

# Hamilton City Centre Local Area Plan



October 2012



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# 1 Executive Summary

The Hamilton Central City Local Area Plan (LAP) represents a spatial approach to planning the future of the central city. This means that it considers the future form of the city in three dimensions as well as from the point of view of the people who will visit, work and live there. This includes movement systems (traffic and transport), networks (streets, public spaces, the river), land uses and buildings; and how all these things come together to make a unique 'Hamilton character' that people want to be a part of.

The LAP presents a 'people first' vision for Hamilton. For example, it acknowledges that there are real issues in moving vehicles through and around the city and takes the needs of pedestrians rather than the needs of drivers as a starting point. It does this because successful, vibrant places are those that are destinations, that have a diverse mix of uses and users, and that provide an attractive setting for the businesses and shops that support communities. The recommendations therefore temper the more traditional traffic-focussed solutions with design suggestions that are intended to create streets rather than roads, and places rather than through-routes. It is important to acknowledge that there may be a price to pay for positive, vibrant streets – congestion, slower speeds and increased driving time have been raised as potential issues – but there are numerous examples from around the world where the price is worth it.

Jan Gehl's extensive studies of Copenhagen in Denmark have proved that the increased pedestrian orientation of streets can enliven the central city, forcing a change in attitude towards transportation and encouraging alternative transport modes to be used. In Melbourne, wide footpaths and clear pedestrian priority on main roads and intersections have led to a vibrant central city, where vehicles move at a slower pace, or chose to use routes outside of the city grid. In Auckland, a recent movement toward 'shared streets' has rejuvenated certain areas of the central city, slowing down traffic and showing that streets are able to provide for both pedestrians and vehicles. Congestion need not be a bad thing: it can bring positive friction to a place and enable more pedestrian activity, more life on the street, more time spent taking advantage of what the city has to offer.

The LAP illustrates that Hamilton has a lot to offer, not only in terms of improved movement systems, but also in terms of built form and the quality of the natural and built environment. The LAP provides an overarching long-term vision for Hamilton's future development. Engagement with the community was vital in order to ensure that Hamiltonians are behind the LAP and have had an opportunity to provide meaningful feedback.

Stakeholder consultation to date has indicated that local land owners and developers are wary of short to medium term development in the central city, due to the current economic climate and the number of existing vacancies in Hamilton city. While it is acknowledged that current market conditions are difficult, and may remain so for the next decade, population projections have indicated that growth and change will happen in the central city. It is important that Council is prepared for this, so that growth occurs in the desired manner.

The LAP helps to plan for and guide future development through a number of considered stages and processes, as shown in Figure 1 and outlined below:

- The establishment of a clear **vision**
- Identification of a favourable **urban structure**
- Division of the central city in to 9 clearly defined **precincts** and a **Riverfront Overlay** area
- Provision of potential **implementation** methods so that the vision is able to be achieved
- Development of high level concept plans for seven identified **development sites** (including two City Heart Revitalisation Project sites) to illustrate how high level initiatives can be implemented and place specific initiatives developed.

This document is fundamental to, and informs, the next generation of the Hamilton District Plan. The LAP document looks forward to 2050, and promotes a future for Hamilton central city that is only achievable if the right measures are put in place now. The LAP promotes a city which has:

- Improved movement networks both within the central city and to surrounding areas and key attractors
- High quality streetscapes and public spaces
- Well designed built form, complete street blocks and street level activation
- Increased residential density and 24-hour activation
- Increased commercial presence and employment opportunities
- Recognised attraction as a retail and tourist hub
- Enhanced interaction with the Waikato River.

The LAP not only identifies measures that will enable appropriate long term change, but it also identifies short term projects which will benefit the community and promote positive change and 'quick wins' for the city. The LAP provides the base document for this change and more detailed studies are likely to be required in order to fully realise some of the concepts and initiatives introduced in this plan.

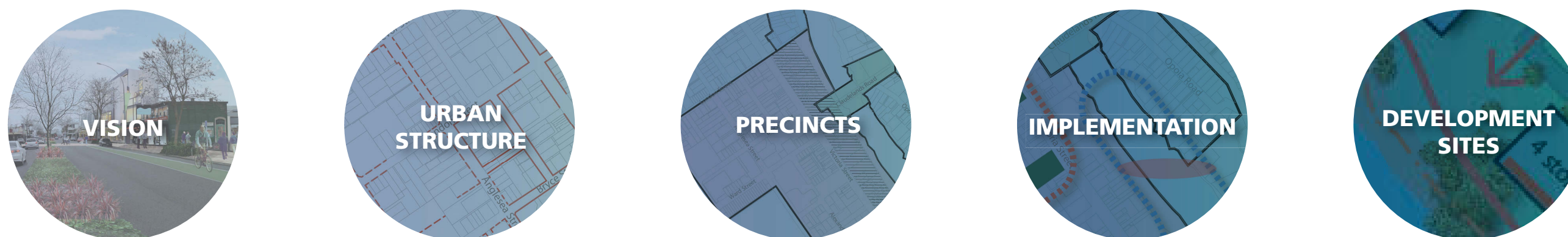


Figure 1: Hamilton Central City Local Area Plan - Key Elements



## 2 Introduction

Hamilton City is fast establishing itself as a vibrant, metropolitan city. Managing the growth of towns and cities allows us to create places and spaces within which communities and businesses thrive – places where people want to live, work and spend leisure time. Hamilton City Council (HCC) has recognised the need to plan for the long term and has already set strategies and policies that will drive the governance of the city forward to achieve its desired goals. In 2010, the 'FutureProof Sub-regional Growth Strategy' estimated that the population of Hamilton would approximately double by 2061 and outlined a strategy to plan for this projected growth. Building upon the outcomes of 'FutureProof', HCC has spearheaded the creation of a LAP, creating a vision for the growth and intensification of the central city over the next 30 to 50 years. As HCC is currently undertaking a review of its District Plan, it is timely that the LAP is prepared now, in order to inform the principles, objectives and rules relating to future development within the central city.

### 2.1 Study Purpose and Objectives

The purpose of the LAP is to encourage the growth and intensification of the Central City over the next 30 to 50 years. Some of the key objectives of the LAP include:

- Establishment of a vision for the central city (one which promotes vibrancy, sustainability, liveability and functionality)
- Integration with existing development proposals and strategies (key HCC documents are summarised within the 'Hamilton Central City LAP – Analysis Report')
- Identification of distinctive development Precincts
- Identification of key development site
- Integration with the Waikato River and other natural features
- Establishment of development / design principles to guide development and achieve the vision.

The LAP helps to set a framework for future development through describing the future land use, structure, form and quality of the urban environment.

### 2.2 Location and Study Area

Hamilton has a population of approximately 143,000 and is New Zealand's fourth largest urban centre. It is estimated that Hamilton's population will grow by approximately 85,000 people over the next 30 years, increasing from 140,000 residents to around 225,000 (Hamilton Urban Growth Strategy, 2010). The LAP document aims to successfully cater for a substantial proportion of that growth within the central city.

Originally an agricultural regional service centre, Hamilton has developed along the banks of the Waikato River since the late 1800s. The river is a major cultural feature within the region and is one of the main defining geographical characteristics of the area.

The study area for which the LAP has been developed is bound by Mill Street in the north, Tristram Street to the west, and the Waikato River to the south and east. The study locality also extends east, over the Waikato river, to the Claudelands Showgrounds and the Opoia Street residential Precinct (see Figure 2). These areas have been included due to the recent redevelopment of the Claudelands Events centre and the desire to improve linkages between the central city and this major attraction. Opoia has been included because of its close proximity to the central city, good aspect with evening sun, and high potential for transformation. The total study area comprises approximately 140 hectares with a resident population of approximately 2,100.



Figure 2: Project Study Area



## 2.3 Current Market Conditions in Hamilton

The major aspects within and surrounding Hamilton that currently drive economic development include:

- Hamilton's role as an agriculture service centre (due to the city's location within New Zealand's largest dairying area – the Waikato Region)
- The growth of the education and research and development (through the University of Waikato, Wintec, and the Ruakura AgResearch Centre).

Current market constraints in Hamilton are predominantly related to the gross area of the inner city and the subsequent density of activity within this area.

Furthermore, the large longitudinal nature of the study area, comprising an oversized street block structure, results in a diluted focal point within the central City area. The dispersal of land uses, diverse range of plot sizes, fragmented land ownership and a lack of agglomeration have also contributed to a loosely defined central core. The current distribution of office employment across Hamilton City, represented as floorspace, shows that there is an increasing trend for more decentralized activity as firms take advantage of lower rents and land costs, placing greater strain on peripheral infrastructure (FutureProof Business Land Data Assessment, 2010). This is due to the differential in land value between the central city and peripheral areas and the relaxed development controls which allowed new developments to filter out to the less expensive development areas (such as Te Rapa). This reduces the attractiveness of centralized areas and decreases land efficiencies throughout the city.

While current economic projections state that Hamilton will have a significant increase in residential, retail and commercial density within the central city over the next 50 years, this will occur over time and a transitional phase is likely to occur over the next ten to fifteen years. It is however important that HCC ensures that strategies and policies are in place to provide for this growth and intensification in an appropriate manner when it does occur. The current market requires low risk, low cost, and certainty through the consent process to encourage additional development.

FutureProof Business Land Data Assessment (Property Economics, 2010) details the projected growth of retail and commercial activities within the sub-region over the next 50 years. The FutureProof assessment estimates a requirement for an additional 160,000sqm of retail space and 300,000sqm of commercial space within the central city to accommodate projected growth. These figures are based on University of Waikato dwelling projections, which see the number of dwellings in Hamilton rising from 51,169 in 2011 to 103,634 in 2061.

## 2.4 Study Approach and Process

The LAP builds upon previous HCC reports and strategies and is the outcome of discussions and design workshops undertaken with HCC staff, Councillors and key stakeholders. The LAP document builds upon an Analysis Report, which summarises the findings of site investigations and background research in to the LAP locality. The project approach is contextual and responsive: that is, it identifies, protects and builds on the positives of the central city and aims to break down current constraints or barriers. The LAP helps to set a framework for development through describing the future land use, structure, form and quality of the environment. The study has been undertaken in eight main stages - moving from high-level to more detailed site investigations:

### Stage 1 – Document Review and Site Analysis

This stage focused on information gathering and interpretation of the key issues and opportunities informing the study. It involved the review and analysis of existing documentation and an extensive analysis of the study area and its surrounds. A separate Analysis Report has been prepared and details the outcomes of Stage 1.

### Stage 2 – Vision

This stage determined the proposed vision for the central city, building upon the outcomes and findings of Stage 1 and close consultation with HCC staff and Councillors.

### Stage 3 – Urban Structure

This stage determined some of the key interventions required to achieve the desired vision and urban structure within the central city, identifying where height should be controlled, frontages should be activated and connections enhanced etc.

### Stage 4 – Central City Precincts

This stage broke the central city study area down into eight Precincts, determined by their future land uses and intended character. This stage started to prepare high level design guidelines to help inform the District Plan review and to achieve the city vision.

### Stage 5 – Implementation

Following completion of Stages 1-4, implementation methods will be outlined, describing how the initiatives established throughout the LAP can be actioned and through what means.

### Stage 6 – Development Sites

This stage identified key development sites (catalyst sites) within the central city (including two existing City Heart Revitalisation Project sites). These sites illustrate how some of the implementation methods can be applied to specific sites in the city. Following targeted stakeholder consultation with development site landowners, high level concept plans were developed for each of these sites in order to provide examples as to the type and form of future development that is to be encouraged within (certain parts of ) the central city.

### Stage 7 – Finalisation of LAP Report

Following completion of Stages 1-6, the LAP report will be finalised. The outcomes of this document will be used to inform the District Plan review and other implementation methods.

### Stage 8 – Community Consultation

Following completion of Stages 1-6 above, the draft LAP report was complete. The outcomes of this document were intended to, and have, informed the District Plan review.

### Stage 8 – Public Feedback

As part of the wider 'Fast Forward' public engagement process for the proposed District Plan, the LAP report was made available to the public during April and May 2012, with opportunity provided for feedback. As part of the feedback process, a number of workshops were also held with HCC's Urban Design Panel during June and July 2012. The feedback was considered by Councilors and council staff and resulted in amendments to both the LAP and District Plan provisions, to respond to issues raised.

### 3 Vision for the Central City

The vision for Hamilton's central city has evolved from design workshops and discussions with Council staff, Councillors and stakeholders. The vision builds on the outcomes of the analysis undertaken (see Hamilton Central City LAP – Analysis Report), existing proposals and strategies for Hamilton and the Waikato Region, the existing urban context, as well as the key opportunities and constraints. The vision is described through words, diagrams and visualisations. The following sections together represent a possible future for Hamilton's central city. Building on the proposed urban structure, the Precinct specific guidelines and the concepts prepared for key development sites, the following visualisations (Figure 4 through Figure 12) illustrate how the city may be transformed in line with the vision shared by Council, Councillors and key stakeholders. This vision will be achieved through the measures described in the LAP, through the proposed urban structure (Section 5); city precincts (Section 6); and implementation methods (Section 7); and as demonstrated over key development sites (Section 8).

*The Hamilton Central City is the heart of the Waikato Region acting as a diverse, vibrant and sustainable metropolitan centre. The Central City will:*

#### ***Provide opportunities to live, work and play***

Great cities are those that have areas shaped around people, that are active at both day and night, and are attractive places for businesses, residents and visitors. The LAP promotes a return to the city, with central Hamilton a safe and desired location for people of varying ages, cultures and incomes. Mixed use developments will be established with people living in close proximity to their place of work, chosen recreational pursuits and city attractors. Hamilton will have a strong, productive economy and outstanding architecture. The city will grow and prosper in a sustainable way and will be a fun place to live and work.

#### ***Connect key attractors and areas of interest within and surrounding the Central City***

Central cities are not and can not be isolated from their surrounds. They are a piece of a larger puzzle, a central gathering area and a connector between local (and regional) attractors and areas of interest. Hamilton's central city provides cultural, recreational, educational and sporting attractors such as the Waikato Museum, the Waikato River, Wintec and the Claudelands Events Centre. Efficient public transport, pedestrian and cycle linkages will bring people in to visit central city attractors and will also distribute people from the central city to attractors located in the wider city (such as Seddon Park, the Waikato Stadium, and Hamilton Gardens).

#### ***Embrace the Waikato River, an integral part of the city's character and a key destination for locals and visitors***

Future development in the city will enable opportunities for interaction with, and visual and physical connections to the Waikato River. Improved access to the rivers edge from Victoria Street will increase appreciation of this natural feature. Building setbacks along the riverfront will provide space for a pedestrian promenade and additional areas to recreate and dine in this picturesque setting. Construction of a pedestrian bridge across the river will provide improved connections, a viewing platform and an iconic local feature and attractor for Hamilton. Hamilton will not only embrace the river, but will also celebrate, preserve and protect its natural, green environment.

#### ***Promote Economic Sustainability***

Hamilton is a nationally significant centre for business and the economic core of the Waikato Region with a strong retail and commercial presence. Businesses in Hamilton promote economic sustainability, an educated work-force and the development of stable communities located within healthy environments. Hamilton Businesses contribute to the financial welfare of the owners, employees and the communities in which the businesses are located.

#### ***Have bustling city streets and vibrant public spaces***

The street is often the major public realm within a city and must therefore represent an attractive place for pedestrians and vehicles alike. Hamilton's city streets will be destinations, with a diverse mix of uses and users and will no longer be through routes for people traveling elsewhere. Hamilton will have a thriving central city, with public spaces, such as Garden Place, the heart of the city, well connected to surrounding attractors and a central place of community spirit. Additional, distinctive areas of public space will be developed over time, particularly along the riverfront and in association with comprehensive mixed use, commercial, retail and higher density residential developments.

#### ***Provide attractive, reliable and safe public transport and pedestrian environments***

Hamilton is an attractive and well designed city that is compact and easy to get around. Patronage of an improved public transport system will rise, with easier connections for pedestrians between the Transport Centre and surrounding city attractors established. Improved pedestrian connections to areas outside of the central city will encourage walking as a viable mode of transport. The creation of mixed use developments will result in people living where they work and people, and as a result, will become less reliant on the private vehicle.

*Together, these qualities will ensure that Hamilton provides something for everyone: a place that attracts businesses, residents and visitors, and that is celebrated by Hamiltonians.*



## *Provide opportunities to live, work and play.*



Figure 3: Existing view looking south down Anglesea Street between Rostrevor and London Streets



Figure 4: Indicative vision for potential transformation of Anglesea Street (City Living Precinct) with a greater mix of uses that attracts people to live, work and recreate within the area



*Embrace the Waikato River, an integral part of the city's character and a key destination for locals and visitors.*



Figure 5: Existing parking lot located along the Waikato River



Figure 6: Indicative vision for potential activation of the riverfront, with location of future development providing public space and active uses along the upper level river esplanade (the Downtown Precinct).



