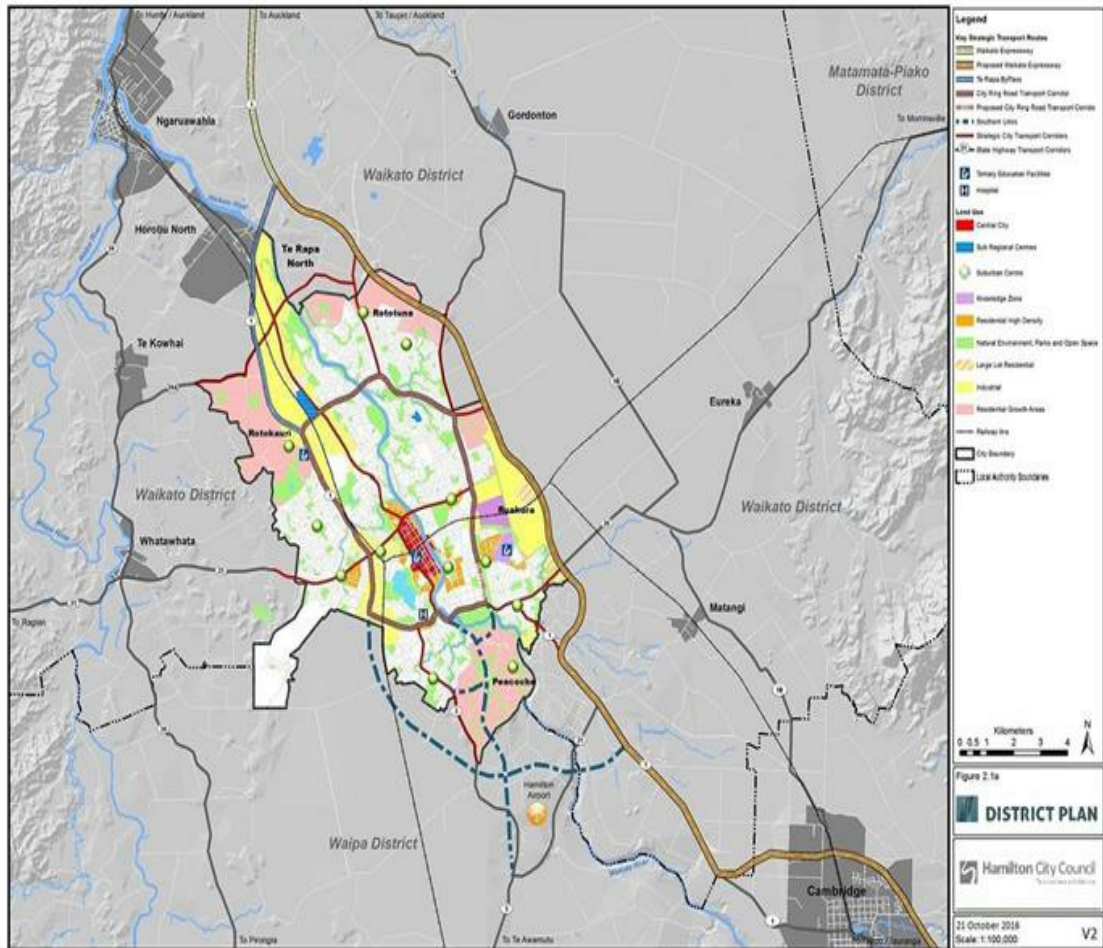


## 2 Strategic Framework

### 2.1 Purpose

- a. The principal purpose of this chapter is to provide clear and strong links between the District Plan, Te Ture Whaimana O Te Awa o Waikato - The Vision and Strategy for the Waikato River, regional strategies and the City's Strategies, which are listed in Chapter 1: Plan Overview, Section 1.1.2.2 – Integration of the Plan with Other Plans and Documents. To this end, this chapter sets out the strategic objectives and policies for Hamilton City. Other chapters contain objectives, policies and rules that implement and support this strategic policy framework.
- b. The Waikato River, including its catchment (i.e. whole city) is a defining feature of the City and its recognition and protection is guided by Te Ture Whaimana. Land use and development activities in the city are intrinsically linked with the river. The river is also recognised through s6 of RMA as a matter of national importance.
- c. One of the key approaches to achieving a compact city and the sustainable management of physical resources is to recognise the existing and distinctive business centres that will make up a business hierarchy. The overall aim is to maintain the primacy of the Central City as a viable and vibrant metropolitan centre.
- d. The proposed shape and growth of the City is based on the Future Proof growth and implementation strategy and the Hamilton Urban Growth Strategy and is represented in Figure 2.1a below. Both the Future Proof strategy and the Waikato Regional Policy Statement include urban limits in order to give effect to the Future Proof sub-regional settlement pattern. The urban limits aim to achieve a more compact urban form over time. This chapter reinforces the City's strategy of encouraging a compact and sustainable city by increasing residential development densities within identified urban areas, such as:
  - i. Within the Central City, suburban and neighbourhood centres.
  - ii. Near to hospitals, tertiary education and specialised training facilities.
  - iii. Parks and open spaces.
- e. Schedule 3A of the RMA requires all residential areas give effect to the MDRS standards, to achieve well-functioning urban environments which enable current and future communities to provide for their wellbeing, health and safety. In some circumstances qualifying matters may modify the MDRS and these qualifying matters are identified in the Plan.

**Figure 2.1a:** Hamilton's Plan at a Glance



## 2.2 Objectives and Policies: Strategic Framework

Any discretionary or non-complying resource consent must consider where relevant the objectives and policies below.

**Tangata**

**Mana Whenua: Waikato Tainui**

Objective	Policies
