

Relevant Objectives and Policies

National Policy Statement Urban Development

Objective 1

New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

Objective 4

New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.

Objective 3

Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:

- a) the area is in or near a centre zone or other area with many employment opportunities
- b) the area is well-serviced by existing or planned public transport
- c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.

Objective 4

New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.

Objective 5

Planning decisions relating to urban environments, and FDSs, take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi)

Objective 6

Local authority decisions on urban development that affect urban environments are:

- a) integrated with infrastructure planning and funding decisions; and
- b) strategic over the medium term and long term; and
- c) responsive, particularly in relation to proposals that would supply significant development capacity

Policy 1

Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:

- a) have or enable a variety of homes that:

- i) meet the needs, in terms of type, price, and location, of different households; and
 - ii) enable Māori to express their cultural traditions and norms; and
- b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
- 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
- d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and
- e) support reductions in greenhouse gas emissions; and
- f) are resilient to the likely current and future effects of climate change.

Policy 6

When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:

- a) the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement
- b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:
 - i) may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and
 - ii) are not, of themselves, an adverse effect
- c) the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)
- d) any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity
- e) the likely current and future effects of climate change.

Policy 9

Local authorities, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, must:

- a) involve hapū and iwi in the preparation of RMA planning documents and any FDSs by undertaking effective consultation that is early, meaningful and, as far as practicable, in accordance with tikanga Māori; and

- b) when preparing RMA planning documents and FDSs, take into account the values and aspirations of hapū and iwi for urban development; and
- c) provide opportunities in appropriate circumstances for Māori involvement in decision-making on resource consents, designations, heritage orders, and water conservation orders, including in relation to sites of significance to Māori and issues of cultural significance; and
- d) operate in a way that is consistent with iwi participation legislation.

Regional Policy Statement (RPS)

Operative RPS

Objective 23: A compact, well designed and sustainable urban form that effectively and efficiently accommodates the region's urban growth.

Policy UG 9B: Co-ordinating new urban development with infrastructure

Ensure there is co-ordination between:

- a) The urban form and layout, location, timing and sequencing of new urban development; and
- b) The development, funding, implementation and operation of transport and other infrastructure serving the area in question; so that all infrastructure required to serve new development is available, or is consented, designated or programmed to be available prior to development occurring

Policy UG 12B: Providing quality open spaces

Provide for open space across the region as a primary consideration in growth management, including urban form and design, to ensure people and communities have access to a variety of quality open space experiences to the extent practicable, having regard to the following factors:

- a) Open spaces are managed in an integrated and co-ordinated manner to enable improvements to existing open space networks;
- b) People in urban areas, particularly those with disabilities and reduced mobility, have equitable access to safe open spaces for amenity, sport and recreation close to where they live and work;
- c) Areas of growth and intensification provide for usable open space for a range of purposes;
- d) Alternative walking and cycling routes are provided that enable avoidance of safety hazards on high speed congested road corridors;

- e) Open spaces are linked, including to extend the open space network and to improve proximity and access to natural habitats;
- f) Over time access to and along the coastal edge and the margins of lakes and rivers is enhanced through connecting and acquiring public reserves and open spaces; and
- g) Open space areas are accessible to a range of transport modes.

RPS Plan Change 6

Objective 25

Urban subdivision use and development, is located and staged in a way that integrates with the long term planning and funding mechanisms of local authorities, central government agencies and network utility providers and operators whilst also being responsive to the growth plans of relevant industry sector groups and other development entities

Policy UG 6A: Efficient use of land and infrastructure for urban growth and development

Manage urban development in a way that provides for:

- a) The efficient use of land and infrastructure; and
- b) The integration of land use and infrastructure provision

Operative District Plan

Section 4B – Transportation, Access and Parking

4B.2.1 Objectives

1. To provide an integrated, efficient, safe and sustainable transportation network that supports the social and economic wellbeing, and land use pattern of the sub-region as defined in this District Plan and that maintains or enhances the regional strategic linkages.
2. To provide for more efficient land use, development and subdivision of existing areas in a way that recognises and integrates with the functions of different road types, transport modes and the defined transportation network.

4B.2.2 Policies

1. To recognise and provide for the existing and future transport network including the linkages to other districts and regions.
2. To avoid, remedy or mitigate the adverse effects of land use, development and subdivision on the safety, efficiency, sustainability and capacity of the transportation network.
3. To manage the land use, development and subdivision of areas to achieve compatibility with the roads they front and the wider transportation network, with particular regard to the potential effects on that network, including, but not limited to,

the safe and efficient provision of site access at the local level and intersections within the wider network and the effects of reverse sensitivity experienced between the operation and use of the transportation network and the establishment of adjacent land uses.

9. To maintain or enhance the sustainable and efficient use of arterial and collector roads through the use of transport optimisation methods and techniques (for example traffic demand management) that encourage adjacent land uses to provide access in keeping with the function of the road in the roading hierarchy and support alternative modes of transport.
11. Activities should be established and operate in a manner which ensures safe and effective on-site and off-site vehicle parking, manoeuvring and access and pedestrian access.

Section 7 – Historic Heritage

7.2.1 Objective

3. That the Kaitiakitanga of tāngata whenua in relation to sites and objects of cultural and natural heritage is respected.

7.2.2 Policies

7. Tāngata whenua should be consulted regarding the identification, protection and management of sites and objects considered to be of cultural and natural heritage value.

Section 15 – Future Urban

15.2.1 Objectives

1. A safe and efficient District roading system that integrates transport and land use planning to provide good connectivity for public transport, cycling and walking and safe and efficient linkages to the wider transport network.
5. Development of the Ōmokoroa Peninsula which does not compromise the potential for urban development.

15.2.2 Policies

4. Ensure that any development does not adversely affect the roading system, including the future provision of integrated travel options such as public transport, walkways and cycleways and particularly the functioning of Ōmokoroa Road as the major access arterial servicing the Peninsula.
5. Any development proposals should not lead to fragmentation of existing titles to levels which could compromise future urban development.