

# Kaunihera | Council

## Kaupapataka Wātea | Open Agenda



Notice is hereby given that an ordinary meeting of Matamata-Piako District Council will be held on:

**Ko te rā | Date:** Wednesday 10 November 2021  
**Wā | Time:** 9.00am  
**Wāhi | Venue:** Council Chambers  
35 Kenrick Street  
TE AROHA

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### Ngā Mema | Membership

#### **Koromatua | Mayor**

Ash Tanner, JP (Chair)

#### **Koromatua Tautoko | Deputy Mayor**

Neil Goodger

#### **Kaunihera ā-Rohe | District Councillors**

Donna Arnold

Caitlin Casey

Teena Cornes

Bruce Dewhurst

James Sainsbury

Russell Smith

Kevin Tappin

James Thomas

Sue Whiting

Adrienne Wilcock

**Waea | Phone:** 07-884-0060  
**Wāhitau | Address:** PO Box 266, Te Aroha 3342  
**Īmēra | Email:** [secretary@mpdc.govt.nz](mailto:secretary@mpdc.govt.nz)  
**Kāinga Ipuranga | Website:** [www.mpdc.govt.nz](http://www.mpdc.govt.nz)



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TAKE   ITEM	NGĀ IHINGA   TABLE OF CONTENTS	WHĀRANGI   PAGE
1	<b>Whakatūwheratanga o te hui   Meeting Opening</b>	<b>3</b>
2	<b>Ngā whakapāha/Tono whakawātea   Apologies/Leave of Absence</b>	<b>3</b>
3	<b>Pānui i Ngā Take Ohorere Anō   Notification of Urgent/Additional Business</b>	<b>3</b>
4	<b>Whākī pānga   Declarations of Interest</b>	<b>3</b>
5	<b>Whakaaetanga mēneti   Confirmation of Minutes</b>	<b>3</b>
6	<b>Papa ā-iwi whānui   Public Forum</b>	<b>3</b>

## **NGĀ PŪRONGO A NGĀ ĀPIHA | OFFICER REPORTS**

7	<b><u>Pūrongo me whakatau   Decision Reports</u></b>	
7.1	Review of Delegation Policy and Delegation Register 2021	4
7.2	Road Naming - Coates Holdings Limited - 49 Bowlers Road, Matamata	7
7.3	Update - National Policy Statement 2020 (NPS-US)	18
8	<b><u>Ngā Pūrongo Whakamārama   Information Reports</u></b>	
8.1	Mayoral Diary for October 2021	36

**1 Whakatūwheratanga o te hui | Meeting Opening**

**2 Ngā whakapāha/Tono whakawātea | Apologies/Leave of Absence**

At the close of the agenda no apologies had been received.

**3 Pānui i Ngā Take Ohore Anō | Notification of Urgent/Additional Business**

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“An item that is not on the agenda for a meeting may be dealt with at that meeting if-

- (a) The local authority by resolution so decides; and
- (b) The presiding member explains at the meeting, at a time when it is open to the public,-
  - (i) The reason why the item is not on the agenda; and
  - (ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting.”

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting,-

- (a) That item may be discussed at that meeting if-
  - (i) That item is a minor matter relating to the general business of the local authority; and
  - (ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but
  - (iii) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.”

**4 Whākī pānga | Declaration of Interest**

Members are reminded of their obligation to declare any conflicts of interest they might have in respect of the items on this Agenda.

**5 Whakaaetanga mēneti | Confirmation of Minutes**

Minutes, as circulated, of the Ordinary Meeting of Matamata-Piako District Council, held on 3 November 2021

**6 Papa ā-iwi whānui | Public Forum**

Linda Hodge in attendance to present ideas for the development of the site – Railside by the Green

7 Pūrongo me whakatau | Decision Reports

# Review of Delegation Policy and Delegation Register 2021

CM No.: 2467723

## Rāpopotonga Matua | Executive Summary

Under the Local Government Act 2002, Council may delegate its statutory powers and its functions to Council Officers.

This report seeks feedback from the Committee on the Delegation Policy and Delegation Register 2021, circulated to Council separately from the agenda.

## Tūtohunga | Recommendation

That:

1. **The information be received.**
2. **Council accepts the amendments and the new delegations for inclusion in the Delegations Register**
3. **Council adopts the Delegations Register as circulated separately.**

## Horopaki | Background

### The Local Government Act 2002

Section 48 of the Local Government Act 2002 (LGA) provides that delegations must be carried out in accordance with Part 1 of Schedule 7 of the LGA. Clause 32(1) of Part 1 to Schedule 7 of the LGA provides that, for the purposes of efficiency and effectiveness in the conduct of a local authority's business, a local authority may delegate to a committee or other subordinate decision-making body, or member or officer of the local authority any of its responsibilities, duties, or powers excepting the powers specified under paragraphs (a)-(f) of that sub-clause.

These delegated powers fall broadly in to three categories:

- Financial
- Warranted powers
- Statutory

## Ngā Take | Issues

### Delegations Policy

The Policy focuses on two policy issues:

- Efficient and effective decision making - good management practice is to encourage delegation of decision making to the lowest competent level.
- Managing risk - Council has identified the 'top five risks' which are to be considered by Council and staff when making a delegation.

The Policy contains information on:

- Powers retained by Council
- Mayoral Powers under the LGA
- Powers delegated to Council committee's under its governance structure
- Powers delegated to Council's hearing commission under its governance structure
- Warranted Power appointments



- Statutory delegations (delegations where the highest risk has been initially assessed have been highlighted throughout the delegations document)

Most of the financial delegations have been removed from the delegations document as it is operational. Having spoken with Audit they agree that there is nothing requiring the financial delegations to be adopted by Council.

The delegations that have remained are the Chief Executive who is responsible for ensuring the financial delegation to staff is appropriate. The Group Manager positions have been included as they have the authority to approve payments on behalf of the CEO in his absence.

Furthermore the Finance department tracks the financial delegations of each position and it is unnecessary for the work to be done twice in the organisation especially when a financial delegations report can be pulled from Authority.

#### Amendments made to Delegations Policy and Register 2021 include:

- Delegation Policy - wording/legislation/replacement updates.
- Committee delegations - updated to reflect the change in the Audit and Risk chair and independent member.
- Financial delegations – removed, see note above.
- Statutory delegations – reviewed alongside the legislative compliance checklist.
  - The updates to the delegations under the Building Act 2004 have occurred due to the IANZ audit that the building team is required to undertake for their accreditation.
  - Many of the other updates are new positions, changes to team names (e.g. Human Resources to People, Safety and Wellness and Corporate Legal to Strategic Partnership and Governance).

## **Analysis**

### **Options considered**

The Committee has the option of recommending to Council further amendments to the delegations.

### **Legal and statutory requirements**

Details of the legislative framework have been set out above in this report.

### **Impact on Significance and Engagement Policy**

This matter is not considered significant.

### **Timeframes**

There are no timeframes, the delegations are expected to be updated as and when legislation is introduced or amended by central government.

### **Financial Impact**

There are no funding costs/impacts of this process.

## **Ngā Tāpiritanga | Attachments**

There are no attachments for this report.

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**Ngā waitohu | Signatories**

Author(s)	Ellie Mackintosh <b>Legal Counsel</b>	
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Approved by	Niall Baker <b>Policy and Legal Team Leader</b>	
	Dennis Bellamy <b>Group Manager Community Development</b>	

7 Pūrongo me whakatau | Decision Reports

## Road Naming - Coates Holdings Limited - 49 Bowlers Road, Matamata

CM No.: 2516017

### Rāpopotonga Matua | Executive Summary

Council is requested to approve a single road name from the three options provided by Applicant (Coates Holdings Limited) for a private access way at 49 Bowlers Road, Matamata (a 6 lot rural residential subdivision).

It is recommended that Council accept the name of Country Lane.

This report is to be read in conjunction with the proposed road name plan (reference #4826) as well as Council's road naming policy (02 October 2019), both of these are attached.

### Tūtohunga | Recommendation

That:

1. **This report be received**
2. **Council accept the preferred access way name (Country Lane)**

### Horopaki | Background

The applicant (Coates Holdings Limited) is a Matamata-based farming entity who have embarked on a rural development at 49 Bowlers Road, Matamata. Consent was issued early February 2020 to subdivide existing land to six rural residential lots. In accordance with Council's road naming policy private access ways servicing a minimum of six lots must be named. The access way naming is occurring now to ensure capture of this earlier completed development.

### Ngā Take/Kōrerorero | Issues/Discussion

Only one access way name is to be approved by Council. Names presented by the Applicant in order of preference are:

- **Country Lane (preferred)**
- Countryside Lane (alternative #1)
- Backcountry Lane (alternative #2)

All three names were successfully checked and approved for use; firstly against Council's Street Register and secondly, against the Land information New Zealand's (LINZ) database to ensure no conflicting names in the district and neighbouring districts.

