

# **Proposed Waikato Regional Policy Statement Change 1 (National Policy Statement on Urban Development and Future Proof Strategy Update)**

## **Decisions version**

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# Explanatory note

At a meeting of Council on 26 October 2023, the recommendations made by the Hearings Panel were adopted as the Council's decision on Proposed Waikato Regional Policy Statement Change 1 (National Policy Statement on Urban Development 2020 and Future Proof Strategy Update).

This document contains the adopted recommended provisions as the Decisions version of the Proposed Waikato Regional Policy Statement Change 1 (National Policy Statement on Urban Development 2020 and Future Proof Strategy Update).

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# 1 Proposed changes to ‘Part 1 – Introduction and General Provisions’ section

## 1.1 Proposed changes to ‘1.6 Definitions’ section

### 1.6 Definitions

<p><b>Additional infrastructure</b></p>	<p>Has the same meaning as in Part 1 of the National Policy Statement on Urban Development 2020 (as set out in the box below)</p> <div style="border: 1px solid black; padding: 5px;"> <p>Means:</p> <ul style="list-style-type: none"> <li>a. public open space</li> <li>b. community infrastructure as defined in section 197 of the Local Government Act 2002</li> <li>c. land transport (as defined in the Land Transport Management Act 2003) that is not controlled by local authorities</li> <li>d. social infrastructure, such as schools and healthcare facilities</li> <li>e. a network operated for the purpose of telecommunications (as defined in section 5 of the Telecommunications Act 2001)</li> <li>f. a network operated for the purpose of transmitting or distributing electricity or gas</li> </ul> </div>
<p><b>Blue-green network</b></p>	<p>An overlay of the current and envisioned blue-green spatial framework that incorporates and integrates key elements such as wetlands, riverbeds, riparian corridors, significant biodiversity sites, habitat corridors, reserves, Department of Conservation land, parks, significant gardens, playgrounds, urban areas with high degree of tree cover, walking tracks and routes, cycling tracks, cycleways, bridal tracks, protected landscapes and viewshafts, and other key elements such as buffer zones as relevant.</p>
<p><b>Development area</b></p>	<p>A development area spatially identifies and manages areas where plans such as concept plans, structure plans, outline development</p>

	plans, master plans or growth area plans apply to determine future land use or development.
<b>Highly productive land</b>	<p>Has the same meaning as in Part 1 of the National Policy Statement for Highly Productive Land 2022 (as set out in the box below)</p> <div style="border: 1px solid black; padding: 5px;"> <p>Means land that has been mapped in accordance with clause 3.4 and is included in a regional policy statement as required by clause 3.5 (but see clause 3.5(7) for what is treated as highly productive land before the maps are included in an operative regional policy statement and clause 3.5(6) for when land is rezoned and therefore ceased to be highly productive land).</p> </div>
<b>Qualifying matter</b>	Has the same meaning as in section 77I or 77O Resource Management Act 1991.
<b>Rural-residential development</b>	Residential development in rural areas which is predominantly for residential activity and is not ancillary to a rural or agricultural use. This includes rural lifestyle zone developments.
<b>Rural settlement</b>	A cluster of residential, commercial, light industrial and/or community activities that are located in a rural area.
<b>Tier 1 local authority</b>	<p>Has the same meaning as in Part 1 of the National Policy Statement on Urban Development 2020 (as set out in the box below)</p> <div style="border: 1px solid black; padding: 5px;"> <p>Means each local authority listed in column 2 of table 1 in the Appendix, and tier 1 regional council and tier 1 territorial authority have corresponding meanings.</p> </div>
<b>Tier 3 local authority</b>	<p>Has the same meaning as in Part 1 of the National Policy Statement on Urban Development 2020 (as set out in the box below)</p> <div style="border: 1px solid black; padding: 5px;"> <p>Tier 3 local authority means a local authority that has all or part of an urban environment within its region or district, but is not a tier 1 or 2 local authority, and tier 3 regional council and tier 3 territorial authority have corresponding meanings.</p> </div>

<p><b>Urban environment</b></p>	<p>Has the same meaning as in Part 1 of the National Policy Statement on Urban Development 2020 (as set out in the box below)</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>means any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:</p> <ul style="list-style-type: none"> <li>a) is, or is intended to be, predominantly urban in character; and</li> <li>b) is, or is intended to be, part of a housing and labour market of at least 10,000 people</li> </ul> </div>
<p><b>Well-functioning urban environments</b></p>	<p>Has the same meaning as in Policy 1 of the National Policy Statement on Urban Development 2020 (as set out in the box below)</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>urban environments that, as a minimum:</p> <ul style="list-style-type: none"> <li>a) have or enable a variety of homes that: <ul style="list-style-type: none"> <li>i) meet the needs, in terms of type, price, and location, of different households; and</li> <li>ii) enable Māori to express their cultural traditions and norms; and</li> </ul> </li> <li>b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and</li> <li>c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and</li> <li>d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and</li> <li>e) support reductions in greenhouse gas emissions; and</li> <li>f) are resilient to the likely current and future effects of climate change.</li> </ul> </div>

## 1.2 Proposed changes to ‘1.9 Te Ture Whaimana o Te Awa o Waikato – Vision and Strategy for the Waikato River’ section

### 1.9.4 Waikato Regional Policy Statement

...

Sections 771 and 770 of the Resource Management Act 1991 as introduced by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 specify that giving effect to Te Ture Whaimana o te Awa o Waikato – the Vision and Strategy for the Waikato River is a qualifying matter in relation to applying the medium density residential standards and Policy 3 of the National Policy Statement on Urban Development 2020 (as amended May 2022). This means that plan provisions can be less enabling of urban development than required under the Act or the National Policy Statement on Urban Development 2020 where necessary to accommodate a matter to give effect to Te Ture Whaimana.

## 1.3 Proposed changes to ‘1.10 National policy statements and New Zealand Coastal Policy Statement’ section

### 1.10 National policy statements and New Zealand Coastal Policy Statement

National policy statements and New Zealand Coastal Policy Statement	
National Policy Statement for Highly Productive Land 2022	The policy statement was reviewed under Change 1 to the Waikato Regional Policy Statement in April 2023. Amendments to provisions were made to recognise the policy statement within the scope of Change 1, of which the primary purpose was to give effect to the National Policy Statement on Urban Development 2020 and reflect the updated Future Proof Strategy. A further change to the Waikato Regional Policy Statement will be prepared to more fully review the policy statement and give full effect to it.
National Policy Statement on Urban Development 2020	The policy statement was reviewed in March 2022 to update Objective UFD-O2. Amendments to incorporate the national policy statement were notified in October 2022.

## 2 Proposed changes to ‘Part 2 – Resource Management Overview’ section

### 2.1 Proposed changes to ‘SRMR – Significant resource management issues for the region’ section

#### SRMR – Significant resource management issues for the region

##### SRMR-I1 – State of resources

*SRMR-I1 is addressed by the following objectives:*

...

*IM-O5 – Climate change*

...

##### SRMR-I2 – Effects of climate change

The effects of climate change (including climate variability) may impact our ability to provide for our wellbeing, including health and safety.

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

1. increased potential for storm damage and weather-related natural hazards;
2. long-term risks of sea level rise to settlements and infrastructure such as through increased coastal flooding and erosion; and
3. ability for urban environments to support a reduction in greenhouse gas emissions and to be resilient to the current and future effects of climate change.

*SRMR-I2 is addressed by the following objectives:*

...

*IM-O5 – Climate change*

...

##### SRMR-I4 – Managing the built environment

Development of the built environment including infrastructure has the potential to positively or negatively impact on our ability to sustainably manage natural and physical resources and provide for our wellbeing.

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

...

6. the effect of development on access to mineral resources (particularly aggregates), high class soils, and future energy development sites;

...

11. increased need for the future provision of infrastructure to respond to resource demands from within and outside the region and the need to enable efficient installation of that infrastructure;
12. the availability of water to meet existing, and reasonably justifiable and foreseeable domestic or municipal supply requirements to support planned urban growth, including promoting the integration of land use and water planning; and
13. the need to strategically manage urban growth to ensure there is sufficient development capacity for residential and business land whilst contributing to well-functioning urban environments.

**SRMR-14 is addressed by the following objectives:**

...  
 IM-05 – Climate change  
 ...

## SRMR-PR2 – Effects of climate change

Under the Resource Management Act, Waikato Regional Council is required to have particular regard to the effects of climate change. The council should ensure that we prepare for and adapt to these changes so that their impacts on us and on resources is minimised, and within New Zealand’s urban environments that urban form supports reductions in greenhouse gas emissions and resilience to the current and future effects of climate change. New Zealand’s response in terms of actions to reduce climate change is primarily a central government rather than a local government role.

...

## SRMR-PR4 – Managing the built environment

...

The National Policy Statement on Urban Development 2020 sets out requirements for well-functioning urban environments and sufficient development capacity. Objectives of the National Policy Statement on Urban Development 2020 require local authorities to make planning decisions to improve housing affordability, that are strategic, responsive, are integrated with infrastructure planning and funding, and enable additional residential and business development in centre zones, areas of employment and areas serviced by public transport.

...

Regionally significant industry and primary production play an important role in providing for the economic, social and cultural wellbeing of people and communities. The sustainable management of natural and physical resources needs to consider the ability and need for regionally significant industry and primary production to have appropriate access to resources in order for them to continue to successfully operate and develop, having regard to catchment specific situations.

## 2.2 Proposed changes to ‘IM – Integrated management’ section

### IM – Integrated management

#### Objectives

##### IM-O1 – Integrated management

**IM-O1 is achieved by the following policies:**

...

*UFD-P18 – Tier 3 local authority areas outside the Future Proof Strategy*

*UFD-P19 – Being responsive to significant unintended and out-of-sequence growth within tier 3 local environments*

##### IM-O2 – Resource use and development

**IM-O2 is achieved by the following policies:**

*UFD-P18 – Tier 3 local authority areas outside the Future Proof Strategy*

*UFD-P19 – Being responsive to significant unintended and out-of-sequence growth within tier 3 local environments*

##### IM-O3 – Decision making

**IM-O3 is achieved by the following policies:**

...

*UFD-P15 – Monitoring and review in the Future Proof area*

*UFD-P18 – Tier 3 local authority areas outside the Future Proof Strategy*

*UFD-P19 – Being responsive to significant unintended and out-of-sequence growth within tier 3 local environments*

...

##### IM-O5 –Climate change

Land use is managed to:

1. avoid the potential adverse effects of climate change induced weather variability and sea level rise on:
  - a. amenity;
  - b. the built environment, including infrastructure;
  - c. indigenous biodiversity;

- d. natural character;
  - e. public health and safety; and
  - f. public access.
2. support reductions in greenhouse gas emissions within urban environments and ensure urban environments are resilient to the current and future effects of climate change.

**IM-05 is achieved by the following policies:**

...

*UFD-P18 – Tier 3 local authority areas outside the Future Proof Strategy*

*UFD-P19 – Being responsive to significant unintended and out-of-sequence growth within tier 3 local environments*

## IM-08 – Sustainable and efficient use of resources

**IM-08 is achieved by the following policies:**

...

*UFD-P18 – Tier 3 local authority areas outside the Future Proof Strategy*

*UFD-P19 – Being responsive to significant unintended and out-of-sequence growth within tier 3 local environments*

## IM-09 – Amenity

1. The qualities and characteristics of areas and features, valued for their contribution to amenity, are maintained or enhanced; and
2. Where intensification occurs in urban environments, built development results in attractive, healthy, safe and high-quality urban form which responds positively to local context whilst recognising that amenity values change over time in response to the changing needs of people, communities and future generations, and such changes are not, of themselves, an adverse effect.

**IM-09 is achieved by the following policies:**

...

*UFD-P12 – Density targets for Future Proof area*

*UFD-P18 – Tier 3 local authority areas outside the Future Proof Strategy*

## Policies

### IM-P1 – Integrated approach

*The relevant objectives are:*

...

*IM-05 – Climate change*

...

## IM-P2 – Collaborative approach

*The relevant objectives are:*

...

*IM-O5 – Climate change*

...

## IM-P3 – Tangata whenua

*The relevant objectives are:*

...

*IM-O5 – Climate change*

...

## IM-P6 – Maintain and enhance public access

*The relevant objectives are:*

...

*IM-O5 – Climate change*

...

# 3 Proposed changes to 'Domains' section

## 3.1 Proposed changes 'LF – Land and freshwater' section

### LF – Land and freshwater

#### Objectives

##### LF-O5 – High class soils

*Other relevant objectives are:*

...

*IM-O5 – Climate change*

...

##### LF-P3 – All fresh water bodies

*The relevant objectives are:*

...

*UFD-O1 – Built environment*

##### LF-P5 – Waikato River catchment

*The relevant objectives are:*

...

*UFD-O1 – Built environment*

##### LF-P6 – Allocating fresh water

*The relevant objectives are:*

...

*IM-O5 – Climate change*

...

##### LF-P7 – Efficient use of fresh water

*The relevant objectives are:*

...

*IM-O5 – Climate change*

...

## 4 Proposed changes to ‘Topics’ section

### 4.1 Proposed changes to ‘EIT – Energy, infrastructure and transport’ section

#### EIT – Energy, infrastructure and transport

##### Objectives

##### EIT-O1 – Energy

*EIT-O1 is achieved by the following policies:*

...

*UFD-P18 – Tier 3 local authority areas outside the Future Proof Strategy*

*UFD-P19 – Being responsive to significant unintended and out-of-sequence growth within tier 3 local environments*

...

