

BEFORE AN INDEPENDENT HEARINGS PANEL
THE PROPOSED WAIKATO DISTRICT PLAN (STAGE 1)

UNDER the Resource Management Act 1991 (the Act)

IN THE MATTER OF Hearing 3: Strategic Objectives (Proposed
Waikato District Plan) submissions and further
submissions

**STATEMENT OF EVIDENCE FOR TANYA RUNNING FOR THE NZ
TRANSPORT AGENCY (PLANNING)**

DATED 14 OCTOBER 2019

1. INTRODUCTION

- 1.1 My name is Tanya Running. I am a Principal Environmental Consultant with WSP Opus where I have been employed since 2004. I hold a degree in Science from Waikato University. I am an Associate member of the New Zealand Planning Institute. I have 15 years' planning experience.
- 1.2 I am authorised to present this evidence on behalf of the New Zealand Transport Agency (the Transport Agency), in support of its primary submissions¹ and further submissions² on the Proposed Waikato District Plan (PWDP). I was not involved in the preparation of the submissions or further submissions made to the PWDP.
- 1.3 I confirm that I am familiar with the Code of Conduct for Expert Witnesses as set out in the Environment Court Practice Note 2014. I have read and agree to comply with the Code. Except where I state that I am relying upon the specified evidence or advice of another person, my evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

2. THE TRANSPORT AGENCY'S SUBMISSIONS ON STAGE 1 OF THE PWDP

- 2.1 The Transport Agency lodged fifteen submissions and sixteen further submissions in relation to Hearing 3: Strategic Objectives (PWDP).
- 2.2 Two of the Transport Agency's submissions (742.14 to Policy 4.1.10—Tuakau) and (742.15 to Policy 4.1.11—Pokeno) have been coded to Hearing 27: Zone Extents, and as such have not been included in the Hearing 3 Section 42A report (s42A report). Parts of these submissions seek changes to Policy 4.1.10 and 4.1.11, therefore, I consider that those part of the submissions should be addressed in this hearing. This evidence addresses these submissions in section 12 and 13 of this evidence. A copy of the submissions are included in **Annexure A**.
- 2.3 The Transport Agency lodged a submission (742.18) on Policy 4.1.17—Te Kowhai and this has been allocated to Hearing 27: Zone Extents. Given the nature of that submission the Transport Agency have no concerns with this coding.

¹ Submission #742

² Further Submission # 1202

3. THE NEW ZEALAND TRANSPORT AGENCY

- 3.1 The Transport Agency submissions and further submissions to the PWDP relate to its roles as a:
- (a) Transport Investor—to maximise effective, efficient and strategic returns for New Zealand;
 - (b) Planner of land transport networks—to ensure the integration of infrastructure and land use to support liveable communities and the development of an effective and resilient land transport network for its customers;
 - (c) Provider of access to and use of the land transport system—to shape smart, efficient, safe and responsible transport choices; and
 - (d) Manager of the state highway network—to deliver efficient, safe and responsible highway solutions for customers.
- 3.2 In the 2018-2021 National Land Transport Programme, the Transport Agency allocated \$1.6 billion of investment to the improvement, operation and maintenance of the state highway network in the Waikato Region, including public transport and, walking and cycling transport planning. In addition, the Transport Agency is a co-funder of the local road network. The Transport Agency therefore, is a significant investor in the infrastructure required to achieve the land use change and growth anticipated in the PWDP.

4. THE SECTION 42A REPORT

- 4.1 I have reviewed the s42A report and its recommendations in relation to the Transport Agency's submissions and further submissions. Of the twelve submission points, I concur with nine of the s42A report's recommendation and depart from the views of the s42A report in relation to three submission points. Of the sixteen further submission points, I concur with all of the s42A report's recommendations. For clarity, **Annexure B** provides a table of the Transport Agency's submissions and further submissions, and states whether the s42A report's recommendation is agreed or disagreed with.
- 4.2 Of those matters in the s42A report's recommendations that are agreed with, I would like to reiterate the Transport Agency's support of some of those matters that are important in relation to the Transport Agency's role and do so in sections 9, 10 and 11 of this evidence.

5. SCOPE OF EVIDENCE

- 5.1 This evidence provides an assessment of three provisions on which the Transport Agency submitted and their views depart from the recommendations in the s42A report. The matters in the s42A report's recommendations that are agreed with are not addressed further, except three matters, in which I would like to reiterate the Transport Agency's support of as they are important in relation to the Transport Agency's role. Finally, the evidence addresses the submissions on Policy 4.1.10—Tuakau and Policy 4.1.11—Pokeno.

