverage and impermeable surface calculations. • Some additional compliance and maintenance monitoring. Monitoring will be an important part of ensuring the stormwater quality and quantity outcomes continue to be achieved following completion of developments. Cultural • No costs identified. The details of the provisions have been further analysed in the report in Appendix 2.6.
Rule 25.13.4.1a Integrated Catchment Management Plan	Where a full ICMP that has been approved by the Council applies to an area, development, alterations and additions, and redevelopment of impermeable surfaces and Three Waters infrastructure shall be undertaken in accordance with the ICMP. This will be considered a means to achieve compliance with the standards in Rules 25.13.4.2a and b, 25.13.4.2A, 25.13.4.3 and 25.13.4.4, except that the requirements of Rule 25.13.4.2A will replace any residential on-lot stormwater requirements of ICMPs that were approved prior to 22 August 2022.		
Rule 25.13.4.2A Stormwater – Residential zones	a) A stormwater reticulation and disposal system must be provided that is adequate to safeguard people from injury or illness and protect property upstream or downstream from damage caused by surface water. b) Stormwater management measures must be in place and operational upon the completion of subdivision and/or development. c) Stormwater management measures must be maintained and operated in perpetuity in accordance with best practice by the relevant property owner. d) Where stormwater management devices serve more than 1 site or residential unit, then an operations and maintenance plan must be established and followed to ensure compliance with relevant standards. The operations and maintenance plan must be provided to the Council within three months of practical completion of works. e) Development or redevelopment of impermeable surfaces greater than 1,000m² in area requires a Site-Specific Stormwater Management Plan, as described in Volume 2, Appendix 1.2.2.5b. f) Development of all new impermeable surfaces		

	and redevelopment of existing impermeable surfaces greater than 20m^2 in area must implement the following stormwater management measures: i. On-site retention as follows: A. Provide retention (volume reduction) of at least 10mm runoff depth on the new and redeveloped impermeable surfaces; and B. Where redeveloped impermeable surfaces comprise over half of the total existing impermeable surfaces on the site, redevelopment must also provide retention of 10mm runoff depth on at least 20% of the remainder of existing impermeable surfaces; and C. The retention is to be provided through a combination of rainwater capture appropriately connected to the building for non-potable reuse, and infiltration via targeted soakage within the lot boundary. ii. Where infiltration is not achievable due to poor infiltration rates, groundwater levels or site conditions, this component of the required retention volume can be replaced by on-site stormwater quality treatment as follows: A. Provide quality treatment for runoff from the 90th percentile 24 hour storm event (25mm) from new and redeveloped impermeable surfaces prior to discharge. g) For the purposes of this rule, the definition of impermeable surfaces is amended by excluding swimming pools, living roofs, and porous or permeable paving, and including sealed or compacted metal driveways and car parking areas. h) New buildings, and additions to existing buildings must be constructed using inert cladding, roofing and spouting building materials i.e. avoiding use of high contaminant yielding		

	building products which have: i. Exposed surface(s) or surface coating of metallic zinc of any alloy containing greater than 10% zinc ii. Exposed surface(s) or surface coating of metallic copper or any alloy containing greater than 10% copper iii. Exposed treated timber surface(s) or any roof material with a copper-containing or zinc-containing algaecide. i) Rainwater tanks with a capacity of <10,500 litres are exempt from the following bulk and location provisions of the relevant zone. i. Site coverage. ii. Permeable surfacing. iii. Rear or side boundary setbacks.		
25.13.5 and Appendix 1.3 Matters of discretion and assessment criteria	Activities that are required to prepare a Site-Specific Stormwater Management Plan and activities not meeting the on-site stormwater requirements have discretion reserved over Stormwater quantity and quality. Assessment matters: i. The extent to which the proposal is consistent with the requirements of Rule 25.13.4.2A. ii. The extent to which extended stormwater detention onsite would assist with avoiding or mitigating downstream erosion and flooding issues. iii. Whether stormwater flows, volumes and contaminants have been adequately minimised or managed by using stormwater management devices and other water sensitive techniques so as to protect the integrity and health of any watercourses iv. Whether adverse effects on the environment including buildings and property have been avoided or otherwise managed and mitigated through best management practices. v. Whether the proposal is consistent with the		

	requirements of any relevant Integrated Catchment Management Plan, Council's comprehensive stormwater network discharge consent and the WLASS Regional Infrastructure Technical Specifications. vi. Whether an appropriate legal mechanism will be put in place to ensure ongoing maintenance and effective operations of shared stormwater management devices serving more than one residential unit. vii. The extent to which there are limitations to the stormwater quantity and quality mitigation that can practicably be achieved under the circumstances. viii. Whether there is a communal downstream device in place, or other on- or off-site stormwater mitigation works are proposed, that will deliver acceptable stormwater outcomes, having particular regard to the objectives and policies of Volume 1, Chapter 25.13: City-wide – Three Waters. ix. The extent to which the proposal aligns with the objectives of Te Ture Whaimana (Vision & Strategy for the Waikato River)		
Information requirement 1.2.2.5c Site-Specific Stormwater Management Plan	Information required for a Site-Specific Stormwater Management Plan: i. How the proposal is consistent, or otherwise complies, with the recommendations, measures and targets of any relevant Integrated Catchment Management Plan that has been approved by the Council. ii. An assessment of any potential effects (including cumulative effects) of the development on the receiving environment. iii. Confirmation of available stormwater infrastructure and capacity to appropriately service the proposal. This should include assessments of both primary and secondary network capacity. iv. Details of what stormwater management infrastructure is proposed and how this will be operated and maintained.		

	v. Details of how the proposal will contribute to the restoration and protection of the Waikato River. vi. An assessment of the proposal against the Waikato Regional Council stormwater management guideline (TR2020/07), the WLASS Regional Infrastructure Technical Specifications, and the stormwater management requirements of Rule 25.13.4.2A, demonstrating how the proposal equals or betters the outcomes that would be achieved by complying with those requirements. vii. Details of performance and condition of any off-site stormwater management device relied upon in the assessment of effects.		

Opportunities for economic growth and employment

N/A

Risk of acting or not acting

There is sufficient and certain information to determine that managing stormwater on-site and achieving a reduction in volumes and peak flow rates will help to mitigate the adverse effects of urban growth and development on stream health in a more effective way than reliance upon public infrastructure.

The risks of acting:

- Increased development costs due to on-site stormwater requirements.
- Possible loss of development capacity for some sites.

The risk of not acting is that, with the residential intensification introduced by Plan Change 12 which will increase the drivers for sites to maximise their impermeable surfaces up to the permitted 70%, river/stream health will be adversely affected. The impact of this will be particularly evident in existing urban areas that are subject to significant change. Putting enhanced measures in place now to ensure that appropriate mitigation is implemented for the increasing amount of development provides greater certainty that the current health and wellbeing of the Waikato River and its tributaries can be maintained.

It is considered that the risks of not acting outweigh the risks of acting.

Effectiveness and Efficiency

a. The intensification enabled by Plan Change 12 will be a driver for increased impermeable coverage and an increased concentration of vehicle contaminants at an individual site level. The cumulative effects on stormwater quality and quantity are likely to be significant. A change to the on-site stormwater management provisions is required to effectively achieve the on-site stormwater objective.

b. A performance standard is being applied as opposed to blanket requirements on device type and design. This is effective as it corresponds most closely to mitigating the actual effects of the development and can respond to the specific circumstances of the site/development.

c. On-site stormwater retention is an effective way for developed sites to match undeveloped hydrological characteristics, align with the natural water balance and protect water quality.

d. A consent requirement for larger scale development, and an accompanying Site-Specific Stormwater Management Plan information requirement, is most effective for larger developments which have the opportunity for site-specific solutions and are more likely to require individual assessment.

e. Use of a permitted activity status for smaller scale developments complying with the stormwater rule provides an efficient pathway for such development. Exclusion of rain tanks from site coverage,

permeable surfacing, and setback requirements will also assist in achieving permitted activity status and limit any reduction in development potential from incorporating rain tanks on sites. f. A maintenance requirement is included to ensure the ongoing effectiveness of onsite stormwater devices. g. Efficiency of rule application will be improved by accompanying updated Three Waters Practice Notes, which will provide 'deemed to comply' solutions for smaller scale developments. h. Outside the District Plan, a brownfields stormwater retrofit programme for addressing small scale but cumulative stormwater quantity effects, and an incentives scheme for retrofitting existing properties with stormwater mitigation devices would also assist in achieving the objective. i. Refer to Appendix 2.6 for technical evidence in support of the effectiveness and efficiency of the stormwater rule.
Appropriateness in relation to relevant existing objectives:
The proposed provisions are consistent with other existing objectives related to the Vision and Strategy (Chapters 2 and 21). The proposed provisions are also integrated with the existing objectives in the Three Waters Chapter that are to remain.
Summary of reasons for decision on the provisions:
The intensification enabled by Plan Change 12 to implement the NPS-UD and MDRS will result in the current District Plan stormwater provisions being insufficient to manage the effects of stormwater on the health and wellbeing of the Waikato River. The stormwater controls regime needs to be enhanced in order to give effect to the Vision and Strategy and protect and restore the health and wellbeing of the River. The most appropriate and effective method of doing this is to amend the District Plan provisions so that enhanced stormwater management is required in conjunction with intensification. Having these provisions in place will enable intensification to proceed without compromising the Vision and Strategy.

