This chapter is subject to the following plan changes:
Proposed new text in Notified Plan Change 12 - underlined with green highlighting.
Proposed deleted text in Notified Plan Change 12 - ~~strikethrough with red highlighting~~.
Recommended amendments to Notified Plan Change 12:

- New text - underlined.
- Deleted Operative Plan text – ~~strikethrough~~.
- Deleted Notified Plan Change 12 text – ~~strikethrough~~.

Submission Points relating to recommended amendments.

3.3 Objectives and Policies: Structure Plans

When consent is required for subdivision and/or development within a Structure Plan area, the proposal must consider where relevant the objectives and policies below and any objectives and policies specific to that Structure Plan area (refer to 3.4 to 3.7).

Objective	Policies
3.3.1 Optimised, long-term, positive environmental, economic, social and cultural effects of greenfield development.	**3.3.1a** Development should be in general accordance with the relevant Structure Plan.
	3.3.1b Development of Structure Plan areas should aim to achieve: i. An overall residential density of 16 dwellings per hectare (excluding transport corridors).
	3.3.1c The design of development should provide population densities that support safe efficient ~~passenger~~ public transport and opportunities for walking and cycling.
	3.3.1d Interim land use and development including low density residential development should not compromise the integrity and viability of the land use pattern for the relevant Structure Plan.

Explanation
The Regional Policy Statement sets dwelling density targets, derived from Future Proof. These will be achieved by managing lot sizes and subdivision yields in Structure Plan areas. Future commercial and industrial land requirements are also identified in the Regional Policy Statement. The targets exclude the Large Lot Residential Zone. *Structure Plans are a mechanism for achieving the future land uses and density targets as set out in the Regional Policy Statement and Future Proof.* *Activities such as land use and subdivision need to be managed in the interim. There is the potential for these to undermine the ability of the Structure Plan area to be implemented.*

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Objective	Policies
3.3.2 New urban development is appropriately serviced and properly integrated to minimise City network impacts.	**3.3.2a** The use of land for urban development will not be allowed unless appropriate infrastructure is provided for and the servicing of this land will maintain the efficiency and sustainability of regionally significant existing and planned infrastructure.
	3.3.2b New development is able to be adequately serviced in terms of Three Waters and transport infrastructure.
	3.3.2c Development is co-ordinated with the provision of infrastructure and social infrastructure.
	3.3.2d Staging and sequencing is in general accordance with any staging indicated on the relevant Structure Plan.

Explanation
Infrastructure must be planned in advance of development. Infrastructure includes Three Waters and transport networks, as well as social infrastructure such as libraries and community halls. Infrastructure must be provided not only to service one development but must be of an appropriate size to integrate with the existing and future infrastructure networks. *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.* *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 for Council's approach is due to its inability and the inability of other infrastructure providers to invest in 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 well-being of the community and meeting the needs of future generations.*

Objective	Policies
3.3.3 Effective and integrated management of Three Waters so as to sustainably manage the impact of development on the City's natural and physical resources.	**3.3.3a** Three Waters will be managed in accordance with the relevant Integrated Catchment Management Plan.
	3.3.3b Integrated Catchment Management Plans shall be developed to determine how to manage Three Waters in an effective and integrated manner including by: i. Minimising the effects of urban development on

	downstream receiving waters. ii. Managing the run-off from the different relief and soil types in an integrated manner. iii. Sustaining groundwater levels in peat soils as far as practicable. iv. Safeguarding and enhancing the natural functioning and ecological health of freshwater bodies and areas of indigenous vegetation, water features and habitats. v. Retaining a hydrological cycle close to the pre-development hydrological cycle as far as practicable. vi. Maintaining stormwater discharge from the catchment to at or below pre-development levels. vii. Incorporating Low Impact Urban Design and Development (LIUDD) principles. viii. Identifying and incorporating appropriate water-sensitive techniques. ix. Recognising social, economic, environmental and cultural objectives for the catchment.
Explanation	
Integrated Catchment Management Plans allow the collective consideration of all Three Waters. *Managing the stormwater effects of future subdivision, use and development is critically important. A full Integrated Catchment Management Plan should be prepared iteratively with the development of each Structure Plan.* *Effective management of stormwater will maintain or improve the quality of the stormwater entering the receiving environment. This means maintaining flow regimes, re-vegetating riparian margins, minimising the potential for contaminants to enter water bodies, reducing flows into stormwater networks through the adoption of low-impact stormwater design, and ensuring groundwater levels are maintained.*	
Objective	**Policies**
3.3.4 An integrated and efficient pattern of land use and transportation so as to sustainably manage the impact of development on existing and planned transport infrastructure.	**3.3.4a** Integrated Transport Modelling is undertaken for all Structure Plan areas.
	3.3.4b Movement routes are integrated with surrounding neighbourhoods and existing and planned transport networks.
	3.3.4c

