

Plan Change 5

SECTION 32 ASSESSMENT Notification Version

Ko te aaheinga
o te hanga he waahi ataahua he
waahi toiora ki Peacocke

Peacocke Structure Plan

Weaving together a
new community

July 2021



Hamilton
City Council
Te kaunihera o Kirikiriroa

**Plan Change 5: Peacocke
Structure Plan
Section 32 Report
Notification Version**

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1 Introduction

1.1 Scope and purpose of the report

The purpose of this report is to set out the evaluation of the proposed Plan Change 5: Peacocke Structure Plan. It sets out the required statutory analysis of the proposed amendments to the Hamilton City Operative District Plan to update the Peacocke Structure Plan and related planning provisions.

The plan change report describes the plan change in detail, and includes an understanding of the context of the structure plan area, and the reasons for the proposed changes.

It evaluates the proposed rules, methods, and the proposed amendments to existing policies and provisions which address the following resource management issues:

- the revision of the structure plan and planning provisions to ensure it delivers on the vision for Peacocke.
- the enhancement of the environment, specifically in relation to water quality, biodiversity and cultural outcomes.
- increased public transport, cycling and walking modal shifts.
- housing delivery and choice while creating accessible new communities.
- landscape and urban design excellence.
- the potential that existing provisions applying to the Peacocke Special Character Zone may conflict with the principles outlined in decisions of the Environment Court regarding *vires* of rules and district plan provisions for “Master Plans”.

2 Overview of the plan change

2.1 Project Purpose

The purpose of the Peacocke Plan Change is to review the Peacocke structure plan and the land use planning framework for the Peacocke growth cell so that it optimises the infrastructure investment and gives effect to the wider Peacocke development programme.

Over the next 10 years, Peacocke is projected to deliver a third of Hamilton's medium-term housing needs which equates to approximately 7,500 dwellings. The Peacocke programme includes the delivery of the strategic network infrastructure, community facilities and infrastructure, resource consenting and building consenting activities, ecological protection and enhancement, funding, monitoring and reporting and commercial activities.

The development of the Peacocke Structure Plan started in 2002. Variation 14-Peacocke Structure Plan, was notified in September 2007 and set out a detailed development framework for Peacocke which aligned with other structure plans for growth cells within the city. The Peacocke Structure Plan became operative in May 2012.

The securing of the Housing Infrastructure Funding has allowed for the opening up of the Peacocke growth cell earlier than anticipated. As part of this process, work been undertaken with regards to storm water, biodiversity, ecology. The additional work and the fact that the existing Peacocke Structure Plan is nearly eight years old means it is appropriate and necessary to review the structure plan that guides development within Peacocke to reflect the current environment and best practice.

2.1.1 Project objectives

- Develop a revised structure plan and planning provisions that deliver on the relevant wider programme benefits.
- Develop the project outcomes in partnership with internal and external stakeholders and key land-owners.
- Enhance the environment, specifically in relation to water quality and biodiversity outcomes that are consistent with the outcomes sought in the Mangakootukutuku ICMP and the draft Biodiversity Strategy.
- Increase public transport, cycling and walking modal shifts as set out in Access Hamilton, including the ability to assist in achieving the following Access Hamilton KPIs
 - 20% of all trips are by Public Transport within 10 years.
 - 40% of all short trips (less than 2km) are by walking or cycling.
- Develop a land use pattern that provides housing choice while creating accessible new community nodes.
- Ensure landscape and urban design excellence.

2.1.2 Project outcome

- To develop a revised structure plan and district plan provisions that will assist in creating an attractive and sustainable community in the Peacocke Growth Cell.

3 Proposed Peacocke Plan Change

In response to the above, Hamilton City Council, as part of Plan Change 5: Peacockes Plan Change, propose to:

Proposed Changes	Purpose
1) Amend Chapters 3: Structure Plans and 3.4 Peacocke and create a new Chapter 3A: Peacocke Structure Plan.	Update the Provisions relating to the objectives and policies of the Peacocke Structure Plan.
1) Amend Chapter 5: Special Character Zones to remove the Peacocke Character Zone provisions.	Remove existing Peacocke Provisions found in the Special Character Zones.
2) Create a new Chapter 4A: Medium Density Zone: Peacocke Precinct.	Establish a new planning framework to manage residential development in the Peacocke Structure Plan area in a format consistent with the National Planning Standards.
3) Create a new Chapter 6A: Peacocke Neighbourhood Centre Zone.	Manage land use and activities and the development of Neighbourhood Centres within the Peacocke Structure plan in the National Planning Standards format.
4) Create a new Chapter 6B: Peacocke Local Centre Zone.	Manage land use and activities and the development of the Peacocke Local Centre within the Peacocke Structure Plan in the National Planning Standards format.
5) Create a new Chapter 15A: Natural Open Space Zone: Peacocke Precinct	Manage land use and activities within the Natural Open Space Zone within the Peacocke Structure Plan in the National Planning Standards format.
6) Create a new Chapter 15B: Sport and Active Recreation Zone: Peacocke Precinct	Manage land use and activities within the Natural Open Space Zone within the Peacocke Structure Plan in the National Planning Standards format.
7) Create a new Chapter 23A: Subdivision: Peacocke Precinct chapter and associated provisions in the National Planning Standards Format.	Manage subdivision within the Peacocke Structure Plan area in the National Planning Standards format.
8) Amend the following City-wide chapters: a. 25.2 Earthworks and Vegetation Removal	Manage earthworks and vegetation removal in the Peacocke Structure Plan in a manner that considers the existing topography while enabling medium density development to occur.
b. 25.6 Lighting and Glare	Manage lighting and glare in the Peacocke

	Structure Plan.
c. 25.14 Transportation	Manage transportation and the level of assessment expected for development in the Peacocke Structure Plan.
2) Amend the following appendices:	
a. Appendix 1.1: Definitions and Terms	Add definitions specific to the Peacocke area.
b. Appendix 1.2 Information Requirements	Identify information required for development in the Peacocke area to ensure that it delivers on the objectives of the structure plan.
c. Appendix 1.3 Assessment Criteria	Identify further assessment criteria for the Peacocke Structure Plan.
d. Appendix 1.4 Design Guides	Create a Peacocke Local Centre Guideline.
e. Appendix 2 – Structure Plans	Amend and update the Peacocke Structure Plan.
f. Appendix 8 – Historic Heritage	Add additional sites of historic heritage in Peacocke.
g. Appendix 9 – Natural Environments	Add additional Significant Natural Areas in Peacocke.
h. Appendix 15 – Transportation	Identify specific cross sections and parking requirements for development in Peacocke.
i. Appendix 17 - Planning Maps	Remove Peacocke precinct from Appendix 17 and create Appendix 17A containing the Peacocke Precinct in the National Planning Standards.

A full track-change version of the proposed plan change is included in **Appendix C**.

4 Statutory Framework

The proposed plan change is subject to the provisions of the Resource Management Act 1991. This includes Part 2, Sections 31, 32, 74, 75 and Part 1 of Schedule 1 which applies to preparation and change of plans by local authorities.

4.1 Section 31

31 *Functions of territorial authorities under this Act*

(1) *Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district:*

(a) *the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district:*

(aa) *the establishment, implementation, and review of objectives, policies, and methods to ensure that there is sufficient development capacity in respect of housing and business land to meet the expected demands of the district:*

(b) *the control of any actual or potential effects of the use, development, or protection of land, including for the purpose of—*

(i) *the avoidance or mitigation of natural hazards; and*

(ii) *[Repealed]*

(iia) *the prevention or mitigation of any adverse effects of the development, subdivision, or use of contaminated land:*

(iii) *the maintenance of indigenous biological diversity:*

(c) *[Repealed]*

(d) *the control of the emission of noise and the mitigation of the effects of noise:*

(e) *the control of any actual or potential effects of activities in relation to the surface of water in rivers and lakes:*

(f) *any other functions specified in this Act.*

(2) *The methods used to carry out any functions under subsection (1) may include the control of subdivision.*

Section 31 of the RMA requires council to establish objectives, policies and methods to manage the effects of development and protection of land, natural and physical resources of the district. This includes ensuring that there is sufficient capacity with respect to housing and business land to meet the expected demands of the district. The Peacocke Plan change has been prepared to manage the effects of land and the physical and natural resources of the Peacocke area and seeks to provide sufficient residential and business capacity to meet the expected demands of the district.

4.2 Section 32 Evaluation

This section of the report has been prepared to fulfil the statutory requirements of section 32 of the Resource Management Act 1991 (RMA or the Act). It is a record of the processes and evaluation undertaken for the Proposed Peacocke Structure Plan - Plan Change (plan change) to the Hamilton City Operative District Plan (ODP), in accordance with section 32 of the RMA. The evaluation report must be made available at the same time as the plan change being notified. In line with section 32(6) of the RMA, and for the purposes of this report, the following definitions are used:

- **the proposal** refers to this plan change;
- **the objectives** refers to the objectives of the Proposed Structure Plan and related chapters; and
- **the provisions** refers to the policies, rules and other methods that implement the objectives of the Structure Plan, including the structure plan itself.

The plan change is seeking to alter existing provisions in the ODP relating to the Peacocke Structure Plan and Peacocke Special Character Area Provisions. The ODP contains existing objectives, policies and rules which have been used as a basis for the additional, and more specific, provisions in this plan change.

Section 32

Section 32 of the RMA sets out the requirements for preparing and publishing evaluation reports for proposals for a plan change (amending proposal) to an existing plan (existing proposal).¹ The overall purpose of section 32 in that context is to ensure that any provisions proposed through a plan change are evidence based, clear and certain, and the best means to achieve the purpose of the RMA. Council is required to undertake an evaluation of the proposed provisions prior to notification of the proposed plan change. The section 32 evaluation report sets out the reasoning and rationale for the proposed provisions and should be read in conjunction with those.

In particular, section 32 requires that, prior to public notification of a proposed plan change, Council must examine:

- (a) *“the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of this Act; and*
- (b) *whether the provisions in the proposal are the most appropriate way to achieve the objectives by—*
 - (i) *identifying other reasonably practicable options for achieving the objectives; and*
 - (ii) *assessing the efficiency and effectiveness of the provisions in achieving the objectives; and*
 - (iii) *summarising the reasons for deciding on the provisions;”*

¹ Refer to section 32(3).

The evaluation report must also contain a level of detail that,

- (c) *corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.*

When assessing efficiency and effectiveness of the provisions in achieving the objectives of the proposed plan the report must under s32(2):

- (a) *identify and assess 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—*
 - (i) *economic growth that are anticipated to be provided or reduced; and*
 - (ii) *employment that are anticipated to be provided or reduced; and*
- (b) *if practicable, quantify the benefits and costs referred to in paragraph (a); and*
- (c) *assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.”*

Section 32(3) states that if the proposal is an **amending proposal**, that the examination under section 32(1)(b) must relate to:

- (a) *The provisions and objectives of the amending proposal; and*
- (b) *The objectives of the existing proposal to the extent that those objectives –*
 - (i) *Are relevant to the objectives of the amending proposal; and*
 - (ii) *Would remain if the amending proposal were to take effect.*

This subsection is relevant to the proposed plan change as it will amend the existing District Plan, which by this definition is the “existing proposal”.

Accordingly, following the requirement set out in section 32(3) and section 32(1)(b) (*above*), the relevant existing objectives in the District Plan are examined to the extent that those objectives are relevant to the “purpose of the proposal” and would remain if the amending proposal were to take effect.

For completeness, this evaluation also includes an assessment of whether the new (proposed) provisions will help achieve the relevant existing strategic objectives of the District Plan and will not undermine them. A full analysis under s32 of the RMA is outlined below.

4.2.1 Scale and significance

Section 32(1) of the RMA requires that the s32 evaluation must contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the proposal.

The scale of the proposal refers to the size and magnitude of the proposed change. The Peacocke Structure Plan area is approximately 740ha in area and will have a yield of between 7 500 and 8 000 dwellings, and is an important growth cell for Hamilton's future population growth. The area is still considered a greenfield development and the proposed plan change seeks to amend an existing special character zone to a more enabling medium density zone, with areas of high density provided for in specific locations. As the area is already identified for urbanisation, it is proposed to roll over a number of existing plan provisions where they are still relevant to the outcomes sought for the Peacocke Structure Plan. As these provisions are already operative, it is considered that the effects relating to these are nil. No analysis is proposed in relation to existing operative provisions.

The effects of development on the area, which is already zoned for development are likely to be similar, however will result in a more intensive form. Similar effects relate to the construction and provision of infrastructure such as roads, water supply, stormwater and wastewater networks and the need for earthworks to enable development to occur. The proposed change to a medium density zone will likely result in the provision of more infrastructure, to support the increased population, and more earthworks to enable medium density development. This is similar to other medium density zones that are established throughout the city.

The significance of the plan change relates to its importance or impact of the proposal on the environment and the community. The development of Peacocke will provide for medium density growth for Hamilton and will establish a future community. The changes proposed will need to reflect, demand for housing, land use and transport integration, mode shift aspirations and the need to accommodate areas of significant habitat of indigenous long tailed bats. As the area is developing, the proposed changes will have an impact on existing residents, however due to the rural, large-lot nature of the existing development and the existing structure plan and zoning that enables a range of development to occur, these changes are considered to have a lower level of significance than if this was a newly established growth cell. Establishing the right balance and management of these topics is important to ensuring a development framework that delivers on the aspirations of HCC and the community.

The environmental effects of the Peacocke development have the potential to be high due to the presence of long-tailed bats and their significant habitat in the area. These effects are proposed to be managed through the plan change, however due to the potential scale and significance of the effects of the plan change, if not appropriate addressed, the level of detail required in the evaluation is high.

The economic effects of the plan change are considered to be moderate as the plan change seeks to enable

more development density throughout the structure plan than what is currently enabled. Generally, this is considered to be a positive economic effect. Due to the management of development and the desire to ensure positive design outcomes are achieved, there will be some control established over density. Overall, the level of economic effect is considered to be moderate and therefore a moderate level of detail relating to economic effects is required.

The proposed plan change enables higher density housing, contributing to Hamilton's housing supply, providing social benefits. The structure plan will provide for the day to day needs of the community, providing for local centres, neighbourhood centres, and open space. Schools are anticipated to be provided. Provision has also been made for walking, cycling and public transport, enabling access across a range of modes without having to rely on the private motor vehicle. There may be some apprehension and resistance to the provision of medium and high-density housing, having some social effects, however these are limited to the structure plan area. There may be some social effects related to the development of the area for existing residents, however the area has been identified for urbanisation since it was included within the city boundary 30 years ago. The size and scale of social effects of the plan change are considered to be low and therefore the level of detail relating to social effects is low.

Peacocke includes a number of sites of cultural significance, with important Māori sites located within and outside the plan change area. The Peacocke Environment and related taonga species, including long-tailed bats has the potential to have cultural effects of high scale and significance and therefore the detail required in relation to cultural effects is high.

Taking the above into account, the overall level of detail in this analysis is moderate to high. This reflects the proposed changes to the provisions to enable a more intensive urban form in a large greenfield area and the management of important resource management issues.

4.2.2 The Purpose of the Plan Change

The Peacocke area, that is subject to this plan change is already zoned for residential development. The development of the Peacocke Structure Plan started in 2002. Variation 14: Peacocke Structure Plan, was notified in September 2007 and set out a detailed development framework for Peacocke which aligned with other structure plans for growth cells within the city. The Peacocke Structure Plan became operative in May 2012. In this regard, the starting point of this analysis is that the area is suitable for residential development. Millions of dollars of investment have been or are being made in the area and the purpose of the plan change is to review the Peacocke structure plan and the land use planning framework for the Peacocke growth cell in order to optimise investment in infrastructure and provide the planning framework to give effect to the wider Peacocke development programme and meet requirements under various national planning documents. Over the next 10 years, Peacocke is projected to deliver a third of Hamilton's medium-term housing needs. The area will need to be developed in a manner that efficiently provides for housing while responding to Peacocke's unique ecological and environmental context.

4.2.3 Resource management issues and desired outcomes

Density

Hamilton is experiencing very high growth and projections show the city is well on its way to having more than 200,000 people living in the city by 2048. Hamilton needs enough land for an extra 12,500 homes by 2028 and 31,900 by 2038. High growth, lack of available/serviced land and a challenging balance sheet make a unique and significant challenge for Hamilton. The density of development has a strong impact on the appearance and functioning of an urban area. As a general principle it is considered that residential density levels should be higher in areas close to commercial/community nodes, the Public Transport network and to sports parks and other major reserves such as the future esplanade reserves along the Waikato River. There are strong policy directions from the Waikato Regional Policy Statement and the more recent National Policy Statement on Urban Development to provide for higher densities and establish a compact urban form for the city, support public transport and achieve a walkable city. Being a greenfield growth area, it is essential land is used efficiently.

Integrated subdivision, use and development

The operative planning framework uses a master-planning mechanism to drive an integrated urban outcome that establishes a high-quality urban form. For a number of reasons, the decision has been made to remove the master planning requirements from the planning provisions. It however remains important that the Peacocke area is developed in an integrated manner bringing land use, subdivision and a well-connected transportation network.

Ecological Values

The Peacocke area is home to New Zealand's only indigenous land mammal, the long tail bat. There are areas of significant habitat for the long tailed bat, and it is essential that the district plan establishes a framework that considers the bats and their habitat as part of development and enables them to remain in their habitat. The river and gully systems are also habitat for a range of other species, the demarcation of the Mangakootuktuku Gully System as SNAs will ensure these areas are protected from development. The Mangakootuktuku ICMP provides the framework to manage effects of development relating to three waters.

Responding to the context

While the urbanisation of the Peacocke area will inevitably transform the existing environment, it is essential to achieving good urban form that urban development responds to the existing features and characteristics of the area. The defining features of the Peacocke area are the Mangakotukuktuku Gully, the Waikato River corridor, the undulating landform, and the clusters of vegetation gullies. The potential exists for the urban development of the Peacocke area to be distinctive, reflecting the unique context of the area. These features such as landforms, areas of vegetation, existing road corridors, topography and others, are all structuring elements that can shape urban development.

A well designed, high quality urban environment

Hamilton City Council has high aspirations for the Peacocke Neighbourhood and wishes to establish a high-quality urban environment that provides a high level of amenity for residents and in public areas.

Ensuring a well-designed, high quality urban environment means ensuring development is carried out in such a way to engage with and activate the street, provide private areas for residents and establish a high quality of built form. This is increasingly important as density increases, as there is less space available to provide flexibility in building design to provide amenity.

It is important that development responds to its context and location within the structure plan, considering areas of open space, the gully network, proximity to identified centres and public transport routes.

A high-quality attractive centre

There is a need for a Local Centre to be developed in the Peacocke Structure Plan. It is important that this centre becomes the focal point for the community and is an attractive and desirable place to be. This centre should provide for the day to day needs of the community and include a supermarket.

4.2.4 Alternatives Considered

In the preparation of this plan change, a number of options were identified. These are:

Option 1: Status Quo - Retain the current Structure Plan and planning provisions.	
Costs	<p>No cost to Council, Cost to land-owners to go through the consent process particularly with the requirement to undertake a comprehensive master plan process which may involve land outside their control.</p> <p>High cost for land owners/developers who are required to undertake a master plan process. Particularly with regards to small land owners or developers.</p> <p>Will not realise the full development potential of the structure plan.</p>
Benefits	<p>Do not have to go through plan change process. Certainty with regards to development potential and land use rights.</p> <p>Master plans have been used as a planning tool to develop the 'blueprint' for the integrated development of the Peacocke neighbourhoods.</p> <p>Will deliver development that is more aligned with the status quo, which may be more accepted by the community.</p>
Efficiency	<p>The retention of the current planning provisions and structure plan would maintain the approach of the existing plan provisions. The current subdivision applications that have been lodged in the second stage of Peacocke have resulted in a long drawn out process.</p>
Effectiveness	<p>The master plans process was intended to have been used as a planning tool to ensure the development of Peacocke achieved the objectives and policies. However, between 2014 and 2016 the Environment Court issued decisions that set out case law about the legality of the use of this type of planning tool. This is likely to create uncertainty with regard to the processing of consent applications and will need to be addressed at some point by the Council. If not through this structure plan update, then the next district plan review.</p>
Risk of acting or not acting	<p>The risk of not acting, i.e. maintain the status quo is considered to have a high risk of potential costs, particularly relating to future generations, as it would result in a lower yield of houses and an inefficient use of</p>

	land. This would fail to meet the strategic direction of the ODP, the WRPS and the NPD-UD in that it would not create a compact urban form and not provide for intensification around centres and planning public transport services. It also raises risk around the continued implementation of the masterplan provisions.
<p>Option 2: Retain current structure plan with changes to planning provisions as follows:</p> <ul style="list-style-type: none"> • Remove the requirement to undertake the Master Plan process • Retain current Structure plan and planning provision as set out in Chapters 3 and 5 	
Costs	<p>Require Council to undertake a costly plan change process.</p> <p>The removal of the master plan process will reduce the cost incurred by developers in having to prepare a master plan, however, will have initial costs associated with participating in the plan review process.</p>
Benefits	Remove the ultra-vires provisions of the master plan process.
Efficiency	This would create a fairly simple plan change process, in that it would remove the masterplan provisions from the consenting process and retaining the other provisions. This approach would however create risks around uncertainty of outcome and potentially create an inefficient process as the expectations may not be clearly articulated through the provisions.
Effectiveness	<p>Based on these decisions the master plan provisions used for the Peacocke area will need to be amended or removed and replaced with alternative planning provision.</p> <p>Without the master plan process the Structure Plan does not provide sufficient guidance with regards to:</p> <ol style="list-style-type: none"> 1) The management of identified natural and ecological systems within the area and how these areas are to be either protected or integrated into development. 2) The location of commercial and community facilities, 3) The level and location of residential densities. 4) The development of the street pattern taking into account the open space, natural environment and transport network. 5) How the urban form of the neighbourhood will be developed. 6) How the development of Peacocke will be staged.
Risk of acting or not acting.	This option introduces risk with acting, in that it may makes the provisions <i>vires</i> , however, may not achieve the other desired outcomes within the objectives of the proposal. These risks are the same as option 1.

Option 3: Review current structure plan and associated provisions to establish a new planning framework to provide for medium density development in the Peacocke area with enough detail to ensure a high certainty of a high-quality outcome.	
Costs	<p>This option will require a plan change to be undertaken at cost to the Council and all stakeholders who choose to be involved.</p> <p>This option may have costs for the existing community who may expect development to follow the existing development framework.</p> <p>The provision of medium density housing may result in an increase in development intensity that may not be welcomed by some members of the community.</p> <p>The provision of medium density housing may result in increased pressure on the natural environment.</p> <p>Increased densities may</p>
Benefits	<p>This will provide an up to date, vires set of provisions that can ensure the latest information regarding the Peacocke area, including transportation, three waters and higher level policy documents are taken into account.</p> <p>This option allows for the provision of a range of densities, assisting council in achieving a compact urban form and realise the full benefits of the HIF investment.</p> <p>The creation of medium density provisions will bring benefits relating to the efficient use of land, including mode shift, the creation of more walkable environments, increased housing supply and the provision of more affordable housing options.</p>
Efficiency	<p>Reviewing the structure plan through its own plan change will provide more certainty to the community about how the area will grow and develop. A higher level of certainty will also be provided to the development community. By taking into account the latest information available, it should provide a clearer path for development to occur.</p>
Effectiveness	<p>Reviewing the structure plan will ensure that the area will deliver the objectives associated with the HIF funding and the significant capital investment the Council has made in the area. By ensuring the development of Peacocke enables a range of housing choice at a range of densities, it will be more effective in assisting the Council to achieve its requirements to provide for future growth and provide for an efficient use of land.</p>
Risk of acting or not acting	<p>The risks associated with progressing option 3 are considered to outweigh the risks of not acting, or enacting some of the other options,</p>

	enabling the creation of a compact urban form and assist council in achieving its desired and directed outcomes.
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Option 4: Carry out a plan change, adopting the provisions of the general residential zone.	
Costs	The process will have an associated cost with carrying out the required process, however will likely be less than Option 3 due to the ability to “roll-over” existing provisions which have been already been tested through the Schedule One process of the RMA.
Benefits	This option would provide general consistency with development in the general residential zone, which is a known and tested consenting framework.
Efficiency	This option may create a simpler consenting pathway, however, would be inconsistent with the approach to other growth cells within the city (Ruakura, Rotokauri and Rototuna). These provisions would likely need to be supported by bespoke provisions to address the unique ecological and environmental characteristics of the Peacocke area, reducing the efficiency of this approach.
Effectiveness	This outcome would create difficulties in ensuring that the Peacocke area delivers on the outcomes expected of the HIF funding and the need to provide for a certain level of future residential development. The vast majority of the general residential zone is established and has an existing character. The provisions of the General Residential Zone as they stand are unlikely to effectively create the level of character that is desired in the Peacocke Structure Plan area.
Risk of acting or not acting	Again, this option would not realise the intent of a compact urban form and the direction of the NPS-UD to provide for intensification of areas around employment and planned public transport corridors.

A cost/benefit analysis of the options is provided above. In considering the options available to meet the objectives for the Peacocke area. It is considered that Option 3 is the most appropriate. Whilst this will have the highest monetary cost of the four options provided, it will also provide the most benefit in that it will provide a clear direction for the future development of the Peacocke area whilst taking into account the latest information that is available from recent technical investigation and assist Council in meeting its statutory requirements regarding the provision of housing. This will also update the structure plan in a way that provides for more contemporary thinking and development and move towards a more compact urban form, that has a focus on modal shift. The redevelopment of the Peacocke Structure Plan and associated planning provisions allows area specific matters to be addressed while ensuring the area is developed in an integrated and coordinated manner.

Existing Objectives:

The Operative District Plan contains a number of objectives that provide a framework for achieving the purpose of the RMA. Section 32 of the RMA requires that new objectives and amended objectives, be examined as to the extent to which they are the most appropriate way to achieve the purpose of the RMA.

The chapters containing objectives that are relevant to changes to the Peacocke Structure Plan are:

- Chapter 2: Strategic Framework;
- Chapter 3: Structure Plans;
- Chapter 4: Residential Zone;
- Chapter 23: Subdivision;
- Chapter 25: City-wide

The Strategic Objectives in Chapter 2 relate to:

- Creating a sustainable urban form.
- The efficient use of land and infrastructure.
- The promotion of safe, compact, sustainable, good quality urban environments.
- Establishing and maintaining a hierarchy of vibrant and viable business centres.
- Industrial and business use contributing to the wellbeing and prosperity of the community.
- Providing sufficient feasible development to provide for housing demand with a range of typologies and densities.
- Restoring the health and wellbeing of the Waikato River.
- Develop resource management priorities with tangata whenua.
- Reflecting Hamilton's character, heritage and identity are reflected in its built environment.
- Protecting and enhancing natural character, landscapes, ecosystems and indigenous biodiversity.
- The integration of land use and infrastructure.

The Objectives of Chapter 3 relate to the general development of structure plan areas relate to:

- Optimising the positive benefits of greenfield development.
- Ensuring new developments are appropriately serviced by infrastructure.
- The effective and integrated management of three waters.
- The efficient integration of land use and transport to manage the effects of existing and planned infrastructure.
- Compatible buildings and activities.
- Ensure development responds to land suitability.
- The creation of well connected, functional open spaces.

The relevant Chapter 4: Residential Zones objectives are focused on:

- Providing a range of housing typologies and densities to meet a range of needs within the community.
- The efficient use of land and infrastructure.
- Creating good on-site amenity.
- Creating good neighbourhood amenity as areas mature.
- Ensuring residential activities remain the dominant activity in the residential zone.
- Activities in the residential zone are compatible with residential amenity.

The objectives of Chapter 23: Subdivision relate to:

- Ensuring risk to people and property is not exacerbated.
- Subdivision creates functional, attractive, sustainable, safe and well-designed environments.
- Ensure the provision of infrastructure services as part of subdivision.
- Recognise heritage and natural environments.
- Managing ownership rights and interests in property.

The objectives of Chapter 25: City-wide relate to:

- Development suitability.
- Earthworks and vegetation removal.
- Events and temporary activities.
- Hazardous Facilities.
- Landscaping and screening.
- Lighting and glare.
- Network utilities.
- Noise and vibration.
- Public art.
- Signs.
- Smoke, Fumes, Odour and Dust.
- Solid Waste.
- Three Waters.
- Transportation.
- Urban Design.

New Objectives

New objectives are proposed in relation to the plan change for Peacocke in order to manage the effects of development and ensure that the outcomes sought through the vision for Peacocke are realised.

4.2.5 Analysis under s32 of the RMA

Chapter 3A: Peacocke Structure Plan

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

	Objective	Purpose of the RMA	Strategic Direction of the Operative District Plan
DEV01-PSP: O6	The Peacocke Structure Plan is developed to deliver required housing supply for Hamilton and creates a connected, well integrated, high amenity, medium density residential environment, with areas of high density established around commercial centres, schools, public transport corridors and areas of open space and natural amenity.	This objective is the most appropriate way to achieve the purpose of the RMA as: <ul style="list-style-type: none"> Ensures that Peacocke area is developed in an efficient way that will accommodate future demand for residential growth in Hamilton City. Providing for a range of housing typologies means that the structure plan will be able to provide for a range of people over the course of their lifetime allowing people to stay in their community as their housing needs change over time. It provides for increased efficiency of developable land in locations that are able to easily access wider transport, commercial and recreational locations for their daily needs. This supports the social and economic wellbeing of local residents and creates employment/business opportunities (which also facilitates social and economic wellbeing). Facilitating high density around activity nodes provides the opportunity to reduce reliance on private motor vehicles, also providing for social and economic well-being. 	The objective is consistent with the direction of the plan that: <ul style="list-style-type: none"> Requires an increasingly sustainable urban form by increasing density; Will enable urban development to occur in the Peacocke area in a way that uses land, and infrastructure efficiently. Seeks to promote good quality urban environments. Will assist in achieving Hamilton development capacity requirements under the NPS-UD. Seeks to establish a range of housing typologies.
DEV01-PSP: O7	Urban development responds to the area's natural environment, ecological values and natural hazards.	This objective is the most appropriate way to achieve the purpose of the RMA as: <ul style="list-style-type: none"> It enables urban development while it recognises the environmental values of the Peacocke Structure Plan and the need to respect and respond to these. This assists in protecting natural and physical resources safeguards the life supporting capacity of the ecosystems in Peacocke. 	The objective is consistent with the strategic direction of the district plan that seeks to protect and enhance the natural character, ecosystems and indigenous biodiversity of Hamilton.
DEV01-PSP: O8	Business Centres in the Peacocke Precinct are well designed and integrate with surrounding neighbourhoods, provide for multi-level apartment buildings and create distinctive places that are functional, safe, attractive and vibrant.	These objectives are the most appropriate way to achieve the purpose of the RMA as: <ul style="list-style-type: none"> The objective seeks to enable business centres throughout the structure plan area that are well integrated with the surrounding neighbourhoods, which will provide for the day-to-day needs, and social and economic wellbeing of local residents and employment/business opportunities (which also facilitates social and economic wellbeing). The objectives are consistent with the centres hierarchy in the district plan, which provides for the economic and social wellbeing of Hamilton. 	These objectives are consistent with the direction of the plan that: <ul style="list-style-type: none"> Supports industrial and business activities that contribute to the wellbeing and prosperity of the community. The objectives support the centres hierarchy that is established in the district plan.
DEV01-PSP: O9	The Peacocke Local Centre is the primary business centre within the structure plan area and provides a range of services to the local community.		
DEV01-PSP: O10	Neighbourhood centres are located in close proximity to recreational areas and act as activity nodes for walkable catchments, providing access to smaller scale convenience activities.		
DEV01-PSP:	Earthworks in the Peacocke Structure Plan are undertaken in a	This objective is the most appropriate way to achieve the	The objective is consistent with the Strategic Direction of the District Plan

O11	comprehensive and integrated manner, ensuring a high amenity urban environment that reflects is sympathetic to the areas topographical character.	<p>purpose of the RMA as:</p> <ul style="list-style-type: none"> It seeks to manage effects of development on the environment and ensure a high level of amenity within the structure plan area, which will provide for social wellbeing. 	<p>that:</p> <ul style="list-style-type: none"> Seeks to establish good quality urban environments that respond positively to their local context. Seeks the built environment to reflect Hamilton's character, heritage and identity.
DEV01-PSP: O13	Protect and enhance identified significant habitat of indigenous fauna and significant indigenous vegetation.	<p>These objectives are the most appropriate way to achieve the purpose of the RMA as:</p> <ul style="list-style-type: none"> This objective recognises the ecological context of the Peacocke Structure Plan and the role of the Waikato River Corridor and Mangakotukutuku Gully system and ensures that development considers and safeguards the life supporting capacity of these networks. The objective recognises the need to protect the ecological function of these corridors for the indigenous long-tailed bats which have significant habitat within the Peacocke area while enabling development in The objective sets up an expectation that development will work with identified ecological areas and protect them from inappropriate development. 	<p>These objectives are consistent with the strategic direction of the district plan that seeks to protect and enhance the natural character, ecosystems and indigenous biodiversity of Hamilton.</p>
DEV01-PSP: O14	Create and protect ecological and open space corridors identified in the Peacocke Structure Plan.		
DEV01-PSP: O15	Enable development adjacent to ecological areas where it is designed to manage the effects of development on the function of these areas.		
DEV01-PSP: O16	Establish a network of open space, that supports the ecological values of the Peacocke Area and provides passive recreation opportunities where they do not conflict with ecological values.	<p>This objective is the most appropriate way to achieve the purpose of the RMA as:</p> <ul style="list-style-type: none"> It requires the establishment of an open space network that will support the medium/high density development, providing for the social and cultural well being of the future community. The open space network serves to provide for passive and active recreation and also provides green relief in an urbanising area. The open space network will also enable public access to the river and gully corridors that are present in the Peacocke Structure Plan Area. It also ensures the life-supporting capacity of identified natural areas are protected from the potential effects of activity within areas of public open space. 	<p>This objective is consistent with the strategic direction of the district plan that:</p> <ul style="list-style-type: none"> seeks to protect and enhance the natural character, ecosystems and indigenous biodiversity of Hamilton; Reflect Hamilton's unique character. Promote good quality urban environments that respond positively to their local context.
DEV01-PSP: O18	The transport system in Peacocke provides a high level of connectivity within the structure plan area and to surrounding neighbourhoods.	<p>This objective is the most appropriate way to achieve the purpose of the RMA as:</p> <ul style="list-style-type: none"> it will ensure a well connected development pattern that improves the level of amenity and assists in creating a more walkable environment, having social and economic benefits. 	<p>This objective is consistent with the strategic direction of the district plan that directs development to occur in a manner that is integrated with the provision of infrastructure and transport.</p>
DEV01-PSP: O19	<p>The transport network encourages mode shift and reduces car dependency by:</p> <ol style="list-style-type: none"> Providing a well-connected transport network that prioritises walking and cycling. Designing the transport network to provide safe, direct and universally accessible routes for people walking and cycling throughout the structure plan area. Integrating with land use to support the provision of a frequent public transport service. 	<p>This objective is the most appropriate way to achieve the purpose of the RMA as:</p> <ul style="list-style-type: none"> They will enable a range of transport choice for the Peacocke Community, giving residents the option to use alternative modes of transport than private vehicles. This will provide for the economic and social and environmental well-being of the community, by encouraging modes of transport that are more cost effective and reduce emissions and have health benefits. 	<p>This objective is consistent with the strategic direction of the district plan that directs development to occur in a manner that is integrated with the provision of infrastructure and transport.</p>

DEV01-PSP: O20	The transport network is designed to be a high amenity environment that incorporates stormwater management.	This objective is the most appropriate way to achieve the purpose of the RMA as: <ul style="list-style-type: none"> it seeks to integrate stormwater management and treatment within the road corridor, managing the effects of stormwater discharge having environmental benefits. 	This objective is consistent with the strategic direction of the district plan that: <ul style="list-style-type: none"> directs development to occur in a manner that is integrated with the provision of infrastructure and transport. Protects and enhances natural ecosystems and indigenous biodiversity.
DEV01 – PSP: O22	Identify, communicate and promote the Maaori history of the Peacocke area.	This objectives are the most appropriate way to achieve the purpose of the RMA as: <ul style="list-style-type: none"> They assist in recognising and promoting the relationship of Maori with their ancestral lands. 	The objective is consistent with the strategic direction of the district plan that: <ul style="list-style-type: none"> Seeks to develop resource management priorities with tangata whenua. Considers the role and aspirations of tangata whenua for the area.
DEV01-PSP: O25	Development of the Peacocke Structure Plan area occurs in a staged manner that ensures the efficient and effective delivery of infrastructure.	This objective is the most appropriate way to achieve the purpose of the RMA as: <ul style="list-style-type: none"> it requires development to occur in a way that will enable the efficient delivery of infrastructure, which will be of economic benefit to Hamilton’s wider community. 	These objectives are consistent with the strategic direction of the district plan that directs development to occur in a manner that is integrated with the provision of infrastructure and transport.
DEV01-PSP: O26	The timing, type and intensity of new urban development is integrated and aligns with the planning and provision of network infrastructure.		

Analysis:			
Objective: DEV01 – PSP: O6			
The Peacocke Structure Plan is developed to deliver required housing supply for Hamilton and creates a high amenity, medium density residential environment, with areas of high density established around commercial centres, schools, public transport corridors and areas of open space and natural amenity.			
Options to achieve the objective			
<ol style="list-style-type: none"> 1. Manage development within the Peacocke Structure Plan area by adopting the provisions of an existing residential zone. 2. Manage the development of the Peacocke Structure Plan area with a specific development framework. 3. Allow a range of housing throughout the structure plan. 4. Specify housing typologies throughout the structure plan area. 5. Require a range of housing typologies with broad direction on where different housing typologies/densities may be suitable. 6. Enable density in locations throughout the structure plan. 7. Compel or require density throughout the structure plan. 8. Establish a hierarchy of density that requires higher density around centres and transport nodes and enables it in other locations. 9. Identify clear density requirements within the structure plan. 10. Provide no density direction within the policies of the structure plan. 			
The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
DEV01-PSP: P13	Higher density development in the Peacocke Structure Plan: <ol style="list-style-type: none"> 1. Shall be established within a walkable distance of the Peacocke Local Centre, neighbourhood centres, identified public transport routes, adjacent to schools, parks and community facilities. 2. May be provided along areas of natural open space including the river corridor and gully network. 	Requiring development to be well designed, establishing a high amenity environment will create an area that is attractive and desirable providing for social and environmental benefits as the various methods, particularly the structure plan map and zoning maps identify areas that are suitable for development and protecting areas with environmental value from development. The revision to the structure plan and associated provisions means that higher density development will be enabled throughout the structure plan	There may be some economic costs associated with the explicit direction of the policy framework, in particular the requirement of density around the centres and the need to avoid compromising this with lower density development. These costs are likely to be associated with the development costs of higher density typologies or the need to delay development of these areas until such time that appropriate densities are economically feasible. This may create delays in development, particularly with regard to the public transport corridors.