<p><b>2.2.9.1</b> Resource management priorities are developed in partnership with <b>tangata mana</b> whenua.</p>	<p><b>2.2.9a.1a</b> The relationship <b>tangata mana</b> whenua have with the City is recognised and promoted.</p>
	<p><b>2.2.9b.1b</b> Development considers effects on the unique <b>tangata mana</b> whenua relationships, values, aspirations, roles and responsibilities with respect to an area.</p>
	<p><b>2.2.9c.1c</b> As part of the development process, decisions on land use, subdivision and development include</p>

	<p>ongoing consultation and collaboration with <b>tangata mana</b> whenua where appropriate.</p> <p><b>2.2.9d.1d</b>  <b>Development</b> Where required, development and the decisions associated with developments where required are to consider any relevant Iwi Management Plan.</p>
<p><b>Explanation</b></p>	
<p>The relationship between <b>tangata mana</b> whenua and the whenua awa, moana, maunga, taiao katoa (land, waterways, ocean, and mountains) and wider environment is acknowledged. These objectives and policies seek to ensure that the values, principles, aspirations, roles and responsibilities and the place of <b>tangata mana</b> whenua are reflected and incorporated into strategy, governance and implementation of the District Plan. The policies envisage involvement of <b>tangata mana</b> whenua in managing the use, development, and protection of their ancestral taonga.</p> <p><b>Te Whakakitenga o Waikato-Tainui Te Kauhanganui Incorporated</b> is the recognised Iwi Authority mandated local iwi authority for 33 registered Waikato-Tainui hapu hapuu within the rohe of Waikato Tainui. Waikato-Tainui has signed two major settlements with the Crown, the Waikato Raupatu Claims Settlement Act (1995) and the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010. The 1995 Settlement created the Waikato Raupatu Lands Trust and the 2010 Settlement created the Waikato Raupatu River Trust and the Waikato River Authority.</p> <p>It is acknowledged that local hapu <b>Ngaati Wairere</b>, <b>Ngaati Waiwere</b> have strong links <b>Maahanga</b>, <b>Ngaati Hauaa</b>, <b>Ngaati Tamainupoo</b> and <b>Ngaati Korokii-Kahukura</b>, who hold a historical and traditional bond with the land natural and physical landscapes within the City's boundaries <b>Hamilton</b>. This hapu occupied <b>Kirikiri</b> in the 1830s when missionaries first arrived. <b>Ngaati Waiwere</b> is related <b>Mana whenua</b> advocates commemorating traditional landmarks, sharing of historical stories to many other Tainui hapu including <b>Ngaati Tamainupo</b>, <b>Ngaati Mahanga</b>, <b>Ngaati Hauaa</b>, <b>Ngaati Koroki</b> build positive and vibrant relationship between Maaori and non-Maaori, and <b>Ngaati Mahuta</b> who also have a far reaching relationship to the area further environmental protection and enhancement.</p>	