There was no requirement for the developer to consult Mana Whenua as the development is private and our road naming policy applies consultative requirements to public land only.

Coates Holdings Limited assessed each of their preferred access way names against 6. *Naming Considerations (a-f)*, from the road naming policy.

Below is an explanation of the names changes by the developer in order of preference.

### **Country Lane (preferred)**

The name 'Country' derives from when Mr Coates as a young boy was milking a single cow back in his village in Fiji. It signifies his coming to New Zealand and working hard to own his own place in the country. Lane describes the road that winds up to the subdivision that was planted out in natives and retired from grazing stock – the family met and decided the name had significant meaning in terms of their cultural heritage.

### **Countryside Lane (alternative #1)**

Similar in part to the preferred name selected above by the Coates family, the name reflects the proximity the new road has with nearby countryside on Bowler Road, Matamata – typifying the environment of adjacent land to the new development and/or town of Matamata.

### **Backcountry Lane (alternative #2)**

Typifies a road or lane that is off the beaten track. A place where you can play, unwind and connect with nature.

### **Mōrearea | Risk**

The applicant's request for road naming of their private access way has been assessed as providing little to no risk to Council. Any potential risk has been mitigated through careful name searches.

### **Ngā Whiringa | Options**

Options presented above relate to the single private access way off Bowlers Road.

- **Country Lane (preferred)**
- Countryside Lane (alternative #1)
- Backcountry Lane (alternative #2)

Only one of the three names is to be accepted/approved by Council. No further considerations have been made.


### **Ngā take ā-ture, ā-Kaupapahere hoki | Legal and policy considerations**

Council's road naming policy (02 October 2019) requires that private access ways must be a 'Lane' and must serve a minimum of six lots. Also a policy requirement, the applicant has supplied a drawing displaying the rural lots and the single access way. The drawing is attached for your appreciation.

As mentioned above:

- all three names were successfully checked and approved for use; firstly against Council's Street Register and secondly, against the Land information New Zealand's (LINZ) database – to ensure no conflicting names in the district and neighbouring districts.
- There was no developer requirement to consult Mana Whenua as the development is private and our policy applies consultative requirements to public land.
- The Applicant applied preferred access way names against 6. *Naming Considerations (a-f)*, from the road naming policy. These were checked by Council staff and conform to policy.

## Ngā Tāpiritanga | Attachments

[A](#)  4826 Road Name Plan 01 for 49 Bowlers Lane, Matamata



[B](#)  Final Road Naming Policy Adopted 2 October 2019



## Ngā waitohu | Signatories

Author(s)	Barry Reid <b>Roading Asset Engineer</b>	
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Approved by	Susanne Kampshof <b>Asset Manager Strategy and Policy</b>	
	Manaia Te Wiata <b>Group Manager Business Support</b>	





## Numbering of Properties, Naming of Roads, Access Ways and Open Spaces



**Department(s):** Assets, Policy and Strategy  
Corporate Strategy (Iwi Liaison)  
Regulatory Planning

**Policy Type:** External Policy

**Council Resolution Date:** 02 October 2019

### 1. Introduction

The Council is responsible for the naming of roads and numbering of land and buildings, under section 319, 319A and 319B of the Local Government Act 1974.

Road names and property numbers are used by a wide array of users for the accurate and quick identification of properties including; emergency services, postal and delivery services, personal visitors, service deliveries such as power, telephone and water. It is essential that properties have a formal and unique address by which they can be identified.

This policy covers both the naming of access ways and the naming of roads to ensure there is consistency.

### 2. Objectives

- a. To ensure consistency in naming of roads and access ways in the district.
- b. To clarify the meaning of access ways and to provide clear rules for the naming of these.
- c. To ensure roads are named to reflect the identity of the local areas as well as ensuring ease of identification for the Council, emergency services and others.

### 3. Definitions

Developer	An individual or entity, which is making an application. This may include Council, a consent holder or the party developing the infrastructure including
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	but not limited to a Developer.
Council	Matamata-Piako District Council.
Culturally significant	Ancestral land, water, wahi tapu, valued flora and fauna, and other taonga significant to Mana Whenua.
Name	The word or name used to identify a road, open space or Council facility. Name excludes the road type (see definition: road types).
Open space	Includes all parks and reserves administered by Council. This includes Reserve As defined under s 2 of the Reserves Act 1977 and land owned by Council with a primary recreation function, not held under the Reserves Act 1977.
Access Ways	A single 'lot', right of way or a series of right-of-ways that will be occupied by a physical driveway, providing vehicle access to a minimum of six lots. This also includes common access lots, retirement village roads and common property within a Unit Development as defined under section 5 of the Unit Titles Act 2010.
Road	Road as defined in section 315 of the Local Government Act 1974, and any square and any public place intended for the use of the public generally.
Road types	Road types in accordance with The Australian/New Zealand Standard on Rural and urban addressing AS/NZS 4819:2011 (outlined in Schedule 1 below).

#### 4. Application

The developer must submit their preferred name(s) plus two alternatives for each road or access way<sup>1</sup>. A plan identifying all roads or access ways and each property number must be included in the proposal. All proposed roads or access ways to be named must be clearly labelled.

Developers must consider property numbers and road/open spaces names at the early stages of their resource consent application to ensure there are no delays to the process.

#### 5. Property numbering

Property numbers for both public roads and access ways must adhere to the relevant New Zealand standards issued by LINZ. In general:

- a. Addresses on the left side of the road should be ordered by number, using odd numbers beginning with "1" at the start of the road/access way.

<sup>1</sup> Proposals must be submitted in writing to Council's Asset Manager – Strategy and Policy.



- b. Addresses on the right side should be ordered by number, using even numbers starting with "2".
- c. When numbering a cul-de-sac, the same "odd on the left, evens on the right" approach should be used. Incremental numbering around the cul-de-sac should not be used.
- d. Rural numbering is based on the distance down the road. The distance in metres is divided by 10 and rounded to the nearest odd number (left side) or even number (right side).

#### 6. Naming considerations

A proposal to name or rename a road, or an open space must include evidence that the name(s) reflect one or more of the following:

- a. The identity of the Matamata-Piako District and/or local identity.
- b. The historical significance of particular locations.
- c. The cultural significance of the area to Mana Whenua.
- d. People important in the history of an area.
- e. Events, people and places significant to a community or communities locally, nationally or internationally.
- f. Flora and Fauna significant or important to the history of an area.

#### 7. Consultation with Mana Whenua

Prior to submitting a proposal applicants are to request Council staff<sup>2</sup> provide guidance as to the appropriate Mana Whenua of an area. Applicants are to provide each Mana Whenua group with at least 15 working days to identify if the area has cultural significance and provide feedback to the applicant.

The purpose of the feedback is to provide non-binding advice to the applicant as to how culturally significant an area is to Mana Whenua. The applicant must provide evidence that they have given Mana Whenua an opportunity to provide feedback in accordance with this section.

For the avoidance of doubt consultation requirements with Mana Whenua do not apply to private access ways.

<sup>2</sup> Council's Corporate Strategy Team in their role as Iwi Liaison will provide the relevant contact details to Developers in consultation with Mana Whenua on request.



#### 8. Criteria for all road and access way names

Any proposed road and access way names will preferably meet the following criteria:

- a. Not be duplicated in the Matamata-Piako District
- b. Preferably, be short (generally not longer than 12 characters).
- c. Be single words to avoid cartographic problems.
- d. Be easy to spell and pronounce.
- e. Not sound similar, or be similar in spelling, to an existing road name.
- f. Not include a preposition, e.g. Avenue of the Allies.
- g. Not be abbreviated or contain an abbreviation excepting that "St" can be used for "saint" and 'Mt' can be used for "mount".
- h. Names must not include a numeral (e.g. 5 Oaks Drive) but can include a number as a word (e.g. Five Oaks Drive).
- i. Not be in poor taste or likely to cause offense.
- j. Not lead with 'The'.
- k. The name 'Lane' cannot be used for a public road. "Lane" is for private access ways only.
- l. If more than one road or access way is being named, consideration must be given to the names sharing a common theme. Where there is an existing theme or grouping of names in an area, consideration should be given to new names having an appropriate association with existing names in the area.
- m. Road types must comply with Schedule 1

#### 9. Renaming of roads

The name of an existing road or access way may only be changed if a clear benefit to the community can be demonstrated. Examples of this are the incorrect spelling of a name, eliminating duplication in spelling or sound, preventing confusion arising from major changes to road layout or to make geographical corrections

#### 10. Private Access Ways

For the naming of an access way, the following rules also apply:

- a. The name chosen for an access way must be a 'Lane' (e.g. Oaks Lane)



- b. If the access way currently services other existing properties then the property owners must be consulted and evidence of this consultation provided to Council.
- c. The private access way must not be vested in Council
- d. The access way must service a minimum of six lots.
- e. The numbering of the street where the access way is created must not be altered with the exception of the lot being subdivided in its entirety.
- f. The numbering of the lots within the subdivision that will be serviced by the access way must follow Council's existing numbering system.
- g. Council is not responsible for any external agencies refusal to acknowledge the access way name.
- h. Council's refuse collection service will only collect from the road (not up the access way).
- i. Signage displaying the name must be within the boundaries of the access way or as agreed on private property created by the subdivision. This signage must be in reverse colours to that used by the public street name system. Supplementary signage must be fixed to the access way name blade stating that the access way is 'Private Access' and 'No Exit'.
- j. Council will not be responsible for any costs associated with the construction and maintenance of the access way or any related signage.

