

Appendix M – Hamilton City District Plan Objectives and Policies Assessment



Table No. N1

Hamilton City District Plan – Objective and Policy Assessment		
Objective	Policies	Comment
Chapter 2 – Strategic Framework		
2.2.1 Hamilton is characterised by an increasingly sustainable urban form.	2.2.1a Development makes use of the identified opportunities for urban intensification.	The site is located within the Residential Zone of the District Plan, and is among a well-established residential environment with existing infrastructure. The District Plan states that the ‘aim is to have at least 50% of new residential growth occur within existing parts of the City in the next 20 years’, it is considered the proposal is consistent with this being for residential activities within an existing residential in the city. As established throughout this report, the site is in a prime location, adjoining a shopping centre, recreation areas and existing strategic transport infrastructure. There are many opportunities for alternative modes of transport, with a number of bus stops close to the site and public walkways and shared paths within the neighbourhood and the Waikato River. Overall, the proposal is a residential activity, located within an appropriately zoned area and is comprehensively master planned and designed to ensure sustainability and a high level of amenity.
	2.2.1b Development is designed and located to minimise energy use and carbon dioxide production, by: <ul style="list-style-type: none"> i. Minimising the need for private motor vehicle use. ii. Encouraging walking, cycling and the use of passenger transport. iii. Maximising opportunities for people to live, work and play within their local area. 	
	2.2.1c 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.	
2.2.2 Urban development takes place within areas identified for this purpose in a manner which uses land and infrastructure most efficiently.	2.2.2a Development shall occur in locations that are consistent with the growth management policies of the Waikato Regional Policy Statement.	The provisions of the Waikato Regional Policy Statement are assessed in Section 8.3 of this report. In summary, the site is readily zoned and serviced for the proposed development and any non-compliances with the District Plan will not adversely affect the environment in a more than minor way (refer to Section 7 of this report for assessment of environmental effects).

		For the above reasons, the proposal is considered to be consistent with these objectives and policies.
2.2.3 Promote safe, compact, sustainable, good quality urban environments that respond positively to their local context.	2.2.3a Development responds to best practice urban design and sustainable development principles, appropriate to its context.	The proposal has been comprehensively designed to reflect a good quality urban environment. The proposal comprises a variety of housing options, suitable to a wide variety of people. The proposal includes various walkways and connections to the surrounding environment, particularly to the surrounding open space/reserve areas. CPTED has been incorporated in the design, including passive surveillance of the nearby parks and walkways. The use of low boundary fencing, landscaping and bollards along the site’s external boundaries maximises opportunities for passive surveillance; (refer to Appendix F for a full CPTED assessment). The proposal creates a safe, compact, sustainable, good quality urban environment and is therefore consistent with the objective and policies.
	2.2.3b Development responds to Low Impact Urban Design and Development and Crime Prevention Through Environmental Design (CPTED) principles.	
	2.2.3c Development enhances civic, natural heritage, cultural, ecology and surrounding public space networks.	
2.2.7 A range of housing types and densities is available to meet the needs of a diverse range of people and communities.	2.2.7a Residential development provides for a range of household choices and the diversity of cultural and social needs.	The proposal provides for a range of household choices, including stand alones, duplexes and apartments. The site is located adjacent to a neighbourhood centre/shopping centre and parks/open space, therefore the site is suitable for higher-density residential development in accordance with this objective/policy.
	2.2.7b Higher-density residential development is located within and close to the Central City, suburban and neighbourhood centres, hospitals, tertiary education facilities and parks, open spaces, and other areas of high social amenity.	
2.2.8 The health and wellbeing of the Waikato River is restored and protected	2.2.8c Access and connections with the Waikato River are maintained and enhanced.	The Waikato River is located to the south of the subject site. Connections are made from the site to the existing accessways and connections to the Waikato River.