**The Te Awa O Waikato River**

Objective	Policies
<p><b>2.2.10</b>  <b>2</b>                      a. The health and wellbeing of the Waikato River is restored and protected so that it may sustain abundant life and prosperous communities.</p>	<p><b>2.2.10b</b>                      Promote an integrated, holistic and coordinated approach to the management of the natural, physical, cultural and historic resources of the Waikato River.</p>
<p><b>2.2.8</b>                      b. The health and wellbeing of the Waikato River is restored and protected and the River is celebrated as being at the heart of the region's identity and recognised as a feature of</p>	<p><b>2.2.8a</b>  <b>The 2a</b>                      Realise opportunities to restore and protect the natural character, amenity, and the indigenous aquatic and terrestrial biodiversity of the Waikato River, gully system by.</p>

national importance.

- i. Managing activities in the Natural Open Space Zone and Waikato Riverbank and its margins is preserved Gully Hazard Area.
- ii. Identifying and protected from inappropriate subdivision, land use managing Significant Natural Areas.
- iii. Preparing and development implementing Integrated Catchment Management Plans.
- iv. Require financial contributions from developments to fund works to restore and protect the Waikato River.
- v. Requiring new subdivision and development to incorporate water-sensitive techniques to reduce demand for water supply and wastewater disposal and to manage stormwater.
- vi. Limiting the area of impermeable surface to sustain ground-water recharge and stream flow and reduce the volume of contaminants discharged to surface water.
- vii. Managing residential intensification and infrastructure provision to ensure the latter has sufficient capacity to support the former.
- viii. Managing activities to avoid river and stream bank erosion, river and stream bed scouring and deposition.

#### ~~2.2.8b~~

#### The natural, 2b

Restore and protect the cultural, heritage, spiritual, social and amenity values economic relationships of Waikato-Tainui with the Waikato River are protected by:

- i. Providing for all the activities, enjoyed infrastructure, amenities, and enhanced services necessary to achieve a well-functioning city to support personal, community, and environmental wellbeing.
- ii. Implementing the Joint Management Agreement with Waikato Tainui.
- iii. Providing for active involvement of mana whenua in freshwater management, including decision-making processes and implementing

	<p><u>maatauranga Maaori, including cultural monitoring.</u></p> <p>iv. <u>Identifying and providing for mana whenua freshwater and other values and aspirations through the preparation and implementation of Integrated Catchment Management Plans and Structure Plans.</u></p> <p>v. <u>Implementing Policy 2.2.2a.</u></p> <p>vi. <u>Identifying, and managing activities within, natural hazard areas.</u></p> <p>vii. <u>Realising opportunities to maintain and enhance public access to and along the Waikato River, including through the retention of existing, and creation of new, esplanade reserves.</u></p> <p>viii. <u>Providing for customary activities within Open Space Zones.</u></p> <p>ix. <u>Identifying, respecting and protecting archaeological sites, taonga and sites of significance to Maaori and providing for their recognition.</u></p> <p>x. <u>Providing for papakaainga development within Residential Zones and Community Facilities Zone.</u></p> <p>xi. <u>Enabling public art in selected Zones.</u></p>
	<p><del>2.2.8c</del> <b>Access.2c</b> Restore and <del>connections</del> <u>protect communities' relationships with the Waikato River, are maintained</u> including their economic, social, cultural and <del>enhanced</del> <u>spiritual relationships by:</u></p> <p>i. <u>Implementing Policies 2.2.2a and 2.2.2b.</u></p> <p>ii. <u>Identifying and protecting heritage sites and buildings.</u></p>
	<p><del>2.2.8d</del> The relationship of Waikato-Tainui with the Waikato River is recognised and provided for, including through a Joint Management Agreement.</p>
	<p><del>2.2.8e</del> Communities' relationships with the Waikato River, including their economic, social, cultural and spiritual relationships, are restored and protected.</p>
<b>Explanation</b>	



~~The~~ 'Te Ture Whaimana o Te Awa o Waikato' – The Vision and Strategy for the Waikato River (refer to Volume 2, Appendix 10) is the primary direction-setting document for the Waikato River and its catchments. The vision is for a future where a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces for generations to come.