DEV01-PSP: P14	<p>Development of the Peacocke Structure Plan achieves:</p> <ol style="list-style-type: none"> 1. An overall net residential density (excludes roads and open space) of 22 - 30 dwellings per hectare within the Peacocke Medium Density Precinct. 2. An overall net residential density (excludes roads and open space) of 35 - 50 dwellings per hectare within the Peacock High Density Overlay. 	<p>assisting in achieving housing choice and affordability. This will provide social benefits by catering to a range of residents housing needs within the structure plan area.</p> <p>The policy framework will have wider economic and social benefits in that it will establish a higher density catchment surrounding the proposed Local Centre and public transport routes, supporting their establishment.</p> <p>By enabling a range of typologies, it will establish economic benefits by offering a range of price points.</p>	<p>Higher density housing is becoming more established in the Hamilton context, however there may be some perceived social associated with higher density housing.</p>
DEV01-PSP: P15	<p>Avoid compromising the future delivery of high-density residential activity around the local centre and identified public transport routes with low density development.</p>	<p>Macro scale environmental benefits are established by this policy framework through the efficient use of land and supporting a public transport network that is frequent and reliable, encouraging modal shift and reducing reliance on the private motor vehicle.</p>	
DEV01-PSP: P16	<p>Require a variety of housing typologies and densities to be provided throughout the structure plan area.</p>		
DEV01-PSP: P22	<p>Development is enabled within areas identified for residential land use in a manner that is consistent with the Peacocke Structure Plan.</p>		
DEV01-PSP: P25	<p>Development within the Peacocke Structure Plan considers the effects of climate change.</p>		
Peacocke Structure Plan – Land Use Map	<p>Include a land use map of the structure plan that identifies the location and type of business centres and areas of density within the structure plan.</p>		
Peacocke Medium Density Zone	<p>Create a specific development framework for residential development within the Peacocke Structure Plan area that achieves the objectives and policies of the structure plan.</p>		
Opportunities for economic growth and employment			
N/A			
Risk of acting or not acting			
<p>Not acting would mean not providing a direction for the implementation of density and where it desired, increasing the risk of insufficient yield being developed. This would fail the requirements of the NPS-UD with respect to intensification and the creation of a well-functioning urban environment for the Peacocke Structure Plan. The risks of acting relate to providing a range of typologies and establishing a strong direction to provide density, particularly around the local centre and identified public transport routes, reducing development flexibility. It is considered that the risks of not acting outweigh the risks of acting.</p>			
Effectiveness and Efficiency			
<p>The policy framework establishes a hierarchy of density, identifying locations within the structure plan where Council wishes to see density in order to ensure a walkable environment that supports the centres and enables a high quality public transport network. By establishing policies that direct an efficient use of land around centres and public transport, it allows for higher density development to occur in locations that will provide residents access to urban amenities. This provides a clear direction for the effective and efficient development of the Peacocke Structure Plan. It provides flexibility to provide density around areas of open space and high amenity, recognizing the opportunity presented by these areas. By identifying an overall density desired in the zone and high-density areas, it clearly articulates the level of development anticipated in the zone.</p> <p>The use of “avoid” deliberately seeks to ensure low density development is not located within walkable areas of the Local Centre or the Public Transport Network and thereby compromising the future outcome that Council is seeking.</p> <p>Requiring a range of housing typologies to be provided will enable housing choice and flexibility in the development of the structure plan. It is acknowledged that smaller developments would not be necessarily be required to provide a mix of typologies, however it is important that there is variety across the structure plan area.</p> <p>The Structure Plan and zoning maps spatially identify those locations where higher density development is appropriate signaling the type of development anticipated in the area.</p>			

The Structure Plan in combination with the proposed amendments to the residential zone will deliver a framework that enables development to occur effectively and efficiently within the structure plan while balancing the aspirations of council to provide a high amenity environment.
Appropriateness in relation to relevant existing objectives:
The proposed provision addressed above are considered to be appropriate in relation to the existing objectives that relate to the urban environment and have been incorporated into the Peacocke Structure Plan. These relate to optimising long term positive effects in relation to greenfield development, the establishment of compatible buildings and activities and development responding to its context, the location and accessibility of areas of open space. The proposed provisions are not considered to conflict with the outcomes sought by these objectives.
Summary of reason for decision on the provisions:
The suite of provisions establish a framework that will work to drive density and a range of associated typologies within the Peacocke Structure Plan. This achieves the objective to provide needed housing supply for Hamilton at medium and high density.

Analysis:		
Objective: DEV01-PSP: O7 Urban development responds to the area’s natural environment, ecological values and natural hazards.		
Options to achieve the objective		
<ol style="list-style-type: none"> 1. Provide direction on how the built form is expected to interface with the natural environment and ecological values in Peacocke. 2. Restrict development near areas with natural or ecological values. 3. Ensure development manages the risks associated with natural hazards 4. Ensure the development of the structure plan considers the effects of climate change. 5. Remain silent on the effects of natural hazards. 6. Do not require development to consider the effects of climate change. 		
The specific provisions which are most appropriate to achieve the objective:	Benefits:	Costs:
PREC1-P P23 Near identified ecological corridors, ensure the design and location of buildings, infrastructure and lighting is managed throughout the Peacocke Structure Plan in order to maintain their role and function.	The proposed approach will result in environmental benefits through the management of development adjacent to areas with identified ecological and environmental values.	There will be economic costs associated with the management of development in relation to these values as it may reduce development yield or require additional design costs.
DEV01-PSP: P25 Development within the Peacocke Structure Plan considers the effects of climate change.	There are economic, social and environmental benefits in considering climate change as the potential future state of the environment and its impacts on is considered, establishing a more resilient community.	There will be costs associated with considering climate change with the provision of infrastructure, and designing for a future environmental state.
DEV01-PSP: P26 Ensure development manages the risks associated with natural hazards to ensure the safety of people and structures.	Managing the risk in known seismic risk areas provides economic and social benefits due to the protection of life and buildings.	There may be economic cost associated with identifying seismic areas as it will either restrict development in these locations or require additional expense to provide a safe and suitable building platform.
Information Requirements Require the preparation of Landscape Concept Plans and Ecological Rehabilitation and Management Plan for developments including or adjacent to natural open space zone and over 2 ha.	These will have environmental benefits as the plans will outline how landscape and ecological values will be addressed as part of development. The direction to involve tangata whenua in the development of landscape concept plans and ecological rehabilitation plans will provide cultural benefits as it provides a mechanism for tangata whenua to feed into outcomes of development. These will also provide environmental benefits, requiring larger development to consider the landscape and ecological matters.	There will be economic costs involved in preparing and implementing the information requirements.
District Plan - Features Maps Identify SNAs and their associated buffers on the Feature Maps of the District Plan. Identify the areas associated with the gully network where there is seismic risk.	The use of the district plan features map will exclude some areas from development the costs and benefits are identified above.	

Opportunities for economic growth and employment
N/A
Risk of acting or not acting
<p>The risks of not acting are associated with:</p> <ul style="list-style-type: none"> • Effects on areas of identified natural and ecological value. Acting to manage effects, may reduce yield and, or require a specific design response to these areas of adjacent development. • Allowing unsafe building locations due to seismic risk. • Creating a community that is not resilient to the effects of climate change. • Adverse ecological and landscape effects. <p>The risks associated with acting are:</p> <ul style="list-style-type: none"> • A reduced yield and, or require a specific design response to ecological and landscape requirements. • Restricted development or requiring engineered interventions to manage seismic risk in identified areas. • Increased development costs related to designing for a future environmental state. • Time and increased costs related to preparation of ecological and landscape plans. <p>It is considered that the risks of not acting outweigh the risks of acting.</p>
Effectiveness and Efficiency
<p>These provisions are effective and efficient in as they direct land use to manage the effects of development on the Peacocke areas natural and ecological values. The combination of the identification of areas of ecological value and built form provisions will ensure that the areas to be protected are known and built form is able to respond to these. This policy direction to consider the effects of climate change, is effective as climate change will be considered during design and construction of development, creating resilient development, that considers how climate change may impact on the livability of the area in the future. This approach is efficient as it provides a framework for climate change effects to be considered without being overly directive in how effects are responded to, providing flexibility in response.</p> <p>Managing the effects of natural hazards that relate to the gully areas will ensure that development is enabled where it can show how it manages the risks of development. This is effective as it will ensure that this is considered as part of any development application in the area, ensuring the safety of future occupants.</p> <p>The requirement for the preparation of plans to manage landscape and ecological issues within development is effective as it provides the framework for these to be considered as part of development. The requirements are efficient in that they apply to those developments over 2ha or adjacent to natural open space, which includes all Significant Bat Habitat and Natural Corridors and for larger sites, meaning that these plans are considered early in the development process and are not required for smaller subdivision. The approach of mapping hazard areas SNAs, buffers and corridors within the features maps provides a clear measurable location of these areas, enabling them to be managed efficiently through any consent process.</p>
Appropriateness in relation to relevant existing objectives:
<p>The proposed provision addressed above are considered to be appropriate in relation to the existing objectives that relate to the urban environment and have been incorporated into the Peacocke Structure Plan. These relate to optimising long term positive effects in relation to greenfield development, the establishment of compatible buildings and activities and development responding to its context, the location and accessibility of areas of open space. The proposed provisions are not considered to conflict with the outcomes sought by these objectives.</p>
Summary of reason for decision on the provisions:
<p>The suite of proposed provisions establish a framework that directs development to respond to the areas natural environment, ecological values and hazards, including climate change. This will maintain the balance between urbanization and the ecological and natural values and associated hazards.</p>
Analysis:
<p>Objectives:</p> <p>DEV01-PSP: O8 Business Centres in the Peacocke Precinct are well designed and integrate with surrounding neighbourhoods, provide for multi-level apartment buildings and create distinctive places that are functional, safe, attractive and vibrant.</p> <p>DEV01-PSP: O9 The Peacocke Local Centre is the primary business centre within the structure plan area and provides a range of services to the local community.</p> <p>DEV01-PSP: O10 Neighbourhood centres are located in close proximity to recreational areas and act as activity nodes for walkable catchments, providing access to smaller scale convenience activities.</p>

Options to achieve the objective		
<ol style="list-style-type: none"> 1. Direct business zoning within the Peacocke Structure plan to be well designed and integrated with their surrounding neighbourhoods. 2. Enable apartment living in centres. 3. Direct the creation of well-designed centres. 4. Establish the location of business centres within the structure plan through zones. 5. Enable the market to establish business centres without additional design control. 6. Rely on existing business centre controls to manage activities. 7. Do not provide guidance of how each centre is expected to function within the Structure Plan. 8. Provide direction on the role of centres within the Peacocke Structure Plan. 		
The specific provisions which are most appropriate to achieve the objective:	Benefits:	Costs:
DEV01-PSP: P17 The Local Centre and Neighbourhood Centres are developed in locations consistent with the Peacocke Structure Plan.	<p>The provision of business centres throughout the structure plan will help meet the social and economic needs of the Peacocke residents through the provision of access to retail and commercial activities.</p> <p>The distribution of centres throughout the structure plan is vital to ensuring the same level of access is available to all residents.</p> <p>Combining neighbourhood centres with areas of public open space provides social benefits by increasing amenity and through the activation of open space, increasing levels of activity and therefore safety.</p> <p>Ensuring public transport access to the local centre will provide social and economic benefits, by increasing the number of people that move through the centre. It will also provide social benefits, in that it will make the centre accessible without requiring a private vehicle.</p> <p>Managing the design of centre will provide a higher level of amenity, increasing the desirability of the centres and the level of activity within them.</p>	<p>There are economic opportunity costs associated with directing the location of centres in the Peacocke Structure Plan relating to reduced development flexibility and the restriction over land owners may who are not allocated business zoned land that have commercial development aspirations.</p>
DEV01-PSP: P18 The Local Centre is to be developed to include a variety of community and commercial activities that establish a high quality, pedestrian focused centre.		
DEV01-PSP: P19 Incorporate infrastructure to support public transport services in the Local Centre.		
DEV01-PSP: P20 Neighbourhood centres are located throughout the structure plan and established adjacent to areas of public open space.		
DEV01-PSP: P21 Activities within the neighbourhood centres are of a scale and size that supports the neighbourhood catchment and do not undermine the role and function of the Peacocke Local Centre.		
Peacocke Structure Plan – Land Use Map Include a land use map of the structure plan that identifies the location of centres.		
District Plan - Planning Maps Identify Business Zones on the District Plan Planning Maps.		
Opportunities for economic growth and employment		
N/A		
Risk of acting or not acting		
The risks associated with not acting, i.e. enabling the market to determine the best locations for commercial activities in the structure plan may result in a distribution of centres that does not fully provide for the social and economic well-being of the Peacocke Community. The risks of acting relate to an inability to carry out commercial development outside of identified areas. It is considered that the risks of not acting outweigh the risks of acting.		
Effectiveness and Efficiency		
This suite of objectives seeks to ensure that the commercial land use within the Peacocke Structure plan is located within identified centres and those centres are consistent with the overall centres hierarchy. This ensures an efficient approach as these will be managed consistently throughout the city. Spatially identifying the location of business centres within the structure plan will ensure that residents have at least a neighbourhood centre in a convenient accessible location. Using the structure plan will ensure that the centres are distributed throughout the structure plan and integrated with their surrounding neighbourhoods and this outcome is not compromised by the enabling a laissez-faire approach that does not manage the location of business centres. Providing for a range of community, commercial and residential activities allows the centres to be focal points of their catchments and are functional and vibrant places. Incorporating public transport within the local centre will ensure that the centre is well connected and acts as a hub and focal point for the structure plan. There are costs in spatially locating the centres throughout the structure plan, in that it reduces flexibility on land relating to the provision of residential development.		

Appropriateness in relation to relevant existing objectives:
The proposed provision addressed above are considered to be appropriate in relation to the existing objectives that relate to the urban environment and have been incorporated into the Peacocke Structure Plan. These relate to optimising long term positive effects in relation to greenfield development, the establishment of compatible buildings and activities and development responding to its context, the location and accessibility of areas of open space. The proposed provisions are not considered to conflict with the outcomes sought by these objectives.
Summary of reason for decision on the provisions:
The suite of proposed provisions establish a framework that drives the establishment of a network of business centres that will service the Peacocke Neighbourhood and provide for a range of commercial opportunities and apartment living.

Analysis:
Objective: DEV01-PSP: O12 Earthworks in the Peacocke Structure Plan are undertaken in a comprehensive and integrated manner, ensuring a high amenity urban environment that is sympathetic to the areas topographical character.

Options to achieve the objective
<ol style="list-style-type: none"> 1. Strictly manage earthworks to minimise changes to the topography of Peacocke. 2. Remove controls on earthworks to enable development. 3. Enable earthworks to establish the densities anticipated within the Peacocke Structure Plan, while managing earthwork design and implem

The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
DEV01-PSP: P24	Enable the development of a medium and high density environment in the Peacocke Structure Plan, while managing earthworks to ensure the development of a high amenity environment by: <ol style="list-style-type: none"> 1. Managing the use, size, location and style of retaining walls in the area. 2. Requiring earthworks to be carried out in conjunction with subdivision to ensure comprehensive, cohesive outcomes are achieved. 3. Requiring earthworks to be carried out in a way that is sympathetic to the character of the area. 	Enabling earthworks to facilitate development will provide economic and social benefits through enabling the provision of houses. There may be additional design costs associated with requiring a comprehensive approach to earthworks, as it will require consideration of the future development of the area and how this may occur. A comprehensive approach will provide a higher quality design outcome, establishing a higher level of amenity. This results in social benefits.	There are environmental and potential cultural effects associated with enabling earthworks. Environmental effects generally relate to the modification of catchments, overland flowpaths and risk of erosion and sedimentation if not correctly managed. Cultural affects are articulated in the Peacocke CVA. Earthworks need to be carried out in such way to ensure that Wahi Tapu are protected. Earthworks also need to be undertaken in such a way as to ensure they do not damage the Waikato River and local waterways. Managing the design of earthworks and requiring them to be designed comprehensively to work with contours and minimise future works may increase initial costs associated with large development that could have potentially been passed on to the eventual house builder. There may be costs associated with requiring earthworks to be considered as part of a subdivision consent or authorised by an existing resource or land use consent.
Chapter 25.2 – Earthworks and Vegetation Removal	Include additional provisions into the Citywide earthworks and vegetation chapter.		

Opportunities for economic growth and employment
N/A

Risk of acting or not acting
Not acting to manage the approach to earthworks in the structure plan carries a risk of a poor amenity outcome. Equally, maintaining the status quo and strongly restricting earthworks in the Peacocke Structure Plan will hinder the delivery of a medium density environment. It is considered that the risks of not acting outweigh the risks of acting.

Effectiveness and Efficiency
The addition of policy within the structure plan establishes a broad direction that while the medium/high residential outcomes anticipated in the area are to be enabled, earthworks are to be managed to ensure a well-designed environment. The policy articulates what this means for development in Peacocke. This is effective as it provides direction for development in the area and articulates the outcomes anticipated by the objective, which seeks to establish a high amenity urban environment. It is efficient as it sets a clear direction that is consistent with the objective.

Appropriateness in relation to relevant existing objectives:

The proposed provision addressed above are considered to be appropriate in relation to the existing objectives that relate to the urban environment and have been incorporated into the Peacocke Structure Plan. These relate to optimising long term positive effects in relation to greenfield development, the establishment of compatible buildings and activities and development responding to its context, the location and accessibility of areas of open space. The proposed provisions are not considered to conflict with the outcomes sought by these objectives.
Summary of reason for decision on the provisions:
The suite of provisions will drive a comprehensive approach to earthworks, resulting in a high amenity outcome for Peacocke.

Analysis:		
Objective: DEV01 – O13 Protect and enhance identified significant habitat of indigenous fauna and significant indigenous vegetation.		
Options to achieve the objective		
1. Create a framework that identifies and protects SNAs within the structure plan, including adjacent buffer areas. 2. Create a framework that identifies and protects only Significant Natural Areas.		
The specific provisions which are most appropriate to achieve the objective:	Benefits:	Costs:
DEV01-PSP: P35 Protect bat habitat adjoining the edge of the Mangakotukutuku Gully and Waikato River to ensure long tailed bats are able to continue to utilise these areas.	The identification of SNAs and their associated buffers will provide environmental benefits, protecting the role and function of important habitat and ecological areas. The location of these areas throughout the gully network will have flow benefits to the management of water within the Peacocke area. This will provide wider social and cultural benefits, improving stormwater quality and the biodiversity values throughout the structure plan.	There are economic costs associated with the identification and protection of SNAs and their buffers. This will reduce the area of developable land available. Restoration of these areas will also have an associated cost. It is considered that the monetary costs associated are outweighed by the intrinsic benefits associated with the protection of SNAs and their buffers.
DEV01-PSP: P36 Require development adjacent to the gully network and Waikato River to meet required setbacks to support the ecological function of these areas.		
DEV01-PSP: P37 Provide ecological corridors between the major arms of the Mangakotukutuku Gully and Waikato River of sufficient width that enables the movement of long tailed bats between the two areas.		
Information Requirements Require the preparation of Landscape Concept Plans and Ecological Rehabilitation and Management Plan for developments including or adjacent to natural open space zone and over 2 ha.		
Peacocke Structure Plan – Land Use Map Include a land use map of the structure plan that identifies areas of open space and their buffers.		
District Plan - Features Maps Identify SNAs and their associated buffers on the Feature Maps of the District Plan.		
Opportunities for economic growth and employment		
The establishment of ecological corridors may provide opportunities for restoration and replanting that may assist in some employment and growth opportunities.		
Risk of acting or not acting		
SNA’s are required to be protected as directed by the WRPS and to achieve Part 6 of the RMA. The risks of not acting is likely to result in the loss and functionality of significant habitat in the Peacocke Structure Plan. It is considered that the risks of not acting outweigh the risks of acting.		
Effectiveness and Efficiency		
Establishing a policy framework that identifies SNAs and their associated buffers will ensure that land use is managed to protect areas that have been identified as having particular ecological and biodiversity values in the Peacocke Area. The identification of buffer zones assists in the effective and efficient management of these areas by ensuring there are adequate controls in place to allow the SNAs to fulfil their function while enabling some activity to occur. This maximises the efficient use of land within the structure plan by clearly distinguishing those areas that require the protection of the SNA framework established in the WRPS and those areas where more flexibility is appropriate while protecting the role and function of the SNAs.		
Appropriateness in relation to relevant existing objectives:		

The proposed provision addressed above are considered to be appropriate in relation to the existing objectives that relate to the natural environment and have been incorporated into the Peacocke Structure Plan. These relate to providing a public edge to the gully and Waikato River.
Summary of reason for decision on the provisions:
The suite of provisions establish a framework within the structure plan to identify, protect and restore significant natural habitat.

Analysis:		
Objective: DEV01 – O14 Create and protect ecological and open space corridors identified in the Peacocke Structure Plan.		
Options to achieve the objective		
<ol style="list-style-type: none"> 1. Create a framework that identifies locations for the establishment of ecological corridors, and protect these. 2. Require ecological corridors to be established without spatially identifying locations. 		
The specific provisions which are most appropriate to achieve the objective:	Benefits:	Costs:
DEV01-PSP: P35 Protect bat habitat adjoining the edge of the Mangakotukutuku Gully and Waikato River to ensure long tailed bats are able to continue to utilise these areas.	The identification and eventual establishment of a connected ecological corridor network in the structure plan will provide environmental benefits as identified in the Bat Report as it will provide a network of undeveloped, restored corridors that enable fauna to move through the urban area with minimal interruption. This will have associated social and cultural benefits, providing a green network for informal recreation such as walking and cycling. It will also assist Hamilton in meeting its biodiversity enhancement requirements.	There will be costs associated with restricting development and requiring the creation of corridors over some land. These will be borne by the landowner where the corridors are identified restricting development potential.
DEV01-PSP: P36 Require development adjacent to the gully network and Waikato River to meet required setbacks to support the ecological function of these areas.		
DEV01-PSP: P37 Provide ecological corridors between the major arms of the Mangakotukutuku Gully and Waikato River of sufficient width that enables the movement of long tailed bats between the two areas.		
Information Requirements Require the preparation of Landscape Concept Plans and Ecological Rehabilitation and Management Plan for developments including or adjacent to natural open space zone and over 2 ha.		
Peacocke Structure Plan – Land Use Map Include a land use map of the structure plan that identifies areas required for ecological corridors.		
District Plan - Planning Maps Identify areas of Significant Bat Habitat as Natural Open Space Zone.		
District Plan - Features Maps Identify areas of Significant Bat Habitat as Significant Natural Area and areas to protect these corridors as Bat Habitat Area.		
Opportunities for economic growth and employment		
N/A		
Risk of acting or not acting		
The risks of not acting is likely to result in the loss and functionality of significant habitat in the Peacocke Structure Plan due to the severance and fragmentation of existing habitat. The risks associated with acting relate to the restriction of development and increased development cost. It is considered that the risks of not acting outweigh the risks of acting.		
Effectiveness and Efficiency		
Identifying the required locations for ecological corridors is the most effective and efficient option as this provides certainty for developers and ensures that where land is being protected from development it will create a connected		

green network that will allow for the circulation of bats and other fauna.
Appropriateness in relation to relevant existing objectives:
The proposed provision addressed above are considered to be appropriate in relation to the existing objectives that relate to the natural environment and have been incorporated into the Peacocke Structure Plan. These relate to providing a public edge to the gully and Waikato River.
Summary of reason for decision on the provisions:
The suite of provisions establish a framework within the structure plan to identify, protect and restore significant natural habitat.

Analysis:								
Objective: DEV01 – O15								
Enable development adjacent to ecological areas where it is designed to manage the effects of development on the function of these areas.								
Options to achieve the objective								
<ol style="list-style-type: none"> 1. Manage effects of development only within areas identified as having ecological value. 2. Manage effects of development on areas identified as having ecological value. 								
The specific provisions which are most appropriate to achieve the objective:	Benefits:	Costs:						
<table border="1"> <tr> <td>DEV01-PSP: P23</td> <td>Near identified ecological corridors, ensure the design and location of buildings, infrastructure and lighting is managed throughout the Peacocke Structure Plan in order to maintain their role and function</td> </tr> <tr> <td>PREC1-P P36</td> <td>Require development adjacent to the gully network and Waikato River to meet required setbacks to support the ecological function of these areas.</td> </tr> <tr> <td>Chapter 25.6 – Lighting and Glare</td> <td>Amendments to Chapter 25.6 to manage the effects of lighting and glare in the Peacocke Structure Plan.</td> </tr> </table>	DEV01-PSP: P23	Near identified ecological corridors, ensure the design and location of buildings, infrastructure and lighting is managed throughout the Peacocke Structure Plan in order to maintain their role and function	PREC1-P P36	Require development adjacent to the gully network and Waikato River to meet required setbacks to support the ecological function of these areas.	Chapter 25.6 – Lighting and Glare	Amendments to Chapter 25.6 to manage the effects of lighting and glare in the Peacocke Structure Plan.	The management of lighting and buildings and their effects on the adjacent identified corridors will have environmental benefits, enabling bats to continue to use identified corridors as habitat.	There are economic costs associated with this approach which may relate to lighting design and purchase costs. The management of building locations will also reduce the area of developable land.
DEV01-PSP: P23	Near identified ecological corridors, ensure the design and location of buildings, infrastructure and lighting is managed throughout the Peacocke Structure Plan in order to maintain their role and function							
PREC1-P P36	Require development adjacent to the gully network and Waikato River to meet required setbacks to support the ecological function of these areas.							
Chapter 25.6 – Lighting and Glare	Amendments to Chapter 25.6 to manage the effects of lighting and glare in the Peacocke Structure Plan.							
Opportunities for economic growth and employment								
N/A								
Risk of acting or not acting								
The risks of not acting is likely to result in the loss of functionality of significant habitat in the Peacocke Structure Plan. The risk associated with acting is increased development costs or a reduction in development potential. It is considered that the risks of not acting outweigh the risks of acting.								
Effectiveness and Efficiency								
The proposed approach is efficient and effective as it manages the two things that will enable ecological corridors to continue to function as bat habitat; lighting and encroachment by buildings. This will ensure that development, and associated lighting is appropriately located and designed within the structure plan to ensure the significant habitat of long tail bats remains useable.								
Appropriateness in relation to relevant existing objectives:								
The proposed provision addressed above are considered to be appropriate in relation to the existing objectives that relate to the natural environment and have been incorporated into the Peacocke Structure Plan. These relate to providing a public edge to the gully and Waikato River.								
Summary of reason for decision on the provisions:								
The suite of provisions provide the framework to manage the effects of development that will have the most impact on bat habitat.								

Analysis:
Objective: DEV01 – O16
Establish a network of open space, that supports the ecological values of the Peacocke Area and provides passive recreation opportunities where they do not conflict with ecological values.
Options to achieve the objective

<ol style="list-style-type: none"> 1. Zone areas of open space and associated buffers required in Peacocke. 2. Identify areas of open space required as part of the structure plan and address these at subdivision stage. 3. Do not identify open space in any location. 			
The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
DEV01-PSP: P38	Residential development away from the gully network and river corridor is supported by open spaces that provide for passive recreation within a walkable distance from residential development.	The mixed approach provides environmental benefits by identifying areas with ecological and biodiversity value.	There will be economic costs associated with the provision of open space, however these are considered to be outweighed by the benefits of ensuring there is sufficient open space provided for residents in a medium density environment.
Peacocke Structure Plan – Land Use Map	Include a land use map of the structure plan that identifies the general location of open space.	By identifying the general location of open space within the structure plan, it will provide social benefits by establishing a general network of areas of open space anticipated within the Structure Plan.	
Opportunities for economic growth and employment			
N/A			
Risk of acting or not acting			
By not providing for and identifying the need for open space in the structure plan, it will not achieve a high amenity urban environment, particularly in a medium/high density setting. It is considered that the risks of not acting outweigh the risks of acting.			
Effectiveness and Efficiency			
<p>The open space network has multiple functions. Some areas provide for the protection and enhancement of biodiversity and ecological values, others provide opportunities for recreation and amenity within the urban environment. Identifying and zoning those areas that have known ecological value and larger areas of open space, such as sports parks provides certainty of outcome within the structure plan. This is an efficient and effective way to manage the location of areas of open space where clear outcomes are sought.</p> <p>Where the specific location is less critical, such as the provision of neighbourhood parks, it is appropriate to generally identify the general location of these identifying a network of open space. The specifics of these, such as location, size and shape can be managed through subdivision, following the principles embedded in the subdivision provisions and Hamilton City Councils Open Space policy. This provides flexibility while using a policy framework to establish the requirements of open space. Using both approaches provides certainty around key areas where clear outcomes have been identified while providing a degree of flexibility within the development of the structure plan for areas of open space where their location is less critical.</p>			
Appropriateness in relation to relevant existing objectives:			
The proposed provision addressed above are considered to be appropriate in relation to the existing objectives that relate to the natural environment and have been incorporated into the Peacocke Structure Plan. These relate to providing a public edge to the gully and Waikato River.			
Summary of reason for decision on the provisions:			
The suite of provisions will provide for a range of open space within the Peacocke Structure Plan.			

Analysis:
Objective: DEV01 – O18 The transport system in Peacocke provides a high level of connectivity within the Structure Plan Area and to surrounding neighbourhoods.
Options to achieve the objective
1. Require development to show how it is able to connect to existing and future development.

<p>2. Direct development to connect with adjacent sites.</p> <p>3. Enable development to occur without providing direction on connectivity between sites.</p>			
The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
DEV01-PSP: P51	Ensure connectivity between developments.	Ensuring connectivity between developments will provide for legible, permeable developments that facilitate walking and cycling. This is an environmental, economic and social benefit as it encourages mode shift and provides for alternative modes of transport.	There will be economic costs associated with the design and construction of a connected transport network.
Assessment Criteria	Ensure Council has discretion over how subdivision will connect/enable connection to adjacent development.		
1.2 Information Requirements	Require subdivision applications to show how connections are made to existing development and how connection can be made to future adjacent development.		
Opportunities for economic growth and employment			
N/A			
Risk of acting or not acting			
Without direction on the form and location of the transport network, the benefits of connectivity, such as the creation of a walkable and accessible environment will not be realised. This will not assist in mode shift aspirations or the creation of a well-functioning urban environment. It is considered that the risks of not acting outweigh the risks of acting.			
Effectiveness and Efficiency			
The proposed approach provides a high-level direction that subdivision and development within the Peacocke Structure Plan should be designed to be connected to the adjacent development. This is a clear design principle for development to consider as part of subdivision and land development design. Requiring these connections to be shown as part of an application will ensure these are easily identified and able to be considered as part of any application.			
Appropriateness in relation to relevant existing objectives:			
The proposed provision addressed above are considered to be appropriate in relation to the existing objectives that relate to transport and have been incorporated into the Peacocke Structure Plan. These relate to establishing an integrated and efficient pattern of land use and transport to manage the impact of development on existing and planned infrastructure.			
Summary of reason for decision on the provisions:			
The suite of provisions will establish a connected network within Peacocke which will assist in delivering the broader objectives of the structure plan to establish a walkable environment.			

Analysis:
<p>Objective: DEV01 – O19</p> <p>The transport network encourages mode shift and reduces car dependency by:</p> <ol style="list-style-type: none"> 1. Providing a well-connected transport network that prioritises walking and cycling. 2. Designing the transport network to provide safe, direct and universally accessible routes for people walking and cycling throughout the structure plan area. 3. Integrating with land use to support the provision of a frequent public transport service.
Options to achieve the objective
<ol style="list-style-type: none"> 1. Identify the future road network within the structure plan area to a high level of detail. 2. Identify only key corridors within the structure plan area. 3. Identify the strategic public transport network within the structure plan area. 4. Establish a framework that requires development to consider adjacent areas and the creation of a cohesive and integrated growth area. 5. Establish a framework that emphasises the importance of providing a safe high quality, walking and cycling network.

The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
DEV01-PSP: P44	Require the transport network to be established in accordance with the Peacocke Structure Plan by designing and locating: <ol style="list-style-type: none"> 1. Transport Corridors to be consistent with the Peacocke Structure Plan. 2. Identified public transport routes to accommodate public transport and associated infrastructure. 3. Identified cycle routes to provide high quality separated cycleways that encourage cycling. 	The delivery of a transport network focused on the hierarchy of walking, cycling, public transport and private vehicles will enable a high amenity environment that enables a permeable and legible network that is easy to navigate, providing environmental, social and economic benefits. By embedding the principles of “universal access” into the design of road corridors, it will provide social benefit by catering to the needs of those that are less able, which in turn means an environment accessible to everyone. The Vision Zero principles will also create a safe network, which will provide wider social and economic benefits to the community, increasing safety and minimising injury.	The prioritisation of pedestrians and cyclists may have some economic and social costs in terms of vehicular traffic and journey time/speed, however will encourage mode shift which is one of the overall objectives of the structure plan.
DEV01-PSP: P45	Development is designed to create neighbourhoods that are walkable, safe and linked by a high quality pedestrian and cycling network that incorporates the principles of CPTED.	Providing a connected and continuous walking/cycling network it will minimise the social and economic effects of severance which hinder people from accessing their desired locations and encourage car dependency.	
DEV01-PSP: P46	The transport network is designed to enable the delivery of a high quality and accessible public transport services.		
DEV01-PSP: P47	The transport network is designed using the principles of: <ol style="list-style-type: none"> 1. Minimising the consequences of mistakes made by people travelling. 2. Ensure people are safe when using the transport network. 3. Consider the needs and requirements of all users of the transport system. 		
DEV01-PSP: P48	The transport network shall be designed to ensure access is provided to all users in a way that is safe, direct and convenient as possible.		
DEV01-PSP: P49	A continuous and safe walking and cycling network is established that provides direct connections to activity nodes within the structure plan that minimises the effects of severance of the gully system and major transport corridors.		
DEV01-PSP: P50	The design and operation of the transport system shall prioritise the movement of pedestrians and cyclists over vehicles.		
DEV01-PSP: P51	Ensure connectivity between developments.		
DEV01-PSP: P52	On Arterial and Collector Transport Corridor motor-vehicles shall be physically separated from shared paths and cycleways.		
DEV01-PSP: P53	Transport corridors are designed to provide a high level of amenity and include space to provide for street trees and stormwater management		

<p>Peacocke Structure Plan – Transportation Map</p>	<p>Include a transportation map within the structure plan that identifies key transport routes including:</p> <ul style="list-style-type: none"> - Arterial Corridors - Public Transport Routes - Walking and Cycling routes 		
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Opportunities for economic growth and employment

The provision of a high-quality transport network will provide access to the Peacocke Local Centre and the wider Hamilton network. This will provide indirect benefits to areas of employment, improving accessibility to these locations.

Risk of acting or not acting

Without direction on the form and location of the transport network, the benefits of connectivity, such as the creation of a walkable and accessible environment will not be realised. This will not assist in mode shift aspirations or the creation of a well-functioning urban environment. It is considered that the risks of not acting outweigh the risks of acting.

Effectiveness and Efficiency

The proposed transport network framework will ensure that the Peacocke Structure Plan has a high level of connectivity and will be easy to navigate with priority provided to active modes and public transport. By identifying key corridors and their role within the structure plan, it establishes a clear network that provides certainty for development and the provision of a high-quality walking and cycling and public transport network. This is considered to be effective and efficient, as it clearly sets the desired transport network location within the structure plan, allowing development to respond to its location and purpose.

By providing certainty of public transport services along identified corridors, it enables the delivery of higher density in these locations, knowing that it will be supported by a quality public transport service. This enables the effective delivery of density in locations identified within the structure plan.

By identifying the location of separated cycleways within the structure plan, it provides certainty regarding the efficient delivery of a permeable and legible cycle network.

By establishing a framework within the structure plan that sets a clear direction for the design and hierarchy of the transport network, it effectively allows for the details to be confirmed through the subdivision process. By requiring the transport network to be in general accordance with the structure plan, it allows a degree of flexibility to enable subdivision to respond to the site, allowing the efficient delivery of the transport network.

Appropriateness in relation to relevant existing objectives:

The proposed provision addressed above are considered to be appropriate in relation to the existing objectives that relate to transport and have been incorporated into the Peacocke Structure Plan. These relate to establishing an integrated and efficient pattern of land use and transport to manage the impact of development on existing and planned infrastructure.

Summary of reason for decision on the provisions:

The suite of provisions provide a strong direction to regarding the form and function of the transport network to encourage active modes and public transport and reduce the need to rely on the private motor vehicle.

Analysis:

Objective: DEV01 – O20

The transport network is designed to be a high amenity environment that incorporates stormwater management.

Options to achieve the objective

1. Retain existing approach to street design.
2. Identify a specific cross section for the Peacocke Structure Plan that includes stormwater management solutions.
3. Establish a principles approach to the management of stormwater within the road corridor.
4. Direct the street corridor to be designed to include street trees and stormwater management.

The specific provisions which are most appropriate to achieve the objective:	Benefits:	Costs:
<p>PREC1-P P53</p>	<p>Transport corridors are designed to provide a high level of amenity and include space to provide for street trees and stormwater management.</p>	<p>Well designed, high amenity transport corridors will assist in the delivery of a high amenity urban environment. This will provide social benefits. The management of stormwater and inclusion of street trees will also provide environmental benefits, through the additional of planting,</p>
<p>There will be some economic costs associated with requiring a high amenity street environment, both in the capital and operational costs.</p>		

Peacocke Structure Plan – Formation of Road Cross Sections	Specific cross sections for the formation of transport corridors in the Peacocke Structure Plan that identify the allocation of space for pedestrians/cyclists/planting/parking/vehicle carriageway.	assisting in reducing paving, and providing shading.	
Opportunities for economic growth and employment			
N/A			
Risk of acting or not acting			
The provision of a high level of amenity in the transport corridor will help in achieving a well-designed, high amenity urban environment. It is considered that the risks of not acting outweigh the risks of acting.			
Effectiveness and Efficiency			
The provision of a bespoke cross section for Peacocke will provide clear expectations regarding the design and delivery of transport corridors, including the features that are to be incorporated to provide for street amenity throughout Peacocke.			
Appropriateness in relation to relevant existing objectives:			
The proposed provision addressed above are considered to be appropriate in relation to the existing objectives that relate to transport and have been incorporated into the Peacocke Structure Plan. These relate to establishing an integrated and efficient pattern of land use and transport to manage the impact of development on existing and planned infrastructure.			
Summary of reason for decision on the provisions:			
The suite of provisions provide a strong direction to regarding the form and function of the transport network that contributes to a high amenity environment.			