Table 5: Assessment of existing water conservation objective against the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan

Objective	Purpose of the RMA
25.13.2.3 Measures to facilitate the efficient use of water resources are incorporated into new subdivision and development.	This objective is the most appropriate way to achieve the purpose of the RMA as: a. Existing operative objective b. Required under the Resource Management Act to implement Te Ture Whaimana.

Table 6: Analysis of proposed provisions to achieve the existing and proposed on-site water conservation objective

Analysis:
Existing Objective 25.13.2.3 Measures to facilitate the efficient use of water resources are incorporated into new subdivision and development.
Options to achieve the objective
1. Status Quo three waters chapter District Plan provisions for water conservation 2. Enhanced District Plan provisions for water conservation

3. Provision of education and/or incentives for retrofitting water conservation measures.

Option 2 is recommended most appropriate because it is the more effective and efficient option to conserve water, without adding significant additional costs. The full analysis of the option chosen follows below.

The specific provisions which are most appropriate to achieve the objective:		**Benefits:**	**Costs:**
Policy 25.13.2.3a	Water conservation techniques are incorporated into new subdivision and development to reduce demand on reticulated water supplies, wastewater disposal and to manage stormwater discharged to the environment.	<u>Environmental</u> • Reduced municipal water usage will help manage the city's water take within current and future limits, so it has ecological benefits associated with the protection and enhancement of the health and wellbeing of the Waikato River. Rainwater reuse instead of discharge also has stormwater quality and quantity benefits. <u>Social</u> • Rain tanks result in increased resilience in dry conditions and emergencies, and increased community awareness of rainfall/runoff processes. <u>Economic</u> • Continuing to allow for smaller rainwater tanks to be excluded from potential consent requirements will reduce the need for resource consenting processes. <u>Cultural</u> • Cultural benefits associated with protection and enhancement of the health and wellbeing of the Waikato River, as a result of maintaining water take within current limits for longer.	<u>Environmental</u> • No costs identified. <u>Social</u> • Physical maintenance requirements associated with the upkeep of a rainwater tank. They will not prevent water shortages in a drought. • Fewer design options for plumbing fixtures. <u>Economic</u> • Installation and maintenance costs. Typical costs have been quantified as follows: a. Rainwater reuse tank including plumbing and installation: approximately $10,000 b. Maintenance (every 3-5 years for the tank cleanout and pump, more regular checks for downpipes/filters/backflow preventers) • However, these costs will generally not be additional to what is proposed to be already required under the onsite stormwater management rules. • In some cases, 4 or 5 star rated plumbing fixtures cost more than 3 star, depending on design preference, and in other cases there is no difference. <u>Cultural</u> • No costs identified.
Rule 25.13.4.5 Water Conservation Measures	New residential units or other development in a residential zone containing a kitchen, bathroom, laundry, toilet required to include: • Provision for future installation of water metering infrastructure • Use of low flow fixtures in kitchen, laundry, toilets and bathrooms • Rainwater tank of minimum size of 3,000 litres connected to the building for non-potable use (garden watering, toilet, laundry etc)		
Appendix 1.1 Definitions and terms	**Low flow fixtures** definition changed to WELS 4 star equivalent for toilets and WELS 5 star rating equivalent for taps (in accordance with AS/NZS 6400:2016), rather than 3 star rating. Low flow showers remain at 3 stars.		

Opportunities for economic growth and employment
N/A
Risk of acting or not acting
There is sufficient and certain information on the trends in water use suggesting that Hamilton City will exceed its consented allocation of water for domestic and municipal supply before its consent expires in 2044. The risks of acting is increased development and maintenance costs due to water conservation requirements, however, a reuse rain tank is already likely to be required for developments as part of the proposed onsite stormwater management provisions.

The risk of not acting is that as redevelopment occurs, opportunities to implement water conservation measures will be lost and an increased allocation of water will need to be sought before 2044 which has impacts upon the health and wellbeing of the Waikato River. It is considered that the risks of not acting outweigh the risks of acting.
Effectiveness and Efficiency
• It is most efficient to install rain tanks at the time of (re)development occurring, rather than retrofitting. • Use of a permitted activity status for developments, complying with the water conservation rule, provides an efficient pathway for such development. Exclusion of rain tanks from site coverage, permeable surfacing, and setback requirements will also assist in achieving permitted activity status and limit any reduction in development potential from incorporating rain tanks on sites. • A maintenance requirement is included in the proposed stormwater provisions to ensure the ongoing effectiveness of onsite stormwater devices, including rain tanks. • Efficiency of rule application will be improved by accompanying updated Three Waters Practice Notes, which will provide 'deemed to comply' solutions for smaller scale developments. • Outside the District Plan, the decision to use meters to charge for water supply on a volumetric basis would also assist in achieving the objective, as it would provide a greater incentive to conserve and harvest water. This cannot be achieved through the District Plan.
Appropriateness in relation to relevant existing objectives:
The proposed provisions are consistent with other existing objectives related to the Vision and Strategy (Chapters 2 and 21). The proposed provisions are also integrated with the existing objectives in the Three Waters Chapter that are to remain.
Summary of reasons for decision on the provisions:
The intensification enabled by Plan Change 12 to implement the NPS-UD and MDRS, as well as general growth, will result in increased water use. The opportunity to implement water conservation measures is most efficiently taken up at the time of growth and development. The increased use of water conservation measures will slow down the timing of Hamilton City reaching its consented water allocation limit, without having significant additional costs to owners and developers over and above the requirements of the onsite stormwater management provisions.

Chapter 25.14: Transportation

Table 1: Assessment of proposed additional and amended objectives against the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan

Objective	Purpose of the RMA
An integrated, multi-modal, climate-resilient transport network with low embodied and operational greenhouse gas emissions that meets national, regional, and local transport needs, gives effect to Te Ture Whaimana, provides travel choices, supports high quality growth and development of the economy and an enjoyable, liveable city, and is: i. Efficient, to the extent consistent with Policy 25.14.2.1g. ii. Affordable. iii. Safe and where no one is killed or seriously injured. iv. Accessible to all. v. Sustainable. vi. Integrated with land use to minimise the need to travel and the total distance travelled, and avoid wherever practicable conflicts between transport modes. vii. Easy to use and provides opportunities for play.	This objective is the most appropriate way to achieve the purpose of the RMA for the following reasons: a. Required under the HSAA b. Required under the Resource Management Act to implement Te Ture Whaimana c. It seeks to achieve attractive and safe streets and meet the day-to-day needs of residents. d. It seeks to ensure that development and use of the transport network responds to climate change and lowering greenhouse gas emissions e. It links efficiency to the newly described Priorities for transport (Policy 25.14.2.1g) f. It will ensure that communities are provided with a safe environment and that it aligns with Vision Zero for road safety. g. It clarifies how integrating land use and integration will contribute to mode shift h. It provides direction that the transport network is to align with Council's expectations for play

Table 2: Analysis of proposed provisions to achieve the existing and proposed objectives

Analysis:
Objective 25.14.2.1 An integrated, multi-modal, climate-resilient transport network with low embodied and operational greenhouse gas emissions that meets national, regional, and local transport needs, gives effect to Te Ture Whaimana, provides travel choices, supports high quality growth and development of the economy and an enjoyable, liveable city, and is: a. Efficient, to the extent consistent with Policy 25.14.2.1g. b. Affordable. c. Safe and where no one is killed or seriously injured. d. Accessible to all.

e. Sustainable.

f. Integrated with land use to minimise the need to travel, the total distance travelled, and avoid wherever practicable conflicts between transport modes.

g. Easy to use and provides opportunities for play.

Options to achieve the objective

1. Manage development affecting the transport network by adopting the provisions of the transport chapter.
2. Amend existing provisions and include additional provisions that guide development affecting the transport network.

Both of the above options are recommended because it directs a transport system that responds to and supports the changes to the MDRS required under the HSAA. The full analysis of the options chosen follows below.