##### Methods

##### EIT-M4 – Regional Land Transport Plan

Waikato Regional Council will, subject to the requirements of the Land Transport Management Act 2003, through the Regional Land Transport Plan, includes provisions to support the protection of the function of significant transport corridors including through strategic corridor policy which provides a consistent regional approach for Road Controlling Authorities, including territorial authorities for their district plans.

##### Principal reasons

##### EIT-PR1 – Significant infrastructure and energy resources

Regionally significant infrastructure and energy resources support the wellbeing of the regional community. Much of this infrastructure and energy is also very important for New Zealand as a whole, such as energy and transport infrastructure that connects areas to the north, east and south of the Waikato Region. It is therefore very important that development of the built environment does not compromise the functioning of this infrastructure. EIT-M1, EIT-M3, EIT-M4 and EIT-M5 are provided for this purpose. EIT-P1(1) is intended to ensure the ongoing efficiency and effectiveness of regionally significant infrastructure, but does not imply that all adverse effects on that infrastructure must be avoided in all cases. If the adverse effects of a built environment proposal cannot practicably be avoided, then EIT-M1(1), (2), (3) and (4) do not imply that the selected site should always be considered unsuitable as it may be possible to remedy or mitigate the adverse effects of concern. EIT-M6 also seeks to protect regionally significant infrastructure from natural hazards.

The way in which the term ‘planned’ is to be applied is explained in the explanation to EIT-P1.

The significant transport corridors identified in Maps 25 and 26 reflect the key strategic transport corridors identified in Maps 2 and 3 of the operative Regional Land Transport Plan 2021-2051, which classifies them as current and future arterial, regional, national and national high volume road corridors, and regional and national rail corridors. Significant transport corridors are equivalent to strategically important inter- and intra-regional road and rail corridors identified in the Regional Land Transport Plan.

New Zealand and the region will benefit from further development of infrastructure and energy resources. Methods are provided to support such development in a way that appropriately manages potential adverse effects. Many effects of new electricity transmission, for example, could be avoided by appropriate siting of this infrastructure. This can be achieved through developing a transmission corridor management approach as described in EIT-M2.

There is an increasing need for renewable energy, and renewable energy developments such as hydro-electric dams can be regionally significant. The potential for development of renewable energy resources can be reduced due to development of the built environment. The methods ensure this is recognised in district and regional plans. Decisions about the future location of some developments (such as rural-residential development) should take into account the potential for locations to be used for future renewable energy developments.

## **4.2 Proposed changes to ‘UFD – Urban form and development’ section**

### **UFD – Urban form and development Objectives**

#### **UFD-O1 – Built environment**

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

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

11. providing for a range of commercial development to support the social and economic wellbeing of the region; and
12. strategically planning for growth and development to create responsive and well-functioning urban environments, that:
  - a. support reductions in greenhouse gas emissions and are resilient to the current and future effects of climate change;
  - b. improve housing choice, quality, and affordability;
  - c. enable a variety of homes that enable Māori to express their cultural traditions and norms;
  - d. ensure sufficient development capacity, supported by integrated infrastructure provision, including **additional infrastructure**, for community, and identified housing and business needs in the short, medium and long term;
  - e. improves connectivity within urban areas, particularly by active transport and public transport;
  - f. take into account the values and aspirations of hapū and iwi for urban development.

**UFD-O1 addresses the following issues:**

SRMR-11 – State of resources  
 SRMR-12 – Effects of climate change  
 SRMR-13 – Providing for energy demand  
 SRMR-14 – Managing the built environment  
 SRMR-15 – Relationship of tangata whenua with the environment (te taiao)  
 SRMR-16 – Health and wellbeing of the Waikato River catchment

**UFD-O1 is achieved by the following policies:**

IM-P1 – Integrated approach	UFD-P1 – Planned and co-ordinated subdivision, use and development
IM-P2 – Collaborative approach	UFD-P2 – Co-ordinating growth and infrastructure
IM-P3 – Tangata whenua	UFD-P3 – Marae and papakāinga
IM-P4 – Regionally significant industry and primary production	UFD-P4 – Energy demand management
IM-P5 – Maintain and enhance areas of amenity value	UFD-P5 – Access to minerals
CE-P1 – Planning for development in the coastal environment	UFD-P6 – Information collection
CE-CMA-P3 – Interests in the coastal marine area	UFD-P10 – Governance collaboration in the Future Proof area
GEO-P1 – Sustainable management of the Regional Geothermal Resource	UFD-P11 – Adopting Future Proof land use pattern
GEO-P3 – Development Geothermal Systems	UFD-P12 – Density targets for Future Proof area
GEO-P4 – Limited Development Geothermal Systems	UFD-P13 – Commercial development in the Future Proof area
LF-P3 – All fresh water bodies	UFD-P14 – Rural-residential development in Future Proof area
LF-P5 – Waikato River catchment	UFD-P15 – Monitoring and review in the Future Proof area
LF-P10 – Peat soils	UFD-P18 – Tier 3 local authority areas outside the Future Proof Strategy
ECO-P1 – Maintain or enhance indigenous biodiversity	UFD-P19 – Being responsive to significant unintended and out-of-sequence growth within tier 3 local environments
EIT-P1 – Significant infrastructure and energy resources	
HAZ-P1 – Natural hazard risk management approach	
NATC-P1 – Preserve natural character	

## Policies

### UFD-P1 – Planned and co-ordinated subdivision, use and development

Subdivision, use and development of the built environment, including transport, occurs in a planned and co-ordinated manner which:

1. has regard to the principles in APP11;
2. recognises and addresses potential cumulative effects of subdivision, use and development;
3. is based on sufficient information to allow assessment of the potential long-term effects of subdivision, use and development; and
4. has regard to the existing and planned built environment.

*The relevant objectives are:*

*IM-01 – Integrated management*  
*IM-02 – Resource use and development*  
*IM-03 – Decision making*  
*IM-04 – Health and wellbeing of the Waikato River*  
*IM-05 – Climate change*  
*IM-06 – Ecosystem services*  
*IM-07 – Relationship of tangata whenua with the environment*  
*IM-08 – Sustainable and efficient use of resources*  
*IM-09 – Amenity*  
*IM-010 – Public access*  
*AIR-01 – Air quality*  
*LF-01 – Mauri and values of fresh water bodies*  
*LF-03 – Riparian areas and wetlands*  
*LF-04 – Values of soil*  
*LF-05 – High class soils*  
*ECO-01 – Ecological integrity and indigenous biodiversity*  
*EIT-01 – Energy*  
*HAZ-01 – Natural hazards*  
*HCV-01 – Historic and cultural heritage*  
*NATC-01 – Natural character*  
*UFD-01 – Built environment*

### UFD-P2 – Co-ordinating growth and infrastructure

Management of the built environment ensures:

1. the nature, timing and sequencing of new development is co-ordinated with the development, funding, implementation and operation of transport and other infrastructure, including additional infrastructure, in order to:
  - a. optimise the efficient and affordable provision of both the development and the infrastructure;
  - b. maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure;
  - c. protect investment in existing infrastructure; and

- d. ensure new development does not occur until provision for appropriate infrastructure necessary to service the development is in place;
2. the spatial pattern of land use development, as it is likely to develop over at least a 30-year period, is understood sufficiently to inform reviews of the Regional Land Transport Plan. As a minimum, this will require the development and maintenance of growth strategies where strong population growth is anticipated or as required for tier 3 local authorities as set out in UFD-P18 and its associated methods;
3. the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained; and
4. a co-ordinated and integrated approach across regional and district boundaries and between agencies; and
5. that where new infrastructure is provided by the private sector, it does not compromise the function of existing, or the planned provision of, infrastructure provided by central, regional and local government agencies.

*The relevant objectives are:*

*IM-O2 – Resource use and development*  
*IM-O3 – Decision making*  
*IM-O8 – Sustainable and efficient use of resources*  
*CE-O1 – Coastal environment*  
*EIT-O1 – Energy*  
*UFD-O1 – Built environment*

### **UFD-P3 – Marae and papakāinga**

To recognise the historical, cultural and social importance of marae and papakāinga and to provide for their ongoing use and development.

*The relevant objectives are:*

*IM-O2 – Resource use and development*  
*IM-O7 – Relationship of tangata whenua with the environment*  
*UFD-O1 – Built environment*

...

### **UFD-P6 – Information collection**

Information will be collected on development and infrastructure trends and pressures in the Waikato region, so that these trends and pressures can be responded to appropriately and in a timely manner, through management of the built environment.

*The relevant objectives are:*

*IM-O3 – Decision making*  
*UFD-O1 – Built environment*

### **UFD-P10 – Governance collaboration in the Future Proof area**

Central government, tangata whenua, and Future Proof local authorities will work collaboratively with respect to growth management in the Future Proof area.

*The relevant objectives are:*

*IM-O1 – Integrated management*  
*IM-O2 – Resource use and development*

## UFD-P11 – Adopting Future Proof land use pattern

Within the Future Proof area:

1. new urban development shall occur within the Urban and Village Enablement Areas indicated on Map 43 (5.2.10 Future Proof map (indicative only));
2. new residential (including rural-residential) development shall be managed in accordance with the timing indicated on Map 43 (5.2.10 Future Proof map (indicative only)) or in accordance with the timing provided for within an operative Future Development Strategy for the Future Proof sub-region in accordance with the National Policy Statement on Urban Development 2020;
3. new industrial development should predominantly be located in the strategic industrial nodes in Table 35 (APP12) and in accordance with the indicative timings in that table except as set out in clause (7) below;
4. other industrial development should only occur within the Urban Enablement Areas indicated on Map 43 (5.2.10 Future Proof map (indicative only)), unless there is a need for the industry to locate in the rural area in close proximity to the primary product source. Industrial development in urban areas other than the strategic industrial nodes in Table 35 (APP12) shall be provided for as appropriate in district plans;
5. new industrial development outside the strategic industrial nodes or outside the allocation limits set out in Table 35 shall not be of a scale or location where the development undermines the role of any strategic industrial node as set out in Table 35;
6. new industrial development outside the strategic industrial nodes must avoid, remedy or mitigate adverse effects on the transport system and on other infrastructure;
7. where alternative urban land release patterns are promoted, either out-of-sequence or unanticipated on Map 43 or in Table 35, including proposals outside of the urban or village enablement areas indicated on Map 43, through district plan and **development area** processes, justification shall be provided to demonstrate consistency with the principles of the Future Proof land use pattern and particular regard shall be had to the proposed development capacity only where the local authority determines that the urban development proposal is significant, by assessing the proposal for consistency with the operative Future Development Strategy for the Future Proof sub-region and responsive planning criteria in APP13; and
8. where land is required for activities that require direct access to Hamilton Airport runways and where these activities cannot be accommodated within the industrial land allocation in Table 35, such activities may be provided for within other land adjacent to the runways, providing adverse effects on the transport network and other infrastructure are avoided, remedied or mitigated.

*The relevant objectives are:*

*IM-02 – Resource use and development*  
*IM-03 – Decision making*  
*IM-05 – Climate change*  
*UFD-01 – Built environment*

## UFD-P12 – Density targets for Future Proof area

Future Proof territorial authorities shall seek to achieve compact urban environments that:

1. support existing commercial centres;
2. support multi-modal transport options, including active transport and rapid and frequent public transport;
3. -allow people to live, work and play within their local area;
4. support the delivery of a range of housing options;
5. enable building heights and density of urban form to realise as much development capacity as possible to maximise benefits of intensification within city centre zones unless modified to accommodate a qualifying matter;
6. enable building heights and density of urban form to reflect demand for housing and business use in metropolitan centre zones, and in all cases building heights of at least 6 storeys unless modified to accommodate a qualifying matter;
7. enable building heights of at least 6 storeys within at least a walkable catchment of existing and planned rapid transit stops, the edge of city centre zones and the edge of metropolitan centre zones unless modified to accommodate a qualifying matter;
8. within and adjacent to neighbourhood centre zones, local centre zones, and town centre zones (or equivalent), building heights and density of urban form should be enabled, commensurate with the level of commercial activities and community services unless modified to accommodate a qualifying matter; and
9. provide for high-quality urban environments that respond positively to local context, recognising that amenity values of the urban and built form in areas planned for intensification will develop and change over time and such change is not, in and of itself, an adverse effect.

In doing so, development provisions shall seek to achieve the following minimum net target densities (dwellings per hectare) in defined locations- To the extent that requirements in UFD-P12 above may result in a higher density for certain areas than the density identified in the table below, those higher densities shall prevail.

<b>Location</b>	<b>Net target densities (dwellings per hectare) to be achieved in defined locations<sup>1</sup></b>
Pōkeno	25-35 in defined intensification areas 20-25 in greenfield locations
Tuakau	25-35 in defined intensification areas 20-25 in greenfield locations
Te Kauwhata	25-35 in defined intensification areas 20-25 in greenfield locations
Ohinewai	20-25 in greenfield locations
Huntly	25-35 in defined intensification areas 20-25 in greenfield locations
Taupiri	25-35 in defined intensification areas 20-25 in greenfield locations
Ngāruawāhia	30-50 in defined intensification areas 20-25 in greenfield locations
Horotiu	25-35 in defined intensification areas 20-25 in greenfield locations
Raglan	25-35 in defined intensification areas 20-25 in greenfield locations

<sup>1</sup> Areas/locations are indicative and will be defined through individual Future Proof partners' plan making processes.