Analysis:			
Objective: DEV01-PSP: O23			
Identify, communicate and promote the Maori history and values of the Peacocke area.			
Options to achieve the objective			
<ol style="list-style-type: none"> Do not include a framework regarding the promotion of Maaori history in the area. Include direction to celebrate maori history of the Peacocke area. 			
The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
DEV01-PSP: P54	Respect known pa sites, borrows pits and other cultural associations with waterways and the land, through the creation of protective reserves or enlightening developers to ways of integrating these features into new developments for the benefit of all stakeholders.	There are cultural benefits in identifying, protecting and celebrating the history and values of the area.	There may be economic cost associated with this approach as it may reduce development yield in order to protect sites from the effects of development. There are also economic costs associated with considering Maaori design as part of development when compared to taking an approach that doesn't consider Maaori design principles.
DEV01-PSP: P55	Ensure the Maori history of the site is communicated through place names and the design of public spaces and structures.		
Information Requirements	Require the preparation of Landscape Concept Plans and Ecological Rehabilitation and Management Plan for developments including or adjacent to natural open space zone and over 2 ha.		

District Plan – Features Maps	Identify sites of significance on the features map of the district plan.		
Opportunities for economic growth and employment			
N/A			
Risk of acting or not acting			
The risk of not identifying, protecting and celebrating culturally important sites within the Peacocke area mean the valuable history and values associated with this area could be destroyed and lost forever. The risks associated with acting are related to economic cost in the development process and yield. It is considered that the risks of not acting outweigh the risks of acting.			
Effectiveness and Efficiency			
These policies are effective as they provide direction on how Maaori cultural values can be protected, communicated and promoted. The identification of sites of significance on planning maps is efficient and effective as it clearly communicates the location of these spatially and ensures they are considered in the consenting process. It is acknowledged that this would need to occur in engagement with tangata whenua to ensure a thorough understanding of the history and values of the area. Requiring landscape concept plans and ecological rehabilitation and management plans to be prepared in consultation provides a clear mechanism for tangata whenua to be involved in managing landscape and ecological values in Peacocke.			
Appropriateness in relation to relevant existing objectives:			
The proposed provision addressed above are considered to be appropriate in relation to the existing objectives that relate to Cultural Values and have been incorporated into the Peacocke Structure Plan. These relate to the protection and celebration of historic and culturally important sites and features.			
Summary of reason for decision on the provisions:			
The provisions provide a framework for development to acknowledge, celebrate and incorporate into the design of Peacocke Maaori cultural values in Peacocke.			

Analysis:			
Objective:			
DEV01-PSP: O26			
Development of the Peacocke Structure Plan area occurs in a staged manner that ensures the efficient and effective delivery of infrastructure.			
DEV01-PSP: O27			
The timing, type and intensity of new urban development is integrated and aligns with the planning and provision of network infrastructure.			
Options to achieve the objective			
1. Identify and include a staging plan for the Peacocke Structure Plan. 2. Enable development to occur where it is able to provide infrastructure connection.			
The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
Peacocke Structure Plan – Staging Plan	Include a staging plan within the Peacocke Structure Plan to direct how the structure plan is developed over time.	Ensuring the efficient delivery of infrastructure will provide social and economic benefits as it will ensure that infrastructure can be funded in a timely and cost effective manner.	This may have economic costs, for those parties that may have development aspirations, however are waiting on other stages of the structure plan to be developed.
Opportunities for economic growth and employment			
N/A			
Risk of acting or not acting			
Without a direction on the staged development of the structure plan, there are risks that current and future investment is not fully realised or is compromised. Managing the delivery of Peacocke aligned with infrastructure will also ensure that the effects related to development infrastructure i.e. transport corridors are able to be managed. It is considered that the risks of not acting outweigh the risks of acting.			
Effectiveness and Efficiency			
Additional objectives and the inclusion of a staging plan within the Peacocke Structure Plan provides a clear direction on how Councils investment in strategic infrastructure will be undertaken. Requiring development to follow this staging and timing will deliver infrastructure efficiently and in parallel with HCC's planned funding.			
Appropriateness in relation to relevant existing objectives:			
The proposed provision addressed above are considered to be appropriate in relation to the existing objectives that relate to infrastructure and have been incorporated into the Peacocke Structure Plan. These relate to the delivery of development that is appropriately serviced and integrated to minimise network effects and to manage three waters in an effective and integrated manner.			
Summary of reason for decision on the provisions:			
The inclusion of a staging plan will provide an efficient and integrated approach to development in Peacocke.			

Chapter 4A: MRZ – PREC1-PSP: Medium Density Residential Zone - Peacocke Precinct

Table 2: Assessment of proposed additional objectives against the purpose of the RMA and strategic direction of the Hamilton City Operative Plan

Objective		Purpose of the RMA	Strategic Direction of the Operative District Plan
MRZ - PREC1-P 04	The Peacocke Precinct establishes a high amenity, medium density residential environment with areas of high density around identified activity nodes, corridors and areas of natural amenity.	This objective is the most appropriate way to achieve the purpose of the RMA as: <ul style="list-style-type: none"> - Enables the development of the Peacocke Area in a way that will provide for the social, economic and environmental well-being of the community by promoting efficient development of Peacocke that will accommodate future demand for residential growth in Hamilton City. - While the area will no longer have amenity value associated with the current rural/lifestyle character, it promotes the creation of a high amenity urban environment. 	The objective is consistent with the strategic direction of the district plan as it: <ul style="list-style-type: none"> - Seeks to efficiently use land within the Peacocke Area, creating an increasingly sustainable urban form. - Promotes safe, compact, good quality urban environments that responds positively to their context. - Assists in achieving development capacity required as part of the NPS-UD. - Promotes a range of housing typologies to meet the needs of a diverse community.
MRZ - PREC1: P 05	Development in Peacocke provides a range of housing typologies that are consistent with the neighbourhood's planned urban built character of two to three-storey buildings in the medium density zone and three – five storey buildings within the high-density area.	This objective is the most appropriate way to achieve the purpose of the RMA as: <ul style="list-style-type: none"> - Providing for a range of housing typologies that will provide for the economic and social well-being of the future community. - Providing a direction that sets an expectation of more intensive residential development that efficiently uses land. 	The objective is consistent with the strategic direction of the district plan as it: <ul style="list-style-type: none"> - Seeks to efficiently use land within the Peacocke Area, creating an increasingly sustainable urban form. - Assists in achieving development capacity required as part of the NPS-UD. - Promotes a range of housing typologies to meet the needs of a diverse community.
MRZ - PREC1-P 09	Residential dwellings within the Peacocke Precinct are designed and developed to create an attractive and safe urban environment, providing a high level of amenity: <ol style="list-style-type: none"> 1. On site for residents; 2. On adjoining sites; and 3. For the transport corridor and public open spaces. 	This objective is the most appropriate way to achieve the purpose of the RMA as: <ul style="list-style-type: none"> - Recognising the need to manage the effects of development on the surrounding environment. - Will ensure that the community is provided with a safe environment. - Seeking to enhance amenity values for residents, the wider urban environment. 	The objective is consistent with the strategic direction of the district plan as it: <ul style="list-style-type: none"> - Seeks to efficiently use land within the Peacocke Area, creating an increasingly sustainable urban form. - Promotes safe, compact, good quality urban environments that responds positively to their context. - Promotes a range of housing typologies to meet the needs of a diverse community.

Analysis:														
<p>Objectives: MRZ - PREC1-PSP: O4 The Peacocke Precinct establishes a high amenity, medium density residential environment with areas of high density around identified activity nodes, corridors and areas of natural amenity.</p> <p>MRZ - PREC1-PSP: O5 Development in Peacocke provides a range of housing typologies that are consistent with the neighbourhood's planned urban built character of two to three-storey buildings in the medium density zone and three – five storey buildings within the high-density area.</p>														
Options to achieve the objective														
<ol style="list-style-type: none"> 1. Require development to provide for higher levels of density in specified locations in the Peacocke Precinct. 2. Enable development to establish higher levels of density within specified locations in the Peacocke Structure Plan. 3. Spatially identify areas where higher density development is anticipated through the use of zoning. 4. Spatially identify areas where high density development is anticipated. 5. Identify and enable a range of activities suitable for the Peacocke Medium Density Zone. 														
The specific provisions which are most appropriate to achieve the objective:	Benefits:	Costs:												
<table border="1"> <tr> <td>MRZ – PREC1-PSP: P5</td> <td>Ensure the efficient development of land by requiring development to demonstrate it is consistent with the Peacocke Structure Plan.</td> </tr> <tr> <td>MRZ - PREC1-PSP: P21</td> <td>Residential development is designed to manage effects of lighting on adjacent areas of Natural Open Space.</td> </tr> <tr> <td>MRZ - PREC1-PSP: P22</td> <td>Residential development considers and responds to the future effects of climate change.</td> </tr> <tr> <td>MRZ – PREC1-PSP: RULES – ACTIVITY STATUS</td> <td>Inclusion of activity status to identify appropriate activities within the residential zone.</td> </tr> <tr> <td>R1 – R35</td> <td></td> </tr> <tr> <td>District Plan Maps – High Density Overlay</td> <td>Spatially identify areas around business centres, identified PT corridors and near employment opportunities where higher levels of development density are anticipated within the Peacocke Structure Plan and the District Plan maps Policy Overlay.</td> </tr> </table>	MRZ – PREC1-PSP: P5	Ensure the efficient development of land by requiring development to demonstrate it is consistent with the Peacocke Structure Plan.	MRZ - PREC1-PSP: P21	Residential development is designed to manage effects of lighting on adjacent areas of Natural Open Space.	MRZ - PREC1-PSP: P22	Residential development considers and responds to the future effects of climate change.	MRZ – PREC1-PSP: RULES – ACTIVITY STATUS	Inclusion of activity status to identify appropriate activities within the residential zone.	R1 – R35		District Plan Maps – High Density Overlay	Spatially identify areas around business centres, identified PT corridors and near employment opportunities where higher levels of development density are anticipated within the Peacocke Structure Plan and the District Plan maps Policy Overlay.	<p>By identifying locations where high density is desired within the structure plan it will enable more development to occur providing the opportunity for increased access to activity nodes and public transport routes.</p> <p>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.</p> <p>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.</p> <p>The increased density will represent a significant change in the current amenity, however will provide amenity for future generations, providing social and economic benefits.</p> <p>There are economic and social benefits for considering future effects of climate change which will reduce their impact for future residents.</p> <p>There are environmental benefits relating to the managing the effects of development on adjoining areas of open space.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Considering the effects of climate change may have economic costs associated with design.</p>
MRZ – PREC1-PSP: P5	Ensure the efficient development of land by requiring development to demonstrate it is consistent with the Peacocke Structure Plan.													
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Opportunities for economic growth and employment														
N/A														
Risk of acting or not acting														
<p>The risks of acting relate to:</p> <ul style="list-style-type: none"> • Reducing development flexibility to reflecting the outcomes of the Peacocke Structure Plan. • Increased development costs due to design considerations. 														

The risks of not acting relate to:

- Inefficient use of land in the Peacocke Structure Plan.
- Effects of development on open space, particularly those identified as bat habitat.

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

Effectiveness and Efficiency

The use of a high density overlay recognises the opportunity that is provided by activity nodes and PT corridors. By spatially identifying these locations within the structure plan and the features map, it provides for increased density as part of the overall medium density Structure Plan area. Directing development to efficiently use land in accordance with the Peacocke Structure Plan, 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 the structure plan area are consistently applied throughout the structure plan.

The additional provisions, including additional height, more flexible bulk and location standards and maximum lot sizes allow for increased development potential.

The use of activity status rules 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.

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

Appropriateness in relation to relevant existing objectives:

The proposed provision 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 Peacocke Structure Plan. These relate to providing a range of housing typologies and densities, retaining residential activities as the main activity in the residential zone and managing the interface between residential and non-residential activities.

Summary of reason 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.

Analysis:		
<p>Objective: MRZ - PREC1-PSP: O9 Residential dwellings within the Peacocke Precinct are designed and developed to create an attractive and safe urban environment, providing a high level of amenity:</p> <ol style="list-style-type: none"> 1. On site for residents; 2. On adjoining sites; and 3. For the transport corridor and public open spaces. 		
Options to achieve the objective		
<ol style="list-style-type: none"> 1. Adopt the existing development provisions of the medium density residential zone only. 2. Amend existing provisions or include additional provisions that provide more direction on the creation of a high amenity urban environment. 3. Articulate the definition of a high amenity medium density urban environment. 		
The specific provisions which are most appropriate to achieve the objective:	Benefits:	Costs:
<p>MRZ -PREC1-PSP: P7</p> <p>Residential design shall achieve quality on-site amenity by providing:</p> <ol style="list-style-type: none"> 1. Private, useable outdoor living areas that are located to the rear of the site. 2. Access to sunlight and daylight throughout the year. 3. Adequate service areas to accommodate typical residential living requirements. 4. Insulation to minimise adverse noise effects. 5. <i>Where offered</i>, Parking and manoeuvring areas on-site meet the needs, safety and convenience of residents. 6. Energy-efficient and sustainable design technologies where compatible with the scale and form of residential development. 7. <i>Principal living areas with sufficient outlook to create a sense of space.</i> 	<p>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.</p> <p>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.</p> <p>Providing a strong direction on amenity of the structure plan will result in an attractive, safe environment. This will provide social benefits.</p>	<p>Including additional design requirements may result in higher consenting costs for the development community, who will be required to address the requirements through the application process. This cost is likely to be passed on to the eventual purchaser.</p>
<p>MRZ -PREC1-PSP: P19</p> <p>Dwellings within the Peacocke Structure Plan are designed and constructed to provide a high amenity environment by:</p> <ol style="list-style-type: none"> 1. Providing passive surveillance of public spaces (including roads and areas of open space) and creating a clear delineation between public and private spaces through the use of low fence heights, landscaping, glazing and clear pedestrian entrances. 2. Encouraging buildings to be located towards the front of the site, so they front the street and enable space for private outdoor living areas that have access to sunlight. 3. Providing high quality front yard landscaping that 		

	<p>adds amenity to the streetscape.</p> <p>4. Ensuring the visual dominance of garage doors and carparking is minimised.</p> <p>5. Designing the facades of dwellings to provide visual interest and engage with the street; including through the provision of front porches, low fences, glazing, setbacks, direct pedestrian access and the management of parking.</p>		
MRZ -PREC1- PSP: P20	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 reviewing and including additional provisions for the Peacocke precinct, 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 result 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 in the Peacocke area. There is a clear direction to manage vehicle access to ensure the amenity and safety of people walking and on bikes.			
Appropriateness in relation to relevant existing objectives:			
The proposed provision addressed above are considered to be appropriate in relation to the existing residential objectives that relate to amenity and have been incorporated into the Peacocke Structure Plan. These relate to the provision of good onsite amenity, neighbourhood amenity, and maintaining residential amenity.			
Summary of reason for decision on the provisions:			
This suite of provisions will establish a high amenity environment and provide for a high level of on site amenity.			

Analysis:			
Objectives:			
MRZ - PREC1-PSP: O10 Efficient use of land and infrastructure			
MRZ - PREC1-PSP: O11 Residential buildings make efficient use of water and energy resources.			
Options to achieve the objective			
3. Retain efficient use of energy and water provisions.			
4. Include additional efficient energy and water provisions			
The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
MRZ - PREC1-PSP: P26	Development should encourage the efficient use of energy and water, by: <ol style="list-style-type: none"> 1. Incorporating water-sensitive techniques. 2. Reducing the use of reticulated electricity. 3. <u>Utilizing solar energy.</u> 4. <u>Providing for electric bikes and charging network throughout the area.</u> 	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.	There will be costs associated with the inclusion of these energy saving opportunities.
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.			
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.			
Appropriateness in relation to relevant existing objectives:			
The proposed provision addressed above are considered to be appropriate in relation to the existing residential objectives that relate to amenity and have been incorporated into the Peacocke Structure Plan. These relate to the provision of good onsite amenity, neighbourhood amenity, and maintaining residential amenity.			
Summary of reason for decision on the provisions:			
The additional options for consideration will assist in achieving the efficient use of water and energy resources.			

Analysis of rules for the Medium Density Zone: Peacocke Precinct

Analysis:			
Objectives:			
<p>MRZ - PREC1-PSP: O4 The Peacocke Precinct establishes a high amenity, medium density residential environment with areas of high density around identified activity nodes, corridors and areas of natural amenity.</p> <p>MRZ - PREC1-PSP: O5 Development in Peacocke provides a range of housing typologies that are consistent with the neighbourhood's planned urban built character of two to three-storey buildings in the medium density zone and three – five storey buildings within the high-density area.</p> <p>MRZ - PREC1-PSP: O9 Residential dwellings within the Peacocke Precinct are designed and developed to create an attractive and safe urban environment, providing a high level of amenity:</p> <ol style="list-style-type: none"> 1. On site for residents; 2. On adjoining sites; and 3. For the transport corridor and public open spaces. 			
The specific provisions which are most appropriate to achieve the objectives:	Options to achieve the objectives:	Benefits:	Costs:
New definition – Terrace Dwelling (Peacocke Precinct)	<ol style="list-style-type: none"> 1. Retain existing definitions for residential typologies. 2. Establish new residential typology definitions. 	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 additional definition may add to the complexity of the plan, resulting in economic costs.
New Definition - Apartment (Peacocke Precinct)	<ol style="list-style-type: none"> 1. Retain existing definitions for residential typologies. 2. Establish new residential typology definitions. 	<p>The introduction of an apartment definition to manage vertically arranged units means that it will be easier to provide a range of typologies throughout Peacocke.</p> <p>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.</p>	The introduction of an additional definition may add to the complexity of the plan, resulting in economic costs.
Density	<p>No density controls.</p> <p>1 single detached dwelling – Permitted.</p> <p>More than one single detached dwelling per site – Restricted Discretionary.</p> <p>Duplex Dwelling – Restricted Discretionary.</p> <p>Terraced Dwelling (Peacocke Precinct) – Restricted Discretionary.</p> <p>Apartment (Peacocke Precinct) – Restricted Discretionary.</p>	<ol style="list-style-type: none"> 3. Identify minimum density requirements within the Peacocke Precinct. 4. Identify maximum density requirements within the Peacocke Precinct. 5. Have no density requirements in the Peacocke Precinct. <p>This approach does not constrain development potential and provides a flexible approach to development and encourages a range of dwelling sizes and typologies to be provided, providing economic and social benefits.</p>	<p>There are economic and social costs associated with uncertainty of the density that is to be developed in the area.</p> <p>There are economic costs with the required consenting of more than one building per site, which is likely to apply to the majority of Peacocke should a land use first approach be applied in Peacocke.</p>
R36: Maximum Site Coverage	<p>Single dwellings and Duplex dwellings maximum 50%</p> <p>Terraced Houses and Apartment</p>	<ol style="list-style-type: none"> 1. Retain Site coverage consistent with the General Residential Zone. 2. Enable more site coverage <p>There are economic benefits with allowing higher site coverage to establish across the structure plan area, providing more building flexibility on site. Development will still be required to adhere to permeability and stormwater management rules.</p>	There are minimal costs associated with this provision.

	buildings Maximum 60%.	to enable higher density development		
R37: Permeable Surfaces and landscaping	<p>Total site permeable surface requirements - minimum 20%.</p> <p>On front, corner and through sites, landscaping planted in grass, shrubs and trees required forward of the front building line.</p> <p>Single dwellings, Duplex dwellings and apartment Minimum 50%.</p> <p>Terrace dwelling Minimum 40%</p> <p>Require a specimen tree to be included in front yard landscaping:</p> <p>Single dwellings and duplexes - One per dwelling unit.</p> <p>Terrace dwelling and Apartment Minimum of one tree per site with an additional tree for every 10m of frontage.</p>	<ol style="list-style-type: none"> 1. Retain permeability consistent with the Medium Residential Zone. 2. Enable less permeable surfaces to enable higher density development. 3. Manage front yard permeability and landscaping requirements in relation to typology. 4. Require additional landscaping to add to streetscape amenity. 	<p>The management of permeable surfaces will provide environmental benefits in relation to the management of stormwater on site.</p> <p>Recognising that terrace dwelling typologies are likely to require more impervious surfaces in the front yard where they have front loaded parking and providing for this approach will provide economic benefits and an efficient consenting process.</p>	<p>There are costs associated with front yard landscaping and the provision of a specimen tree within the front yard, however these are minimal in the overall cost of development. The front yard landscaping will provide amenity and contribute social benefit to the development of the area, providing social benefits.</p>
R38 Building height	<p>Peacocke Precinct: 12m – Maximum of 3 storeys Peacocke High Density Overlay: 16m</p>	<ol style="list-style-type: none"> 1. Retain building heights established in the existing medium density and intensification zones. 2. Amend height limits to provide more development flexibility. 	<p>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.</p>	<p>Enabling building heights of up to three storeys (with five storeys in some places) across the structure plan will enable the establishment of a higher density character than is typical in Hamilton’s residential areas. This may have some negative perceptions from a social point of view.</p>
R39 Setbacks	<p>Transport corridors – 3m Garages – 5m Side and Rear yard - 1m</p> <p>0m boundary where specific criteria are met.</p>	<ol style="list-style-type: none"> 1. Retain setbacks in the existing medium density zones. 2. Amend setbacks to provide more development flexibility. 	<p>This provides greater development flexibility and enables a range of typologies, providing social and economic benefit.</p>	<p>There are minimal costs associated with the setback rules. There may be some additional costs associated with utilising the zero lot setback provisions through the subdivision process as some mechanism to protect this outcome will be required.</p>
R40 Height in relation to boundary	<p>For the transport corridor boundary: The top storey of any building over 10m in height shall be set back by a minimum of 3m.</p>	<ol style="list-style-type: none"> 1. Retain HIRB controls only over interface with existing zones as per existing medium density zones. 	<p>The introduction of a HIRB to the medium density provisions will manage the effects of daylight and overbearance on adjacent sites, ensuring a high level of amenity will create positive social and environmental effects.</p>	<p>The use of HIRB limits the development of the site, which will have an associated economic cost.</p>

	<p>Side and rear boundaries 3m +45° Or Any buildings or parts of buildings within 20m of the site frontage must not exceed a height of 3.6m measured vertically above ground level at side and rear boundaries. Thereafter, buildings must be set back 1m and then 0.3m for every additional metre in height (73.3 degrees) up to 6.9m and then 1m for every additional metre in height (45 degrees).</p>	<ol style="list-style-type: none"> 2. Add additional HIRB controls to manage amenity within the zone. 3. Remove height in relation to boundary controls across the site. 4. Enable more development toward the front of the site and manage height in relation to boundary over the rear of the site. 		
R41 Public interface	<ul style="list-style-type: none"> - Pedestrian access to dwellings. - Require a habitable room with glazing to face the street. - Require a minimum glazing of 20%. 	<ol style="list-style-type: none"> 1. Retain public interface standards embedded within the medium density zone. 2. Amend public interface provisions to more effectively manage the public/private interface. 3. Do not manage the public interface. 	By managing the street interface, it creates a higher amenity public environment. This creates social and environmental benefits.	There are design costs associated with the management of the interface.
R42 Accessory buildings and Parking	<p>Require garaging and carparking to form no more than 50% of the front façade of a building.</p> <p>Require garage doors to be setback from the front building line.</p> <p>Direct vehicle access and parking to be provided via a rear lane where the frontage of a dwelling unit is less than 7.5m in width except where a single outdoor carpark is provided.</p>	<ol style="list-style-type: none"> 1. Retain public interface standards embedded within the medium density zone. 2. Amend public interface provisions to more effectively manage parking and garaging. 	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 assist in creating a more walkable and cyclable environment. This will have environmental and social benefits.	There are economic costs associated with the management of parking and requiring the provision of rear lane access relating to the need to provide and manage these spaces.
R43 Outlook Space	<p>Main living area: Outlook of 6m x 4m.</p> <p>Main bedroom: Outlook 3m x 3m.</p> <p>Other habitable rooms: Outlook 1m x 1m.</p>	<ol style="list-style-type: none"> 1. Do not control outlook for living areas within buildings. 2. Manage living space outlook to ensure amenity and privacy for living areas on site. 	<p>Managing the living space outlook will provide a level of on-site amenity which will have social and environmental benefits for residents.</p> <p>Where principal rooms face the street or open space, passive surveillance will be provided providing social and environmental benefits for the wider area.</p>	There are design costs associated with the management of the public interface.
R44 Outdoor living area	<p>Single Dwellings, Duplex dwellings and Terraced Dwellings:</p>	<ol style="list-style-type: none"> 1. Retain outdoor living standards embedded within the medium density zone. 	<p>The provisions will ensure a level of on-site amenity for residents providing social and environmental benefit.</p> <p>Smaller areas of outdoor living are required in the high density</p>	The increase in outdoor living area requirements will reduce development flexibility creating economic cost.

	Peacocke Precinct: 35m ² High Density Overlay: 20m ² Apartment Buildings: Ground floor units: 20m ² Above ground floor: 12m ²	2. Amend outdoor living standards within the Peacocke Medium Density Zone to enable more flexibility in delivering density.	overlay recognizing the need for smaller areas to enable density. It is anticipated that these smaller areas are offset through the provision of amenity available in higher density areas.	
R45 Service Areas	Single dwellings and duplexes: 10m Terraced Dwellings and apartments: 10m	1. Retain service area standards embedded within the medium density zone. 2. Amend service area standards within the Peacocke Medium Density Zone.	The provision of service areas will provide social benefits relating to onsite amenity. The provisions provide flexibility in how these are managed on site, providing economic benefit to developers in terms of design and site layout.	There are minimal costs associated with the provision of services areas.
R46 Fences and Walls	Fences forward of the front building line 1.2m max. Fences adjacent to open space – 1.5m max. All other fences – 1.8m max.	1. Retain fences and walls standards embedded within the medium density zone. 2. Amend fences and walls standards to simplify within the Peacocke Medium Density Zone.	The provisions, in combination with the landscaping requirements, will create a high amenity streetscape providing social and economic benefits.	These provisions do potentially sacrifice privacy that may be obtainable with higher fencing, however the ability to provide a rear facing private outdoor living area goes some way to offset this social cost.
R47 Separation and Privacy	Setback buildings at least 3m from any other building on the same site.	1. Retain separation and privacy standards embedded within the medium density zone. 2. Amend separation and privacy standards within the Peacocke Medium Density Zone.	These provisions ensure social benefit by maintaining privacy for residents.	There are minimal costs associated with this provision.
R48 Residential unit size	The minimum floor area required in respect of each residential unit shall be: Form of Residential Unit Floor Area Studio unit Minimum 35m ² 1 bedroom unit Minimum 45m ² 2 bedroom unit Minimum 55m ² 3 or more bedroom unit Minimum 90m ²	1. Control minimum dwelling size. 2. Do not control minimum dwelling size.	Managing minimum unit size will ensure a level of on site amenity, providing social benefit.	There may be an economic costs associated with stipulating a minimum unit size when compared to smaller floor areas.

Opportunities for economic growth and employment
N/A
Risk of acting or not acting
<p>The risks associated with acting are:</p> <ul style="list-style-type: none"> Restricting development potential due to bulk and location standards. Increased development costs due to design considerations. Reduced development flexibility due to design constraints. <p>The risks associated with not acting are:</p> <ul style="list-style-type: none"> The creation of a low amenity residential environment. Low on-site amenity. <p>It is considered that the risks of not acting outweigh the risks of acting.</p>
Effectiveness and Efficiency
<ul style="list-style-type: none"> The removal of density standards 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 maximum site coverage rules are an established method of managing the footprint of the built form and are clear and easy to understand. By enabling site coverage of 50% for general development and up to 60% for higher density typologies, it will enable higher density development. The increased site coverage allowances provide for more flexibility on site allowing for the effective and efficient delivery of medium/higher density. Permeable surface requirements ensure a level of amenity and contribute to the management of stormwater. The lower permeable surface requirements reflect the medium density zone and is consistent with other medium density areas in Hamilton. Building heights are proposed that allow the development of up to three storied development within the medium density area, and up to five storeys in the higher density area. This enables a range of housing typologies to be established within the structure plan area that will assist in achieving the density required. Managing the height to three storeys will ensure that the anticipated medium density residential character of the area is maintained. Enabling up to five storeys around centres and identified public transport routes will enable more density in these locations. The ability to create a “zero lot” site enables flexibility in the management of the site where certain criteria are able to be met. This will assist in delivering a medium density environment. The introduction of HIRB controls will effectively manage amenity on the street front and adjacent sites. The requirement for the set back of the top floor of buildings higher than 10m will effectively ensure that the street environment has a pedestrian scale and will assist in creating a higher level of amenity on the street. The provision of an alternative height in relation to boundary control provides flexibility and will encourage the bulk of the buildings to the front of the site, creating a private back yard and interfacing with the street. Retaining height in relation to boundary requirements over the rear of the site will ensure that these continue to have access to daylight and sunlight. The public interface provisions manage the street front amenity, ensuring a high-quality urban environment. The provisions are consistent with the other medium density zone provisions throughout the city. These ensure the front of buildings interface and interact with the street. Accessory building and parking provisions work together to manage the effects of parking and garages on the street front amenity. The management of parking where dwelling units are less than 7.5m wide ensures that streets and footpaths are not dominated by parking which will create a high amenity streetscape and improve safety for pedestrians and cyclists. Outlook space provisions manage the internal layout of development and ensure a level of on-site amenity by requiring windows to have a pleasant outlook. This effectively enables daylight and provides a sense of space for residents in higher density dwellings. The provisions enable flexibility by enabling outlook to be provided over public areas such as the street or areas of open space. 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 outdoor living and service area standards are efficient as they provide more flexibility in locations where higher levels of density are anticipated. The separation and privacy controls are consistent with the management of this issue throughout the residential zone. The management of residential unit sizes are consistent with the existing plan provisions, retaining the same approach to ensuring there is sufficient space for on-site amenity for residents.
Appropriateness in relation to relevant existing objectives:
The proposed provision addressed above are considered to be appropriate in relation to the existing residential objectives that relate to amenity and have been incorporated into the Peacocke Structure Plan. These relate to the provision of good onsite amenity, neighbourhood amenity, and maintaining residential 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 reason for decision on the provisions:
This suite of provisions will establish a high amenity environment and provide for a high level of on site amenity.

Chapter 6A: NZC – PREC1-PSP: Neighbourhood Centre Zone - Peacocke

Table 3: Assessment of Proposed additional Objectives against the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan

Objective		Purpose of the RMA	Strategic Direction of the Operative District Plan
NZC – PREC1-PSP: O2	Neighbourhood centres in the Peacocke Development Area are located in close proximity to recreational areas and act as activity nodes for walkable neighbourhood catchments.	<p>This objective is the most appropriate way to achieve the purpose of the RMA as:</p> <p>The objective provides direction on the location and distribution of neighbourhood centres throughout the structure plan in a way that services and encourages walkable neighbourhoods throughout the structure plan.</p> <p>This will provide for community well-being by contributing to their economic and social needs by locating convenience services and day to day needs within a walkable distance. The direction to locate Neighbourhood Centres near areas of recreational space recognises the benefits of bringing areas of activity together and activating areas of open space.</p>	<ul style="list-style-type: none"> • The objective seeks to set up walkable neighbourhoods that will assist in delivering a sustainable urban form. • This will facilitate the City’s urban design approach by promoting compact neighbourhoods that are of good quality and establish a local character and context. • Neighbourhood centres have a clear role and function as part of the business hierarchy and serve the social, cultural, environmental and economic needs of the community.
NZC – PREC1-PSP: O3	Neighbourhood Centres in the Peacocke Development Area are attractive, high amenity and pedestrian focused environments.	<p>This objective is the most appropriate way to achieve the purpose of the RMA as:</p> <p>The objective seeks to create high amenity neighbourhood centres that will be attractive pedestrian environments that will encourage people to walk from the surrounding area. These will be locations that encourage social interaction and engagement with the community, providing for community wellbeing.</p>	

Analysis:			
Objective: NZC – PREC1-PSP: O2 Neighbourhood centres in the Peacocke Development Area are located in close proximity to recreational areas and act as activity nodes for walkable neighbourhood catchments.			
Options to achieve the objective			
<ol style="list-style-type: none"> 1. Allow the development market to establish the location of neighbourhood centres. 1. <i>Spatially identify the location of neighbourhood centres within the Peacocke Structure Plan.</i> 			
The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
NZC– PREC1-PSP: P4	Neighbourhood centres in the Peacocke Development Area are located in accordance with the Peacocke Structure Plan.	The Peacocke Structure Plan provides the spatial allocation and direction for land use within the area. Certainty of location provides economic and social benefit, providing clear direction for those investing in the development of the area including, developers, Hamilton City Council and eventual residents.	The identification of locations within the structure plan reduces flexibility in the delivery of neighbourhood centres, which may result in economic and social costs.
Peacocke Structure Plan	Identification of neighbourhood centres within the Structure plan.		
Opportunities for economic growth and employment			
The provision of neighbourhood centres provides opportunities for employment throughout the structure plan area, typically in small scale retail, food and beverage and community activities including healthcare and gymnasiums.			
Risk of acting or not acting			
The risks of not acting relate to uncertainty of the location of neighbourhood centres. The risks of acting relate to reduced flexibility of outcome in the Peacocke area. It is considered that the risks of not acting outweigh the risks of acting.			

Effectiveness and Efficiency
This policy provides a clear direction and link to the spatial arrangement embedded in the structure plan and the zoning maps. This is more effective than providing a general location for the neighbourhood centre locations and letting the market determine the location. Locating neighbourhood centres on the structure plan (and zoning maps) provides certainty of location which is important in establishing key transport connections and delivering a 20 minute neighbourhood in Peacocke.
Appropriateness in relation to relevant existing objectives:
The proposed provision addressed above are considered to be appropriate in relation to the existing objectives of the Neighbourhood Centre Zone that remain relevant. These objectives relate to establishing a distribution of centres that meet the day to day needs of the immediate neighbourhood.
Summary of reason for decision on the provisions:
Identifying the location of neighbourhood centres in the Peacocke Structure Plan will distribute these throughout the area, providing for the needs of the immediate catchments.

Analysis:			
Objective: NCZ – PREC1-PSP: 03 Neighbourhood Centres in the Peacocke Structure Plan Area are attractive, high amenity and pedestrian focused environments.			
Options to achieve the objective			
<ol style="list-style-type: none"> 1. Establish a policy framework which clearly articulates how neighbourhood centres are expected to develop. 2. Do not manage the design of neighbourhood centres within the Peacocke Structure Plan. 			
The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
NCZ– PREC1-PSP: P5	Neighbourhood Centres in the Peacocke Structure Plan area are designed to: <ol style="list-style-type: none"> 1) Establish a sense of place. 2) Create a high amenity and safe walkable environment. 3) Provide active frontages that encourage pedestrian activity on the ground floor. 4) Ensure off street parking is not located in the street frontage. 5) Incorporate public transport stops where located adjacent to public transport routes. 	The creation of high amenity neighbourhood centres will establish activity nodes that become focal points for the surrounding community. By establishing high amenity environments, they are more likely to be places of activity and attract residents to them. This will provide social benefits to the community and economic benefits to those operating within the neighbourhood centres.	There will be additional costs associated with having a higher assessment threshold in relation to design and the need to construct buildings and public spaces out of high-quality materials. These design requirements are however consistent with the approach to managing the built form in existing centres and is consistent with the policy direction to establish a comprehensive urban design led approach to determine the form of new centres in growth areas.
NZC– PREC1-PSP: P6	Buildings are designed to: <ol style="list-style-type: none"> 1) Provide passive surveillance of, and integrate with the street and public spaces. 2) Providing high quality streetscapes. 3) Provide visual interest and engage with the street. 		

Opportunities for economic growth and employment
High amenity centres will increase their attractiveness and in turn assist businesses in achieving commercial benefits.
Risk of acting or not acting
The risks associated with acting are related to being overly restrictive on development and increasing the associated costs of development. The risks associated with not acting relate to a low amenity neighbourhood centre which is not attractive to people. It is considered that the risks of not acting outweigh the risks of acting.
Effectiveness and Efficiency
The policies give effect to the objective by providing clear direction of the form of public space and the built form. This sets up a framework which will guide development of these areas.
Appropriateness in relation to relevant existing objectives:
The proposed provision addressed above are considered to be appropriate in relation to the existing objectives of the Neighbourhood Centre Zone that remain relevant. These objectives relate to establishing a distribution of centres that meet the day to day needs of the immediate neighbourhood.
Summary of reason for decision on the provisions:
These policies establish a framework that will direct development to create high amenity centres, that are accessible to their immediate neighbourhoods.

Analysis of rules for the Neighbourhood Centre Zone

Analysis:				
Objectives:				
NCZ – PREC1-PSP: O2 Neighbourhood Centres in the Peacocke Structure Plan Area are located in close proximity to recreational areas and act as activity nodes for walkable neighbourhood catchments.				
NCZ – PREC1-PSP: O3 Neighbourhood Centres in the Peacocke Structure Plan Area are attractive, high amenity and pedestrian focused environments.				
The specific provisions which are most appropriate to achieve the objectives:		Options to achieve the objectives:	Benefits:	Costs:
R44 – Maximum Building Height	Maximum Height 12m	6. Reflect existing Neighbourhood centre zone provisions -10m 7. Establish Peacocke Specific Provisions.	The increased height provision enables economic and social benefit by providing opportunities to utilise above ground floor space for activities such as healthcare, community services or residential living. The concentration of activity in these locations, particularly where centres are located on public transport routes will help support mode shift by providing higher concentrations of people in close proximity to services providing economic and social benefit.	There are minimal costs associated with the increased height as it reflects the height of the adjacent residential zoning.
R45 – Height in relation to boundary	3m + 45° on residential boundaries.	3. Reflect existing Neighbourhood centre zone provisions 4. Establish Peacocke Specific Provisions.	This manages shading on adjacent residential properties providing amenity. This is a social and economic benefit.	Managing the built form envelope adjacent to residential properties reduces development potential of the site which may have an economic cost.
R46 – Building Setbacks	Minimum building setback from the street 0m From the side or rear boundary 1.5m	2. Reflect existing Neighbourhood centre zone provisions 3. Establish Peacocke Specific Provisions.	This, in combination with other provisions will assist in creating a high amenity centre with activity and surveillance over the streetscape, improving safety, providing social benefit.	There is a risk of building dominance due to reduced setbacks on the street corridor, creating social costs.
R47 – Building Intensity	FAR of 1:1	1. Reflect existing Neighbourhood centre zone provisions 2. Establish Peacocke Specific Provisions.	Sites will be developed to a suitable level for the context of a neighbourhood centre. This in combination with GFA restrictions will assist in maintaining the centres hierarchy, providing wider economic benefits to the city.	This will result in a reduction of development flexibility and restriction of the building intensity on the site resulting in economic costs.
R48 – Service Areas	Require service areas with minimum dimensions and design to avoid nuisance on adjacent development.	3. Maintain a requirement for service areas. 4. Do not require service areas.	This will manage waste and outdoor service areas on sites, improving amenity, providing social benefits.	This will result in a small reduction of development flexibility resulting in economic costs.
R49 – Outdoor Storage	Management of outdoor storage	1. Manage outdoor storage. 2. Do not manage outdoor storage areas.	This will manage outdoor storage areas on sites, improving amenity, providing social benefits.	This will result in a small reduction of development flexibility resulting in economic costs.
R50 – Residential Development	Management of residential development.	1. Manage residential development. 2. Do not manage residential development.	Management of residential development consistent with the established approach will ensure residential development is of a high amenity providing social benefits.	This will result in a small reduction of development flexibility resulting in economic costs.
R51 – Active Frontages	Management of frontages	1. Reflect existing Neighbourhood centre zone provisions Establish Peacocke Specific Provisions.	Excluding rollerdoors and similar coverings will ensure a higher level of amenity, providing social and economic benefit of a more attractive centre.	This will result in a small reduction of development flexibility resulting in economic costs.
Opportunities for economic growth and employment				

N/A
Risk of acting or not acting
<p>The risks associated with acting are:</p> <ul style="list-style-type: none"> • Restricting development potential of the neighbourhood centres. • Increased development costs due to design considerations. • Reduced development flexibility due to design constraints. <p>The risks associated with not acting are:</p> <ul style="list-style-type: none"> • The creation of a low amenity neighbourhood centres. • Increased building dominance due to increased height limits and reduced setbacks. • The creation of a street that isn't attractive to pedestrians and therefore reduces the vibrancy of the centre. <p>It is considered that the risks of not acting outweigh the risks of acting.</p>
Effectiveness and Efficiency
<ul style="list-style-type: none"> • The height provision reflects the surrounding context expected in the Peacocke Structure Plan and enables up to 3 storey development to occur. This maximise development potential of these lower order centres, providing opportunity for efficient development of these sites. • Minimising building setbacks assists in activating street frontages and bringing shop front activity to the public realm and is an effective means of creating a safe and walkable environment. • Ensuring service and outdoor storage areas are located away from the building frontage and screened from public view is an effective way to achieve a high amenity street frontage. • Requiring a minimum of 50% of ground floor frontage to be glazed, with the primary customer entrance located on the primary street frontage, is an effective way to create an active street frontage, which improves the pedestrian experience, public safety and the amenity of the centre.
Appropriateness in relation to relevant existing objectives:
The proposed provision addressed above are considered to be appropriate in relation to the existing objectives of the Neighbourhood Centre Zone that remain relevant. These objectives relate to establishing a distribution of centres that meet the day to day needs of the immediate neighbourhood.
Summary of reason for decision on the provisions:
The suite of standards will assist in delivering high amenity neighbourhood centres for Peacocke, while enabling sufficient development flexibility.