<p>and the River is celebrated as being at the heart of the region's identity and a feature of national importance.</p>	<p>2.2.8d The relationship of Waikato-Tainui with the Waikato River is recognised and provided for, including through a Joint Management Agreement.</p>	<p>The proposal does not affect the relationship that Waikato-Tainui have with the Waikato River.</p>
<p>2.2.9 Resource management priorities are developed in partnership with tangata whenua.</p>	<p>2.2.9a The relationship tangata whenua have with the City is recognised and promoted.</p>	<p>The relevant iwi management plans are considered in Section 8 of this report.</p> <p>The proposal is therefore consistent with this objective and policies.</p>
	<p>2.2.9b Development considers effects on the unique tangata whenua relationships, values, aspirations, roles and responsibilities with respect to an area.</p>	
	<p>2.2.9d Development and the decisions associated with developments where required are to consider any relevant Iwi Management Plan.</p>	
<p>2.2.13 Efficient use and development of natural and physical resources, especially land, buildings and infrastructure.</p>	<p>2.2.13a Development enables and encourages waste minimisation and efficient use of resources through design and construction methods.</p>	<p>The site is located within an area which is appropriately zoned and serviced for the proposed development. The proposal has been comprehensively designed and is considered to be an efficient use of this natural resource.</p> <p>The proposal is therefore considered to be consistent with this objective and policies.</p>
	<p>2.2.13d Development enables and encourages the efficient use of resources and recognises the benefits resulting from integrated land use planning.</p>	
<p>2.2.14 Land use and development is integrated with the provision of infrastructure (including transport, Three Waters services and open space).</p>	<p>2.2.14a Development shall not compromise the safe, efficient and effective operation and use of existing or planned infrastructure.</p>	<p>This resource consent is accompanied by an Integrated Transport Assessment and a Water Impact Assessment which confirms that the proposal will not compromise the safe, efficient and effective operation of existing infrastructure. The development will be serviced to ensure the infrastructure needs are satisfied.</p>
	<p>2.2.14b Development allows for future infrastructure needs, including maintenance, upgrading and colocation where appropriate.</p>	

	<p>2.2.14c New development connects well with existing development and infrastructure.</p>	<p>There are strong connections available from the site to the wider Hamilton City and there are opportunities available for a range of transport modes.</p>
	<p>2.2.14d Development does not result in incompatible adjacent land uses with respect to existing or planned infrastructure.</p>	<p>The proposal is considered to be consistent with this objective and policies.</p>
	<p>2.2.14e Rail, cycle, pedestrian, passenger transport and motorised vehicle networks are well connected and integrated across and beyond the City.</p>	
	<p>2.2.14f Development should promote strong connections to, and use of, passenger transport and active modes of transport.</p>	
<p>Chapter 4 – Residential Zones</p>		
<p>4.2.1 A range of housing types and densities is available to meet the needs of all communities.</p>	<p>4.2.1a A variety of housing densities and types should be developed, consistent with the:</p> <ul style="list-style-type: none"> i. Capacity of the existing infrastructure. ii. Target densities promoted by Future Proof and the Regional Policy Statement. <p>Specifically, this means achieving, as a minimum, the following average gross density targets (excluding transport corridors) over time in the Residential zones.</p> <ul style="list-style-type: none"> 1. 16 dwellings per hectare for development (excluding the identified Large Lot Residential Areas). 2. 30 dwellings per hectare for identified intensification areas 	<p>A variety of housing densities and types are provided in the proposed development, including stand alone dwellings, duplex dwellings, and apartments.</p> <p>The proposed residential development will be an intensification/brownfield development and will achieve a net density of approximately 44.6 dwellings per hectare. The proposal will therefore assist in achieving the overall infill target of 30 dwellings per ha over time and is consistent with the brownfields infill minimum targets in Future Proof and the WRPS.</p> <p>The site is an appropriate location for higher density development, located adjacent to a the local neighbourhood shopping centre and is surrounded by open space/parks to the north. There are a number of bus stops in the surrounding area, walking distance from the site, allowing for passenger transport/public transport.</p>