Hamilton	Te Rapa	20-65
	Rotokauri	20-40
	Frankton	50-70
	Hamilton Central City Area	100-200
	Hospital	40-65
	Ruakura	35-55
	University	30-45
	Chartwell	30-50
	Fairfield	30-50
	Peacocke	30-45
	Hamilton north-eastern future growth cell Horsham Downs- HT1	30-50
	Hamilton north-eastern future growth cell R2	30-50
	Hamilton western future growth cell WA	TBC
	Hamilton southern future growth cell S1 (Southern Links)	TBC
Other brownfield areas	30 in defined intensification areas	
Te Awamutu/Kihikihi	25-35 in defined intensification areas 20-35 in greenfield locations	
Pirongia	20-35 in greenfield locations	
Cambridge/Hautapu	25-35 in defined intensification areas 20-25 in greenfield locations	
<b>Village enablement areas</b>	<b>Net target densities (dwellings per hectare) to be achieved</b>	
Meremere Te Kowhai Rukuhia	12-15 where reticulated services exist	

Ōhaupō Ngāhinapōuri Karapiro	
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<p><i>The relevant objectives are:</i></p> <p><i>IM-02 – Resource use and development</i></p> <p><i>IM-03 – Decision making</i></p> <p><i>IM-05 – Climate change</i></p> <p><i>IM-08 – Sustainable and efficient use of resources</i></p> <p><i>IM-09 – Amenity</i></p> <p><i>UFD-01 – Built environment</i></p>
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### **UFD-P13 – Commercial development in the Future Proof area**

Management of the built environment in the Future Proof area shall provide for varying levels of commercial development to meet the wider community's social and economic needs, primarily through the encouragement and consolidation of such activities in existing commercial centres, and predominantly in those centres identified in Table 37 (APP12).

Commercial development is to be managed to:

1. support and sustain the vitality and viability of existing commercial centres identified in Table 37 (APP12);
2. support and sustain existing physical resources, and ensure the continuing ability to make efficient use of, and undertake long-term planning and management for the transport network, and other public and private infrastructure resources including community facilities;
3. recognise, maintain and enhance the Hamilton Central Business District as the primary commercial, civic and social centre of the Future Proof area, by:
  - a. encouraging the greatest diversity, scale and intensity of activities in the Hamilton Central Business District;
  - b. managing development within areas outside the Central Business District to avoid adverse effects on the function, vitality or amenity of the Central Business District beyond those effects ordinarily associated with trade competition on trade competitors; and
  - c. encouraging and supporting the enhancement of amenity values, particularly in areas where pedestrian activity is concentrated.
4. recognise that in addition to retail activity, the Hamilton Central Business District and town centres outside Hamilton are also centres of administration, office and civic activity. These activities will not occur to any significant extent in Hamilton outside the Central Business District in order to maintain and enhance the Hamilton Central Business District as the primary commercial, civic and social centre;
5. recognise, maintain and enhance the function of sub-regional commercial centres by:
  - a. maintaining and enhancing their role as centres primarily for retail activity; and
  - b. recognising that the sub-regional centres have limited non-retail economic and social activities;
6. maintain industrially zoned land for industrial activities unless it is ancillary to those industrial activities, while also recognising that specific types of commercial development may be appropriately located in industrially zoned land; and
7. ensure new commercial centres are only developed where they are consistent with (1) to (6) of this policy. New centres will avoid adverse effects, both individually and cumulatively on:

- a. the distribution, function and infrastructure associated with those centres identified in Table 37 (APP12);
  - b. people and communities who rely on those centres identified in Table 37 (APP12) for their social and economic wellbeing, and require ease of access to such centres by a variety of transport modes;
  - c. the efficiency, safety and function of the transportation network; and
  - d. the extent and character of industrial land and associated physical resources, including through the avoidance of reverse sensitivity effects.
8. recognise that in the long term, the function of sub-regional and town centres listed in Table 37 may change.

*The relevant objectives are:*

*IM-O2 – Resource use and development*

*IM-O3 – Decision making*

*IM-O8 – Sustainable and efficient use of resources*

*UFD-O1 – Built environment*

### **UFD-P14 – Rural-residential development in Future Proof area**

Management of rural-residential development in the Future Proof area will recognise the particular pressure from, and address the adverse effects of, rural-residential development in parts of the sub-region, and particularly in areas within easy commuting distance of Hamilton and:

1. avoid rezoning or developing highly productive land for rural lifestyle except as provided for in the National Policy Statement for Highly Productive Land 2022;
2. the potential adverse effects (including cumulative effects) from the high demand for rural-residential development;
3. the high potential for conflicts between rural-residential development and existing and planned infrastructure, including additional infrastructure, and land use activities;
4. the additional demand for community facilities, servicing and infrastructure created by rural-residential development;
5. the potential for cross-territorial boundary effects with respect to rural-residential development; and
6. has regard to the principles in APP11.

*The relevant objectives are:*

*IM-O2 – Resource use and development*

*IM-O3 – Decision making*

*UFD-O1 – Built environment*

### **UFD-P15 – Monitoring and review in the Future Proof area**

Waikato Regional Council will consider the need to review UFD-P11, including the extent, location and release of land for development as identified in the map and tables in 5.2.10 Future Proof map (indicative only) and APP12, in consultation with Hamilton City Council, Waipā District Council, Waikato District Council, tangata whenua and the NZ Transport Agency, if any of the following situations occur:

1. the reporting required by UFD-P6 and by the National Policy Statement on Urban Development recommends that a review is needed;
2. household and population growth varies by more than 10% over 5 consecutive years from the household and population predictions in the Future Proof Strategy;

3. the Future Proof partners agree that insufficient land exists within the Urban and Village Enablement Areas shown in Map 43 to cater for sufficient development capacity in the short, medium or long term;
4. the Future Proof partners agree that exceptional circumstances have arisen such that a review is necessary to achieve UFD-O1 in the Future Proof area; or
5. there is new or amended national direction from Government.

*The relevant objectives are:*

*IM-O3 – Decision making*

*UFD-O1 – Built environment*

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### **UFD-P18 – Tier 3 local authority areas outside the Future Proof Strategy**

New urban development in tier 3 local authority areas shall be managed in a way that:

1. recognises and provides for the intended urban development pattern as set out in any agreed council-approved growth strategy or equivalent council-approved strategies and plans;
2. contributes towards sufficient development capacity required to meet expected demand for housing and for business land over the short term, medium term, and long term as set out in the National Policy Statement on Urban Development;
3. focuses new urban development in and around existing settlements;
4. prevents a dispersed pattern of settlement and the resulting inefficiencies in managing resources that would arise from urban and rural residential development being located in the rural environment outside of identified urban growth areas;
5. avoids the cumulative effect that subdivision and consequent fragmented land ownership can have on the role of identified urban growth areas in providing a supply of land for urban development;
6. ensures that any development is efficient, consistent with, and supported by, appropriate infrastructure, including additional infrastructure, necessary to service the area;
7. has particular regard to the principles in APP11;
8. recognises environmental attributes or constraints to development and addresses how they will be avoided or managed including those specifically identified in UFD-M8, highly productive land and planning in the coastal environment as set out in CE-M1;
9. in relation to urban environments:
  - a. concentrates urban development through enabling heights and density in those areas of an urban environment with accessibility by active or public transport to a range of commercial activities, housing and community services, and where there is demand for housing and business use;
  - b. provides for high-quality urban design which responds positively to local context whilst recognising and allowing for amenity values of the urban and built form in areas planned for intensification to develop and change over time, and such change is not, in and of itself, an adverse effect;
  - c. enables a diverse range of dwelling types and sizes to meet the housing needs of people and communities, including for:
    - i. households on low to moderate incomes; and
    - ii. Māori to express cultural traditions and norms;
  - d. enables a variety of site sizes and locations in urban environments suitable for different business sectors;

- e. supports reductions in greenhouse gas emissions including through providing for an increasingly compact urban form that supports less carbon intensive transport modes such as active and public transport.

*The relevant objectives are:*

*IM-01 – Integrated management*

*IM-02 – Resource use and development*

*IM-03 – Decision making*

*IM-05 – Climate change*

*IM-08 – Sustainable and efficient use of resources*

*IM-09 – Amenity*

*EIT-01 – Energy*

*UFD-01 – Built environment*

### **UFD-P19 – Being responsive to significant unintended and out-of-sequence growth within tier 3 local authority areas**

Where alternative urban land release patterns are promoted through district plan and development area processes either out-of-sequence or unanticipated by a council-approved growth strategy or equivalent council strategies and plans, justification shall be provided to demonstrate consistency with the principles in APP11, and particular regard shall be had to the proposed development capacity only where the local authority determines that the urban development proposal is significant, by assessing the proposal for consistency with the criteria in APP14.

*The relevant objectives are:*

*IM-01 – Integrated management*

*IM-02 – Resource use and development*

*IM-03 – Decision making*

*IM-05 – Climate change*

*IM-08 – Sustainable and efficient use of resources*

*IM-09 – Amenity*

*EIT-01 – Energy*

*UFD-01 – Built environment*

## **Methods**

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### **UFD-M6 – Growth strategies**

In areas where significant growth is occurring or anticipated, territorial authorities should, and tier 1 and 3 territorial authorities shall, develop and maintain growth strategies or equivalent which identify a spatial pattern of land use and infrastructure development and staging for at least a 30-year period. The use of integrated spatial planning tools, such as the Waikato Integrated Scenarios Explorer, should be considered to explore future development options and to integrate land use planning with infrastructure.

*The relevant policy is:*

*UFD-P1 – Planned and co-ordinated subdivision, use and development*

## UFD-M7 – Urban development planning

Territorial authorities should ensure that before land is rezoned for **urban** development, urban development planning mechanisms such as development area plans are produced, which facilitate proactive decisions about the future location of urban development, give effect to any council-approved growth strategy or equivalent council-approved strategies and plans, and allow the information in UFD-M8 to be considered.

*The relevant policy is:*

*UFD-P1 – Planned and co-ordinated subdivision, use and development*

## UFD-M8 – Information to support new urban development and subdivision

District plan zoning for new urban development (and redevelopment where applicable), and subdivision and consent decisions for urban development, shall be supported by information which identifies, as appropriate to the scale and potential effects of development, the following:

1. the type and location of land uses (including residential, industrial, commercial and recreational land uses, and community facilities where these can be anticipated) that will be permitted or provided for, and the density, staging and trigger requirements;
2. the location, type, scale, funding and staging of infrastructure required to service the area;
3. multi-modal transport links and connectivity, both within the area of new urban development, and to neighbouring areas and existing transport infrastructure; and how the safe and efficient functioning of existing and planned transport and other regionally significant infrastructure will be protected and enhanced;
4. how existing values, and valued features of the area (including amenity, landscape, natural character, ecological and heritage values, water bodies, high class soils, highly productive land and significant view catchments) will be managed;
5. potential natural hazards and how the related risks will be managed;
6. potential issues arising from the storage, use, disposal and transport of hazardous substances in the area and any contaminated sites and describes how related risks will be managed;
7. how stormwater will be managed having regard to a total catchment management approach and low impact design methods;
8. any significant mineral resources (as identified through UFD-M29) in the area and any provisions (such as development staging) to allow their extraction where appropriate;
9. how the relationship of tangata whenua and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga has been recognised and provided for;
10. anticipated water requirements necessary to support development and ensure the availability of volumes required, which may include identifying the available sources of water for water supply;
11. how the design will achieve the efficient use of water;
12. how any locations identified as likely renewable energy generation sites will be managed;
13. the location of existing and planned renewable energy generation and consider how these areas and existing and planned urban development will be managed in relation to one another;
14. the location of any existing or planned electricity transmission network or national grid corridor and how development will be managed in relation to that network or corridor, including how sensitive activities will be avoided in the national grid corridor; and
1. how the proposal recognises and provides for any council-approved growth strategy or equivalent council-approved strategies and plans, and any development planning mechanisms such as development area plans.

*The relevant policy is:*

*UFD-P1 – Planned and co-ordinated subdivision, use and development*

### **UFD-M9 – Other party involvement**

Where development planning mechanisms, such as development area plans and growth strategies are being produced, territorial authorities should ensure that Waikato Regional Council, neighbouring regional and territorial authorities, infrastructure providers, health authorities, tangata whenua, industry organisations and affected land owners are provided the opportunity to have meaningful involvement in development planning.

*The relevant policy is:*

*UFD-P1 – Planned and co-ordinated subdivision, use and development*

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### **UFD-M20 – Provision for marae and papakāinga**

District plans shall make appropriate provision for development of marae and papakāinga.

*The relevant policy is:*

*UFD-P3 – Marae and papakāinga*

### **UFD-M21 – Sustainability of marae and papakāinga**

Territorial authorities should support the sustainable development, restoration or enhancement of marae and papakāinga, including by taking into account the need to address the following when preparing district plans:

1. infrastructure and utilities requirements;
2. social services, such as kōhanga, kura and wānanga, urupā and health services;
3. associated customary activities; and
4. the relationship of marae and papakāinga to the wider environment, wāhi tapu and sites of significance to Māori, including by management of important view shafts.

*The relevant policy is:*

*UFD-P3 – Marae and papakāinga*

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### **UFD-M33 – Keeping records on development and infrastructure trends**

Local authorities should keep records that will help to track and explain development and infrastructure trends. As a minimum, territorial authorities should keep, and make available to Waikato Regional Council, records on:

1. locations, lot numbers and lot sizes of subdivision consents granted, categorised according to district plan zones;
2. locations of building consents granted, categorised as residential and non-residential, and categorised according to district plan zones;
3. locations of vacant residential (including rural-residential) and industrial allotments;
4. major infrastructure changes and upgrades, including with respect to water supply, wastewater and local roading; and
1. demand and supply of dwellings, prices of dwellings, rents of dwellings, housing affordability, development capacity realised, and available data on business land for tier 1 and 3 local authorities.