*Have bustling city streets and vibrant public spaces.*



Figure 7: Existing view looking west down Ward Street



Figure 8: Indicative vision for potential transformation of Ward Street into a pedestrian priority retail street, with active frontages and reduced traffic dominance (Downtown Precinct)



## Connect key attractors and areas of interest within and surrounding the Central City.



Figure 9: Existing view of the Rowing Club, located just north of Bridge Street



Figure 10: Indicative vision for potential public realm upgrades of the riverfront to increase activity and encourage more tourism related activities (Ferrybank Precinct)



## Promote Economic Sustainability.



Figure 11: Existing view looking south down Upper Anglesea Street, from the intersection with Liverpool Street



Figure 12: Indicative vision for potential transformation of Upper Anglesea Street with new gateway buildings and landscaping (City Living Precinct)



*Provide attractive, reliable and safe public transport and pedestrian environments.*



Figure 13: Existing Anglesea Street entrance to Casabella Lane



Figure 14: Indicative vision for potential transformation of this entrance, with improved pedestrian connectivity across Anglesea Street (Downtown Precinct/ City Living Precinct)





Figure 15: View looking up Victoria Street North



Figure 16: Indicative vision for potential transformation of Victoria Street north into a mixed use environment, with improved treatment of the pedestrian environment (City Living Precinct)



## 4 Wider Context

Hamilton's central city cannot be considered in isolation as it is part of a wider whole. It is the heart of the city, both a meeting point and transition place for those moving between areas located outside of this area. Improved public transport, pedestrian and cycle connections will better connect the central city with the wider surrounds, enabling locals and visitors to easily navigate between places of interest and key attractors. The context of the central city within its surrounds and over time is vital to understanding Hamilton today and determining how Hamilton will develop in the future.

Hamilton City is situated in the Waikato Region, 130km south of Auckland. The city has a population of approximately 143,000 and is New Zealand's fourth largest urban centre. It is estimated that Hamilton's population will grow by approximately 85,000 people over the next 30 years, increasing to around 225,000 residents by 2040 (Hamilton Urban Growth Strategy, 2010). Originally an agricultural regional service centre, Hamilton has developed along the banks of the Waikato River since the late 1800s. The city is surrounded by a number of peripheral townships such as Cambridge, Te Awamutu and Ngaruawahia. The Waikato Basin and the Waikato River are the two main defining geographical characteristics of the area.

Hamilton City was founded in the late 1800s and quickly developed in to an agricultural service centre. Its geographical location in the Wakiato Basin, on the edge of the Waikato River, has allowed for its prosperity in an agriculturally wealthy region. Furthermore, road linkages to Auckland since 1867 and rail linkages since 1877 (on the main trunk line) has facilitated Hamilton's early growth. Hamilton City was originally comprised of the Boroughs of Frankton, Hamilton East and Hamilton West. It has developed in to Waikato Regions urban and commercial hub, and now holds a number of major attractors and places of interest as illustrated in Photo 1 to Photo 3 and Figure 17.

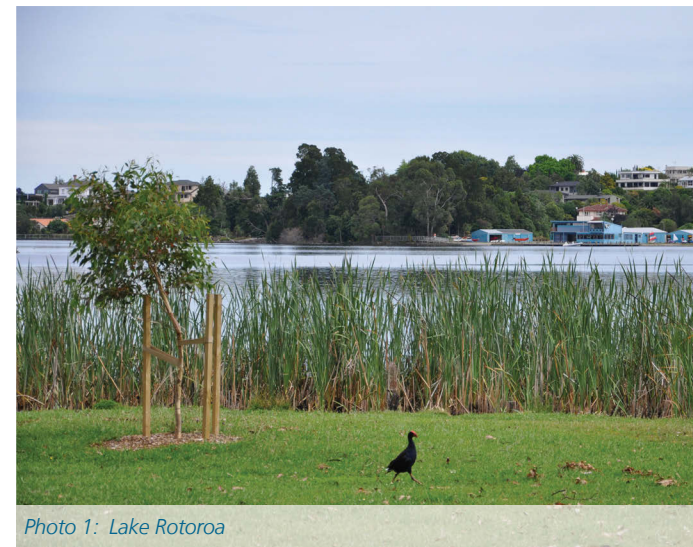


Photo 1: Lake Rotoroa

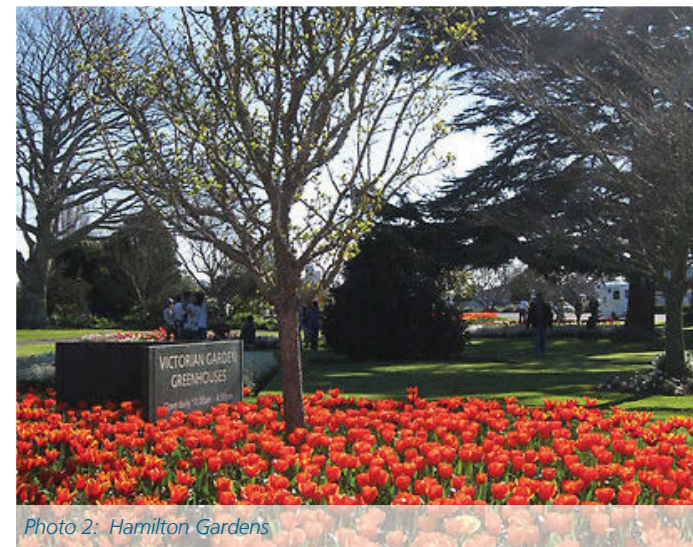


Photo 2: Hamilton Gardens

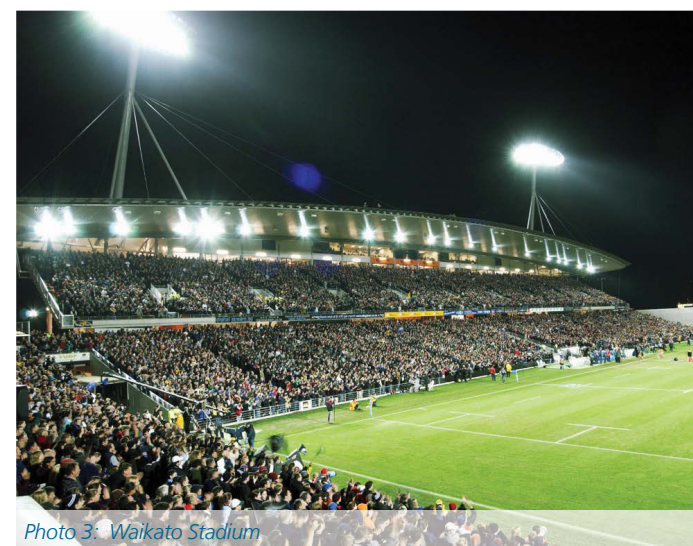


Photo 3: Waikato Stadium

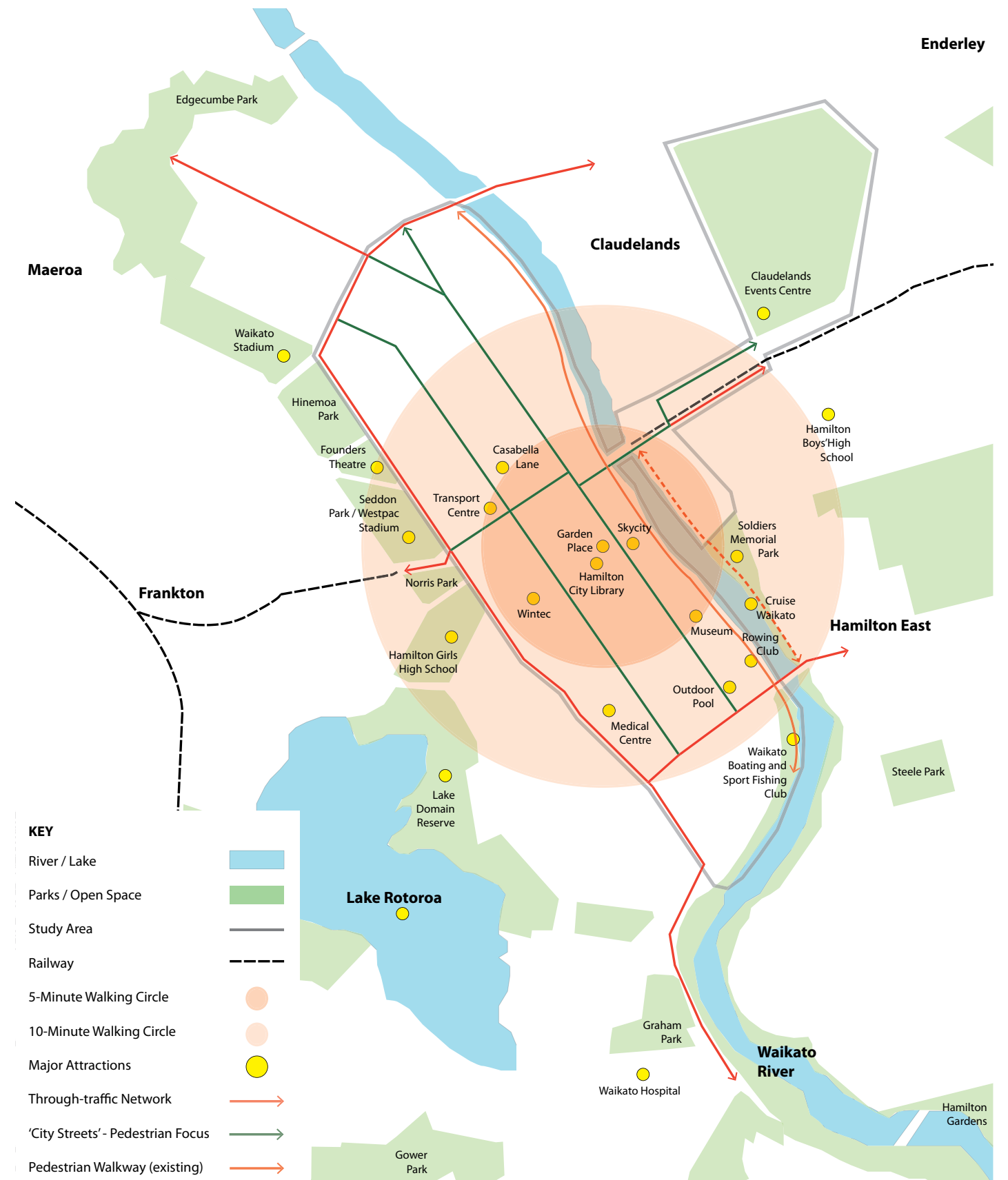


Figure 17: Hamilton Central City within the wider context, illustrating key attractors and places of interest



## 5 Urban Structure

The urban structure considers and brings together the open spaces, connections, land uses and functions in the context of the area's setting, topography and character. The urban context of the study area was investigated as part of the analysis stage of the project (see LAP – Analysis Report). The major drivers that underpin the existing urban structure of Hamilton, and that are the foundation for a vibrant future urban structure are:

- **Topography:** predominantly flat, with the main exceptions being the hills around Lake Rotoroa, Anglesea Cut and the rise by St Peters Cathedral
- **Waikato River:** bisects Hamilton into east and west and runs to the east of the central city study area
- **Lake Rotoroa:** located to the south west of the central city
- **East Coast Main Trunk Railway Line:** bisects Hamilton East in to north and south – along Claudelands Road
- **North Island Main Trunk Railway Line:** runs to the west of the study area, bisecting Frankton into west and east and limiting ease of connectivity to Lake Rotoroa
- **The former green belt:** bounding the western edge of the central city and containing some of Hamilton's major sporting venues
- **Anglesea and Tristram Streets:** the major north-south routes through the central city, carrying high volumes of traffic
- **Victoria Street:** recently upgraded to a high streetscape amenity
- **Consistent built form:** low to medium density built form (predominantly 1-3 storeys with some more consolidated and higher buildings located within the central city)
- **Large Street Blocks:** the street and block pattern has resulted in large, long blocks within the central city.

The following section builds on the existing urban context and details the desired future urban structure of Hamilton's central city. This section is the foundation for achieving the city's vision (Section 3).

### 5.1 Celebrating Heritage and Character

The LAP promotes the conservation of the built heritage of Hamilton. There are currently a number of heritage and other buildings that add character to the public realm located along Victoria Street, and eastern Hood Street (see Figure 18). These buildings, as well as the streetscape identity that they have created, will continue to be protected through Historic Places Trust listings and within the District Plan. Consideration should be given to new developments along these areas and how new buildings can be developed with respect for the built form and the character of existing heritage buildings. Constructing new or infill buildings adjacent to or surrounding recognised historic buildings is one of the most difficult design challenges. If the building is inappropriate in style or materials or composition, the building will not sit well with its neighbours. If a direct repetition of previous forms is used, a pastiche may result. New buildings are able to respond to and respect neighbouring heritage buildings in a number of ways: a maximum street wall height along certain sections of Victoria and Hood Streets; the continuation of awnings along these character streets; consideration of the architectural façade treatment – with scale, proportions, window placement, colouring, and signage being sympathetic to adjacent heritage buildings. Contemporary architectural solutions are encouraged over historical pastiche.

The requirement for a street wall height along identified streets (see Figure 18) - will allow a maximum height of three storeys along the street edge, with the ability for buildings to step back after three storeys should they want to develop to a higher level. A street wall height has been shown along the character streets of Victoria and Hood streets, but is also included along other main pedestrian streets to retain a human scale in Hamilton, should developers wish to increase building height.

A large area of the Claudelands residential area has been identified as a 'character' area – east of the River and extending up to the Claudelands Events Centre. It is intended that the built form character of this area be protected as growth takes place in the future.

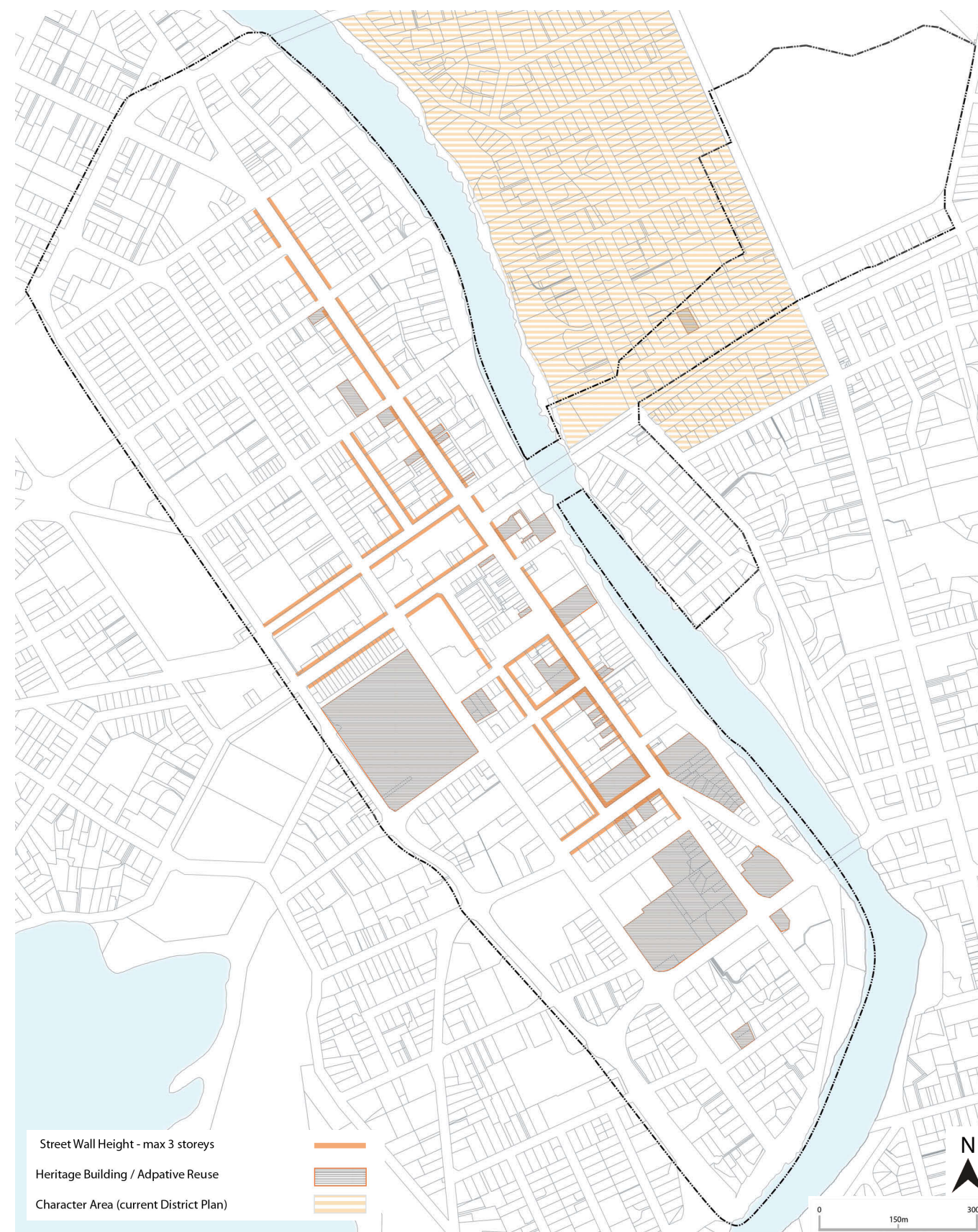


Figure 18: Character areas, heritage buildings and proposed street wall height locations



5.2 Activating Frontages / Awnings

Rules to date within Hamilton central city have included a requirement for active frontages (opening out on to the street, articulated with numerous entrances, and transparent facades at ground level), verandahs and a minimum footpath width. These rules have related areas identified for primary or secondary pedestrian frontages and are a good foundation for continued initiatives relating to active frontages and awnings. The LAP has identified primary and secondary pedestrian frontages for the entire LAP study area, as illustrated in Figure 20. The activation of frontages is related to the importance of the street, with primary frontages having at least 80% of the ground floor frontage activated (through transparent facades, spill out spaces, regular openings

etc) and secondary frontages having at least 50% of the ground floor frontage activated. Heritage and character buildings, where the built form does not currently include awning cover, will not be required to provide an awning as emphasis will be placed on retaining built form integrity.

It is recommended that for the primary and secondary frontages identified in this diagram, appropriate rules are incorporated within the District Plan so that a high quality pedestrian environment is created in Hamilton’s central city. As illustrated in Section A below (Figure 19), in areas with secondary frontages, passive surveillance can be further achieved through upper level balconies overlooking the street.

