

poriruacity

Implementing the National Policy Statement on Urban Development

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**Stewart McKenzie |
Manager Environment & City Planning**



Summary of Topics

1. Background to the National Policy Statement on Urban Development & the Planning Hierarchy
2. Regional co-ordination and implementation
3. Updated Housing and Business Capacity Assessment report
4. Variation to the Proposed District Plan
5. Removing minimum parking requirements from the Operative District Plan
6. City-wide parking management strategy
7. Integrated land use and infrastructure planning
8. Budget implications

Guidance is sought from Council on draft recommendations made with respect to the above topics

Background to the NPS UD

Purpose

- The NPS UD came into effect in August 2020 and must be given effect to it in accordance with s55 RMA
- It's a key pillar of the Government's Urban Growth Agenda which aims to:
 - better enable urban growth
 - alleviate the housing crisis
 - improve social, economic and environmental outcomes
- We're at the start of a long process of urban transformation

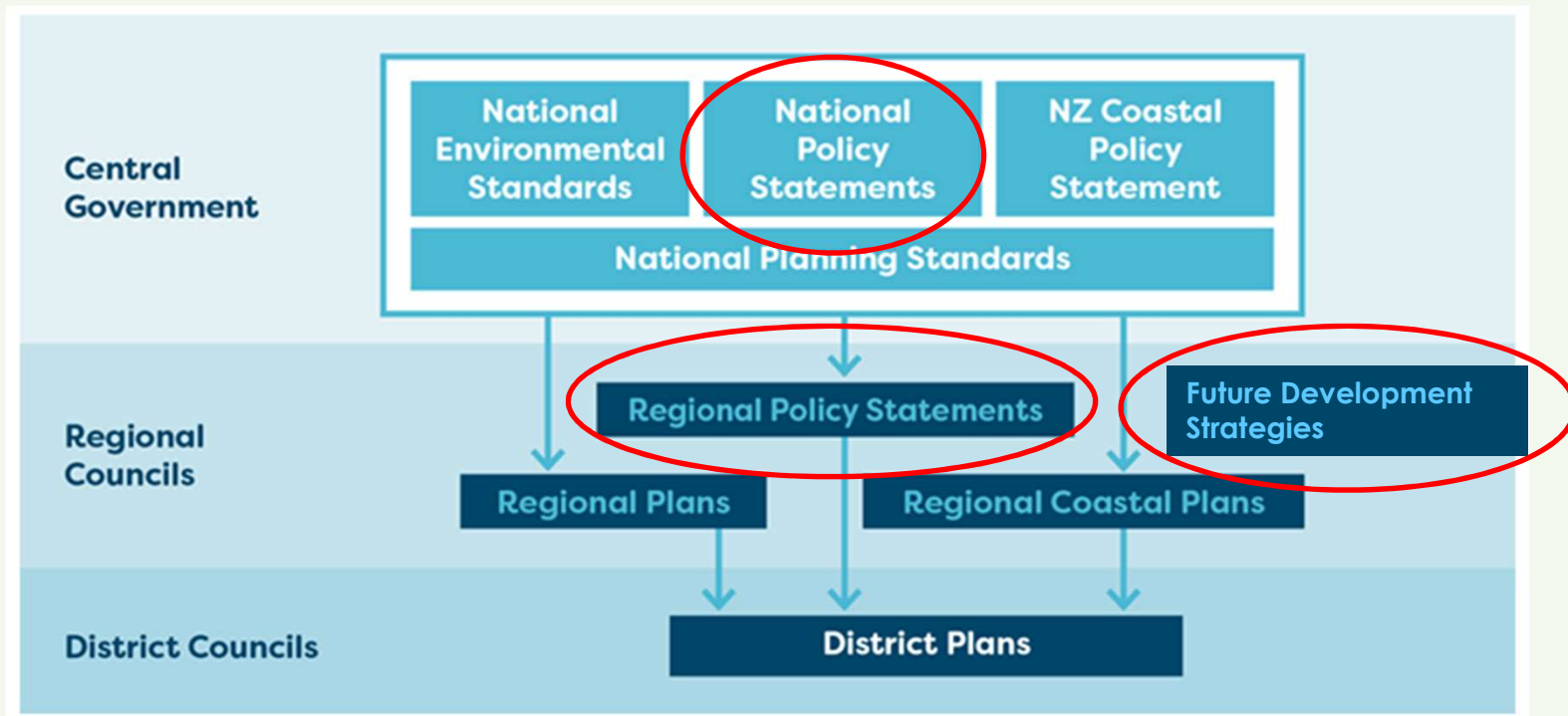
Provisions

- Contains objectives and policies that require councils to:
 - Plan for growth both 'up' and 'out', with less constraints on growth
 - Report on the demand, supply and price of land to inform plan making
 - Co-ordinate planning across urban areas
- Specific requirements in terms of parking and infrastructure provision

The NPS UD in the Planning Hierarchy

Summary

- Sits at the top of the RMA Planning Hierarchy - plans *must give effect to it*
- At a regional level, it requires changes to the Regional Policy Statement and the preparation of Future Development Strategies



Regional Governance & Implementation

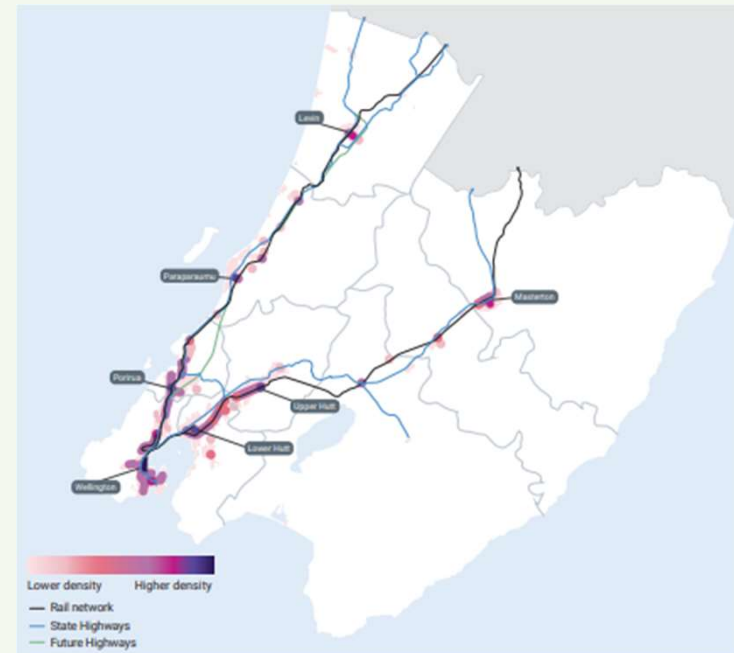
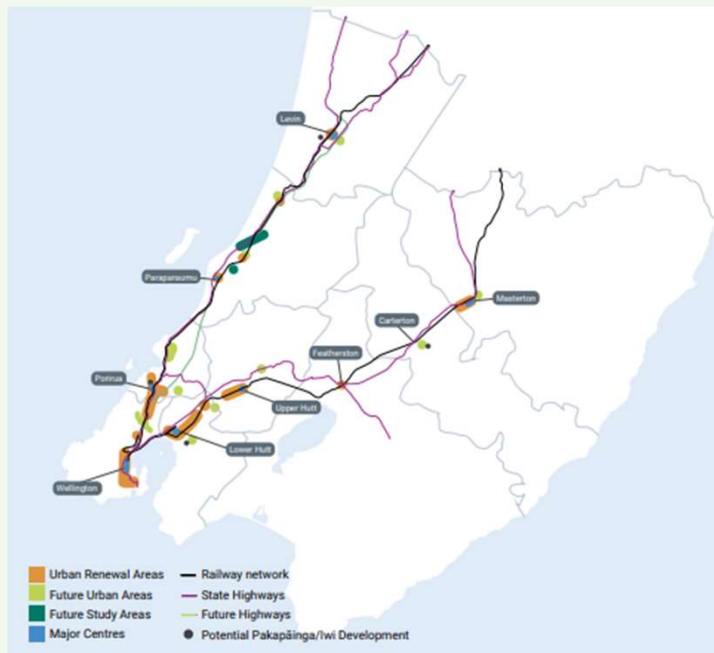
Summary