*The relevant policy is:*  
*UFD-P6 – Information collection*

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### **UFD-M44 – Resourcing implementation in the Future Proof area**

Central government and Future Proof local authorities should ensure governance structures are in place, and adequate resources provided, to facilitate the implementation of the actions in the Future Proof Strategy (2022).

*The relevant policy is:*  
*UFD-P10 – Governance collaboration in the Future Proof area*

### **UFD-M45 – Consultation between governance agencies in the Future Proof area**

Consultation should occur between central government, Future Proof local authorities, tangata whenua, the NZ Transport Agency and other infrastructure providers, with respect to initiatives that could affect the interests of these parties.

*The relevant policy is:*  
*UFD-P10 – Governance collaboration in the Future Proof area*

### **UFD-M46 – Implementation protocols in the Future Proof area**

Central government, Future Proof local authorities, and tangata whenua should agree to protocols which document how the Future Proof Strategy (2022) is to be implemented.

*The relevant policy is:*  
*UFD-P10 – Governance collaboration in the Future Proof area*

### **UFD-M61 – Interim arrangements for tier 3 local authorities**

For any tier 3 territorial authority which is part of the Future Proof partnership, UFD-P18 and UFD-P19 and associated methods shall apply in the interim until Future Proof policies are updated to include that territorial authority.

*The relevant policy is:*  
*UFD-P10 – Governance collaboration in the Future Proof area*

### **UFD-M47 – District plan provisions to implement the Future Proof land use pattern**

Hamilton City Council, Waipā District Council and Waikato District Council shall, in consultation with Waikato Regional Council, tangata whenua and the NZ Transport Agency, review or prepare changes to their district plans and development area plans to identify enablement areas for future urban development, including future areas of major commercial and industrial development. The district plans shall ensure that urban development is located and managed in accordance with UFD-P11.

*The relevant policy is:*

## UFD-M48 – Land release in the Future Proof area

Hamilton City Council, Waipā District Council and Waikato District Council shall ensure land is zoned and Hamilton City Council, Waipā District Council, Waikato District Council, Waikato Regional Council, the New Zealand Transport Agency and other relevant government agencies should ensure that land is appropriately serviced, in accordance with UFD-P11, Map 43 (or in accordance with any revised timing as set out in UFD-P11 (2)), and Table 35 in APP12.

*The relevant policy is:*

UFD-P11 – Adopting Future Proof land use pattern

## UFD-M49 – Out-of-sequence or unanticipated urban development

District plans and development area plans can only consider an alternative urban land release, or an alternative timing of that land release, than that indicated on Map 43 (or in accordance with any revised timing as set out in UFD-P11 (2)), and Table 35 in APP12 provided that:

1. The land is not highly productive land, or if it is highly productive land:
  - a. The urban zoning is required to provide sufficient development capacity to meet demand for housing or business land to give effect to the National Planning Statement on Urban Development 2020; and
  - b. There are no other reasonably practical and feasible options for providing at least sufficient development capacity within the same locality and market while achieving a well-functioning urban environment; and
  - c. The environmental, social, cultural and economic benefits of rezoning outweigh the long-term environmental, social, cultural and economic costs associated with the loss of highly productive land for land-based primary production, taking into account both tangible and intangible values.
2. development proposals shall only be considered to be ‘significant’ for the purposes of UFD-P11 (7) where the local authority determines that the proposal is consistent with the relevant criteria A and B in APP13;
3. the timing of land release within urban and village enablement areas may only be amended where it is demonstrated that the proposal is consistent with criteria A in APP13 except where timing is being brought forward from beyond the long term as shown on Map 43, in which case criteria A and B in APP13 must be met;
4. when identifying additional urban or village enablement areas not shown on Map 43 it must be demonstrated that the proposal is consistent with criteria A and B in APP13;
5. when seeking to change a planned land use within urban or village enablement areas it must be demonstrated that the proposal is consistent with criteria A in APP13;
6. the effects of the change are consistent with the development principles set out in APP11;
7. in relation to Table 35, the land area allocated in a particular stage for a Strategic Industrial Node may be increased by bringing forward a future allocation from a later stage in that node where it is demonstrated that this would be consistent with criteria A in APP13. The total allocation for any one node, across all stages, may only be increased where it is demonstrated that this would be consistent with criteria A and B in APP13.

*The relevant policy is:*

UFD-P11 – Adopting Future Proof land use pattern

## UFD-M62 – Future Proof governance process for out-of-sequence or unanticipated urban development

The Future Proof partners shall develop a protocol to agree how to involve each of the partners in decision-making relating to out-of-sequence or unanticipated development.

*The relevant policy is:*

*UFD-P11 – Adopting Future Proof land use pattern*

## UFD-M63 – Housing Affordability

Future Proof partners should consider regulatory and non-regulatory methods to improve housing affordability such as increasing housing supply, greater housing choice, more diverse dwelling typologies, and alternative delivery partners.

*The relevant policy is:*

*UFD-P11 – Adopting Future Proof land use pattern*

## UFD-M64 – Public transport

The Future Proof partners shall investigate and confirm a preferred rapid and frequent public transport network including the location of corridors and services to support the Future Proof settlement pattern as set out in UFD-P11 and UFD-P12. Once a preferred rapid and frequent public transport network has been confirmed by the Future Proof Implementation Committee, Waikato District Council, Hamilton City Council and Waipā District Council shall undertake notice of requirement or other processes if necessary to ensure corridors are protected, and Waikato Regional Council will, through its Regional Public Transport Plan and Regional Land Transport Plan, investigate opportunities to support the Future Proof preferred public transport network.

*The relevant policy is:*

*UFD-P11 – Adopting Future Proof land use pattern*

## UFD-M65 – Blue-Green network

The Future Proof partners should work together to develop a sub-regional **blue-green network** strategy, with input from the community, affected landowners and other stakeholders. The strategy will assist in determining a sub-regional regulatory and non-regulatory framework for the establishment of a multi-functional blue-green network throughout the sub-region. The strategy will consider how the following aspects can be addressed holistically through the network:

1. opportunities and priorities for the connection, protection, enhancement and integration of the natural environment in new and intensified areas of urban development to promote positive biodiversity outcomes;
2. opportunities for the blue-green network to contribute to the restoration and enhancement of the health and wellbeing of the Waikato and Waipā rivers in accordance with Te Ture Whaimana/the Vision and Strategy;
3. sustainable design techniques and principles for the blue-green network, including water-sensitive urban design, low-impact urban design and development (LIUDD) methods for stormwater management, water demand management and reuse and integrated catchment planning;
4. opportunities to support active transport in blue-green corridors and the maintenance and enhancement of public access to regional and local open space assets;

5. opportunities to reintroduce biodiversity into urban areas through an urban forest programme; and
6. opportunities to maintain or enhance ecosystem services.
7. Recognise that higher density residential development should co-locate adjacent to these networks within urban environments to realise the benefits open space has on higher density living by providing outlook and amenity.

The blue-green strategy should build on and integrate with the objectives of local indigenous biodiversity strategies produced under ECO-M11, reserve management plans, active transport plans, and other relevant strategies and plans already developed by Future Proof local authorities.

Future Proof local authorities should have regard to the blue-green strategy when considering the most appropriate combination of regulatory and non-regulatory methods for implementing a blue-green network for each district. In the interim, when undertaking urban zoning and development area planning under UFD-M8, Future Proof local authorities should consider opportunities to develop blue-green networks.

*The relevant policy is:*

*UFD-P11 – Adopting Future Proof land use pattern*

### **UFD-M50 – District plan provisions and other mechanisms implementing density targets in the Future Proof area**

Hamilton City Council, Waipā District Council and Waikato District Council shall include provisions in their district plans and other mechanisms that seek to implement UFD-P12. Areas and locations for intensification shown in UFD-P12 are indicative and will be further defined through individual Future Proof partners' plan making processes.

*The relevant policy is:*

*UFD-P12 – Density targets for Future Proof area*

### **UFD-M51 – Advocacy for density targets in the Future Proof area**

Future Proof local authorities should advocate for the matters in UFD-P12 with respect to development proposals in the Future Proof area.

*The relevant policy is:*

*UFD-P12 – Density targets for Future Proof area*

### **UFD-M52 –Infill targets**

Hamilton City Council should aim for at least 50 per cent of growth to be through infill and intensification of existing urban areas. Waikato and Waipā District Councils should aim for 90 per cent of growth to be within identified urban enablement areas and village enablement areas and at least 20 per cent of growth within urban environments to be within existing parts of the townships, preferably in areas close to centres and current and future public transport stops.

*The relevant policy is:*

*UFD-P12 – Density targets for Future Proof area*

## UFD-M66 – Changing amenity values within urban environments

Waikato District Council, Hamilton City Council and Waipā District Council shall include provisions in their district plans and other mechanisms that identify anticipated future amenity outcomes in areas planned for intensification within urban environments, and recognise and allow for amenity values within these locations to develop and change over time.

*The relevant policy is:*

*UFD-P12 – Density targets for Future Proof area*

## UFD-M53 – District plan provisions on commercial development in the Future Proof area

Hamilton City Council, Waipā District Council and Waikato District Council district plans shall manage new commercial development in accordance with UFD-P13.

*The relevant policy is:*

*UFD-P13 – Commercial development in the Future Proof area*

## UFD-M54 – Advocacy for commercial development in the Future Proof area

Waikato Regional Council, Hamilton City Council, Waipā District Council and Waikato District Council should advocate for the directions in UFD-P13 with respect to development proposals in the Future Proof area.

*The relevant policy is:*

*UFD-P13 – Commercial development in the Future Proof area*

## UFD-M67 – Metropolitan centres

Centres identified in Table 37 as future metropolitan centres may be re-classified in district plans as metropolitan centres where it can be demonstrated that the following features are met:

1. the centre generally contains/enables medium-high density development;
2. the centre performs a sub-regional rather than local role;
3. the centre supports active modes and high-quality public transport with high trip generation;
4. the centre serves an important economic function;
5. the centre has/enables an evening and night economy;
6. the centre provides high quality, destination public spaces;
7. the centre provides for employment in a broad range of commercial, community and recreational activities;
8. the change in the centre's role and function in the sub-regional hierarchy does not undermine the vitality and viability of existing centres and does not undermine the role of the Hamilton Central Business District as the primary commercial, civic and social centre of the Future Proof area; and
9. the centre contributes to a well-functioning urban environment.

*The relevant policy is:*

*UFD-P13 – Commercial development in the Future Proof area*

## UFD-M55 – District plan provisions and growth strategies managing rural residential development in the Future Proof area

Waipā District Council and Waikato District Council shall include provisions in district plans and growth strategies to give effect to UFD-P14. This will include avoiding rezoning or developing highly productive land for rural lifestyle except as provided for in the National Policy Statement for Highly Productive Land 2022 and strictly limiting rural-residential development in the vicinity of Hamilton City.

*The relevant policy is:*

*UFD-P14 – Rural-residential development in Future Proof area*

## UFD-M56 – Rural-residential development around Hamilton

Waipā District Council and Waikato District Council shall work with Hamilton City Council, and in association with Waikato Regional Council, tangata whenua, the NZ Transport Agency and other infrastructure providers, to develop agreements about the nature of rural-residential development in the vicinity of Hamilton City, and ways to prevent adverse impacts on infrastructure that services Hamilton City and future city development.

*The relevant policy is:*

*UFD-P14 – Rural-residential development in Future Proof area*

## UFD-M57 – Directing development to rural-residential zones in the Future Proof area

Waipā District Council and Waikato District Council should investigate, and shall consider adopting through district plans, provisions such as transferable development rights which will allow development to be directed to rural-residential zones identified in district plans.

*The relevant policy is:*

*UFD-P14 – Rural-residential development in Future Proof area*

## UFD-M58 – Reporting on development in the Future Proof area

Waikato Regional Council, Hamilton City Council, Waipā District Council and Waikato District Council should, in association with tangata whenua and the NZ Transport Agency, prepare a report at least at yearly intervals, which:

1. summarises monitoring results in accordance with UFD-P6;
2. summarises monitoring results as required under the National Policy Statement on Urban Development 2020; and
3. assesses contributions towards achieving Future Proof's key performance indicators.

*The relevant policy is:*

*UFD-P15 – Monitoring and review in the Future Proof area*

## UFD-M68 – Review of provisions

Waikato Regional Council, in conjunction with Hamilton City Council, Waipā District Council and Waikato District Council, and in consultation with tangata whenua and central government will assess the need for a review of UFD-P11 at a minimum of five-yearly intervals.

*The relevant policy is:*

## UFD-M69 – Council-approved growth strategy or equivalent in tier 3 local authority areas

Tier 3 local authorities shall prepare a new or updated council-approved growth strategy, or equivalent council-approved plans and strategies, to manage growth in accordance with UFD-P18.