#### 11. Open spaces

For the naming of an open space, the following rules also apply:

- a. Any naming or renaming of open spaces must consider the obligations set out in Part 6 of the Local Government Act 2002.
- b. Reserves must be named or renamed by resolution of Council and in accordance with the Reserves Act 1977.
- c. The Naming of Reserves should also follow the policies as outlined in the General Polices Reserve Management Plan 2019 (see 11.11 of the GPRMP) or any subsequent replacement policies. The naming of open spaces (those that are not reserves) should use the General Policies RMP criteria as a guideline when naming an open space.



#### 12. Decisions on names

Subject to LINZ approval, the final decision on road, access way and open spaces names rests with Council. Council may, at its sole discretion, delegate this decision making function to another body or member of staff.<sup>3</sup>

#### 13. Relevant Legislation

Matamata-Piako District Council is responsible for the naming of roads under the Local Government Act 1974 Section 319.

Where a reserve is vested in Council, the Minister of Conservation or Council may specify or change the name of a reserve by notice in the Gazette (Section 16(10) Reserves Act 1977).

#### 14. Related Policies, Strategies or Guidelines

This Policy complies with The Australian/New Zealand Standard on Rural and urban addressing AS/NZS 4819:2011.

#### 15. Audience

- a. Council
- b. Council staff
- c. Developers
- d. Mana Whenua
- e. The community

#### 16. Measurement and Review

This policy will be reviewed yearly by the Asset Manager – Strategy and Policy.

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<sup>3</sup> Delegations will be made by Council resolution and recorded in Council's delegations register.



Schedule 1

Road type	Abbreviation	Description	Open ended	Cul-de-sac	Pedestrian only
Alley	Ally	Usually narrow roadway in a city or towns.	√	√	
Arcade	Arc	Passage having an arched roof or covered walkway with shops along the sides.			√
Avenue	Ave	Broad roadway, usually planted on each side with trees.	√		
Boulevard	Blvd	Wide roadway, well paved, usually ornamented with trees and grass plots.	√		
Circle	Cir	Roadway that generally forms a circle; or a short enclosed roadway bounded by a circle.	√	√	
Close	Cl	Short enclosed roadway.		√	
Court	Crt	Short enclosed roadway, usually surrounded by buildings.		√	
Crescent	Cres	Crescent shaped roadway, especially where both ends join the same thoroughfare.	√		
Drive	Dr	Wide roadway without many cross- streets.	√		
Glade	Gld	Roadway usually in a valley of trees.	√	√	
Green	Grn	Roadway often leading to a grassed public recreation area.		√	
Grove	Grv	Roadway that features a group of trees standing together.		√	
Highway	Hwy	Main thoroughfare between major destinations.	√		
Lane	Lane	Narrow roadway between walls, buildings or a narrow country roadway. (reserved exclusively for non-public roads)	√	√	√
Loop	Loop	Roadway that diverges from and rejoins the main thoroughfare.	√		
Mall	Mall	Wide walkway, usually with shops along the sides	√		
Mews	Mews	Roadway having houses grouped around the end.		√	
Parade	Pde	Public roadway or promenade that has good pedestrian facilities along the side.	√		
Place	Pl	Short, sometimes narrow, enclosed roadway.		√	
Promenade	Prom	Wide flat walkway, usually along the water's edge.			√
Quay	Qy	Roadway alongside or projecting into the water.	√	√	
Rise	Rise	Roadway going to a higher place or position	√	√	
Road	Rd	Open roadway primarily for vehicles. In general rural roads should be called road.	√		
Square	Sq	Roadway which generally forms a square shape, or an area of roadway bounded by four sides.	√	√	
Steps	Stps	Walkway consisting mainly of steps.			√
Street	St	Public roadway in an urban area, especially where paved and with footpaths and buildings along one or both sides.	√		
Terrace	Tce	Roadway on a hilly area that is mainly flat.	√	√	
Track	Trk	√ Walkway in natural setting.			√
View	View	A road with a view	√	√	
Walk	Walk	Thoroughfare for pedestrians			√
Way	Way	Short enclosed roadway. (reserved exclusively for non-public roads)		√	
Wharf	Whrf	A roadway on a wharf or pier.	√	√	√





7 Pūrongo me whakatau | Decision Reports

## Update - National Policy Statement of Urban Development 2020 (NPS-UD)

CM No.: 2517882

### Rāpopotonga Matua | Executive Summary

The purpose of this item is to provide Council with an update of the National Policy Statement of Urban Development 2020 (NPS-UD), and to outline the implications and opportunities.

This report recommends that in accordance with the NPS-UD, that Matamata and Morrinsville fall within the definition of an urban area (having an intended population of 10,000 or more). Therefore placing Matamata-Piako District as a Tier 3 territorial authority. This adds additional requirements on Council which will influence housing, infrastructure, business capabilities, environmental monitoring, car parking and transport within the district.

Relevant housing and business assessments are to be carried in the near future to determine the needs of the district in the short, medium and long term, and potential plan changes to provide for these needs.

It is also recommended that Council undertake the above actions for Te Aroha and Waharoa.

### Tūtohunga | Recommendation

That:

- 1. The urban areas of Matamata and Morrinsville and their hinterlands be identified as Urban Areas under the NPS-UD, therefore, analysis of its housing and business markets be undertaken as soon as possible to determine future needs for the short, medium and long terms, and that subsequent plan changes be undertaken to provide for changes.**
- 2. That due to the RMA reforms, assessments be undertaken for Te Aroha and Waharoa to identify areas for growth.**
- 3. The monitoring of the indicators be gathered quarterly (as available) and that annual results be published for Matamata and Morrinsville Urban Areas.**
- 4. That the removal of minimum parking standards and consequential amendments from the District Plan for Matamata and Morrinsville be undertaken by the end of 2021.**
- 5. That a review of the accessible carparks for mobility and disability be undertaken to ensure that appropriate provisions are provided for.**



## **Horopaki | Background**

In August 2020, The National Policy Statement of Urban Development 2020 (NPS – UD) came into effect to replace the above. It identifies itself as being applicable to:

- (a) all local authorities that have all or part of an urban environment within their district --- (ie, tier 1, 2 and 3 local authorities); and
- (b) planning decisions by any local authority that affect an urban environment

Tier 3 local authority means a local authority that has all or part of an urban environment within its ----- district but is not a tier 1 or 2 local authority, ----.

Tier 3 urban environment means an urban environment that is not listed in the Appendix,

And urban environment means any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:

- (a) is, or is intended to be, predominantly urban in character; and
- (b) is, or is intended to be, part of a housing and labour market of at least 10,000 people

Council's review carried out over a year ago, concluded that at the time Council was not considered a Tier 3 Council. However, a number of matters have happened since then including but not limited to:

- population review
- considerable development
- proposed subdivision density
- private plan changes.

The objectives and policies of the NPS-UD are attached in Appendix A of the attached report.

## **Ngā Take/Kōrerorero | Issues/Discussion**

### **1. Urban Areas**

It is critical to consider what parts of Matamata-Piako District are included in the urban areas for a Tier 3 Authority.

#### **1.1 Commuting Rule**

Statistics New Zealand (Stats NZ) provides valuable information around Functional Urban areas, which is helpful in determining the 'housing and labour market'. Stats NZ have employed a 40% commuting rule which means that at least 40% of workers from an area are commuting into the urban core for work.

Based on this, Morrinsville and Matamata Urban Cores and surrounding hinterlands are considered urban areas with over 10,000 populations.

See maps defined by Statistics NZ for Matamata and Morrinsville in Appendix B of the attached report.

#### **1.2 Growth trajectory in Matamata and Morrinsville**

Taking into account a recent report on Population Growth Review September 2021 by Infometrics as well as projections by Waikato University, Matamata-Piako District has recently experienced strong population and dwelling growth. Based on this growth it is

recommended that Council use the high scenario growth projections in planning for the future.

As identified in the Infometrics report “For the purpose of the NPS-UD, Matamata and Morrinsville are currently defined with the Stats NZ urban boundary, with an estimated 2020 population of 8,500 in Matamata and 8,300 in Morrinsville (Stats NZ estimate)”.