	Enable connectivity with other undeveloped adjoining sites.
	3.3.4d The transport network supports efficient ~~passenger~~ public transport and opportunities for walking and cycling.
	3.3.4e Environmental impacts of building new transport corridor infrastructure are minimised.
	3.3.4f Opportunities for improved safety, accessibility, connectivity and efficiency within the transportation network are provided.
Explanation	
Integrated Transport Modelling, utilising the Waikato Regional Transportation Model, is an essential component of the Structure Plan process and land uses and the transport network should be developed iteratively, each informing the other. This modelling should inform any future Integrated Transport Assessment required in structure plan areas. *The transport system must cater for movement into the Structure Plan area from other parts of the City, as well as movement within the Structure Plan area itself.*	
Objective	**Policies**
3.3.5 Compatible buildings and activities.	**3.3.5a** Adverse effects of activities near zone boundaries are managed through setbacks, building design, and landscaping.
	3.3.5b Sensitive land uses avoid adverse effects on and from regionally significant infrastructure and regionally significant industry.
	3.3.5c Development to avoid adverse effects on the safe, efficient and effective operation and use of existing or planned infrastructure.
Explanation	
This objective recognises the importance of managing both structures and activities at the interface of different land uses. This can be managed by zones through setbacks, design of buildings, and landscaping. *These policies recognise the need to manage residential and other sensitive land uses around regionally significant infrastructure and industry, existing and proposed. The purpose is to manage the effects that sensitive activities and structures can have on the infrastructure, and the adverse effects that the infrastructure and industry can have on sensitive uses.* *Regionally significant industry is defined in the Waikato Regional Policy Statement.*	
Objective	**Policies**

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3.3.6 Development responds to land suitability including topography, landscape, natural features, soil type, natural hazards, heritage features, adjoining land uses.	**3.3.6a** The loss of significant vegetation is minimised.
	3.3.6b Large-scale earthworks and modifications to landforms are avoided where possible to ensure development retains features of the landscape identified on structure plans.
	3.3.6c Road layouts adjacent to identified natural features recognise and retain their natural form where practicable.
	3.3.6d The scale and quantum of development and land use type recognises land characteristics and suitability and adjoining land uses.
Explanation	
Topographical features, significant vegetation, natural features such as soil type, flood hazard, heritage features, bank stability, river and gully systems, adjoining land uses should be identified through the Structure Plan process. Structure planning should acknowledge and appropriately respond to such features.	
Objective	**Policies**
3.3.7 A range of well-connected, functional public open spaces.	**3.3.7a** The location and size of public open spaces is provided in accordance with Council's Open Space Plan.
	3.3.7b Recreational activities are considered for co-location with: i. Multifunctional stormwater management. ii. Walkways and cycleways. iii. Cultural and heritage sites. iv. Significant Natural Areas.
	3.3.7c Promote appropriate and improved access to the Waikato River to better enable sporting, recreational, and cultural opportunities.
Explanation	
Public open space is usually indicative on Structure Plan maps, and exact sizes and locations will be determined at the time of subdivision consent. The Hamilton City Open Space Plan, September 2013 sets out a 50-year strategic direction for Hamilton's parks and open spaces. The Open Space Plan presents a series of goals, priorities and an action plan that responds to the needs, challenges and opportunities facing Hamilton's open spaces.	