The growth strategy or equivalent council-approved plans and strategies must be notified by a date agreed to between the local authority and the Regional Council, and must address:

1. how the local authority will provide sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term as set out in the National Policy Statement on Urban Development 2020;
2. the values and aspirations of hapū and iwi for urban development;
3. the location and extent of urban settlements meeting the definition of a tier 3 urban environment;
4. the location, land use types, staging, density and trigger requirements of future urban growth areas;
5. identification of any areas within urban environments where greater heights and density of urban form are to be enabled;
6. the type, scale and staging of infrastructure required to support or service development capacity, including three waters infrastructure, along with the general location of the corridors and other sites required to provide it;
7. the multi-modal transport links and infrastructure required to service urban development and urban environments, both within an area of new development and connecting to neighbouring areas and existing transport infrastructure, in a way that provides good accessibility between housing, jobs, community services, natural spaces and open spaces; and
8. the development principles in APP11.

The council-approved growth strategy or equivalent council-approved strategies and plans must be developed through a non-Resource Management Act special consultative procedure or a Schedule 1 Resource Management Act process.

*The relevant policy is:*

*UFD-P18 – Tier 3 local authority areas outside the Future Proof Strategy*

## UFD-M70 – District Plans

Tier 3 local authorities shall include provisions in district plans to give effect to UFD-P18.

*The relevant policy is:*

*UFD-P18 – Tier 3 local authority areas outside the Future Proof Strategy*

## UFD-M71 – Housing Affordability

Where there is evidence that there is a housing affordability issue in the local authority area, tier 3 local authorities should consider regulatory and non-regulatory methods to improve housing affordability-such as increasing housing supply, greater housing choice, more diverse dwelling typologies, and alternative delivery partners.

*The relevant policy is:*

*UFD-P18 – Tier 3 local authority areas outside the Future Proof Strategy*

### **UFD-M72 – Interim arrangements**

Until such time as a local authority has prepared or updated its council-approved growth strategy, or equivalent council-approved strategies and plans, in accordance with UFD-M69, urban growth shall be managed in accordance with the Regional Policy Statement, the council’s district plan, existing adopted council-approved growth strategies for the district, and the council’s current infrastructure strategy.

*The relevant policy is:*

*UFD-P18 – Tier 3 local authority areas outside the Future Proof Strategy*

### **UFD-M73 – Interim arrangements for Future Proof tier 3 territorial authorities**

For any tier 3 territorial authority which is part of the Future Proof partnership, UFD-P18 and UFD-P19 and associated methods shall apply in the interim until Future Proof policies UFD-P11, UFD-P12, UFD-P14 and UFD-P15 are updated to include that territorial authority.

*The relevant policy is:*

*UFD-P18 – Tier 3 local authority areas outside the Future Proof Strategy*

### **UFD-M74 – Tier 3 out-of-sequence or unanticipated developments**

District plans (including plan changes) and development area plans can only consider an alternative urban land release, or an alternative timing of that release, than that set out in the council-approved growth strategy or equivalent council strategies and plans provided that:

1. The land is not highly productive land, or if it is highly productive land:
  - a. The urban zoning is required to provide sufficient development capacity to meet expected demand for housing and business land in the district; and
  - b. There are no other reasonably practical and feasible options for providing the required development capacity; and
  - c. The environmental, social, cultural and economic benefits of rezoning outweigh the long-term environmental, social, cultural and economic costs associated with the loss of highly productive land for land-based primary production, taking into account both tangible and intangible values.
2. development proposals shall only be considered to be ‘significant’ for the purposes of UFD-P19 where the local authority determines that the proposal is consistent with the criteria in APP14;
3. sufficient evidence is provided to allow the council to assess the development against the principles set out in APP11 and APP14; and
4. where a council-approved growth strategy or equivalent council strategies and plans are not yet adopted, the district plan or development area plan proposal shall provide sufficient evidence, as far as practicable, to allow the local authority to determine the degree of consistency with the relevant criteria in APP14.

*The relevant policy is:*

*UFD-P19 – Being responsive to significant unintended and out-of-sequence growth within tier 3 local environments*

## Principal reasons

### UFD-PR1 – Planned and co-ordinated subdivision, use and development

To effectively address SRMR-I4 and to achieve UFD-O1 it is very important that there is a planned and co-ordinated approach to developing the built environment which anticipates and addresses cumulative effects over the long term.

APP11 includes a set of principles to guide future development of the built environment within the Waikato region. These principles are not absolutes and it is recognised that some developments will be able to support certain principles more than others. In some cases, certain principles may need to be traded off against others. It is important, however, that all principles are appropriately considered when councils are managing the built environment. The principles are supported by UFD-M1, UFD-M2, UFD-M3 and UFD-M4.

Notwithstanding the above, the policies and methods in UFD-P18 set out an expectation that when tier 3 local authorities are developing new Council approved growth strategies, or equivalent council strategies and plans that have been developed in accordance with Regional Policy Statement policies, they shall give particular regard to applying the development principles in APP11.

When assessing out-of-sequence development proposals outside of the planned growth pattern in tier 1 and 3 local authorities, the policies and methods also set this expectation and require that proposals should provide sufficient evidence to allow the council to assess and have particular regard to how the development addresses the principles set out in APP11. Whilst it may not be possible that all principles are given effect to in their entirety for every proposal, there is an expectation that they shall all be addressed with good reasons given if some principles are unable to be fully met.

UFD-M2 provides direction for managing reverse sensitivity. Reverse sensitivity is the vulnerability of a lawfully established activity to a new activity or land use. It arises when an established activity causes potential, actual or perceived adverse environmental effects on the new activity, to a point where action may be taken to restrict the operation or mitigate effects of the established activity.

UFD-M5 provides direction for managing rural-residential development. Rural-residential development in some cases has created effects such as reducing options for use of high class soils, increasing pressure on roading systems, increasing potential for natural hazards and creating tensions between existing rural land uses. In some areas, due to the extent of subdivision and the nature of the landscape, these effects are greater than in others. Demand for rural-residential development is particularly high near Hamilton, between Hamilton and Auckland, and many high amenity areas such as coastal areas, river margins and lake margins. There need to be stronger controls on rural-residential development in such areas. Where there is less demand, there are still potential effects of rural-residential development that should be managed, but a more flexible management regime may be appropriate.

Growth strategies are a recognised method to strategically plan for development, particularly in areas of high population growth (UFD-M6). They can be used to effectively plan for the integrated management of infrastructure with land use, and are a key tool for tier 1 and 3 local authorities to demonstrate how the intended pattern of urban development gives effect to the

National Policy Statement on Urban Development 2020. At a smaller scale, methods such as development area plans and town plans are useful means of planning for urban development (UFD-M7).

Whether through such development planning mechanisms or through consent processes, it is important that decisions about new urban development are made on the basis of information that allows an assessment of the full effects of the development (UFD-M8). The information requirements will therefore vary greatly for different developments. Other methods under this policy also support a planned and comprehensive approach to development.

It is recognised that it is not appropriate to apply the same definition of 'planned' in all instances. For example, in the case of a specific subdivision proposal, it would be appropriate to apply a restricted definition incorporating only consented or designated infrastructure. However, where district plan changes, growth strategies or development area plans are being considered the term 'planned' covers infrastructure where funding has been allocated to provide for the infrastructure project and where such infrastructure is subject to consenting or designation processes.

## **UFD-PR2 – Co-ordinating growth and infrastructure**

UFD-P2 is to ensure co-ordination between land use and infrastructure planning and development so that development can be appropriately serviced by infrastructure in a cost-effective manner, and so that land use change does not result in unplanned effects on the functioning of it. The way in which the term 'planned' is to be applied is explained in UFD-PR1.

The policy and its methods aim to ensure that the future spatial land use pattern is understood sufficiently to inform future investment in transport infrastructure. To do this, growth strategies will be needed in areas of strong population growth or as required in UFD-P18 and its associated methods for tier 3 local authorities. Where there is no growth strategy (where population growth is not so strong), urban development should be directed to existing urban areas so that there is reasonable certainty that the settlement pattern will not significantly change over the 30-year period (UFD-M13).

The requirement in UFD-M11 for a long-term strategic approach recognises that councils need to think ahead and plan proactively for future land use change and infrastructure requirements. The method also identifies transport related outcomes that will help to ensure good integration between transport and development.

A range of other methods are identified for implementing the policy. The methods recognise that there are a range of planning mechanisms that can help to integrate land use with infrastructure (UFD-M14 and UFD-M18). UFD-M12, UFD-M15, UFD-M16 and UFD-M17 recognise that a range of agencies across different jurisdictions need to be involved to ensure integration.

Just as development area planning is needed for intensive development on land, there is a growing need for better planning and management of infrastructure in the coastal marine area. While territorial authorities develop land-based development area plans, Waikato Regional Council is responsible for the integrated management of infrastructure in the coastal marine area as signalled in UFD-M19.

### **UFD-PR3 – Marae and papakāinga**

Enabling people and communities to provide for their social, economic and cultural wellbeing is part of the purpose of the Resource Management Act; and recognising and providing for the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu and other taonga is a matter of national importance. Marae are integral to Māori culture and traditions, as are papakāinga and other associated facilities. Tangata whenua expect demand on marae and papakāinga around the region to increase as, for example, people increasingly look to return to their roots. District plans should enable papakāinga and supporting services.

Marae can also provide services to the wider, non-Māori, community, for example as meeting places or civil defence bases. They are characteristic of the Waikato region, which is a reflection of historic settlement patterns and the significance of the region to Māori. Papakāinga need not be contiguous with the marae it supports, may be located on general land title and can be located in both urban and rural areas.

It is important to the wellbeing of tangata whenua to ensure the long-term sustainability of marae. This can be achieved by ensuring marae are supported by the necessary physical, social, cultural and environmental services.

### **UFD-PR10 – Governance collaboration in the Future Proof area**

UFD-P10 recognises that there needs to be a continued collaborative effort by the Future Proof partners (central government, partner councils and tangata whenua) in order to implement the Future Proof Strategy. The Strategy lists a range of implementation actions. These need to be supported by appropriate resources such as staff and financial allocations, and appropriate structures such as governance arrangements.

UFD-M44 is to ensure these matters are provided for. UFD-M45 anticipates that the partners may become involved in specific growth management matters which could affect the interests of one or more of the partners. In this case, consultation with the partners would seek to ensure partner interests are taken into account. UFD-M46 recognises that from time to time agreements between the partners may be appropriate to ensure growth management is consistent with the intentions of the Future Proof Strategy.

### **UFD-PR11 – Adopting Future Proof land use pattern**

UFD-P11 enables urban development consistent with the land use pattern and sequencing that has been established through the Future Proof process. Clauses (3) to (8), along with Table 35, provide clear guidance on where industrial development should occur in the Future Proof area. This is very important to ensure integrated planning of industrial land use and infrastructure. Future industrial development should focus on the support and protection of identified industrial nodes.

UFD-M47 recognises that although the Strategy has determined a settlement pattern for the Future Proof area, the detail of urban and village enablement areas and future commercial and industrial development locations down to property level need to be determined through district plan processes. The method also recognises that district plan provisions, such as rules, need to ensure development is managed in accordance with UFD-P11.

UFD-M48 recognises that to achieve the Future Proof land use pattern, sufficient land needs to be zoned for development and that appropriate provisions need to be made for servicing this development. Councils and other infrastructure providers, such as New Zealand Transport Agency, will have a role in the timely provision of infrastructure.

UFD-M49 provides for some responsiveness in the staged release of urban land while ensuring that the relevant growth management principles established in the Future Proof Strategy are not compromised. The importance of the settlement pattern set out in Map 43 and in Table 35 to the efficient integration of land use and infrastructure in the Future Proof sub-region is such that alternative land release is only expected to occur where comprehensive and robust evidence has been provided to satisfy the criteria in UFD-M49.

Future Proof has developed two sets of criteria in APP13 to assist local authorities in responding to district plan or development area plan proposals when they are either out of sequence or unanticipated by the Future Proof settlement pattern. Developments are only considered to be significant where they meet the criteria in APP13 and particular regard is given to the proposed development capacity only where a development is significant. This pathway does not apply to resource consents. This is in accordance with policy 8 of the National Policy Statement on Urban Development 2020.

Where a proposal for urban development is out of sequence, but within an urban or village enablement area (for example, bringing forward development), Criteria A will apply. Where a proposal for urban development is bringing forward development from beyond long term as shown on Map 43, into an earlier timeframe, Criteria A and B will apply. Where a proposal for urban development is within an urban or village enablement area but proposes an unanticipated land use, Criteria A will apply. Where a proposal for urban development is outside of an urban or village enablement area and is unanticipated by the Future Proof settlement pattern, Criteria A and B will apply. The matters listed in Criteria A and Criteria B are not ranked. However, collectively these criteria are intended to assist territorial authorities to determine whether a proposed plan change would create significant development capacity. It will be at the discretion of the relevant territorial authority to undertake a comprehensive assessment and give the appropriate weighting to the criteria, depending on the particular circumstance.

The timing of growth cells R2, HT1 and WA on the periphery of Hamilton which are subject to the Strategic Boundary Agreement 2020 between Waikato District Council and Hamilton City Council, will be subject to timing under that agreement. A proposal to bring forward development in those cells outside of that agreement will be subject to assessment under Criteria A and B in APP13 to determine if the development is significant and whether particular regard should be given to it.

UFD-M62 recognises that Future Proof councils will need to work together in some circumstances to best give effect to the Future Proof principles when considering out-of-sequence or unanticipated development proposals.

Map 43 provides an overview of urban and village enablement areas in order to guide implementation of the settlement pattern at a district level. It is expected that district level planning mechanisms such as development area planning and district plan zoning will establish the urban and village enablement areas at a property scale. The timing shown on Map 43 may be updated by a Future Development Strategy where adopted in accordance with the National Policy Statement on Urban Development 2020. This will provide for alignment of land use and

infrastructure staging to meet the development capacity required under the National Policy Statement on Urban Development 2020, within the urban and village enablement areas.