Planning for development has been taking place in Matamata. Whereby approximately 1200 additional dwellings are in the pipeline, being approximately an additional 2,520 population (2.1 persons per household).

A recently lodged plan change to rezone land in Morrinsville, will also provide for an additional 1200 dwellings being an additional 2,520 in population. Existing development will account for an additional 819 dwellings in the future.

This means that the intended populations of the urban areas at Matamata will be 11,020 and Morrinsville urban area at approximately 11,640. These figures do not account for the labour markets surrounding Matamata and Morrinsville. Based on this it is clear that both Matamata and Morrinsville fall into the category of an urban environment that:

- (a) is, or is intended to be, predominantly urban in character; and
- (b) is, or is intended to be, part of a housing and labour market of at least 10,000 people

## 2. Monitoring

Given that the district is considered a Tier 3 authority, on-going monitoring for Matamata and Morrinsville and their hinterlands is required for the:

- demand and supply of dwellings
- prices of and rents for dwelling
- housing affordability
- the proportion of housing development capacity realized
- available data on business land

Based on this it is recommended that the following indicators be monitored.

- The demand for dwellings
- The amount of vacant residential land – greenfield
- The amount of vacant residential land – infill
- The supply of dwellings
- Prices of dwellings (House Values and House Sales)
- Rents for dwellings
- Housing affordability
- The number of new infill dwellings for Matamata and Morrinsville
- The number of new greenfield dwellings for Matamata and Morrinsville
- Business land – Matamata, Morrinsville and Hinterlands (includes Town Centres and Industrial Zones)

How these are monitored are identified in the attached report in Table 1.

### 3. Car Parking

Under the NPS-UD “If the district plan of a tier 1, 2, or 3 territorial authority contains objectives, policies, rules, or assessment criteria that have the effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, the territorial authority must change its district plan to remove that effect, other than in respect of accessible car parks.”

The District Plan may still have objectives, policies and rules, or assessment criteria requiring a minimum number of accessible carparks (disability or limited mobility), as well as standards for parking dimensions for when a developer chooses to supply carparks.

Today new developments are required to provide off-street parking based on an assumed demand for parking generated by the building’s use.

Minimum parking requirements are an outdated mechanism which sought to address shortage of parking resulting from a high demand for private vehicles. As a result, private, unsustainable private vehicle usage has been facilitated and encouraged. By removing these minimum carparking requirements in the urban areas, the district will invite opportunities for flexible, creative and alternative transportation, robust and long-term economic benefits and encourage sustainable modes of transport.

#### **Mōrearea | Risk**

The NPS-UD identifies the removal of the carparks from Tier 1, 2 and 3 territorial authorities. This could imply that if Council is a Tier 3 authority, then all minimum parking standards throughout the entire district, must be removed. This includes all the towns and the rural areas.

It is recommended that the minimum carparking standards be removed from Matamata and Morrinsville only, as these are the only areas identified as ‘urban areas’ under the NPS-UD. This approach is consistent with the intent of the NPS-UD.

#### **Ngā Whiringa | Options**

**Option 1:** Council resolve that Matamata and Morrinsville are defined as ‘urban areas’ under the NPS-UD and consequently Matamata-Piako is a Tier 3 Territorial Authority.

Or,

**Option 2:** Council resolve that Matamata and Morrinsville are not defined as ‘urban areas’ under the NPS-UD and consequently the NPS-UD does not apply to the District.

If Council chooses to identify as a Tier 3 authority (Option 1),

**Option 3:** The removal of carparking requirements only for Matamata and Morrinsville as these are the only areas in the district that are identified as ‘urban areas’ under the NPS-UD.

Or,

**Option 4:** Given the Tier 3 status, removing minimum carparking requirements under the District Plan district-wide.

#### **Recommendation:**

Based on the updated population projections, the current development density the district is experiencing and the private plan changes currently being worked through, it would be very difficult to argue that Matamata and Morrinsville do not fall within the definition of an urban area. As a result, we believe Option 1 is the only option. In relation to parking, a district is only a Tier 3 Council when it meets the urban area definition. Therefore the intent of the NPS-UD is that when this threshold is met, the parking requirements shall be removed. As a result, it is our recommendation that the removal of the parking requirements shall only relate to the urban areas as defined by the NPS-UD being Matamata and Morrinsville.

## Ngā take ā-ture, ā-Kaupapahere hoki | Legal and policy considerations

The Resource Management Act 1991

Section 104 of the RMA stipulates the principal key matters to provide for, when considering applications for a resource consent. The Council must have regard to various aspects when considering an application for a resource consent and submissions received.

*S104 (1) "When considering an application for a resource consent and any submissions received, the consent authority must --- have regard to --- (b) any relevant provisions of --- (iii) a national policy statement---*". Therefore, it is a Resource Management Act 1991 requirement, that the Council have regard for relevant provisions from the NPS-UD.

The District Plan

Amendments to Part A Transportation sections: 3.8.1 and 3.8.2 will be required as well as rules under Section 9 and any other mentions of carparking within the District Plan for the Towns of Matamata and Morrinsville.

The Building Act (s118)

Although there are no provisions in the District Plan requiring accessible carparks, the Building Act requires access and facilities for persons with disabilities, to and within, buildings which includes parking provisions when development occurs.

It would be good measure for these provisions to be reviewed, and if not satisfactory, addressed in the District Plan.

Waikato Regional Infrastructure Technical Specifications (RITS)

One of the matters of concern is the Waikato Regional Infrastructure Technical Specifications (RITS) which in turn uses NZS:4404 Land Development and Infrastructure.

Given that there is indication for denser urban form in new subdivisions, intensification and increased populations in the district particularly in existing residential areas, it is important to identify if there is sufficient on-street parking for future vehicles. Guidance for this is provided by the Waikato Local Authority Shared Services to amend RITS to provide standard road width and details regarding on-street parking.

## Ngā Pāpāhonga me ngā Wātaka | Communications and timeframes

The NPS-UD requires implementation in the Short term, (within next 3 years), medium term (between 3 and 10 years) and long term (between 10 and 30 years) to provide sufficient development capacity for housing and to meet expected demand for business land.

Housing and Business Assessments are to be undertaken as soon as possible so that planning for the future can be undertaken. It is expected these will be completed this financial year.

Council must monitor and publish the annual results annually for each urban environment which can be posted on-line.

The removal of minimum carparks in Matamata and Morrinsville is to be undertaken without using Schedule 1 of the Act (inviting submissions) prior to February 2022. Upon the amendments being

made to the district plan public notice needs to be given that this has been done pursuant to S55(2A) of the RMA.

## Te Tākoha ki ngā Hua mō te Hapori me te here ki te whakakitenga o te Kaunihera | Contribution to Community Outcomes and consistency with Council Vision

**Theme:** Housing

### Community Outcome:

- Meeting demand for housing through new development
- Realising potential for increased capacity in existing residential areas
- Housing development attracting skilled people to the district
- Quality housing provision and secure housing tenure
- Providing opportunities for improved social and economic outcomes

**Theme:** Business

### Community Outcome:

- Robust business development
- Facilitation of new infrastructure and improving existing infrastructure
- Opportunity for industry renewal
- Increased employment and business ownership

**Theme:** Removal of Car parking requirements

### Community Outcome:

- Opportunity for transportation modal variation
- Opportunity to employ sustainable transportation practises
- Opportunity for innovation and creativity
- Opportunity for greater, wider, more frequent public transport which could discourage private vehicle usage but also encourage non-drivers a sense of freedom to travel more widely in the district