Chapter 6B: LZC – PREC1-PSP: Local Centre Zone - Peacocke

Table 4: Assessment of Proposed additional Objectives against the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan

Objective		Purpose of the RMA	Strategic Direction of the Operative District Plan
LCZ – PREC1-PSP: O2	The Peacocke Local Centre is the focal point for the Peacocke Community, providing a range of convenience, retail, employment and service activities and is the only location for a supermarket within the Peacocke Structure Plan area.	<p>This objective is the most appropriate way to achieve the purpose of the RMA as:</p> <ul style="list-style-type: none"> • It provides for the land resource to be developed and used to enable people and communities to provide for their social, economic, and cultural wellbeing. • It will enable the development of a wide range of activities to serve the needs of the local community. • It will provide development and commercial opportunities for a range of businesses. • It will provide for a centre of a size and scale that reflects its function as a local centre that services the day to day requirements of the surrounding community. • It will ensure the economic wellbeing of the centre by ensuring it is anchored by a supermarket and the investment in the centre is not undermined by this being located elsewhere. 	<ul style="list-style-type: none"> • This aligns with the directive to establish a hierarchy of viable and vibrant business centres that serve the economic, social and cultural needs of the community.
LCZ – PREC1-PSP: O3	The Local Centre is developed to be consistent with the Local Centre Concept Plan and establish a high quality, attractive environment that incorporates quality urban design to establish an accessible, functional, safe and vibrant Local Centre.	<p>This objective is the most appropriate way to achieve the purpose of the RMA as:</p> <ul style="list-style-type: none"> • It requires development to be carried out in a way that will provide a high level of amenity, establishing a Local Centre that will serve the economic and social needs of the community. • By establishing a quality urban environment, that is a desirable place to be, will assist in establishing the centre as the community focal point, providing a place for social gathering and interaction. 	<ul style="list-style-type: none"> • Aligns with the urban design approach of the plan that seeks to promote a safe, compact, sustainable, good quality urban environment that responds positively to the local context.
LCZ – PREC1-PSP: O4	The Local Centre is integrated into the surrounding neighbourhood and the transport network and is able to be easily and safely accessed by active modes and passenger transport.	<p>This objective is the most appropriate way to achieve the purpose of the RMA as:</p> <ul style="list-style-type: none"> • A well connected and accessible Local Centre will facilitate the efficient use of resources. • A Local Centre that can be accessed safely by a range of transport modes will assist in providing for the health and safety of the community. • Providing for ease and safe access for active modes means that more people can access the Local Centre with reduced reliance on the use of private vehicles. • Integrating the Local Centre with the passenger transport network will provide social and economic benefit, by concentrating activity within the Local Centre, increasing the number of people in the area and providing for access to the rest of the city. 	<ul style="list-style-type: none"> • This objective aligns with the objective to integrate land use, transport and infrastructure.
LCZ – PREC1-PSP: O5	Residential Development within the Local Centre is compact, well designed and has a high level of amenity.	<p>This objective is the most appropriate way to achieve the purpose of the RMA as:</p> <ul style="list-style-type: none"> • Compact residential developments will ensure the efficient use and development of the land resource and infrastructure. • It will assist in maintaining and enhancing amenity values and the quality of the environment • Enabling residential development in the Local Centre, provides an opportunity to increase activity within the centre, improving economic and social benefits. 	<ul style="list-style-type: none"> • This supports the creation of an increasingly sustainable urban form. • It is consistent with creating vibrant and viable business centres. • It aligns with creating a good quality urban environment.

Analysis:			
Objective: LCZ – PREC1-PSP: O2			
The Peacocke Local Centre is the focal point for the Peacocke Community, providing a range of convenience, retail, employment and service activities and is the only location for a supermarket within the Peacocke Structure Plan area.			
Options to achieve the objective			
<ol style="list-style-type: none"> 1. Provide direction on the range and size of activities within the Local Centre. 2. Enable any commercial activities within the Local Centre. 			
The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
LCZ – PREC1-PSP: P6	Enable a range of commercial and community activities that will service the needs of the Peacocke Community and are of a size and scale that will not undermine the centres hierarchy.	By aligning the Peacocke Local Centre with the suburban centres of the business hierarchy, it will ensure that the centre does not undermine the primacy, role and function of the Central City or Sub-Regional Centres that is already established in the district plan. This will have positive social and economic benefits as it provides certainty of investment in higher order centres and ensures that larger scale businesses continue to be directed to those larger centres.	There are economic opportunity costs associated with this restriction as it may restrict individual development aspirations in the area.
LCZ – PREC1-PSP: RULES – ACTIVITY STATUS	LCZ – PREC1-PSP: R1-47		
Opportunities for economic growth and employment			
The provision of a centre and enabling a range of activities provides for economic growth and employment opportunities within the Peacocke area.			
Risk of acting or not acting			
The risks associated with not maintaining the centres hierarchy in the Peacocke centre relate to adverse economic effects on other centres. Managing the size and scale of commercial activity in the centre may restrict development aspirations in the centre. It is considered that the risks of not acting outweigh the risks of acting.			
Effectiveness and Efficiency			
Managing the size and scale of activities within the structure plan through the delineation of commercial activities by GFA follows the approach embedded in the district plan for the existing suburban centres, which are on the same level as the Peacocke Local Centre in the Business Hierarchy. This will effectively and efficiently manage the broader macro-economic effects of development and ensure it is aligned with the approach of the district plan. There is an established framework to manage development outside of these parameters within the district plan.			
Appropriateness in relation to relevant existing objectives:			
The proposed provision addressed above are considered to be appropriate in relation to the existing objectives of the Local Centre Zone that remain relevant. These objectives relate to establishing centres with a range of services at an appropriate scale that do not undermine the primacy, function, vitality, amenity or vitality of the central city.			
Summary of reason for decision on the provisions:			
The provisions will ensure that the Peacocke Local Centre provides for a range of appropriate activities within the centre that do not undermine the established centres hierarchy.			

Analysis:			
Objective: LCZ – PREC1-PSP: O3			
The Local Centre is developed to become a high quality, attractive environment that incorporates quality urban design to establish an accessible, functional, safe and vibrant Local Centre.			
Options to achieve the objective			
<ol style="list-style-type: none"> 1. Establish a strong design framework for the development of the local centre. 2. Provide clear direction on important components of the local centre that will establish a high quality, attractive environment. 3. Rely only on existing Business 5 provisions to manage the development of the Peacocke Local Centre. 			
The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
LCZ – PREC1-PSP: P7	Ensure development contributes to the overall form and function of the Peacocke Local Centre by being in general accordance with the Peacocke Structure Plan, Peacocke Local Centre Concept Plan and Peacocke Local Centre Design Guide.	By requiring the local centre to be developed in a manner that results in an attractive well designed centre, it will assist in creating a desirable destination in Peacocke that acts as the community gathering and focal point. This will provide social, cultural and economic benefits to the community and the businesses that establish in this location.	There will be additional costs associated with having a higher assessment threshold in relation to design and the need to construct buildings and public spaces out of high-quality materials. These design requirements are however consistent with the approach to managing the built form in existing centres and is consistent with the policy direction to establish a

<p>LCZ – PREC1- PSP: P8</p>	<p>Ensure development within the Local Centre is designed to provide a sense of identity and place.</p>	<p>Reflecting the history and relationship of tangata whenua in the design of the public realm recognises the importance of tangata whenua and provides an avenue to reflect their relationship with the area.</p>	<p>comprehensive urban design led approach to determine the form of new centres in growth areas.</p>
<p>LCZ – PREC1- PSP: P9</p>	<p>Facilitate a vibrant centre by establishing activities that encourage pedestrian activity on the ground floor, with business, entertainment and residential activities enabled on upper floors.</p>		
<p>LCZ – PREC1- PSP: P10</p>	<p>Require activities with large floor areas, including supermarkets, to be located outside of areas identified as having active frontages.</p>		
<p>LCZ – PREC1- PSP: P11</p>	<p>Manage the location and design of buildings to ensure high quality urban design outcomes by:</p> <ol style="list-style-type: none"> 1. Identifying and managing important frontages within the Local Centre. 2. Requiring buildings to create active frontages with the street that facilitate a walkable pedestrian focused environment. 3. Requiring customer entrances to be located on their primary street frontage or public square. 4. Requiring development to locate parking and service areas outside of identified frontages. 		
<p>LCZ – PREC1- PSP: P14</p>	<p>Create a vibrant, high amenity, pedestrian focused, main street by:</p> <ol style="list-style-type: none"> 1. Requiring the establishment of a fine-grained buildings. 2. Designing the street to be a slow speed, pedestrian focused environment. 3. Providing sufficient space for on-street dining. 4. Requiring pedestrian focused community and commercial activities with entrances that directly access the street. 		
<p>LCZ – PREC1- PSP: P15</p>	<p>Create a vibrant, attractive public plaza that:</p> <ol style="list-style-type: none"> 1. Provides space for a range of activities and public gatherings 2. Engages with the adjacent buildings 3. Establishes a high amenity environment with lighting, seating, landscaping and public art. 4. Is accessible and useable by people of all ages and abilities. 5. Is a safe environment. 6. Visually and physically connect with the river corridor. 7. Reflect and celebrate the history and relationship of tangata whenua with the area. 		

Opportunities for economic growth and employment

The creation of an attractive, well-designed centre, will help attract people, increasing the vibrancy, vitality and viability of the centre.

Risk of acting or not acting

The risks associated with acting are related to being overly restrictive on development and increasing the associated costs of development. The risks associated with not acting relate to a low amenity local centre which is not attractive

to people and does not become the focal point of the community. It is considered that the risks of not acting outweigh the risks of acting.
Effectiveness and Efficiency
The policies provide clear direction on the outcomes desired in the local centre that relate to establishing a well-designed, attractive environment that will support commercial development. The clear direction on the type of activities that are anticipated in each precinct of the centre will ensure that activities are focused on delivering an outcome that is consistent with the Peacocke Local Centre Concept Plan, this provides a level of certainty of outcomes that are sought for the centre and the built form anticipated in each area.
Clear direction on the built form within the Peacocke Centre and the expected relationship between buildings and the public realm will ensure a high-quality urban outcome, whilst providing design flexibility in relation to individual buildings. Providing clear direction on the design of key components of the town centre, such as the main street, public square and buildings will ensure a high quality outcome that is clear to developers.
The use of a concept plan provides a clear direction on the expected spatial arrangement of the local centre, whilst enabling flexibility for development to be undertaken. Design guides provide a clear framework of Councils expectations regarding the design and development of the local centre, whilst providing for architects/designers to creatively respond to the setting.
Appropriateness in relation to relevant existing objectives:
The proposed provision addressed above are considered to be appropriate in relation to the existing objectives of the Local Centre Zone that remain relevant. These objectives relate to establishing centres with a range of services at an appropriate scale that do not undermine the primacy, function, vitality, amenity or vitality of the central city.
Summary of reason for decision on the provisions:
These provisions will establish a framework to encourage the creation of a well-designed high amenity centre that will be the focal point of the Peacocke Structure Plan.

Analysis:		
Objectives: LCZ – PREC1-PSP: O4		
The Local Centre is integrated into the surrounding neighbourhood and the transport network and is able to be easily and safely accessed by active modes and passenger transport.		
Options to achieve the objective		
3. Provide a framework for the integration of the Peacocke Local Centre with the transport network and manages access for active modes and passenger transport.		
4. Remain silent on the relationship between the local centre and the transportation network.		
The specific provisions which are most appropriate to achieve the objective:	Benefits:	Costs:
LCZ – PREC1-PSP: P12	<p>The outcomes sought for the transport network within the centre will assist in establishing a high amenity environment and enable safe access for all users, including active modes users. This will provide economic and social benefits to the community.</p> <p>Incorporating public transport into the centre will facilitate mode shift and enable access to the centre without relying on the private motor vehicle. This provides economic, social and environmental benefits.</p>	<p>The management of parking locations and service areas reduces development flexibility which may create an economic cost.</p> <p>The expectation to establish a high amenity pedestrian environment with a high quality cycling network will come with an economic cost over establishing a do minimum approach.</p>
<p>Manage parking and vehicle access by:</p> <ol style="list-style-type: none"> 1. Requiring development to locate parking and servicing/loading areas outside of identified frontages. 2. Encourage the use of centralised and shared parking within the Local Centre. 3. Requiring parking areas to be designed to contribute to the amenity of the centre by being located to minimise their visual impact, incorporating high quality landscaping and providing clear, safe and direct pedestrian facilities. 		
LCZ – PREC1-PSP: P16		
<p>Establish a transport network within the Local Centre that:</p> <ol style="list-style-type: none"> 1. Is a low speed environment. 2. Portrays a sense of arrival that helps define the Local Centre location. 3. Enables safe connections 4. Creates a high amenity pedestrian environment that is accessible for people of all ages and abilities. 5. Establishes a high-quality cycling environment. 		

	6. Establishes clear and accessible connections to the surrounding network.		
LCZ – PREC1-PSP: P17	Incorporate public transport stops into the Local Centre where it will provide an efficient and convenient access to the network.		
Opportunities for economic growth and employment			
N/A			
Risk of acting or not acting			
The risks of acting relate to being overly prescriptive in relation to the design of the centres transport and street network and reducing flexibility of design. The risks of not acting are the creation of a street network that does not encourage walking and cycling and access for all people or create a high amenity people focused environment. It is considered that the risks of not acting outweigh the risks of acting.			
Effectiveness and Efficiency			
It is effective in that the policy direction clearly articulates the requirements in relation to providing transportation and access to and within the local centre. It is efficient in that it outlines the principles that are to inform the design of the local centre transport network and allows a design response to this, without being overly prescriptive in the requirements. Directing parking, access and service areas to be located outside of frontages is effective in reinforcing the importance of active frontages in creating a high amenity centre. The policy clearly articulates the outcomes sought for identified frontages in the town centre.			
Appropriateness in relation to relevant existing objectives:			
The proposed provision addressed above are considered to be appropriate in relation to the existing objectives of the Local Centre Zone that remain relevant. These objectives relate to establishing centres with a range of services at an appropriate scale that do not undermine the primacy, function, vitality, amenity or vitality of the central city.			
Summary of reason for decision on the provisions:			
The provisions will ensure the centre is well connected to the surrounding area and provides a high quality transport network.			

Analysis:			
Objective: LCZ – PREC1-PSP: O5 Residential Development within the Local Centre is compact, well designed and has a high level of amenity.			
Options to achieve the objective			
<ol style="list-style-type: none"> 1. Provide for and manage residential development consistent with other centres in Hamilton. 2. Establish a bespoke framework for the management of development in the Peacocke Local Centre. 			
The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
LCZ – PREC1-PSP: P13	Require residential development within the centre to: <ol style="list-style-type: none"> 1. Create a high-quality living environment. 2. Deliver high density typologies. 3. Provide passive surveillance of and engages with the street and areas of public space. 	The provision of a high-quality residential development will provide social benefits for those that reside within the centre. Directing development to be high density will provide economic benefits as it will ensure that residential development, if provided, will support the commercial viability of the centre. Residents in the centre will also add social and economic benefits through increased vibrancy and vitality in the centre.	There may be economic costs associated with requiring development to be high density and well designed.
Opportunities for economic growth and employment			
N/A			
Risk of acting or not acting			
The risks of acting relate to reduced development flexibility and increased development cost due to requiring well designed, high density development. The risks of not acting relate to the establishment of residential development that is not of a high quality or is of insufficient density to support the local centre. It is considered that the risks of not acting outweigh the risks of acting.			
Effectiveness and Efficiency			
This policy is effective in that it provides a clear direction of the outcomes expected for residential development within the local centre and will contribute to a high amenity centre.			
Appropriateness in relation to relevant existing objectives:			

The proposed provision addressed above are considered to be appropriate in relation to the existing objectives of the Local Centre Zone that remain relevant. These objectives relate to establishing centres with a range of services at an appropriate scale that do not undermine the primacy, function, vitality, amenity or vitality of the central city.

Summary of reason for decision on the provisions:

The provisions will assist in achieving high quality, high density development within the local center.

Analysis of rules for the Local Centre Zone

Analysis:				
Objectives:				
LCZ – PREC1-PSP: O2	The Peacocke Local Centre is the focal point for the Peacocke Community, providing a range of convenience, retail, employment and service activities and is the only location for a supermarket within the Peacocke Structure Plan area.			
LCZ – PREC1-PSP: O3	The Local Centre is developed to be consistent with the Local Centre Concept Plan and establish a high quality, attractive environment that incorporates quality urban design to establish an accessible, functional, safe and vibrant Local Centre.			
LCZ – PREC1-PSP: O4	The Local Centre is integrated into the surrounding neighbourhood and the transport network and is able to be easily and safely accessed by active modes and passenger transport.			
LCZ – PREC1-PSP: O5	Residential Development within the Local Centre is compact, well designed and has a high level of amenity.			
LCZ – PREC1-PSP: O6	Development is enabled where it is consistent with the Peacocke Local Centre Concept Plan and achieves a cohesive and integrated development pattern, creating a high amenity urban centre.			
The specific provisions which are most appropriate to achieve the objectives:		Options to achieve the objectives:	Benefits:	Costs:
LCZ – PREC1-PSP: R40 Maximum building height	Max Height - 16m	<ol style="list-style-type: none"> Maintain height rules of the B5 Zone. Enable great height to reflect the height enabled in the surrounding residential zone – high density overlay. 	The increased height limit is only 1m over what is provided for within suburban centres throughout the city. This provides economic benefits through the enablement of mixed-use development. There are social benefits that may be realised through the establishment of a mixed use centre, which will provide housing and employment options.	There are minimal costs associated with the increased height limit.
LCZ – PREC1-PSP: R41 Height in Relation to Boundary	<p>Any building over 10m is required to step back the top floor.</p> <p>Maintain a HIRB adjacent to the Residential Zone.</p> <p>Exempt flag poles and flues etc. from the height rules.</p>	<ol style="list-style-type: none"> Only control HIRB where development adjoins the residential zone. Manage the form of the buildings to ensure high buildings are not overly visually dominant. 	This will provide social benefits by creating a more pleasant street environment within the centre.	This will result in a small reduction of development flexibility resulting in economic costs.
LCZ – PREC1-PSP: R42 Building setbacks	<p>Require buildings to be setback 5m where adjoining the residential zone.</p> <p>No front setback requirement.</p> <p>6m setback from the Waikato Riverbank and Gully Hazard Area.</p>	<ol style="list-style-type: none"> Maintain a building-setback on arterial corridors. Require no setback on transport corridors. Manage setbacks in relation to gully and river slope hazards. 	This will enable more design flexibility on the site, which will provide economic benefits to developers. Buildings fronting the street in combination with other rules will assist in creating a high amenity environment providing social benefits.	There are minimal costs associated with reducing the building setback required.
LCZ – PREC1-PSP: R43 Building Intensity	Maximum Floor Area Ratio 2:1	<ol style="list-style-type: none"> Maintain a floor area ratio. Do not control development intensity. 	Sites will be developed to a suitable level for the context of a local centre. This in combination with GFA restrictions will assist in maintaining the centres hierarchy, providing wider economic benefits to the city.	This will result in a reduction of development flexibility and restriction of the building intensity on the site resulting in economic costs.

LCZ – PREC1-PSP: R44 Service Areas	Require service areas with minimum dimensions and design to avoid nuisance on adjacent development.	<ol style="list-style-type: none"> 1. Maintain a requirement for service areas. 2. Do not require service areas. 	This will manage waste and outdoor service areas on sites, improving amenity, providing social benefits.	This will result in a small reduction of development flexibility resulting in economic costs.
LCZ – PREC1-PSP: R45 Outdoor Storage	Management of outdoor storage	<ol style="list-style-type: none"> 1. Manage outdoor storage. 2. Do not manage outdoor storage areas. 	This will manage outdoor storage areas on sites, improving amenity, providing social benefits.	This will result in a small reduction of development flexibility resulting in economic costs.
LCZ – PREC1-PSP: R46 Residential Development	Management of residential development.	<ol style="list-style-type: none"> 1. Manage residential development. 2. Do not manage residential development. 	Management of residential development consistent with the established approach will ensure residential development is of a high amenity providing social benefits.	This will result in a small reduction of development flexibility resulting in economic costs.
LCZ – PREC1-PSP: R47 Active Frontages	Active Frontages	<ol style="list-style-type: none"> 1. Identify frontages that are important in the creation of a well designed, pedestrian oriented centre. 2. Recognise that not all frontages are primary frontages and manage these according to their importance. 3. Do not manage the frontage of buildings. 	Excluding rollerdoors and similar coverings will ensure a higher level of amenity, providing social and economic benefit of a more attractive centre.	This will result in a small reduction of development flexibility resulting in economic costs.
LCZ – PREC1-PSP: R48 Primary Frontages	Primary Frontages		Requiring the delivery of active frontages will ensure a higher level of streetscape amenity and safety within the centre, providing social benefit.	This will result in a small reduction of development flexibility resulting in economic costs.
LCZ – PREC1-PSP: R49 Secondary Frontages	Secondary Frontages		Providing more flexibility on secondary frontages recognises that not all frontages are the same in terms of adding value to the public realm providing flexibility, creating economic benefits.	
Peacocke Local Centre Concept Plan	Establish a local concept plan	<ol style="list-style-type: none"> 1. Enable development to occur without overarching direction on the form and layout. 2. Provide a detailed masterplan of how development is anticipated to occur within the centre. 3. Provide a high-level direction on the spatial layout and design of the centre, identifying key aspect that contribute to a well-designed centre. 	<p>Providing certainty of outcome in relation to the town centre provides economic benefits as there is a clear expectation relating to the development of the centre. This will provide certainty of investment as the centre is developed.</p> <p>A cohesive and integrated approach to the development of the centre will assist in delivering a comprehensive, high amenity outcome that is a desirable location for the community to visit, providing social benefits.</p>	The use of a concept plan may result in economic cost due to reduction in design flexibility. Consenting costs may increase should development be proposed that is not consistent with the concept plan.

Opportunities for economic growth and employment

N/A

Risk of acting or not acting

The risks associated with acting are:

- Restricting development potential of the local centre.
- Increased development costs due to design considerations.
- Reduced development flexibility due to design constraints and required consistency with a town centre concept plan.

The risks associated with not acting are:

- The creation of a low amenity town centre.
- Increased building dominance due to increased height limits and reduced setbacks.
- The creation of a street that isn't attractive to pedestrians and therefore reduces the vibrancy of the centre.

- The development of a centre in an ad-hoc manner that does not deliver the key aspirations for the centre.

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

Effectiveness and Efficiency

- A 16m height limit will enable development of up to 4 - 5 storeys. This will effectively enable a mixed use centre, providing for commercial development and apartment development on upper floors. This will effectively provide for people to live within the centre providing access to public transport, commercial land use and potentially employment.
- Managing height in relation to boundary on the street frontage will assist in the delivery of a high amenity centre, by reducing the sense of domination by taller buildings. The rule framework is effective and efficient in that it provides a clear requirement to set back the upper floor.
- Enabling zero building setbacks within the local centre allows for development to occur to the transport boundary. This will allow buildings to directly front the street and assist in creating active frontages. It also provides for an efficient use of the site, enabling the rear of the site to be used for service areas and storage.
- Requiring a setback from the River and Gully Hazard area is an effective and efficient way to manage the risks associated with slope instability.
- Identifying important frontages and the requiring these to be glazed is consistent with the management approach to these locations throughout Hamilton, including the Central City and Rototuna Town Centre. It is an effective way to deliver active frontages within the centre, contributing to a high amenity environment.
- Providing more flexibility on secondary frontages ensures a similar outcome on those locations that have been identified as less important to contributing to the streetscape.
- Developing and including a Local Centre Concept Plan provides a clear spatial framework that sets a clear expectation of layout and the development of the local centre. It identifies the key components to delivering a successful town centre, while providing sufficient flexibility for development to occur, which would be reduced through a masterplan approach.
- Managing building intensity, service areas, outdoor storage and residential development in a manner that is consistent with the approach in the other business centres in Hamilton is efficient and effective as the framework is already understood and being implemented.

Appropriateness in relation to relevant existing objectives:

The proposed provision addressed above are considered to be appropriate in relation to the existing objectives of the Local Centre Zone that remain relevant. These objectives relate to establishing centres with a range of services at an appropriate scale that do not undermine the primacy, function, vitality, amenity or vitality of the central city.

Summary of reason for decision on the provisions:

The suite of standards will assist in delivering a high amenity local centre for Peacocke, while enabling sufficient development flexibility.

Chapter 15A: Natural Open Space Zone – NOSZ PREC1-PSP: Natural Open Space Zone - Peacocke Precinct

Table 5: Assessment of Proposed additional Objectives against the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan

Objective	Purpose of the RMA	Strategic Direction of the Operative District Plan
<p>NOSZ 07</p> <p>Natural Open Space areas in the Peacocke Structure Plan Area are identified, protected and enhanced to provide and protect habitat for long tailed bats.</p>	<p>This objective is the most appropriate way to achieve the purpose of the RMA as:</p> <ul style="list-style-type: none"> This objective protects the life-supporting capacity of ecosystems and assists in managing adverse effects on the environment and is relevant to s6 of the RMA in relation to the protection of significant habitats of indigenous fauna. 	<p>This is consistent with the natural environment strategic direction:</p> <ul style="list-style-type: none"> To protect and enhance natural character, natural features and landscapes, ecosystems and indigenous biodiversity, and For land use and development to promote positive outcomes for indigenous biodiversity in the Waikato Region. To maintain and enhance ecological corridors.

Section 32 Analysis of Proposed Provisions

Analysis:			
<p>Objective:</p> <p>NOSZ 07</p> <p>Natural Open Space areas in the Peacocke Structure Plan Area are identified, protected and enhanced to provide and protect habitat for long tailed bats.</p>			
<p>Options to achieve the objective</p> <ol style="list-style-type: none"> Establish setbacks to protect areas of significant habitat. Establish buffers to protect areas of significant bat habitat. Provide Corridors to connect identified areas of significant habitat to and within the structure plan area. Manage the removal of all trees that have the potential to be bat habitat. Protect all of Peacocke from development. Do not protect or identify corridors Retain RD status over vegetation removal. Enable removal of vegetation where work is to be carried out by HCC, WRC, DOC. 			
The specific provisions which are most appropriate to achieve the objective:	Benefits:	Costs:	
<p>NOSZ P18</p> <p>Identify and manage areas of Natural Open Space in the Peacocke Structure Plan to:</p> <ol style="list-style-type: none"> Ensure the protection of, and access to, identified habitat of long-tailed bats. Provide habitat and connections for long tailed bats. Mitigate the effects of development on the habitat of long-tailed bats. 	<p>There are significant environmental benefits associated with identifying and protecting corridors to enable bats to continue to access areas of significant habitat as it will allow bats to move to, and through, the area from other known flight corridors and habitat.</p> <p>The inclusion of natural open space buffers will ensure that the areas of high value habitat, typically the gully corridors remain usable as habitat.</p> <p>Managing the removal of vegetation also provides environmental benefits, as it ensures that appropriate management and protocol is in place to maintain ecological areas. Providing for permitted vegetation removal by identified agencies provides a cost effective and expedient process for agencies</p>	<p>There are costs associated with the proposed management approach due the reduction in developable land available. In relation to the entire structure plan, this represents a small cost, however this will be borne by individual land owners who may have large economic costs in relation to the loss of a large portion of developable land in their individual holdings. This will vary depending on the size of their land holdings.</p> <p>There are economic costs associated with requiring those other than HCC, WRC or DOC to obtain consent for the removal of vegetation.</p>	
<p>R17 Removal of vegetation</p> <p>Permitted where removal is part of restoration works being carried out by, or at the direction of; Hamilton City Council, Waikato Regional Council or the Department of Conservation. Restricted Discretionary where this is not met.</p>			
<p>Peacocke Structure Plan – Land Use Map</p> <p>Identify areas of significant bat habitat with buffers and identify and protect new ecological corridor connections as part of the structure plan.</p>			

<p>District Plan - Zoning Maps</p>	<p>Identify areas of bat habitat as SNA which are zoned Natural Open Space.</p> <p>Identify bat flight corridors as areas of Natural Open Space.</p>		
<p>Opportunities for economic growth and employment</p>			
<p>N/A</p>			
<p>Risk of acting or not acting</p>			
<p>The risks of not acting, i.e. not identifying and protecting corridors would mean that areas of high value habitat are unable to be accessed or used by long tailed bats and therefore would not achieve the requirements of s6 in relation to the protection of significant habitats of indigenous fauna. Acting, while carrying the risk of costs and reduced development yield throughout the structure plan, It is considered that the risks of not acting outweigh the risks of acting.</p>			
<p>Effectiveness and Efficiency</p>			
<p>Significant Habitat of the long-tailed bat has been identified and included as a Significant Natural Area, as per the recommendations of the Bat Report in response to the criteria identified within the Regional Policy Statement. This affords these areas a high level of protection and with the exception of some road corridors and walking access (unlit) will not be developed. In addition to the SNA's, buffer zones that are also considered habitat for bats have been identified and zoned as Natural Open Space. The zoning will protect these areas from development, while enabling a range of compatible uses such as walking and cycle paths, community gardens, playgrounds and stormwater management to occur with controls on lighting. The buffers identified along the areas of high value habitat identified in the gullies ensure that these remain effective and viable bat habitat and the effects of development, typically lighting do not render these areas unusable for bats, and therefore no longer considered as habitat. These areas combined will effectively protect bat habitat and the functionality of that habitat from the effects of development. The approach is considered to be efficient as it recognises that some activities are able to occur in the buffer zone, where they will not impact on the usability of the habitat by bats.</p> <p>The development of the Peacocke area will urbanise a currently rural environment. This will remove large amounts of low value bat habitat (pasture) that is currently used for foraging and movement through the area. In order to compensate for the loss of this low value area, the plan identifies connections to the main high value gully corridors with the Waikato River corridor, and the surrounding rural area, which has known roosting sites. These corridors are an effective way of compensating for the loss of pasture by establishing corridors that are to be vegetated overtime, to create a connected network that continues to allow for bats to navigate to and through the Peacocke area maintaining the feasibility of these ecological corridors in an unfragmented nature. This is an efficient way of managing bat access to and through the structure plan as while it removes corridors within the structure plan from being able to be developed, it enables the remainder of the area to be developed whilst still enabling bats access to significant habitat. The location of the corridors has been chosen on the basis of following existing topographical features, such as gullies and depressions, which are more difficult to develop than flat land. Where these features do not exist, as direct connection as possible has been chosen to minimise the total area of potentially developable land lost. This does not necessarily mean the most efficient approach to ensuring developable land to individual landowners but, does establish the most efficient approach to developable land overall. See Appendix 1 for a more detailed analysis of the chosen locations for the gully system.</p> <p>The identification and protection of corridors is effective as it will enable bats to connect to their existing habitat</p> <p>Vegetation removal is restricted to where it relates to restoration works directed by HCC, WRC or DOC This enables beneficial work to be carried out in an efficient manner where bats are sufficiently protected. This will effectively manage vegetation removal in areas identified as natural open space.</p>			
<p>Appropriateness in relation to relevant existing objectives:</p>			
<p>The proposed provision addressed above are considered to be appropriate in relation to the existing objectives of the Natural Open Space Zone that remain relevant. These objectives relate to ensuring that development and activities within open space are compatible with the zone, accommodates functions where appropriate, is well designed and safe. They will also contribute to the restoration and conservation of natural character, and are consistent with ecological, cultural and amenity values.</p>			
<p>Summary of reason for decision on the provisions:</p>			
<p>The provisions will ensure that areas of Natural Open Space are identified to protect and enhance habitat of long-tailed bats within the Peacocke Structure Plan in a way that are efficient and effective. It clearly articulates the purpose of the identification of these areas, and how they are to be managed.</p>			

Chapter 15B: Sport and Active Recreation Zone – SARZ PREC1-PSP: Sport and Active Recreation Zone - Peacocke Precinct

Table 6: Assessment of Proposed additional Objectives against the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan

Section 32 Analysis of Proposed Provisions to achieve the objectives.

Analysis:			
Objective: SARZ O4			
Open spaces are used and developed in a way that minimises adverse effects on the surrounding environment.			
Options to achieve the objective (Options chosen identified in bold)			
<ol style="list-style-type: none"> 1. Manage the effects of lighting in relation to sports parks on bat habitat. 2. Rely on city wide rules to manage effects of lighting. 3. Do not address lighting within the Sports and Active Recreation Zone. 			
The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
SARZ R27 – Floodlights in the Peacocke Precinct	Restricted discretionary – discretion restricted to the design, location, and effects of lighting on bat habitat and adjacent properties.	There will be environmental benefits relating to the management of light and the protection of the habitat of long tailed bats.	There may be social and economic costs in relation to the installation of floodlights that do not adversely effect bat habitat, either through design or reduced use of the sports fields.
Opportunities for economic growth and employment			
N/A			
Risk of acting or not acting			
The risks of not acting relate to poor management of lighting and adverse effects on habitat of long tailed bats. There are minimal risks associated with acting, i.e. managing the effects of flood lights.			
Effectiveness and Efficiency			
This provision is effective as it enables the provision of floodlights in sports parks where the effects of floodlights are able to be managed in relation to bats and adjacent properties. It will complement the provisions in Chapter 25.6 Lighting and Glare. It is efficient as it focuses on the effects of floodlights that need to be managed creating plan clarity. Using the technical requirements within the citywide chapter creates a straightforward consenting process.			
Appropriateness in relation to relevant existing objectives:			
These provisions will ensure that the sport and recreation open space is able to be used while minimising effects on the surrounding environment, which is consistent with the objective.			
Summary of reason for decision on the provisions:			
The provision enables the management of flood lights in the sport and recreation zone, ensuring that potential effects on bat habitat are addressed.			

Chapter 23A: SUB – PREC1-PSP: Subdivision - Peacocke Precinct

Table 7: Assessment of Proposed additional Objectives against the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan

Objective		Purpose of the RMA	Strategic Direction of the Operative District Plan
SUB – PREC1-P 06	Subdivision contributes to a well-designed urban environment that is consistent with the Peacocke Structure Plan.	This objective is the most appropriate way to achieve the purpose of the RMA as: <ul style="list-style-type: none"> it seeks to provide for the development of the area in a way that balances the efficient use and development of land while safeguarding the identified ecosystems within the area and mitigating effects on the environment including significant habitats of indigenous fauna. 	<ul style="list-style-type: none"> The development of the Peacocke Structure Plan will result in an increasingly sustainable urban form. Subdivision undertaken in a way that is consistent with the structure plan will result in an efficient use of land and infrastructure. Subdivision consistent with the Peacocke Structure Plan will assist in creating a safe, compact, good quality urban environment. This will assist Hamilton in meeting the required residential development needs embedded in the NPS-UD.
SUB – PREC1-P 07	Subdivision considers the planned medium density development outcomes and enables a range of building typologies to be constructed.	The objective is the most appropriate to achieve the purpose of the RMA as: it provides for the future development of the Peacocke area and enables a range of housing typologies to be constructed. This enables the efficient use of land and provides for future development to occur.	<ul style="list-style-type: none"> This will enable the delivery of a range of housing types and densities to meet the needs of a diverse community. This objective will assist in creating a safe, compact, good quality urban environment.
SUB – PREC1-P 08	Subdivision creates a transport network that: <ol style="list-style-type: none"> Is well connected and legible. Delivers a high-quality walking and cycling experience. Manages the amenity effects associated with parking. Defines areas of public open space. Creates a safe, low speed environment Provides for a high quality public transport network. 	The objective is the most appropriate way of achieving the purpose of the RMA as: it relates to the delivery of a transport network that establishes a high-quality urban environment. This will assist in meeting the needs of future generations by considering mobility, safety and connectivity. The objective will also assist in maintaining and enhancing amenity values within the structure plan area.	<ul style="list-style-type: none"> This objective will assist in creating a more sustainable urban form and result in an efficient integration of land use and transport. This objective will assist in creating a safe, compact, good quality urban environment.
SUB - PREC1-P 09	Subdivision responds to and restores the natural environment with a focus on those areas identified in the Peacocke Structure Plan, including the creation and protection of identified ecological corridors.	This objective is the most appropriate way to achieve the purpose of the RMA as: <ul style="list-style-type: none"> Recognising the need to protect significant habitat of indigenous fauna. Recognising the need for urban development to respect the natural environment. Providing for the restoration of identified areas within the Peacocke Structure Plan enhancing the quality of the environment. 	The objective is consistent with the strategic direction of the district plan as it: <ul style="list-style-type: none"> Seeks to protect and enhance natural character and biodiversity values within the structure plan area, while enabling development.
SUB - PREC1-P 010	Subdivision in the Peacocke Local Centre Zone gives effect to the Peacocke Local Centre Concept Plan and achieves a cohesive and integrated development pattern, creating a high amenity urban centre.	This objective is the most appropriate way to achieve the purpose of the RMA as: <ul style="list-style-type: none"> It will support the creation of a well functioning centre which will provide for the Peacocke communities economic and social well-being. 	The objective is consistent with the strategic direction of the district plan as it: <ul style="list-style-type: none"> It will contribute to the establishment of a vibrant business centre providing a focus for retail, commercial and economic activities in Peacocke.