UFD-P11 and UFD-P12 set out a pattern of urban enablement which will provide for a range of housing and business locations and types, and for sufficient development capacity to meet demand for housing and business land, including a margin to enable competitive land markets. UFD-M63 recognises that the affordability of housing is a complex issue for which councils have limited tools. Enabling housing supply and a variety of housing typologies may assist with housing affordability. Other regulatory or non-regulatory tools available to councils to assist in addressing housing affordability should be investigated, acknowledging that there will also need to be a range of central government, private sector, and community sector interventions.

UFD-M64 recognises that the successful implementation of the Future Proof settlement pattern will rely upon good quality public transport provision. The progression of a programme business case will provide an evidential base for further decision-making on a future rapid and frequent public transport network.

UFD-M65 sets out how the Future Proof partners will collaborate with one another, with community, affected landowners, and other stakeholders to develop a multi-functional, cross-boundary blue-green network which will be a defining spatial concept that aims to restore, enhance, connect and improve the natural environment within the Future Proof sub-region in a way that can integrate with new urban development and improve the liveability of urban areas.

### **UFD-PR12 – Density targets for Future Proof area**

UFD-P12 seeks to ensure that over time, urban development will become more compact through the promotion of development density targets. This is to improve housing choice and affordability, walking and cycling, and the viability of public transport, including rapid and frequent public transport, thereby reducing energy demand and reducing the need for future transport infrastructure development. Other benefits of this approach include reducing transport impacts on air quality, reducing greenhouse gas emissions, improving efficient use of water infrastructure, reducing urban sprawl onto high quality farm land and reducing other adverse effects of urban development, such as reverse sensitivity impacts on existing land uses and limitations on access to mineral resources. To achieve more compact development there is an expectation that amenity in these areas will change over time with a need for planning instruments to identify the anticipated future amenity outcomes for these areas. The methods are to ensure this policy is implemented through provisions in district plans and through advocacy with respect to development proposals. Areas and locations for intensification listed in the table in UFD-P12 are indicative and will be defined through individual Future Proof partners' plan making processes.

### **UFD-PR13 – Commercial development in the Future Proof area**

The Future Proof Strategy contains a number of principles that are relevant in terms of future commercial development, such as:

- support for existing commercial centres,
- encouragement of development to support existing infrastructure, and
- ensuring thriving town centres where people can “live, work, play and visit”.

UFD-P13 supports these principles and assists with ensuring integrated planning of commercial land use and infrastructure for the sub-region. It is important that commercial development does not occur in locations where it will have unacceptable impacts on transport systems, on the functioning of existing commercial centres, and on areas specifically provided for industrial development. The policy supports the location of commercial development where it will be needed to service anticipated future population growth. The methods are to ensure the directions of UFD-P13 are supported through district plans and advocacy.

Table 37 describes a commercial hierarchy for the Future Proof area. It identifies key centres where future commercial development is to be focused. The Hamilton Central Business District, sub regional centres and town centres generally provide a focus for community activity and social interaction, enabling convenient access to a range of goods and services by a variety of transport modes. The city centre and towns are also centres of administration, office and civic activity and it is intended that they will remain so rather than having those activities dispersed. Accordingly, these activities will not occur to any significant extent in the sub-regional centres as these centres are to remain predominantly as retail centres.

UFD-P13 requires the region's district and city councils to determine an appropriate range, location and scale of commercial development within their district in order to maintain and enhance the vitality and viability of relevant centres including the role of the Hamilton Central Business District as the primary commercial, civic and social centre of the Future Proof area. In doing so, councils will need to consider the potential for new development to result in adverse effects on the function, vitality and amenity of the Hamilton Central Business District.

UFD-P13 recognises that the function of centres may change over time. UFD-M67 sets out features which will act as pre-conditions prior to re-classifying sub-regional or town centres in Table 37 as metropolitan centres. This will ensure the centres are able to perform the functions as set out in the National Policy Statement on Urban Development 2020 for metropolitan centre zones without undermining the role of existing centres in the hierarchy. Table 37 sets out an indicative timeframe for when it is expected that these centres may transition to metropolitan centres, dependent upon the pre-conditions being met.

### **UFD-PR14 – Rural-residential development in Future Proof area**

UFD-P14 establishes a policy framework for managing development in the Waikato region, including the Future Proof area. UFD-P14 recognises that there are particular pressures for rural-residential development in parts of the Future Proof area, particularly near Hamilton City. UFD-M55 and UFD-M57 recognise that these pressures need to be managed through district plan provisions. UFD-M56 recognises that an individual agency's decisions about rural-residential development and infrastructure can impact on the interests of other agencies, and that a collaborative approach is needed to minimise conflicts. Not managing rural-residential development would undermine the objectives of Future Proof.

### **UFD-PR15 – Monitoring and review in the Future Proof area**

UFD-P6 establishes the need to collect and report information on development trends and pressures, which also applies to the Future Proof area, alongside requirements under the National Policy Statement on Urban Development 2020. UFD-P15 and UFD-M58 state further information requirements for the Future Proof area that are needed to help inform future revisions of the Future Proof Strategy.

The map and tables in 5.2.10 Future Proof maps (indicative only) and APP12 are based on assumptions about likely future development trends and requirements in the Future Proof area. UFD-P15 and method UFD-M68 recognise that conditions could change such that the matters in UFD-P11 need to be reviewed in order to ensure ongoing management of development in the Future Proof area remains appropriate.

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### **UFD-PR18 – Tier 3 local authority areas outside the Future Proof Strategy**

UFD-P18 provides direction on how to manage urban development within tier 3 local authorities in a way that is consistent across the region and gives effect to the National Policy Statement on Urban Development 2020. It includes specific direction for managing development within tier 3 urban environments. The purpose of this policy is to guide district-wide planning for new urban development. Determining whether a territorial authority is a tier 3 local authority may be done via a resolution of the council.

Clauses (1) to (8) set out how growth is to be managed at a district-wide scale and the requirement for a council-approved growth strategy or equivalent council-approved strategies and plans, that will set out the intended urban development pattern to meet expected demand for housing and business land. Equivalent council approved strategies or plans might include district plans, long term plans, infrastructure strategies or other council strategies or plans as determined by local authorities. In developing a growth strategy (or equivalent) there is an expectation that councils will have particular regard to the principles in APP11. Whilst it may not be possible that all APP11 principles are given effect to in their entirety for every proposal, it is anticipated that they shall all be addressed, with good reasons given if some principles are unable to be fully met. Once a growth strategy has been adopted in accordance with these provisions, there is an expectation that new urban development will continue to be managed to have regard to APP11 principles.

Clause (9) provides specific direction for urban environments. It sets out that new urban development in appropriate locations within urban environments will become more compact and higher over time. This is to support improvements to housing choice and affordability, and the viability of public transport, walking and cycling, thereby reducing energy demand and greenhouse gas emissions. Other benefits of this approach include reducing the need for future transport infrastructure development, improving efficient use of waters infrastructure, and reducing urban sprawl onto highly productive land. To achieve more compact development there is an expectation that high quality urban design will be achieved so as to maintain or enhance amenity, whilst recognising that amenity in these areas will change over time, and such change is not, in and of itself, an adverse effect. Compact urban form and intensified urban development will only be appropriate in areas free from hazard risks and other constraints as set out in other policies and methods in the Regional Policy Statement, including UFD-M8.

UFD-M69 sets out a framework for tier 3 local authorities to develop council-approved growth strategies (or equivalent) to determine the intended pattern of land development within the local authority area. Growth strategies are a recognised method to strategically plan for development. They can be used to effectively plan for the integrated management of infrastructure with land use and are a key tool for tier 3 local authorities to identify the location and extent of any tier 3 urban environment and to demonstrate how the intended pattern of urban development gives effect to the National Policy Statement on Urban

Development 2020. The list of matters to address in council-approved growth strategies (or equivalent) also includes environmental attributes and constraints to development as required by other objectives and policies in the Regional Policy Statement, and the development principles set out in APP11. The method provides flexibility for councils to address matters in UFD-P18 through other council plans and strategies rather than through a separate growth strategy document.

UFD-M70 recognises that district plan processes will be required to give effect to UFD-P18. Changes to district plans intended to implement a growth strategy (or equivalent) will need to be considered on their own merits under the Resource Management Act. UFD-M8 addresses the information requirements to support district plan zoning changes.

UFD-M71 recognises that the affordability of housing is a complex issue for which councils have limited tools. Enabling housing supply and a variety of housing typologies may assist with housing affordability. Where an affordability issue has been identified, other regulatory or non-regulatory tools available to councils to assist in addressing housing affordability should be investigated, acknowledging that there will also need to be a range of central government, private sector, and community sector interventions.

UFD-M72 clarifies how new urban development is to be managed until such time as a council-approved growth strategy or equivalent strategies and plans have been notified, in order to ensure that the requirements of the National Policy Statement on Urban Development 2020 are given effect to as far as practicable in the interim and to provide a baseline against which out-of-sequence/unanticipated proposals can be compared.

UFD-M73 clarifies that if a tier 3 territorial authority becomes part of the Future Proof partnership, UFD-P18 and UFD-P19 will continue to apply until such time as the Future Proof Regional Policy Statement policies are updated to include that territorial authority. This is because the Future Proof policies do not currently contain reference to territorial authorities outside of Waikato District Council, Hamilton City Council and Waipā District Council.

### **UFD-PR19 – Being responsive to significant unintended and out-of-sequence growth within tier 3 local authority areas**

There is an expectation that urban development will be consistent with the council-approved growth strategy or equivalent council strategies and plans as required by UFD-P18. UFD-P19 and UFD-M73, however, set out a framework for tier 3 local authorities to be responsive to significant out-of-sequence or unanticipated growth proposals through district plan or development area processes around tier 3 urban environments. This pathway does not apply to resource consents. This is in accordance with policy 8 of the National Policy Statement on Urban Development 2020.

There is an expectation that an assessment against APP11 development principles is included in all proposals as these guide all future development of the built environment, including urban environments, within the region.

A set of criteria is included in APP14 to assist local authorities in responding to proposals when they are either out-of-sequence or unanticipated by a council-approved growth strategy or equivalent council-approved strategies and plans. Developments are only considered to be

significant where they meet the criteria in APP14 and particular regard is only given to the proposed development capacity where a development is significant.

The matters listed in APP14 are not ranked, and are intended to assist territorial authorities to determine whether a proposal would create significant development capacity. It will be at the discretion of the relevant territorial authority to undertake a comprehensive assessment and give the appropriate weighting to the criteria, depending on the particular circumstance.

In tier 3 urban environments where there is no, or limited, public transport there is an expectation that new development and redevelopment occurs in way that can accommodate public transport in the future and that densities are increased where this would make the provision of public transport more feasible.

## Anticipated environmental results

<b>UFD-AER1</b>	New development is not subject to intolerable levels of risk from natural hazards.
<b>UFD-AER2</b>	There is greater use of walking, cycling and public transport in urban areas.
<b>UFD-AER3</b>	Vehicle kilometres travelled per capita are reduced.
<b>UFD-AER4</b>	Solid waste entering landfill is reduced.
<b>UFD-AER5</b>	Indigenous biodiversity in urban (including rural-residential) areas is improved.
<b>UFD-AER6</b>	Most rural-residential development occurs in identified areas.
<b>UFD-AER7</b>	Rural-residential development does not inhibit ability to allow for expected urban expansion needs.
<b>UFD-AER8</b>	Fragmentation of highly productive land is reduced.
<b>UFD-AER9</b>	New development does not impact on the efficiency and effectiveness of existing infrastructure.
<b>UFD-AER10</b>	Development of the built environment does not result in a reduction in valued natural environments, landscapes, heritage sites, or amenity values, recognising however that amenity values will change over time within tier 1 and 3 urban environments.
<b>UFD-AER11</b>	New urban developments are more compact.
<b>UFD-AER12</b>	Development of the built environment does not prevent extraction of minerals from identified significant mineral resources.
<b>UFD-AER13</b>	Development does not reduce access to water bodies and the coast.
<b>UFD-AER14</b>	There is increased adoption of low-impact stormwater design.
<b>UFD-AER15</b>	There are increased examples of green/sustainable technologies in the Waikato region.

<b>UFD-AER16</b>	Development in the Future Proof area is consistent with the Future Proof Guiding Principles (Section A3 of Future Proof Strategy).
<b>UFD-AER17</b>	District plans provide for the development of marae and papakāinga.
<b>UFD-AER21</b>	Regionally significant industry is retained and provided for.
<b>UFD-AER22</b>	Development in tier 3 local authorities is consistent with a council-approved growth strategy or equivalent council strategies and plans that have been developed in accordance with Regional Policy Statement policies.
<b>UFD-AER23</b>	Reduced greenhouse gas emissions in tier 1 and 3 urban environments.