- The NPS-UD requires leadership and implementation at a regional level
- Wellington urban Councils are classified as 'Tier 1' councils that have specific implementation requirements
- The Wellington Region must produce a Future Development Strategy (FDS) (regional spatial plan) by 2024
 - The draft Wellington Regional Growth framework doesn't meet this requirement, but can be revised
 - The FDS provides direction and evidence for regional and district plans
 - It must help resolve tensions with other NPS's
- The Regional Policy Statement (RPS) has a key role to play and must be revised
- Needs a co-ordinated, integrated approach across Councils to growth planning involving Central Government agencies, Iwi and other stakeholders

Regional Governance & Implementation

Draft Recommendations

- Council request GWRC change its RPS to support implementation of the NPS-UD
- Council works with GWRC, other councils, Government and stakeholders to agree the approach for growth planning including a FDS
- Council support an appropriate regional entity to oversee implementation of the NPS-UD



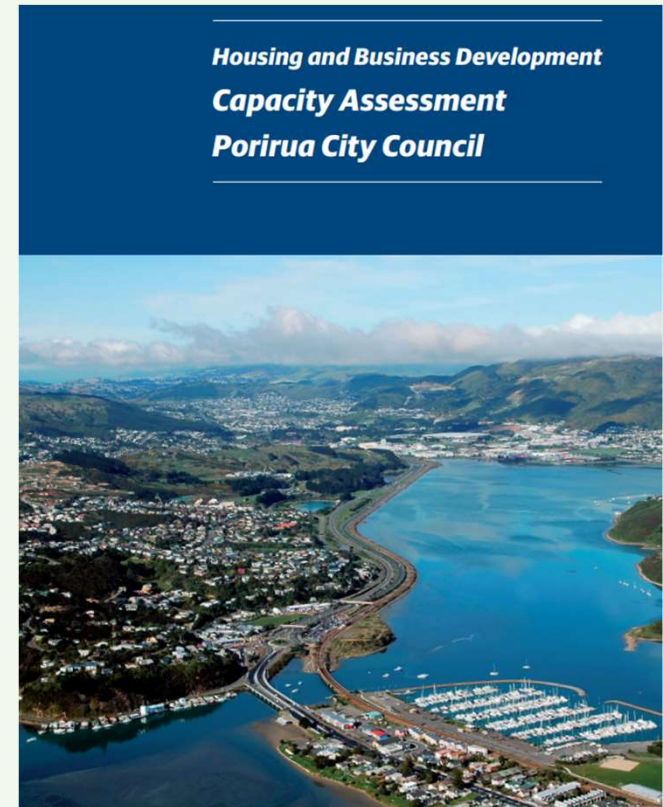
Housing & Business Capacity Assessment

Summary

- Council must prepare a Housing and Business Capacity report (HBA) in partnership with other Councils
- The HBA analyses the demand and supply of housing and business land, and assesses the impact of planning and infrastructure decisions
- Wellington Councils produced an HBA in 2019 which needs to be updated to meet NPS UD requirements
- Will provide vital evidence for RMA plans, Infrastructure Strategies and Long Term Plans

Draft Recommendation

- Council proceed with preparing an updated regional HBA report in partnership with other Councils



Variation to the Proposed District Plan (PDP)

Summary

- PDP strongly enables urban growth but does not fully implement the NPS-UD
- Requires the PDP to enable at least 6-storey buildings within a walkable distance of train stations on the Kapiti Line

‘Policy 3: in relation to tier 1 environments, regional policy statements and district plans, enable...