## Ngā Tāpiritanga | Attachments

A  Functional Urban Areas Matamata



B  APPENDIX A NPS-UD OBJECTIVES & POLICIES MPDC



C  National Policy Statement of Urban Development 2020



D  Functional Urban Areas Morrinsville



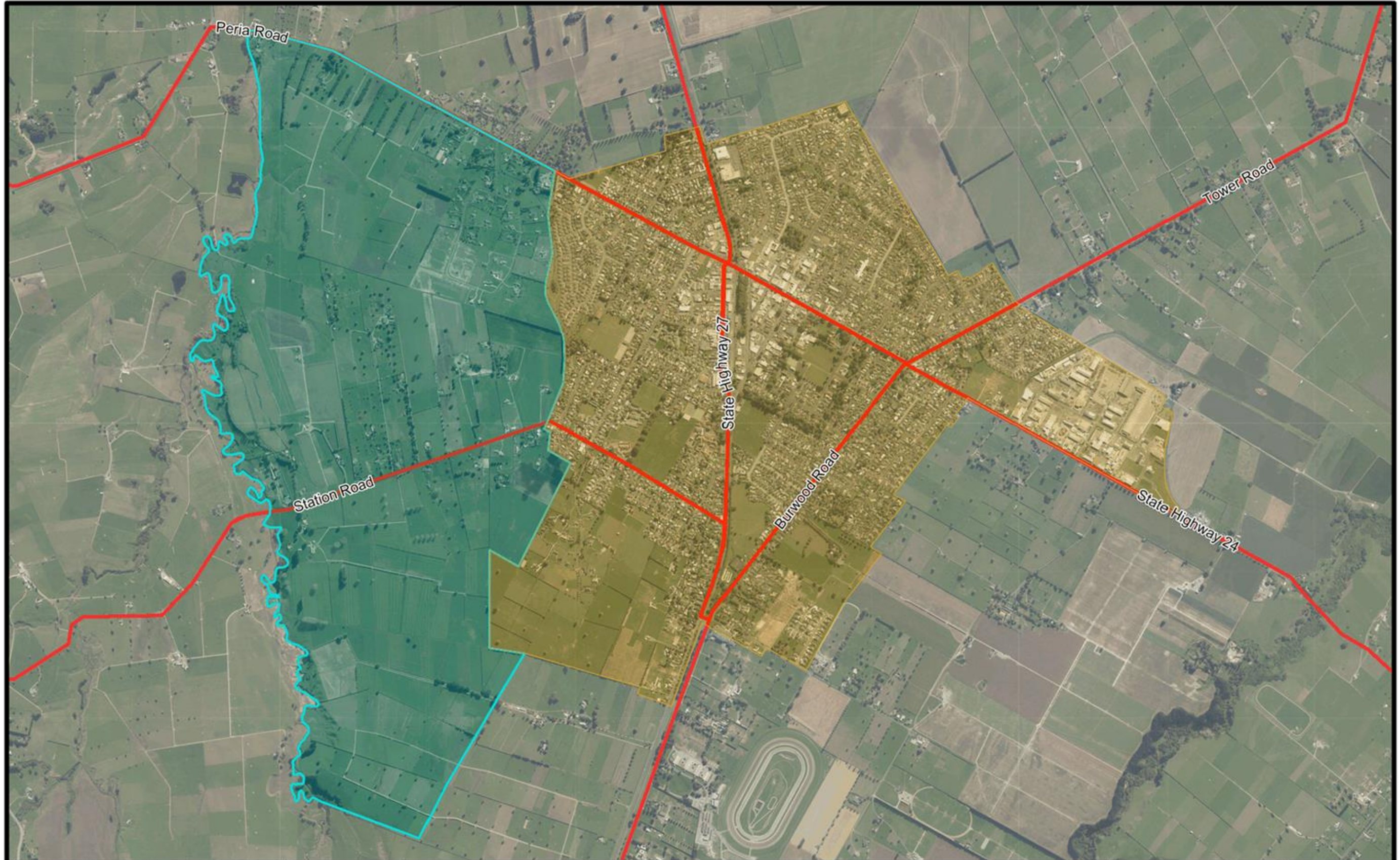
## Ngā waitohu | Signatories

Author(s)	Kumesh Naidu <b>Graduate RMA Policy Planner</b>	
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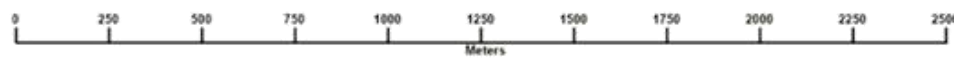
Approved by	Ally van Kuijk <b>District Planner</b>	
	Dennis Bellamy <b>Group Manager Community Development</b>	





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### Matamata Functional Urban Areas



Scale (when printed on A3) <b>1:18,000</b>
Date: 17/09/2021
Authored: A Naea (MPDC)
Projection: NZTM 2000





## APPENDIX A

### Objectives and Policies NPS-UD

**Note:** Objectives and policies struck out are not relevant to Tier 3 urban environments

#### Objectives

**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 2:** Planning decisions improve housing affordability by supporting competitive land and development markets.

**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-served 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, (Future Development Strategies) 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.

**Objective 7:** Local authorities have robust and frequently updated information about their urban environments and use it to inform planning decisions.

**Objective 8:** New Zealand's urban environments:

- (a) support reductions in greenhouse gas emissions; and
- (b) are resilient to the current and future effects of climate change.

#### Policies

**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 are resilient to the likely current and future effects of climate change.

**Policy 2:** Tier 1, 2, and 3 local authorities, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term.

~~Policy 3: In relation to tier 1 urban environments, regional policy statements and district plans enable:~~

- ~~(a) in city centre zones, building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification; and~~
- ~~(b) in metropolitan centre zones, building heights and density of urban form to reflect demand for housing and business use in those locations, and in all cases building heights of at least 6 storeys; and~~
- ~~(c) building heights of least 6 storeys within at least a walkable catchment of the following:
  - ~~(i) existing and planned rapid transit stops~~
  - ~~(ii) the edge of city centre zones~~
  - ~~(iii) the edge of metropolitan centre zones; and~~~~
- ~~(d) in all other locations in the tier 1 urban environment, building heights and density of urban form commensurate with the greater of:
  - ~~(i) the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or~~
  - ~~(ii) relative demand for housing and business use in that location.~~~~

~~Policy 4: Regional policy statements and district plans applying to tier 1 urban environments modify the relevant building height or density requirements under Policy 3 only to the extent necessary (as specified in subpart 6) to accommodate a qualifying matter in that area.~~

**Policy 5:** Regional policy statements and district plans applying to tier 2 and 3 urban environments enable heights and density of urban form commensurate with the greater of:

- (a) the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or
- (b) relative demand for housing and business use in that location.

**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 7:** ~~Tier 1 and 2 local authorities set housing bottom lines for the short-medium term and the long term in their regional policy statements and district plans.~~

**Policy 8:** Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well-functioning urban environments, even if the development capacity is:

- (a) unanticipated by RMA planning documents;
- (b) or out-of-sequence with planned land release.

**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.

**Policy 10:** Tier 1, 2, and 3 local authorities:

- (a) that share jurisdiction over urban environments work together when implementing this National Policy Statement; and
- (b) engage with providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning; and
- (c) engage with the development sector to identify significant opportunities for urban development.

**Policy 11:** In relation to car parking

- (a) the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks; and
- (b) tier 1, 2, and 3 local authorities are strongly encouraged to manage effects associated with the supply and demand of car parking through comprehensive parking management plans.

NPS-UD 19 October 2021

## National Policy Statement of Urban Development 2020

The purpose of this report is to provide an understanding of the National Policy Statement of Urban Development 2020 and to provide recommendations moving forward.

### Executive Summary

The National Policy Statement Urban Development (NPS-UD) identifies Matamata and Morrinsville within the definition of being of an urban area which puts Matamata-Piako District as a Tier 3 territorial authority. This requires Council to undertake housing and business assessments as soon as possible to determine future needs for the short, medium and long terms, and that subsequent plan changes be undertaken to provide for changes if required.

Council can plan for its towns now and embed changes into the District Plan if required. The RMA reforms identify that Council may not have this opportunity in the future as plans will be developed on a regional basis. It is therefore recommended that work on a similar basis be undertaken for Te Aroha and Waharoa.

The NPS-UD also requires on-going monitoring and the removal of minimum carparking requirements in the District Plan. Council has an option to remove the minimum standards for the entire District however it is recommended the removal of minimum carparks only be undertaken for Matamata and Morrinsville and any urban zonings within their hinterlands.

### Recommendations

- 1) That the urban areas of Matamata and Morrinsville and their hinterlands be identified as Urban Areas under the National Policy Statement of Urban Development and that an analysis of its housing and business markets be undertaken as soon as possible to determine future needs for the short, medium and long terms, and that subsequent plan changes be undertaken to provide for changes.
- 2) That due to the RMA reforms assessments be undertaken for Te Aroha and Waharoa to identify areas for growth.
- 3) That the monitoring of the indicators as identified in Table 1 be gathered quarterly (as available) and that annual results be published for Matamata and Morrinsville Urban Areas.
- 4) That the removal of minimum parking standards and consequential amendments from the District Plan for Matamata and Morrinsville and any urban zones within their hinterlands be undertaken by the end of 2021.

### Background

The National Policy Statement of Urban Development Capacity 2017 required all Councils to consider:

- Several outcomes which included the development capacity for the short, medium and long terms, and infrastructure to support development
- Evidence & monitoring to support decisions
- Provide for responsive planning – for eg adapting & responding to evidence about urban development needs for future generations

In August 2020 the National Policy Statement Urban Development (NPS-UD) came into effect to replace the above. It identifies that this applies to:



NPS-UD 19 October 2021

- (a) all local authorities that have all or part of an urban environment within their district --- (ie, tier 1, 2 and 3 local authorities); and
- (b) planning decisions by any local authority that affect an urban environment

*Tier 3 local authority means a local authority that has all or part of an urban environment within its ----- district but is not a tier 1 or 2 local authority, ----.*

*Tier 3 urban environment means an urban environment that is not listed in the Appendix, and urban environment means any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:*

- (a) is, or is intended to be, predominantly urban in character; and
- (b) is, or is intended to be, part of a housing and labour market of at least 10,000 people

*Tier 3 local authorities are strongly encouraged to do the things that tier 1 and 2 local authorities are obliged to do under Parts 2 and 3 of this National Policy Statement, adopting whatever modifications to the National Policy Statement are necessary or helpful to enable them to do so.*

The objectives and policies of the NPSUD are attached in Appendix A.