Analysis:			
Objective: SUB – PREC1-P O6			
Subdivision contributes to a well-designed urban environment that is consistent with the Peacocke Structure Plan.			
Options to achieve the objective			
<ol style="list-style-type: none"> 1. Rely on existing subdivision policies and provisions. 2. Establish a framework that provides clear direction on subdivision design within the Peacocke Structure Plan that will contribute to a high amenity environment. 			
The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
SUB - PREC1-P P9	Require subdivision to efficiently use land and to provide for higher density residential development in walkable distances from the Peacocke Local Centre and identified public transport routes.	Introducing additional policies regarding the subdivision of the Peacocke area will help achieve a high amenity urban environment. This will provide social and environmental benefits.	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.
SUB - PREC1-P P10	<p>Subdivision enables the creation of a safe and attractive urban environment with a high level of amenity by:</p> <ol style="list-style-type: none"> 1. Designing the street and lot layout to maximise access to sunlight. 2. Creating lots that enable buildings to front the street establishing public frontages and private backyards. 3. Providing road frontages to areas of public open space. 4. Enabling the provision of larger lots for the provision of duplexes, terraced dwellings and apartments where they are of a suitable size and shape. 5. Avoiding the creation of rear lots, except where it can be clearly demonstrated topography necessitates their use. 6. Minimises the use of culs-de-sac to where there are no alternatives due to clearly demonstrable topographical constraints. 7. Ensuring that connectivity is provided for pedestrians and cyclists. 8. Enabling space for the provision of rear access lanes. 9. Enabling a range of lot sizes to provide for a mix of building typologies. 	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 the structure plan. This will improve the permeability and legibility of the area and assist in promoting active mode use.	<p>There may 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.</p> <p>The need to avoid rear lots and culs-de-sac unless required to address topographical constraints may create economic costs for development.</p>
SUB - PREC1-P P14	<p>Ensure the development of Peacocke occurs in a comprehensive and integrated manner by requiring subdivision to:</p> <ol style="list-style-type: none"> 1. Integrate and connect with existing development. 2. Provide opportunities for connection into adjacent sites in locations that are feasible and support the creation of a well-connected and integrated urban environment. 		

<p>SUB - PREC1-P P15</p>	<p>Require subdivision to provide for areas of open space that are:</p> <ol style="list-style-type: none"> 1. Located in areas that are accessible to pedestrians. 2. Of a size and frequency suitable for the density expected in the Peacocke Development Area and consistent with Council’s Open Space Policy. 3. Designed to be safe and useable for people of all abilities. 		
<p>Opportunities for economic growth and employment</p>			
<p>N/A</p>			
<p>Risk of acting or not acting</p>			
<p>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. It is considered that the risks of not acting outweigh the risks of acting.</p>			
<p>Effectiveness and Efficiency</p>			
<p>These provisions are effective as they provide a clear direction on the expected subdivision pattern for the Peacocke Structure Plan Area. By articulating the desired outcome for the Peacocke Development, the policies ensure that subdivision provides the framework for establishing a well-designed high amenity environment.</p>			
<p>Appropriateness in relation to relevant existing objectives:</p>			
<p>The proposed provision 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.</p>			
<p>Summary of reason for decision on the provisions:</p>			
<p>The proposed provisions will assist in the creation of a well-designed urban environment that is consistent with the structure plan.</p>			

<p>Analysis:</p>			
<p>Objective: SUB – PREC1-P O7</p>			
<p>Subdivision considers the planned medium density development outcomes and enables a range of building typologies to be constructed.</p>			
<p>Options to achieve the objective</p>			
<ol style="list-style-type: none"> 1. Provide direction on the use of larger sites to enable future development. 2. Rely on justification through the consenting process to enable larger sites. 			
<p>The specific provisions which are most appropriate to achieve the objective:</p>		<p>Benefits:</p>	<p>Costs:</p>
<p>SUB - PREC1-P P17</p>	<p>Enable larger lots where they are to be used as a tool to provide for future high-density development.</p>	<p>Enabling larger lots will enable higher density development to take place with further subdivision enabled post development to accommodate duplexes and terraced houses. 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.</p>	<p>Enabling larger lots may result in density not being delivered, resulting in economic costs.</p>
<p>Opportunities for economic growth and employment</p>			
<p>N/A</p>			
<p>Risk of acting or not acting</p>			
<p>The proposed policy enables larger lots to be used where they are to be further developed to provide the intended density. This creates a risk that the intended density may not be provided. It is considered that the risks of not acting outweigh the risks of acting.</p>			
<p>Effectiveness and Efficiency</p>			
<p>This policy framework enables the consideration and 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.</p>			
<p>Appropriateness in relation to relevant existing objectives:</p>			
<p>The proposed provision 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.</p>			

Summary of reason for decision on the provisions:
The policy enables the use of larger lots to be created to provide for the future development of higher density housing which will provide for development flexibility.

Analysis:
<p>Objective: SUB – PREC1-P O8</p> <p>Subdivision creates a transport network that:</p> <ol style="list-style-type: none"> 1. Is well connected and legible. 2. Delivers a high-quality walking and cycling experience. 3. Manages the amenity effects associated with parking. 4. Defines areas of public open space. 5. Creates a safe, low speed environment. 6. Provides for a high quality public transport network.

Options to achieve the objective
<ol style="list-style-type: none"> 1. Provide a strong policy framework regarding the form and function of the transport network as part of subdivision. 2. Rely on existing subdivision policy framework and design guidance to manage the delivery of the road network as part of subdivision.

The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
SUB - PREC1-P P8	<p>Subdivision within the Peacocke Structure Plan creates a block pattern that enables an integrated, well- connected neighbourhood that encourages walking and cycling by:</p> <ol style="list-style-type: none"> 1. Providing clear, direct and safe routes to business areas, public transport, schools, open space and other destinations. 2. Establishing a transport network and design that is safe, accessible and prioritises the needs of pedestrians and cyclists. 3. Managing the size and shape of blocks to create a permeable and legible block pattern and enable the provision of rear lanes. 4. Providing safe links for pedestrians and cyclists. 5. Reflecting approved land use consents. 	<p>The policy framework and provisions are prescriptive in the type of network and block structure anticipated within the structure plan area. This will result in a permeable and legible environment that will provide a high level of amenity for residents and encourage mode shift. This will result in economic, social and environmental benefits.</p> <p>The management of vehicle access in relation to lot widths and building frontages will ensure that the streetscape is not dominated by garaging and parking, creating a high amenity environment and improving safety for people walking and on bikes by reducing conflict points. This provides social and economic benefits.</p>	<p>There will be costs associated with the management of subdivision and the required block structure including the delivery of rear access lanes.</p> <p>There may be difficulties in achieving these outcomes due to topographical constraints of the structure plan area. This will be somewhat offset by the higher density enabled through terraced house developments.</p>
SUB - PREC1-P P11	<p>Minimise vehicle access being provided across separated cycleways or shared paths on identified transport corridors in order to ensure a high level of safety on the footpath and cycleway.</p>		
SUB - PREC1-P P12	<p>Require rear lanes to be designed to create low vehicle speeds and provide for the safety of users.</p>		
SUB – PREC1-P P13	<p>Encourage the consolidation of vehicle crossings for adjacent sites in order to minimise interruption of the footpath by vehicle crossings.</p>		

<p>SUB - PREC1-P P16</p>	<p>Create high amenity streets by designing the road corridor to:</p> <ol style="list-style-type: none"> 1. Provide for high quality pedestrian and cycling facilities. 2. Provide for public transport and associated stops on identified routes. 3. Provide for and manage on-street parking. 4. Including planting and landscaping and stormwater management. 5. Create a low speed environment. 		
<p>Opportunities for economic growth and employment</p>			
<p>N/A</p>			
<p>Risk of acting or not acting</p>			
<p>The proposed provisions provide direction on the facilitation on the creation of a transport network that encourages walking and cycling. This is more prescriptive than the existing subdivision framework and there is a risk that the outcomes envisages will not be able to be achieved in all scenarios due to topographical constraints. The benefits of the framework relate to achieving the objectives of the plan change to encourage modal shift and create a safe and attractive walkable and cyclable environment. It is considered that the risks of not acting outweigh the risks of acting.</p>			
<p>Effectiveness and Efficiency</p>			
<p>The block structure and road corridors set the broad design and layout of future development. The policy framework is effective in that it provides clear expectations of outcomes for delivering a transport network that is well connected, easy to navigate and encourages walking and cycling. Clear direction on the management of corridors, the allocation of space for active modes and how vehicles interact with pedestrians and cyclists will improve safety and create a pleasant walking and cycling environment that will encourage mode shift. The design provisions have a clear connection to the policy framework and work to establish a high amenity environment that is accessible and safe for all users.</p>			
<p>Appropriateness in relation to relevant existing objectives:</p>			
<p>The proposed provision 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.</p>			
<p>Summary of reason for decision on the provisions:</p>			
<p>The provisions will enable the creation of a transport network that is well connected and legible, delivers a high-quality walking and cycling experience, manages the amenity effects associated with parking, defines areas of public open space, and creates a safe, low speed environment.</p>			

<p>Analysis:</p>			
<p>Objectives: SUB – PREC1-P O9</p>			
<p>Subdivision responds to and restores the natural environment with a focus on those areas identified in the Peacocke Structure Plan including the creation and protection and enhancement of identified ecological corridors.</p>			
<p>Options to achieve the objective</p>			
<ol style="list-style-type: none"> 1. Identify corridors within the Peacocke Structure Plan to focus restoration efforts. 2. Require subdivision in the Peacocke Structure Plan area to manage effects on ecological areas. 3. Identify locations to ensure the connectivity and usability of corridors as habitat for bats. 4. Require the provision of ecological corridors without spatially identifying their location. 5. Do not identify ecological corridors. 			
<p>The specific provisions which are most appropriate to achieve the objective:</p>		<p>Benefits:</p>	<p>Costs:</p>
<p>SUB - PREC1-PSP: P4</p>	<p>Subdivision avoids, remedies or mitigates adverse effects on: , <u>protects and where possible enhances any:</u></p> <ol style="list-style-type: none"> 1. Scheduled heritage items. 2. Scheduled archaeological and cultural sites. 3. Scheduled significant trees. 	<p>There are significant environmental benefits in identifying, protecting and enhancing known areas of habitat. This will allow bats to continue to access and move through the Peacocke Area as part of their activity. This also has cultural benefits in that it protects taonga species.</p> <p>There are significant environmental benefits associated with identifying and protecting corridors to enable bats to continue to access areas of</p>	<p>There are economic costs associated with requiring the provision of ecological corridors as it will reduce the amount of developable land in the structure plan. This has been offset by identifying locations that are considered more difficult to develop such as gullies. Where this is not relevant such as for the northern corridor, the most efficient route has been taken to minimise the reduction in yield. This has been analysed using a wider lense, considering the impact on the structure plan as a whole. It is</p>

	<ol style="list-style-type: none"> 4. Scheduled significant natural areas. 5. The Waikato River and gullies and river banks, lakes, rivers and streams. 	<p>significant habitat as it will allow bats to move to, and through, the area from other known flight corridors and habitat.</p> <p>Amendments to existing policies strengthen the framework around protecting and enhancing identified features, providing social, cultural and environmental benefits. They also allow development to occur while managing effects on vegetation and landform, providing social, environmental and economic benefits.</p>	<p>acknowledged that there may be options that result in less economic effects on individual landowners.</p> <p>There are costs associated with the proposed management approach due the reduction in developable land available. In relation to the entire structure plan, this represents a small cost, however this will be borne by individual land-owners who may have significant economic costs in relation to the loss of a large portion of developable land in their individual holdings. This will vary depending on the size of their land holdings.</p>
SUB - PREC1-PSP: P5	<p>Subdivision protects, and where possible enhances any enables development while managing effects on:</p> <ol style="list-style-type: none"> 1. Landforms and natural features. 2. Vegetation. 		
SUB - PREC1-P P19	<p>Require subdivision to be designed to provide ecological areas where they are identified within the Peacocke Structure Plan and ensure that the role, function and connectivity of ecological areas is maintained.</p>		
SUB - PREC1-P P20	<p>Require roads that are proposed in ecological areas to:</p> <ol style="list-style-type: none"> 1. Take the shortest route practicable. 2. Design lighting to ensure that the bat corridor maintains its role and function. 3. Be designed to enable bats to continue to access the rest of the corridor. 		
R24 Provision of Ecological Areas	<p>Ecological corridors shall be provided in accordance with the Peacocke Structure Plan with a minimum width of 50m.</p>		
Peacocke Structure Plan – Land Use Map	<p>Identify ecological corridors and open space on the Structure Plan.</p> <p>Identify buffers adjacent to SNA's as Natural Open Space Zone to ensure an appropriate and consistent approach to managing the areas buffering SNAs.</p>		
District Plan -Planning Maps			
N/A			
Risk of acting or not acting			
<p>The risks of not acting, i.e. not identifying and protecting corridors would mean that areas of high value habitat are unable to be accessed or used by long tailed bats and therefore would not achieve the requirements of s6 in relation to the protection of significant habitats of indigenous fauna. The risks of acting, are associated with the of costs and reduced development yield throughout the structure plan. It is considered that the risks of not acting outweigh the risks of acting.</p>			
Effectiveness and Efficiency			
<p>These provisions acknowledge the importance of ecological areas in the Peacocke Structure Plan and the need to enhance these areas to ensure they are able to continue to be used as ecological habitat. The structure plan requires significant habitat of indigenous fauna to be protected and enhanced. The subdivision provisions direct subdivision to be designed and constructed to ensure that these areas are able to continue to operate as habitat and are enhanced as part of subdivision.</p> <p>In addition to the existing areas of significant habitat, new corridors have been identified as part of the mitigation of the effects of development on the habitat of long tail bats in Peacocke. These corridors will ensure that access is maintained to and through existing areas of habitat. The location of theses corridors is the most effective and efficient as they are either located in areas where development would be difficult such as gullies and depressions, or represent the most efficient route in terms of connecting areas of known habitat. The development of the Peacocke area will urbanise a currently rural environment. This will remove large amounts of low value bat habitat that is currently used for foraging and movement through the area. To compensate for the loss of this low value area, the plan identifies connections to the main high value gully corridors with the Waikato River corridor, and the surrounding rural area, which has known roosting sites.</p>			

These corridors are an effective way of compensating for the loss of pasture by establishing corridors that are to be vegetated overtime, to create a connected network that continues to allow for bats to navigate to and through the Peacocke area. This is an efficient way of managing bat access to and through the structure plan as while it removes corridors within the structure plan from being able to be developed, it enables the remainder of the area to be developed whilst still enabling bats access to significant habitat. The location of the corridors has been chosen on the basis of following existing topographical features, such as gullies and depressions, which are more difficult to develop than flat land. Where these features do not exist, as direct connection as possible has been chosen to minimise the total area of potentially developable land lost. This does mean the most efficient approach to individual landowners but, does establish the most efficient approach overall.

Appropriateness in relation to relevant existing objectives:

The proposed provision 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 reason for decision on the provisions:

The proposed provisions establish the framework to manage the relationship between the development of Peacocke and the protection of significant habitat in the Peacocke area for long-tailed bats. It clearly identifies areas of habitat and connects these to other areas of habitat outside of the structure plan, allowing movement to and through the area.

Analysis:

Objective: SUB - PREC1-P 010

Subdivision in the Peacocke Local Centre Zone gives effect to the Peacocke Local Centre Concept Plan and achieves a cohesive and integrated development pattern, creating a high amenity urban centre.

Options to achieve the objective

1. Rely on existing Business Five policy framework.
2. Provide a clear direction on subdivision within the Peacocke Local Centre

The specific provisions which are most appropriate to achieve the objective:	Benefits:	Costs:
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<p>SUB - PREC1-P P21</p> <p>Require subdivision in the Peacocke Local Centre be in general accordance with the Peacocke Local Centre Concept Plan and Local Centre Design Guide and establish:</p> <ol style="list-style-type: none"> 1. Public transport stops in an efficient and convenient location. 2. A high-amenity pedestrian focused main street. 3. A high-quality public plaza adjacent to the Waikato River Corridor. 	<p>There are social benefits related to providing a high quality centre and ensuring that the key components of the Local Centre are delivered through subdivision.</p>	<p>There may be economic costs related to requiring the delivery of these outcomes in relation to reduced flexibility.</p>
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<p>SUB - PREC1-P P22</p> <p>Establish a road network within the Peacocke Local Centre that:</p> <ol style="list-style-type: none"> 1. Is a low speed environment. 2. Portrays a sense of arrival that helps define the Local Centre location. 3. Enables safe connections between Local Centre precincts. 4. Creates a high amenity pedestrian environment. 5. Is accessible for people of all ages and abilities. 		
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Opportunities for economic growth and employment

N/A

Risk of acting or not acting

The risks associated with not providing direction on the subdivision of the centre relate to a subdivision pattern that does not reflect the desired outcomes for the Local Centre and compromises the delivery of a high amenity centre. The risks associated with prescribing outcomes within the centre relate to reduced flexibility in the development of the centre. It is considered that the risks of not acting outweigh the risks of acting.

Effectiveness and Efficiency

This policy framework is efficient and effective as it provides a clear direction on the development expectations for the town centre that are to be provided as part of subdivision.

Appropriateness in relation to relevant existing objectives:
The proposed provision 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 reason for decision on the provisions:
The provisions provide a framework to align subdivision with the expected land use outcomes of the Peacocke Local Centre.

Analysis of rules for the Local Centre Zone

Analysis:			
Objectives:			
SUB – PREC1-P 06	Subdivision contributes to a well-designed urban environment that is consistent with the Peacocke Structure Plan.		
SUB – PREC1-P 07	Subdivision considers the planned medium density development outcomes and enables a range of building typologies to be constructed.		
SUB – PREC1-P 08	Subdivision creates a transport network that:		
	<ol style="list-style-type: none"> 1. Is well connected and legible. 2. Delivers a high-quality walking and cycling experience. 3. Manages the amenity effects associated with parking. 4. Defines areas of public open space. 5. Creates a safe, low speed environment. 6. Provides for a high quality public transport network. 		
SUB - PREC1-P 09	Subdivision responds to and restores the natural environment with a focus on those areas identified in the Peacocke Structure Plan, including the creation and protection of identified ecological corridors.		
SUB - PREC1-P 010	Subdivision in the Peacocke Local Centre Zone gives effect to the Peacocke Local Centre Concept Plan and achieves a cohesive and integrated development pattern, creating a high amenity urban centre.		
The specific provisions which are most appropriate to achieve the objectives:	Options to achieve the objectives:	Benefits:	Costs:
R12 Telecommunications, Electricity, Gas and Computer Media	<ol style="list-style-type: none"> 1. Retain existing plan provisions 2. Develop specific provisions for Peacocke. 	No changes are proposed to the management of telecommunication, electricity, gas or computer media compared to the rest of the plan. This provides the social and economic benefit of providing vital infrastructure as part of subdivision.	There is an economic cost associated with the provision of telecommunications, electricity, gas and computer media.
R13 Provision of Esplanade Reserves and Strips	<ol style="list-style-type: none"> 1. Retain existing plan provisions 2. Develop specific provisions for Peacocke. 	The identification of locations on the structure plan where esplanade reserves are likely to be required provided economic benefit as it provides some certainty and clear communication to land owners. These also provide a social and environmental benefit as they provide access to water bodies.	There is a cost associated with the provision of esplanade reserves.
R14 Design Standards	<ol style="list-style-type: none"> 1. Retain existing plan provisions 2. Amend to enable the fee simple title of terrace dwellings 	This provides economic and social benefits as it provides the option to establish fee simple terrace units in addition to duplexes resulting in a range of typologies and densities, providing economic and social benefits.	There are minimal costs associated with this standard.
R15 Minimum allotment size for vacant sites	<ol style="list-style-type: none"> 1. Identify a minimum vacant site areas for Peacocke. 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 landuse. 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. This provides social and economic benefits.	The restriction to 300m ² for vacant allotments enables less intensive development than having a lower lot size which comparatively has some economic cost.
R16 Subdivision Suitability	<ol style="list-style-type: none"> 1. Retain existing plan provisions 2. Develop specific provisions for Peacocke. 	No changes are proposed to the subdivision suitability provisions. This provides economic and social benefits as it ensures allotments will be able to be used.	There are minimal costs associated with this approach.

R17 Allotment Shape		<ol style="list-style-type: none"> 1. Retain existing plan provisions 2. Develop specific provisions for Peacocke that manage lot dimensions and shape. 	Enabling lots that are able to be developed into complying dwellings will enable a straightforward consenting approach to development. This will provide economic benefits as it creates development certainty and flexibility.	There are minimal costs associated with this approach.
R18 Block Structure and Roading		<ol style="list-style-type: none"> 1. Manage block size and length within the Peacocke Structure Plan area through dimensions. 2. Manage block size and length through design guidance and principles. 	These provisions assist in creating a walkable/cyclable street network by providing a high level of permeability. This provides social and economic benefits encouraging mode shift and reducing reliance on the private motor vehicle.	There are costs associated with the required minimum block dimensions that reduce development flexibility.
R19 Culs de sac		<ol style="list-style-type: none"> 1. Retain existing plan provisions 2. Develop specific provisions for Peacocke. 	No changes are proposed to the management of culs-de-sacs. Restricting the length of culs-de-sac will create a more legible, permeable street network improving walkability, which has social and economic benefits.	There are costs associated with restricting the use of culs-de-sac that reduce development flexibility.
R20 Provision of parking and access		<ol style="list-style-type: none"> 1. Manage the interface between separated cycleways and vehicle crossings. 2. Have no controls over the establishment of vehicle crossings over separated cycleways. 3. Manage the length, number of properties and ownership of rear access lanes. 4. Have no controls over rear access lanes. 	These provisions create a safer more attractive environment for walking and cycling, by managing the number and frequency of vehicle crossings over footpaths and cycle-lanes, therefore reducing conflict points and their associated risk. This will create social and environmental benefits within Peacocke.	The introduction of the rule will bring additional cost associated with larger sites to accommodate rear lane access. This however is offset by the additional density enabled in other areas.
R21 Roading and Access.		<ol style="list-style-type: none"> 1. Retain existing plan provisions with regard to the form of the transport corridor. 2. Develop specific provisions for Peacocke. 	<p>There are social and economic benefits with the proposed approach to the roading corridor related to the creation of a high amenity streetscape which provides for high quality pedestrian and cycling infrastructure and public transport, which encourages more people to walk and cycle by providing a safe and attractive alternative to driving.</p> <p>The approach to the management of roads and access recognises the need for efficient use of land and providing flexibility through narrower local road corridors. This will enable more space for development to occur, and therefore efficiently using land identified for urbanisation. This approach provides economic and environmental benefits.</p> <p>Provisions relating to pedestrian and cycleway widths are consistent with the existing subdivision provisions and provide social benefits creating safe and useable connections.</p>	There are economic costs associated with the provision of wider collector road corridors as they reduce the area of developable land required. On balance, the district plan minimum requirements have reduced local road widths, which are more prevalent and increased collector road widths. It is considered that this provides a balanced outcome when compared to the status quo.
R22 Neighbourhood Parks		<ol style="list-style-type: none"> 1. Manage the size, shape and characteristics of neighbourhood parks in the plan provisions. 2. Manage neighbourhood parks as part of the subdivision process. 	There are social and economic benefits related to the provision of neighbourhood parks which will provide amenity and open space for the future community. The amenity will also provide economic benefits by association with higher amenity residential development.	There are economic cost associated with the provision of neighbourhood parks as they will ultimately reduce the yield of development where they are located.

R23 Local Centre: Peacocke Precinct and Neighbourhood Centre Zones: Peacocke Precinct		<ol style="list-style-type: none"> 1. Retain existing plan provision 2. Develop specific provisions for Peacocke. 	There are economic and social benefits providing for the subdivision of the business zones. This is consistent with the existing approach to subdivision in the district plan.	There are economic costs associated with managing the subdivision of the local and neighbourhood centres as they relate to reduced development flexibility.
R24 Provision of Ecological Areas		<ol style="list-style-type: none"> 1. Require the delivery of ecological areas as part of subdivision. 2. Rely on the land use maps to deliver identified ecological corridors. 	There are significant environmental benefits associated with identifying and protecting corridors to enable bats to continue to access areas of significant habitat as it will allow bats to move to, and through, the area from other known flight corridors and habitat.	There are costs associated with the proposed management approach due the reduction in developable land available. In relation to the entire structure plan, this represents a small cost, however this will be borne by individual land-owners who may have significant economic costs in relation to the loss of a large portion of developable land in their individual holdings. This will vary depending on the size of their land holdings.
R25 Provision of public transport infrastructure		<ol style="list-style-type: none"> 1. Include provisions to require subdivision design to provide public transport infrastructure. 2. Remain silent on the provision of public transport infrastructure. 	Requiring the provision of transport infrastructure will provide certainty of the level of service within the Peacocke Structure Plan. This will provide certainty that PT services will be provided along identified routes, providing social and economic benefits.	There will be additional costs associated with the provision and design of public transport infrastructure as part of identified road corridor design and construction.
Opportunities for economic growth and employment				
N/A				
Risk of acting or not acting				
<p>The risks associated with acting are:</p> <ul style="list-style-type: none"> • Restricting development potential of sites due to design restrictions or the provision of ecological corridors. • Increased development costs due to design considerations. • Reduced development flexibility due to design constraints. <p>The risks associated with not acting are:</p> <ul style="list-style-type: none"> • Subdivision does not provide the requisite infrastructure and network services. • Esplanade reserves are not considered as part of subdivision. • Vacant lot subdivision is difficult to develop or requires additional consent for all dwellings. • The creation of large blocks, with long culs-de-sac reducing walkability. • The creation of unsafe cycleways with increased risk of conflict with vehicles which are unattractive to cyclists and therefore do not contribute to mode-shift targets. • The creation of poorly designed neighbourhood parks, reducing safety and amenity. • Ecological effects related to fragmentation of significant habitat. <p>It is considered that the risks of not acting outweigh the risks of acting.</p>				
Effectiveness and Efficiency				
<ul style="list-style-type: none"> • Amending the rule to also exclude consented or constructed terraced dwellings from minimum lot size requirements is consistent with the management of duplexes and will allow for the efficient development of higher density dwellings. This ensures that once density has been considered as part of land use, then subdivision is able to be issued without density considerations. • The minimum standards for vacant lot sizes in the Peacocke precinct ensure that vacant sites are able to be developed to contain at least a single detached dwelling. This will be effective in ensuring that vacant lot subdivision creates sites that are able to be developed in a manner that is anticipated by the district plan. R14 excludes higher density forms from this standard once they have been consented and/or constructed, which allows for smaller lots to be provided where they have been assessed as appropriate. Having no minimum lot size would not provide certainty for the future developability of vacant lots in a manner consistent with the District Plan and may require additional consenting reducing efficiency. The use of site dimensions also provides certainty as it will by default result in a minimum lot size by the dimensions chosen and the setback rules. • The allotment provisions establish a regular shape allotment that will enable a complying dwelling to be constructed. This is an effective and efficient approach as it creates a subdivision pattern that allows for future development 				

to occur. By managing lot width, it ensures that a dwelling can be constructed taking into account side yard requirements, height in relation to boundary and public interface standards.

- The block structure provisions seek to establish a permeable and walkable block structure. This will assist in achieving a permeable and legible development layout, achieving the objectives of the structure plan while providing flexibility for development. Using maximum dimensions for block size provides a clear direction with regard to block length and the creation of a walkable environment. Including design guidance as part of subdivision, will reinforce the need to create a permeable block structure to encourage active modes.
- These provisions that manages vehicle access and parking set up a framework to provide for the safety of cycling facilities on roads with cycle lanes. This is effective as it provides a minimum expectation of distances between vehicle crossings that will effectively establish a safe cycling environment.
- The provisions managing road corridor width are effective as they manage the road corridor requirements for the development of the structure plan area. These enable narrower local road corridors, enabling efficient development to occur. Collector transport corridors are wider than the district plan currently requires, recognising their role and function as movement corridors and the location of Public Transport Routes and the inclusion of separated active mode facilities within the required cross section to achieve mode shift aspirations in Peacocke. This approach balances the need to provide for a high-quality walking and cycling network, clear and certain public transport routes and efficient development.
- The standards managing the provision of neighbourhood parks are effective in that they provide a clear direction on the expectations of neighbourhood parks within the structure plan, which allows these to be considered as part of the subdivision design process resulting in better outcomes and an efficient process.
- The provisions require the establishment of public transport infrastructure which will deliver high quality PT in the structure plan area.
- Other provisions reflect the established approach of the district plan, which is an efficient and effective way of consistently managing network services, esplanade reserves, subdivision suitability,

Appropriateness in relation to relevant existing objectives:

The proposed provision 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 reason for decision on the provisions:

The suite of standards will assist in delivering a high amenity, well designed subdivision outcomes within Peacocke, while enabling sufficient development flexibility. The provisions combine to enable development and a subdivision pattern that is permeable, legible and encourages mode shift by providing for high quality active mode infrastructure. It will also manage the effects of development on ecological values of the Peacocke Structure Plan.

Chapter 25: Citywide – 25.2 Earthworks and Vegetation Removal

Table 8: Assessment of Proposed additional Objectives against the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan

Objective	Purpose of the RMA	Strategic Direction of the Operative District Plan
<p>25.2.2.2 Enable earthworks in the Peacocke Structure Plan area that facilitate the creation of a high amenity, medium density environment where they:</p> <ol style="list-style-type: none"> 1. Are undertaken as part of subdivision to establish a cohesive and consistent approach to earthworks throughout a development. 2. Avoid modification of significant natural areas and locations with ecological, cultural and historic value. 3. Are sympathetic to the existing land form. 4. Establish a transport network that works with and reflects the topography of the site. 	<p>This objective is the most appropriate way to achieve the purpose of the RMA as:</p> <ul style="list-style-type: none"> • It seeks to manage the development of the Peacocke area in a way that enables the creation of a high amenity, medium density urban environment, where it can be shown to manage associated effects. • The effects being managed are consistent with the purpose of the RMA in that it seeks to protect areas of significant natural areas and habitats, cultural values, historic heritage values and amenity values. 	<p>This aligns with the direction of the plan to create a increasingly sustainable urban form, by managing and designing development in response to the natural environment within Peacocke.</p> <p>This also aligns with the direction to protect and enhance natural character, features, landscapes, ecosystems and biodiversity.</p>

Analysis:			
<p>Objective: 25.2.2.2 Enable earthworks in the Peacocke Structure Plan area that facilitate the creation of a high amenity, medium density environment where they:</p> <ol style="list-style-type: none"> 1. Are undertaken as part of subdivision to establish a cohesive and consistent approach to earthworks throughout a development. 2. Avoid modification of significant natural areas and locations with ecological, cultural and historic value. 3. Are sympathetic to the existing land form 4. Establish a transport network that works with and reflects the topography of the site. 			
Options to achieve the objective			
<ol style="list-style-type: none"> 1. Rely on existing earthworks policies and provisions. 2. Establish a framework that provides clear direction on earthworks within the Peacocke Structure Plan. 3. Encourage earthworks to be to be undertaken in a comprehensive manner. 			
The specific provisions which are most appropriate to achieve the objective:	Benefits:	Costs:	
<p>25.2.2.2a</p>	<p>Earthworks maintain the hydrology of the Peacocke Structure Plan Area.</p>	<p>Managing the design of earthworks and requiring them to be designed comprehensively to work with contours and minimise future works may increase initial costs associated with large development that could have potentially been passed on to the eventual house builder.</p>	
<p>25.2.2.2b</p>	<p>Where required, locate batters and retaining walls between lots to minimise the use of retaining walls able to be seen from public spaces.</p>	<p>There may be costs associated with requiring earthworks to be considered as part of a subdivision consent or authorised by an existing resource or land use consent.</p>	
<p>25.2.2.2c</p>	<p>Minimise the use of retaining walls. Where required, adopt a consistent style throughout a development and ensure these are designed to minimise their visual impact.</p>	<p>There may be additional design costs associated with requiring a comprehensive approach to earthworks, as it will require consideration of the future development of the area and how this may occur.</p>	
<p>25.2.2.3d</p>	<p>Require earthworks to be designed in a comprehensive manner, minimising the need for secondary earthworks</p>	<p>The management of earthwork in relation to catchments decreases the likelihood of effects on the hydrology of the area creating environmental</p>	

25.2.2.3e	Require earthworks to be undertaken in a manner that is sympathetic to the character and orientation of the existing topography.	benefits. There are social and environmental benefits associated requiring a comprehensive approach, as it will ensure the final form of earthworks is able to be considered as part of large scale subdivision and will lead to a more comprehensive approach to development in the area.	
25.2.2.3f	Manage the heights and location of retaining walls to ensure that they are not visually dominant.		
25.2.2.3g	Require earthworks over large areas to be undertaken in association with subdivision consent to ensure a cohesive outcome that ensures a well-designed urban area.		
25.2.3j	Discretionary Activity Status for large scale earthworks that are not related to a subdivision or land use consent.		
25.2.5.1	Earthworks in the Peacocke Structure Plan Area – specific standards		

Opportunities for economic growth and employment

N/A

Risk of acting or not acting

The risks of not acting may result in poor urban outcomes in relation to the management of earthworks and any retaining resulting in low amenity. The risks of acting relate to costs associated with earthwork design and reduced flexibility around the approach to earthworks. It is considered that the risks of not acting outweigh the risks of acting.

Effectiveness and Efficiency

This group of policies are effective and efficient because:

- They clearly directs earthworks to be designed and undertaken in a manner that maintains the hydrological characteristics of the Peacocke area, it is efficient as it provides a broad parameter for earthworks and enables earthwork design to respond to the general topography of an area.
- They provide for the use of batter slopes and retaining walls within Peacockes, recognising the topographical challenges of the area. It assists in the development of a high amenity environment by encouraging these to be located between lots and away from public view.
- They assist in delivering a high amenity environment recognising the influence the design and scale of retaining walls has on visual effects.
- They direct earthworks to occur in a comprehensive manner that enables future development to occur with minimal additional earthworks being required to be undertaken with a focus on a well-designed urban environment.
- They enable a more efficient response to undertaking bulk earthworks and is more likely to result in an approach that supports better design outcomes.
- They recognises the changes that will occur to the landform within the Peacocke Area, however seeks to ensure that earthworks reflect and respond to the topography. They are efficient in that they strike a balance between enabling development and recognising the character of the area.
- They provide a clear direction to minimise the height of retaining walls which will assist in the creation of a high amenity urban environment. This is efficient as it provides flexibility in the use of retaining walls to enable development to occur.

The use of a Discretionary Status for earthworks that are over a large area without being part of a subdivision consent or works authorised by an existing consent sends a clear direction that Council wish to see a comprehensive approach to earthworks in this area and will consider all aspects of earthworks. This will be effective in ensuring that earthworks are designed and carried out in such a way as to create a high amenity environment that meets the objectives and policies of earthworks in this area. The provisions manage the design and construction of earthworks in the Peacocke Structure Plan requiring these to be considered and designed at the subdivision stage.

The threshold for volume is efficient as it enables earthworks to be undertaken at smaller volumes in line with the current plan restrictions. The thresholds do not apply where an existing consent authorizes works requiring the earthworks, ensuring that the effects of earthworks are only considered once.

Requiring earthworks to be provided in conjunction with a subdivision consent when over what is enabled in the plan ensures that the visual and amenity effects of earthworks are considered and the earthworks do not compromise future subdivision outcomes, which is effective in achieving a high amenity environment.

Appropriateness in relation to relevant existing objectives:
The proposed provision addressed above are considered to be appropriate in relation to the existing objective of the Earthworks and Vegetation Removal chapter that remains relevant. This relates to minimising adverse effects of earthworks and vegetation removal of people, property and the environment.
Summary of reason for decision on the provisions:
The provisions provide a framework that establishes a clear direction on the outcomes sought for the Peacocke Structure Plan in relation to earthworks, ensuring that these are undertaken in a comprehensive manner, considering future subdivision and minimising the need for secondary earthworks to be undertaken.

Chapter 25: Citywide – 25.6 Lighting and Glare

Table 9: Assessment of Proposed additional Objectives against the purpose of the RMA and Strategic Direction of the Hamilton City Operative Plan

Objective	Purpose of the RMA	Strategic Direction of the Operative District Plan
<p>25.6.2.2 Lighting in the Peacocke Structure Plan Area is managed to ensure areas identified as habitat of long tailed bats retain their usability and functionality for bat activity.</p>	<p>This objective is the most appropriate way to achieve the purpose of the RMA as it seeks to manage the effects on lighting and glare from development on Long Tailed Bats. This is consistent with s5 directive to avoid, remedy or mitigate adverse effects on the environment. It also protects significant natural habitats of indigenous fauna, a matter of national importance.</p>	<p>This aligns with the direction of the plan to create a increasingly sustainable urban form, by managing and designing development in response to the natural environment and protected species that are within the Peacocke area.</p> <p>This also aligns with the direction to protect and enhance natural character, features, landscapes, ecosystems and biodiversity.</p>

Analysis:		
<p>Objective: 25.6.2.2 Lighting in the Peacocke Structure Plan Area is managed to ensure areas identified as Significant Bat Habitat retain their usability and functionality for bat activity.</p>		
Options to achieve the objective		
<ol style="list-style-type: none"> 1. Rely on existing lighting and glare policies and provisions. 2. Establish a framework that provides clear direction on lighting and glare within the Peacocke Structure Plan. 3. Rely on generic environmental protection objectives and policies in the district plan. 4. Manage fixed lighting within the Structure Plan 5. Manage all lighting including car headlights in the Peacocke Structure Plan. 		
The specific provisions which are most appropriate to achieve the objective:	Benefits:	Costs:
<p>25.6.2.2a Manage light spill and glare from fixed lighting at the boundary of the Significant Bat Habitat to ensure that effects on the useability of long-tail bat habitat is minimised.</p>	<p>These provisions will have environmental benefits in that managing lighting will ensure that areas identified as bat habitat will remain useable as intended.</p> <p>Managing only fixed lighting ensures a manageable, enforceable framework is established that is able to be easily monitored.</p>	<p>There will be economic costs associated with the management of lighting in the Peacocke Structure Plan as this will need to be considered in detail as part of subdivision, road design and the location and orientation of dwellings that are adjacent to areas of bat habitat.</p> <p>Focusing on fixed lighting may have some environmental costs as there may be some lighting effects from sources such as car headlights.</p>
<p>25.6.2.2b Ensure that fixed lighting in public spaces, such as parks and road corridors is designed to minimise the effects of lighting and glare on Significant Bat Habitat.</p>		
<p>25.6.4.4 Peacocke Structure Plan Area Manage the level of light emitted into identified areas of bat habitat at 0.3 lux.</p>		
Opportunities for economic growth and employment		
<p>N/A</p>		
Risk of acting or not acting		
<p>The risks of not acting relate to lighting from development adversely affecting bat habitat. The risks of acting relate to constraining development or requiring a specific design response to manage effects on bat habitat. It is considered that the risks of not acting outweigh the risks of acting.</p>		
Effectiveness and Efficiency		
<p>The provisions establish a framework to manage the design and effects of lighting associated with development, including transport corridors, open space, and private property, on areas identified as bat habitat. It effectively manages fixed lighting as this is more readily controlled than moving lights from vehicles. The management of car headlights is considered to be inefficient and overly complex, with the majority of effects able to be managed through buffers, setbacks and control of lighting. Section 3.2.1 of the Bat Report identifies that 0.3 lux is an appropriate level of light that will ensure the continued viability of bat habitat. The lighting report confirms that this will be able to be achieved through a considered design response. This establishes a clear and measurable framework that will allow for a consistent approach to the management of lighting adjacent to these areas, which will</p>		

enable an efficient management approach. By having a clear limit to light levels, it will mean design parameters will be easily set, and easily measured for monitoring purposes.
Appropriateness in relation to relevant existing objectives:
The proposed provision addressed above are considered to be appropriate in relation to the existing objective of the Earthworks and Vegetation Removal chapter that remains relevant. This objective relates to creating an environment free from the adverse effects of intrusive lighting.
Summary of reason for decision on the provisions:
The provisions provide a framework to manage lighting in the Peacocke Structure Plan area in a way that allows areas identified as habitat for long tailed bats to continue to be used as habitat.