(c) building heights of at least 6-storeys within at least a walkable catchment of the following

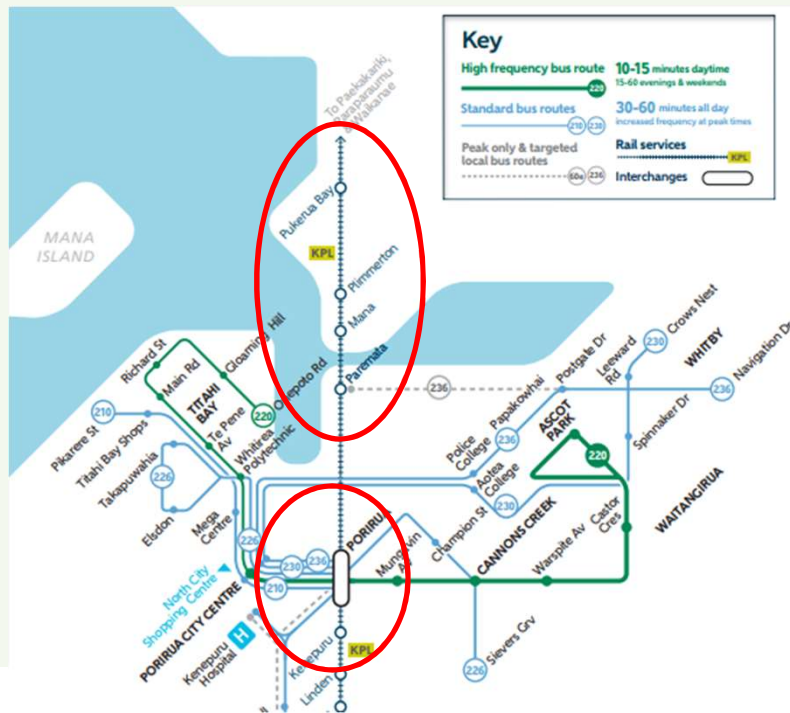
(i) existing and planned rapid transit stops...’

- ‘Qualifying matters’ are listed e.g. natural hazards, that may be considered as reasons why an area may be considered unsuitable for intensification (it’s questionable why other criteria for intensification aren’t listed)
- Still need to test what is ‘feasible’ and ‘reasonably expected to be realised’
- Giving effect to the NPS UD can only happen through a notified variation to the PDP and we have 2-years to do this

Variation to the Proposed District Plan (PDP)

What does this mean?