The specific provisions which are most appropriate to achieve the objective:		**Benefits:**	**Costs:**
Land Use Integration **Policy 25.14.2.1a**	Integrate land use and the transport network by: i. Implementing Policies 2.2.14a to 2.2.14j. ii. Limiting vehicle access in accordance with Policy 25.14.2.1fb. iii. Recognising and providing for planned upgrades of transport corridors.	Integrating land use and transport has a wide range of benefits through reduced reliance on private vehicles and an increase in the use of walking, cycling, micro-mobility and public transport by reducing trip lengths. The specific economic, environmental and social benefits arise from: • Concentrating high densities into specific areas which can reduce the need to travel providing economic benefits • Through reduced travel time and reduced network congestion. • Concentrating high densities into specific areas provides social and economic benefits by increasing the feasibility of public transport and by increasing the number of potential users within a walkable distance from bus services. • Increased use of PT which reduces carbon emissions and private vehicle travel. • Supporting development within walkable catchments of centres provides social benefits by having more connected neighbourhoods and communities. • Integration improves accessibility and has social and cultural benefits for less-mobile users and the transport disadvantaged by allowing them to participate in a wider range of social and economic activities. • Supporting development within walkable catchments which promotes active modes improving the health and wellbeing of these people.	There are costs from integrating land use and transport particularly in brownfield areas where infrastructure changes are required to support walking, cycling, micro-mobility and public transport. Including additional design requirements to prioritise walking, cycling, micro-mobility and public transport may result in higher costs for the development community, which will likely to be passed on to the eventual purchaser.
Climate Change **Policy 25.14.2.1b**	**25.14.2.1b** Promote the establishment and maintenance of a	There are economic and environmental benefits from reduced adverse health effects and ability to store carbon.	There will be costs from developing transport infrastructure that responds to this policy. For example, establishing and maintaining street trees, and developing a more resilient transport network. This

Policy 25.14.2.1c **Policy 25.14.2.1d**	continuous tree canopy along transport corridors to improve amenity for corridor users and adjoining land use, minimise the urban heat island effects of urban intensification, enhance biodiversity and ecological function, provide summer shade to make the corridors more comfortable for walking, cycling, and micro-mobility during hotter weather, and store carbon. **25.14.2.1c** Minimise embodied greenhouse gas emissions and operational greenhouse gas emissions. **25.14.2.1d** Plan the transport network to be resilient to predicted future extreme weather events.	A continuous tree canopy is expected to make walking, cycling and micro-mobility more attractive as alternative modes, with environmental and social benefits. Planning for climate change in the design of the transport network will provide a more resilient transport network improving accessibility and avoiding future costs to upgrade/ repair the network.	may require additional wider transport corridors, potentially reducing housing density. These costs are expected to be outweighed by the long-term benefits.
Accommodating Growth Policy 25.14.2.1e	i. Take account of the whole of life benefits and costs of the transport network. ii. Minimise the building or new, or widening of existing, transport corridors to accommodate growth by: A. Making the best use of existing transport corridors by reconfiguring them for more space-efficient modes of transport like walking, cycling, micro-mobility, and public transport rather than adding more lanes for private vehicles; and B. Locating land uses and densities in such a way as to support walking, cycling, micro-mobility and public transport. iii. Enable transport corridors to be widened to accommodate stormwater treatment, street trees, or dedicated facilities for public transport, walking, cycling, or micro-mobility.	The benefits of planning for and accommodating growth include: • Supporting growth within walkable catchments and using existing transport corridors promotes more connected neighbourhoods and communities with economic and social benefit. • Considering whole of life costs minimises unnecessary future expenditure and allows future-proofing assets for future improvement. • Improving the use and space allocation of existing corridors minimises costs and promotes the use of more cost and space efficient modes like walking and cycling.	Including additional design requirements may result in higher costs for the development community, who will likely to be passed on to the eventual purchaser. Future-proofing for growth may require additional wider transport corridors, adding costs and potentially reducing housing density. This can be moderated by providing facilities that support more space efficient modes like walking and cycling.
Urban Design **Policy 21.14.1f**	i. Provide high quality, safe, efficient, convenient, multi-modal connections for everyone moving from place to place. ii. Enable transport corridors to perform their movement and place functions within the city's transport corridor hierarchy. iii. Establish and protect streetscape amenity and recognise and provide for place	Urban design plays an important part in the look, feel and use of the transport network. The economic, environmental and social benefits from incorporating urban design into the transport network include: • Supporting a wider range of modes improving access for the transport disadvantaged and less-mobile users leading to better social outcomes such as access to services, employment etc.	Including additional urban design requirements into the transport network may result in higher costs for the development community, which will likely to be passed on to the eventual purchaser. The costs are likely to be incremental and have wide range of benefits for users of the transport network and the adjacent land.

	functions. Where appropriate, realise opportunities to enable everyone to be active, play, explore the city, and have fun within transport corridors and the transport network.		
Priorities **Policy 25.14.2.1g**	i. Prioritise the needs of transport modes that are higher in the transport mode hierarchy. ii. Enable and prioritise walking, cycling, micro-mobility, and public transport over private vehicles through A. Improving the quality, quantity, extent, amenity, playfulness, convenience, and performance of facilities for public transport, cycling, walking, and micro-mobility to attract more users. B. Integrating land use and the transportation network in accordance with Policy 25.14.2.1a C. Improved design and management of parking, loading, and end-of-journey facilities. iii. Prioritise climate change adaptation and reduction of greenhouse gas emissions. iv. Prioritise freight movement and high frequency public transport over private vehicles on the strategic transport network.	Priorities have been established to support the transport objective. The economic, environmental and social benefits from these priorities include: • Supporting a wider range of modes improving access for the transport disadvantaged and less-mobile users leading to better social outcomes such as access to services, employment etc. • Inclusive access and healthy and safe people by considering more vulnerable road users as the highest priority users. • Reduced carbon emissions from prioritising walking, cycling, micro-mobility, and public transport over private vehicles transport. • Reduced vehicle travel and lower carbon emissions from prioritising walking, cycling, micro-mobility, and public transport over private vehicles and through the integration of land use and transport. • Increased mode shift through the provision of parking and end-of-journey facilities for a wider range of modes which has environmental and economic benefits. • Economic benefits from prioritising freight movement and PT on the strategic network Social benefits from mode shift are described in Waka Kotahi Research Report 666 (September 2020). The benefits of mode shift to micro-mobility are described in Waka Kotahi Research Report 674 (February 2021). For example, it suggests that the usage of shared paths and separated cycle facilities will be three to eight times higher than for forecasts of pushbikes alone.	Including additional design requirements to prioritise walking, cycling, micro-mobility and public transport may result in higher costs for the development community, which will likely to be passed on to the eventual purchaser. For example, some buildings and activities will have additional costs through providing additional space and infrastructure for end-of-journey facilities and segregated cycle facilities increase construction costs and require additional space within the transport corridor. These costs are expected to be outweighed by the economic and environmental benefits from mode shift away from the private and improved access for the transport disadvantaged and less-mobile users.
Parking Policy 25.14.2.1h	Manage the design, location, quantity, and pricing of any parking infrastructure provided in a way that: i. Provides for the special design, personal security, accessibility, and convenience requirements of all users. ii. Minimises adverse effects arising from supply	There are economic, environmental and social benefits: • By providing parking facilities to support a wider range of transport modes, (e.g. cycling and micro-mobility devices) reduces vehicle travel and carbon emissions • Improved amenity by designing parking to consider accessibility and convenience that enables a wider range of	There are economic costs associated with the provision and management of parking. Where on-site parking is provided there may be additional costs in providing access that provides a safer environment for other road users (e.g. visibility splays and ramp grades) or sufficient on-site manoeuvering to avoid reversing vehicles.

	of and demand for parking. iii. Minimises adverse safety and efficiency effects on walking, cycling, micro-mobility, public transport, freight, and emergency services. iv. Maximises opportunities for the efficient use of existing parking infrastructure. v. Provides charging facilities for electric powered vehicles and micro-mobility devices. vi. Encourages active modes, micro-mobility, and public transport. vii. Ensures loading and drop-off spaces are available for each development and site. viii. Provides for car-share, taxis, and ride-share.	users to access the building or activity. • Improved safety by designing parking to consider specifically personal security. For example, safe, secure well-lit facilities are more likely to be used. • From providing electric charging facilities to support vehicles with lower carbon emissions • By providing car-share, taxis, and ride-share to improve access for the transport disadvantaged and less-mobile pedestrians.	
End-of-Journey Facilities **Policy 25.14.2.1i**	Require provision of accessible, practical, secure, covered, end-of-journey facilities for all users as close as practicable to their journey destination.	The requirements for end-of-journey facilities will support the use of walking, cycling, micro-mobility and public transport as modes of transport supporting the day-to-day needs of residents. There are economic, environmental and social benefits: • From reducing vehicle travel and carbon emissions by supporting active modes • Supporting a compact urban environment that improves accessibility and reduces the need to travel • For health from increased use of active modes	Some buildings and activities will have additional costs through providing additional space and infrastructure for end-of-journey facilities. Some buildings and activities will be required to obtain resource consent if they do not provide the required level of facilities. This adds additional cost, complexity and time to those developments. These costs are expected to be outweighed by the environmental and health benefits from the increased use of walking, cycling, micro-mobility and public transport.
Public Transport **Policy 25.14.2.1j**	Encourage growth in public transport patronage to reduce greenhouse gas emissions and minimise traffic congestion on transport corridors and demand for parking spaces by: i. Upgrading public transport facilities and services, particularly on congested transport corridors. ii. Supporting the transition to a rapid and frequent public transport network, including through policies 2.2.14a to 2.2.14h and policies 25.14.2.1j iii to vi. iii. Improving the operational efficiency of the public transport network to make public transport faster, more reliable, and easier to use.	The requirements support development of a public transport network that is integrated with the surrounding development, safe, accessible to all and easy to use. There are economic, environmental and social benefits: i. By reducing vehicle travel and greenhouse gas emissions through improved efficiency of public transport services ii. Supporting compact development in the walkable catchment around centres reduces greenhouse gas emissions and vehicle travel. iii. By increasing public transport patronage through increased connectivity with walking, cycling and micro-mobility iv. From integrating development of public transport infrastructure (e.g. bus stops) with development of the transport corridor, reducing construction costs.	There will be costs from development of public transport facilities including the provision of end-of-journey facilities at interchanges. There will be an increase in costs during development or upgrading of transport corridors, but these costs are expected to be lower than the costs of retrofitting public transport infrastructure at a later date. These costs are expected to be outweighed by the benefits from the increased use of public transport.