The Waikato River is an outstanding a natural feature in Hamilton City and the Waikato region that is of strategic importance to New Zealand's social, cultural, environmental, and economic wellbeing. The river and its margins catchments contain significant habitats of indigenous fauna and vegetation, and it is are recognised as an area of high amenity value, with natural, cultural and heritage significance. Restoring, protecting and enhancing the health and wellbeing of the river and its margins are essential to ensure the quality of this resource is available for future generations. ~~The Waikato Tainui Raupatu Claims (Waikato River) Settlement Act 2010 will work in conjunction with the Resource Management Act to provide direction for planning documents to restore and protect the health and wellbeing of the Waikato River for future generations.~~

## Towards a Sustainable City

Objective	Policies
<p><b>2.2.1.3</b> Hamilton is characterised by an increasingly sustainable urban form.</p>	<p><b>2.2.1a.3a</b> Development makes use of <u>the identified</u> opportunities for urban intensification.</p>
	<p><b>2.2.1b.3b</b> Development is designed and located to minimise energy use and carbon dioxide production, by:</p> <ul style="list-style-type: none"> <li>i. Minimising the need for private motor vehicle use.</li> <li>ii. <u>Encouraging</u> <u>Prioritising</u> walking, cycling and the use of <u>passenger</u> <u>public</u> transport.</li> <li>iii. Maximising opportunities for people to live, work and play within their local area.</li> </ul>
	<p><b>2.2.1c.3c</b> Land use zoning and subdivision controls will be used as methods to achieve the sustainable use of the City's land resources including providing for separation, proximity and agglomeration of land uses.</p>
<p><b>Explanation</b></p>	
<p>Hamilton is growing steadily. The City's strategic documents – the Hamilton Urban Growth Strategy (HUGS), the Waikato Regional Policy Statement, Access Hamilton, Future Proof, and Hamilton's City Design Guide Vista – aim to manage this growth by establishing an increasingly 'compact city', where development is concentrated so land and infrastructure can be provided and used efficiently. The aim is to have at least 50% of new residential growth occur within existing parts of the City in the next 20 years. This growth management will ensure positive effects on physical resources, where <u>less</u> <u>land</u> <u>land for housing</u> will be used <u>for housing</u> <u>more efficiently</u>, where there is better energy efficiency, and an increase in the cost-effectiveness of infrastructure including roads,</p>	

<p><del>passenger</del> <u>public</u> transport, water services, energy and telecommunications. Public space, including reserves, roads, walkways and cycleways, will complement higher-density areas.</p>	
Objective	Policies
<p><b>2.2.2.4</b>  <del>Urban</del> <u>Greenfield urban</u> development takes place within areas identified for this purpose in a manner which uses land and infrastructure most efficiently.</p>	<p><b>2.2.2a.4a</b>            Development shall occur in locations that are consistent with the growth management policies of the Waikato Regional Policy Statement.</p>
	<p><b>2.2.2b.4b</b>            Any development that is within an identified growth area is to be undertaken in general accordance with an approved Structure Plan.</p>
	<p><b>2.2.2c.4c</b>            The release of land for urban development will not be allowed unless appropriate infrastructure is available and the servicing of this land does not compromise the efficiency and sustainability of planned infrastructure.</p>
	<p><b>2.2.2d.4d</b>            The subdivision or use of any rural land within an identified growth area shall not compromise future urban development.</p>
Explanation	
<p><i>Development is to occur as provided for within the growth management policies of the Waikato Regional Policy Statement which takes into account policies from Future Proof and the Hamilton Urban Growth Strategy.</i></p> <p><i>Any significant area of new land to be rezoned for urban development is to be supported by Structure Plans that provide information on land use and infrastructure, transport links, <u>public transport, mitigation of climate change through emissions reduction</u>, management of amenity, ecological, heritage values, natural character, natural hazards, stormwater and tangata whenua values.</i></p> <p><i>When the original growth cells identified in the plan are substantially developed, new growth cells will be identified through financially programmed works for infrastructure.</i></p> <p><i>Council's Long Term Plan or Annual Plan sets out the programme for providing infrastructure to service growth. Where a developer wishes to pursue development ahead of Council's programmes a development agreement will need to be entered into with Council to ensure that the infrastructure is provided in a way which is efficient and sustainable from a city-wide perspective. In these cases it is anticipated that developers will bear the full costs of infrastructure provision.</i></p> <p><i>To ensure infrastructure is available and does not compromise the efficiency and sustainability of planned infrastructure assessments will be undertaken utilising Integrated Catchment Management Plans, Water Impact Assessments, and Integrated Transport Assessments.</i></p> <p><i>This approach will enable growth in areas that are not funded for infrastructure to be funded by developers under Development Agreements between all parties. The reason</i></p>	