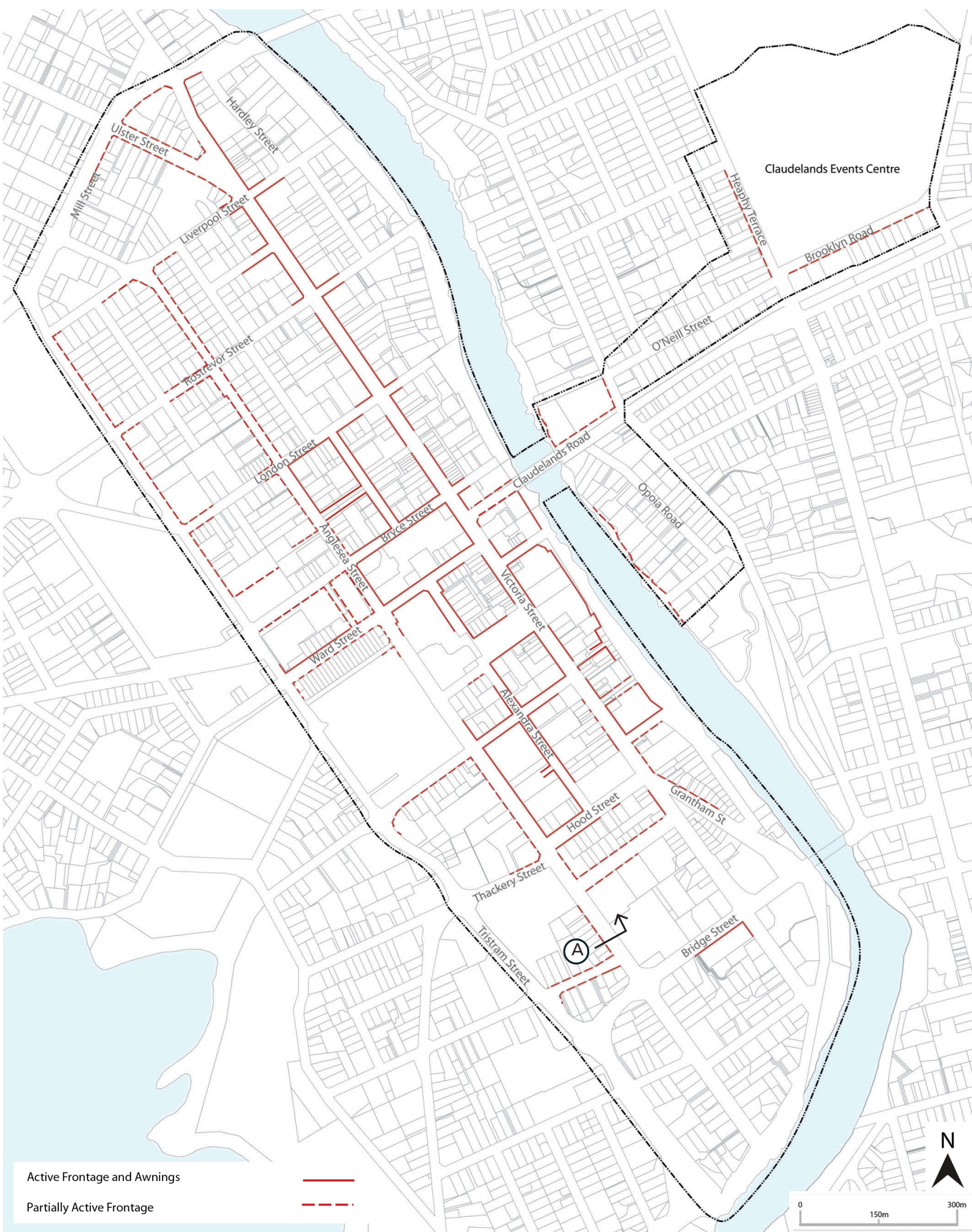
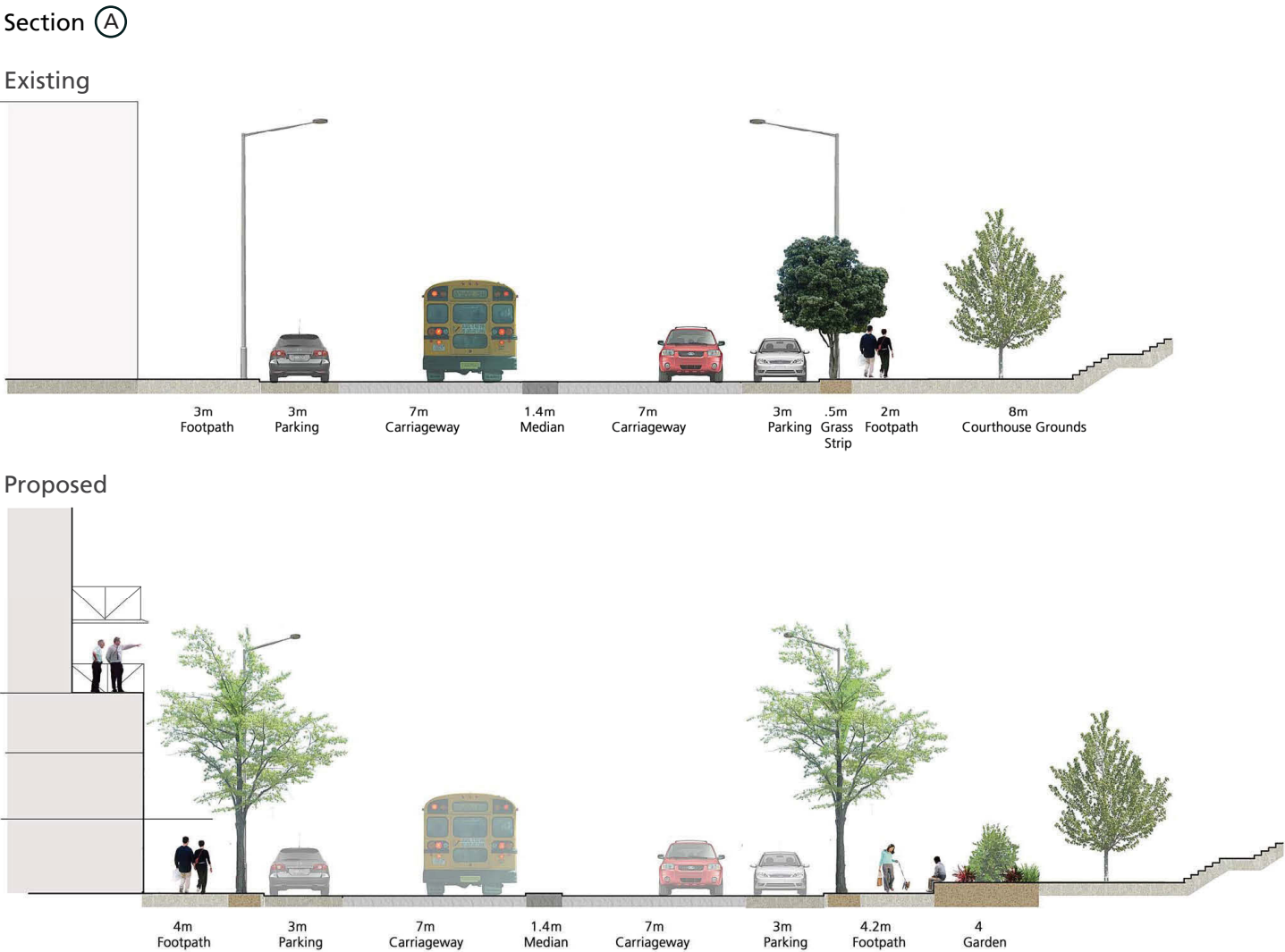


Figure 20: Primary and Secondary frontages - activation and awnings

Figure 19: Existing and Proposed street sections through lower Anglesea Street



### 5.3 Enhancing Streetscapes and Open Space

CityHeart initiatives have gone a long way to improving the streetscapes of Victoria Street (south) and Hood Street. These efforts should be extended elsewhere within the city as streets often set the predominant public realm character of the city. Figure 22 illustrates proposed streetscape and open space interventions within the study area.

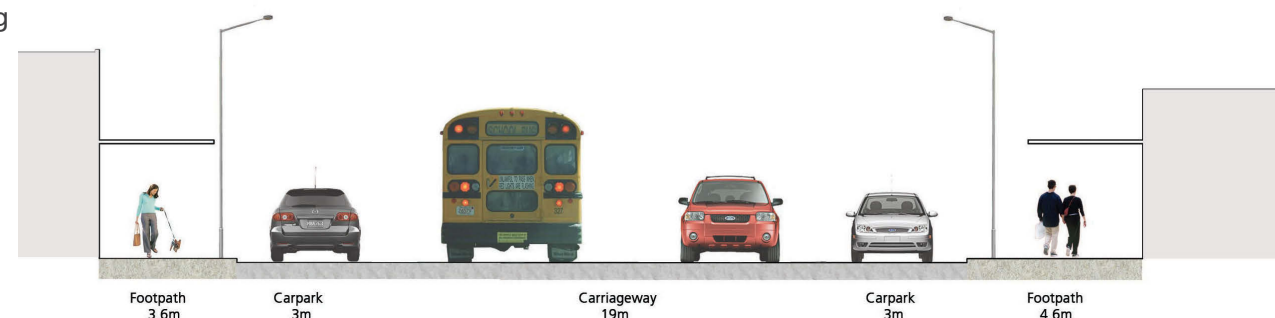
The proposed open space network comprises both 'soft' and 'hard' spaces. It includes footpaths and arcades, plazas, pathways and promenades, and both structured and unstructured park and recreation areas.

The main streetscape and open space strategies are illustrated in Figure 22 and summarised below:

- Improved connections to the east (to Claudelands, Opoia and Hamilton East), to the Waikato River and to Lake Rotorua can be achieved through extended streetscaping and pedestrian amenity – with 'green fingers' extending out from the central city
- Additional areas of public open space can be created through the inclusion of pocket parks within mixed use and higher density residential developments
- The western river bank can be further enhanced through provision of a (public) pedestrian promenade - at street level, accessed from Victoria Street. The creation of this promenade will require new developments to be set back from the edge of the river bank, to face on to the river / promenade at ground level, and to provide pedestrian connections from Victoria Street to this promenade
- The large street block structure found within Hamilton can be further broken down through the creation of additional public laneways and arcades. These are further illustrated in Section 4.5
- Existing streetscaping should be extended down main streets such as Victoria Street North and eastern Hood Street. Potential streetscape improvements to Victoria Street North are illustrated in Section B below (Figure 21).

#### Section (B)

Existing



Proposed

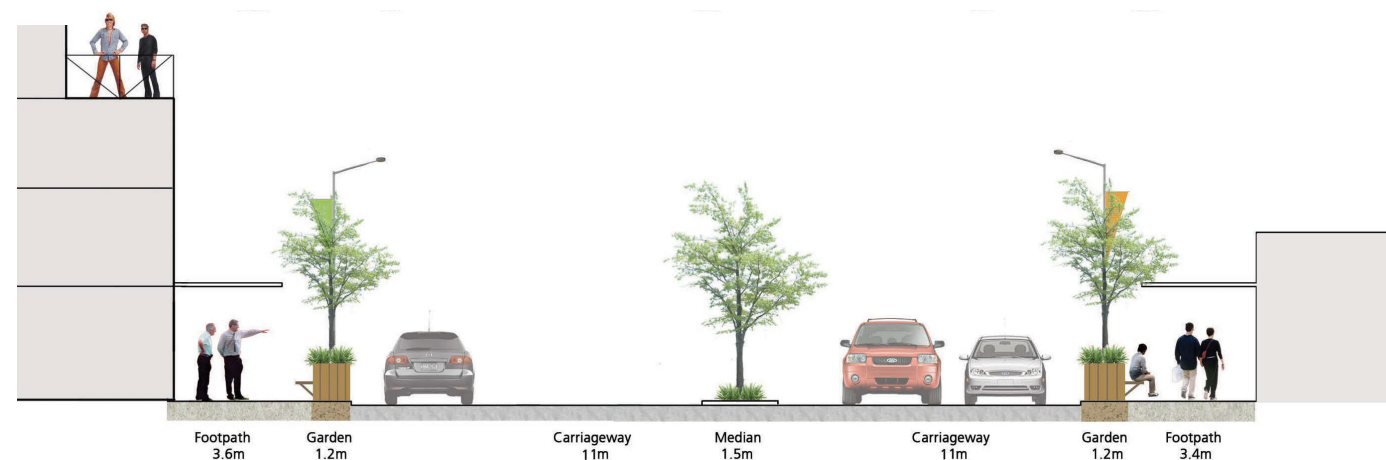


Figure 21: Existing and Proposed street sections through Upper Victoria Street



Figure 22: Streetscaping



## Pocket Parks

Pocket parks are easily constructed and provide a space where people can stop to relax, read, eat or meet friends. They are popular in central city areas as they provide a quiet refuge in an often busy city - a space which serves the immediate local population (see Photo 4 below). Pocket parks can be a retrofit of vacant land, parking areas and other forgotten spaces, or incorporated in to a larger development project. Although the ecological function of pocket parks is not significant, they can increase the amount of permeable land and trees can provide for bird life within the inner city. The establishment of pocket parks may also mean that public open space is spread throughout the city and people do not need to travel far to reach it, potentially reducing vehicle emissions and relieving the pressure on larger parks.

There are several opportunities within the central city for the development of pocket parks to further improve and increase public open space networks. The diagrams below inform where pocket parks may be best located.

Figure 23 illustrates the vacant land and at grade parking areas located within the central city area. These areas represent potential 'quick wins' should they be converted to a pocket park, providing increased amenity and improved open space networks. However, due to access and safety concerns, not all of these locations would be suitable for such parks. Pocket parks are best located adjacent to a frequented movement network such as a street or lane in order to enable passive surveillance and reduce safety concerns.

Figure 24 illustrates new and proposed through-site links in the central city, indicating areas where the urban grain is broken down and pedestrian permeability is increased. Although typically bounded on three sides by built form, pocket parks may benefit from being located in close proximity to these pedestrian movement networks and may, in fact, be located along these routes so long as they are visible to a sufficient number of pedestrians who are also potential users.

Figure 25 illustrates potential locations where pocket parks would be a suitable addition to the public realm. The areas identified have an abundance of vacant sites and at grade parking and are also located in close proximity to new and proposed movement networks. It is considered that pocket parks would be a beneficial addition to the northern part of the central city, should this area be developed as a mixed use precinct as discussed in section 6.4 of this report. The area south of Wintec may be a suitable location for pocket parks should this area develop as a City Living Precinct - providing a space for office employees to relax and get some fresh air.

General guidelines that should be considered when developing pocket parks include:

- Functional design - closely tied to the neighbourhoods that they serve
- Located in areas of heavy pedestrian traffic so they are convenient to get to and pass through and safe for users
- Regular maintenance regime
- Provision of sun and shade through tree planting
- Support for a variety of ownership models, from city organised and owned through to public-private partnerships
- Appropriate siting and arrangement to respond to the local microclimate
- Ability to accommodate as many different users as possible, according to neighbourhood needs and without causing potential conflict between users.