	iv. Providing free, secure, and covered parking for bicycles and micro-mobility devices and gear lockers at Key Public Transport Interchanges. v. Ensuring good walking, cycling, and micro-mobility connectivity with public transport facilities. vi. Providing public transport infrastructure as part of developing a new, or upgrading of an existing, transport corridor.		
Adverse Effects of the Transport Network **Policy 25.14.2.1k**	Avoid or minimise adverse effects of the transport network on the environment, improve biodiversity, water quality, and air quality, and reduce greenhouse gas emissions while recognising: i. The safety, access, and mobility needs of all users. ii. The movement and place functions of the new or altered transport corridor and the land use adjoining it.	Developing and operating the transport network has the potential to adversely affect the environment. Through careful consideration and design the transport network can contribute towards improvements in biodiversity, water quality, and air quality, and reductions in greenhouse gas emissions. This has benefits for the wider environment including the Waikato River.	Including additional design requirements for improved environmental outcomes may result in higher costs for the development community, which will likely to be passed on to the eventual purchaser. There is the risk that the design outcomes may adversely impact on the place and movement function of the transport corridor which may lead to additional travel costs or loss of place and amenity function. These costs are expected to be outweighed by the benefits.
Adverse Effects on the Transport Network **Policy 25.14.2.1l**	Avoid or minimise adverse effects of subdivision, use and development on the transport network by: i. Safely connecting to, and integrating with, the transport network in a manner consistent with the Transport Corridor Hierarchy, Policy 25.14.2.1g, and the Transport Mode Hierarchy. ii. Protecting strategic and arterial transport networks and associated intersections. iii. Managing reverse-sensitivity effects of land uses sensitive to adverse transport effects (e.g., noise). iv. Promoting streetscape amenity through transport corridor design, providing for the Transport Mode Hierarchy, and encouraging a continuous tree canopy along transport corridors. v. Ensuring performance, condition, safety, efficiency and long-term sustainability and affordability of the transport network.	Development has the potential to adversely affect the transport network. Managing these effects has economic, environmental and social benefits: • By providing safe access to and from the transport network • By providing a logical and well-connected transport network that minimises conflict to improve road safety. • By promoting streetscape amenity that manages the interface between the transport corridor and adjacent development. There are economic benefits from protecting the strategic and arterial networks. For example, protecting the width of the transport corridor allows future upgrades to take place in a timing manner, without requiring additional land. Minimising access to the network reduces the number of potential conflicts with benefits for road safety. There are social and environmental benefits from managing waste storage and collection so that it avoids blocking the public footpaths and ensuring that waste is stored in a location that is easy for collection.	There are costs for Council and developers associated with managing the effects on the transport network, e.g. protecting the transport corridor from providing wider corridors or high standard of intersection for access. These costs likely to be passed on to the eventual purchaser/ property owner. Including additional design requirements for waste storage and collection may result in higher costs for the development community, which will likely to be passed on to the eventual purchaser.

	vi. Ensuring that multi-use developments provide dedicated spaces for storage and collection of rubbish, food scraps and recycling. vii. Maximising opportunities to support and take advantage of existing public transport services.		
Integrated Transport Assessments **Policy 25.14.2m**	Require Integrated Transport Assessments for new subdivision, use, or development of a nature, scale or location that has the potential to generate significant adverse transportation effects	Redrafting of this policy improves clarity and understanding.	None identified
Travel Plans **Policy 25.14.2.1n**	Require Travel Plans to be prepared and implemented for development or activities of a nature, scale or location that has the potential to generate significant movement of people.	The use of travel planning will support the use of walking, cycling, micro-mobility and public transport as modes of transport. There are economic, environmental and social benefits: • From reducing vehicle travel and carbon emissions • For health from increased use of walking, cycling, micro-mobility and public transport • For development by supporting the provision of fewer on-site vehicle parking spaces	Development will have additional costs through the development and implementation of travel plans. There will be additional compliance costs from ongoing monitoring and review of travel plans. These costs are expected to be outweighed by the environmental and health benefits from the increased use of walking, cycling, micro-mobility and public transport.
Access **Policy 25.14.2.1o**	i. Require vehicle access between properties and the following transport corridors to be from a rear lane or side road lower in the transport corridor hierarchy: A. Major Arterials. B. The Strategic Network. C. A Pedestrian Focus Area. D. Transport corridors that will carry a Cross-City Connection. ii. Design, manage, and maintain rear lanes to: A. Be safe and accessible for pedestrians, cyclists, micro-mobility device users, and vehicle drivers. B. Provide unrestricted access for emergency vehicles and rubbish, food scraps, and recycling collection vehicles. C. Be connected to a transport corridor in at least two locations to always provide unrestricted alternative access and egress.	Additional management of access to the transport corridor is required to address the likely increase in demand for access arising from residential intensification and to provide safe walking, cycling, and micro-mobility access. Reverse manoeuvring has the potential to result in adverse safety There are economic and social benefits from providing rear vehicle access to properties. It enables a different style of housing typology supporting increased development density. It minimises the number of vehicle crossings to the transport corridor improving amenity and safety for walking, cycling, and micro-mobility. There are economic benefits from improved safety by eliminating the reversing of vehicles to and from the transport corridor. Pedestrians are vulnerable to the reversing of waste collection vehicles across the footpath. It will also minimise vehicle-vehicle conflict and delay to other road users. Separating vehicle and pedestrian access has economic and social benefits by improving legibility of access and improving pedestrian safety within the development. Minimising the number of vehicle crossings provides for a more continuous footpath that is safer and easier for visually impaired and less mobile pedestrians to use. There are visual and amenity benefits for residential development from managing the frequency,	The access requirements may result in higher costs for the development community through provision of rear lanes, additional manoeuvring space and separating vehicle and pedestrians. These costs are likely to be passed on to the eventual purchaser. Some developments will be required to obtain resource consent if they do not provide the required access or space for manoeuvring. This adds additional cost, complexity, and time to those developments. There are economic costs associated with the management and maintenance of rear lane. These costs are borne by the eventual property owners. These costs are expected to be outweighed by reducing the number and severity of crashes and the increased use of walking, cycling, micro-mobility and public transport.

	D. Ensure the on-going and long-term maintenance of the pavement and services within the rear lane. iii. Design parking and loading areas so that reverse manoeuvring of vehicles does not occur onto or off an arterial transport corridor, a transport corridor in the Central City Zone, Business 1 to 7 Zones, or Cross-City connections. iv. Require all rubbish, recycling, and food scraps collection vehicles to enter and leave sites in a forward direction. v. Other than for developments generating few vehicle movements each day, require pedestrian access from transport corridors that is separate from vehicular access. vi. Minimise the number of vehicle crossings to improve safety for walking, cycling and micro-mobility. vii. Discourage new vehicle accesses within the Central City Zone and Business 1 to 7 Zones to: A. Give priority to pedestrian movement, safety, and amenity; and B. Provide for continuity of building frontage and associated activities at street level. viii. Maintain and enhance public access to and along the Waikato River in accordance with Policy 2.2.2b.	width, and dominance of vehicle crossings and garages. There are economic, environmental and social benefits from discouraging new access in the Central City Zone and Business zones. Avoiding vehicle crossings allows for continuous building frontages and streetscape environment and avoids conflict between pedestrians and vehicles. Not requiring on-site parking and vehicle crossings provides more developable area with economic benefits to the property developer. Social and cultural benefits will accrue from maintaining and enhancing public access to along the Waikato River.	
Hamilton Airport Airspace **Policy 25.14.2.1p**	Protect Hamilton Airport's airspace from intrusion by potential hazards to aircraft flight paths.	Redrafting of this policy improves clarity and understanding.	None identified
Biodiversity in Transport Corridors **Policy 25.14.2.1q**	Encourage the planting, retention, and maintenance of indigenous trees and vegetation within transport corridors, where appropriate, to recognise and reflect ecological, amenity, cultural, and landscape values and to support the establishment and enhancement of ecological corridors.	Planting within the transport corridor has environmental benefits and will assist in responding to climate change. Planting will have amenity benefits for users of the corridor.	There will be costs from plating within the transport corridor that responds to this policy. For example, establishing and maintaining street trees. This may require additional wider transport corridors, potentially reducing housing density. These costs are expected to be outweighed by the long-term benefits.