*for Council's approach is due to its inability to fund infrastructure necessary to support the development of the growth cells all at once. This will enable the sustainable management of growth for the social and economic wellbeing of the community and meeting the needs of future generations.*

## Urban Design Approach

Objective	Policies
<p><b>2.2.3.5</b> Promote safe, compact, sustainable, good quality urban environments that respond positively to their local context, <u>recognising that further change may occur through intensification.</u></p>	<p><b>2.2.3a.5a</b> Development responds to best practice urban design and sustainable development principles, appropriate to its context.</p>
	<p><b>2.2.3b.5b</b> Development responds to Low Impact Urban Design and Development and Crime Prevention Through Environmental Design (CPTED) principles.</p>
	<p><b>2.2.3e.5c</b> Development enhances civic, natural heritage, cultural, ecology and surrounding public space networks.</p>
	<p><b>2.2.5d</b> <u>Development considers the objectives and policies in Chapter 25.15.</u></p>
<p><b>Explanation</b></p> <p><i>Sustainability needs to be integrated into urban design to protect and enhance local amenity and reduce deterioration of the environment. Optimising the use of existing space and infrastructure by promoting a safe and compact city, and requiring development to be located so it is integrated with existing facilities, infrastructure, public open spaces and transport corridors and is sympathetic to natural resources will help ensure a sustainable urban environment.</i></p>	

## Central City, Business and Industry

Objective	Policies
<p><b>2.2.4.6</b> Establish and maintain a hierarchy of viable and vibrant business centres that provide a focus for retail, commercial and entertainment activities and serve the social, cultural, environmental and economic needs of the community.</p>	<p><b>2.2.4a.6a</b> Business activity and development shall locate in the most appropriate centre for its role, according to the following hierarchy:</p> <ol style="list-style-type: none"> <li>i. The Central City is the primary business centre, serving the City and wider region, and is the preferred location for commercial, civic and social activities.</li> <li>ii. The Base and Chartwell complement the Central City, to serve large parts of the City and adjoining districts, and contain primarily retailing, entertainment and services.</li> <li>iii. Suburban centres, to provide convenience</li> </ol>



	<p>goods, community services, facilities and employment to serve immediate suburban catchments</p> <p>iv. Ruakura Retail Centre, to serve the Ruakura Structure Plan area and adjacent catchment.</p> <p>v. Neighbourhood centres, to contain retailing and service activities to serve immediate residential catchments.</p> <p><b>2.2.4b.6b</b> The distribution, type, scale and intensity of activities outside the Central City does not undermine the viability, vitality and vibrancy of the Central City, its amenity values, or role in meeting the needs of the region.</p> <p><b>2.2.4c.6c</b> Significant large format retail development beyond the identified out of centre zones is not envisaged for the Plan period.</p> <p><b>2.2.6d</b> <u>Residential activity above ground floor commercial uses is encouraged where it can be shown to support the business centres and meet the day-to-day needs of residents, achieve attractive and safe streets and public open spaces, including by providing for passive surveillance.</u></p>
<b>Explanation</b>	
<p><i>A hierarchy of business centres provides structure and context to the functioning of the urban area and its transport network. It provides a clear framework within which public and private investment can be prioritised and made, and provides a basis for regeneration and intensification initiatives.</i></p> <p><i>The Regional Policy Statement calls for the Central City to be recognised and enhanced as the primary commercial, civic and social centre of the Future Proof Area. It encourages the greatest diversity, scale and intensity of activities to encourage and provide for the vitality and amenity of the Central City. It is important to ensure that activities outside the Central City do not undermine the City's core function.</i></p> <p><i>The Central City forms the Regional Centre of Hamilton and is the dominant commercial, civic and social centre for the City and region and the focal point for the majority of the City's workforce. However the previous planning framework has enabled an unplanned dispersal of retail and office development which has contributed to the underperformance of some elements of the Central City with consequential effects on its function, amenity and vitality. It is important that future development in other parts of Hamilton does not adversely impact the important role of the Central City as the primary centre for the Waikato region.</i></p> <p><i>Retailing activity is a significant component of activities that serve the City and wider region including commerce, government, education, health and medicine and entertainment.</i></p>	