Photo 4: Paley Park, New York

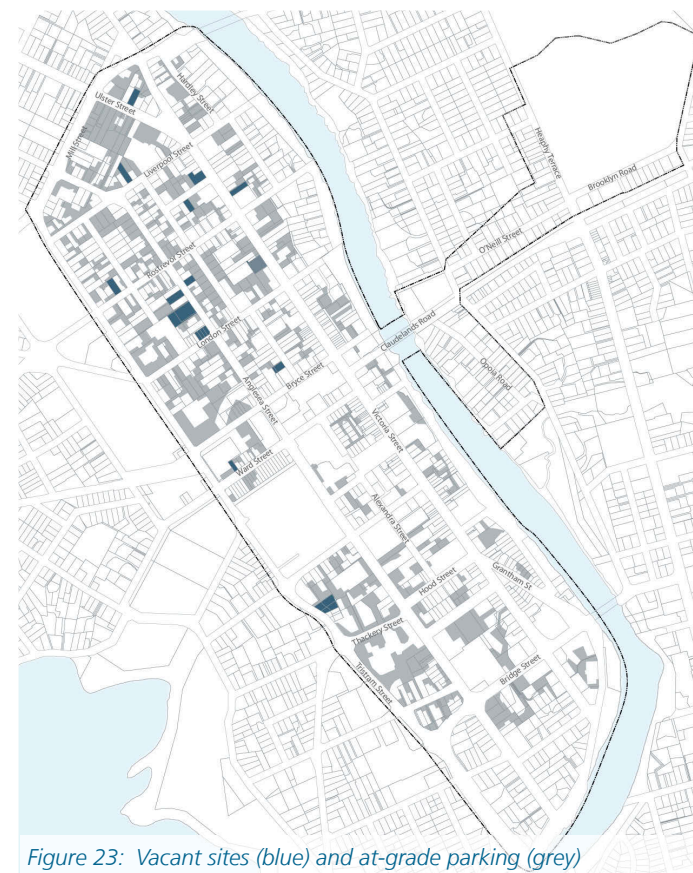


Figure 23: Vacant sites (blue) and at-grade parking (grey)

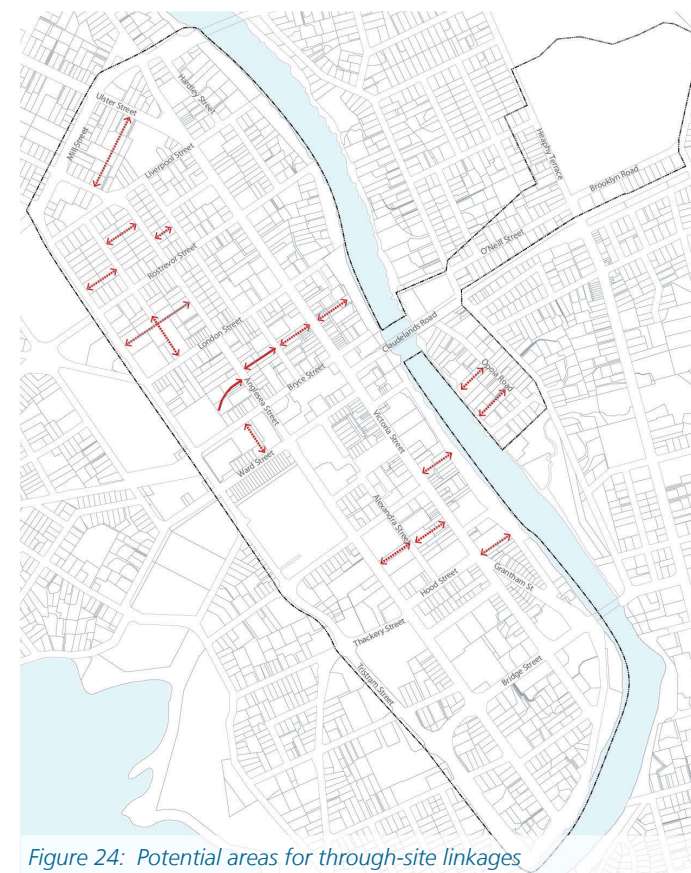


Figure 24: Potential areas for through-site linkages

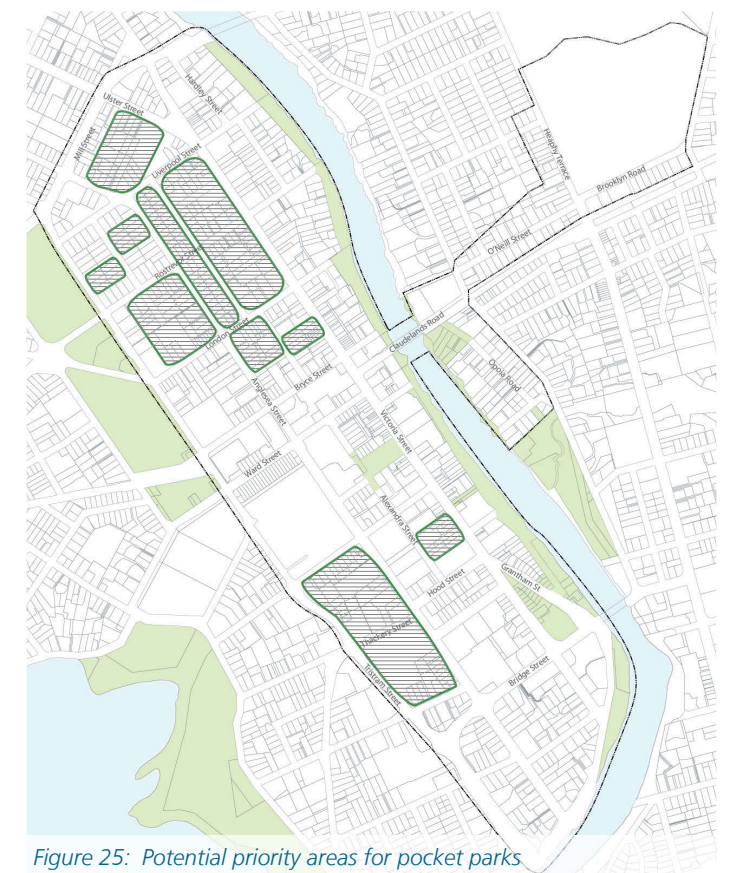


Figure 25: Potential priority areas for pocket parks



## 5.4 Enhancing Views and Vistas

Figure 26 illustrates areas where views and vistas should be protected and enhanced through future development in the central city. This diagram highlights the importance of creating a strong visual connection from the central city to the Waikato River. This may require some trimming of trees along the west-east streets which terminate at the river.

Views from or towards important natural and built features, including to the former green belt west of Tristram Street, the Waikato River (Photo 5 and Photo 6), St Peters Cathedral (from Victoria Street), and views from Wintec should be protected (Photo 7).

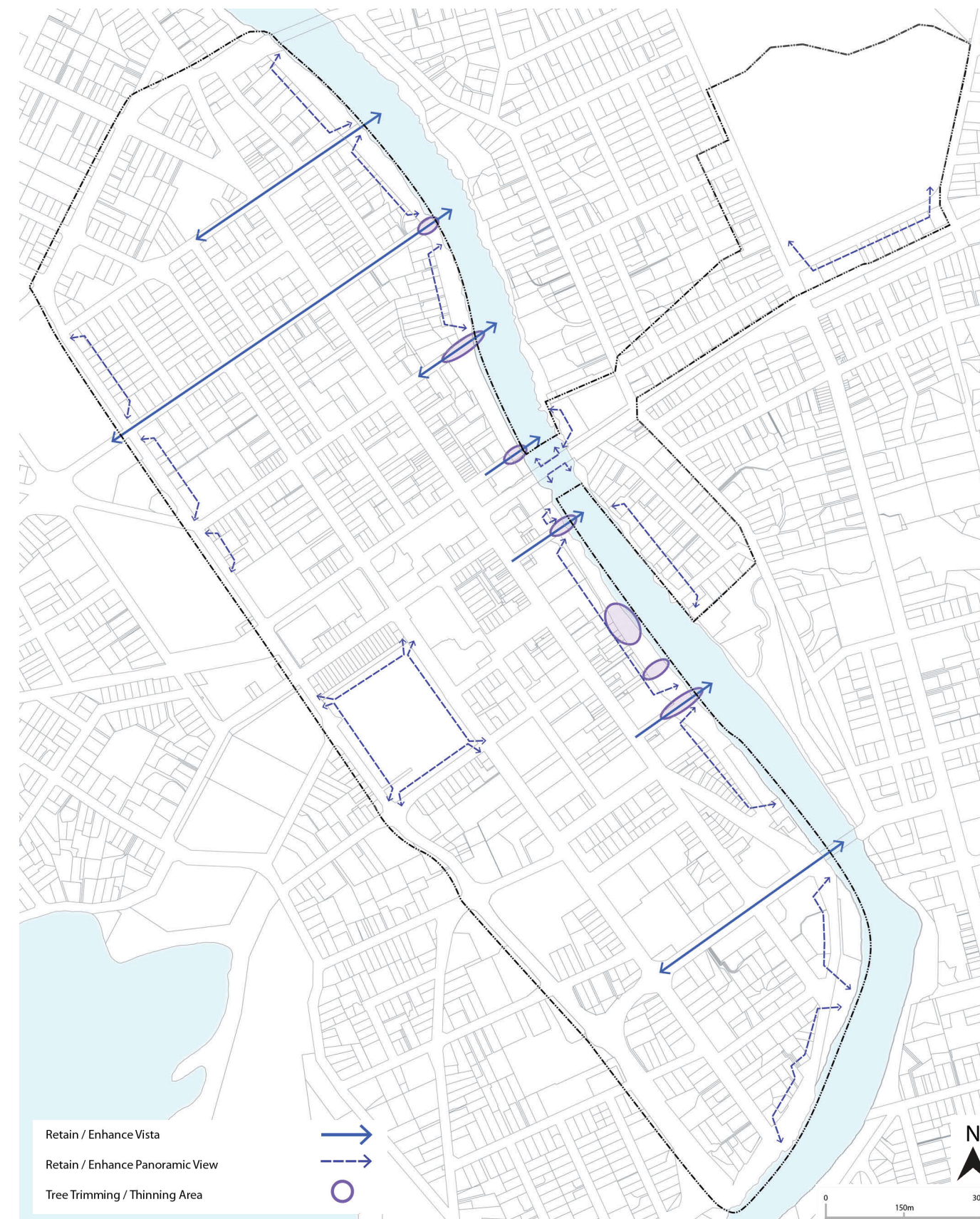
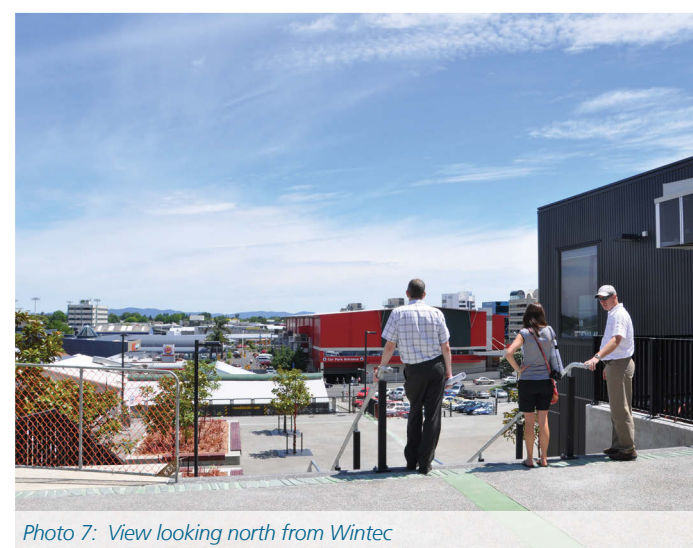
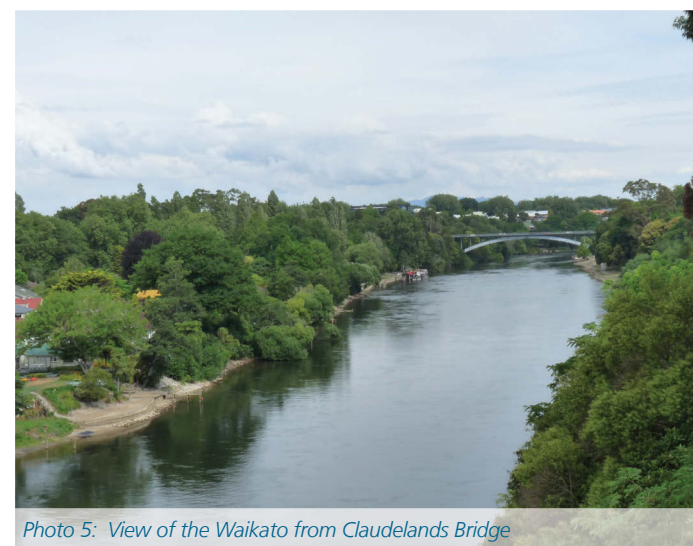


Figure 26: Views and Vistas



5.5 Improving Movement Networks

The current Hamilton Central City area faces a number of issues and constraints with regard to existing movement networks. Projected commercial, retail and residential growth in the central city will place additional pressure on these networks. The LAP outlines a proposed response which will help to address some of the issues and constraints at a central city level, and identifies some of the projects which may help to alleviate movement issues in the short term.

5.5.1 Responding to Movement Network Constraints

There are several measures that may help to address existing and future concerns with the movement network. Some overarching measures are outlined in the following section. Section 5.5.2 provides specific projects which could be implemented in the short to medium term to improve Hamilton’s movement networks.

Promoting a Comprehensive, Pedestrian Oriented Street Network

Vehicles currently dominate Hamilton city’s central streets, with the exception of the recently upgraded Victoria Street (where pedestrian priority has been improved). In order for this to change, a comprehensive street hierarchy must be developed to promote equality and pleasant streets for all users. Figure 27 promotes a comprehensive street hierarchy for the study area. In particular, it proposes the following street / user hierarchy:

- 1 Regional Street Network – Streets providing for regional traffic flows, including traffic flows into and out of the central city
- 2 ‘City Streets’ – Streets providing for both central city pedestrian and vehicle movement, with design progressively moving towards pedestrian priority movement within a safe attractive environment, and high amenity outcomes aimed at attracting business and visitors to the centre
- 3 Pedestrian Routes – High amenity pedestrian focused routes (with potential to be shared streets), providing opportunity for pedestrian and cycle movement alongside public open space
- 4 ‘Local Roads’ – designed to provide for safe, attractive pedestrian movement while also providing vehicle access to businesses and residential living.

Vehicle circulation within Hamilton central city will see Anglesea and Tristram Streets remain as important vehicle routes. The focus of Anglesea Street will be to bring vehicle traffic into the central city (to defined car parking areas and commercial sites), while the focus of Tristram Street will be as a city north-south bypass.

Mill Street (currently identified as a major arterial), Bryce Street (currently identified as a collector), Claudelands (currently identified as a minor arterial) and Bridge Street (currently identified as a minor arterial) will remain the major vehicle connections in a west-east direction. Although these roads continue to service vehicle connectivity, pedestrian connections and amenity will have increased importance. This will mean that vehicle movement through the city will be slower moving, and the central city streets no longer used as a major thoroughfares from north to south, west to east, but as destinations in their own right.

The nature of Anglesea Street will change from vehicle oriented to a mixed use street with increased pedestrian priority and amenity. This aim is to improve walkability in the central city and improve connections between some of the city’s major attractors (such as the cricket grounds, the Transport Centre, Wintec (west of Anglesea Street) and Casabella Lane, Barton Street, Centre Place, Downtown Plaza, Garden Place, Victoria Street, Hood Street (east of Anglesea Street). It is likely that vehicle speeds in this area will either be reduced or will self-regulate following streetscape improvements (higher pedestrian priority at lights, footpath widening, increased landscaping).

Victoria Street will remain the major pedestrian street within the city, with Anglesea Street, Ward Street, Alexandra Street, Collingwood Street, and Knox Street upgraded to create a comprehensive pedestrian core within the city.

Figure 27 details the proposed street hierarchy for the central city study area.

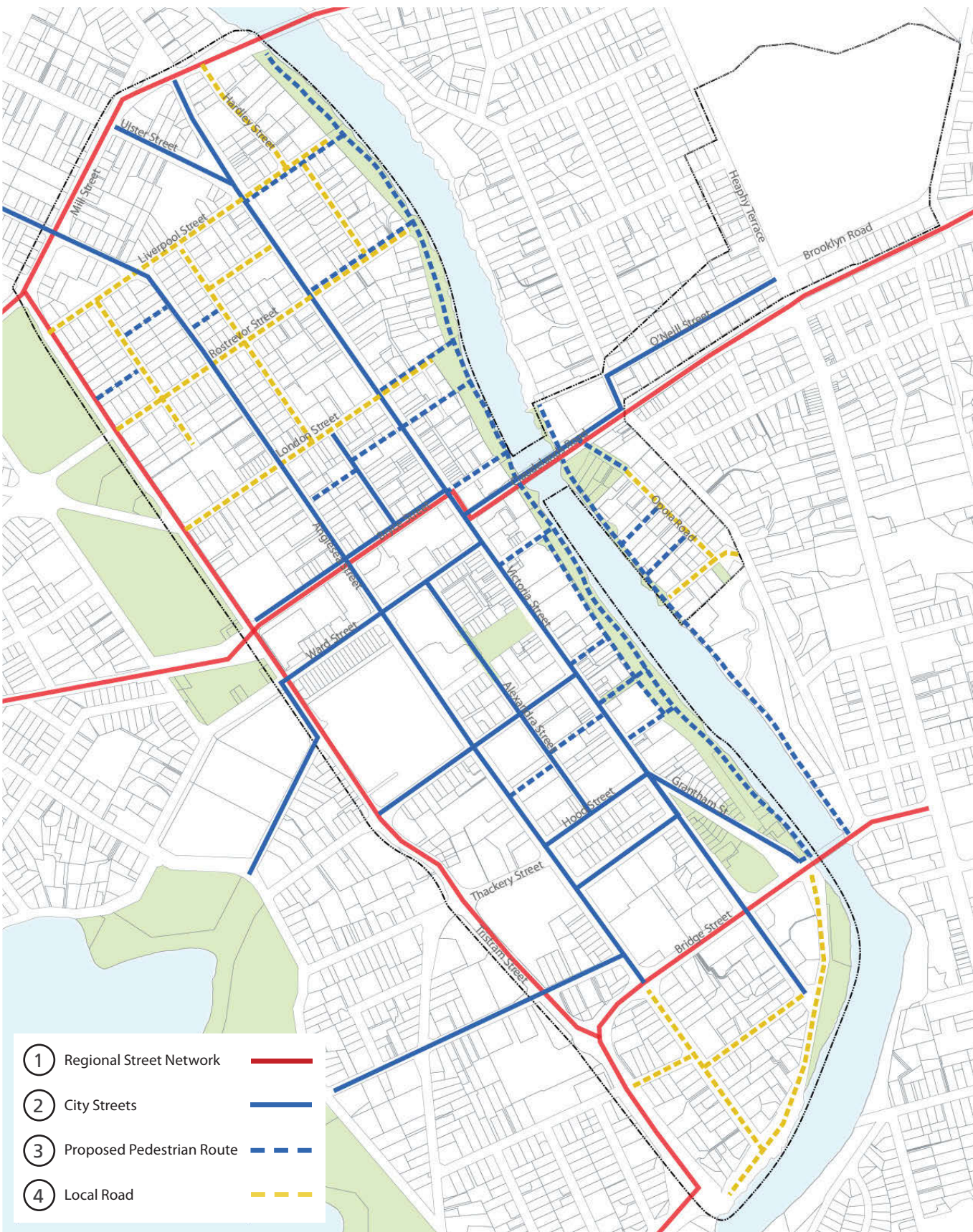


Figure 27: Street Hierarchy



### Breaking down the Block Structure

The main pedestrian routes in Hamilton will remain located along major city streets (see Figure 28). Victoria Street remains the spine of the central city, and recent streetscape upgrades have made this, and Hood Street pleasant pedestrian environments.