<table>
<tr>
<td>Definitions</td>
<td>i. Activity Notes
ii. Cross-City Connection
iii. Cycle and micro-mobility parking classes
iv. Cycle path
v. Electric vehicle charging point
vi. Embodied greenhouse gas emissions
vii. End-of-journey facilities
viii. Greenhouse gases
ix. Internal vehicle access
x. Key Public Transport Interchange
xi. Miro-mobility
xii. Movement function

xiii. Operational greenhouse gas emissions
xiv. Place Function
xv. Shared path
xvi. Transport Disadvantaged
xvii. Travel Plan
xviii. Urban Heat Island Effect
xix. Vehicle
xx. Waste Management Plan</td>
<td>Introducing these definitions improves clarity and understanding.</td>
<td>None identified</td>
</tr>
<tr>
<td>Rule 25.14.4.1 h) i)</td>
<td>
<table>
<tr><th colspan="2">Vehicle Crossings</th><th>Width (m)[1]</th><th></th></tr>
<tr><th colspan="2"></th><th>Minimum</th><th>Maximum</th></tr>
<tr><td>Residential Zones</td><td>Single residential unit (including an ancillary residential unit)</td><td>3.0</td><td>3.5</td></tr>
<tr><td></td><td>2 or more residential units (including a duplex)</td><td>5.5</td><td>6.0</td></tr>
<tr><td colspan="2">Rotokauri North Medium Density Zone – applies to a ‘combined’ vehicle crossing intended to serve two units (including a duplex)</td><td>5.5</td><td>6</td></tr>
<tr><td colspan="2">All other Zones</td><td>5.0</td><td>7.5</td></tr>
</table>
</td>
<td>Provides additional clarity on the relationship between vehicles crossing width and site frontage. Supports development of duplex dwellings on wider sites.</td>
<td>Minimal costs anticipated with this change.</td>
</tr>
<tr>
<td>Rule 25.14.4.1 h) i) Internal Vehicle Access widths</td>
<td>Changes are for developments with 1-6 residential units, residential centres, visitor accommodation and car parking facilities with up to 15 spaces:
1. Minimum formation width increased to 3.5m
2. Minimum legal width increased to 4m.</td>
<td>Widths are aligned with requirements for emergency vehicle access.
Rear lanes support the economic and social benefits described in Policy 25.14.2.1fb).</td>
<td>Additional costs to developers from providing an additional 0.4m legal width and 0.5m additional formation.</td>
</tr>
</table>

	Inclusion of rear lane category for access to residential units		
Rule 25.14.4.1 j)	Any rear lane must: i. Have a minimum legal width of 7m for a two-way rear lane. ii. Have a minimum unobstructed width at vehicle entrances and between buildings or structures of no less than 3.5m. iii. Not be used for carparking or storage of materials, landscaping, fencing or other obstructions that would restrict access by emergency vehicles. iv. Have a minimum height clear of buildings and other obstructions of 4.0m. v. Be connected to a transport corridor in at least two locations. vi. Have a legal mechanism for ownership and ongoing maintenance of the rear lane. vii. Have a maximum length of 150m.	There are economic and social benefits from providing rear vehicle access to properties. It enables a different style of housing typology supporting increased development density. It minimises the number of vehicle crossings to the transport corridor improving amenity and safety for walking and cycling.	The access requirements may result in higher costs for the development community through provision of rear lanes. These costs are likely to be passed on to the eventual purchaser. Some developments will be required to obtain resource consent if they do not meet the required standard for a rear lane. This adds additional cost, complexity and time to those developments. There are economic costs associated with the management and maintenance of rear lanes. These costs are borne by the eventual property owners.
Rule 25.14.4.1 m) and Rule 25.14.4. n)	m. To ensure that drivers exiting the site have clear visibility to pedestrians, cyclists and micro-mobility users, splays of 5m by 2m which are clear of structures higher than 1.2m must be provided at vehicle crossings. n. Where a vehicle access joins a transport corridor it must have an on-site platform at least 6m long and with gradient no steeper than 1 in 20 (5 per cent) so that vehicles can safely stop and check for pedestrians, cyclists and micro-mobility users, and other vehicles before entering the transport corridor. See Figure 25.14.4.1f.	There are economic, environmental and social benefits from these standards which improve safety for walking and cycling. The benefits arise from: Reducing vehicle travel and carbon emissions by supporting active modes. Supporting compact urban environment that improves accessibility and reduced the need to travel. Public health from increased use of active modes.	Development costs associated with these changes are expected to be minimal.
Rule 25.14.4.1) o)	o. To avoid the underside of the car striking the ground, a transition section at least 2m long must be provided where the gradient of a vehicle access changes by more than 12.5 per cent at the top of a gradient or 15 per cent at the bottom. See Figure 25.14.4.1g.	There are economic and social benefits from improved vehicle access to basements and parking buildings access via ramps.	Development costs associated with these changes are expected to be minimal. The standards are based on AS/NZS2890.1:2004.
Rule 25.14.4.2a ii) and Rule	ii. Staff cycle and micro-mobility spaces required by Table 15-1a of Volume 2, Appendix 15-1	Redrafting of these rules improves clarity and understanding.	None identified.

25.14.4.2a iii)	must not be required to exceed one per five Full Time Equivalent staff. iii. Visitor cycle parking spaces shall not be required where: A. The building setback is 0m for the entire frontage of the subject site, or B. A publicly available cluster of cycle spaces is located within 25m of the public entrance of the activity and in sufficient quantities to meet the levels otherwise required by Table 15-1a of Volume 2, Appendix 15-1.		
Rule 25.14.4.2 b)	For non-residential uses: i. Accessible car park spaces for people with a disability shall be allocated and provided for in accordance with Table 15-1a or Table 15-1d of Volume 2, Appendix 15-1, whichever requires the greater number, except in the Central City Zone, Business 1 Zone, Business 5 Zone, Business 6 Zone, and Business 7 Zone no accessible car park spaces are required for retail activities within existing buildings where there is no ability to provide customer or staff parking on the site.	Redrafting of this rule improves clarity and understanding and includes reference to additional tables provided within Volume 2, Appendix 15-1. An exception is provided for business zones where continuous street frontages and minimal vehicle crossings are desirable. The exclusion seeks to avoid the situation where an activity is required to provide an accessible parking space even if there is no vehicle access to the site.	None identified
Rule 25.14.4.2 c)	c. In Business 1 to 7 Zones, where 10 or more on-site car parking spaces are provided, the total number of spaces shall not exceed the maximum car parking levels identified in Table 15-1a of Volume 2, Appendix 15-1.	There are economic and benefits from not providing an over-supply of parking. Mode shift is supported by limiting car parking to maximum level and land can be developed or more productive uses.	None identified
Rule 25.14.4.2 e) i)	e. Vehicle parking spaces, loading spaces, and manoeuvring areas shall: i. Comply with the relevant dimensions, layouts and diagrams (including tracking curves) in Table 15-1h to 15-1ha and Figure 15-1i to Figure 15-1l of Volume 2, Appendix 15-1 and are suitably designed for the vehicles and their occupants. Alternative means of compliance for the design of parking spaces (including accessible car park spaces), loading spaces and manoeuvring areas is	Redrafting of this rule improves clarity and understanding and includes reference to additional tables provided within Volume 2, Appendix 15-1.	None identified

	contained within AS/NZS 2890.2: 2002 Off Street Commercial Vehicle Parking and AS/NZS 2890.6: 2009 Off Street Parking for Disabilities and AS/NZS 2890.1:2004 Parking Facilities – Part 1: Off-Street Car-Parking.		
Rule 25.14.4.2 f) and Rule 25.14.4.2 h)	f. No part of any vehicle, cycle or micro-mobility parking space, loading space or manoeuvring area shall be located on any outdoor living area or service area. h. All vehicle, cycle or micro-mobility parking spaces, loading spaces or manoeuvring areas, (excluding those for residential activities), which are used during the hours of darkness must be illuminated in accordance with NZS1158.3.1 Lighting of Pedestrian Areas (P11), during the hours of operation of the activity that the areas serve and incorporate CPTED principles.	Redrafting of these rules improves clarity by specifying that it applies to vehicle, cycle and micro-mobility parking.	Costs associated with design in accordance with CPTED principle are expected to be low.
Rule 25.14.4.2 i)	i. On-site manoeuvringarea must be provided to avoid vehicles reversing from any car parking, loading space or service area: i. To any: A. Arterial transport corridor; or B. Cross-City Connection, or C. Transport corridor in the Central City Zone or Business 1 to 7 Zones; or ii. Containing more than five parking or loading spaces; or iii. More than 30m from the boundary with the transport corridor.	There are economic and social benefits arising from improvements in pedestrian and cycle safety from avoiding reverse manoeuvres by vehicles. The rule limits this requirement to specific transport corridors by hierarchy, where a dedicated cycle facility is provided, and specific zones.	Additional costs associated with car park maneuvering are expected to be low as less space is required and there are options for rear lane access. There will be additional costs to developers in providing sufficient space for on-site maneuvering of larger vehicles.
Rule 25.14.4.2 l)	l. Vehicles occupying an on-site loading space must not project on to any transport corridor whilst loading or unloading.	Redrafting of this rule improves clarity and understanding.	None identified
Rule 25.14.4.2 n), Rule 25.14.4.2 o) and Rule 25.14.4.2 p)	n. Accessible car park spaces must be provided as close as practicable to the accessible building entrance to the associated activity, and the most direct route from the accessible car park spaces to the activity must be accessible. The accessible spaces must be clearly signed and	These rules provide clear standards for the provision of accessible car parking spaces to ensure that they are accessible to all. There are economic, environmental and social benefits: • By providing parking that is accessible to less mobile users • By improving access to places of activity such as work and	Development costs associated with these changes are expected to be minimal. The standards are based on NZS4121:2001 which is deemed to be an acceptable solution in The Building Code.