	<p>4.2.1b Higher-density residential development should be located within and close to the Central City, suburban and neighbourhood centres, tertiary education facilities and hospital, and in areas serviced by passenger transport.</p> <p>4.2.1c New residential development shall be able to be adequately serviced in terms of Three Waters infrastructure, with the exception of the Ruakura Structure Plan area Large Lot Residential Zone.</p>	<p>Three waters infrastructure is provided for the development. The objectives and policies specifically relating to three waters, contained in Chapter 25.13 of the District Plan are assessed below.</p>
<p>4.2.2 Efficient use of land and infrastructure.</p>	<p>4.2.2a Residential development shall use land and infrastructure efficiently by:</p> <ul style="list-style-type: none"> i. Delivering target yields from housing development in both greenfield growth areas and intensification areas, as indicated by rules or Structure Plans. ii. Staging and sequencing the development as indicated by rules or Structure Plans. iii. Otherwise complying with relevant Structure Plans. <p>4.2.2b New buildings and activities shall mitigate effects on and from regionally significant infrastructure.</p> <p>4.2.2c Residential land uses should be managed to avoid potential effects, such as noise, from arterial transport corridors and state highways.</p>	<p>The yield of this development exceeds the target yields indicated by the above objective and policy and the rules of the District Plan, however it has been demonstrated that the proposal is able to be appropriately serviced without resulting in adverse effects on the existing infrastructure.</p> <p>Through a thorough analysis of the characteristics of the site and its surrounding context, and adopting a design-led approach to the site development, the use of land is considered to be efficient and achieves a good on-site amenity.</p> <p>There are no major arterial transport corridors or state highways in the vicinity of the site which would result in reverse sensitivity effects.</p> <p>The proposal is consistent with this objective and policies.</p>
<p>4.2.3</p>	<p>4.2.3a</p>	<p>The plans in Appendix C of this report display a complying outdoor living area for all units on the site, including communal</p>

Residential development produces good on-site amenity.	Residential design shall achieve quality on-site amenity by providing: <ul style="list-style-type: none"> i. Private, useable outdoor living areas. ii. Access to sunlight and daylight throughout the year. iii. Adequate service areas to accommodate typical residential living requirements. iv. Insulation to minimise adverse noise effects. v. Parking and manoeuvring areas on-site to meet the needs, safety and convenience of residents. vi. Energy-efficient and sustainable design technologies where compatible with the scale and form of residential development. 	<p>outdoor living areas for the apartment units. Service areas are also provided for all dwellings/units that are capable of containing washing lines, bin storage and other typical residential living requirements.</p> <p>Appropriate parking and manoeuvring has been provided on the site.</p> <p>Connectivity, both visual and physical, is provided from the development to the surrounding public parks and walkways. On the eastern boundary there are two joint owned access lots which will be open ended to allow for pedestrian and cycle access to the existing shared path along the eastern boundary. The northern boundary of the site has been designed to allow fluent movement between the development site and the surrounding parks and reserve space. There is also a shared walkway/cycleway from the western side of the internal road network to the adjoining Council reserve to provide a connection on this boundary.</p>
	4.2.3b Residential sites adjacent to public space shall achieve visual and physical connectivity to these areas.	<p>Dwellings have been designed to ensure an appropriate level of privacy is protected. Fencing and hedging is also provided throughout the development to ensure privacy of outdoor living areas are maintained without restricting passive surveillance of adjoining public areas.</p> <p>The proposal is therefore considered to be consistent with this objective and the associated policies.</p>
	4.2.3c Building design and location shall protect the privacy of adjoining dwellings.	
	4.2.3d Buildings should be designed to conform to natural topography.	
	4.2.3e Development in areas identified for medium and high-density residential activities should be in general accordance with the appropriate Design Assessment Criteria.	
4.2.4	4.2.4a	

<p>The development contributes to good neighbourhood amenity as the area matures.</p>	<p>The size and scale of buildings and structures shall be compatible with the locality.</p>	<p>The proposed buildings on the site have been designed to comply with the height restrictions of the District Plan. The inclusion of larger apartment buildings in the development is not considered to be incompatible, given the larger buildings located on the adjoining Shopping Centre site. Further to this, the large apartment buildings have been centralised on the site, significantly setback from each side boundary.</p> <p>The assessment of effects in section 7 of this report outlines that the development is consistent with and contributes to the existing character of the surrounding area.</p> <p>The proposal is therefore considered to be consistent with this objective and associated policies.</p>
	<p>4.2.4b Buildings should be designed so they do not physically dominate or adversely affect the residential character of the neighbourhood.</p>	
	<p>4.2.4c Significant vegetation and trees should be preserved wherever possible.</p>	
	<p>4.2.4d Garages, carports and vehicle access points shall be sited to ensure the safety of all road users and the safe and efficient function of the transport corridor.</p>	
	<p>4.2.4e Development in the General Residential and Large Lot Residential Zones should not detract from or degrade the existing character of the surrounding area.</p>	
<p>4.2.7 Activities in Residential Zones are compatible with residential amenity.</p>	<p>4.2.7a Adverse effects of activities on the amenity values of the locality shall be minimised including:</p> <ul style="list-style-type: none"> i. Effects of noise, glare, odour, dust, smoke, fumes and other nuisances. ii. Effects on traffic, parking, and transport networks. 	<p>It has been concluded in the ITA in Appendix L and the effects assessment in section 7 of this report that the development will not have significant adverse effects on traffic and the surrounding transport network. Further sufficient parking on the site has been provided on site and within the berms of the proposed new loop road to service the proposed development.</p> <p>The proposal is therefore consistent with this objective and policy.</p>
<p>4.2.8 Residential buildings make efficient use of water and energy resources.</p>	<p>4.2.8a Development should encourage the efficient use of energy and water, by:</p> <ul style="list-style-type: none"> i. Incorporating water-sensitive techniques. ii. Reducing the use of reticulated electricity. 	<p>Water sensitive techniques will be adopted within the proposed development, including low flow fixtures, raingardens, attenuation and soakage.</p> <p>The proposal is consistent with this objective and policy.</p>