6. **Section 17: Chapter 4: Urban Environment – 4.1.5 Policy – Density**

- 6.1 At paragraph 136 the s42A report rejects the Transport Agency's submission (742.11). The Transport Agency's submission supported Policy 4.1.5(a) but sought amendments as outlined below (deletions struckthrough, additions underlined):

(a) ~~Encourage~~ Ensure higher density housing and retirement villages ~~to be~~ are located ~~near to~~ ~~and support~~ where they have safe, efficient, and effective access to commercial centres, community facilities, public transport and open space without being reliant on private vehicle use.

- 6.2 The s42A report did not address that part of the Transport Agency submission which seeks to replace the words "encourage" with "ensure". Instead the s42A report at paragraph 129 considers that Policy 4.1.5(a) as written, already encourages higher density where public transport is available. While this is the case, I consider that the inclusion of the word "ensure" provides more consistency with the sections of the PWDP that provide a stronger directive when it comes to the location of higher density housing in relation to transport networks, employment, community services and open space. For example, Policy 4.2.18 states:

- (a) **Ensure** *[emphasis added]* multi-unit residential subdivision and development is designed in a way that:
- (ii) *Addresses and integrates with adjacent residential development, town centres and public open space; and*
 - (iv) *Supports an integrated transport network, including walking and cycling connections to public open space network.*

Another example is Objective 4.2.16 (Housing options):

- (b) *Residential zoned land near the Business Town Centre Zone and close to transport networks **is used** [emphasis added] with access to public transport and alternative modes of transport.*

- 6.3 Providing a stronger directive for Policy 4.1.5(a), is also important because the PWDP currently does not zone for higher density housing in these locations. In the absence of this policy direction (and zoning), it potentially becomes more difficult for Waikato District Council (WDC) to direct higher density housing (in particular) towards these locations.
- 6.4 The second part of the Transport Agency's submission sought additional changes to emphasise the need for this policy to ensure that higher density housing and retirement villages also have safe, efficient access without being reliant on private vehicle use. The s42A report did not address the Transport Agency's proposed amendments to Policy 4.1.5(a) as shown at section 6.1 of this evidence. The Transport Agency seeks the inclusion of these amendments to be consistent with the Government Policy Statement on Land Transport (2018/2019-2027/2028) which has a focus (amongst other

matters) on improving safety for transport users and supporting a mode shift from private vehicles to more efficient low cost modes like walking, cycling and public transport.

7. Section 37 of the s42A report: Chapter 4: Urban Environment – 4.7.6 Policy – Co-ordination between servicing and development and subdivision

- 7.1 At paragraph 329, the s42A report accepts the Transport Agency's submission (742.32). However, it appears that the s42A report has misinterpreted the Transport Agency's submission. The submission did not seek to reflect alternative ways in which to provide infrastructure. The Transport Agency's submission sought amendments to Policy 4.7.6(a)(i) to ensure that a development utilising the capacity of infrastructure was consistent with the activities/land use identified by the relevant structure plan. The s42A report at paragraph 331 recommends the following amendments to Policy 4.7.6(a)(i) (deletions struck through, additions underlined, s42A report changes shown in red):

4.7.6 Policy – Co-ordination between servicing and development and subdivision

(a) Ensure development and subdivision:

Is located in areas where infrastructure~~real~~ capacity (including for emergency and other services) has been planned, ~~and~~ funded and provided by the relevant agencies, or through other arrangements;

- 7.2 Therefore, to take into account the matter raised in the Transport Agency's submission, I propose an amendment to the s42A reports' recommended wording of Policy 4.7.6(a)(i) as follows (deletions struckthrough, additions underlined, s42A report changes shown in red):

(a) Ensure development and subdivision:

Is located in areas where infrastructure~~real~~ capacity (including for emergency and other services) appropriate to the proposal is available or is otherwise ~~has been planned~~, ~~and~~ funded and provided by the relevant agencies, or through other arrangements;

8. Section 38 of the s42A report: Chapter 4: Urban Environment – 4.7.7 Policy – Achieving sufficient development density to support the provision of infrastructure services