	located to avoid conflict between vehicles and people using or moving to or from the space. o. In car parking buildings or basements there must be a vertical clearance of not less than 2.5m at accessible parking spaces, and along the full length of any route providing vehicular access to or from those parking spaces. p. Any parking space provided for a residential unit must be no more than a 30m walk from a door to the residential unit it serves.	recreation	
Rule 25.14.4.2 q) and Rule 25.14.4.2 r)	q. Visitor cycle and micro-mobility parking spaces must be within 25m of the principal public entrance to any building accommodating the activity. r. Staff and student cycle and micro-mobility parking spaces must be: i. Easy for users to access from the transport corridor. ii. Located within 50m of an entrance to the activity they serve and close to any end-of-journey facilities provided	Redrafting of these rules improves clarity by including references to students and micro-mobility. Reducing the visitor parking distance to 25m aligns with other provisions.	Development costs associated with reducing the visitor parking distance from 30m to 25m are expected to be low.
Rule 25.14.4.2 s) and Rule 25.14.4.2 t)	s. At least 10% of any staff cycle parking spaces must incorporate facilities for charging electric powered cycles, and those cycle parking spaces with charging facilities must not require the cycle to be lifted when parking. t. At least 10% of any staff micro-mobility parking spaces must incorporate facilities for charging electric powered micro-mobility devices.	There are economic and social benefits from requiring that charging facilities be provided by supporting people to cycle and use micro-mobility devices.	There will be additional costs for some development through the provision of charging facilities. For most devices standard power points will be sufficient and costs should be low.
Rule 25.14.4.2 u)	u. Cycle and micro-mobility parking spaces for residents i. Any cycle and micro-mobility parking spaces for residents must: A. Incorporate facilities for charging electrically powered cycles and micro-mobility devices. B. Not be within any habitable room, entrance, or passageway. ii. Access between the transport corridor	There are economic, environmental, social (health) and amenity benefits from providing more detailed requirements for residential cycle and micro-mobility parking. The more detailed requirements will encourage mode shift and provide more detail on the provision of appropriate parking facilities for residential buildings.	Most residential buildings and activities will have additional costs through providing additional space and infrastructure for cycle and micro-mobility parking. These costs are expected to be outweighed by the environmental and health benefits from the increased use of walking, cycling and micro-mobility.

	and any cycle or micro-mobility parking space within a residential unit must not pass through any habitable room. iii. Access between the transport corridor and any resident cycle and micro-mobility parking space that is separate from the residential unit it serves must not pass through any residential unit.		
Rule 25.14.4.2 v), Rule 25.14.4.2 w), Rule 25.14.4.2 x), Rule 25.14.4.2 y), **Rule 25.14.4.2 z),** **Rule 25.14.4.2 aa), and** **Rule 25.14.4.2 ab)**	v. The design of all cycle and micro-mobility parking spaces shall: ... *(refer to Rule for full detail)* w. Cycle parking spaces must comply with the relevant dimensions and layouts in Figure 15-1aa of Volume 2, Appendix 15-1. x. A cycle parking space must support the cycle frame and at least one wheel. y. At least 20% of all cycle parking spaces provided shall not require the cycle to be lifted when parking. z. All access routes to cycle parking must be at least 1.8m wide, or at least 2.0m wide where adult tricycles, cargo bicycles, or other large bicycles are used. aa. For the following activities, 10% of all cycle parking spaces must be designed to accommodate large cycles: • Building improvement centres • Nurseries and garden places • Places of assembly (libraries only) • Retail activities – gross floor area greater than 5,000m^2 and all supermarkets ab Up to 10% of cycle parking spaces required by Table 15-1a of Volume 2, Appendix 15-1 may be substituted with dedicated parking spaces for micro-mobility devices on a 1-for- basis	The revised parking design standards will make cycling and micro-mobility more attractive as a mode of travel which results in economic, environmental and social benefits: • From reducing vehicle travel and carbon emissions • For health from increased use of cycling and micro-mobility -	Some buildings and activities will have additional costs through providing additional space and infrastructure for cycle and micro-mobility parking. Some buildings and activities will be required to obtain resource consent if they do not provide the required level of facilities. This adds additional cost, complexity and time to those developments. These costs are expected to be outweighed by the environmental and health benefits from the increased use of walking, cycling, micro-mobility and public transport.
Rule 25.14.4.2a End-of-Journey Facilities	a. Where staff cycle parking spaces are required by Rule 25.14.4.2(a) or substituted with staff micro-mobility device parking spaces in accordance with 25.14.4.2w, end-of-journey	The requirements of end-of-journey facilities will make walking, cycling, micro-mobility, and public transport more attractive as modes of travel which results in economic, environmental, and social	Buildings and activities will have additional costs through providing additional space and infrastructure for end-of-journey facilities. Some buildings and activities will be required to obtain resource

	facilities must be provided in accordance with Table 15-1g of Volume 2, Appendix 15-1. b. End-of-journey facilities for staff i. At least one gear locker must be provided per cycle or micro-mobility parking space provided. *Note: Consider providing additional gear lockers for other staff who run to work or exercise during work breaks*. ii. Shower cubicles must be provided in accordance with Table 15-1g in Volume 2 Appendix 15. iii. Each shower cubicle and accessible shower cubicle must have its own dry area for changing. iv. Changing rooms must be provided in accordance with Table 15-1ga in Volume 2 Appendix 15. c. End-of-journey facilities for visitors i. One gear locker per cycle or micro-mobility parking space must be provided for visitors where required by Table 15-1a in Volume 2, Appendix 15.	benefits: • From reducing vehicle travel and greenhouse gas emissions • Supporting a compact urban environment that improves accessibility and reduces the need to travel • For health from increased use of cycling and micro-mobility	consent if they do not provide the required level of facilities. This adds additional cost, complexity, and time to those developments. These costs are expected to be outweighed by the environmental and health benefits from the increased use of walking, cycling, micro-mobility and public transport.
Rule 25.14.4.2b Electric Vehicle Charging	All new residential activities with on-site vehicle parking must provide an electric vehicle charging point for each vehicle parking space provided.	There are economic and environmental benefits: • From reducing vehicle travel and carbon emissions • Encouraging the update of electric vehicles • Avoiding costs from retrofitting charging facilities in future	There will be additional costs from providing the charging points as part of new builds. These costs are expected to be lower than retrofitting these in future. Costs for new builds are in the order of $700-1,200 for Mode 2 and $2,000-$4,000 for Mode 3 charging (Source: NZS PAS 6001: 2021).
Rule 25.14.4.3a Travel Plan Requirements and Appendix 15, Table 15-2Aa	a. A Travel Plan must be prepared and implemented where the following trigger thresholds are exceeded and: i. A new building is constructed on previously vacant land, or ii. A new use establishes on previously vacant land or within a vacant building, or iii. An existing building is altered in a way that increases the gross floor area, or iv. An existing use increases in scale (e.g.,	The use of travel planning will support the use of walking, cycling, micro-mobility and public transport as modes of transport. There are economic, environmental and social benefits: • From reducing vehicle travel and carbon emissions • For health from increased use of walking, cycling, micro-mobility and public transport • For development by supporting the provision of fewer on-site vehicle parking spaces	Development will have additional costs through the development and implementation of travel plans. There will be additional compliance costs from ongoing monitoring and review of travel plans. These costs are expected to be outweighed by the environmental and health benefits from the increased use of walking, cycling, micro-mobility and public transport.