## 5 Proposed changes to ‘Part 5 – Appendices and maps’ section

### 5.1 Proposed changes to ‘5.1 Appendices’ section

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#### APP11 – Development principles

##### General development principles

The general development principles for new development are:

- a) support existing urban areas in preference to creating new ones;
- b) occur in a manner that provides clear delineation between urban areas and rural areas;
- c) make use of opportunities for urban intensification and redevelopment, particularly within urban centres and along future rapid transit routes, to minimise the need for urban development in greenfield areas;
- d) not compromise the safe, efficient and effective operation and use of existing and planned infrastructure, including transport infrastructure, and should allow for future infrastructure needs, including maintenance and upgrading, where these can be anticipated;
- e) connect well with existing and planned development and infrastructure;
- f) identify water requirements necessary to support development and ensure the availability of the volumes required;
- g) be planned and designed to achieve the efficient use of water;
- h) be directed away from identified significant mineral resources and their access routes, natural hazard areas, energy and transmission corridors, locations identified as likely renewable energy generation sites and their associated energy resources, **regionally significant industry**, highly productive land, and primary production activities on highly productive land except in accordance with the National Policy Statement for Highly Productive Land 2022.;
- i) promote compact urban form, design and location to:
  - i) minimise energy and carbon use;
  - ii) minimise the need for private motor vehicle use;

- iii) maximise opportunities to support and take advantage of public transport in particular by encouraging employment activities in locations that are or can in the future be served efficiently by public transport;
- iv) encourage walking, cycling and multi-modal transport connections; and
- v) maximise opportunities for people to live, work and play within their local area;
- j) maintain or enhance landscape values and provide for the protection of historic and cultural heritage;
- k) promote positive indigenous biodiversity outcomes and protect significant indigenous vegetation and significant habitats of indigenous fauna. Development which can enhance ecological integrity, such as by improving the maintenance, enhancement or development of ecological corridors, should be encouraged;
- l) maintain and enhance public access to and along the coastal marine area, lakes, and rivers;
- m) avoid as far as practicable adverse effects on natural hydrological characteristics and processes (including aquifer recharge and flooding patterns), soil stability, water quality and aquatic ecosystems including through methods such as low impact urban design and development (LIUDD);
- n) adopt sustainable design technologies, such as the incorporation of energy-efficient (including passive solar) design, low-energy street lighting, rain gardens, renewable energy technologies, rainwater harvesting and grey water recycling techniques where appropriate;
- o) not result in incompatible adjacent land uses (including those that may result in reverse sensitivity effects), such as industry, rural activities and existing or planned infrastructure;
- p) be appropriate with respect to current and projected future effects of climate change and be designed to allow adaptation to these changes and to support reductions in greenhouse gas emissions within urban environments;
- q) consider effects on the unique tangata whenua relationships, values, aspirations, roles and responsibilities with respect to an area. Where appropriate, opportunities to visually recognise tangata whenua connections within an area should be considered;
- r) support the Vision and Strategy for the Waikato River in the Waikato River catchment;
- s) encourage waste minimisation and efficient use of resources (such as through resource-efficient design and construction methods); and
- t) recognise and maintain or enhance ecosystem services.

### **Principles specific to rural-residential development**

As well as being subject to the general development principles, principles for new rural-residential development are:

- a) be more strongly controlled where demand is high;
- b) not conflict with foreseeable long-term needs for expansion of existing urban centres;
- c) avoid open landscapes largely free of urban and rural-residential development;
- d) avoid ribbon development and, where practicable, the need for additional access points and upgrades, along significant transport corridors and other arterial routes;
- e) recognise the advantages of reducing fuel consumption by locating near employment centres or near current or likely future public transport routes;
- f) minimise visual effects and effects on rural character such as through locating development within appropriate topography and through landscaping;
- g) be capable of being serviced by onsite water and wastewater services unless services are to be reticulated; and
- h) be recognised as a potential method for protecting sensitive areas such as small water bodies, gully-systems and areas of indigenous biodiversity.

## APP12 – Future Proof tables

Strategic Industrial Nodes (based on gross developable area) <sup>1</sup>	Industrial Land allocation and staging (ha)		Total allocation to 2050 (ha)
	2020-2030	2031-2050	
Pōkeno	5	23	53
Tuakau	26	77	103
Huntly/Rotowaro/Ohinewai	77	-	77
Horotiu/Te Rapa North/Rotokauri	189	50	239
Ruakura/Ruakura East WEX	172	245	417
Hamilton Airport/Southern Links	94	46	140
Hautapu	67	160	227
Totals	630	626	1,256

1. Gross Developable Area includes land for building footprint, parking, landscaping, open space, bulk and location requirements and land for infrastructure including roads, stormwater and wastewater facilities.

### Explanation

The strategic nodes identified in Table 35 include a mixture of existing zoned land and land identified as future industrial land, subject to district planning processes.

The land identified in Table 35 is based on expected demand, including a margin above demand, as set out in the Housing and Business Land Assessments 2021 for the Future Proof sub-region, in accordance with the National Policy Statement on Urban Development 2020.

#### Pōkeno

The staging and timing of land for the 2020-2030 period in Pōkeno is based on the expected demand from the Housing and Business Land Assessment 2021. Beyond this, the land identified in Table 35 is based on the residual capacity in Pōkeno which is above expected demand for that period.

#### Tuakau

The staging and timing of land for the 2020-2030 period in Tuakau is based on the expected demand from the Housing and Business Land Assessment 2021. Beyond this, the land identified in Table 35 is based on the residual capacity in Tuakau which is above expected demand for that period.

#### Huntly/Rotowaro/Ohinewai

The land identified in Table 35 includes 67ha at Ohinewai. Some of this demand may be met in Huntly/Rotowaro. The table also includes 10 ha of land in Huntly. Rotowaro is a longer-term industrial option within the Huntly/Rotowaro/Ohinewai strategic industrial node.

#### Horotiu/Te Rapa North/Rotokauri

The staging and timing of land associated with Horotiu, Te Rapa North and Rotokauri is based on the expected demand from the Housing and Business Land Assessment 2021

#### Hamilton Airport/Southern Links

The land identified in Table 35 for the Airport Node/Southern Links is based on the amount of land currently provided for in the Waipā District Plan and the Waipā growth strategy, Waipā 2050 as well as an additional 60 ha beyond this.

The node is currently affected by infrastructure constraints, particularly in the surrounding transport network. The Southern Links project will address some of the transport capacity issues but is currently a long term solution. Infrastructure solutions which are consistent with, and work towards a long term infrastructure pattern will be required to enable development in advance of the construction of Southern Links.

### **Ruakura/Ruakura East WEX**

The land identified in Table 35 is based on the amount of land provided for industrial use at Ruakura, excluding the residential master-planned area at Tuumata and the Agricultural Research Campus.

### **Hautapu**

The land identified for the Hautapu Industrial Node is the land specified in the Waipa 2050 Growth Strategy and the Future Proof Strategy 2022.

<b>Functional type</b>	<b>Location</b>	<b>Function description</b>	<b>Long-term future function</b>
Regional and city centre	Hamilton central business district	The primary centre in the region for commercial, civic and social activity.	Regional and city centre
Primary sub-regional centre	Te Rapa north commercial centre+	A significant integrated retail centre in the region, with relatively limited provision of non-retail economic and social activity.	Metro centre (subject to the features in UFD-M67 being met, which will act as pre-conditions)
Secondary sub-regional centre	Chartwell	An integrated retail centre in the sub-region, with limited provision of non-retail economic and social activity.	Metro centre (subject to the features in UFD-M67 being met, which will act as pre-conditions)
Town centres	Cambridge Te Awamutu Ngāruawāhia	Retail, administration, office and civic centres providing most commercial and servicing needs, together with non-retail economic and social activity, to their urban and rural hinterland.	Metro centre (subject to the features in UFD-M67 being met, which will act as pre-conditions)

Town centres	Huntly Raglan Te Kauwhata Pōkeno* Tuakau*	Retail, administration, office and civic centres providing most commercial and servicing needs, together with non-retail economic and social activity, to their urban and rural hinterland.	Town centre *The future role of Pōkeno and Tuakau will be defined in consultation with Auckland Council and other stakeholders. Note: The future role and function of Hamilton's town centres and future town centres will be defined through <i>Hamilton Urban Growth Strategy</i> and district plan updates in future.
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+being the centre focused on and incorporating The Base shopping centre and generally comprising the block bordered by Te Rapa Road, Avalon Drive, Te Kowhai Road East and the Railway.

## APP13 – Responsive Planning Criteria – Out-of-sequence and Unanticipated Developments (Future Proof local authorities)

### Criteria A

- A. That the development would add significantly to meeting a demonstrated need or shortfall for housing or business floor space, as identified in a Housing and Business Development Capacity Assessment or in council monitoring.
- B. That the development contributes to a well-functioning urban environment. Proposals are considered to contribute to a well-functioning urban environment if they:
  - i. have or enable a variety of homes that: meet the needs, in terms of type, price, and location, of different households; and/or enable Māori to express their cultural traditions and norms; and/or have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
  - ii. support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets.
- C. That the development is consistent with the Future Proof Strategy guiding principles, and growth management directives (as set out in Sections B2, B3, B5, B6, B7, B8, B9, B10 and B11 of the strategy).
- D. That the development has good accessibility for all people between housing, jobs, educational facilities, community services, natural spaces, and open spaces, including by way of public or active transport.

- E. In cases where development is being brought forward, whether it can be demonstrated that there is commitment to and capacity available for delivering the development within the advanced timeframe.
- F. In cases where the development is proposing to replace a planned land use with an unanticipated land use, whether it can be demonstrated that the proposal will not result in a shortfall in residential, commercial or industrial land, with robust data and evidence underpinning this analysis.
- G. That the development protects and provides for human health.
- H. That the development would contribute to the affordable housing stock within the sub-region, with robust data and evidence underpinning this analysis.
- I. That the development does not compromise the efficiency, affordability or benefits of existing and/or proposed infrastructure, including additional infrastructure, in the sub-region.
- J. That the development can be serviced without undermining committed infrastructure investments made by network utility operators, local authorities or central government (including NZ Transport Agency). Development must be shown to be adequately serviced without undermining committed infrastructure investments made by network utility operators, local authorities or central government to support other growth areas.
- K. That the development demonstrates efficient use of local authority and central government financial resources, including prudent local authority debt management. This includes demonstration of the extent to which cost neutrality for public finances can be achieved.
- L. The compatibility of any proposed land use with adjacent land uses including planned land uses.
- M. That the development would contribute to mode-shift that supports the medium and long-term transport vision for the sub-region being the creation of a rapid and frequent multi-modal transport network and active mode network.
- N. That the development would support reductions in greenhouse gas emissions and would be resilient to the likely current and future effects of climate change, with robust evidence underpinning this assessment.
- O. That the development provides for the values that make the area wāhi toitū and can avoid or mitigate any adverse effects arising in respect of those values as a result of the proposed development.
- P. During a review of the Future Proof strategy (including the development of a Future Development Strategy under the National Policy Statement on Urban Development 2020 and its subsequent 3-yearly review), or a comprehensive district plan review, consideration may be given to urban development on areas identified as wāhi toitū. A strong precautionary approach will be taken such that if the land is not needed to fill an identified shortfall of development capacity in the short-medium term, it should

not be considered for urban development. Preference will be given to urban development proposals which are not located on areas identified as wāhi toitū.

- Q. That a precautionary approach be taken when considering development on areas identified as wāhi toiora, such that if the land is not needed in the short-medium term it should not be considered for urban development.

#### **Criteria B**

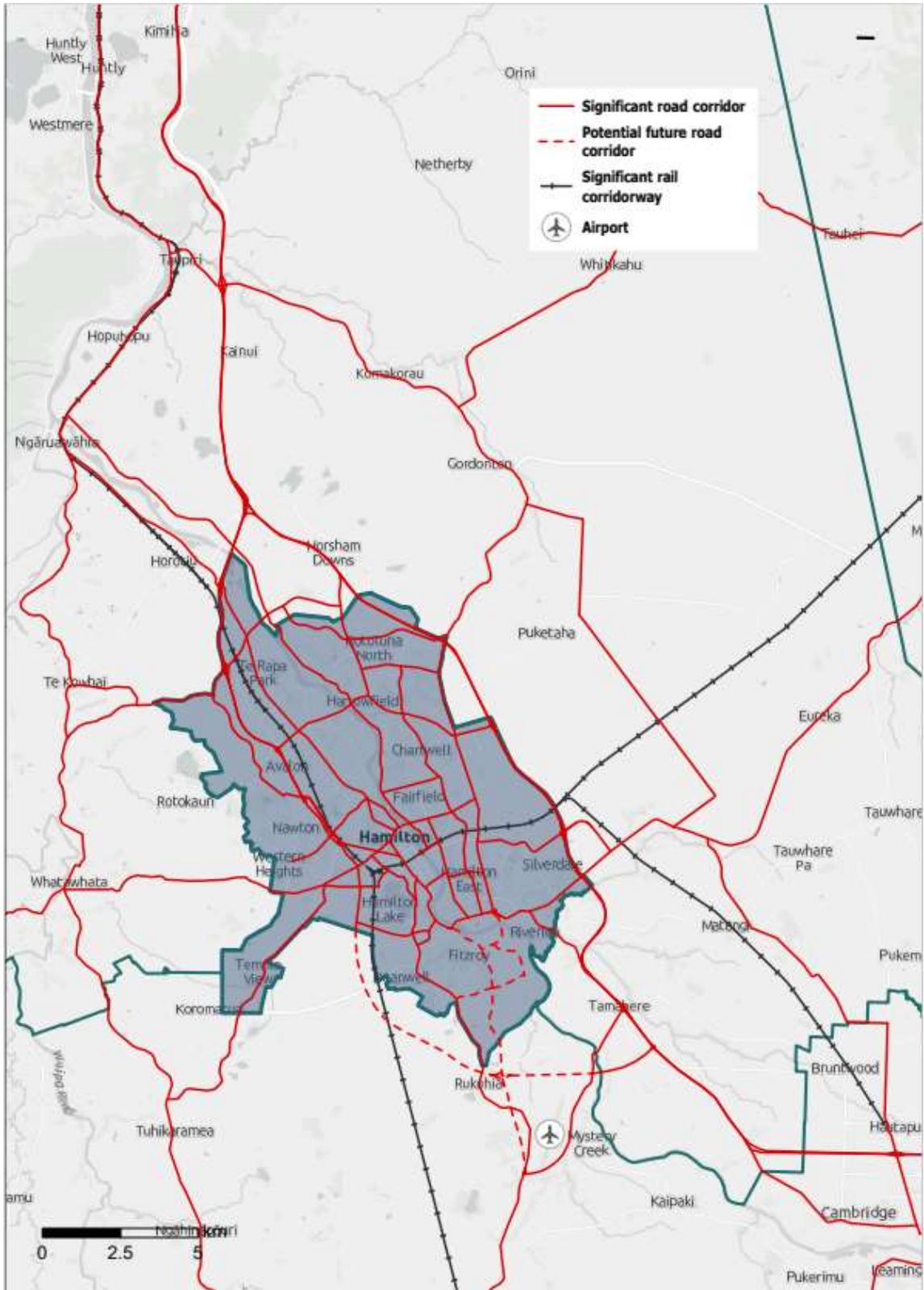
- A. That the development demonstrates that it would not affect the feasibility, affordability and deliverability of planned growth within urban enablement areas and/or village enablement areas over the short, medium and long term. In the interest of clarity, proposals in areas currently identified for development beyond long term on Map 43 and which are proposed to be brought forward into an earlier timeframe must demonstrate that they do not affect the feasibility, affordability and deliverability of planned growth in the earlier time periods.
- B. That the development demonstrates that value capture can be implemented and that cost neutrality for public finance can be achieved.
- C. That the proposed development would not adversely affect the function and vitality of existing **rural settlements** and/or urban areas.
- D. That the development would address an identified housing type/tenure/price point need.