- 8.1 At paragraph 339, the s42A report accepts the Transport Agency's submission (742.33). However, the s42A report has not addressed the entire content of the Transport Agency's submission. The change proposed to Policy 4.7.7(b) in paragraph 341 of the s42A report has not provided for the Transport Agency's submission. This matter is in relation to the fact that the potential yield of a development may not be achieved, not just because of geotechnical or topographical restraints, but also because of urban design outcomes or the requirement for land transport infrastructure. Adding urban design outcomes or land transport infrastructure requirements to the policy will ensure that these matters are also considered when designing developments to achieve a minimum potential yield. Therefore, I recommend the following additional change to Policy 4.7.7 (b) (deletions struckthrough, additions underlined, s42A report changes shown in red):

Recognise that the minimum potential yield may not be achieved where there are proven geotechnical, ~~and~~ or topographical constraints, urban design outcomes or land transport infrastructure requirements.

9 Section 42 of the s42A report: Chapter 4: Urban Environment – 4.7.11 Policy – Reverse Sensitivity

9.1 The Transport Agency lodged a submission on this policy (742.35). The s42A report supported the submission. Reverse sensitivity is an important matter to the Transport Agency due to the potential implications of this effect on the operation of the state highway network. It is therefore considered appropriate for Policy 4.7.11 to include infrastructure. The Transport Agency reiterates their support for the proposed change to this policy.

10 Section 45 of the s42A report: Chapter 4: Urban Environment – 4.7.14 Policy – Structure and master planning

10.1 The Transport Agency was a further submitter (1202.60) to Waikato Regional Council's (WRC) submission (81.208) on this policy. The s42A report supported WRC's submission to retain this policy. The Transport Agency reiterates their support for the retention of this policy in the PWDP as structure planning is a useful tool in promoting land use and infrastructure provisions.

11 Section 47 of the s42A report: Chapter 5: Rural Environment – 5.5.1 – Objective – Hamilton's Urban Expansion Area and 5.5.2 – Policy – Activities within Hamilton's Urban Expansion Area

11.1 The Transport Agency was a further submitter (1202.61) to Hamilton City Council's (HCC) submission (535.54) on this matter. The s42A report supported HCC submission that the word "avoid" would be consistent in that within the Hamilton Urban Expansion Area, those activities with a potential to compromise future urban development are either non-complying or prohibited. Therefore, at paragraph 412 of the s42A report the word "Manage" is recommended to be replaced with "Avoid".

11.2 The Transport Agency reiterates their support for the proposed change to this policy as the Waikato Expressway forms the edge of these expansions areas. It is important that future urbanisation of this land is carefully managed.

Omitted submissions

12 Section 22 of the s42A report: Chapter 4: Urban Environment – 4.1.10 Policy – Tuakau

12.1 The Transport Agency lodged a submission in opposition to this policy (742.14). As outlined in paragraph 2.2 of my evidence this submission was coded to another hearing and as such has not been addressed in the s42A report.

12.2 The Transport Agency's submission on this policy (included as Annexure A) noted that given the scale of residential live zoned land proposed in Tuakau (without appropriate staging), that the policy should

include reference to the integration of infrastructure with development in Tuakau. In particular, the policy does not recognise that development in Tuakau needs to be supported by existing or planned infrastructure. Furthermore, Policy 4.1.8 seeks integration and connectivity, therefore, the proposed inclusion of the clause below will support this intent. The amendments to Policy 4.1.10(a) sought by the Transport Agency include adding a new clause (iv) to the policy as follows:

(iv) that subdivision, use and development in this area is supported by sufficient existing or planned infrastructure.

12.3 Policy 4.1.10 clause (iii) makes reference to the Tuakau Structure Plan. The Transport Agency notes that the structure plan and the technical reports supporting it were developed in 2014, and since this time there have been legislation changes such as the National Policy Statement on Urban Development Capacity 2016 and the Resource Management Legislation Amendment Act 2017. Furthermore changes have occurred in the transport environment with spill-over effects from the significant growth planned in the Auckland southern region. Parts of the Tuakau Structure Plan (e.g. the staging section) are therefore likely to require updating to reflect such changes.

12.4 The Tuakau Structure Plan is only incorporated into the PWDP via a hyperlink in the policy. If Council intend to utilise the current version of the Tuakau Structure Plan (noting the concerns identified in paragraph 12.3), it should be appropriately incorporated into the PWDP.

13 Section 23 of the s42A report: Chapter 4: Urban Environment – 4.1.11 Policy – Pokeno

13.1 The Transport Agency lodged a submission in opposition to this policy (742.15). As outlined in paragraph 2.2 of my evidence this submission was coded to another hearing and as such has not been addressed in the s42A report.