*City growth and demand projections indicate that the hierarchy of business centres can adequately cater for growth in the Central City, the Sub-Regional and Suburban Centres through a mix of new and more intensive redevelopment of centres.*

## Business and Industry

Objective	Policies
<p><b>2.2.5.7</b> Industrial and business activities contribute to the economic, cultural, social and environmental wellbeing and prosperity of the community.</p>	<p><b>2.2.5a.7a</b> The positive effects of business and industry on economic, cultural, social and environmental wellbeing are encouraged and promoted.</p>
	<p><b>2.2.5b.7b</b> Business activities and industrial activities and development uses land allocated and serviced for business and industrial purposes.</p>
	<p><b>2.2.5c.7c</b> Industrial zoned land shall be safeguarded for industrial purposes.</p>
<p><b>Explanation</b></p> <p><i>Industrial activities and business activities contribute to the economic, social and environmental wellbeing of the community. Sufficient land is required to cater for those activities and should be protected for these purposes.</i></p>	

## Residential Development

Objective			
<p><b>2.2.6.8</b> Sufficient feasible, reasonably expected to be realised development capacity for housing is provided to meet the bottom lines in the table below:</p>			
Housing bottom lines (number of dwellings)			
Area	Short to Medium 1-10 years (2020-2030)	Long term 11-30 years (2031-2050)	Total
Hamilton City	14,300	28,800	43,100
<p><b>Explanation</b></p> <p><i>The National Policy Statement on Urban Development 2020 requires housing bottom lines as an objective in the District Plan. These housing bottom lines are in accordance with the Future Proof Housing Development Capacity Assessment 2021.</i></p>			
Objective	Policies		
<p><b>2.2.7.9</b> A range of housing types and densities is available to meet the housing needs of and demand and</p>	<p><b>2.2.7a.9a</b> Residential development provides for enables a range variety of household choices and the diversity of meets diverse cultural and social needs.</p>		

<p>a diverse range of people and communities neighbourhood's planned urban built character.</p>	<p><b>2.2.7b.9b</b> Higher-density residential development areas are located within and close to the walkable catchment of the Central City, suburban and neighbourhood adjacent to identified commercial centres, hospitals, tertiary education facilities and parks, open spaces, and other to support these areas of high social amenity.</p>
<p><b>Explanation</b></p>	
<p><i>Schedule 3A of the RMA prescribes specific residential standards (MDRS), to ensure a housing needs and demands are met through a variety of housing choices. The National Policy Statement on Urban Development also requires high-growth councils to enable high density in areas where good access to a range of activities exists.</i></p> <p><i>Hamilton Urban Growth Strategy acknowledges the need to balance intensification and differing household needs. Cultural diversity is mentioned in Vista. The Environmental Sustainability Strategy advocates for environmentally sensitive design, to mitigate the effects of increased urban density.</i></p> <p><i>The District Plan identifies a number of recognises the areas around within and close to the Central City that and identified commercial centres are suitable for medium and higher density residential development.</i></p>	
<p><b>Explanation</b></p>	
<p><b>Explanation</b></p>	
<p><b>Objective</b></p>	<p><b>Policies</b></p>
<p><b>Explanation</b></p>	

### Hamilton's Identity, Character and Heritage

Objective	Policies
<p><b>2.2.11.10</b> Hamilton's unique character history, heritage and identity are reflected in its built environment.</p>	<p><b>2.2.11a.10a</b> Development is sensitive to and enhances Hamilton's identity and character heritage values.</p> <p><b>2.2.11b.10b</b> Development enhances is sensitive to and protects Hamilton's unique character areas, precincts identified built heritage and projects through urban design and public historic heritage areas.</p> <p><b>2.2.11c.10c</b> Development is sensitive to and protects Hamilton's archaeological and cultural heritage sites, structures, areas, landscapes and places.</p> <p><b>2.2.11d.10d</b> Development provides for the protection of historic and cultural heritage from inappropriate subdivision, use and development.</p>
<p><b>Explanation</b></p>	