<p>4.2.9 Buildings and activities at the interface of Residential Zones with other zones will be compatible with the form and type of development anticipated in the adjacent zone.</p>	<p>4.2.9a Adverse effects of activities that cross zone boundaries shall be managed through setbacks, building design, and landscaping.</p>	<p>The development has been comprehensively designed to respond to the various surrounding land uses. Including by complying building setbacks, development of a site specific landscape plan (refer Appendix E) and careful building design and location for the site. CPTED principles have also been incorporated into the design and will be therefore be subconsciously implemented on the site.</p>
<p>Chapter 23 – Subdivision</p>	<p>4.2.9b Buildings and structures on the boundary between Residential Zones and public areas shall incorporate CPTED principles.</p>	
<p>23.2.1 To ensure that risk to people, the environment and property is not exacerbated by subdivision.</p>	<p>23.2.1a Subdivision:</p> <ul style="list-style-type: none"> i. Does not result in increased risk of erosion, subsidence, slippage or inundation. ii. Minimises any adverse effects on water quality. iii. Ensures that a building platform can be accommodated within the subdivided allotment clear of any areas subject to natural hazards. iv. Ensures that any risks associated with soil contamination are appropriately remedied as part of the subdivision process. v. Ensures reverse sensitivity mitigation measures avoid or minimise effects such as noise associated from an arterial transport corridor or State Highway. 	<p>The site has been determined to be suitable for the proposed residential development and subdivision. Refer to section 7 of this report for a full assessment of the site suitability. There are no risks to people, property or the environment that will be exacerbated by the proposed development.</p> <p>The proposal is consistent with this objectives and policies.</p>

<p>23.2.2 Subdivision contributes to the achievement of functional, attractive, sustainable, safe and well designed environments.</p>	<p>23.2.2a Subdivision:</p> <ul style="list-style-type: none"> i. Is in general accordance with Subdivision Design Assessment Criteria to achieve good amenity and design outcomes. ii. Is in general accordance with any relevant Structure Plan. iii. Is in general accordance with any relevant Integrated Catchment Management Plan. iv. Maintains and, where possible, enhances existing amenity values. v. Promotes energy, water and resource efficiency. vi. Provides for the recreational needs of the community. vii. Discourages cross-lease land ownership. viii. Ensures that any allotment is suitable for activities anticipated for the zone in which the subdivision is occurring. ix. Contributes to the achievement of identified residential yield requirements over time where appropriate. x. Avoids or minimises adverse effects on the safe and efficient operation, maintenance of and access to network utilities and the transport network. xi. Is avoided where significant adverse effects on established network utilities or the transport network are likely to occur. xii. Promotes connectivity and the integration of transport networks. 	<p>The proposed subdivision will achieve a functional, attractive, sustainable, safe and well designed development, which will result in a high quality living environment. The subdivision has been designed in accordance with the Subdivision Assessment Criteria, also taking into account the site's locality.</p> <p>The proposal is consistent with this objective and policy.</p>
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	<ul style="list-style-type: none"> xiii. Provides appropriate facilities for walking, cycling and passenger transport usage. xiv. Provides and enhances public access to and along the margins of the Waikato River and the City's lakes, gullies and rivers. xv. Facilitates good amenity and urban design outcomes by taking existing electricity transmission infrastructure into account in subdivision design, and where possible locating compatible activities such as infrastructure, roads or open space under or in close proximity to electricity transmission infrastructure. xvi. Ensures that a compliant building platform can be accommodated within the subdivided allotment outside of the National Grid Yard. 	
<p>23.2.4 To ensure the provision of infrastructure services as part of the subdivision process.</p>	<p>23.2.4a Subdivision:</p> <ul style="list-style-type: none"> i. Provides an adequate level of infrastructure and services appropriate for the proposed development. ii. Takes into account and shall not compromise the infrastructural needs of anticipated future development. iii. Does not occur unless appropriate infrastructure and/or infrastructure capacity is available to service the proposed development. iv. Ensures that the capacity, efficiency, performance and sustainability of the wider infrastructure network is not compromised. 	<p>The proposed subdivision can be provided with an adequate level of infrastructure without causing any substantive stress on the existing Council system in the locality. This is confirmed via the WIA and ITA attached in Appendix K and L to this report.</p> <p>The proposal is consistent with this objective and policy.</p>