13.3 In relation to the wording of the policy, it is noted that the policy does not recognise that development in Pokeno needs to be supported by existing or planned infrastructure. This is considered necessary because Pokeno does not currently have a relevant structure plan to guide the staging of land development with infrastructure capacity/availability. Therefore, an amendment is sought to Policy 4.1.11(a) to address this issue as follows (deletions struckthrough, additions underlined):

(a) Pokeno is developed to ensure;

(i) Subdivision, land use and development of new growth areas does not compromise the potential further growth and development of the town and is supported by existing or planned infrastructure.

13.4 The Transport Agency support the intent of clause (iii), however, reverse sensitivity effects refers to the effects of a new land use **on** an already established land use such as a transport corridor, not effects **from** the existing infrastructure. As such this clause requires amendment. It is noted that the submission from KiwiRail Holding Limited (KiwiRail) (986.15) has sought the same amendment as the Transport Agency's submission on clause (iii). Paragraphs 187 and 188 of the s42A report accepts KiwiRail's submission. Paragraph 190 of the s42A report shows the amendments to clause (iii) as follows (deletions struckthrough, additions underlined, s42A report changes shown in red):

(iii) Reverse sensitivity effects ~~from~~ on the strategic transport infrastructure networks are avoided or minimised

- 13.5 The Transport Agency's submission seeks to delete the term "strategic transport infrastructure networks" and replace it with "National Routes and Regional Arterials" in accordance with Table 14.12.5.6 of the PWDP. The intent of this change is to address the fact that Pokeno is adjacent to State Highway 1, which is identified as a National Route in Table 14.12.5.6 of the PWDP. However, if this change occurred it would limit this policy to only avoid reverse sensitivity effect on roads and exclude considerations of the railway network. The Transport Agency considers that this policy should include railway networks.
- 13.6 The term "strategic transport infrastructure networks" is not currently defined in the PWDP. However, the Transport Agency have lodged a submission on this matter (742.78). This submission point has been allocated to *Hearing 25A: Infrastructure 1*.
- 13.7 In this submission (742.78) the Transport Agency state that the term "regionally significant infrastructure" is defined in the Waikato Regional Policy Statement (2016) (RPS) and that this definition includes "significant transport corridors" at clause (g) and as such this definition should be included in the PWDP. This definition in the RPS as follows:

Regionally significant infrastructure – includes:

- a) pipelines for the distribution or transmission of natural or manufactured gas or petroleum;*
- b) infrastructure required to permit telecommunication as defined in the Telecommunications Act 2001;*
- c) radio apparatus as defined in section 2(1) of the Radio Communications Act 1989;*
- d) the national electricity grid, as defined by the Electricity Industry Act 2010;*
- e) a network (as defined in the Electricity Industry Act 2010);*
- f) infrastructure for the generation and/ or conveyance of electricity that is fed into the national grid or a network (as defined in the Electricity Industry Act 2010);*
- g) significant transport corridors as defined in Map 6.1 and 6.1A;*
- h) lifeline utilities, as defined in the Civil Defence and Emergency Management Act 2002, and their associated essential infrastructure and services;*
- i) municipal wastewater treatment plants, water supply treatment plants and bulk water supply, wastewater conveyance and storage systems, municipal supply dams (including Mangatangi and Mangatawhiri water supply dams) and ancillary infrastructure;*
- j) flood and drainage infrastructure managed by Waikato Regional Council;*
- k) Hamilton City bus terminal and Hamilton Railway Station terminus; and*
- l) Hamilton International Airport.*

Regionally significant infrastructure – includes: g) significant transport corridors as defined in Map 6.1 and 6.1A;

- 13.8 Clause (g) refers to *Map 6.1: Significant transport corridors* and *Map 6.1A: Significant transport corridors (Greater Hamilton)*. These maps are appended at Annexure C. As can be seen these maps include both state highways and railways. Therefore, it is proposed that for consistency with the RPS, the term “strategic transport infrastructure networks” be replaced with “regionally significant infrastructure”. This amendment to the policy will ensure all infrastructure in the Waikato region that is regionally significant will be identified.
- 13.9 The Transport Agency have discussed this proposed change with KiwiRail, who have indicated they are in support of the inclusion of a definition in the PWDP which includes rail and that is consistent with the RPS. KiwiRail have advised that they have not sought any change to the PWDP definition of “strategic transport infrastructure networks”. The changes they have sought in their primary submissions in relation to all small townships reference the PWDP’s phrase “strategic transport infrastructure networks”. KiwiRail have further advised that they support the Transport Agency’s proposal to replace the term “strategic transport infrastructure networks” with “regionally significant infrastructure” throughout the PWDP.
- 13.10 Therefore, I propose the following amendment to Policy 4.1.11(a)(iii) (deletions struckthrough, additions underlined, s42A report changes shown in red):

(iii) Reverse sensitivity effects ~~from on the strategic transport infrastructure networks~~ regionally significant infrastructure are avoided or minimised..