The existing riverside walkway along the lower (western) riverbank is becoming an increasingly popular pedestrian route, and the provision of additional and clearly defined connections from Victoria Street to this walkway will greatly enhance the interaction between the city and this high amenity feature.

Anglesea Street is currently a major pedestrian barrier and although it will remain a major vehicle route in the city, it will become an environment better suited to pedestrians. Ease of pedestrian connectivity across Anglesea Street (through improved pedestrian priority at intersections, reductions of vehicular speed limits in certain areas, increased footpath width and landscaping) will better connect Lake Rotorua and Frankton with the central city and will enable the transport centre and Wintec to be better integrated with the main pedestrian areas of Garden Place, Victoria Street and Hood Street.

An additional pedestrian walkway along the eastern riverbank will improve public accessibility to the Waikato River and will create a picturesque walking route, using Claudelands Bridge and Bridge Street to connect across the river.

A pedestrian bridge across the river is something that has been considered for a long time in Hamilton and is again promoted through the LAP. The location of this bridge is very important. A location which extends from the 'Victoria on the River' site (adjacent to the Skycity Casino and in close proximity to Garden Place and the 'heart' of the central city) over to Memorial Park is considered to be the most appropriate location (subject to feasibility testing). A pedestrian bridge within the central city will not only improve connectivity, but could also be an iconic feature and attractor for Hamilton.

Building on the success of Casabella Lane, the large street blocks within the central city will be further broken down through the creation of additional laneways and arcades. Incentives for such connections to be included within new comprehensive developments could include Council maintenance of the thoroughfare. Breaking down the large street block structure will encourage multiple movement choices for pedestrians.

The 'gateways' to the city, located at the corner of Ulster and Mill Streets, Anglesea and Liverpool Streets, Victoria and London Streets, and Anglesea and Bridge Streets, will be further refined and enhanced through streetscape and built form improvements, with high quality / marker buildings at the corners of these major intersections.

Ward Street (between Anglesea and Victoria Streets) will be a 'shared environment' with pedestrian priority (this is a current Kiwi Income proposal). A result there will be a reduced vehicle presence in this area. This will further integrate the retail core of the city, connecting Casabella Lane and Barton Street, Centre Place, Downtown Plaza through to Garden Place, Victoria and Alexandra Streets (which will be opened up to traffic).

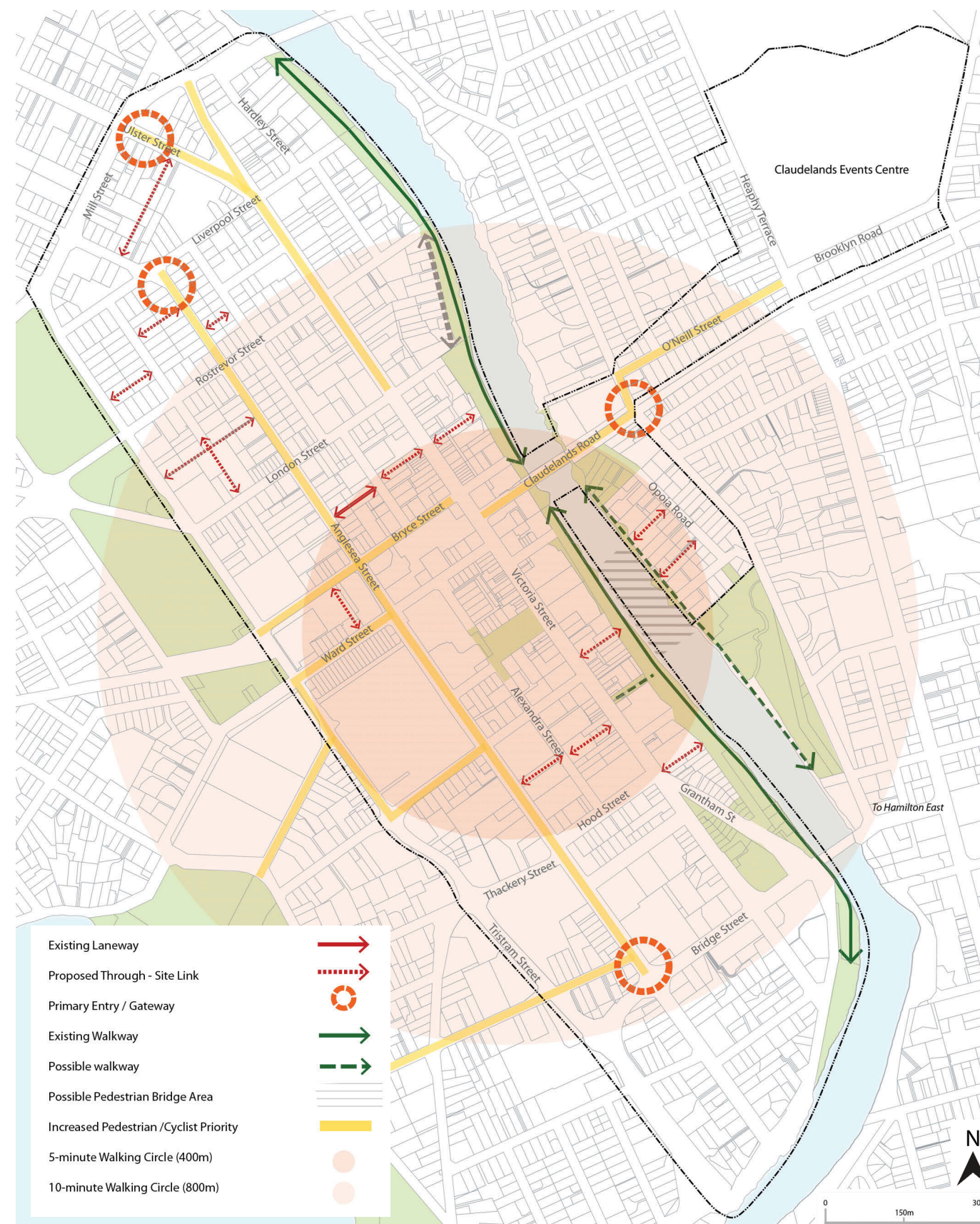


Figure 28: Pedestrian Connections and Gateways



### Rationalising Car Parking Provision

There is an abundance of at grade and above ground parking located within the central city, particularly when compared to the existing built form (see Figure 29 and Figure 30). Existing car parking is a mixture of public and private and is concentrated to the north and west of the central city in areas with larger format, vehicle oriented businesses.

An appropriate level of parking is required to service the economic feasibility and prosperity of the central city, whilst still encouraging a greater emphasis on public transportation, reduced private vehicle use and parking space provision. A comprehensive approach to the management of parking to support the business, retail, entertainment and residential uses within the central city is required. There must be a good supply of convenient, secure, well-placed and easy to find parking with continued easy access for service vehicles.

It is recommended that the following be investigated where appropriate:

- Provision of maximum parking standards
- Provision of smart parking arrangements, with workers, shoppers and retailers using the parking spaces during the day and residents using the spaces at night
- Feasibility of underground parking provision associated with new development areas
- Council investment or private public partnerships to provide strategically placed parking buildings (as indicated in Figure 31)
- Upper level carparking provision, enabling ground floor activation to occur while still addressing the need for on-site parking.

Please note that the high level development site plans provided in Section 8 utilise underground carparking.



Figure 29: Existing built form



Figure 30: Existing vacant / at-grade parking space and parking buildings

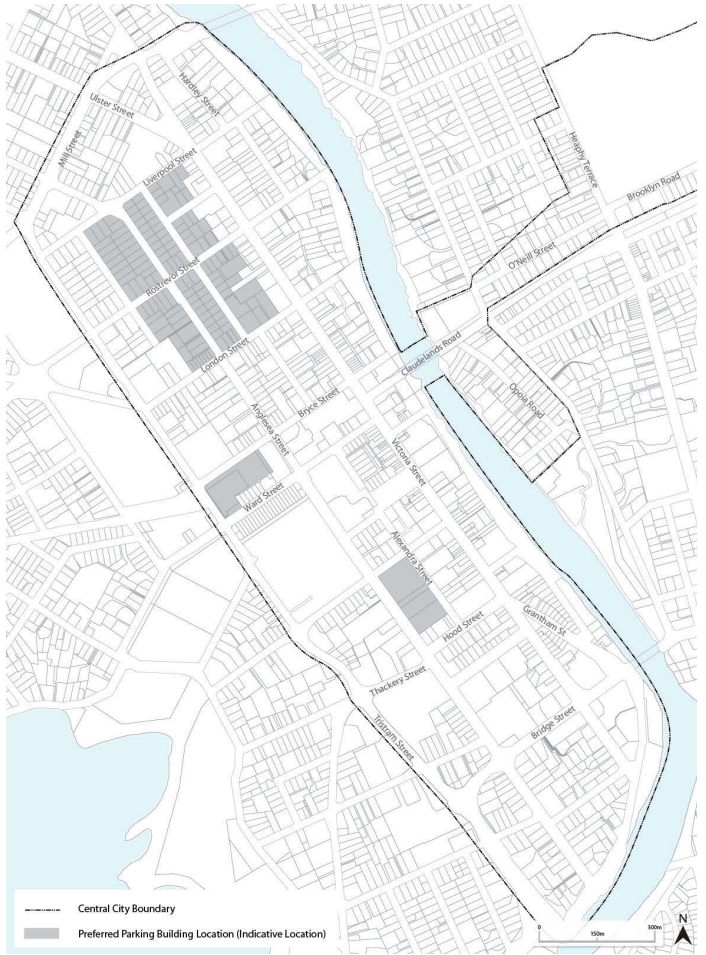


Figure 31: Potential future locations for carparking buildings



### Increasing the Public Realm

With projected population growth and associated retail, commercial and residential land requirements, there will be increased pedestrian activity within the city and therefore potential increased conflict between pedestrians and vehicles. Priority areas for increased pedestrian environments / footpath widths are illustrated in Figure 33 and include Anglesea and Tristram Streets. Increased public realm will also be required along the Waikato River to enable additional pedestrian space to be established in this high amenity area.

In order to provide an enhanced pedestrian environment, additional pedestrian space is needed, particularly along those busy streets currently acting as arterials, i.e. Anglesea and Tristram Streets. There are two ways in which this can be achieved - (a) narrowing the existing carriageway; or (b) requiring built form setback, or a build to line, requiring all new development to 'line up' further back from the existing boundary (approx. 2m).

The preferred option is option (a) (refer Figure 32), to narrow the carriageway, starting at key locations such as the area between Wintec and the Transport Centre on Anglesea Street, thus improving connectivity between these key sites and the city centre area.

Option (a) would provide quicker visible results, and would also require a change in the way vehicles move through the city, giving more space to pedestrians and increasing safety (international examples show that road narrowing can improve safety while also maintaining traffic flows).

With regard to option (b), in time, the additional strip of land provided at the time of development would be incorporated into the public realm either by way of providing a public oriented use (e.g. dining) or through acquisition by Council.

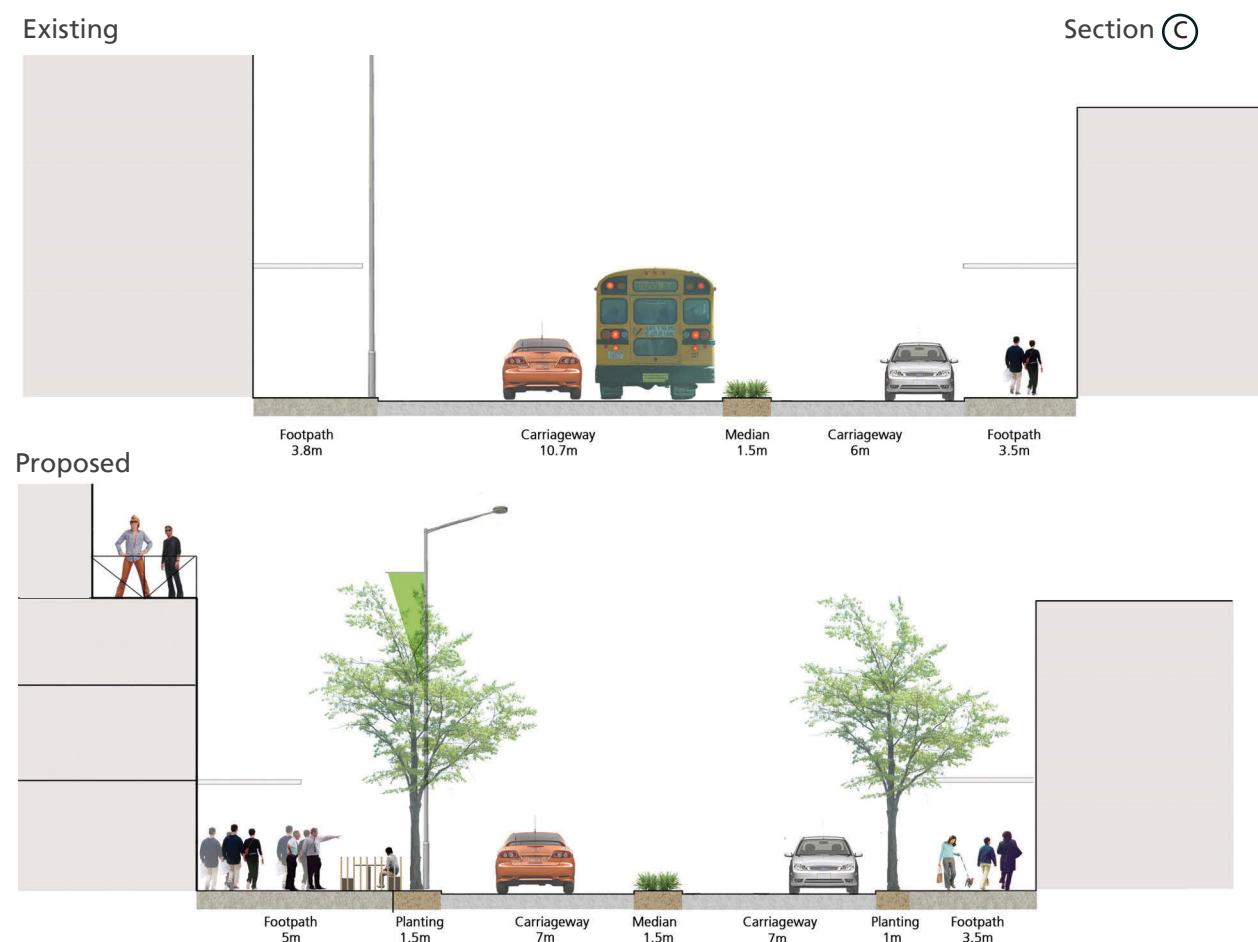


Figure 32: Street sections through mid Anglesea Street, illustrating increased pedestrian space

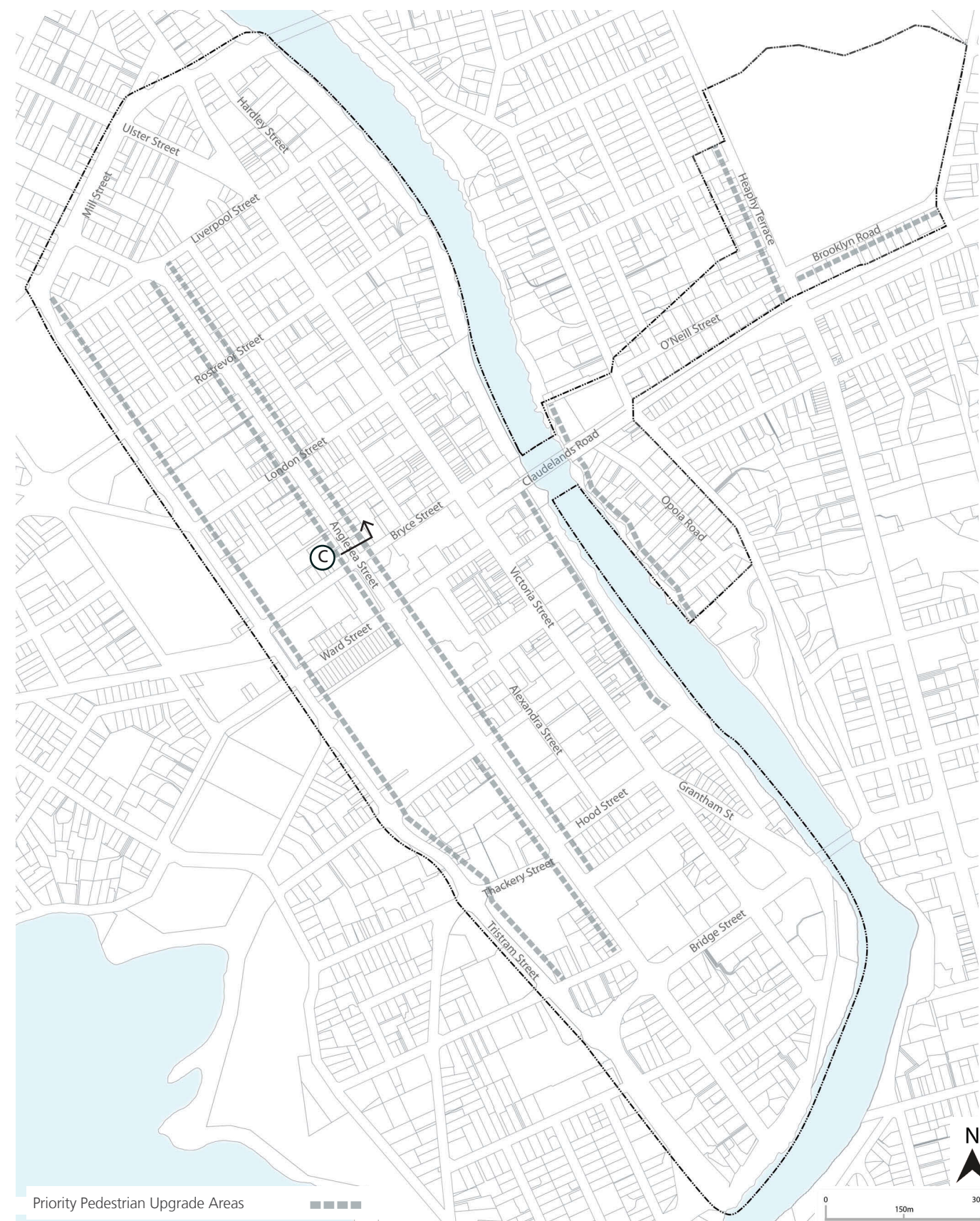


Figure 33: Street edges identified for urgent action (primarily footpath widening) to enhance pedestrian safety and amenity



## 5.5.2 Identifying Potential Improvement Projects

Section 5.5.1 outlines, the overarching initiatives and high level actions that will help to improve the movement network over time. This section provides some examples of specific projects that will help to address movement issues and constraints in the short to medium term.