	increased gross floor area, or v. The use of land or buildings changes to a use with a higher trip generation.		
Appendix 15-1 Cycle Parking, Loading Spaces and Manoeuvring Areas – Tables and Figures	Table 15-1a Figure 15-1aa Cycle Parking Dimensions Table 15-1g and Table 15-1ga	There are economic, environmental and social benefits by providing end-of-journey facilities will support the use of walking, cycling, micro-mobility and public transport as modes of transport supporting the day-to-day needs of residents. These include: • Providing parking facilities supports a wider range of transport modes, (e.g. cycling and micro-mobility devices) reduces vehicle travel and carbon emissions • Improved amenity by designing parking to consider accessibility and convenience that enables a wider range of users to access the building or activity. • Improved safety by designing parking to consider specifically personal security. For example, safe, secure well-lit facilities are more likely to be used. • From reducing vehicle travel and carbon emissions by supporting active modes • Supporting compact urban environment that improves accessibility and reduces the need to travel • For health from increased use of active modes	Some buildings and activities will have additional costs through providing additional space and infrastructure for parking and end-of-journey facilities. Some buildings and activities will be required to obtain resource consent if they do not provide the required level of facilities. This adds additional cost, complexity and time to those developments. These costs are expected to be outweighed by the environmental and health benefits from the increased use of walking, cycling, micro-mobility and public transport.
Figure 15-1ha Minimum dimensions for on-site loading spaces	Refer to Figure 15-1ha Minimum dimensions for on-site loading spaces	These additional standards provide clarity on the design vehicle to be used for loading spaces and manoeuvering. Standardising the design vehicles will reduce rework during the consenting process.	Costs are expected to be minimal.
Figure 15-1l 99%ile large rigid truck	Refer to Figure 15-1l 99%ile large rigid truck		

Appendix 15-2 Integrated Transport Assessment Requirements - Tables	Refer to Table 15-2a, Table 15-2b, Table 15-2c	There are economic, environmental and social benefits from including additional matters within the ITA.	There will be additional costs in preparing application for consent to consider the additional matters of climate change and accessibility. There may be additional costs for developers in the design and construction of developments to respond to these matters. These costs are likely to be passed on to the eventual purchaser.
Appendix 15-3A Transport Mode Hierarchy	Refer to Table 15-3A	There are economic and social benefits from prioritising walking and cycling with a focus on vulnerable or less-mobile road users. It will improve safety for these modes and improve accessibility to social, employment and retail opportunities.	The costs are expected to be outweighed by the economic and social benefits from the increased use of walking, cycling, micro-mobility and public transport and improving accessibility for the transport disadvantage.
Appendix 15-4 Transport Corridor Hierarchy Plan and Definitions	Amend paragraphs d), e), and f) to specific that "Cycling will be separate from pedestrians and traffic." Changes to Table 15-4a to reflect changes in zones.	The changes include specific references to the separation of cycling from pedestrians and traffic to support other policies and rules.	There will be costs from constructing new infrastructure with a focus on the separation of walking and cycling. These costs are likely to be passed on to the eventual purchaser.
Appendix 15-6 Criteria for the Form of Transport Corridors and Internal Vehicle Access	Refer to Table 15-6a) i) and Table 15-6a)ii) for changes to lane and footpath widths, cycle requirements, and parking and landscape/ stormwater management.	There are economic and environmental benefits from these changes through: a. Supporting mode shift through improvements to walking and cycling infrastructure b. Introducing rear lanes to support residential intensification c. Specifically identifying the stormwater function within the transport corridor.	
Opportunities for economic growth and employment			
Effectiveness and Efficiency			
The proposed provisions are an effective approach to achieving the objective. In particular: • The proposed provisions are effective in responding to the removal of minimum parking standards. This includes rules requiring pedestrian access where no vehicle access is provided to a site. • The provisions require travel plans for development or activity of certain scale to encourage the use of alternative modes and manage travel demand. This will be an effective response to the removal of parking minimums. • The requirements for enhanced end-of-journey facilities supports increased use of walking, cycling and micro-mobility and will be effective in encouraging trips by alternative modes, especially those trips originating within walkable catchments from the City Centre and other centres. • The plan change includes a number of provisions seeking improved safety outcomes aligned with Vision Zero that support higher density development. Together they will be effective in supporting safer walking and cycling facilities that are easily accessible by a wider range of users. For example, wider footpaths provide a higher level of service, and cycle facilities separated from both pedestrians and vehicles are safer and provide a higher level of service. The new design standards will be effective in improving pedestrian safety by providing visibility splays at vehicle crossings, transitions at the top of vehicle ramps and minimising the number of vehicle crossings on particular corridors to minimise the risk to pedestrians and cyclists. • There is a need from transport perspective to ensure that waste collection and storage is catered for and does not adversely impact on the safe use of the transport corridor or limit on-site manoeuvering of vehicles.			

• The proposed provisions respond to climate change and carbon emissions by requiring assessment as part of an ITA
Appropriateness in relation to relevant existing objectives:
The existing objective has been retained but modified to respond to changes in density, removal of parking minimums and changes in the national, regional and local transport policy context. The proposed provisions are considered appropriate to achieve a transport network that supports mode shift and the requirements of the NPD-UD. The proposed provisions, guide development of the transport network and manage effects both on and of the transport network.
Summary of reasons for decision on the provisions:
The suite of provisions balances the needs of the transport network with the increase in housing supply sought under the HSAA.

Chapter 25.15: Urban Design

Table 2: Analysis of proposed provisions to achieve the existing objectives

<table>
<tr><th colspan="3">Analysis:</th></tr>
<tr><td colspan="3">25.15.2.2
Urban environments that promote a positive sense of place and are reflective of the characteristics of the surrounding local environment
25.15.2.4
Subdivision and development which is well connected, legible and promotes sustainable energy use.</td></tr>
<tr><th colspan="2">The specific provisions which are most appropriate to achieve the objective:</th><th>Benefits:</th><th>Costs:</th></tr>
<tr><td>Policy 25.15.2.2b</td><td>Development will be expected to respond positively to the scale and proportion of buildings and spaces in which it is situated.</td><td rowspan="3">• Social benefits from greater clarity for the user and ensure policies are consistently applied throughout the Plan.
• Environmental, social, and cultural benefits arising from a greater sense of place and place identity</td><td rowspan="3">None identified</td></tr>
<tr><td>Policy 25.15.2.4a</td><td>Subdivision and development patterns respond positively to any existing local amenity (such as an open space) and promote the use of renewable energy sources.</td></tr>
<tr><td>Policy 25.15.2.4c</td><td>Subdivision and development patterns contribute towards the creation of continuous building frontages, including limiting the number of vehicular access points along key transport corridors, where appropriate, practical and necessary.</td></tr>
<tr><th colspan="4">Opportunities for economic growth and employment</th></tr>
<tr><td colspan="4">Not applicable</td></tr>
<tr><th colspan="4">Risk of acting or not acting</th></tr>
<tr><td colspan="4">Not changing the policy will result in ambiguity and a risk that the policy will be ineffective.</td></tr>
<tr><th colspan="4">Effectiveness and Efficiency</th></tr>
<tr><td colspan="4">The application of best practice urban design principles dictates that developments consider the impact on and relationship to adjoining properties. The policy will help ensure that the positive characteristics of the local environment are respected by ongoing subdivision and development. Good urban design will result in a positive and enhanced sense of place and local identity. Reference to character without defining or describing it in detail will lessen the impact of other UD policies throughout the Plan.
Policy 25.15.2.4c is effective and efficient as it responds to the need to cater for all modes of transport especially pedestrians and cyclists – especially relevant in a denser urban environment.</td></tr>
<tr><th colspan="4">Appropriateness in relation to relevant existing objectives:</th></tr>
</table>

The revisions are appropriate in achieving the objectives as they remove ambiguity in relation to the meaning of ‘character’ and align with the approach in the Residential and Transportation tables.
Summary of reasons for decision on the provisions:
A more distinctive city through the application of best practice urban design principles

1.3 Assessment Criteria

Table 2: Analysis of proposed provisions to achieve the existing and proposed objectives