- 13.11 Furthermore as the term “strategic transport infrastructure networks” is referred to in Policies 4.1.8, 4.1.10, 4.1.11, 4.1.12, 4.1.13, 4.1.14, 4.1.15, 4.1.16 and 4.7.2, it is proposed that this term is replaced with “regionally significant infrastructure” to provide consistency between the policies and the RPS.

Tanya Running

14 October 2019

ANNEXURE A

Chapter 4: Urban Environment – 4.1.10 Policy – Tuakau

B Objectives and Policies and Maps	4.1 Strategic Direction	4.1.10 Policy – Tuakau	Oppose	<p>The Transport Agency supports the development of accessible, liveable and resilient communities, and therefore supports the intent of this policy.</p> <p>However, given the scale of residential live zoned land proposed to be added to Tuakau (which is not proposed to be sequenced with infrastructure), the Transport Agency is concerned that this policy does not support the development of a liveable community and/or address the need for the integration of infrastructure with subdivision, land use and development in Tuakau.</p> <p>The Transport Agency considers that an updated Tuakau Structure Plan should be included within the PWDP (by way of variation) once the Hamilton to Auckland Corridor Plan is finalised. The structure plan should include appropriate staging and be updated to reflect growth projections.</p> <p>In particular, the Policy does not recognise that development in Tuakau needs to be supported by existing or planned land transport infrastructure. An amendment is sought to Policy 4.1.10 to address this issue.</p> <p>Section 4.1.10 (iii) references the Tuakau Structure Plan. The Transport Agency notes that the Tuakau Structure Plan was developed a number of years ago and is likely out of date. In addition, the structure plan does not appear to be incorporated into the PWDP for reference. If Council intends on utilising the relevant sections of the structure plan document to guide the type of infrastructure provided in 4.1.10 (iii) this should be appropriately incorporated and referenced.</p>	<p>Defer or withdraw live zoning of new residential, industrial and commercial land in Tuakau until an appropriate structure plan is developed with co-ordinated sequencing and staging of infrastructure, and;</p> <p>Amend Policy 4.1.10(a) by adding a new clause as follows:</p> <p><u>“(iv) that subdivision, use and development in this area is supported by sufficient existing or planned infrastructure.”</u> and;</p> <p>Appropriately include relevant sections of the Tuakau Structure Plan to support Clause (iii).</p>
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ANNEXURE A

Chapter 4: Urban Environment – 4.1.11 Policy – Pokeno

Section (A/B/C) & Heading	Chapter/Subsection	Provision	Support/ Oppose	Reasons for Decision Requested	Submission - Decision Sought
B Objectives and Policies and Maps	4.1 Strategic Direction	4.1.11 Policy - Pokeno	Oppose	<p>The Transport Agency supports the intent of this policy and the development of accessible, safe and liveable communities.</p> <p>However, given the scale of residential live zoned land proposed to be added to Pokeno (which is not proposed to be sequenced with infrastructure), the Transport Agency is concerned that this policy does not support the development of a liveable community and/or address the need for the integration of infrastructure with subdivision, land use and development in Pokeno.</p> <p>The Transport Agency is concerned that the proposed “live” zoning of areas for development without integrated planning, staging or sequencing of infrastructure has the potential to compromise good community outcomes. It is also noted that other external processes such as the Hamilton-Auckland Corridor Plan is likely to influence the direction of development in this area. The Transport Agency considers that a Pokeno Structure Plan should be included within the PWDP (by way of variation) once the Hamilton to Auckland Corridor Plan is finalised. The structure plan should include appropriate staging and be updated to reflect growth projections.</p> <p>In particular, the Policy does not recognise that development in Pokeno needs to be supported by existing or planned land transport infrastructure. An amendment is sought to Policy 4.1.11 to address this issue.</p> <p>The Transport Agency supports the intent of clause (iii), however reverse sensitivity refers to effects of a new land use “on” an already established land use such as a transport corridor as well as any human health effects, not effects “from” the existing infrastructure. It is important to note that Pokeno is adjacent to State Highway 1 which is a National Route under Table 14.12.5.6.</p>	<p>Defer or withdraw live zoning of new residential industrial or commercial land in Pokeno until an appropriate structure plan is developed with co-ordinated sequencing and staging of infrastructure, and;</p> <p>Amend Policy 4.1.11 as follows:</p> <p>“(a) Pokeno is developed to ensure;</p> <p>(i) Subdivision, land use and development of new growth areas does not compromise the potential future growth and development of the town <u>and is supported by existing or planned infrastructure;</u></p> <p>(ii) <u>Safe walking</u> and cycling networks are integrated with the existing urban area; and</p> <p>(iii) Reverse sensitivity effects from on the strategic transport infrastructure networks <u>National Routes and Regional Arterials in accordance with Table 14.12.5.6</u> are avoided or minimised.”</p>