*This objective and policies aim to promote characteristics and **historic** values that are unique to Hamilton, and seek to ensure that development and growth reflects these. Council plans to develop Local Area Plans to assist in the development of some areas to reflect its character, identity and heritage through quality urban design.*

## Natural Environment

Objective	Policies
<b>2.2.12.11</b> Protect and enhance natural character, natural features and landscapes, ecosystems and indigenous biodiversity.	<b>2.2.12a.11a</b> Land use and development protects natural character, natural features and landscapes and ecosystems and promotes positive outcomes for indigenous biodiversity in the Waikato region.
	<b>2.2.12b.11b</b> Land use and development maintains the extent and, where possible, enhances ecological corridors.
<b>Explanation</b>	
<p><i>Ensuring environmental considerations are integrated into the future development of Hamilton is crucial to achieving sustainable management of the City's natural and physical resources. Part 2 of the Act, the Regional Policy Statement and the City's Environmental Sustainability Strategy provide a legislative and policy framework to ensure that environmental considerations are considered at all levels of land use and development. The aim is to improve local amenity, protect and enhance habitats and to ensure efficient use of resources.</i></p>	

## Resource Efficiency

Objective	Policies
<b>2.2.13.12</b> Efficient use and development of natural and physical resources, especially land, buildings and infrastructure.	<b>2.2.13a.12a</b> Development enables and encourages waste minimisation and efficient use of resources through design and construction methods.
	<b>2.2.13b.12b</b> Buildings should be designed so they can be adapted in the future for a range of uses.
	<b>2.2.13c.12c</b> Development is designed to consider and adapt to the expected effects of climate change <b>by:</b> <ol style="list-style-type: none"> <li>i. <b>Reducing embodied and operational carbon to minimise greenhouse gas emissions.</b></li> <li>ii. <b>Planning for development and resource use to withstand predicted extreme weather events.</b></li> </ol>
	<b>2.2.13d.12d</b> Development enables and encourages the efficient use of resources and recognises the benefits resulting from integrated land use planning.

Explanation
<p><i>Efficient use and development of resources is a principle of the Act and contributes to sustainable management. The Regional Policy Statement seeks for the use and development of natural and physical resources to occur at a rate that is efficient and minimises waste. In accordance with this, the City's Access Hamilton and Environmental Sustainability Strategies emphasise that development in Hamilton needs to be managed sustainably. This objective and policies provides the strategic framework to ensure Hamilton can achieve a more sustainable and quality urban environment. It is recognised with the design of buildings that it will not always be possible to adapt to a range of uses. These include specialised buildings for manufacturing and dwellings.</i></p>

## Integrate Land Use, Transport and Infrastructure

Objective	Policies
<p><b>2.2.14.13</b> Land use and development is integrated with the provision of infrastructure (including transport, Three Waters services and open space).</p>	<p><b>2.2.14a.13a</b> Development shall not compromise the safe, efficient, and effective operation and use of existing or planned infrastructure.</p>
	<p><b>2.2.14b.13b</b> Development allows for future infrastructure needs, including maintenance, upgrading and co-location where appropriate.</p>
	<p><b>2.2.14c.13c</b> New development connects well with existing development and infrastructure.</p>
	<p><b>2.2.14d.13d</b> Development does not result in incompatible adjacent land uses with respect to existing or planned infrastructure.</p>
	<p><b>2.2.14e.13e</b> Rail, cycle, pedestrian, passenger public transport, micro-mobility, and motorised vehicle networks are well connected and integrated across and beyond the City.</p>
	<p><b>2.2.14f.13f</b> Development should promote/prioritises strong connections to, and use of, passenger public transport and active modes of transport walking, cycling, and micro-mobility.</p>
Explanation	<p><i>The objective and policies promote sustainable management under the Act and the Regional Policy Statement. Specific to the Hamilton context, the objective and policies derive from several of the City's Strategies, including Access Hamilton, the Environmental Sustainability Strategy Council's transport strategy, the Economic Development Strategy Agenda and the Hamilton Urban Growth Strategy. Council's Long Term Plan or Annual Plan and the National Land Transport Programme sets out the programme for providing infrastructure to service growth. Where a developer wishes to pursue development ahead of Council's or Waka Kotahi NZTA NZ</i></p>