	v. Uses public infrastructure ahead of private infrastructure where appropriate.	
25.1 – Development Suitability		
25.1.2.1 To ensure the provision of safe, efficient and integrated infrastructure as part of land development.	25.1.2.1a All development shall provide infrastructure appropriate for the activity proposed.	The proposed development is provided with all required infrastructure, including access, three waters, telecommunications and electricity supply. The details are set out in the above reporting and attached technical reports. As such, the development is consistent with this objective and policies.
	25.1.2.1b New development shall be adequately serviced by suitable telecommunication, electricity, Three Waters and transport infrastructure.	
	25.1.2.1c Urban development will not be allowed unless appropriate infrastructure is available, or is made available by the developer, and the servicing of this land does not compromise the safety, efficiency and sustainability of planned infrastructure.	
25.1.2.2 Any development of land is carried out in a manner which reflects the physical constraints on its use and development and minimises any adverse effects on the environment.	25.1.2.2a Development of land shall avoid or mitigate adverse effects on significant infrastructure.	The development site went through various site suitability, and constraints and opportunities investigations at the beginning of the design process. These investigations identified the constraints of the site, particularly the important infrastructure pipes crossing the site. The site layout is a direct result of the location of those pipes and there will be no adverse effects on significant infrastructure. The proposal is therefore consistent with this objective and policy.
Chapter 25.5 – Landscaping and Screening		

<p>25.5.2.1 To maintain and enhance amenity values within and around development, while contributing to local ecology and cultural connection where possible.</p>	<p>25.5.2.1a Minimise visual impacts of developments in part by providing appropriate screening and planting around activities and between zones.</p>	<p>A comprehensive landscaping plan has been prepared for the proposed development, refer to Appendix E for details. Overall, the landscaping will mitigate the visual impact of the development and will provide screening of private spaces within lots and large impermeable surfaces, such as the parking areas for apartment blocks. Further, the landscaping plan contributes to creating an attractive street environment.</p> <p>As the proposed planting becomes established and matures, it will make a positive contribution to the amenity of the site for residents, surrounding landowners/occupiers and users of the various public spaces surrounding the site.</p> <p>The proposal is consistent with this objective and policy.</p>
	<p>25.5.2.1b Encourage the planting of native species where appropriate.</p>	
<p>Chapter 25.13 – Three Waters</p>		
<p>25.13.2.2 Measures to facilitate the efficient use of water resources are incorporated into new subdivision and development.</p>	<p>25.13.2.2a Water-sensitive techniques are incorporated into new subdivision and development to reduce demand on water supplies, wastewater disposal and to manage stormwater.</p>	<p>The proposed development incorporates water-sensitive techniques in accordance with what is required by the District Plan rules. Compliance with the relevant rules confirms the development is consistent with this objective and policy.</p>
<p>25.13.2.3 Three Waters infrastructure is provided as part of subdivision and development, and in a way that is:</p>	<p>25.13.2.3a All subdivision and development provides integrated Three Waters infrastructure and services to a level that is appropriate to their location and intended use.</p>	<p>A Water Impact Assessment has been prepared for the site (refer Appendix K) which sets out that the existing Council infrastructure in the locality can be extended into the site to service the level of development proposed without causing any substantial stress to the existing networks.</p> <p>The proposal is consistent with this objective and policies.</p>
	<p>25.13.2.3b Subdivision and development shall not occur unless the required infrastructure is available to service it.</p>	