#### **Implementation**

- (1) “----must provide sufficient development capacity to meet expected demand for housing:
- (a) in existing and new urban areas; and
  - (b) for both standalone dwellings and attached dwellings; and
  - (c) in the short term (within the next 3 years), medium term (between 3 and 10 years) and long term (between 10 and 30 years)”

To be sufficient to meet expected demand for housing it must be plan enabled and infrastructure ready.

Plan enabled means that the land is already zoned (short term), is proposed to be zoned (medium term) and proposed to be zoned or identified for future urban or identified in a Spatial Plan or similar (long term).

Infrastructure ready means there is adequate existing development infrastructure to support the development (short term), and for the medium term the same applies, or funding for adequate infrastructure is identified in the LTP. For the long term the same applies as for the short or medium term, or the infrastructure is identified in the Council's infrastructure strategy. (Refer sec 3.4 NPS-UD)

- (2) “---- must provide at least sufficient development capacity ----- to meet expected demand for business land:
- (a) from different business sectors; and
  - (b) in the short term, medium term and long term”

To be sufficient to meet expected demand for business land, the development capacity must be plan enabled, infrastructure ready, and suitable (as a minimum suitability means location and site size) to meet the demands of different business sectors eg commercial, retail, or industrial uses.

- (3) Where there is insufficient development capacity over the short term, medium term, or long-term Council must notify the Minister for the Environment and change RMA documents to increase housing or business capacities as soon as practicable.

NPS-UD 19 October 2021

(4) Monitoring requirements – Council “---- must monitor quarterly and publish annual results in relation to each urban environment ---”, as follows:

- (a) *The demand for dwellings*
- (b) *the supply of dwellings*
- (c) *prices of, and rents for dwellings*
- (d) *housing affordability*
- (e) *the proportion of housing development capacity realized eg infill or redevelopment, and in greenfield areas (partly monitored through District Plan Monitoring Strategy)*
- (f) *available data on business land* “(partly monitored through District Plan Monitoring Strategy)

(5) Council must assess the demand for housing and business land in urban environments, and the development capacity to meet demand for the short, medium and long term. This can be done via a Housing and Business Development Capacity Assessment like what is required of Tier 1 and 2 authorities but adapting to Council’s needs. Council should consider having these completed as soon as possible and no later than 1 July 2022 so that Council can put in place and embed what’s required into the District Plan rather than wait for the RMA reforms.

(6) Development Outcomes for Zones – The objectives to describe the development outcomes must be identified for every zone in an urban environment, and that the policies and rules must be consistent with the outcomes. This will require embedding these within the District Plan via a plan change. These outcomes are then required to be monitored for residential and business zones. The Monitoring Strategy for the District Plan assists here and if the outcomes differ the indicators will need to be checked/ amended for alignment.

(7) Carparking – If --- a tier 1, 2 or 3 territorial authority contains objectives, policies, rules, or assessment criteria that have the effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, the territorial authority must change its district plan to remove that effect, other than in respect of accessible car parks. ----”

The District plan may still have objectives, policies and rules, or assessment criteria requiring a minimum number of accessible carparks (disability or limited mobility), as well as standards for parking dimensions for when a developer chooses to supply carparks.

The removal of these minimum requirements can be achieved without having to go through the statutory process inviting submissions and only needs public notification to identify it has happened.

## Issues

### 1. Urban Areas

There has been much discussion and assumptions as to what parts of Matamata-Piako District are included in urban areas for a Tier 3 Authority.

Stats NZ has some useful information relating to Functional Urban Areas, which can be used to determine a ‘housing and labour market’. Functional Urban Areas consist of urban areas and their commuting zones, and are based on numbers of people travelling regularly between their usual residence and their place of work. Stats NZ have used a 40% commuting rule which means that at least 40% of workers from an area are commuting into the urban core for work.

NPS-UD 19 October 2021

Based on the above the mapping shows Matamata Urban Core and its hinterland, as well as Morrinsville and its hinterland are identified as urban areas. See maps defined by Statistics NZ for Matamata and Morrinsville in Appendix B.

The recent report on Population Growth Review September 2021 by Infometrics identifies that the district has recently experienced strong population and dwelling growth. It has reviewed the projections by Infometrics and Waikato University and recommends that Council use the high scenario in planning and investing for the future, as the district now sits on a medium-high growth trajectory over the short to medium term.

As identified in the report "For the purpose of the NPS-UD, Matamata and Morrinsville are currently defined with the Stats NZ urban boundary, with an estimated 2020 population of 8,500 in Matamata and 8,300 in Morrinsville (Stats NZ estimate)".

With development occurring outside of the above statistical areas it is estimated that at Matamata planning has been put in place which will provide for approximately an additional 1200 dwellings, being approximately an additional 2,520 population. In Morrinsville the recently lodged plan change to rezone more land will provide for an additional 1200 dwellings being an additional 2,520 in population, plus there is 819 in the pipeline through existing development. This means that the intended populations of the urban areas at Matamata will be 11,020 and Morrinsville urban area at approximately 11,640. These figures also don't include the labour markets surrounding Matamata and Morrinsville. Based on this it is clear that both Matamata and Morrinsville fall into the category of an urban environment that:

- (a) is, or is intended to be, predominantly urban in character; and
- (b) is, or is intended to be, part of a housing and labour market of at least 10,000 people

## 2. Monitoring

As outlined above under Implementation (4) on-going monitoring for Matamata and Morrinsville and their hinterlands is required for the following:

- The demand for dwellings
  - (a) the supply of dwellings
  - (b) prices of, and rents for dwellings
  - (c) housing affordability
  - (d) the proportion of housing development capacity realized eg infill or redevelopment, and in greenfield areas
  - (e) available data on business land

Tier 3 authorities can adopt whatever modifications to the NPS-UD are necessary or helpful to enable to do the matters outlined for Tier 1 and 2 authorities. Based on this it is recommended that the following be monitored

**Table 1 Monitoring Indicators**

Indicator	How
a. The demand for dwellings	University of Waikato projections (high-series) Demands by dwelling type (detached/attached) Household composition & Income
b. The amount of vacant residential land – greenfield	Landuse survey/Building Consents/ GIS Mapping



NPS-UD 19 October 2021

c. The amount of vacant residential land - infill	Landuse survey/Building Consents
d. The supply of dwellings	Building consents/Completion Certificates for h. and i. below
e. Prices of dwellings (House Values and House sales)	Infometrics % Growth in average house prices
f. Rents for dwellings	% Growth in weekly rent
g. Housing affordability	Infometrics or Affordability by Household Income Band
h. The number of new infill dwellings for Matamata & Morrinsville	Building consents
i. The number of new greenfield dwellings for Matamata and Morrinsville	Building consents
j. Business land* – Matamata, Morrinsville and Hinterlands	Increase in Business Building Area per zone (m2) Vacant land capacity – commercial, retail, Industrial Floor space capacity (the amount of vacancy in a building) Uptake of business land – Development typologies (what's being built) Occupation and use – who are the final occupiers of the land & what sector do they belong to Employment – how much employment is being achieved on the developed land
* Business land – zones aligning with the National Planning Standards eg Town Centre and Industrial Zones	

Data that can be obtained regularly such as building consent data should be made available on a quarterly basis and other matters annually.

### 3. Car Parking

Council is a tier 3 territorial authority under the NPSUD whereby it is identified that Matamata and Morrinsville are intended to have a population of 10,000 or more.

Under the NPS-UD *“If the district plan of a tier 1, 2, or 3 territorial authority contains objectives, policies, rules, or assessment criteria that have the effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, the territorial authority must change its district plan to remove that effect, other than in respect of accessible car parks.”*

The District Plan may still have objectives, policies and rules, or assessment criteria requiring a minimum number of accessible carparks (disability or limited mobility), as well as standards for parking dimensions for when a developer chooses to supply carparks.

The above is undertaken without using Schedule 1 of the Act (inviting submissions) prior to February 2022. In other words just do it without consultation or submissions.

Minimum parking requirements are a historic mechanism within the urban environment which sought to manage and address the supply and or shortage of parking resulting from a high

NPS-UD 19 October 2021

demand for private vehicles. They require new developments to provide off-street parking based on an assumed demand to parking generated by the building's use.

Removing parking minimums can deliver long-term economic benefits. It can remove financial barriers and allow choice and flexibility in how parking demands can be met by developers.