*Transport Agency's programmes, a development agreement will need to be entered into with Council, or Waka Kotahi NZTA NZ Transport Agency, with respect to the state highway network, to ensure that the infrastructure is provided in a way which is safe, efficient and sustainable from a City city-wide and network perspective. The integration of land use, transport and infrastructure is an essential means of ensuring development effectively and efficiently uses resources. Structure plans, Integrated Transport Assessments, Travel Plans, Integrated Catchment Management plans, Water Impact Assessments and the Open Space Strategy will be used to ensure development does not compromise existing or planned infrastructure.*

## City Urban Form

Objective	Policies
<p><b>2.2.14</b></p> <p>i. <u>A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.</u></p> <p>ii. <u>City urban form that enables people to satisfy most of their daily needs within a nominal 10-minute walk from home and all other daily needs within a nominal 20-minute one-way cycle, micro-mobility, or bus ride from home.</u></p>	<p><b>2.2.14a</b>  <u>Provide for residential and mixed-use developments of unlimited height within the Central City Zone.</u></p>
	<p><b>2.2.14b</b>  <u>Provide for high-density residential developments within a nominal 800m walking distance of the Central City Zone.</u></p>
	<p><b>2.2.14c</b>  <u>Provide for medium-density residential developments within a nominal 400m walking distance of the Sub-regional Centre at Chartwell and the Suburban Centres at Thomas Road, Lynden Court, Five Cross Roads, Clyde Street East, Hamilton East, Glenview, Frankton, and Dinsdale.</u></p>
	<p><b>2.2.14d</b>  <u>Enable higher density residential development within a nominal 200m walking distance of Nawton Suburban Centre.</u></p>
	<p><b>2.2.14e</b>  <u>Require subdivision to create:</u></p> <p>i. <u>a connected, legible, and universally accessible transport network, and</u></p> <p>ii. <u>neighbourhoods that:</u></p> <p>A. <u>are permeable to, and prioritise, walking, cycling, micro-mobility and public transport, and</u></p> <p>B. <u>enable local trips to be undertaken without a private vehicle.</u></p>
	<p><b>2.2.14f</b>  <u>Improve the permeability of neighbourhoods for, and give access priority to, pedestrians, cyclists, and micro-mobility users.</u></p>
	<p><b>2.2.14g</b>  <u>Improve the amenity and safety of activity nodes and travel routes to them to make them safer and more</u></p>



	attractive for pedestrians, cyclists, and micro-mobility users.
	<b>2.2.14h</b> Ensure there is sufficient development capacity in respect of business land to meet the expected demands of the city.
	<b>2.2.14i</b> Support the renewal and revitalisation of business centres to make them more attractive to customers.
<b>Explanation</b>	

Getting around a growing city by car will become harder as the city intensifies. To achieve a well-functioning city and minimise greenhouse gas emissions, alternatives to travel by car must be promoted. Policies 2.2.14a to 2.2.14d identify parts of the city where intensification will support transport mode shift and reduce reliance on cars for travel.

If people were able to satisfy most of their daily needs within a 10-minute walk from home, then they would be able to reduce their car use and greenhouse gas emissions. Health and social benefits would also accrue from the population being more active. An average pedestrian walks about 800m in 10 minutes.

Improving the amenity and safety of suburban, and neighbourhood centres, community facilities, and routes to them will make them more attractive for pedestrians, cyclists, and micro-mobility users. In some locations, providing new links for pedestrians, cyclists and micro-mobility users will shorten journey times and make these modes more appealing for local trips. Renewing business centres and community facilities will also attract more pedestrians, cyclists, and micro-mobility users.

As residential areas intensify, the increased population may enable viable businesses to establish locally to service the intensified neighbourhood. Neighbourhood centres may need to adapt or expand to accommodate these new businesses.

People may not be able to satisfy all their needs within their neighbourhood. Therefore, each neighbourhood needs to have ready access to public transport services and routes for cyclists and micro-mobility users that provide a high level of accessibility and connect to goods and services that are not available in the neighbourhood and employment. An objective and policies supporting this city-wide connectivity are set out in Chapter 25.14.