### Pedestrian Bridge

Construction of a pedestrian bridge across the Waikato River would improve connections to the central city and improve access to, and appreciation of, the Waitako River. This bridge would not only improve connections, but could also be an iconic feature and attractor for Hamilton. A precedent of a high quality pedestrian bridge over a waterway is included as Photo 8. Figure 34 illustrates a bridge - spanning the Waikato River. Further investigation is recommended to confirm the most appropriate location.

### Anglesea Street Improvements

Focussing initial streetscape improvements along Anglesea Street between Caro and London Street will greatly improve pedestrian connections between the central residential and pedestrian core of the city across Anglesea Street to the west. Improvements to pavement treatment, pedestrian crossings, landscaping, lighting and street furniture would enable improved access and connections between the Transport Centre, Wintec and the city core / Garden Place. Improving the streetscape in this area would encourage retail / pedestrian focused activities to extend west of Anglesea Street, helping to break down the existing Anglesea Street barrier and starting to rejuvenate Anglesea Street as a whole.

Figure 35 provides a visualisation of how Anglesea Street could be improved.

### Ward Street Improvements

Current proposals will see Ward Street converted into a 'shared' street, with increased pedestrian priority, between Victoria and Anglesea Streets. To the west of Anglesea Street, the streetscape (pavement treatment, transparency of facades) drops off. It is proposed to extend the main pedestrian core of the city to the west, improving the nature and amenity of Ward Street (between Anglesea

and Tristram Streets) so that it provides a high quality environment for additional retail and pedestrian focus.

### Anglesea Street Gateway

The current entrances to Hamilton central city from the north and south along Anglesea Street do not clearly represent gateways or an entrance into a different environment. It is recommended that these entrances be enhanced through signage, landscaping and the creation of guidelines for built form within these locations (at the corner of Anglesea and Liverpool Streets to the north, and the corner of Anglesea and Bridge Streets to the south). An improved northern gateway is included as a visualisation in Figure 36.

### Carparking Buildings

With a projected increase in population, it is likely that additional parking buildings may be required longer term within the central city. Although there are currently a large number of at-grade car parks currently present in the city, more intensive land uses may mean that parking should be consolidated in certain areas, releasing land for appropriate redevelopment. It is important that car parking buildings are designed to ensure they are a positive element, adding something to the streetscape and not detracting from it. Recent parking building designs from overseas could act as precedents, see Photo 9. Multi-level design guidelines for car multi-level car parking buildings should be developed, to ensure:

- The inside and outside areas have considered CPTED design principles
- Facades appear as similar uses to the surrounding building
- Designs relate to and complement surrounding architectural form
- Retained urban street frontage
- Appropriate use of landscaping
- Appropriate breaking down of the scale through architectural form.



Figure 34: Potential pedestrian bridge over the Waikato River, Hamilton



Figure 35: Streetscape Upgrades to Anglesea Street



Photo 8: Calatrava Bridge Precedent, Valencia



Figure 36: Improved northern entrance



Photo 9: Architecturally designed parking building, Miami



## 5.6 Managing Building Height

Currently, the built form in Hamilton is of a low to medium scale, with a number of taller buildings in the central city (see adjacent photos, Figure 38). It is important that developments proposing taller buildings (e.g. above four storeys) carefully consider:

- The contribution of the proposed built form to the wider social, cultural and environmental wellbeing of the city, through provision of (where appropriate):
  - on-site public realm
  - public art
  - public amenities
  - through site access
- The city profile – with higher buildings encouraged in the city core, tapering down to lower buildings on the fringe of the central city
- Views from or towards important natural and built features, including to the Waikato River, St Peter's Cathedral (from Victoria Street), views from Wintec;
- Existing view shafts or view corridors between existing built form
- Optimisation of sun access in to buildings, streets, public spaces and existing residential uses
- Potential wind tunnel effects on the streets below
- Space between buildings – allowing for appropriate 'breathing room' between large developments – acoustic and visual privacy.

Increased building height is promoted where higher density commercial and residential development is to be encouraged, i.e. particularly in the heart of the city. A 'bonus floor' approach is proposed where buildings respond well to those matters described above, particularly within the core of the city centre.

Although the overall height allowed on Victoria Street is relatively permissive, the inclusion of street wall height rules (see Section 5.1) will ensure that the human scale of the major pedestrian streets is retained.



Figure 37: Proposed Height Controls

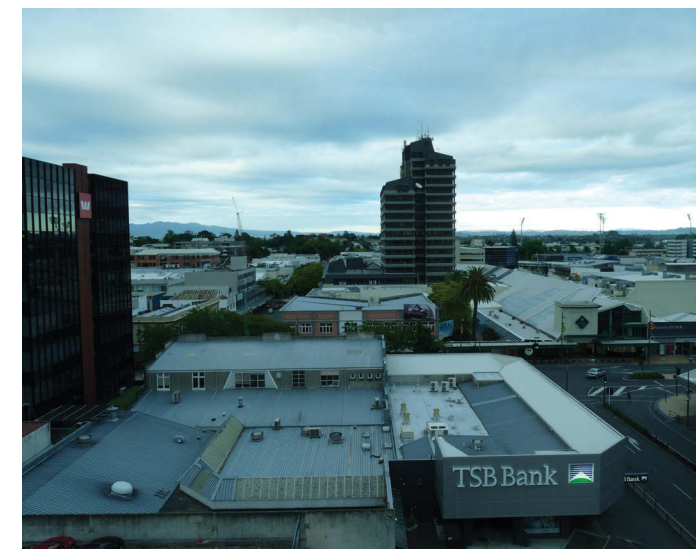


Figure 38: Existing built form



5.7 Determining a Suitable Land Use

Figure 40 and Figure 41 illustrate the proposed land uses within the central city, at ground level and upper levels respectively. Figure 39 illustrates the bulk and form of building types considered to be appropriate within these areas. However, it should be noted that while architectural form has importance, it is the living and working conditions and the relationship with public realm which is most important. All buildings should contribute positively to public realm, including in relation to safety. Equally, all buildings should provide high amenity living and working conditions on site, such as outdoor living space.

The existing residential areas within the study area, located adjacent to the river (north of London Street and south of Bridge Street) will remain residential with an increased focus on provision of medium density residential (refer images 1 and 2).

Medium density residential development (up to 5 storeys) will be promoted in Opoia, due to the areas close proximity to the central city, views of the Waikato River, and sunny aspect (refer images 1, 2 and 3). A requirement for ground floor activation through retail uses, will be promoted. Current access difficulties into this area will need to be addressed in order to ensure increased residential densities in this area.

The area to the north of London Street and including northern Victoria Street will be promoted as mixed use, with a predominantly commercial focus and residential living provided at upper levels (refer images 4 and 5).

The retail core of the city will extend across Anglesea Street to incorporate the blocks between London and Nisbet Streets. Commercial and some residential uses will be promoted above ground in the retail core (refer Image 5).

Commercial office developments will be focused north of Bridge Street and West of Anglesea Street. These developments will provide complete commercial blocks, while also providing for high quality public realm at the ground floor (see images 6 and 7).

Existing civic features within the city (such as the Court House, Museum, Cathedral, Medical Centres, Events Centres, City Council offices) will be retained.

Tourism activities will be promoted along the southern part of the study area, on the western river bank, along Grantham Street.

Land uses along O'Neill Street (to the east of the river) will remain as residential. This area is currently protected as a character area.

All land use will be complemented by high amenity, safe, attractive functional public open space and streets (refer image 8).



Figure 39: Land use building type precedents



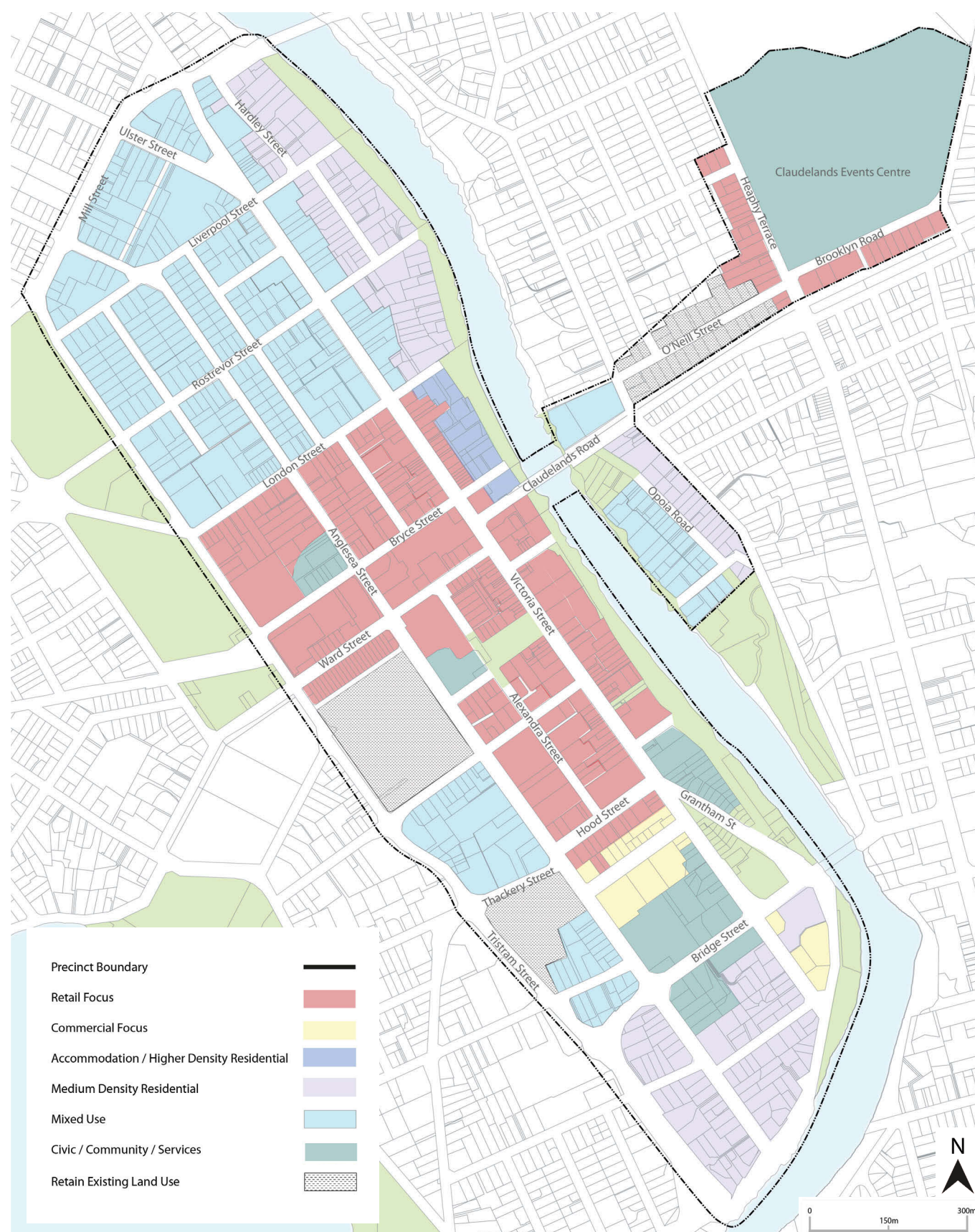


Figure 40: Proposed Ground Floor Land Use

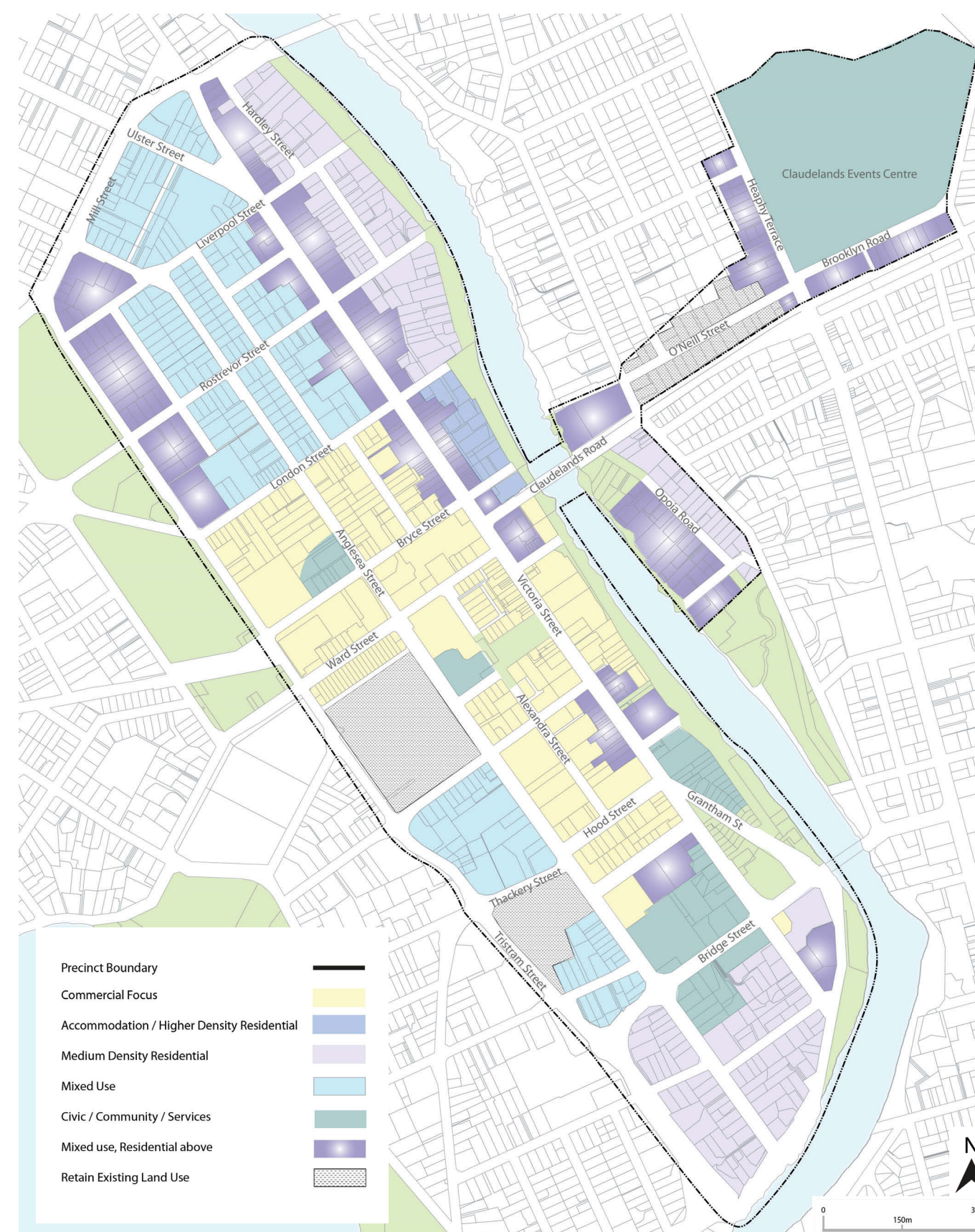


Figure 41: Proposed Land Use (Upper Levels)



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## 6 Precincts

Following the Analysis Stage (Stage 1) of the LAP process, internal workshops, Councillor and Council Staff workshops, nine Precincts and one Overlay have been identified to guide the future development of the central city and help to achieve the city's vision (Section 3). These Precincts and the Riverfront Overlay are identified in Figure 42.

A vision has been created for each Precinct and the Riverfront Overlay, explaining the desired future character of these areas, following future development and intensification. These visions have been translated into high level design guidelines for each Precinct and the Riverfront Overlay, as described in the following sections.

This section details the existing character of each Precinct / Overlay, describes their desired future character and identifies strategies to achieve this. The future character strategies are over-arching, high level strategies which relate to the Precinct / Overlay as a whole. It is recommended that these strategies inform District Plan rules. Key projects for each Precinct / Overlay have been identified where relevant. These projects, along with the implementation of development site concept plans (Section 8) will help to promote positive change and appropriate development within each Precinct. It is likely that key projects will be implemented over time and through other (non District Plan) methods. Council should have particular regard to these key projects and facilitate their development where possible.