Chapter 25: Citywide – 25.14 Transportation

Table 10: Section 32 Analysis of Proposed Provisions to achieve the objectives.

Analysis:			
<p>Objective: DEV01-PSP: O20 The transport system reduces car dependency and encourages mode shift by:</p> <ol style="list-style-type: none"> i. Providing a well-connected transport network that prioritises walking and cycling. ii. Designing the transport system to provide safe, direct and universally accessible routes for people walking and cycling throughout the structure plan area. iii. Integrating with land use to support the provision of a frequent public transport service. 			
Options to achieve the objective			
<ol style="list-style-type: none"> 1. Manage vehicle crossings over separated cycleways in Peacocke. 2. Manage vehicle crossings in Peacocke. 3. Manage rear access lanes in Peacocke. 4. Rely on existing provisions to manage development in Peacocke. 			
The specific provisions which are most appropriate to achieve the objective:		Benefits:	Costs:
25.14.4.1 c) iii.	In the Peacocke Structure Plan area, on collector roads where a shared path or separated cycleway are provided, there shall be a minimum distance of 50m between vehicle crossings.	There are safety benefits achieved in managing points of conflict between active mode corridors and vehicle crossings. The provision encourages the provision of combined vehicle crossings improving safety, a social benefit. It also has some economic benefits as less width is required for vehicle crossings. The minimum lane width establishes a rear loaded typology which is useable providing social benefits.	The restriction of vehicle crossings forces the creation of rear lane access along collector road corridors which reduces development flexibility which has potential economic costs. There is flexibility to provide bi-directional cycleways on one side of the road, reducing the situations where this requirement applies.
25.14.4.1 h) i.	Vehicle Crossing widths		
25.14.4.1 h) vii.	Minimum rear lane width		
Opportunities for economic growth and employment			
N/A			
Risk of acting or not acting			
The risks of not acting relate to: <ul style="list-style-type: none"> • increased conflict between vehicles and active modes on separated cycleways, reducing the safety and attractiveness of the cycleways and footpaths. • Reduced pedestrian amenity through increased frequency of vehicle crossings. • Unusable or unsafe rear lanes. <p>The risks of acting relate to reduced development flexibility along these identified corridors, which is reduced to one side if a bi-directional cycle-lane is provided. It is considered that the risks of not acting outweigh the risks of acting.</p>			
Effectiveness and Efficiency			
Managing vehicle crossings over separated cycleways is effective as it provides clear expectations on managing the interface between separated cycleways and adjacent land use, ensuring conflict between vehicles and active modes is minimised. It provides for vehicle crossings at distances that maximise safety while enabling the provision of access to rear lanes. Providing for combined vehicle crossings which reduces potential conflict between pedestrians and vehicles effectively providing for safer footpaths. The provision is efficient as it allows for narrower crossings, reducing cost. Establishing a minimum rear lane width is efficient and effective as it allows for rear lane access with sufficient width to provide for safe manoeuvring and access.			
Appropriateness in relation to relevant existing objectives:			
The proposed provision addressed above are considered to be appropriate in relation to the existing objective of the Transportation chapter that remains relevant. This objective relates to the creation of an integrated multi-modal transport network that is responsive, efficient, affordable, safe, accessible, sustainable, integrated with land use.			
Summary of reason for decision on the provisions:			
These provisions assist in achieving the objective of the structure plan that relates to creating a well connected, safe and accessible transport network that prioritises pedestrians and cyclists.			

Extent of Zoning and location of the Peacocke Local Centre

Determining the extent and location of the Peacocke Local Centre is a key component of the Peacocke Structure Plan as it will become the social and economic hub of the structure plan area providing for the communities day to day needs and offer some employment opportunities. In order to maintain the centres hierarchy which is established in the district plan, the centre must be appropriately sized so that it does not adversely effect the role and function of other centres in Hamilton, particularly the Central City and Sub-Regional Centres.

Market Economics has provided Retail Assessment of the anticipated need for business land within the Peacocke Structure Plan area. This concludes with the following outcomes:

- The Structure Plan can support a suburban (Local) centre with a GFA of 12,700m² by 2048, assuming build out of the structure plan. This assumes a total land area of 4.1ha (41,000m²) which allows for open space, pedestrian circulation, parking, service areas etc.
This comprises:
 - o A supermarket up to 4,800m² GFA. (Could be split into two smaller 2,500m² stores).
 - o Other retail activities of up to 5,300m² GFA.
 - o Service activities including medical of up to 2,300m² GFA.
 - o Offices of 300m² GFA.
- The main centre is to be supported by a network of neighbourhood centres with a total combined GFA of 3,100m² to be distributed across six locations throughout the structure plan.

The general location of the local centre was established in the existing structure plan and it is considered that this location remains appropriate as:

- It is located on the major intersection of two key transport corridors, providing an ideal location for public transport servicing and access by foot, bike and car.
- It provides the opportunity to connect to the Waikato River Corridor, establishing a unique identity for the centre.
- Presents the opportunity to support the centre through adjacent higher density development.

The objectives and policies of the plan seek to establish a pedestrian focused, street based centre that encourages access by walking and cycling. It is to be a high amenity centre with space for a public square/plaza and connect to the river corridor.

An additional factor in the decision making in relation to the centre is the possibility of a school being located on the north western corner of the intersection. While this will be delivered through the designation process by the Ministry of Education and there is a high level of uncertainty at this stage, it is a factor that needs to be taken into account so that outcomes sought for the local centre are not made redundant through a separate process.

The desired outcomes for the centre are as follows:

General spatial arrangement:

- Location on intersection of Minor arterials and collector corridor.
- 12,700m² of GFA of Supermarket, Retail, Office and Commercial Activity.
- 4.1ha of land.

Desired outcomes:

- A single suburban centre that is the primary location for business activity in Peacocke.
- A street based, mixed use centre supported by high density residential and community activities.
- A transport system that prioritises to pedestrians and cyclists.
- Establish a connection to the Waikato River.
- Establish a main street.
- Well serviced by Public transport.

Extent of centre in its location.

A general approach was taken to the land available for the suburban centre taking into account the allotment established through the WLL Amberfield subdivision application. This establishes an available area of approximately 9ha.

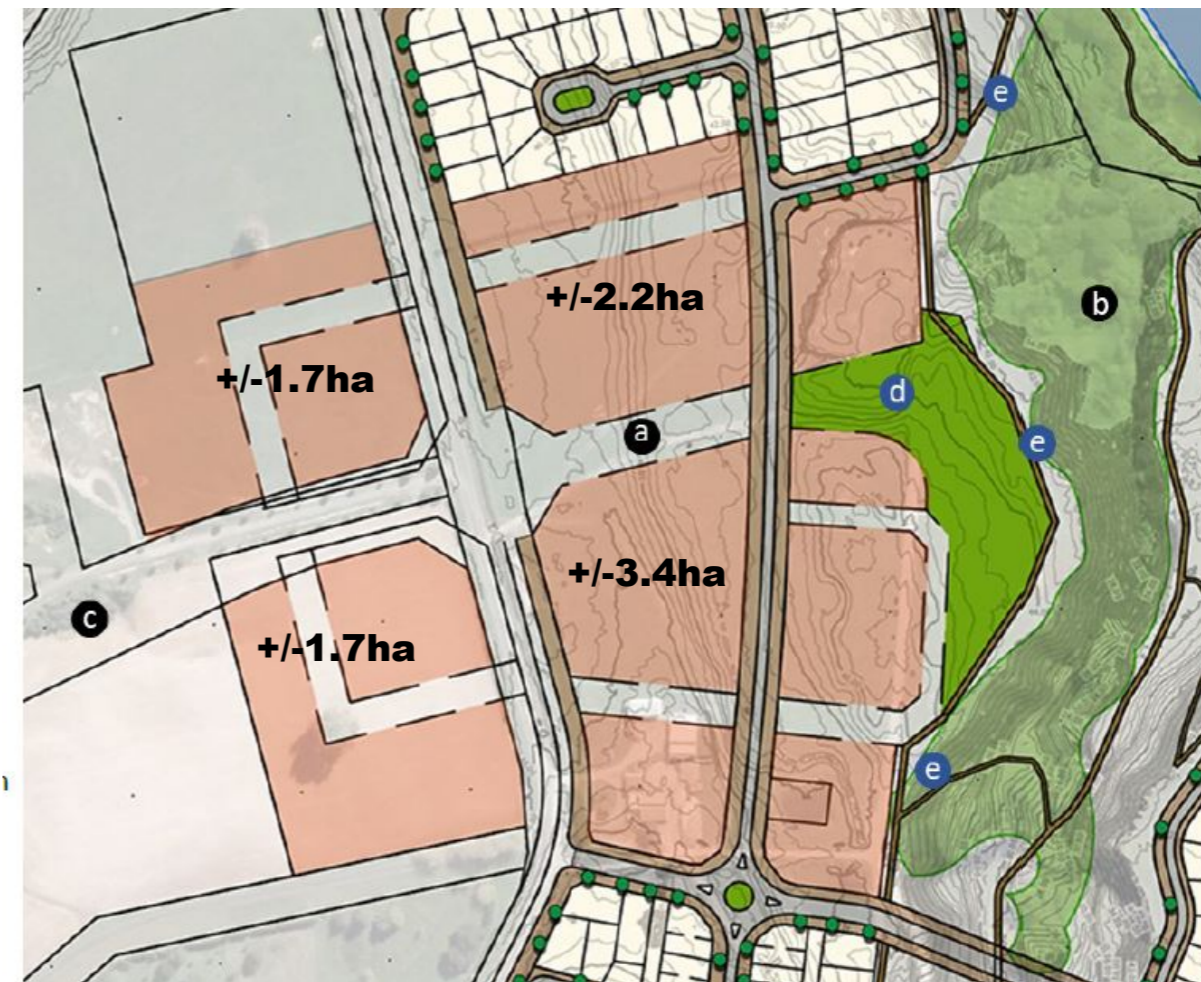


Figure 1: Potential location and area for the Peacocke Structure Plan.

The fixed location of the Local Centre and the associated road corridors means that the number of possible arrangements for the centre is limited. The Ministry of Education has shown some interest in acquiring land to the north-west of the Local Centre intersection for a primary school. Due to the uncertainty of where and when this may be delivered, it is considered that it would be inappropriate to utilise this corner for a centre. The reason for this is associated with the risk that the land on this side of the intersection is zoned for the centre, instead of another location in this area and then used for a school. This would undermine the centre and reduce its ability to provide for the social and economic well-being of the Peacocke Community. It is considered a more appropriate response in this location is to provide for higher density housing that if not used for education purposes will be able to support the centre by providing density within a walkable catchment of the centre. If an education facility is established then it will need to be considered as part of the design and function of the Local Centre so that safe access is provided between the school and the centre. On this basis, the north western site is excluded from any further analysis.

The Market Economics Retail Assessment Report prepared to consider the commercial need within Peacocke identifies the anticipated size of the Suburban Centre as approximately 4.1ha. This means that less than half of the land available is considered to be required for the Local Centre.

Figure 3.8: PSP area sustainable floorspace (GFA, m²)

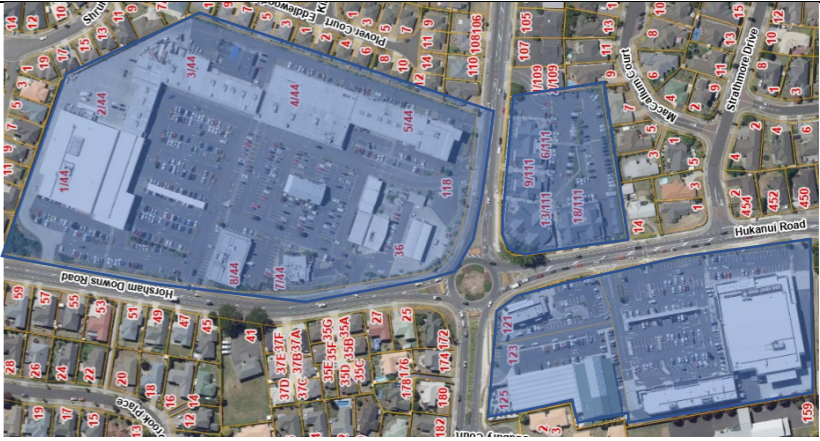


Centre type	2020	2023	2028	2033	2038	2043	2048
Suburban centre							
Supermarket	800	1,000	1,900	2,700	3,600	4,500	4,800
Other retail	900	1,200	2,100	3,000	3,900	4,900	5,300
Services (incl medical)	400	500	900	1,300	1,700	2,100	2,300
Offices	-	100	100	200	200	300	300
Total Suburban centre	2,000	2,800	5,000	7,200	9,400	11,900	12,700
Neighbourhood centres	500	700	1,200	1,700	2,200	2,900	3,100

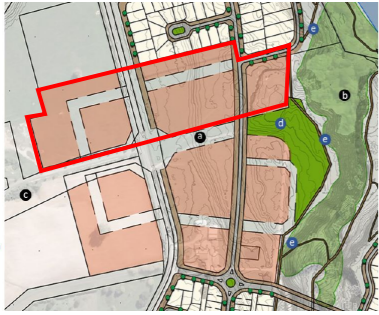
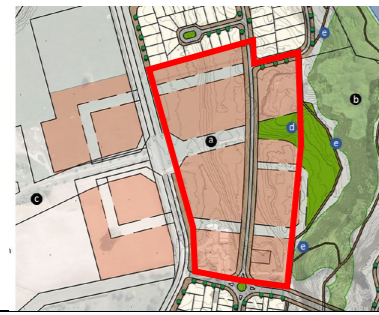
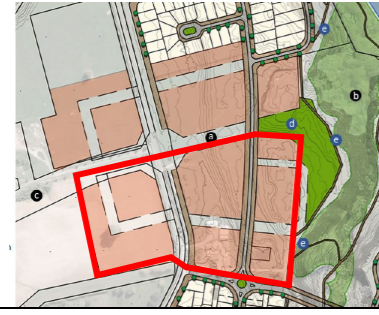

Figure 2: Peacocke Structure Plan GFA (Market Economics)

The centres identified in the table below are suburban centres within Hamilton City that have similar areas of commercial GFA that are anticipated as part of the full build out of the Peacocke Centre. They have a total development area of between 3.1ha and 7.4ha, however are car dominated and not considered to be walkable environments that are attractive to pedestrians. As an example, the Thomas Road center has a large expanse of carparking, reflecting the two supermarkets and related carparking minimum requirements. Further, with the exception of the Dinsdale Centre, these centres are not supported by high density development within a walkable catchment.

It is anticipated that the form of the Peacocke Local Centre will be more compact, with a higher focus on walkability. The removal of minimum carparking standards will also enable the consolidation of carparking requirements in the centre and allow these to be shared between users. This means a smaller centre by land area with a similar level of GFA is achievable.

Examples of existing Suburban Centres in Hamilton with a similar amount of GFA

<table border="1"> <thead> <tr> <th colspan="2">THOMAS ROAD SUBURBAN CENTRE</th> </tr> </thead> <tbody> <tr> <td>Total Land Area</td> <td>74158m² (7.4ha)</td> </tr> <tr> <td>Existing Gross Floor Area</td> <td>11709m²</td> </tr> <tr> <td>Future Gross Floor Area enabled by planning provisions</td> <td>62449m²</td> </tr> </tbody> </table>	THOMAS ROAD SUBURBAN CENTRE		Total Land Area	74158m ² (7.4ha)	Existing Gross Floor Area	11709m ²	Future Gross Floor Area enabled by planning provisions	62449m ²			
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Costs / Benefits of Centre Distribution		
	Costs	Benefits
<p>Northern Side of the intersection (3.9ha)</p> 	<ul style="list-style-type: none"> • Splits the centre and requires movement across the arterial corridor – severance issue. • Dilution of centre across the road (may be able to be managed through a strong consent framework). • Difficult to establish a connection to the River Corridor. • Difficult to establish a “pedestrian focussed main street” as activity • Require more stringent planning framework to create a positive outcome, increasing cost associated with consenting and potential challenges to this framework. • May be undermined by future school. • Not enough land area for full centre build out predictions (could be expanded). 	<ul style="list-style-type: none"> • Enables the separation of uses, with higher focus on pedestrian-based activities on one side. • Is serviceable by PT.
<p>Eastern Side of the intersection (5.6ha)</p> 	<ul style="list-style-type: none"> • More linear centre, depending on area required. So is not focussed on the intersection. • Topography may be challenging for large floor plates and supermarket. • Larger area than predicted to be required (could be shrunk). 	<ul style="list-style-type: none"> • Keep commercial activity and vehicle circulation on one side of the arterial. • Removes severance issue from the centre. • Western side is flat and allows for high density to support centre. • Enables the most straightforward connection to the River Corridor. • Allows the creation of a new pedestrian focussed main street that is off the arterial corridor. • Is serviceable by PT. • Area allows for future growth that may not have been predicted.
<p>Southern side of intersection (5.1ha)</p> 	<ul style="list-style-type: none"> • Splits the centre and requires movement across the arterial corridor – severance issue. • Dilution of centre across the road (may be able to be managed through a strong consent framework). • Require more stringent planning framework to create a positive outcome, increasing cost associated with consenting and potential challenges to this framework. • Larger area than predicted to be required (could be shrunk). 	<ul style="list-style-type: none"> • Enables the separation of uses, with higher focus on pedestrian-based activities on one side. • Is serviceable by PT. • Enables connection to the river. • Enables the creation of a pedestrian based main street by either moving centre to the north on the eastern side OR offsetting the main street from the intersection. • Area allows for future growth that hasn’t been predicted.
<p>Western Side of the intersection (3.4ha)</p> 	<ul style="list-style-type: none"> • Splits the centre and requires movement across the East-west arterial corridor. • Dilution of centre across the road (may be able to be managed through a strong consent framework). • No opportunity to connect to the River corridor as part of the centre. • Difficult to establish pedestrian based main street due to straddling the arterial corridor. • Not enough land area for full centre build out predictions. 	<ul style="list-style-type: none"> • Provides separation of uses and creates an ability to focus pedestrian activity on one side. • Flat site for larger floorplate buildings such as a supermarket.

The district plan provides direction on the form and function of the suburban centre, including existing policies:

- Policy 6.2.2(c) states: *“Suburban centres act as focal points for local community development through the control of size, scale, built form and diversity of activity.”*
- Policy 6.2.2(e) states: *“A comprehensive, urban design-led approach is used to determine the form of suburban centres intended to serve new growth areas.”*

Objectives and policies developed for the Peacocke Local Centre focus on articulating the urban-design led approach and will assist in the creation of a high quality centre.

Based on the cost benefits highlighted in the table above, it is considered that consolidating the town centre to the eastern side of the arterial corridor will provide the best outcome for the centre and is the most appropriate way to achieve the objectives. This is due to:

- 1) Enabling the creation of a pedestrian based main street in a location that connects to the river.
- 2) Providing the strongest opportunity to establish a clear connection to the Waikato River Corridor creating a sense of identity and opportunities for recreational amenity.
- 3) The centre not being split by the arterial corridor, which will enable easier and freer pedestrian movement throughout the centre, and easier management of vehicular circulation with regard to the arterial corridor intersection. Access across the arterial will still need to be carefully managed to establish a connection from surrounding residential land use.
- 4) Consolidating activity in one location maximising opportunities for centre vibrancy and vitality.
- 5) Enabling the western side of the corridor to be used for high density residential supporting a walkable catchment for the centre and public transport stop enhancing the vitality and vibrancy of the centre.

Extent and methodology to protect ecological corridors in Peacocke

This section assesses the appropriate methodology and extent of identified ecological areas within the Peacocke Structure Plan, providing an analysis of the methods available to manage the effects of development on the habitat of long tailed bats.

Technical ecological assessments have identified that the Peacocke area is important habitat for long tailed bats. This includes roosting and foraging activity. Section 11A Criteria for determining significance of indigenous biodiversity of the Waikato Regional Policy Statement (WRPS) determines what is considered as significant habitat. In order to give effect to the WRPS, the district plan is required to identify and protect areas that meet this criteria.

The technical assessment undertaken in relation to the effects of development on bats identifies that urbanisation is connected to habitat loss and fragmentation. Habitat loss is a critical factor for the survival of wildlife. The report identifies that maintaining habitat features and connectivity between them is critical to preserve usable bat habitat during urban development. The report identifies that in an ideal scenario from an ecological perspective would mean development incorporates buffers adjacent to key habitat features and incorporate corridors between key bat habitats given the bats currently use mature linear vegetation for commuting and open pasture areas adjacent to this habitat for foraging and commuting. The report considers that bat friendly habitat and linking corridors should be maintained and restore or created to provide a net increase of high-quality habitat bat habitat.

The bat report provides the following conclusions and recommendations in relation to the identification and management of bat habitat:

Avoidance and protection measures include:

- Identification of the key bat habitats within and adjacent to the proposed urban areas, and an understanding of how the bats utilise those habitats; and
- Implementation of vegetation removal protocols across the entire PSPA applied to identified potential roost trees, and strategies to avoid or mitigate adverse effects of the loss of these trees for bats, including installation of artificial roost boxes or cavity bearing trees, which are protected and maintained as such.

Mitigation measures and measures relating to offsetting and compensation opportunities recommended include:

- Mechanisms to protect and enhance the structural and functional attributes of existing, restored and re-created 'greenspace' areas within the PSPA which have, either wholly, or partly, been identified as bat habitats;
- Protection and enhancement measures for areas identified as 'key bat habitats' in this report;
- Creation of 'bat buffer zones' adjacent to key bat habitats, at least 20 m in width, with a 5 m setback to buildings, to provide foraging and commuting habitats;
- Creation of linking 'bat corridors', at least 50 m wide (with a 5 m setback on each side) to create

connections to high value habitats within and adjacent to the PSPA, wherever possible following existing tree lines and/or gullies;

- Buffering from new development of communal roosts by at least 50 m and of non-communal roosts by 25m;
- Early planting of new bat foraging and commuting vegetation, well ahead of development phases affecting bat habitat;
- Ecological performance standards relating to artificial lighting and the design, composition, density and height of vegetation needed to create bat habitats, buffers and corridors, including a multi-disciplinary review of current infrastructure design and lighting standards adjacent or dissecting these key habitats; and
- Adherence to best practice effects management and offsetting methodologies for evaluating, protecting and recreating bat habitats during the design and impact assessment stages of urban development;

Measures allowing for adaptive management, including monitoring, include:

- Developing guidelines to assist in the assessment and quantification of moderate and low value bat habitats within the PSPA, in order to allow for consistent approaches to determining ecological values and offset mitigation associated with loss, modification or fragmentation of those habitats associated with urbanisation;
- Investigation of a PSPA wide animal pest control programme, in collaboration with other key stakeholders, particularly those with statutory obligations to protect bats, such as the Department of Conservation and Waikato Regional Council, targeting the key animal pests of long-tailed bats in urban areas, and including measures to control the widespread introduction of domestic cats as urbanisation occurs; and
- Fostering and contributing towards further research on the effects of urbanisation on long-bat populations and their habitats, including monitoring the effectiveness of avoidance and mitigation measures.

These can be summarised into the following outcomes that relate to the identification and management of bat habitat areas:

- 1) Identify, protect and enhance areas identified as key bat habits. Provide a bat buffer zone of at least 25m (20m buffer + 5m building setback).
- 2) Establish and enhance bat corridors with a minimum width of 50m with a 5m building setback to connect to high value habitats within and adjacent to the Peacocke Structure Plan, following where possible existing tree lines / gullies.
- 3) Establish vegetation removal protocols to protect potential roost trees.
- 4) Consider adaptive management options including developing guidelines to assist in assessment of bat habitat, investigation of pest control and management of predators, contributing to further research.

Mechanisms relating to the effects of development on these habitat areas such as lighting and building setbacks are addressed in the relevant section of the s32 analysis. I.e. Lighting controls are addressed in lighting and glare.

Objectives

The s32 analysis above, informed by the Bat Report has considered the following objectives to be the most appropriate way of achieving the purpose of the RMA in relation to the protection of life supporting capacity of ecosystems, avoiding, remedying or mitigating adverse effects of activities on the environment and the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna. These objectives are also considered to give effect to the Waikato Regional Policy Statement in relation to indigenous biodiversity. These objectives work together to establish the framework to achieve the outcomes recommended by the Bat Report.

Peacocke Structure Plan

DEV01-PSP: O8: Urban development respects and responds to the area's natural environment and ecological values.

DEV01-PSP: O14: Protect and enhance identified significant habitat of indigenous fauna and significant indigenous vegetation.

DEV01-PSP: O15: Create and protect ecological and open space corridors identified in the Peacocke Structure Plan.

DEV01-PSP: O16: Enable development adjacent to ecological areas where it is designed to manage the effects of development on the function of these areas.

DEV01-PSP: O17: Establish a network of open space, that supports the ecological values of the Peacocke Area and provides passive recreation opportunities where they do not conflict with ecological values.

Natural Open Space Zone - Peacocke Precinct

NOSZ-PREC1-P O7: Natural Open Space areas in the Peacocke Structure Plan Area are identified, protected and enhanced to provide and protect habitat for long tailed bats.

Subdivision - Peacocke Precinct

SUB - PREC1-P O9: Urban development responds to and restores the natural environment with a focus on those areas identified in the Peacocke Structure Plan, including the creation and protection of identified ecological corridors.

Lighting and glare

25.6.2.2 Lighting in the Peacocke Structure Plan Area is managed to ensure areas identified as habitat of long tailed bats retain their usability and functionality for bat activity.

Policies

The s32 analysis above considers the policies below are the most appropriate way to give effect to the objectives

Peacocke Structure Plan

PREC1-P P21

Ensure the design and location of buildings, infrastructure and lighting is managed throughout the Peacocke Structure Plan in order to maintain the role and function of identified ecological corridors.

PREC1-P P33

Provide ecological corridors between the major arms of the Mangakotukutuku Gully and Waikato River of sufficient scale that enables the movement of long tailed bats between the two areas.

PREC1-P P31

Protect bat habitat adjoining the edge of the Mangakotukutuku Gully and Waikato River to ensure long tailed bats are able to continue to utilise these areas.

PREC1-P P32

Require development adjacent to the gully network and Waikato River to meet required setbacks to support the ecological function of these areas.

Natural Open Space – Peacocke Precinct

NOSZ P18

Identify and manage areas of Natural Open Space in the Peacocke Structure Plan to:

- 1) Ensure the protection of, and access to, identified habitat of long-tailed bats.*
- 2) Provide habitat and connections for long tailed bats.*
- 3) Mitigate the effects of development on the habitat of long-tailed bats.*

Subdivision – Peacocke Precinct

SUB - PREC1-P P20

Subdivision is to be designed to ensure that the role, function and connectivity of ecological areas is enhanced.

SUB - PREC1-P P21

Require subdivision to provide and enhance ecological corridors where they are identified within the Peacocke Structure Plan.

SUB - PREC1-P P22

Require roads that are proposed in ecological areas to:

- 1. Take the shortest route practicable.*

2. *Design lighting to ensure that the bat corridor maintains its role and function.*
3. *Designed to enable bats to continue to access the rest of the corridor.*

Methods to achieve the objectives and policies in relation to the recommended outcomes that relate to the identification and protection of habitat.

The recommended outcomes relating to the protection of bat habitat are:

- 1) Identify and protect areas identified as key bat habits. Provide a bat buffer zone of at least 25m (20m buffer + 5m building setback).
- 2) Establish bat corridors with a minimum width of 50m with a 5m building setback to connect to high value habitats within and adjacent to the Peacocke Structure Plan, following where possible existing tree lines / gullies.
- 3) Establish vegetation removal protocols to protect potential roost trees.

The following analysis considers the most appropriate way to achieve these. Options regarding adaptive management are considered to be best achieved outside of the district plan through other methods such as education, or bylaws. The most appropriate option is identified in bold in the table below.

Outcome	Option	Costs	Benefits	Efficient / Effective
<p>Identification of Bat Habitat and establishment of bat buffer area</p>	<p>1. Do nothing i.e. retain the existing spatial allocation of SNAs and open space in the district plan.</p>	<p>Provides no clear protection of bat habitat and does not fulfil obligations under RPS or Part 2 of the RMA in relation to protecting significant habitat of indigenous fauna.</p> <p>Existing resource management requirements do not remove the requirement to consider the ecological effects of development. Not identifying the spatial extent of areas to be protected reduces development certainty and is likely to increase development costs due to having to litigate each development through the consent process.</p>	<p>May enable development flexibility and increase developability of areas.</p>	<p>This option would not effectively or efficiently manage the effects of development on the habitat of bats.</p>

Outcome	Option	Costs	Benefits	Efficient / Effective
	<p>2. Identify the gully and buffer as Natural Open Space Zone</p>	<p>The Natural Open Space Zone does not establish a strong directive framework that relates to the identification and protection of SNAs as identified in the WRPS.</p> <p>Stops land identified from being developed.</p>	<p>Identifying the gully area and buffer as natural open space zone will provide a level of protection to these areas and generally preclude development, therefore protecting these areas.</p>	<p>This option will protect these areas from development however will not provide a strong protection of the bat habitat inline with the expectations of the WRPS.</p>
	<p>3. Identify bat habitat (gully areas) and buffer zone as SNA.</p>	<p>The policy framework relating to SNAs strongly discourages the avoidance of development, including earthworks and vegetation removal which will preclude the development of activities such as walkways and cycleways or community gardens that are considered appropriate in the buffer.</p> <p>Stops land identified from being developed.</p>	<p>The inclusion of the buffer zone as SNA would establish a strong policy framework that would protect the identified buffer areas from the effects of development.</p>	<p>This option would be overly onerous on the management of the buffers and reduce flexibility of using these spaces for activities that are considered to provide social benefits.</p>

Outcome	Option	Costs	Benefits	Efficient / Effective
	<p>4. Identify bat habitat (gully areas) as SNA and the buffer zone as natural open space.</p>	<p>There will be a reduced level of protection of the buffer areas when compared to option 3.</p> <p>Stops land identified from being developed.</p>	<p>The protection of the gully areas, which are known bat habitat as SNAs will establish a strong framework protecting these areas from the effects of development.</p> <p>The use of the natural open space zone for the buffers will preclude these areas from intensive development however will enable some uses such as walking and cycle paths and community gardens or passive recreation to be established. This means that these areas can provide amenity and recreational benefits to the community.</p>	<p>This option is effective as it strikes the balance between protecting identified habitat of bats as SNAs and restricting development of the buffer areas, whilst enabling activities that are considered to be appropriate in this area such as footpaths, cycleways, community gardens and playgrounds subject to the management of lighting.</p>
<p>Establish bat corridors with a minimum width of 50m with a 5m building setback to connect to high value habitats within and</p>	<p>1. Do nothing</p>	<p>This would provide minimal connections between identified habitat within the Peacocke Structure Plan and known</p>	<p>Not identifying corridors would provide for more development and not reduce the development potential of land within the</p>	<p>This option would not effectively enable connections to and through habitat within the structure plan which</p>

Outcome	Option	Costs	Benefits	Efficient / Effective
<p>adjacent to the Peacocke Structure Plan, following where possible existing tree lines / gullies.</p>		<p>habitat areas that sit outside of the structure plan.</p> <p>Not identifying corridors may result in an ad-hoc approach to these being developed in response to managing the effects of development as part of future resource consent processes. This may result in less effective outcomes that still reduce the development potential of the area.</p>	<p>Peacocke Structure Plan.</p>	<p>is identified as important...</p>
	<p>2. Identify ecological corridors on structure plan maps and require development to be in accordance with the structure plan.</p>	<p>This approach may establish a corridor, however there remains a risk that this is fragmented and does not deliver a cohesive response as the detail will be established through each subdivision application.</p> <p>This approach will still have a financial impact on land-</p>	<p>The use of the structure plan and requiring development to be in accordance with the location of the ecological corridor provides flexibility to development, potentially enabling a more nuanced response to the establishment of the ecological corridor by individual parties.</p>	<p>This option is considered to be less efficient and effective due as whilst it would generally identify the location of the corridor, it would leave the detail to be managed through the consent process. This will require resources and assessment at the consent stage.</p>

Outcome	Option	Costs	Benefits	Efficient / Effective
		<p>owners as it will result in a reduced development yield.</p> <p>There will be an additional cost as part of the consenting stage to identify the corridor location and work with other landowners to achieve a cohesive outcome.</p>		
	<p>3. Identify ecological corridors on zoning maps as Natural Open Space Zone.</p>	<p>This will impart significant constraints and costs on landowners in the form of lost development potential, due to the land effectively being sterilised.</p> <p>Some of this cost may be able to be countered through HCC purchasing or providing compensation for the corridors to landowners or used to offset effects of development</p>	<p>By zoning the land, the bounds and location of the corridor are fixed, providing certainty of outcome. This will create a cohesive and continuous approach to development.</p>	<p>The use of zoning is considered to be effective as it provides a clear location for the corridor, which can be easily implemented as part of the resource consent process. Zoning the land now is efficient as it will remove the need to consider the appropriate location of the corridor as part of another process.</p>

Outcome	Option	Costs	Benefits	Efficient / Effective
<p>Establish vegetation removal protocols to protect potential roost trees.</p>	<p>1. Only protect trees within areas of identified significant habitat.</p>	<p>This option risks the removal of trees that are roosting sites that have not been identified as significant bat habitat without appropriate management or mitigation, which would remove important habitat for bats and potentially result in the death of bats.</p>	<p>Provides the most flexibility to landowners and does not introduce costs relating to removal of all trees within the entire Peacocke area, which is something that can currently be done without need for consent.</p>	<p>This option is not considered to effectively manage the potential effects on bats, however it is considered to be generally low risk as the Bat Report considers that there is no indication that isolated trees in open pasture including single line shelterbelts have been utilised as bat roost trees. Overall, due to the lower risk outside of identified corridors and the significant cost to implement this approach, it is not considered to be an efficient approach to manage potential bat habitat.</p>

Outcome	Option	Costs	Benefits	Efficient / Effective
	2. Provide blanket protection of all trees within Peacocke and subject their removal to following bat protocol.	This would significantly increase the cost of tree removal in the Peacocke area and remove the ability for clearance of trees and vegetation.	This would identify all bat habitat within the Peacocke area and that any tree removal occurred with appropriate methods in place.	This approach would be effective in avoiding removing roosting sites, however is considered to be inefficient in that it would create an overly onerous and costly regime to manage tree removal.
	3. Manage the removal of trees that meet criteria for being potential bat roost sites. Generally, Trees that have a DBH of greater than 15cm with a range of features such as cavities for roosting in.	The identification of trees that meet criteria as potential roosting sites will still have an associated cost, through the employment of suitably qualified person(s) to determine the roosting potential of the trees in question and any resource consent that may be required.	The establishment of criteria within the plan identifying trees that meet criteria as potential roosting sites would reduce the number of trees subject to control whilst ensuring that bat habitat is identified and protected or subject to appropriate management in its removal.	This option is efficient in that it provides for removal of trees that have a low risk of being bat habitat, however it will still establish an onerous level of control over the majority of trees in the area due to the low bar identified in the potential bat habitat memo and therefore is inefficient in relation to the management of trees in the area.

The alignment of the corridors has been subject of a detailed analysis in the Peacocke Bat Corridor Assessment Report included in **Attachment 1** to this report. This has taken into account possible locations of the corridor in relation to the Mangakootukutuku Gully and know location of activity within Peacocke as well as outside of Peacocke.

Risks of acting or not acting

The risks of not acting is likely to result in the loss and functionality of significant habitat in the Peacocke Structure Plan due to the severance and fragmentation of existing habitat. The risks associated with acting relate to the restriction of development and increased development cost. The risks of implementing the proposed provisions are considered to be outweighed by the risks associated with not acting.

Summary of options chosen**1. Identification of Bat Habitat and establishment of bat buffer area**

The most appropriate option to achieve this outcome is to identify bat habitat (gully areas) as SNA and the buffer zone as natural open space. This provides the most balanced approach to protecting significant bat habitat and enabling some activity within buffer areas that will not adversely affect identified habitat. This includes footpaths and cycleways and activities such as community gardens. It achieves the objectives of the plan which relate to protecting habitat from the effects of development.

2. Establish bat corridors with a minimum width of 50m with a 5m building setback to connect to high value habitats within and adjacent to the Peacocke Structure Plan, following where possible existing tree lines / gullies.

The most appropriate option to achieve this outcome is to identify ecological corridors on zoning maps as Natural Open Space Zone. This option provides the most certainty regarding the establishment of these corridors and avoidance of development of these areas. It removes the requirement to assess and determine corridors through the subdivision process. It achieves the objectives of the plan which relate to the creation and protection of ecological corridors.

3. Establish vegetation removal protocols to protect potential roost trees.

The most appropriate option to achieve this outcome is to only protect trees within identified areas of significant bat habitat. The blanket protection of all trees that have the potential to be habitat introduces significant cost to landowners to remove any tree displaying characteristics that may be used by bats as habitat, particularly when there is currently no indication that isolated trees within open pasture (including single line shelterbelts) have been utilised as bat roost trees.