ANNEXURE B

Section and heading of Section 42A Report	The Transport Agency's Submission or Further Submission Number	Recommendation	The Transport Agency's Comment
Section 4: Strategic Direction Chapter – Directions and Objectives	S7.42.3 and S7.42.4	Accept	Agree
Section 5: Strategic Direction Chapter – Urban Growth	FS1202.13 to S423.7	Reject	Agree
	FS1202.7 to S198.5	Reject	Agree
	FS1202.32 to S198.23	Accept	Agree
Section 7: Strategic Direction Chapter – Corridor Plan	S742.4	Reject	Agree
Section 13: Chapter 4: Urban Environment – 4.1.1 Objective - Strategic	FS1202.43 to S606.4	Accept	Agree
	FS1202.44 to S535.10	Reject	Agree
	FS1202.45 to S749.94	Reject	Agree
	FS1202.47 to S81.112	Reject	Agree
Section 14: Chapter 4: Urban Environment – 4.1.2 Objective – Urban Growth and Development	FS1202.50 to S923.28 and S81.113	Accept	Agree
Section 15: Chapter 4: Urban Environment – 4.1.3 Policy – Location of Development	FS1202.51 to S445.11	Reject	Agree
	S742.9	Accept	Agree
Section 16: Chapter 4: Urban Environment – 4.1.4 Policy – Staging of Development	S742.10	Reject	Accept
Section 17: Chapter 4: Urban Environment – 4.1.5 Policy – Density	S742.11	Reject	Refer section 6 of evidence.
	FS1202.52 to S535.16	Reject	Agree