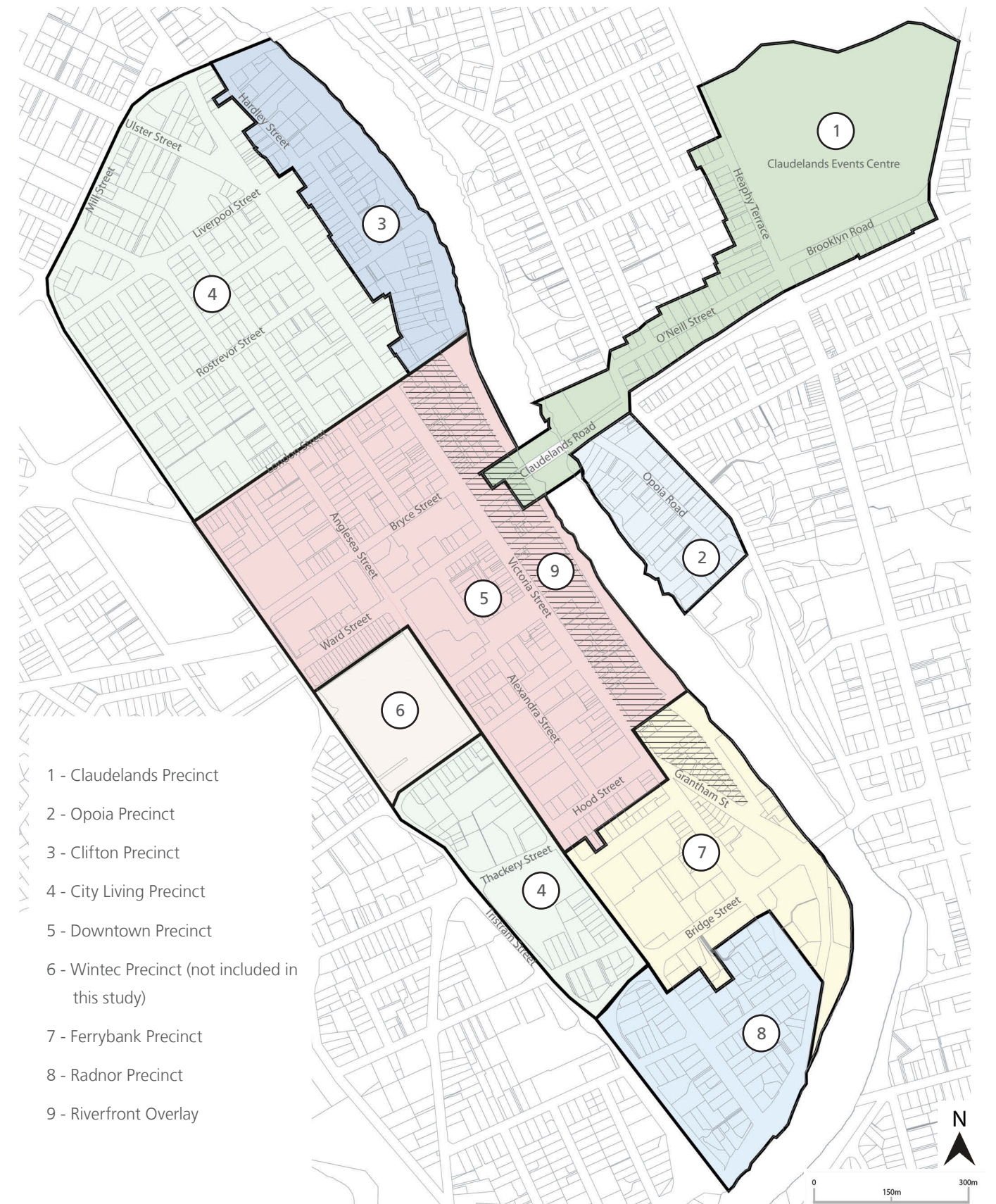
Photo 10: Rowers on the Waikato River



Photo 11: Passive recreation in Garden Place (Downtown Precinct)



Photo 12: Hamilton Parade (Clifton Precinct)



- 1 - Claudelands Precinct
- 2 - Opoia Precinct
- 3 - Clifton Precinct
- 4 - City Living Precinct
- 5 - Downtown Precinct
- 6 - Wintec Precinct (not included in this study)
- 7 - Ferrybank Precinct
- 8 - Radnor Precinct
- 9 - Riverfront Overlay

Figure 42: Local Area Plan Precincts



## 6.1 Claudelands Precinct

### 6.1.1 Existing Character

The Claudelands Precinct includes Claudelands Road up to River Road, along River Road to O'Neill Street and down O'Neill Street to the Claudelands Events Centre. This Precinct includes the Events Centre (Photo 13 and part of both Heaphy Terrace and Brooklyn Road are included where they relate to future development associated with the new Events Centre. The open space is visually dominated by the very large scale of the Events Centre.

Industrial uses line Brooklyn Road, with low quality housing and accommodation located along Heaphy Terrace. The railway line is a barrier along Claudelands Road itself, and this has resulted in a vehicle dominated road with no provision for pedestrians (Photo 14). Both sides of the Claudelands Road look onto rear fences, as the houses front on to parallel streets. The Council Reserve (Jesmond Reserve) and Carpark (Sonning Carpark) either side of Claudelands Road are known to attract antisocial behaviour. Pedestrian connections across the river from the city are narrow in width, with limited provision for cyclists, mobility scooters or prams. The bridge does however provide stunning views out over the Waikato River (Photo 15). The footpaths drop off on the eastern side of the Claudelands Bridge, directing pedestrians north and south into the suburban area of either Opoia or Claudelands.

### 6.1.2 Desired Future Character

Claudelands Precinct (and the Claudelands Events Centre) will be better connected with Hamilton's central city through a safe, legible and attractive pedestrian connection across Claudelands Bridge (or a new pedestrian bridge over the river) and down O'Neill Street. A change in land use along Brooklyn Road from industrial to café, dining and entertainment will better service the Event's Centre and enliven this area. Sonning Carpark (northern side of Claudelands Road, just east of the bridge) will be redeveloped to provide vibrancy to this area and an eastern gateway to the city. This space will no longer be considered unsafe, but will activate the street level and river frontage and provide passive surveillance after office hours.

### 6.1.3 Future Character Strategies

Figure 43 illustrates the contextual strategies that will shape the future character of this Precinct:

#### Heritage

- Retain heritage buildings, particularly those character buildings located along O'Neill Street and encourage their adaptive re-use where appropriate.

#### Setting and Topography

- Extend streetscaping (planting of street trees, upgrade of pedestrian footpaths) along Claudelands Bridge and Claudelands Road until River Road, then along O'Neill Street, part Brooklyn Road and Heaphy Terrace.
- Protect and enhance panoramic views from Claudelands Bridge to the Waikato River and rivers edge.
- Encourage a visual connection to the Waikato River from the future Sonning Carpark riverside development.
- Protect and enhance long views along Claudelands Road and Bridge.
- Encourage a clear, well sign-posted pedestrian route between the central city and Claudelands Events Centre.

#### Built Form

- Develop Heaphy Terrace and Brooklyn Road as mid-rise developments, to a maximum of five storeys.
- Protect dwellings along O'Neill Street and retain their low-scale (1-3 storeys) nature.
- 25% permeable surface requirement; and 50% maximum building coverage.
- Maximum 10m height for all residential buildings.
- Maximum 15m height for all commercial buildings/ residential apartments/ visitor accommodation adjacent Claudelands Events Centre
- 3m building setbacks from front boundaries.

#### Land Uses

Figure 44 illustrates the land uses proposed, as summarised below:

- Retain low density residential along O'Neill Street, currently protected as a 'special character area'.
- Convert land uses located along Heaphy Terrace and Brooklyn Road to uses which will service the new Claudelands Events Centre as an entertainment hub (café, dining, entertainment, convenience store etc).
- Establish safe, legible and attractive pedestrian connections between the central city and the Claudelands Events Centre, via O'Neill Street.
- Increase accessibility to the river's edge for the public, with new, mixed use developments fronting on to the river at the Sonning Carpark site.
- Use the Claudelands Events Centre as a catalyst, encouraging new and appropriate developments to be located nearby - establishing this area as a destination.

#### Key Projects

Having regard to the above, key priority projects for consideration include:

- Develop the Sonning Carpark: the Sonning carpark will be developed as mixed use, overlooking the Waikato River. Sonning carpark will face on to the river, providing public space at the ground floor. This development will be multi-storey, approximately 7 storeys.
- Enhancing pedestrian connections between the central city and the Claudelands Events Centre, via O'Neill Street.
- Develop a masterplan in conjunction with key stakeholders for the Claudelands Event Centre and adjoining land use, including connection back to the central city.



Photo 13: New Claudelands Events Centre



Photo 14: No provision for pedestrians, Claudelands Road



Photo 15: View from Claudelands Bridge





Figure 43: Claudelands Precinct - Future Land Use Strategies (Contextual Response)

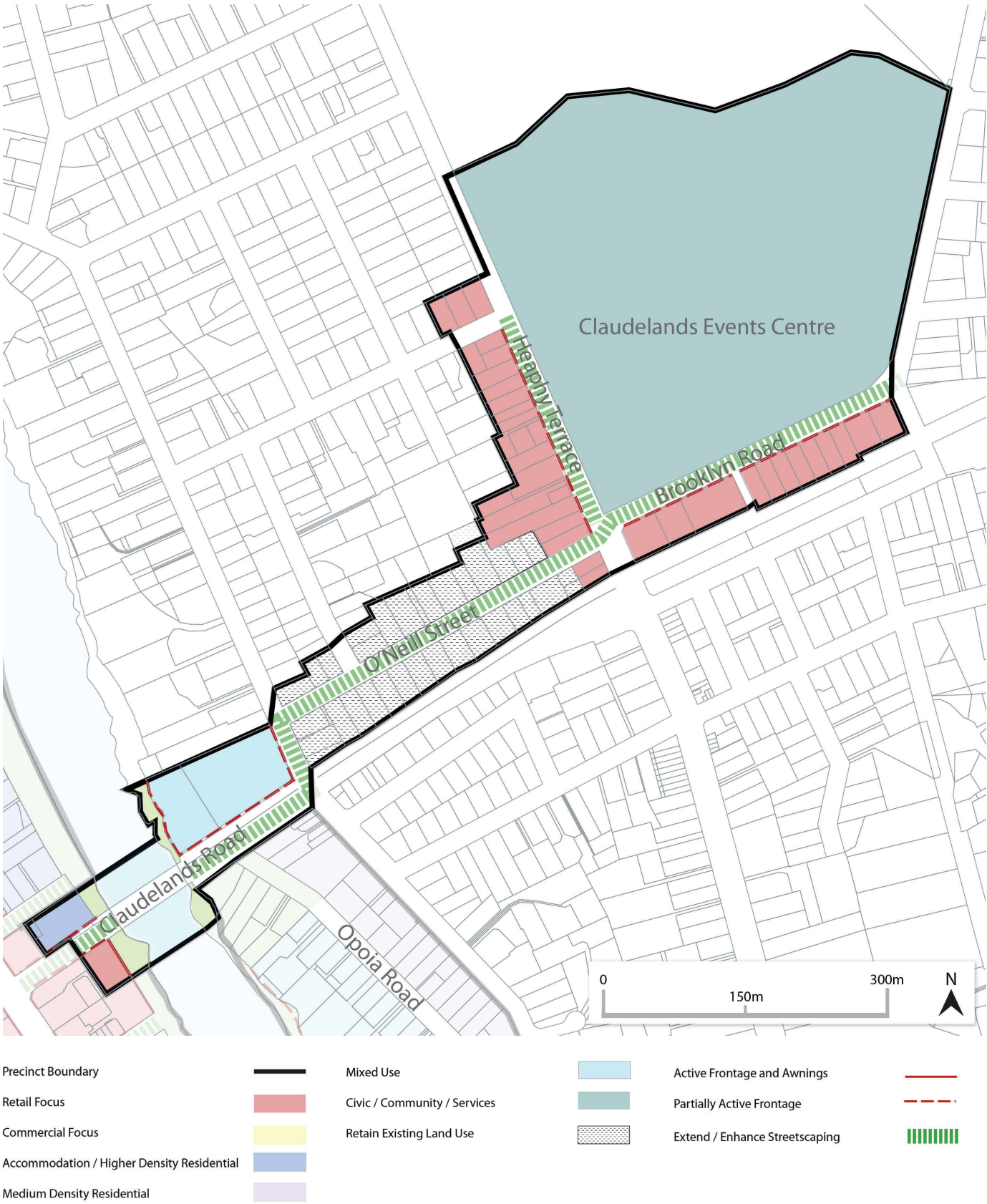


Figure 44: Claudelands Precinct - Future Land Use Strategies (Land Use (Ground Floor) Response)



## 6.2 Opoia Precinct

### 6.2.1 Existing Character

The Opoia Precinct is bounded by Claudelands Road to the north, River Road to the east, Soldiers Memorial park to the south and Waikato River to the west. Opoia Precinct currently consists of predominantly low scale single residential dwellings on large lots (Photo 18). Recent developments include medium density town houses and apartments, as seen adjacent to Parana Park (Photo 17). There is one main vehicle entrance to this Precinct – via Riro Street. Vehicular access to the river's edge is also along Riro Street. Private property boundaries currently extend down close to the river's edge (Photo 16) and there is no public access to the river's edge in this Precinct (aside from at Riro Street). There are currently three pedestrian entry points in to Opoia Precinct, via Riro Road, from Soldiers Memorial Park through Parana Reserve, or from Claudelands Bridge, through Jesmond Park to Opoia Road.

### 6.2.2 Desired Future Character

Opoia Precinct will be a high density (up to eight storeys) residential Precinct with safe and legible connections to surrounding areas - Claudelands Bridge, the river edge, Soldiers Memorial Park and River Road. Residential developments will provide for apartment living as well as town-house developments, providing for choice and diversity. Active uses at ground level along the rivers edge will enable activation of a new pedestrian promenade along the eastern bank of the Waikato River. Due to the topography of Hamilton, with the western side of the river elevated and densely planted - the low lying, eastern side of the river provides some of the best views of the river. Provision of a public walkway along this edge would greatly enhance public access and appreciation of this feature.

### 6.2.3 Future Character Strategies

Figure 45 illustrates the contextual strategies that will shape the future character of this Precinct:

#### Setting and Topography

- Protect and enhance views down Riro Street towards the River.
- Encourage riverside properties to activate the river's edge and a future river walkway.
- Encourage set backs and appropriate built form in this flood hazard area.

#### Built Form

- Encourage medium to high density buildings, such as apartments / terraced housing / town-housing.
- 20% permeable surface requirement; and 60% maximum building coverage.
- Maximum 20m height for all buildings.
- 3m building setbacks from front boundaries.

#### Land Uses

Figure 46 illustrates the land uses proposed, as summarised below:

- Where site size allows and comprehensive medium density development is proposed, require sites fronting the river to provide river access.
- Allow for commercial / retail development at ground floor level (adjacent to the river) of high density residential developments.

#### Streetscape / Public Space

- Introduce a public riverside promenade on the eastern river bank - linking Soldiers Memorial Park, through Opoia to the Claudelands Bridge.
- Activate Jesmond Park through increased residential density and appropriate edging to enliven this central city park and increase safety / usability of the pedestrian connection between Opoia and the Claudelands Bridge.
- Retain Parana Park, continuing to provide amenity for higher density developments and creating a linkage through to Soldiers Memorial Park.
- Within comprehensive developments, and where safe, legible, public connections with the surrounding area can be established.
- Develop a landscape masterplan in conjunction with key stakeholders for the eastern river edge from Memorial Park to Jesmond Park, with the key aim to open up greater river access to the public.
- Provide of a pedestrian bridge accessible from Victoria Street through to Memorial Park.

#### Key Projects

Having regard to the above, key priority projects for consideration include:

- Introduction of a pedestrian walkway along the rivers edge.
- Create a Masterplan for comprehensive medium-high density residential development in Opoia.
- Develop design guidelines for medium density residential living.