**Peacocke Bat Corridor Assessment
Report**

Plan Change 5 - Peacocke Structure Plan

14 April 2021

Plan Change 5 - Peacocke Structure Plan

The assessment of the proposed option for the location of the bat corridors aim to ensure that the best location is identified to enable the corridors to achieve the following:

Resource Management Act

Matters of national importance

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:

(a) the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:

- (b) the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:
- (c) the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:
- (d) the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:
- (e) the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:
- (f) the protection of historic heritage from inappropriate subdivision, use, and development:
- (g) the protection of protected customary rights:
- (h) the management of significant risks from natural hazards

Waikato Regional Policy Statement

11.2 Protect significant indigenous vegetation and significant habitats of indigenous fauna

Hamilton City Operative District Plan

Chapter 2 Strategic Framework

Objective 2.2.12

Protect and enhance natural character, natural features and landscapes, ecosystems and indigenous biodiversity.

Policy 2.2.12b

Land use and development maintains the extent and, where possible, enhances ecological corridors.

Ensuring environmental considerations are integrated into the future development of Hamilton is crucial to achieving sustainable management of the City's natural and physical resources. Part 2 of the Act, the Regional Policy Statement and the City's Environmental Sustainability Strategy provide a legislative and policy framework to ensure that environmental considerations are considered at all levels of land use and development. The aim is to improve local amenity, protect and enhance habitats and to ensure efficient use of resources

Chapter 20 - natural Environment

Objective 20.2.1

Significant Natural Areas are protected, maintained, restored and enhanced.

Policy 20.2.1a

The values and characteristics that define the City's Significant Natural Areas shall be identified.

Policy 20.2.1b

Areas of indigenous vegetation, biodiversity and habitats of indigenous fauna shall be scheduled as Significant Natural Areas

Policy 20.2.1c

The particular values and characteristics that make an area a Significant Natural Area shall be protected from adverse effects by having regard to:

- i. The character and degree of modification, damage, loss or destruction that will result from the activity.
- ii. The duration and frequency of effect (e.g. long-term or recurring effects).
- iii. The magnitude or scale of effect, including effects on ecological processes supporting or provided by the Significant Natural Area.
- iv. The irreversibility of effect.
- v. The resilience of the area to assimilate change.
- vi. The opportunities to minimise pre-existing or potential adverse effects (e.g. restoration or enhancement), where avoidance is not practicable.
- vii. The probability of effect.
- viii. Cumulative effects.
- ix. Need for, or purpose of, the works.

Policy 20.2.1d

Adverse effects of development on the City's Significant Natural Areas shall be avoided

Policy 20.2.1e

The reduction, fragmentation and isolation of indigenous ecosystems and habitats shall be avoided.

Policy 20.2.1f

The loss or disruption of corridors or connections linking indigenous ecosystems and habitat fragments shall be avoided.

Plan Change 5 - Peacocke Structure Plan

Policy 20.2.1g

The loss or disruption to migratory pathways in water, land or air shall be avoided.

Policy 20.2.1h

Adverse effects on ecosystems resulting from changes to hydrological flows, water levels and water quality shall be avoided.

Policy 20.2.1i

The loss or disruption of protective buffering of indigenous ecosystems shall be avoided.

Policy 20.2.1j

The loss of ecosystem services shall be avoided.

Policy 20.2.1k

The loss, damage or disruption to ecological processes, functions and ecological integrity shall be avoided.

Policy 20.2.1l

The loss or reduction of the cultural and spiritual association with indigenous biodiversity which are held by tangata whenua shall be avoided.

Policy 20.2.1n

The loss of habitat that supports indigenous species classified as at risk or threatened shall be avoided.

Policy 20.2.1o

Significant Natural Areas shall be restored and enhanced to meet at least the 10% threshold for habitat sustainability.

Introduction

The purpose of this analysis is to determine the most appropriate location for the bat corridors within the Peacocke Structure Plan area. The creation of linking 'bat corridors', of at least 50 m wide is to create connections to high value habitats within and adjacent to the Peacocke Structure Plan Area, wherever possible these corridors should follow existing tree lines and/or gullies; In assessing the proposed options for the location of the bat corridors the following criteria were used.

Assessment Criteria:

In identifying the most suitable location for the proposed bat corridors within Peacocke the following criteria were used to assess each potential location:

1. Links to significant bat habitat

Areas that have been identified as significant habitat for bats need to be included in any corridors. Ensure that the proposed corridor links areas of high value habitat.

	Proposed corridor has direct links to known significant bat habitat in both directions
	Proposed corridor has links on one side or has gaps in links (Areas not within Peacocke)
	Proposed corridor has no direct links

2. Vegetation

Areas of vegetation provide key habitat for the long-tail bat and having mature trees and vegetation within the corridor will encourage bats to use these areas and will help with the establishment of the corridor in the long term.

	The proposed corridor is well vegetated with mature well established trees and other vegetation along the length of the corridor
	Proposed corridor has some vegetation located within it. This may range from groups of trees to shelter belts
	The proposed corridor has no vegetation and is located on open pasture.

3. Distance




Where possible the shortest distance should be considered to make it easy for bats to move between high value habitat, as well as minimising the impact a corridor may have on the development capacity of the land area.

	The proposed corridor is the shortest route between known bat habitat
	The proposed corridor has a similar distance to another corridor option
	The proposed corridor is the longest route between known bat habitat

Plan Change 5 - Peacocke Structure Plan




4. Topography

Consider using land that through topography constraints such as slope or gully features makes it undesirable to develop for urban purposes.

	More than 3/4 of the proposed corridor follows the gully network or areas not suitable for development (Steep slopes)
	The proposed corridor follows a mixture of gully and developable land
	More than 3/4 of the proposed corridor is located on land that is suitable for development




5. Existing development

The location of proposed corridors should avoid existing dwelling and other buildings that may be a source of light. The impact of light on the bats may result in the corridor not being used.

	The proposed corridor is not located in close proximity to existing dwellings or buildings
	The proposed corridor has dwellings located on the edge that may impact the corridor through lighting
	The proposed corridor has dwelling located within it or vehicle access to dwellings both within or on the edge of the corridor.

6. Severance

When locating a corridors consideration should be had on the ability to develop the remainder of the property for urban purposes. Corridors through the middle of properties could result in road running through proposed corridors to enable access to isolated pockets resulting potential impact on the use of the corridor.

	The location of the corridor allows the majority of the land parcel to be developed for residential purposes
	The location of the corridor impact on the development of the land parcel by requiring vehicle access through the corridor or creates isolated pockets of land which are difficult to develop.
	The location of the corridor removes the ability to develop the land completely



Northern Link

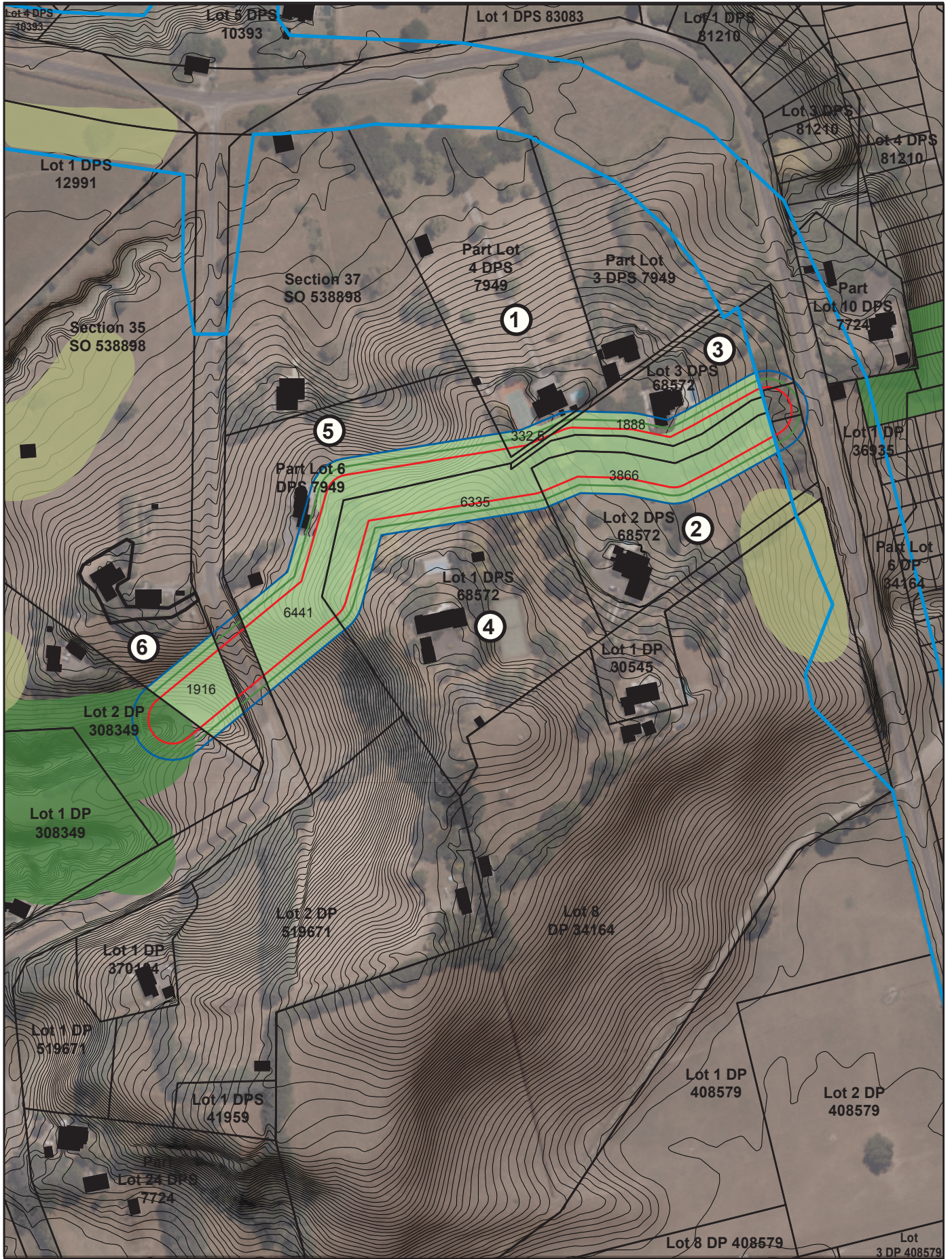
Eastern Link

Western Link

Southern Link

Proposed Ecological linkages

Plan Change 5 - Peacocke Structure Plan



Northern Corridor - Option 1

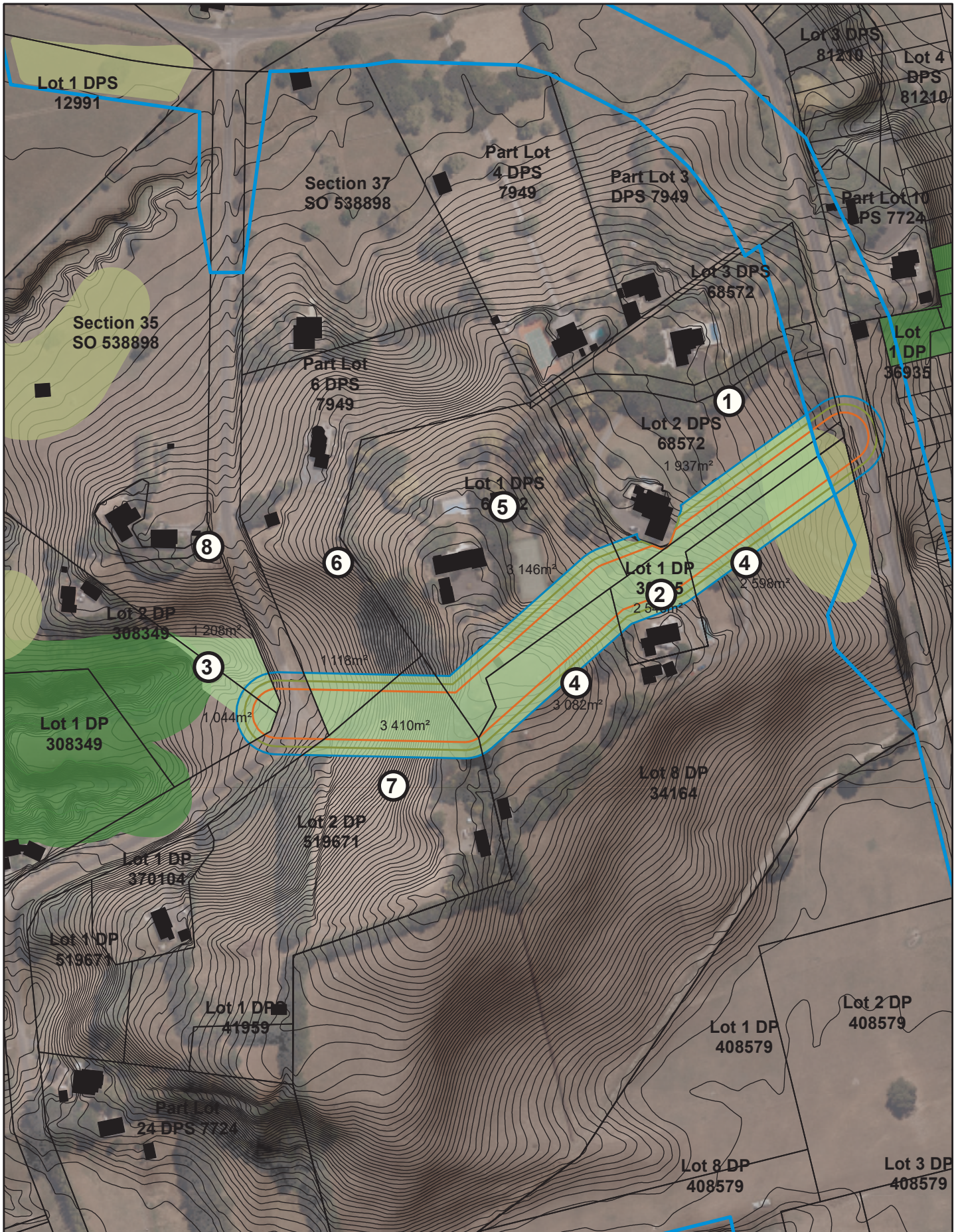


Legend

- Area of lots impacted by corridor (Area m2)
- Proposed Natural Open Space and SNAs
- Proposed Stormwater Wetlands
- 15m from Centre Line
- 20m from Centreline
- 25m from Centreline

Northern Corridor - Option 1					
Property		Total Area	Area of corridor	Percentage of total property area	Comments
①	Part Lot 4 DPS 7949	17 172m ²	332m ²	2%	House proximity to corridor
②	Lot 2 DPS 68572	12 171m ²	3 866m ²	31%	Access to dwelling within corridor
③	Lot 3 DPS 68572	6 601m ²	1 888m ²	29%	House and vehicle access impacted by corridor
④	Lot 1 DPS 68572	22 653m ²	6 335m ²	28%	Vehicle access within corridor
⑤	Part Lot 6 DPS 7949	20 533m ²	6 441m ²	31%	House impacted by corridor. Corridor runs through middle of property
⑥	Section 35 SO 538898	38 470m ²	1 916m ²	5%	Impacted by sports park designation, stormwater wetland and gully network
Total area of corridor			2.0778 ha		
<p>Notes:</p> <ul style="list-style-type: none"> Proposed corridor alignment has areas of nature vegetation Existing development on sites 1, 3 and 5 are directly impacted by the corridor - location of existing dwellings Short distance to gully network Existing vehicle access to sites 2,3 and 4 are located within the proposed corridors - impact from lighting Proximity of a number of dwellings to proposed corridor could result in lighting effects on the corridor Will require a variation in the corridor width in some locations to limit impact on existing dwellings. 					

Plan Change 5 - Peacocke Structure Plan



Northern Corridor - Option 2

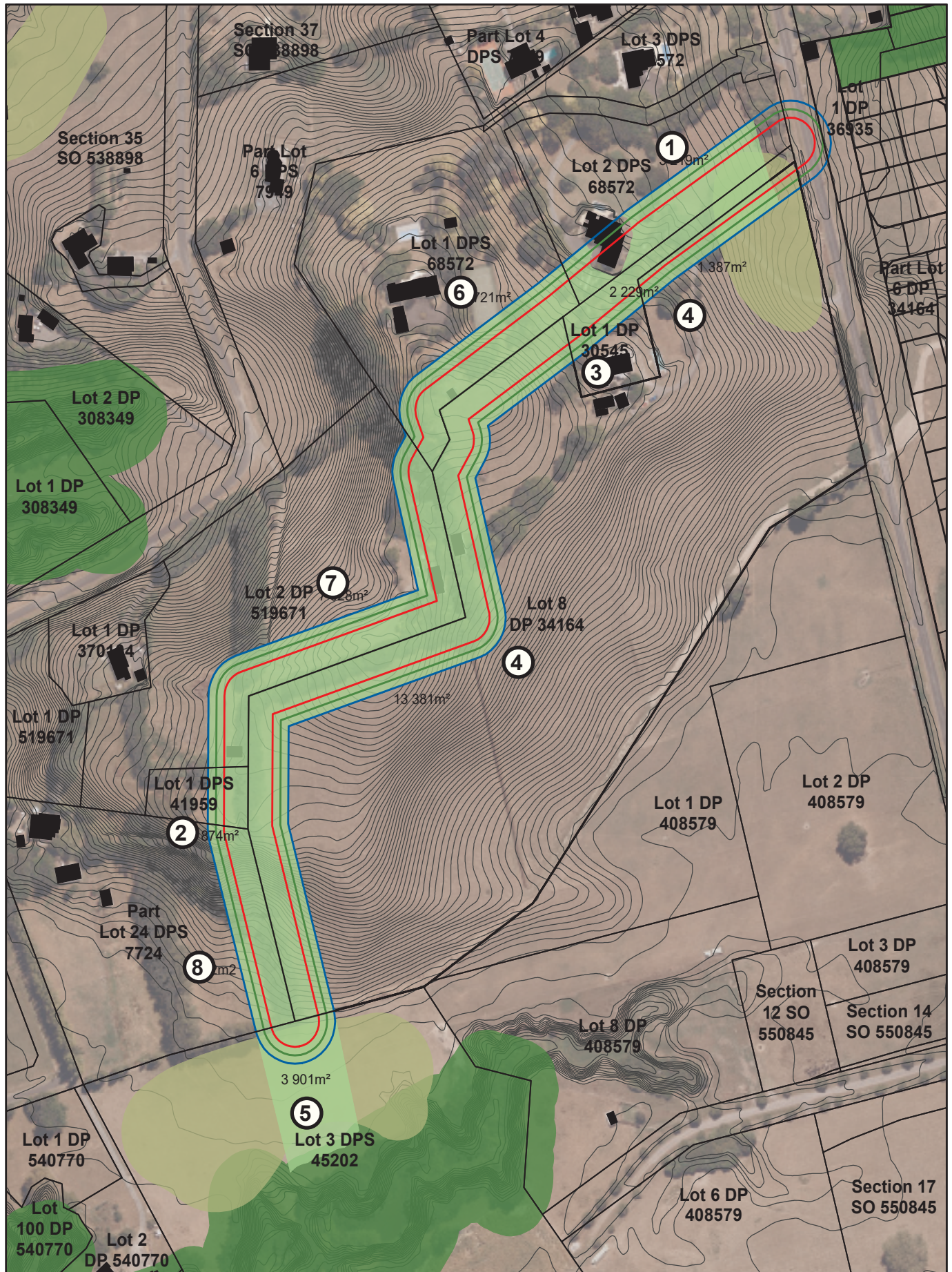
Legend

- Area of lots impacted by corridor (Area m²)
- Proposed Natural Open Space and SNAs
- Proposed Stormwater Wetlands
- 15m from Centre Line
- 20m from Centreline
- 25m from Centreline



Northern Corridor - Option 2					
Property		Total Area	Area of corridor	Percentage of total property area	Comments
①	Lot 2 DPS 68572	12 171m ²	1 937m ²	16%	House impacted by corridor
②	Lot 1 DP 30545	4 045m ²	2 546m ²	63%	Vehicle access within corridor
③	Lot 2 DP 308349	27 285m ²	1 044m ²	4%	Impacted by gully network and stormwater wetlands
④	Lot 8 DP 34164	85 543m ²	5 680m ²	7%	Portion of corridor located on flat developable in the north west
⑤					
⑥	Lot 1 DPS 68572	22 653m ²	3 146m ²	14%	
⑦	Part Lot 6 DPS 7949	20 533m ²	1 118m ²	5%	
	Lot 2 DP 519671	27 108m ²	3 410m ²	13%	Located in areas of steep slope
⑧	Section 35 SO 538898	38 470m ²	1 208m ²	3%	Impacted by sports park NOR, stormwater wetland and gully network
Total area of corridor			2.008 ha		
<p>Notes:</p> <ul style="list-style-type: none"> • Proposed corridor most direct route • Corridor aligned with areas of vegetation • Existing development on sites 1 is impacted by the corridor • Access to site 2 is located in the corridor and development potential limited • Location of proposed stormwater wetlands located within proposed corridor • Topography of the area limits for high density development - steep slopes • Will require a variation in the corridor width in some locations to limit impact on existing dwellings. 					

Plan Change 5 - Peacocke Structure Plan



Northern Corridor - Option 3

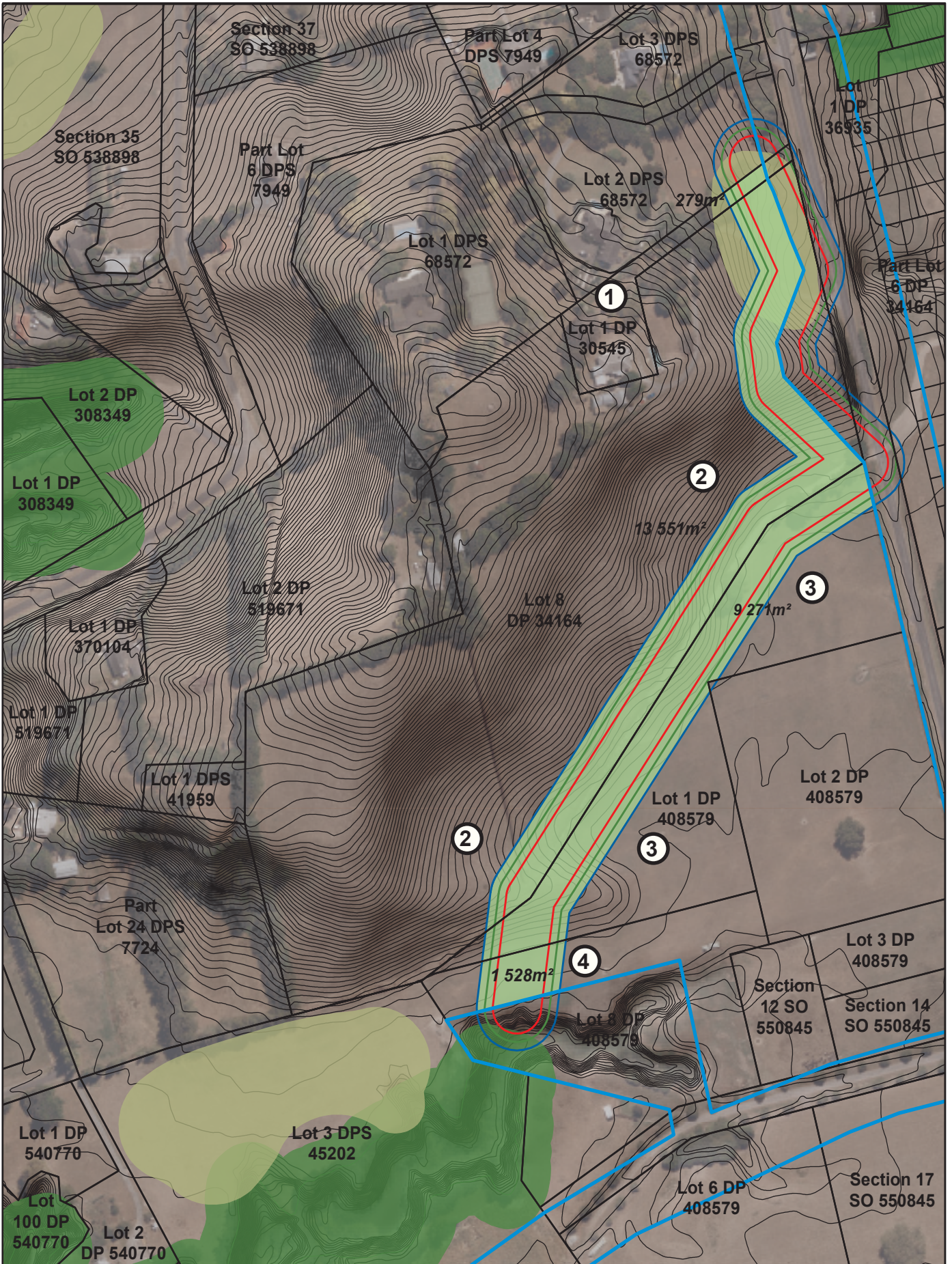


Legend

- Area of lots impacted by corridor (Area m2)
- Proposed Natural Open Space and SNAs
- Proposed Stormwater Wetlands
- 15m from Centre Line
- 20m from Centreline
- 25m from Centreline

Northern Corridor - Option 3					
Property		Total Area	Area of corridor	Percentage of total property area	Comments
①	Lot 2 DPS 68572	12 171m ²	3 219m ²	26%	House in corridor
②	Lot 1 DPS 41959	2 006m ²	879m ²	44%	
③	Lot 1 DP 30545	4 045m ²	2 228m ²	55%	Driveway in corridor
④	Lot 8 DP 34164	85 543m ²	14 768m ²	17%	
⑤	Lot 3 DPS 45202	101 399m ²	3 901m ²	4%	Site impacted by southern links, stormwater wetland and gully network
⑥	Lot 1 DPS 68572	22 653m ²	3 721m ²	16%	
⑦	Lot 2 DP 519671	27 108m ²	7 028m ²	26%	
⑧	Part Lot 24 DPS 7724	21 450m ²	3 042m ²	14%	
Total area of corridor			3.879 ha		
Notes:					
<ul style="list-style-type: none"> Proposed corridor runs along ridge line Alignment has some areas of established vegetation Existing development on sites 1, 2, 3 and 7 are directly impacted by the corridor - location of dwelling and other buildings as well as access. Long distance not the most direct route Will require a variation in the corridor width in some locations to limit impact on existing dwellings. 					

Plan Change 5 - Peacocke Structure Plan



Northern Corridor - Option 4



Legend

- Area of lots impacted by corridor (Area m2)
- Proposed Natural Open Space and SNAs
- Proposed Stormwater Wetlands
- 15m from Centre Line
- 20m from Centreline
- 25m from Centreline

Northern Corridor - Option 4

Property		Total Area	Area of corridor	Percentage of total property area	Comments
①	Lot 1 DP 30545	4 045m ²	279m ²	7%	Corridor only over driveway
②	Lot 8 DP 34164	85 543m ²	13 651m ²	16%	Only suitable location for access to the site along proposed corridor
③	Lot 1 DP 408579	23 105m ²	9 271m ²	40%	Flat land
④	Lot 8 DP 408579	21 260m ²	1 528m ²	7%	Flat land. Site Impacted by Southern Links Designation and gully network
Total area of corridor			2.473 ha		

Notes:

- The alignment has no established vegetation
- Will be impacted by the minor arterial road designation (Peacocke Rd) in the east
- Least direct route
- Areas of flat land suitable for high density housing development, implications for access to residential land on site 2 which may result in a number of road crossings.

Northern Corridor

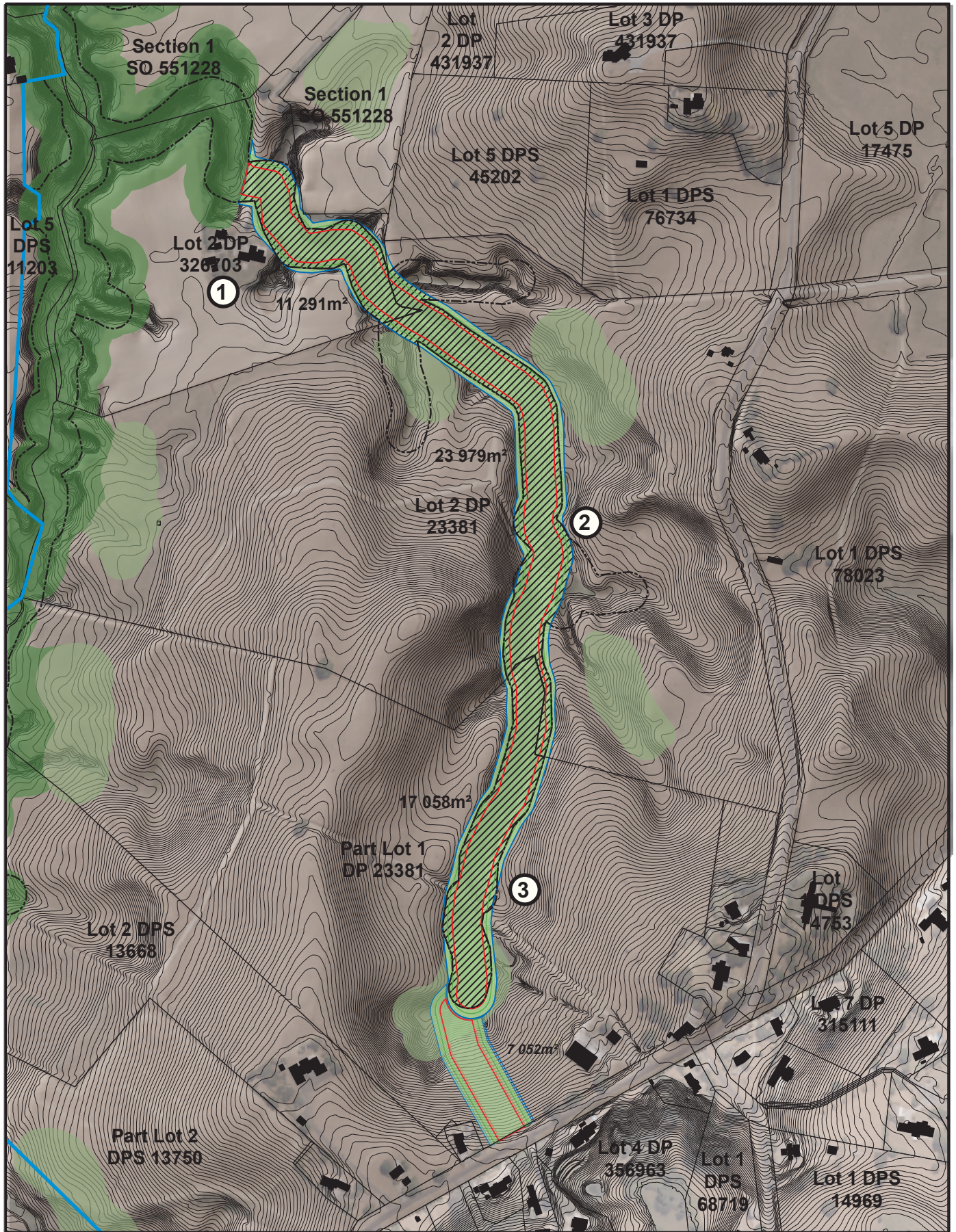
	Links to Significant bat Habitat	Vegetation	Distance	Topography	Existing development	Severance
Option 1	Green	Orange	Red	Red	Red	Orange
Option 2	Green	Orange	Green	Red	Red	Green
Option 3	Green	Orange	Red	Red	Red	Orange
Option 4	Green	Red	Red	Red	Orange	Orange

Option 2 is proposed as the best location for a bat corridor in this location.

The areas in which the corridor is proposed does not follow any topographical feature which would make a logical location for a corridor. The land ownership in the area is made up of a number of small “life style” parcels which makes it difficult to minimise the corridors impact on existing development and future development opportunities for these land owners.

The location of the corridor is also influenced by the bat corridor established to the east of the area through an existing consent process. This existing corridor location limits the possibility of establishing a corridor in other locations by require any future corridor to link with this corridor.

Plan Change 5 - Peacocke Structure Plan



Eastern Corridor - Option 1

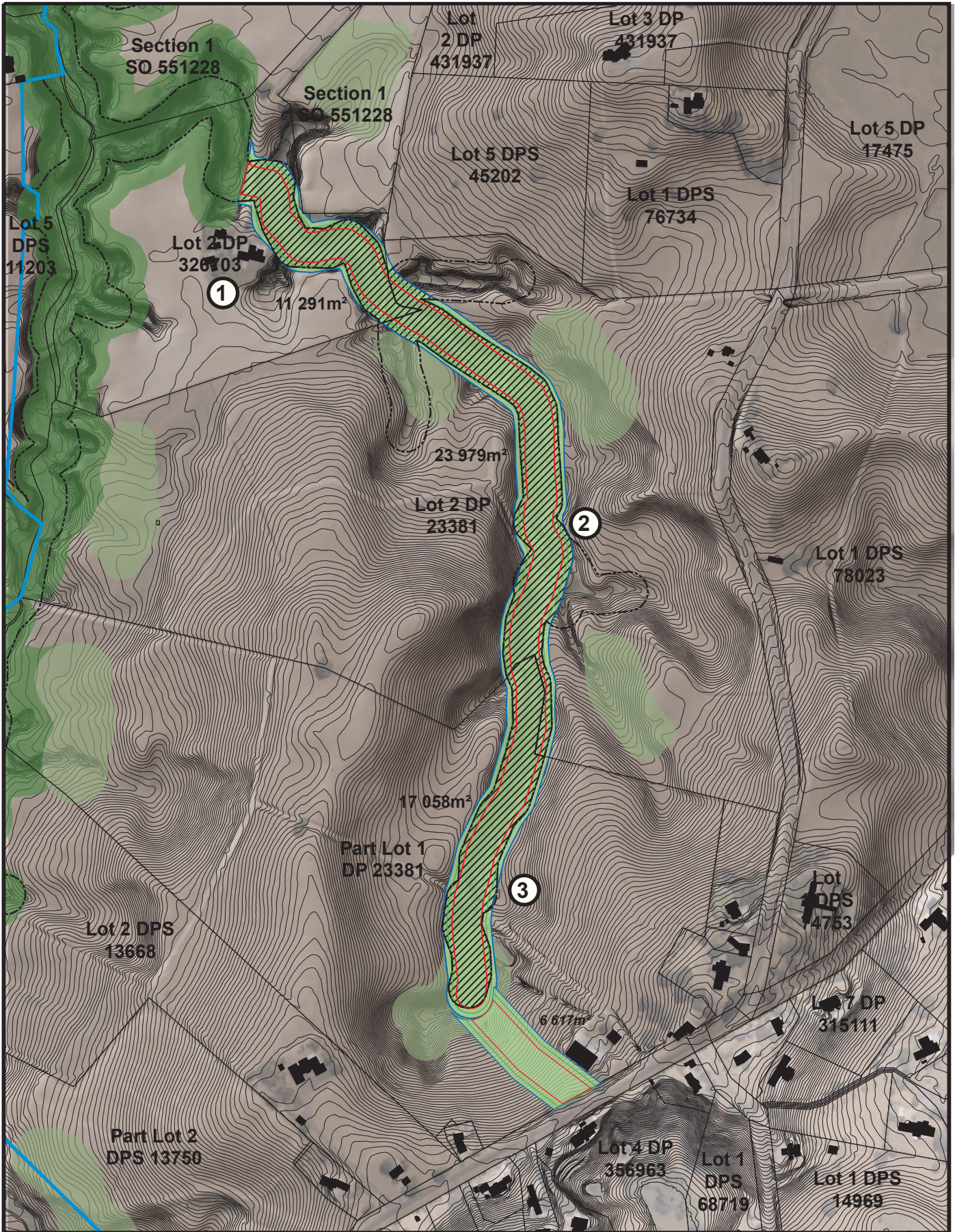


Legend

- Area of lots impacted by corridor (Area m2)
- Proposed Natural Open Space and SNAs
- Proposed Stormwater Wetlands
- Proposed Esplanade Reserve
- Southern Links Designation
- 15m from Centre Line
- 20m from Centreline
- 25m from Centreline

Eastern Corridor - Option 1							
Property		Total Property Area	Area of corridor	Proposed Esplanade Area	Esplanade as a percentage of corridor area	Percentage of total property area	Comments
①	Lot 2 DP 326703	81 391m ²	11 291m ²	9 840m ²	87%	14%	Majority of Corridor located within Gully area along existing stream
②	Lot 2 DP 23381	277 737m ²	23 979m ²	20 125m ²	83%	9%	Located within gully area along existing stream
③	Lot 1 DP 408579	229 959 m ²	24 110m ²	13 811m ²	57%	10%	Aligned with existing stream
Total area of corridor			5.938 ha				
Total area of corridor less esplanade			1.560 ha				
<p>Notes:</p> <ul style="list-style-type: none"> • The area has limited established vegetation in the southern areas • Route alignments is similar in length with option 2 • Servers all properties but impact of severance limited due to existing stream and gully network • South end of corridor dwellings within Waipa District 							