### **APP14 – Responsive Planning Criteria – Out-of-sequence and Unanticipated Developments (Non-Future Proof tier 3 local authorities)**

- A. That the development makes a significant contribution to meeting a demonstrated need or shortfall for housing or business floor space, as identified in a Housing and Business Development Capacity Assessment or in council monitoring.
- B. That the development contributes to a well-functioning urban environment. Proposals are considered to contribute to a well-functioning urban environment if they:
- i. have or enable a variety of homes that: meet the needs, in terms of type, price, and location, of different households; and/or enable Māori to express their cultural traditions and norms; and/or have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
  - ii. support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets.
- C. That the development has good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport.

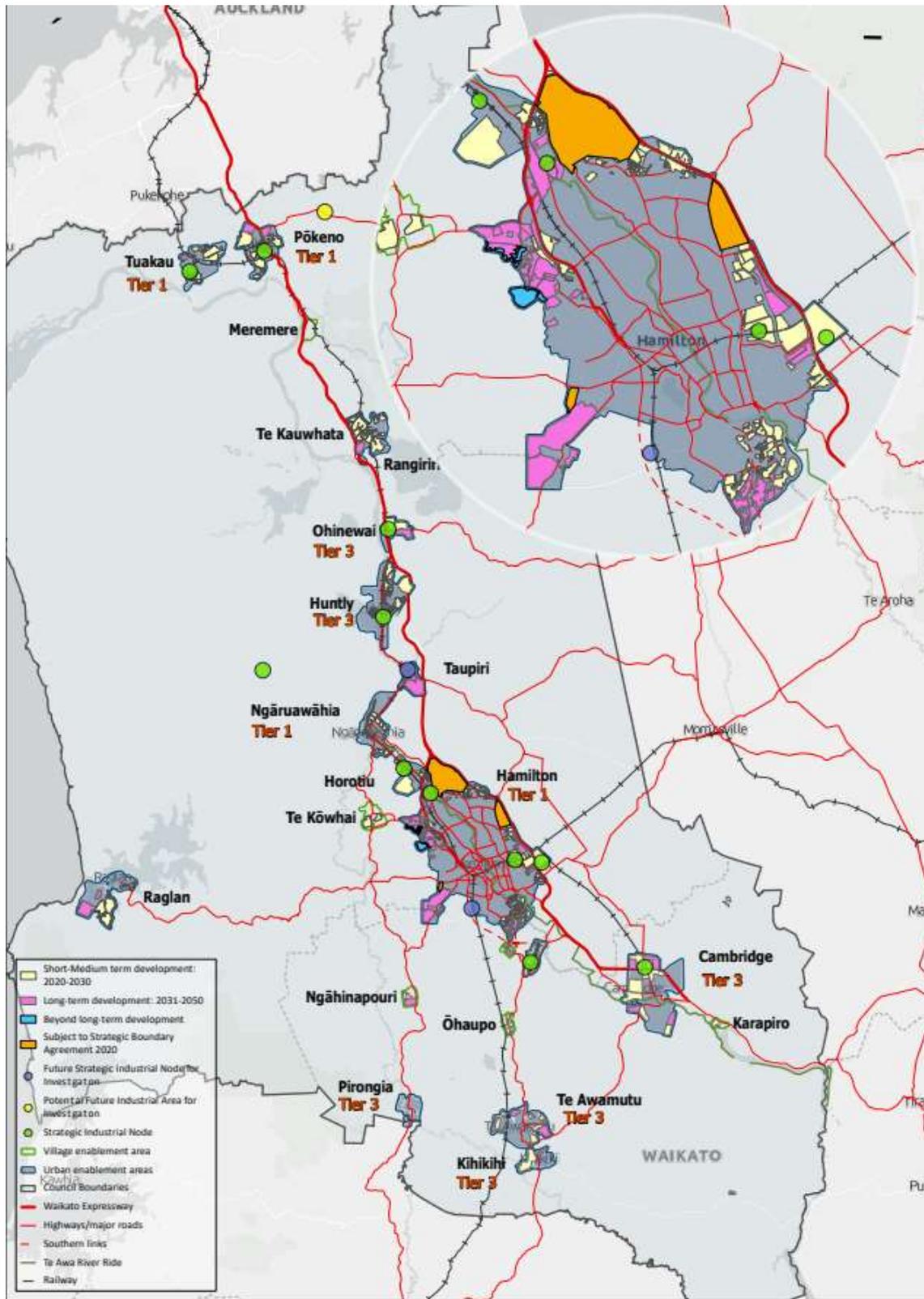
- D. Whether it can be demonstrated that there is commitment to and capacity available for delivering the development so that it is completed and available for occupancy within the short to medium term.
- E. In cases where the development is proposing to replace a planned land use as set out in a council-approved growth strategy or equivalent council strategies and plans with an unanticipated land use, whether it can be demonstrated that the proposal will not result in a short-, medium- or long-term (as defined in the National Policy Statement on Urban Development 2020) shortfall in residential, commercial or industrial land, with robust data and evidence underpinning this analysis.
- F. That the development protects and provides for human health.
- G. That the development would contribute to the affordable housing stock within the district, addressing an identified housing type/tenure/price point need, with robust data and evidence underpinning this analysis.
- H. That the development does not compromise the efficiency, affordability or benefits of existing and/or proposed infrastructure, including additional infrastructure, in the district.
- I. That the development can be serviced without undermining committed infrastructure investments made by local authorities or central government (including NZ Transport Agency).
- J. That the development demonstrates efficient use of local authority and central government financial resources, including prudent local authority debt management. This includes demonstration of the extent to which cost neutrality for public finances can be achieved.
- K. The compatibility of any proposed land use with adjacent land uses including planned land uses.
- L. That the development would contribute to mode-shift towards public and active transport.
- M. That the development would support reductions in greenhouse gas emissions and would be resilient to the likely current and future effects of climate change, with robust evidence underpinning this assessment.
- N. That the development avoids areas identified in district plans, regional plans or the Regional Policy Statement as having constraints to development.
- O. That the proposed development would not adversely affect the function and vitality of existing rural settlements and/or urban areas.



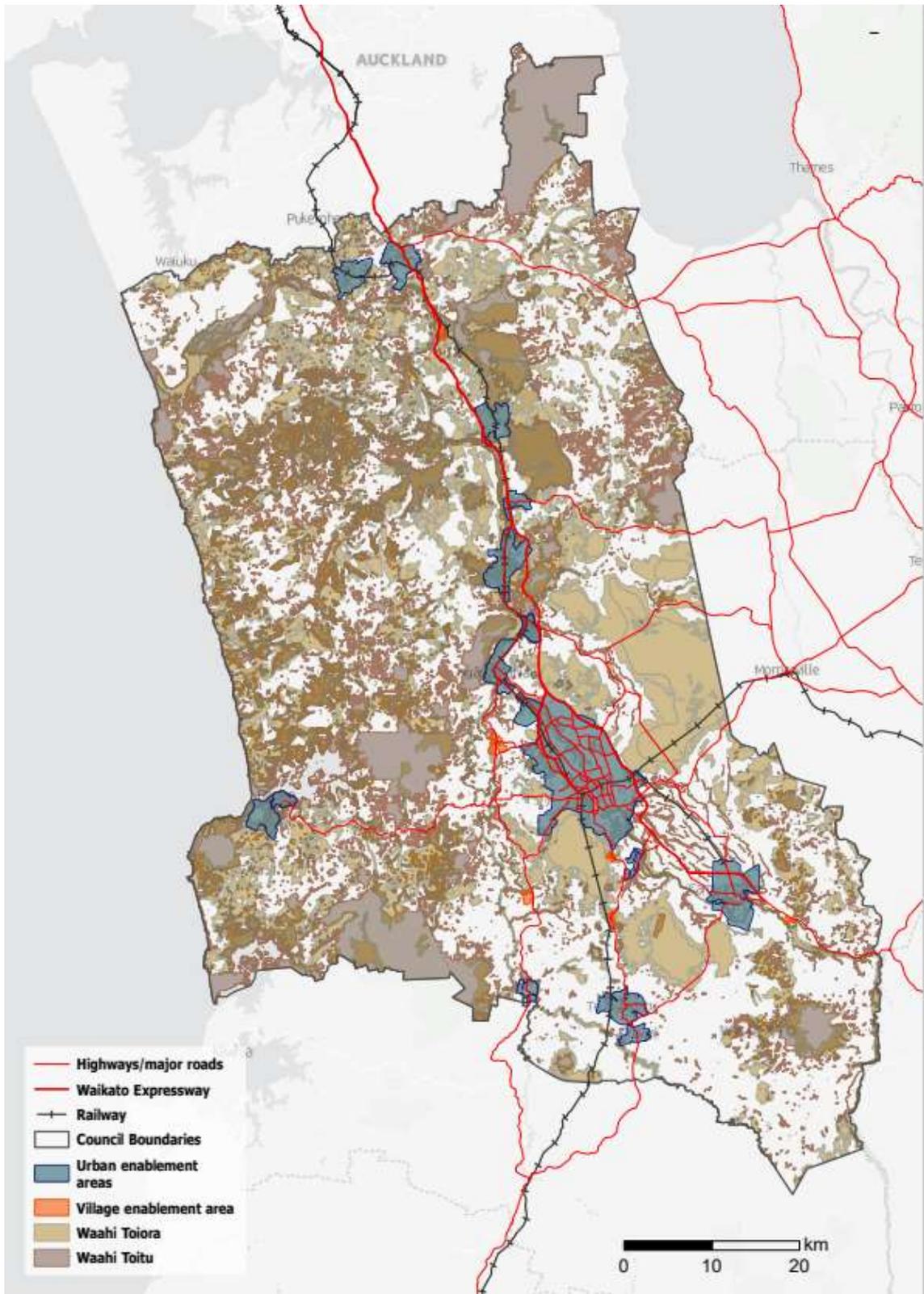


**Map 26: Significant transport corridors (Greater Hamilton)**

## 5.2.10 Future Proof maps (indicative only)



**Map 43: Future Proof indicative urban and village enablement areas**



Map 44: Future Proof wāhi toitū and wāhi toiora areas

## 6 Consequential amendments

### 6.1 Consequential amendments to 'CE – Coastal environment' section

#### Objectives

##### CE-O1 – Coastal environment

*CE-O1 is achieved by the following policies:*

...  
...

#### Policies

##### CE-P1 – Planning for development in the coastal environment

*The relevant objectives are:*

...  
IM-05 – Climate change  
...

### 6.2 Consequential amendments to 'CE – CMA – Coastal marine area' section

#### Policies

##### CE-CMA-P3 – Interests in the coastal marine area

*The relevant objectives are:*

...  
IM-05 – Climate change  
...

### 6.3 Consequential amendments to 'ECO – Ecosystems and indigenous biodiversity' section

#### Objectives

##### ECO-O1 – Ecological integrity and indigenous biodiversity

*ECO-O1 is achieved by the following policies:*

...

## 6.4 Consequential amendments to 'HAZ – Hazards and risks' section

### Objectives

#### HAZ-O1 – Natural hazards

*HAZ-O1 is achieved by the following policies:*

...  
...

## 6.5 Consequential amendments to 'HCV – Historical and cultural values' section

### Objectives

#### HCV-O1 – Historic and cultural heritage

*HCV-O1 is achieved by the following policies:*

...  
...

## 6.6 Consequential amendments to 'NATC – Natural character' section

### Objectives

#### NATC-O1 – Natural character

*NATC-O1 is achieved by the following policies:*

...  
...