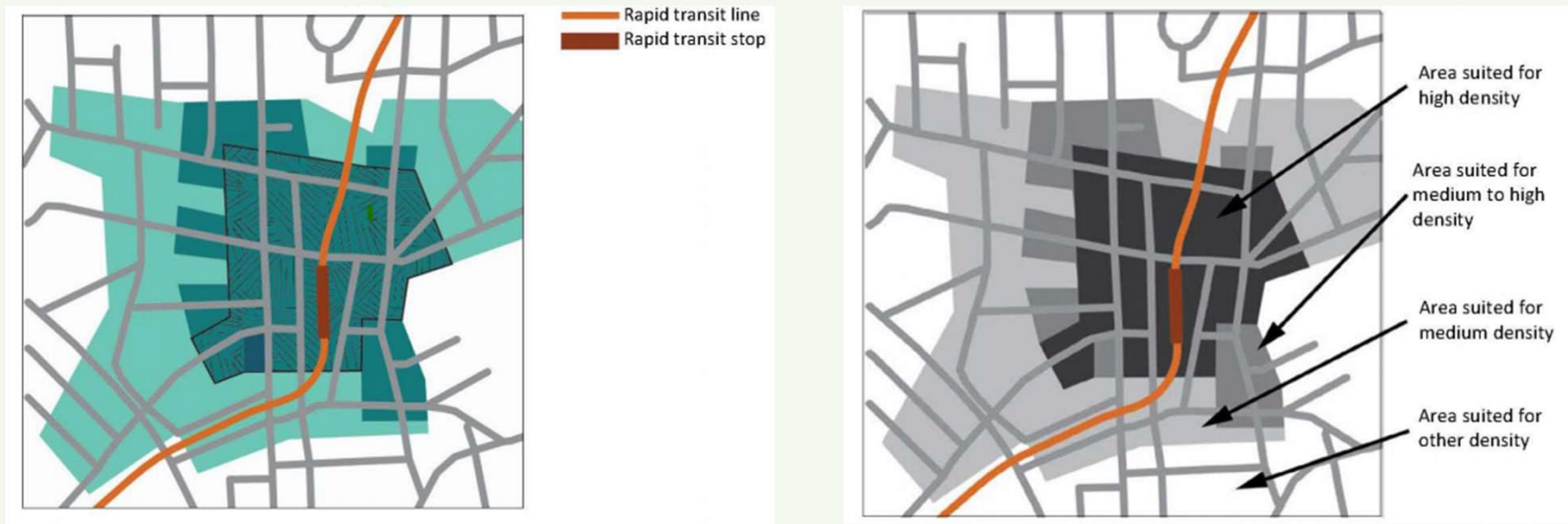
- The potential for tall buildings (six-storeys) to be built within a walkable catchment of Kapiti Line Train Stations, enabled through a variation to the PDP
- Likely to be contentious with the community, and will play out at a regional and national scale
- Still need to prove feasibility however, and can take into account other matters



Variation to the Proposed District Plan (PDP)

Draft Recommendations

- Seek further guidance from the Ministry for the Environment on implementation, to be taken up at a regional level
- That Council draft a variation to the PDP for engagement once the regional approach has been confirmed, informed by an updated spatial assessment



Current MfE guidance on NPS UD Implementation

Removal of on-site parking requirements

Summary

- Councils are required to remove rules requiring a minimum number of on-site car parks for all activities from district plans
- Must happen by February 2022 through a non-notified change to the Operative District Plan (ODP)
- Developers can still provide parking if they wish, and existing on-site parking is unaffected
- Currently minimum parking requirements are the only trigger for resource consent for some 'out of zone' activities under the ODP eg. housing in the Industrial Zone, so worth keeping in for now
- Leaving minimum parking requirements in the ODP until the PDP provisions have more weight is considered a sensible approach

Draft Recommendation

- That Council retains rules requiring minimum on-site parking in the ODP until such time as the relevant PDP provisions have sufficient legal weight

Parking Impacts & Parking Management

Summary

- Developers can still provide on-site parking, although many new activities will be established with no on-site car parks provided, or a reduced number
- Despite efforts to encourage a switch to other transport modes, demand for parking will likely remain high
- Will result in increased on-street parking, and could affect the safe functioning of the road network
- A City-wide parking strategy will assist Council respond to existing and future parking pressures, and could include the following measures:
 - Reducing parking time and increasing fees and fines in the Central City
 - Introduce smart sensors and parking app technology
 - Introduce City fringe and commercial centre parking zones and fees
 - Monitor on-street parking demand in residential streets - unlikely to be an issue for most streets, more so near new developments
- There have been numerous parking studies undertaken for Porirua that can inform a parking strategy

Removal of on-site parking requirements

Draft Recommendation

- Council prepare a city-wide parking management strategy to manage the effects of increased demand for on-street parking