Plan Change 5 - Peacocke Structure Plan



Eastern Corridor - Option 2

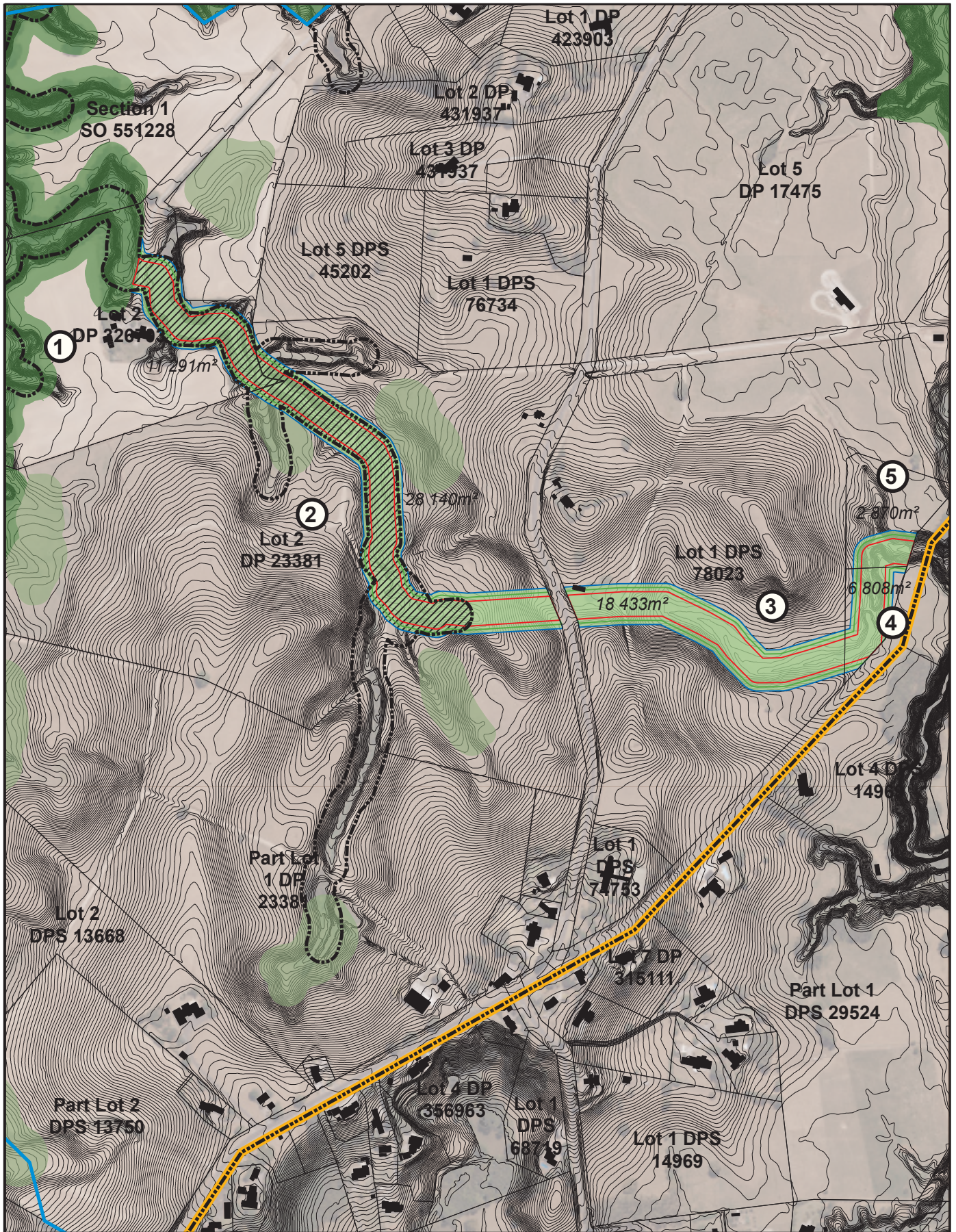


Legend

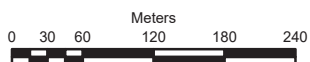
- Area of lots impacted by corridor (Area m2)
- Proposed Natural Open Space and SNAs
- Proposed Stormwater Wetlands
- Proposed Esplanade Reserve
- Southern Links Designation
- 15m from Centre Line
- 20m from Centreline
- 25m from Centreline

Eastern Corridor - Option 2							
Property		Total Property Area	Area of corridor	Proposed Esplanade Area	Esplanade as a percentage of corridor area	Percentage of total property area	Comments
①	Lot 2 DP 326703	81 391m ²	11 291m ²	9 840m ²	87%	14%	Majority of Corridor located within Gully area along existing stream
②	Lot 2 DP 23381	277 737m ²	23 979m ²	20 125m ²	83%	9%	Located within gully area along existing stream
③	Lot 1 DP 408579	229 959m ²	23 675m ²	13 811m ²	58%	10%	Aligned with existing stream
Total area of corridor			5.895 ha				
Total area of corridor less esplanade			1.517 ha				
<p>Notes:</p> <ul style="list-style-type: none"> • The area has limited established vegetation in the southern areas • Route alignments is similar in length with option 1 • Serves all properties but impact of severance limited due to existing stream and gully network • South end of corridor links with area of vegetation in Waipa District 							

Plan Change 5 - Peacocke Structure Plan



Eastern Corridor - Option 3



Legend

- Area of lots impacted by corridor (Area m²)
- Proposed Natural Open Space and SNAs
- Proposed Stormwater Wetlands
- Proposed Esplanade Reserve
- Southern Links Designation
- 15m from Centre Line
- 20m from Centreline
- 25m from Centreline

Eastern Corridor - Option 3						
Property	Total Property Area	Area of corridor	Proposed Esplanade Area	Esplanade as a percentage of corridor area	Percentage of total property area	Comments
① Lot 2 DP 326703	81 391m ²	11 291m ²	9 840m ²	87%	14%	Majority of Corridor located within Gully area along existing stream
② Lot 2 DP 23381	277 737m ²	28 140m ²	19 372m ²	69%	10%	Majority within gully area along existing stream. Aligned with not well defined gully
③ Lot 1 DP 78023	193 751m ²	18 433m ²	-	-	10%	Aligned with not well defined gully. No vegetation in alignment
④ Part Allot 93 Te Rapa PSH	6 808m ²	5 698m ²	-	-	83%	Limited vegetation. High impact on land area
⑤ Part Alot 94 Te Rapa PSH	12 998m ²	2 870m ²	-	-	22%	
Total area of corridor		6.643 ha				
Total area of corridor less esplanade		3.722 ha				
<p>Notes:</p> <ul style="list-style-type: none"> • The area has limited established vegetation in the eastern area of corridor • Will be impacted by the minor arterial road in the east • Longest alignment • Link to the river 						

Eastern Corridor

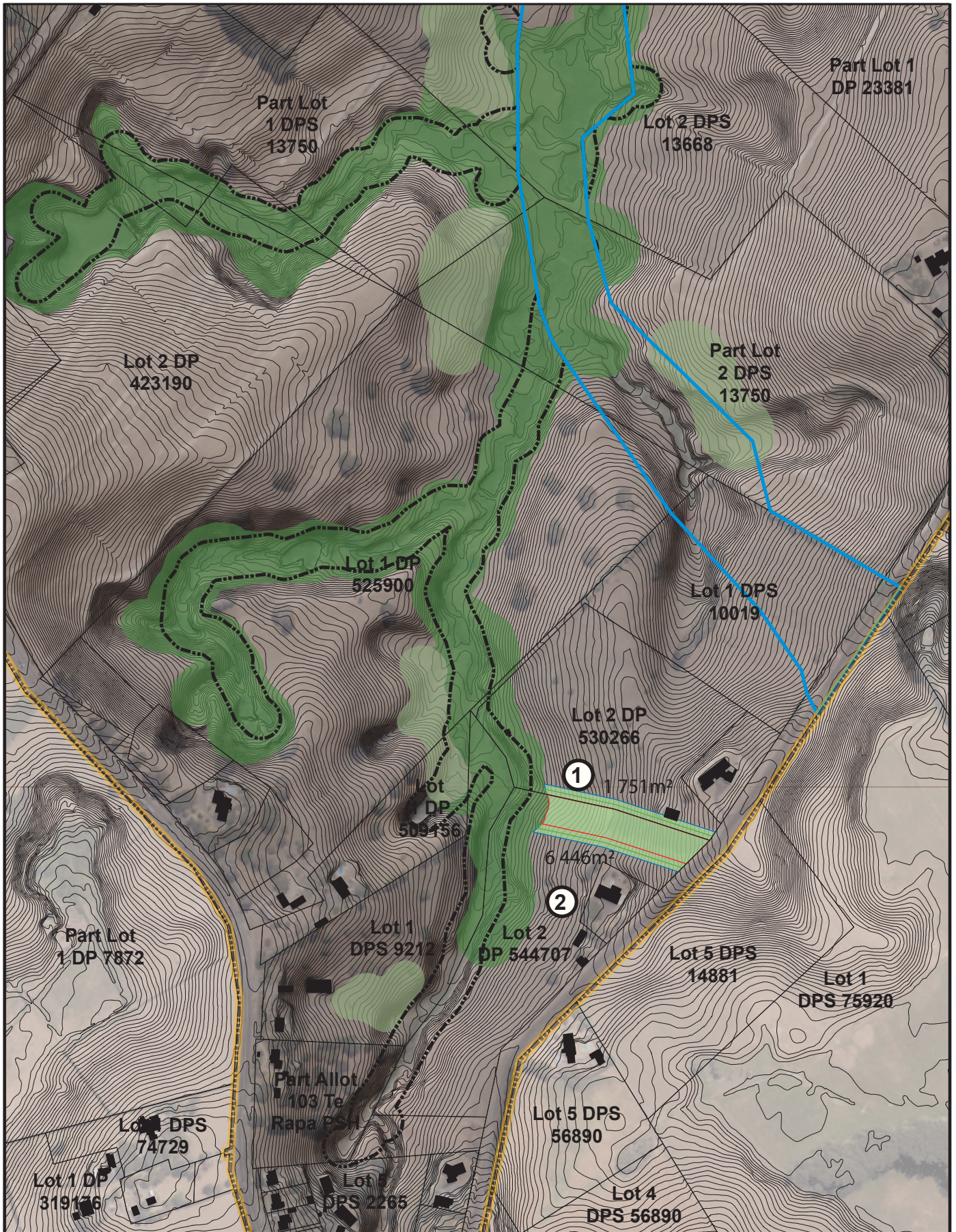
	Links to significant bat habitat	Vegetation	Distance	Topography	Existing development	Severance
Option 1	Green	Orange	Orange	Green	Orange	Green
Option 2	Green	Orange	Orange	Green	Orange	Green
Option 3	Green	Orange	Red	Orange	Green	Red

Both Option 1 and Option 2 are suitable options for the eastern corridor. However Option 2 would have a better outcome with regards to creating a link to known bat habitat outside of Peacocke in Waipa. Option 1 terminates on the boundary of Peacocke in a location where a number of dwellings are located which will have implications for the ability to extend the corridor south.

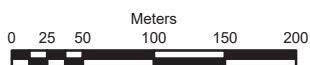
Overall the topography and existing streams within the area provide a logical alignment of the corridor. With the existing gully and streams located within the area it is anticipated that there would be some level of severance, so by aligning the corridor with these features this would limit the impact the corridor would have on the ability to development the remainder of the land. It is however acknowledged that some roading would have to cross the corridor to ensure some connectivity between areas.

All three option have limited vegetation within the corridor with the gully network closer to the main body of the Mangakootukutuku gully being well planted.

Plan Change 5 - Peacocke Structure Plan



Southern Corridor - Option 1

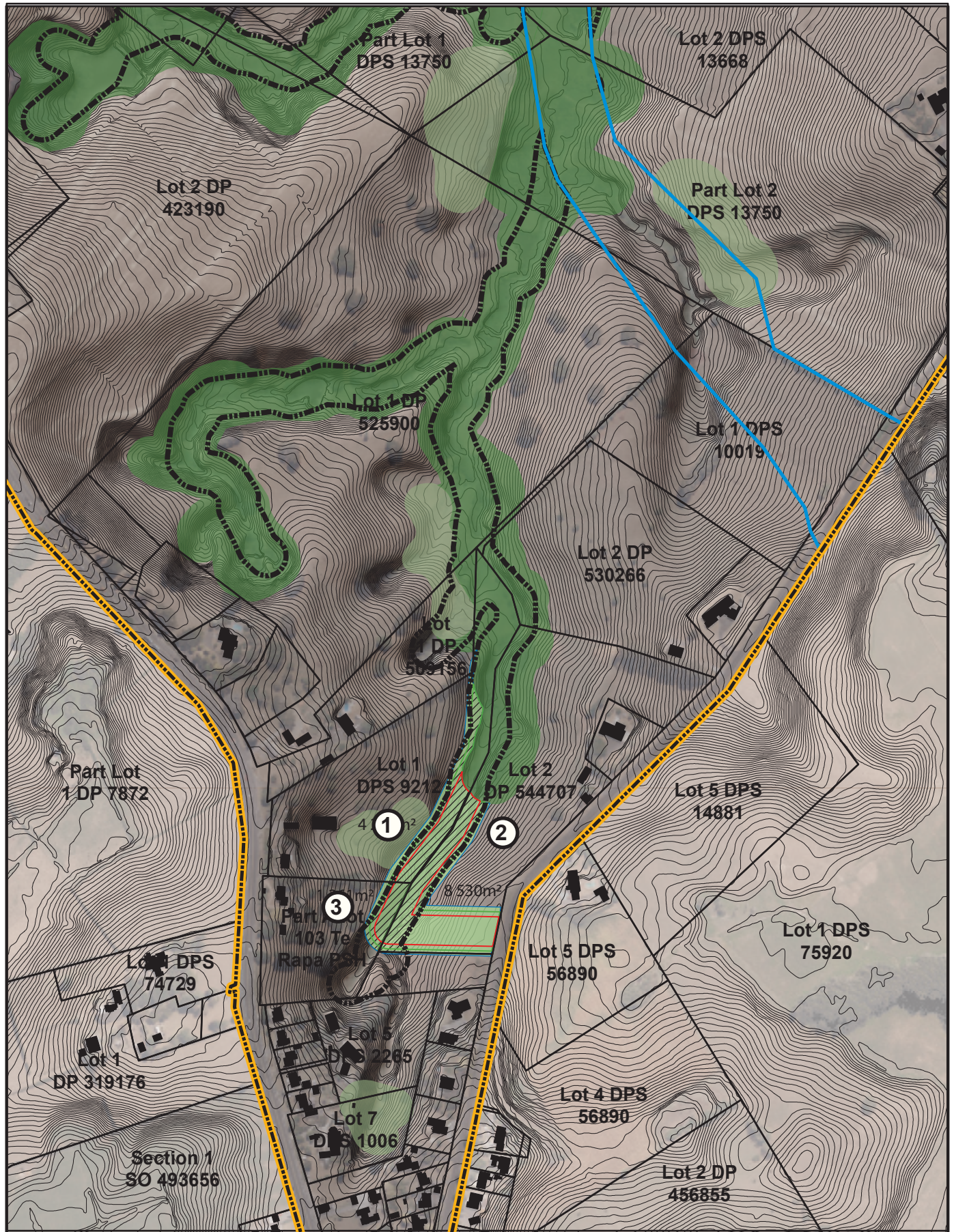


Legend

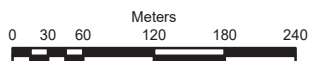
- Area of lots impacted by corridor (Area m2)
- Proposed Natural Open Space and SNAs
- Proposed Stormwater Wetlands
- Proposed Esplanade Reserve
- Southern Links Designation
- 15m from Centre Line
- 20m from Centreline
- 25m from Centreline

Southern Corridor - Option 1							
Property		Total Property Area	Area of corridor	Proposed Esplanade Area	Esplanade as a percentage of corridor area	Percentage of total property area	Comments
①	Lot 2 DP 530266	37 093m ²	1 751m ²	-	-	5%	Farm shed on edge of corridor
②	Lot 2DP 544707	42 255m ²	6 446m ²	-	-	15%	Vegetation in part of corridor
Total area of corridor			0.819 ha				
Notes: <ul style="list-style-type: none"> • Has established vegetation along Peacocke Road • Areas of flat land suitable for housing development • Potential to create severance 							

Plan Change 5 - Peacocke Structure Plan



Southern Corridor - Option 2



Legend

- Area of lots impacted by corridor (Area m²)
- Proposed Natural Open Space and SNAs
- Proposed Stormwater Wetlands
- Proposed Esplanade Reserve
- Southern Links Designation
- 15m from Centre Line
- 20m from Centreline
- 25m from Centreline

Southern Corridor - Option 2						
Property	Total Property Area	Area of corridor	Proposed Esplanade Area	Esplanade as a percentage of corridor area	Percentage of total property area	Comments
① Lot 1 DPS 9212	33 824m ²	4 215m ²	3 323m ²	79%	12%	Corridor follows gully and vegetation aligned with proposed esplanade reserve area
② Lot 2DP 544707	42 255m ²	8 530m ²	3 769m ²	44%	20%	Shortest route within property
③ Part Allot 103 Te Rapa PSH	15 741m ²	1 606m ²	1 361m	85%	10%	Corridor follows gully and vegetation aligned with proposed esplanade reserve area
Total area of corridor		1.435 ha				
Total area of corridor less esplanade		0.589 ha				
<p>Notes:</p> <ul style="list-style-type: none"> • Aligned with esplanade reserve • Extended bat habitat further south • Shortest route between habitat area within Peacocke and known habitat on Lot 1 DPS 75920 						

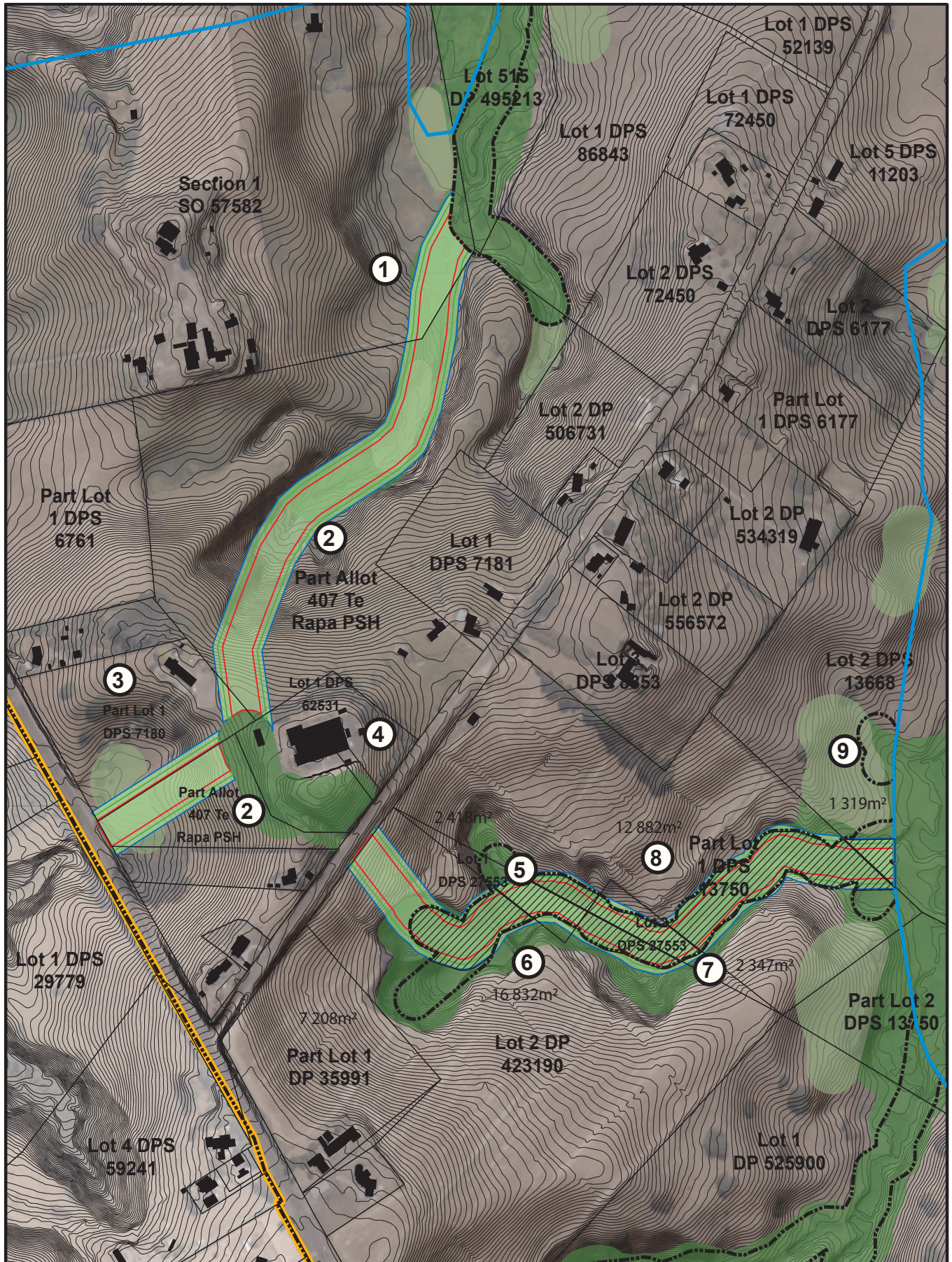
Southern Corridor

	Links to significant bat habitat	Vegetation	Distance	Topography	Existing development	Severance
Option 1	Green	Orange	Green	Orange	Green	Orange
Option 2	Green	Orange	Orange	Green	Green	Green

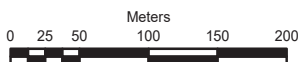
Option 2 is the best suited option to provide a linkage between the southern areas of the Mangakootukutuku gully and Waipa in the south.

The alignment of Option 2 follows the existing gully and stream and potential esplanade reserve and only requires a short link between the gully and the boundary of Peacocke.

Plan Change 5 - Peacocke Structure Plan



Western Corridor - Option 1

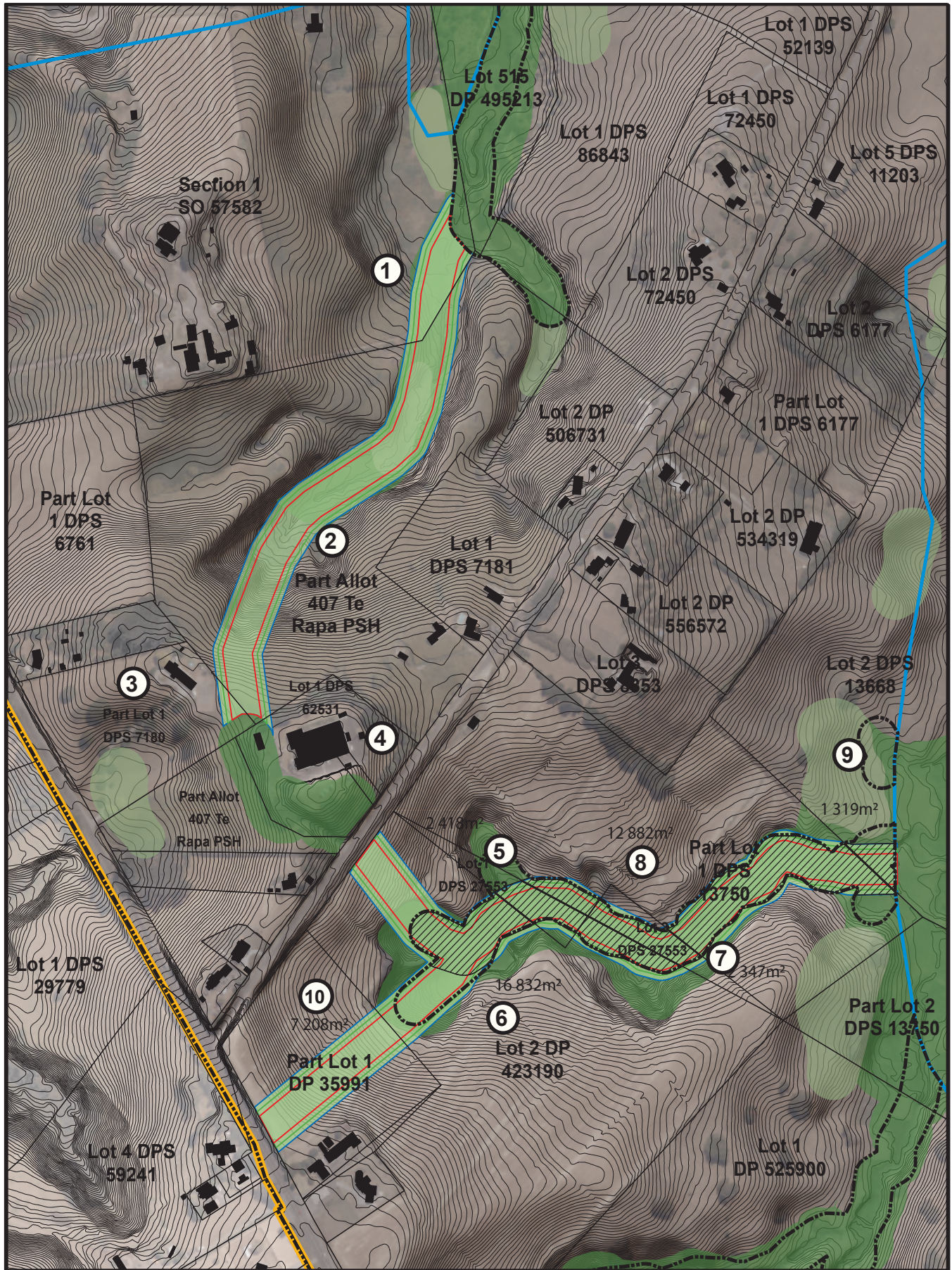


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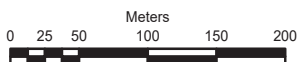
- Area of lots impacted by corridor (Area m2)
- Proposed Natural Open Space and SNAs
- Proposed Stormwater Wetlands
- Proposed Esplanade Reserve
- Southern Links Designation
- 15m from Centre Line
- 20m from Centreline
- 25m from Centreline

Western Corridor - Option 1							
Property		Total Property Area	Area of corridor	Proposed Esplanade Area	Esplanade as a percentage of corridor area	Percentage of total property area	Comments
①	Section 1 SO 57582	33 824m ²	4 279m ²	-	-	12%	Alignment with proposed development
②	Part Allot 407 Te Rapa PSH	127 014m ²	23 251m ²	-	-	20%	Alignment with existing stream and gully area. Impact on ability to develop land area west of site 4. Potential esplanade reserve along gully
③	Part Lot 1 DPS 7180	24 211m ²	1 606m ²	-	-	10%	Limited impact
④	Lot 1 DPS 62531	17 597m ²	84m ²	-	-	0.5%	No impact
⑤	Lot 1 DPS 27553	4 385m ²	2 418m ²	2 125m ²	87%	55%	Sites 5, 6, 7 and 8 held together. Majority of corridor located within esplanade reserve area. Link to know roots site on site 4
⑥	Lot 2 DP 423190	132 499m ²	13 687m ²	7 544m ²	55%	10%	
⑦	Lot 2 DPS 27553	4 388m ²	2 697m ²	2 347m ²	87%	61%	
⑧	Part Lot 1 DPS 13750	86 636m ²	12 882m ²	10 995m ²	85%	14%	
⑨	Lot 2 DPS 13668	184 382m ²	1 319m ²	1319m ²	100%	0.7%	Limited impact area within proposed esplanade reserve
Total area of corridor			6.222 ha				
Total area of corridor less esplanade			3.789 ha				
Notes: <ul style="list-style-type: none"> Majority of corridor located within gully network and proposed esplanade reserve Proposed link on site 2 to areas west of SH3 has impact on smaller sites within this area Link between esplanade on site 6 and site 4 important 							

Plan Change 5 - Peacocke Structure Plan



Western Corridor - Option 2

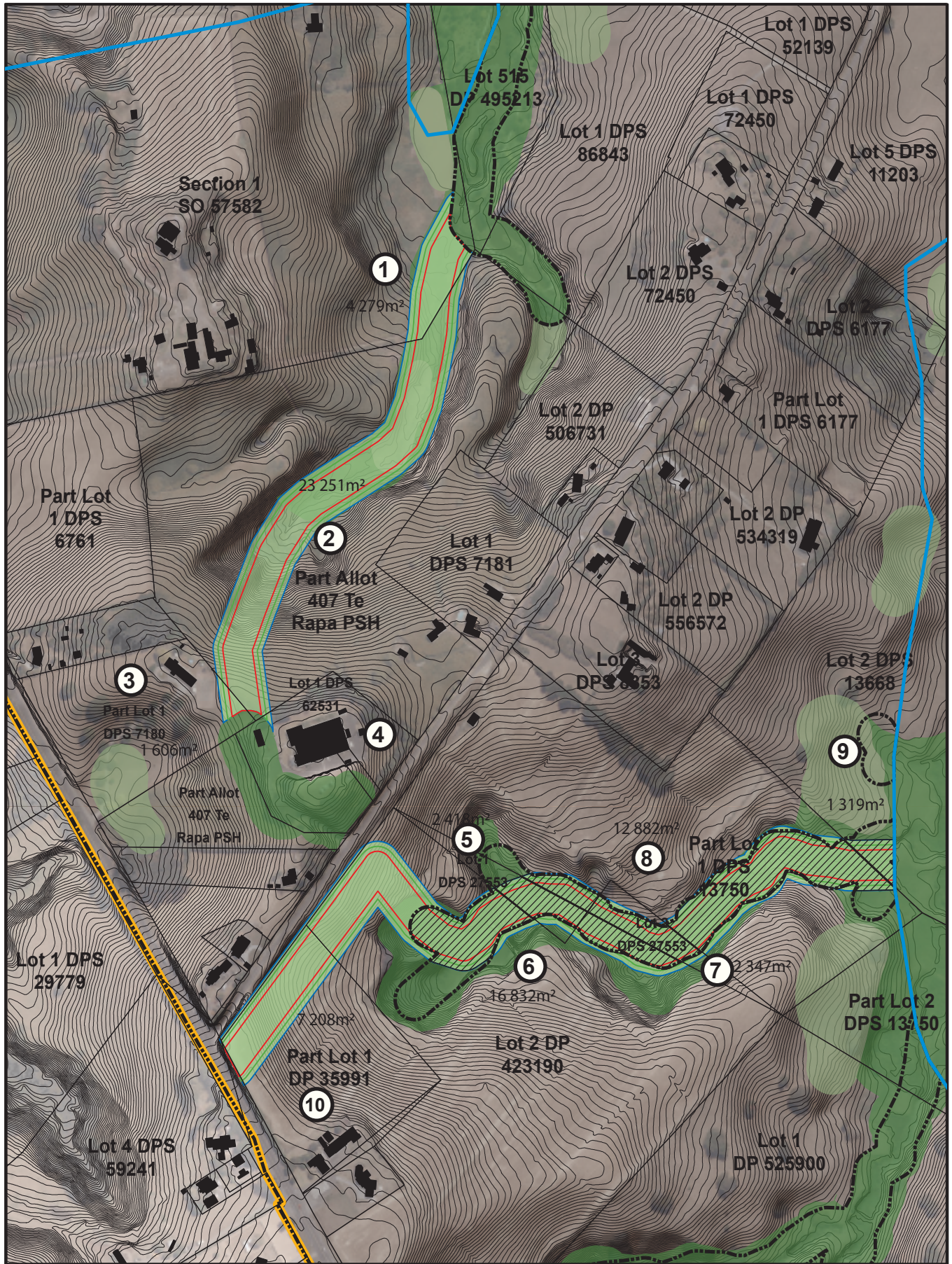


Legend

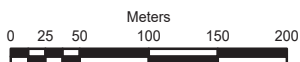
- Area of lots impacted by corridor (Area m2)
- Proposed Natural Open Space and SNAs
- Proposed Stormwater Wetlands
- Proposed Esplanade Reserve
- Southern Links Designation
- 15m from Centre Line
- 20m from Centreline
- 25m from Centreline

Western Corridor - Option 2						
Property	Total Property Area	Area of corridor	Proposed Esplanade Area	Esplanade as a percentage of corridor area	Percentage of total property area	Comments
① Section 1 SO 57582	33 824m ²	4 279m ²	-	-	12%	Alignment with proposed development
② Part Allot 407 Te Rapa PSH	127 014m ²	23 251m ²	-	-	20%	Alignment with existing stream and gully area. Potential esplanade reserve along gully
③ Part Lot 1 DPS 7180	24 211m ²	1 606m ²	-	-	10%	Limited impact
④ Lot 1 DPS 62531	17 597m ²	84m ²	-	-	0.5%	Limited impact
⑤ Lot 1 DPS 27553	4 385m ²	2 418m ²	2 125m ²	87%	55%	Sites 5, 6, 7 and 8 held together. Majority of corridor located within esplanade reserve area. Link to know roots site on site 4
⑥ Lot 2 DP 423190	132 499m ²	13 687m ²	7 544m ²	55%	10%	
⑦ Lot 2 DPS 27553	4 388m ²	17 866m ²	2 347m ²	87%	61%	
⑧ Part Lot 1 DPS 13750	86 636m ²	12 882m ²	10 995m ²	85%	14%	
⑨ Lot 2 DPS 13668	18 438m ²	1 319m ²	1319m ²	100%	0.7%	Limited impact area within proposed esplanade reserve
⑩ Part Lot 1 DP 35991	30 268m ²	8 198m ²	-	-	27%	Proposed corridor connecting esplanade on Site 6 severs the site
Total area of corridor		8.559 ha				
Total area of corridor less esplanade		6.126 ha				
Notes:						
<ul style="list-style-type: none"> Majority of corridor located within gully network and proposed esplanade reserve. Proposed link on site 10 to areas west of SH3 while the shortest alignment linking the area on the western side of SH3 it severs site 10. Link between esplanade on site 6 and site 4 important to ensure link between known roost site and the gully network. 						

Plan Change 5 - Peacocke Structure Plan



Western Corridor - Option 3



Legend

- Area of lots impacted by corridor (Area m2)
- Proposed Natural Open Space and SNAs
- Proposed Stormwater Wetlands
- Proposed Esplanade Reserve
- Southern Links Designation
- 15m from Centre Line
- 20m from Centreline
- 25m from Centreline

Western Corridor - Option 3							
Property		Total Property Area	Area of corridor	Proposed Esplanade Area	Esplanade as a percentage of corridor area	Percentage of total property area	Comments
①	Section 1 SO 57582	33 824m ²	4 279m ²	-	-	12%	Alignment with proposed development
②	Part Allot 407 Te Rapa PSH	127 014m ²	23 251m ²	-	-	20%	Alignment with existing stream and gully area. Potential esplanade reserve along gully
③	Part Lot 1 DPS 7180	24 211m ²	1 606m ²	-	-	10%	Limited impact
④	Lot 1 DPS 62531	17 597m ²	84m ²	-	-	0.5%	Limited impact
⑤	Lot 1 DPS 27553	4 385m ²	2 418m ²	2 125m ²	87%	55%	Sites 5, 6, 7 and 8 held together. Majority of corridor located within esplanade reserve area. Link to know roots site on site 4
⑥	Lot 2 DP 423190	132 499m ²	16 832m ²	7 544m ²	55%	13%	
⑦	Lot 2 DPS 27553	4 388m ²	17 866m ²	2 347m ²	87%	61%	
⑧	Part Lot 1 DPS 13750	86 636m ²	12 882m ²	10 995m ²	85%	14%	
⑨	Lot 2 DPS 13668	18 4382m ²	1 319m ²	1319m ²	100%	0.7%	Limited impact area within proposed esplanade reserve
⑩	Part Lot 1 DP 35991	30 268m ²	7 208m ²	-	-	23%	Least impact on site 10
Total area of corridor			8.614 ha				
Total area of corridor less esplanade			6.181 ha				
<p>Notes:</p> <ul style="list-style-type: none"> Majority of corridor located within gully network and proposed esplanade reserve. Proposed link on site 10 to areas west of SH3 has potential to take advantage of any future road closer of Hall Road. Link between esplanade on site 6 and site 4 important to ensure link between known roost site and the gully network. Alignment allows for best opportunity for residential development that is integrated. 							

Western Corridor

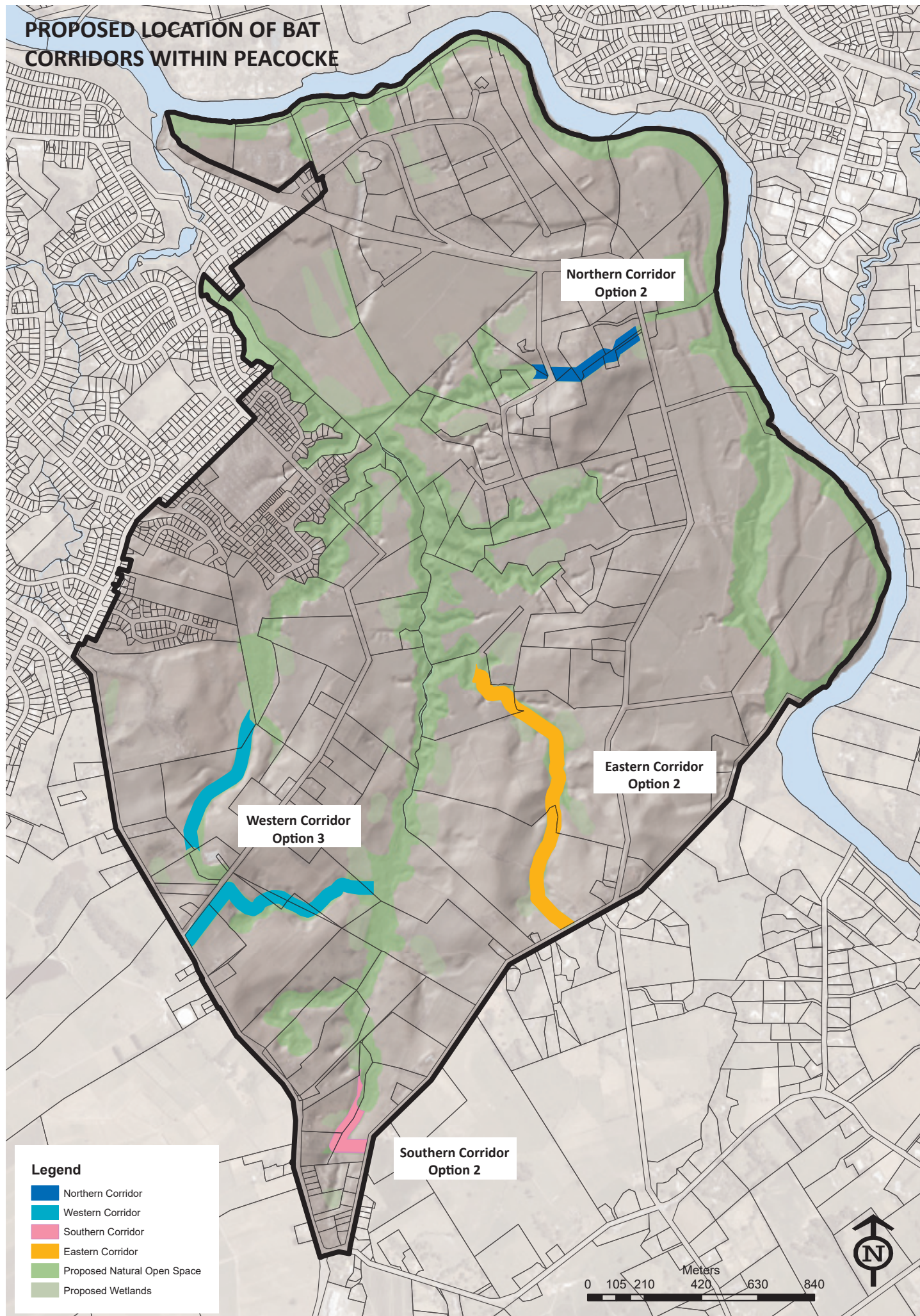
	Links to significant bat habitat	Vegetation	Distance	Topography	Existing development	Severance
Option 1	Green	Orange	Orange	Orange	Green	Red
Option 2	Green	Orange	Orange	Orange	Green	Orange
Option 3	Green	Orange	Green	Orange	Green	Green

For the proposed western corridor all three alignments are relatively similar in length with Option 3 being the shortest and having the least impact on land parcels in terms of developability and severance.

All three alignments take a similar routes along the gully and streams and only differ in the alignment between the gully and streams and the boundary between Peacocke and Waipa in the west.

In considering the three options, Option 3 is the best alignment based on the least impact on severance of existing land parcels and impacting on the developability of smaller land parcels.

PROPOSED LOCATION OF BAT CORRIDORS WITHIN PEACOCKE





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