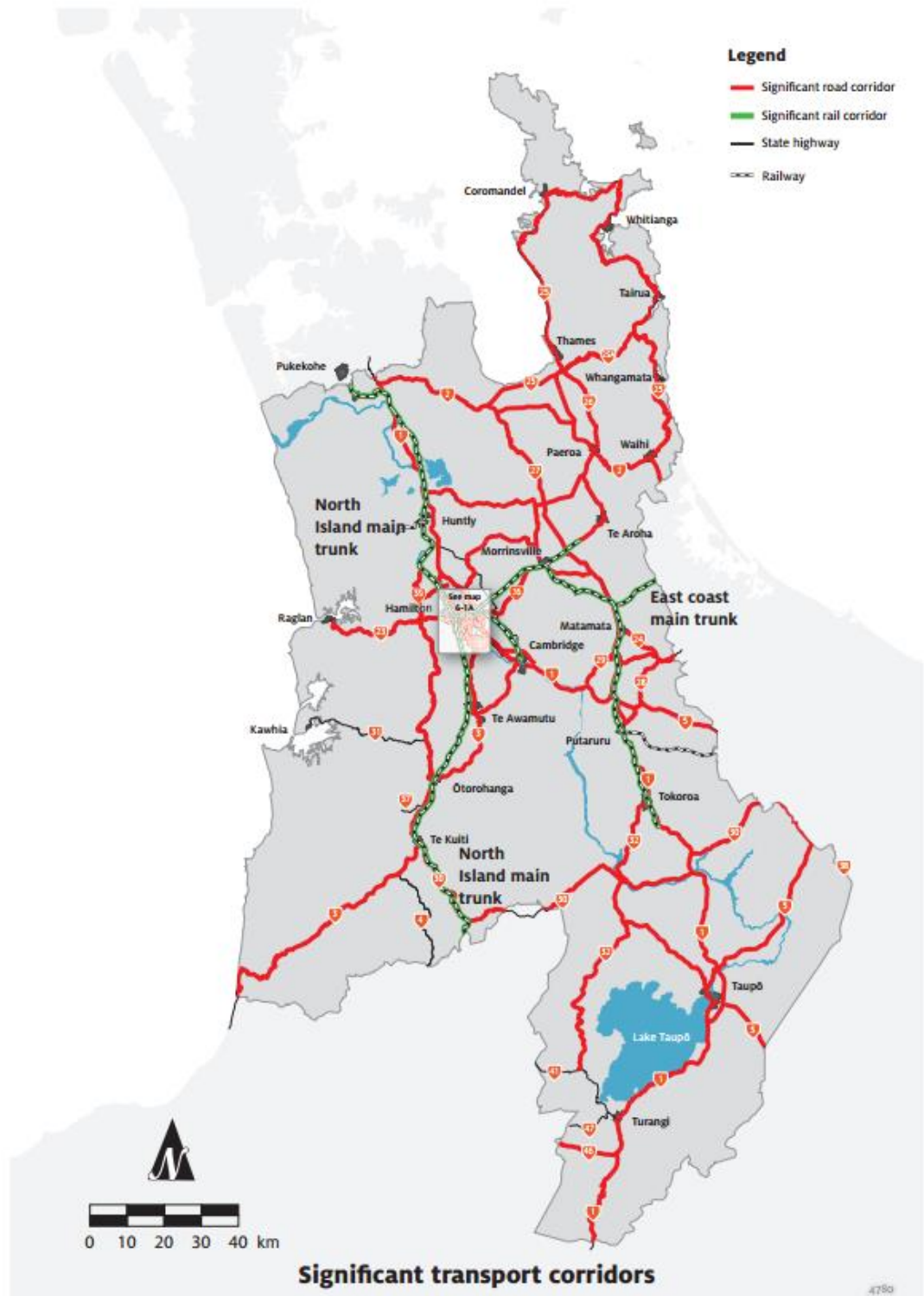
ANNEXURE B

Section 18: Chapter 4: Urban Environment – 4.1.6 Policy – Commercial and industrial activities	S742.12	Accept	Agree
Section 20: Chapter 4: Urban Environment – 4.1.8 Policy – Integration and connectivity	S742.13	Accept	Agree
Section 22: Chapter 4: Urban Environment – 4.1.10 Policy – Tuakau	The Transport Agency's submission (742.14) has been coded to Hearing 27: Zone Extents. However, part of this submission point relates to this policy.		
Section 23: Chapter 4: Urban Environment – 4.1.11 Policy – Pokeno	The Transport Agency's submission (742.15) has been coded to Hearing 27: Zone Extents. However, part of this submission point relates to this policy.		
Section 25: Chapter 4: Urban Environment – 4.1.13 Policy – Huntly	S742.16	Accept	Agree
Section 28: Chapter 4: Urban Environment – 4.1.16 Policy – Horotiu	S742.17	Accept	Agree
	FS1202.43 to S535.18	Reject	Agree
Section 29: Chapter 4: Urban Environment – 4.1.17 Policy – Te Kowhai	This submission point (742.18) is coded to Hearing 27: Zone Extents.		
	FS1202.49 to S535.19	Reject	Agree
Section 33: Chapter 4: Urban Environment – 4.7.2 Policy – Subdivision location and design	S742.31	Accept	Agree
Section 35: Chapter 4: Urban Environment – 4.7.4 Policy – Lot sizes	FS1202.57 to S746.97	Reject	Agree
Section 36: Chapter 4: Urban Environment – 4.7.5 Policy – Servicing requirements	FS1202.58 to S423.2	Reject	Agree
Section 37: Chapter 4: Urban Environment – 4.7.6 Policy – Co- ordination between servicing and development and subdivision	S742.32	Accept	Refer section 7 of evidence.
Section 38: Chapter 4: Urban Environment – 4.7.7 Policy – Achieving	S742.33	Accept	Refer section 8 of evidence.