If carparking is removed from the district plan amendments to Part A Transportation sections 3.8.1 and 3.8.2 will be required along with the rules under section 9 and anywhere else in the plan where carparking is mentioned. Also, if developers don't choose to provide car parks Council will need to provide and manage carparking in the future, particularly in the town centres.

No provisions are made for accessible carparks within the district plan however the Building Act (s118) does require access and facilities for persons with disabilities to and within buildings which includes parking provisions when development occurs. Consideration should be given to this matter in the future to identify whether these provisions are satisfactory, and if not, then these matters should be addressed in the district plan.

One of the matters of concern is the Waikato Regional Infrastructure Technical Specifications (RITS) which in turn uses NZS:4404 Land Development and Infrastructure. It has been identified that whilst there may be sufficient on-street parking within residential areas, there is a need to ensure that there is provision for future vehicles to park on-street, particularly to allow for future intensification in existing areas and the development of a denser urban form in new residential subdivisions. A project by Waikato Local Authority Shared Services to amend RITS to provide for standard road widths is in place which will include details on on-street parking within residential streets.

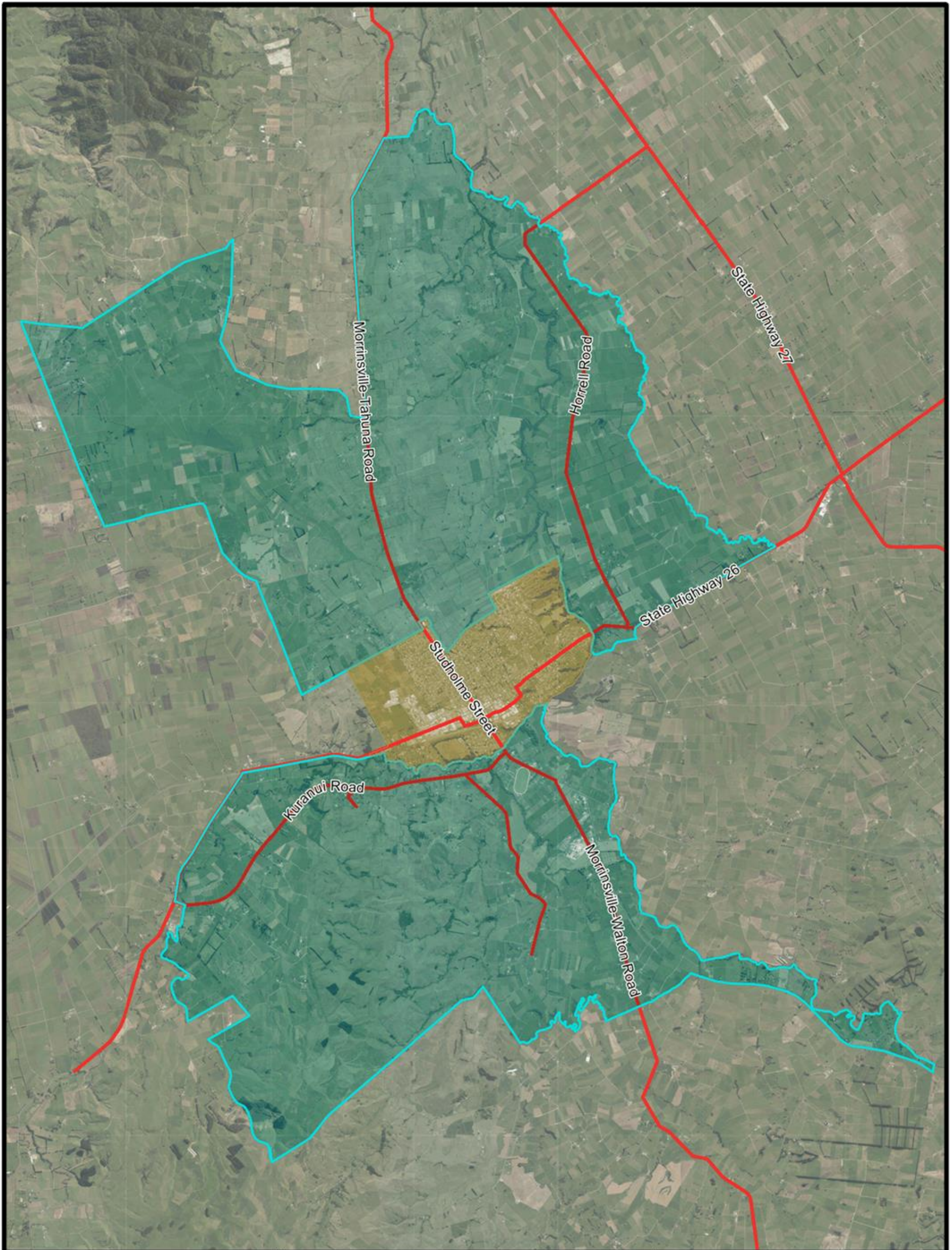
The NPS-UD identifies the removal of the carparks from Tier 1, 2 and 3 territorial authorities. This implies that if Council is Tier 3 authority, then you must remove all minimum parking standards throughout the entire district. This includes no parking within all the towns and the rural area which doesn't make sense as there are limited opportunities of transport modes.

It is however recommended that the minimum standards be removed from the 'urban areas' of Matamata and Morrinsville only and any urban zones that are within the hinterlands as identified by Stats NZ. For example, this would include the industrial area south of Morrinsville. As it stands today both towns have limited public transport facilities for use and Council will need to ensure parking is provided. Removing parking from other areas may have significant effects on the roading network. This I believe, aligns with the intent of the NPS-UD.

The removal of minimum carparking requirements from the District Plan must be undertaken prior to February 2022. Upon the amendments being made to the district plan public notice needs to be given that this has been done pursuant to S55(2A) of the RMA.

Paula Rolfe Consultancy Ltd  
19 October 2021





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<b>Morrinsville Functional Urban Areas</b>	

Scale (when printed on A3) <b>1:55,500</b>
Date: 17/09/2021
Authored: A Naea (MPDC)
Projection: NZTM 2000



8 Ngā Pūrongo Whakamārama | Information Reports

## Mayoral Diary for October 2021

CM No.: 2516730

### Rāpopotonga Matua | Executive Summary

The Mayoral Diary for the period 1-31 October 2021, is attached to the agenda.

#### Tūtohunga | Recommendation

That:

1. The information be received.

#### Ngā Tāpiritanga | Attachments

[A↓](#). Mayoral Diary October 2021



#### Ngā waitohu | Signatories

Author(s)	Debbie Burge <b>Executive Assistant to the Mayor &amp; CEO</b>	
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Approved by	Ash Tanner <b>Mayor</b>	
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## Mayoral Diary October 2021

For October we still find ourselves in the new Delta level 2 restrictions, including a move on 8 October for our neighbours in the Waikato spending the rest of the month in level three, so there is still a mixture of meetings being held in person with strict social distancing rules being observed, or virtually online, and via phone calls.

I remain available to talk to our community throughout this lockdown period and have had several phone calls with residents about a range of topics, mainly how they are coping during the lockdown, how businesses have been affected, and the 3 Waters Reform. Not all of these meetings have been captured below

<p><b>Friday 1 October</b></p>	<p><b>Meeting with newspaper</b> I met with Caron of the Scene newspaper and we talked about things that are happening in the community, like 3 Waters and Headon Stadium.</p> <p><b>Visit to Matamata business</b> A local business in Matamata had recently been the victims of a ram raid. I visited and talked to the business owners, conversation came up around could bollards potentially be used in some of our street scape ideas, to protect businesses in general.</p> <p><b>Meeting with Matamata business owner</b> At this meeting we talked about the lockdowns and the impact it has had on their small business, not just recently, but the affect over the past 18 months.</p>
<p><b>Sunday 3 October</b></p>	<p><b>Civil Defence briefing</b> With regard to the Waikato boundaries, this meeting was held virtually via Zoom</p>
<p><b>Monday 4 October</b></p>	<p><b>Meeting with council staff</b> I caught up with staff at the Te Aroha office over a variety of things, both council meetings coming up, and appointments.</p> <p><b>Grey Power Te Aroha</b> I met with members of the Te Aroha branch of Grey Power at their monthly meeting.</p> <p>Their main interest from a council perspective was of course the 3 waters reform, and I answered questions around this. Discussion around vaccinations was also of interest.</p> <p><b>Te Aroha Business Association meeting</b> Items of topic, Te Aroha Cruise In and the potential of postponing.</p>
<p><b>Wednesday 6 October</b></p>	<p><b>Meeting with council staff</b> I met with Tuatahi, our Kaitakawaenga Māori - Iwi Liaison Officer. We will be meeting Ngati Hinerangi representatives later in the month, and we made arrangements for that meeting.</p>