Integrated Land Use & Infrastructure planning

Summary

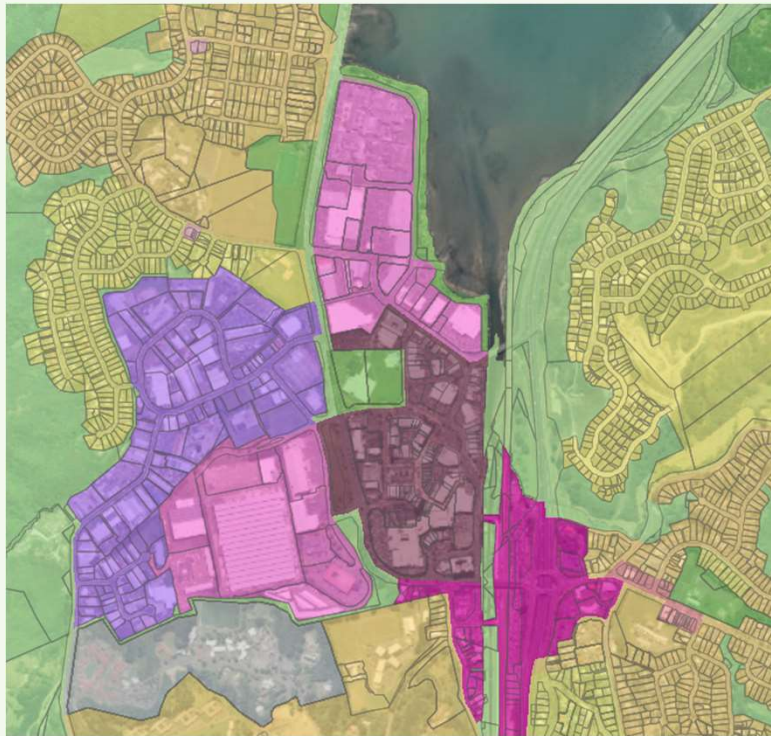
- The NPS-UD emphasises the need for land use planning to be integrated with infrastructure planning
- It requires councils to ensure housing and business land is adequately serviced by infrastructure, defined as *'development capacity'*
- It's doubtful that traditional funding mechanisms will be enough to provide sufficient development capacity for anticipated growth in Porirua
- New funding mechanisms need to be addressed through broader Government Urban Growth Agenda initiatives



Integrated Land Use & Infrastructure planning

Draft Recommendation

- Council more closely align RMA and LGA planning processes to better integrate land use and infrastructure planning.



The District Plan



**Porirua – our place,
our future, our challenge**

The Long Term Plan

Budget Implications

Summary

- The costs of implementing the NPS-UD on operating budgets needs to be considered in detail
- Several teams will be involved in implementation, and it will require a combination of internal and external resources
- Will need to be treated as a cross-council project
- Budgets for implementation need to be factored into the 2021 – 51 LTP

Draft Recommendations

- A cross-council project team be set up to guide NPS UD implementation
- Council budget for the implementation of the NPS UD in the 2021 - 2051 LTP, with draft budget estimates to be provided by relevant Council teams.

Summary of draft recommendations

1. Council request GWRC change its RPS to support implementation of the NPS-UD
2. Council works with GWRC, other councils, Government and stakeholders to agree the approach for growth planning, including a Future Development Strategy
3. Council support a regional joint committee to oversee NPS UD implementation
4. Council proceed with preparing an updated regional HBA report in partnership with other Councils
5. Council seek further guidance from MfE on NPS UD implementation, to be taken up at a regional level
6. Prepare a variation to the PDP once the regional approach has been confirmed, informed by an updated spatial assessment
7. Council retains rules requiring minimum on-site parking in the ODP until such time as the relevant PDP provisions have sufficient legal weight

Summary of draft recommendations (cont.)

8. Council prepare a city-wide parking management strategy to manage the effects of increased demand for on-street parking
9. Council more closely align RMA and LGA planning processes to better integrate land use and infrastructure planning
10. A cross-council project team be set up to guide NPS UD implementation
11. Council budget for the implementation of the NPS UD in the 2021 - 2051 LTP, with resourcing requirements to be provided by Council teams