ANNEXURE B

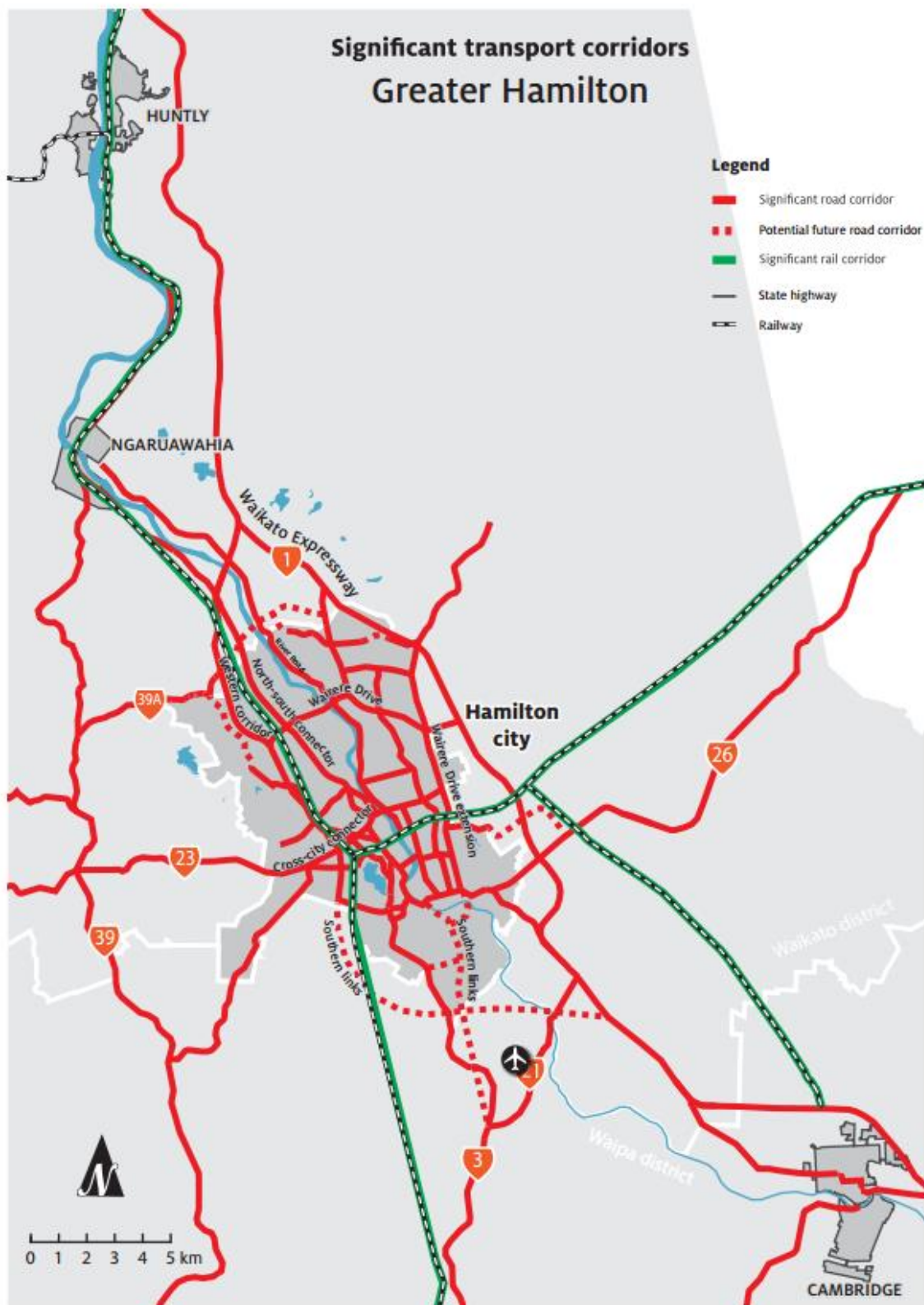
sufficient development density to support the provision of infrastructure services			
Section 39: Chapter 4: Urban Environment – 4.7.8 Policy – Staging of subdivision	FS1202.59 to S423.4	Accept	Agree
Section 40: Chapter 4: Urban Environment – 4.7.9 Policy – Connected neighbourhoods	S742.34	Accept	Agree
Section 42: Chapter 4: Urban Environment – 4.7.11 Policy – Reverse Sensitivity	S742.35	Accept	Agree
Section 45: Chapter 4: Urban Environment – 4.7.14 Policy – Structure and master planning	FS1202.60 to S81.208	Accept	Agree
Section 47: Chapter 5: Rural Environment – 5.5.1 – Objective – Hamilton's Urban Expansion Area and 5.5.2 – Policy – Activities within Hamilton's Urban Expansion Area	FS1202.61 to S535.54	Accept	Agree

ANNEXURE C



Map 6-1: Significant transport corridors

ANNEXURE C



Map 6-1A: Significant transport corridors (Greater Hamilton)