<ul style="list-style-type: none"> • Integrated • Effective • Efficient • Functional • Safe • Sustainable 	<p>25.13.2.3c Three Waters infrastructure is to be designed and constructed in accordance with any existing Structure Plan and relevant Integrated Catchment Management Plan</p> <p>25.13.2.3d Large scale subdivision and development proposals are to prepare an Integrated Catchment Management Plan (where one does not already exist) or a Water Impact Assessment.</p>	
<p>25.14.2.1 An integrated multi-modal transport network that meets national, regional and local transport needs and is:</p> <ul style="list-style-type: none"> • Responsive • Efficient • Affordable • Safe • Accessible • Sustainable • Integrated with land use 	<p>25.14.2.1a The transportation network and related infrastructure is planned, designed, constructed and managed in a manner that:</p> <ol style="list-style-type: none"> i. Is consistent with and supports the land-use spatial framework for the City (Figure 2.1a in Chapter 2). ii. Promotes vibrant business centres. iii. Contributes to safe and efficient multi-modal transport corridors serving the Central City, business centres and other key destinations. iv. Contributes to a transportation network that: <ol style="list-style-type: none"> A. Is accessible to all users, including transport disadvantaged and mobility impaired. B. Maximises opportunities for walking, cycling and passenger transport. C. Creates good connections between residential areas, passenger transport services, schools, employment nodes, recreation areas, shops and other destinations. 	<p>The ITA within Appendix L of this report confirms that the proposed roading layout is appropriate to service the proposed development.</p> <p>The proposed roading network, including parking facilities is accessible to all users, maximises opportunities for walking, cycling and passenger transport, enhances connections to the surrounding locality and amenities and contributes to a safe and efficient transport network.</p> <p>The proposal is consistent with this objective and policies.</p>

- D. Provides a choice of routes and transport modes for travelling.
- v. Recognises the need for effective long-term solutions that are affordable and practicable.

25.14.2.1b

The transportation network and related infrastructure is planned, designed, constructed and managed in a manner that:

- i. Recognises the affordability of providing new public infrastructure and other actions to increase the capacity of the transport network to accommodate growth.
- ii. Enables flexible management of transport corridors to allow them to perform their function within the City's transport corridor hierarchy.
- iii. Promotes energy conservation and efficiency.
- iv. Promotes a safe and efficient transport network.
- v. Allows for network utility infrastructure, and streetscape amenity.
- vi. Provides access to and has regard for the safety and needs of the mobility impaired, transport disadvantaged, cyclists, pedestrians, passenger transport users, and others using the transport corridor to move from place to place.
- vii. Contributes to the social, economic, cultural and environmental needs of current and future users of the transport network.

- viii. Takes account of the whole of life operational and maintenance costs of the transport network.

25.14.2.1c

Adverse effects of new transport infrastructure and changes to the existing transport network are minimised while recognising:

- i. Amenity values of adjacent activities,
- ii. Cultural and heritage values, biodiversity, and
- iii. Safety, access and mobility of all users
- iv. The function and the location that that part of the transport network has within the transport corridor hierarchy.
- v. The character and purpose of the zone in which it is located.

25.14.2.1d

The design, location and quantity of parking infrastructure is managed in a way that:

- i. Provides for special design requirements of transport network users.
- ii. Minimises adverse effects arising from an over- or under-supply of parking.
- iii. Minimises adverse safety and efficiency effects on the transport network.
- iv. Maximises opportunities for the efficient use of existing parking infrastructure.
- v. Trips by active modes and passenger transport are encouraged through integration

with travel demand management and passenger transport options.

25.14.2.1e

Adverse effects of subdivision, use and development activities on the transport network are avoided or minimised with particular regard to:

- i. Connections to, and integration with, the transport network.
- ii. Reverse-sensitivity effects of land uses sensitive to adverse transport effects (e.g. noise).
- iii. Promoting streetscape amenity.
- iv. Ensuring performance, condition, safety, efficiency and long-term sustainability and affordability of the transport network.
- v. Ensuring trips by active modes and passenger transport are encouraged through integration with travel demand management and passenger transport options.
- vi. Protection of strategic and arterial transport networks, including associated intersections.

25.14.2.1f

Integrated Transport Assessments shall be required for new subdivision, use or development of a nature, scale or location that has the potential to generate significant adverse transportation effects.