Analysis:					
Assessment criteria are a tool to help ensure good quality outcomes are achieved and are used during the assessment of restricted discretionary (RD) and discretionary (D) activities. They describe key urban design elements and principles that should be considered. In terms of the District Plan and changes within land zoned for residential purposes, the matters of discretion were limited to B (Design and Layout) and C (Character and Amenity). The use of assessment criteria, as described above, to help assess RC applications, is not proposed to change due to the latest RMA amendment bill. However, as the bill will result in a greater level of intensification and change to the existing residential environment, the opportunity to revise and add greater clarity has been taken. In terms of design and layout, the assessment criteria have been arranged and grouped according to the following key urban design elements: 1. Context 2. Public Realm 3. Site Layout 4. Access 5. External Appearance The previous criteria used have been deleted and replaced with new criteria B2 – B6 as shown below. Various smaller edits were made to criteria relating to Character and Amenity to align with current thinking.					
The specific provisions which are most appropriate to achieve the objective:				**Benefits:**	**Costs:**
Context	B2	Whether the proposal:		Social and environmental benefits. The application of best practice principles as described in the City Design Guide (Vista) and the NZ Urban Design Protocol, implies that any new development proposal should respond to the surrounding context including adjacent properties	Potential economic costs with building design to align with these criteria.
		a.	Positions building mass on the site such that as many of the adverse effects generated by the proposal can be contained within the site.		
		b.	Configures buildings to minimise any loss of sun and/or creation of shadows received by the outdoor living spaces or into habitable room windows on neighbouring sites.		
		c.	Configures buildings so as to limit visual dominance and building length effects such that, as a rule of thumb, buildings should be no more than 70% of the length of a side or rear boundary, if 1-storey height, and 60% of a boundary, if 2 or more storeys in height.		
		d.	Configures windows to habitable rooms within buildings to maximise the privacy of neighbouring outdoor living spaces and habitable		

			rooms, including by positioning the principal windows of habitable rooms to face streets and public open spaces where possible.			
		e.	Will result in equivalent or less overall adverse effects on neighbouring residential properties than could be reasonably expected of a development that complied with the standard(s) being infringed.			
		f.	Provides for the maintenance of existing amenities likely to be enjoyed by neighbours such as retention of existing trees or open spaces, view shafts clear of buildings, or shared accessways.			
		g.	Provides other positive effects or other amenity improvements to the existing environment likely to benefit or be enjoyed by neighbours, including the remedying of any pre-existing adverse effects.			
		h.	Respond to the sites topography and maximise passive solar design opportunities in response to local microclimatic features.			
		i.	Has been designed in a manner that supports and enhances pedestrian and cycle movements, including access to the transport network and along frontages considered important for shopping or entertainment activities and has considered the provision of additional pedestrian through site links, where appropriate.			
Public Realm	B3	Whether the proposal:			Social and environmental benefits. The application of best practice principles as described in the City Design Guide (Vista) and the NZ Urban Design Protocol, implies that any new development proposal should respond to the adjacent public environment (including streets, open spaces) to ensure they are safe and result in a positive streetscape environment.	
		a.	Incorporates Crime Prevention Through Environmental Design principles.			
		b.	Positions front doors where they will be most easily discernible by pedestrians within a transport corridor and has considered ways (such as a change in level, increased setback, landscaping etc.) to differentiate between public and private areas and give primacy to the residential unit over the street (particularly for apartments located on major roads). Note, a change in level should occur on site and should not impact the continuity of grade along a footpath.			
		c.	Incorporates front fencing and landscaping of a style that will complement the aesthetics of the building(s) and that will not exceed a maximum height of 1.2m along the boundary of the transport corridor, or 1.5m where the transport corridor is an arterial road.			
		d.	Maximises provision of landscaping and specimen trees within the front yard.			

		e.	Has been designed to add visual interest and vitality to the streetscape and avoids large, featureless façades such as through incorporation of façade articulation, use of windows and roof profiles, the design of verandas and balconies and the careful choice of materials and colours. On corner sites, both of the front elevations should achieve this.				
		f.	Locates parking, manouvering areas, driveways and outdoor service areas so as to be as discrete as possible when viewed from within the transport corridor, and otherwise minimise visual dominance or clutter effects. In particular:				
			1	As a rule of thumb, the width of garaging and associated car parking pads in front of the garage or dwelling should not exceed 50% of the frontage width of the building.			
			2	Wherever possible, service and parking areas should be screened from public view by being behind the building rather than in front of it.			
			3	Garages should be recessed back from the front face of the dwelling relative to the transport corridor boundary.			
			4	Waste bins, washing lines, and other service activities should not be placed between a dwelling and the transport corridor boundary where avoidable.			
Site Layout	B4	Whether the proposal:				Social and environmental benefits. The application of best practice principles as described in the City Design Guide (Vista) and the NZ Urban Design Protocol, implies that any new development proposal should ensure good privacy and CPTED outcomes for residents and a clear hierarchy of space, is created.	
		a.	Has been configured to achieve a consistent delineation of integrated like-with-like public fronts and private backs, including by treating transport corridors (other than State Highways and rail corridors), public open spaces (where topography allows), and private on-site access ways that act as the functional means by which the public can gain access to dwellings, as fronts. Pedestrian paths that could be used by the public must always be at the public front, however vehicle access if by resident-only traffic, could be provided as either part of a public front, or as a private back (such as via a rear lane).				
		b.	If the development is of a scale where a discernible block structure is being created, limits blocks to 2-lot depths so as to reinforce a clear delineation between public fronts and private backs.				
		c.	Configures buildings on the site so that each dwelling has a front elevation including a front door and habitable room windows positioned to face (and in the cast of the front door to be				

			accessible) from the transport corridor or private access way that is to act as the public front. There should be a separation distance of at least 1m between a publicly usable footpath and the external wall of a dwelling or an external site boundary fence so as to maintain a minimum of privacy. That space should be landscaped so as to create a physical privacy buffer between the building and users of the footpath.			
		d.	Any fencing between dwellings and a private on-site access ways that is to act as the public front should be limited to 1.2m maximum height.			
		e.	Where practicable, outdoor living spaces should not adjoin a transport corridor, or the private on-site access space acting as the public front and should instead be positioned at the rear of the dwelling.			
		f.	Incorporates additional rear lane access ways for parking and access separate to the access way that is serving as the public front to the development (especially when the frontage width of dwellings is less than 6.5m per dwelling).			
		g.	Where communal or new public open spaces are proposed, positions them so as to be visual and physical focal points within the development and well-integrated with the on-site movement network including by way of having road frontage on at least one side.			
Access and Circulation	B5	Whether the proposal:			Social and environmental benefits. The application of best practice principles as described in the City Design Guide (Vista) and the NZ Urban Design Protocol, implies that any new development proposal should ensure safe circulation to and through the site being provided for all modes including pedestrians.	
		a.	Provides clear, convenient and safe access for all modes of transport through the site by:			
			1.	Locating garages, carports and vehicle access points to ensure the safety of all road users and the safe and efficient function of the transport network;		
			2.	Providing clear, convenient and safe pedestrian links through the site to facilitate access to communal areas and areas of open space;		
		b.	Provides a dedicated pedestrian carriageway that is separate to any required vehicle carriageway or reverse manouvering space. As a guide, the pedestrian space should be at least 1.2m wide, or 1.5m wide (where more than 10 dwellings are being served by the path).			
		c.	Provides a legible, obvious and direct on-site circulation network			

			that minimises the need for pedestrians and vehicles to cross each other's paths, and also minimises the number of blind turns or hard corners for users to navigate. Where shared spaces are provided, the speed should be designed to a maximum of 20km/hr.			
		d.	Includes adequate lighting of any private accessway that is acting as a public front so as to assure safe night-time use by pedestrians.			
External Appearance	B6	Whether the proposal:			Social and environmental benefits. The application of best practice principles as described in the City Design Guide (Vista) and the NZ Urban Design Protocol, implies that any new development proposal should ensure the external design and architectural detailing incorporate methods to reduce the overall bulk and scale and avoid large blank, unrelieved walls, which are negative from a public safety and visual amenity perspective.	
		a.	Has been designed to add visual interest and vitality to the streetscape and avoids large, featureless façades including through incorporating elements as described below.			
		b.	All buildings should be designed to positively contribute to the street. This is best achieved by buildings being designed to be individually distinctive, provide doors and windows addressing the street, and that do not place garaging or service areas in front of the building.			
		c.	Roof profiles should be designed to add visual interest to all buildings. Where multiple buildings are proposed, vary the height and pitch angles of roof forms between the buildings.			
		d.	Roof forms for residential buildings (including where they are proposed to have habitable floor space within them) should comprise at least 10% of a building's total height to ensure the roof can act as a means of providing a visually unique and distinctive overall building form.			
		e.	Facades should avoid large areas of blank and/or flat wall surfaces. Variations in colour, material and the use of recesses or projections (setbacks or set forwards) could be used to achieve this such that all buildings, irrespective of length, appear to be comprised of smaller square or vertically proportioned sections.			
		f.	Windows should be used as opportunities to provide visual interest within facades, especially when combined with a variation in cladding material or colour.			
		g.	Balconies and associated balustrades, roofs and other structures (such as a verandah) can be highly effective at visually softening the appearance of large buildings and also add to the visual distinctiveness of the building.			
Opportunities for economic growth and employment						

n/a
Risk of acting or not acting
There are no risks associated with acting and improving and expanding the range of assessment criteria available, as they are a tool to help ensure increased residential intensification does not have a detrimental impact on the urban environment. The risks of not-acting are the reverse of the above in that increased intensification can result in poorly designed environments that do not meets the needs of the eventual residents and that do not perform from a social, environmental, and urban form perspective.
Effectiveness and Efficiency
Expansion and clarification of the assessment criteria is an efficient method for obtaining good urban form outcomes and builds on the past 10 years of learning and experience regarding the use of similar criteria.
Appropriateness in relation to relevant existing objectives:
Assessment criteria are a key tool to realise the various objectives and policies related to ensuring good residential outcomes are achieved.
Summary of reasons for decision on the provisions:
Ensuring residents will live in quality environments that are suitable for human habitation.