<p><b>Thursday 7 October</b></p>	<p><b>Nga Iwi FM interview</b> This week Reno and I talked about the Covid lockdown and it's effect on business and events, and the Thames Valley Heartland rugby game that was played at Boyd Park in Te Aroha over the weekend.</p> <p><b>Three waters Hui</b> This hui was specific to Thames Coromandel, Hauraki and Matamata Piako District Councils and iwi/Māori regarding the considerations that informed the position on boundaries issues. The key focus was on considerations and the differences between inclusion in Entity A and Entity B – financial, environmental and community (including rohe/takiwā – for those communities) Also discussed was the focus on relevant tensions and trade-offs.</p> <p>At the conclusion, there was an informal view/discussion from the range of perspectives but recognising it won't be a formal resolution by the Councils or an endorsed position from mana whenua attendees with a fixed position on the boundaries.</p> <p>The Department of Internal Affairs (DIA) were also part of the hui, and it was a good opportunity to let them know what our region thought of the process so far.</p>
<p><b>Friday 8 October</b></p>	<p><b>Interview with Waikato Herald</b> We covered off the Domain Spa project, vape shops in Morrinsville and Matamata and the 3 waters reform.</p> <p><b>Interview with NZ Herald</b> The rumour mill was at it over a suspected case in Matamata, and the Herald was contacting me to see if I could confirm. Of course it was just that, a rumour, and there was nothing to report.</p> <p><b>Pohlen Hospital fundraiser</b> With the help of volunteers in the community, Pohlen is undertaking a renovation of a house in Matamata, with the proceeds from the sale going back to the hospital. I had a tour of the house to see how they are progressing.</p>
<p><b>Sunday 10 October</b></p>	<p><b>Newspaper interview</b> I was contacted by a national newspaper asking if they thought our district should be moving into level 3 lockdown with the surrounding districts currently in level 3. I did not support that suggestion.</p>
<p><b>Monday 11 October</b></p>	<p><b>Meeting with Council staff</b> I caught up with our CEO Don via phone, and called into the Te Aroha office to meet with our Governance Support team to go over the run sheet for the council meeting being held on the 13<sup>th</sup>.</p>
<p><b>Tuesday 12 October</b></p>	<p><b>Audit and Risk meeting</b> Items on this quarters agenda included:</p> <ul style="list-style-type: none"> <li>• Annual Report Draft Summary 2020/21</li> <li>• Legislative Compliance Framework</li> <li>• Review of Delegation Policy and Delegation Register 2021</li> </ul>

	<ul style="list-style-type: none"> <li>• Conflict of Interest Recommendations from OAG Audit</li> <li>• 2022/23 Annual Plan and Policy reviews</li> <li>• Audit and Risk Self-evaluation Survey 2021</li> <li>• Work Programme</li> </ul> <p><b>Meeting with Iwi</b> Tuatahi Nightingale-Pene, our Kaitakawaenga Māori - Iwi Liaison Officer and I met with Ngāti Hinerangi at Wairere Falls carpark to discuss the potential of a road extension and what would be involved.</p> <p><b>Discussion with Matamata resident</b> Regarding the memorial hall booking and how we can help out a volunteer group with costs.</p>
<b>Wednesday 13 October</b>	<p><b>Meeting with staff</b> Follow on conversation from the meeting with iwi at Wairere yesterday.</p> <p><b>Council meeting</b> Items on this month's agenda included:</p> <ul style="list-style-type: none"> <li>• Public Forum</li> <li>• Te Aroha SwimZone Pools</li> <li>• Audit and Risk Committee Report – 12 October 2021</li> <li>• Request for Extraordinary Water Services for Rural Property at Waharoa</li> <li>• Road Naming request</li> <li>• Hetana Street Innovating Streets Trial</li> <li>• House in Roding Corridor</li> <li>• Mayors Covid Salary Reduction</li> <li>• Acknowledgement of the passing of Dr Neil Agar</li> <li>• Mayoral Diary for September 2021</li> </ul> <p>We then moved into workshops on plan change 54, the National Policy Statement on Urban Development and Infometrics Projections Review.</p> <p>At the end of the meeting and workshop, we went up to Domain House to look at how the refurbishment is progressing, looking awesome and hopefully on track for opening at the end of November.</p>
<b>Thursday 14 October</b>	<p><b>Nga Iwi FM weekly interview</b> Reno and I talked about old favourite 3 waters and the continuing good form of the Thames Valley Swamp Foxes rugby team.</p> <p><b>Meeting with Council staff</b> I met with my EA Debbie about a community fundraising project that is happening in Matamata for Pohlen Hospital.</p> <p><b>Covid vaccination</b> I had my 2<sup>nd</sup> vaccination shot.</p>
<b>Friday 15 October</b>	<p><b>Railside by the Green meeting</b> Linda Hodge is the new Chair of the Railside by the Green trust. We met and discussed the possibility of expansion of Railside and also a good opportunity to check out the great work they have done on the</p>

	redecorating and remodelling of the inside of the building.
<b>Monday 18 October</b>	<p><b>3 Waters reform meeting</b> Online update for Mayors, Chairs and CEO's.</p> <p><b>Meeting with Te Aroha residents</b> At this meeting we talked about footpath problem areas, and issues with rubbish generated by shop customers from a nearby business.</p> <p><b>Online meeting</b> With the TCDC and Hauraki DC mayors to talk with an iwi representative who covers our three districts, regarding a regular information hui via zoom going forward.</p>
<b>Tuesday 19 October</b>	<p><b>Meeting with Te Aroha residents</b> I met on site to talk about storm water issues on neighbouring land that is affecting their property.</p> <p><b>Waka Alliance group meeting</b> With NZ Police, Ministry of Health and Ministry for Social Development to discuss what is happening in and around our district and region.</p> <p><b>Meeting with resident</b> To discuss their views on our current Government and viewpoint on vaccinations.</p>
<b>Wednesday 20 October</b>	<p><b>Meeting with businessman</b> To do with dogs, 3 waters and Government direction.</p> <p><b>Council workshop</b> Due to Hamilton still being in level 3, the scheduled workshop on Strategic Directions needed to be postponed as the facilitator was unable to attend.</p> <p>We still met in person, and via zoom for Don, to talk about plans for Waitangi Day, and to have a general Q &amp; A session with Don.</p> <p><b>Discussion with fundraiser organiser</b> With the view to have them present to council at our next public forum.</p> <p><b>Meeting with Grey Power</b> There was an upcoming newspaper article being written for the Te Aroha News, and we met on site for a photo with the Stop 3 Waters sign on Kenrick St</p> <p><b>Discussion with Morrinsville Resident</b> With regard to their water meter placement on their property</p>
<b>Thursday 21 October</b>	<p><b>Nga Iwi FM interview</b> Weekly catch up with Reno</p> <p><b>Discussion with Matamata resident</b> I had a talk with a local business owner who is interested in running for council at the next local body elections in 2022 and we discussed what</p>

	<p>was involved in being an elected member.</p> <p><b>Phone interview</b> With a newspaper on what I thought about the free trade deal with the UK. I thought it sounded like good news.</p> <p><b>Discussion with developer</b></p>
<b>Friday 22 October</b>	<p><b>Meeting with ratepayers</b> Regarding 3 Waters and the Government</p> <p><b>Meeting with Council staff and Developers from Morrinsville</b> Regarding planning implications.</p>
<b>Tuesday 26 October</b>	<p><b>Meeting with a Waitoa resident</b> With regard to a playground for the village and water supply going forward. A presentation to the council by this ratepayer will be happening tomorrow.</p>
<b>Wednesday 27 October</b>	<p><b>Corporate and Operations Committee meeting</b></p> <p><b>Business owner discussion</b> In regards to a contract with council.</p>
<b>Thursday 28 October</b>	<p><b>Ngai iwi FM interview</b> After the government discussion of mandating 3 waters, you can imagine what the conversation was around....</p> <p><b>Te Mana Whenua Hui</b> Discussion around the Gambling Policy review and Election engagement.</p> <p><b>3 Waters online update</b> For Mayors, Chairs and CEO's</p>
<b>Friday 29 October</b>	<p><b>Zone 2 Meeting</b> Held virtually due to Level 3 lockdown effecting our Waikato attendees. We have been in contact with the administrators, and all our elected members will receive calendar invites to future meetings. I didn't realise until half way through the meeting that they weren't in attendance, and forwarded the invite to them.</p> <p><b>Mayors Taskforce for Jobs (MTFJ) meeting</b> I met with Mayor Toby Adams to talk about the direction this is taking, I also called into the community employment office which is set up in the main street of Paeroa, advertising jobs within our districts. This is a MTFJ initiative.</p> <p><b>Mayoral Forum catchup</b> An online check in of Waikato Mayors was arranged at last minute, but I was unable to attend.</p>

<b>Sunday 31 October</b>	<b>Discussion with potential businessman</b> Helped a potential businessmen with queries into an older building in Te Aroha that his wife and himself would like to run a business out of. I had a lengthy discussion with him about earthquake standards etc, and suggested he talks to our planning team, and ensure he does his due diligence
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