Photo 16: Good views of the River / Central City



Photo 17: Medium Density development



Photo 18: Low-scale, single dwelling development



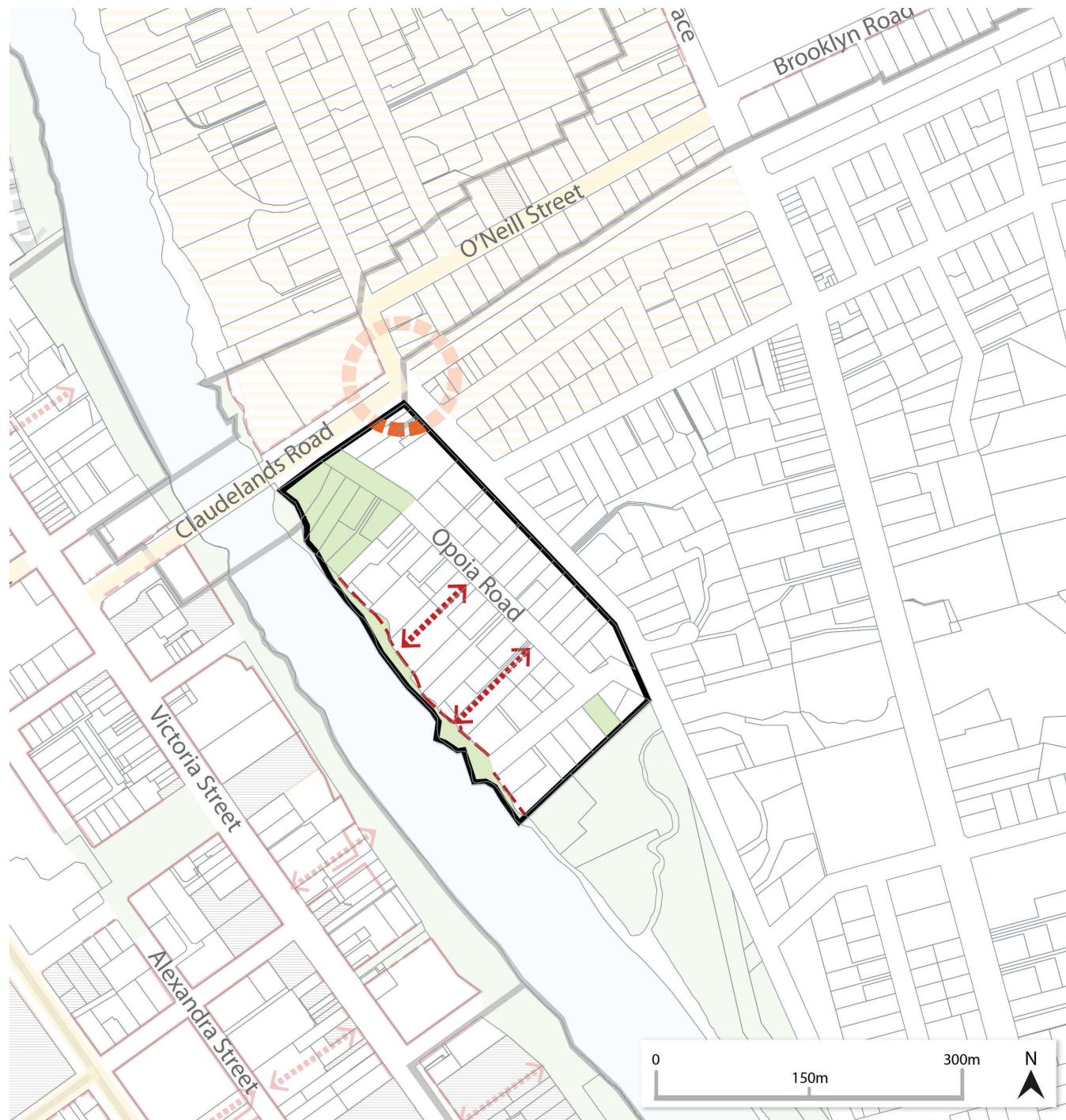


Figure 45: Opoia Precinct - Future Land Use Strategies (Contextual Response)

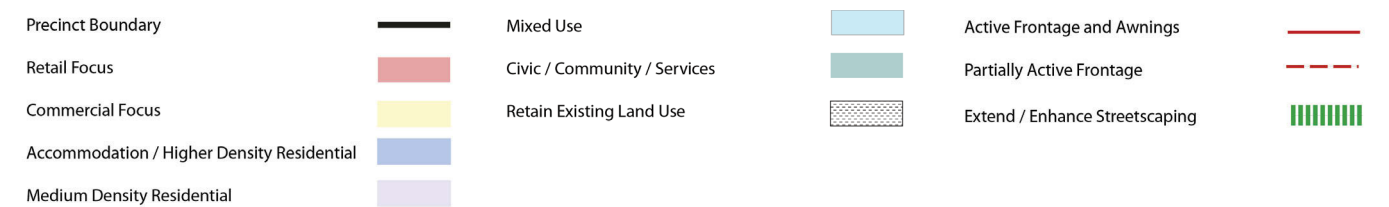
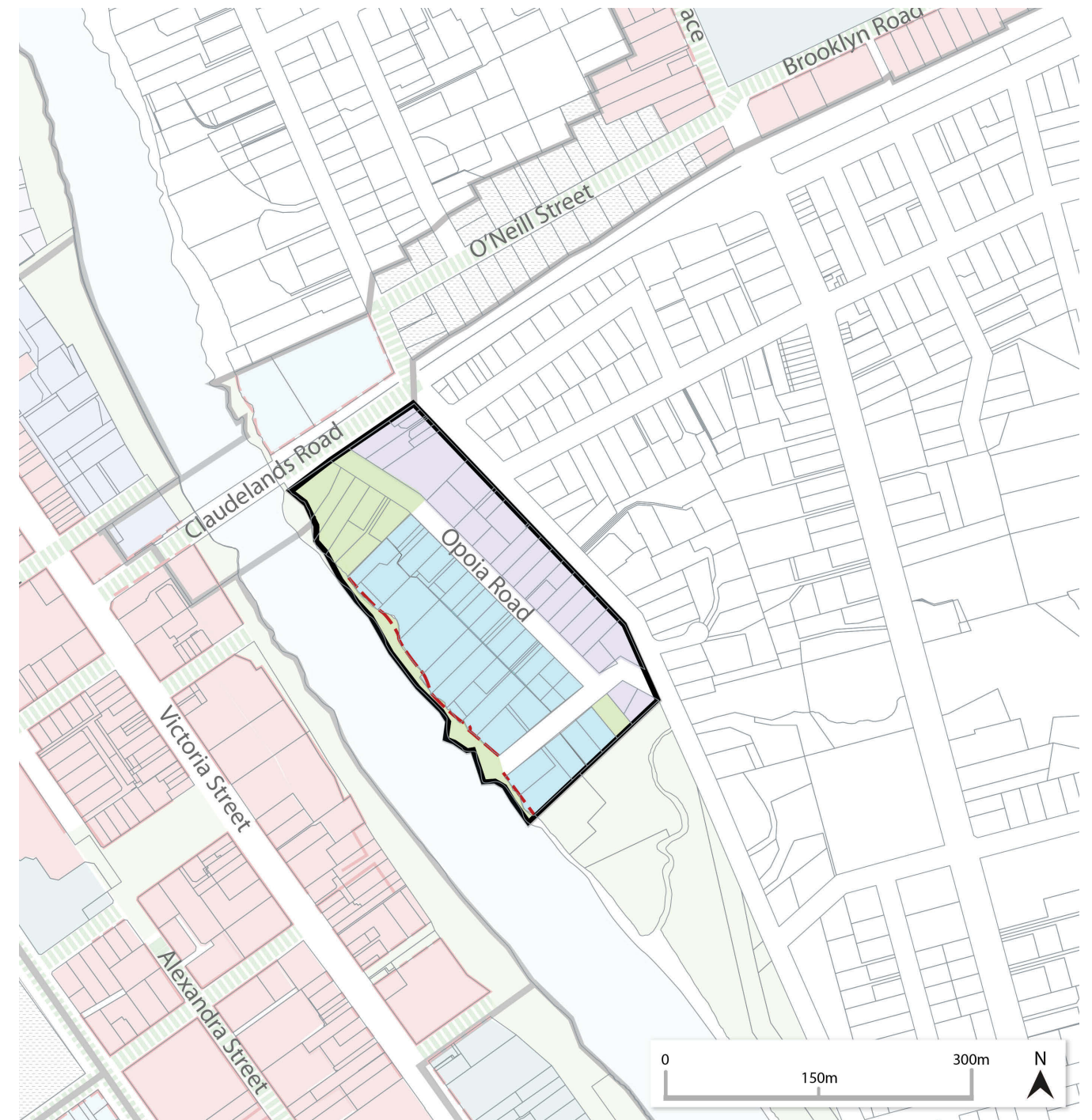


Figure 46: Opoia Precinct - Future Land Use Strategies (Land Use (Ground Floor) Response)



6.2.4 Opoia Development Concepts

This section outlines indicative development concepts for the Opoia area, based on the principles outlined above. In the medium to long term a change towards medium density residential living and active commercial ground uses (i.e. cafes, restaurants and boutique stores) is envisaged, complementing the city centre and providing a riverside destination for locals and visitors.



Photo 19: Aerial showing potential medium density development area



Photo 20: Existing situation: views to site from west side of river



Photo 21: Existing situation on site: low density residential



Figure 47: Indicative concept plan for Opoia - Long term vision

PLAN AND SECTION KEY

Subject site area	— · — · — ·
Property boundaries	—
Active frontage (and awning)	—
Partially active frontage	- - -
Proposed Building Envelope	□
Paving	■
Shared Space	■
Carpark	■
Vehicle access	△



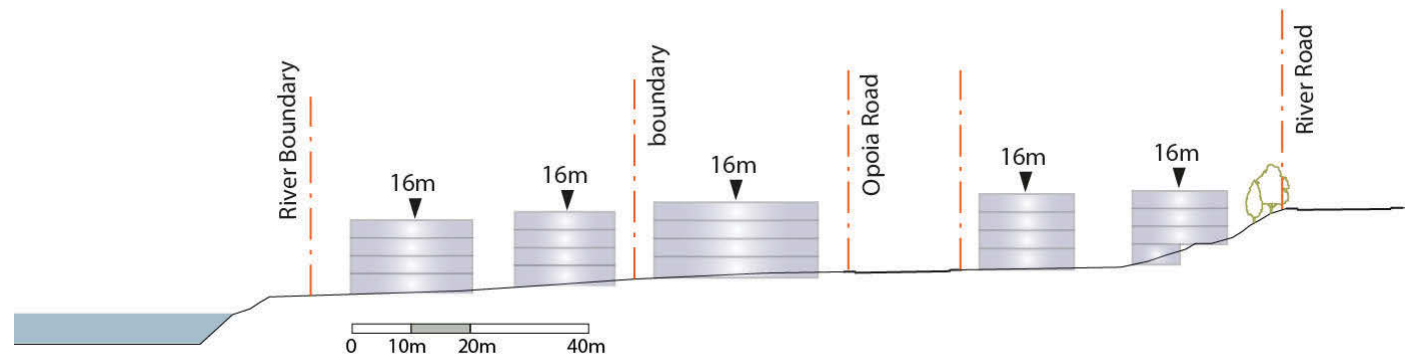


Figure 48: Indicative concept section A-A for Opoia - (not to scale)



Photo 22: Medium density living with private/shared open space



Photo 23: Mixed use residential within a high amenity environment

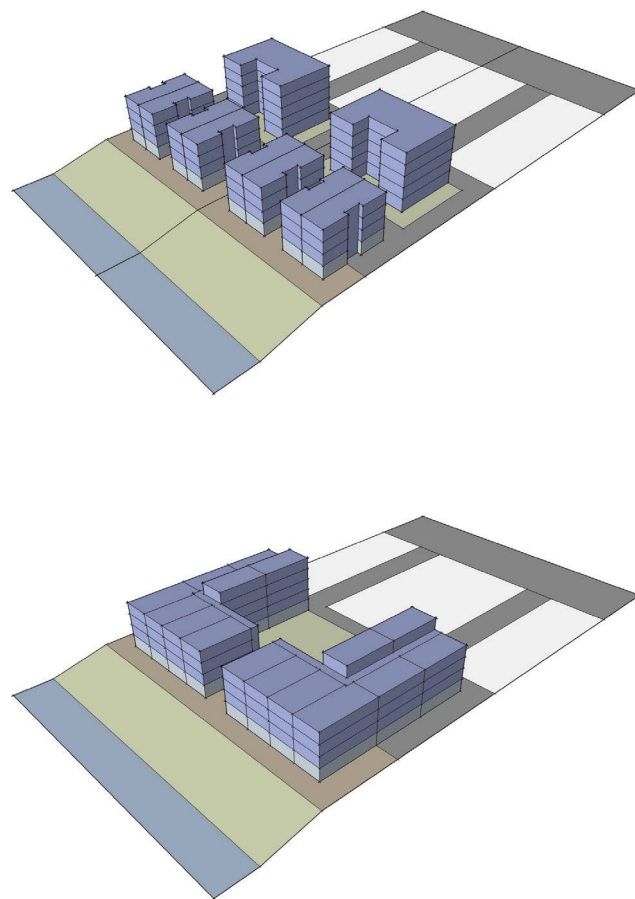


Figure 49: Possible mixed use apartment typologies



Figure 50: Visualisation of potential future development along the Opoia Riverfront, illustrating mixed use on river frontage and a new pedestrian footbridge connecting with the city centre



## 6.3 Clifton Precinct

### 6.3.1 Existing Character

Clifton Precinct is bounded by Mill Street to the north, the back section of lots facing onto Victoria Street to the West, the Waikato River to the east and Bryce Street to the south. The Precinct currently consists of small to medium commercial activities, operating out of houses or new buildings that have a residential scale (professional office uses). The existing scale within this Precinct is 1-3 storeys, with some medium density developments located here (Photo 24). Kirikiriroa Reserve, the site of the former Pa, is located in this Precinct between Bryce and London Streets. Buildings generally do not address or open onto the river (Photo 26) in this Precinct, and the river remains largely hidden from public streets and underutilised, despite recent upgrades to the river walkway (Photo 25).

### 6.3.2 Desired Future Character

The desired future character for Clifton is to retain the existing scale with a maximum of four storeys, thus retaining potential for the area to retain its high amenity residential character. The land use focus in this Precinct will remain residential, with potential for live / work type land uses to occur.

Views out towards the river will be capitalised upon and a new riverside link is proposed, connecting Rostrevor and Liverpool Streets. A high quality pedestrian connection from the central core (Victoria Street) will link right through to the river via Kirikiriroa Reserve. To the south of London Street, accommodation (hotels) will continue to provide an attractive place for visitors to stay and appreciate Hamilton's setting along the Waikato River.

### 6.3.3 Future Character Strategies

Figure 51 illustrates the contextual strategies that will shape the future character of this Precinct:

#### Heritage

- Protect the existing open space and heritage sites within this Precinct (such as Kirikiriroa Reserve) and encourage safe and legible pedestrian connections to this open space from Victoria Street.

#### Setting and Topography

- Frame and open up views and access to the river down side streets with appropriate street tree planting (and trimming).
- Enhance / maximise views to the river along the river's edge, through a slight increase in building height (maximum four storeys) and a reduced density of planting in key locations.
- Extend streetscaping (planting of street trees, upgrade of pedestrian footpaths) along side streets connecting to the river from Victoria Street, improving and encouraging pedestrian access to the river's edge.

#### Built Form

- Encourage smaller scale built form in this Precinct, with some slightly higher (maximum four storey) developments along the river's edge, maximising views of the river.
- Enable new / formal pedestrian connections through service lanes and car parking areas (between Victoria Street and Kirikiriroa Reserve and between Bryce and London Streets).
- Enable activation of any new pedestrian through-links through passive surveillance (windows / balcony's overlooking them) and 'hole in the wall' style cafes.
- 25% permeable surface requirement; and 50% maximum building coverage.
- Encourage a maximum of four storeys - 13m height.
- 3m building setbacks from front boundaries.

#### Land Uses

Figure 52 illustrates the land uses proposed, as summarised below:

- Encourage residential and live/work uses within the Precinct (north of London Street).
- Encourage hotel and visitor accommodation to the south of London Street, maximising views out over the river.
- Retain a mixture of single, detached housing and town houses / terraced housing to continue to provide choice within these areas.

#### Streetscape / Public Space

- Improve opportunities to access the riverside walkway from Victoria Street North.
- Extend Hamilton Parade (south of London Street) creating a more connected street network.
- Develop a landscape masterplan for the Precincts, to be implemented over time by both public and private initiatives, including potential for any new through site links and continued upgrade of the riverside walkway and parks.



Photo 24: Medium Density development, Clifton Precinct Rd

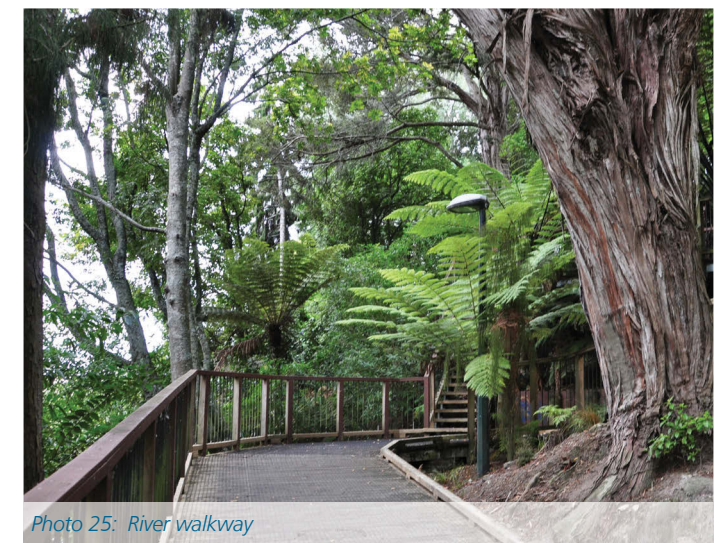


Photo 25: River walkway

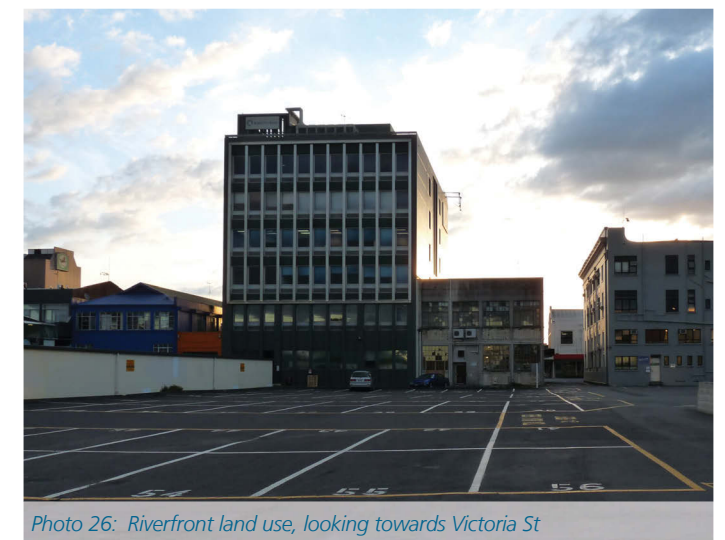


Photo 26: Riverfront land use, looking towards Victoria St



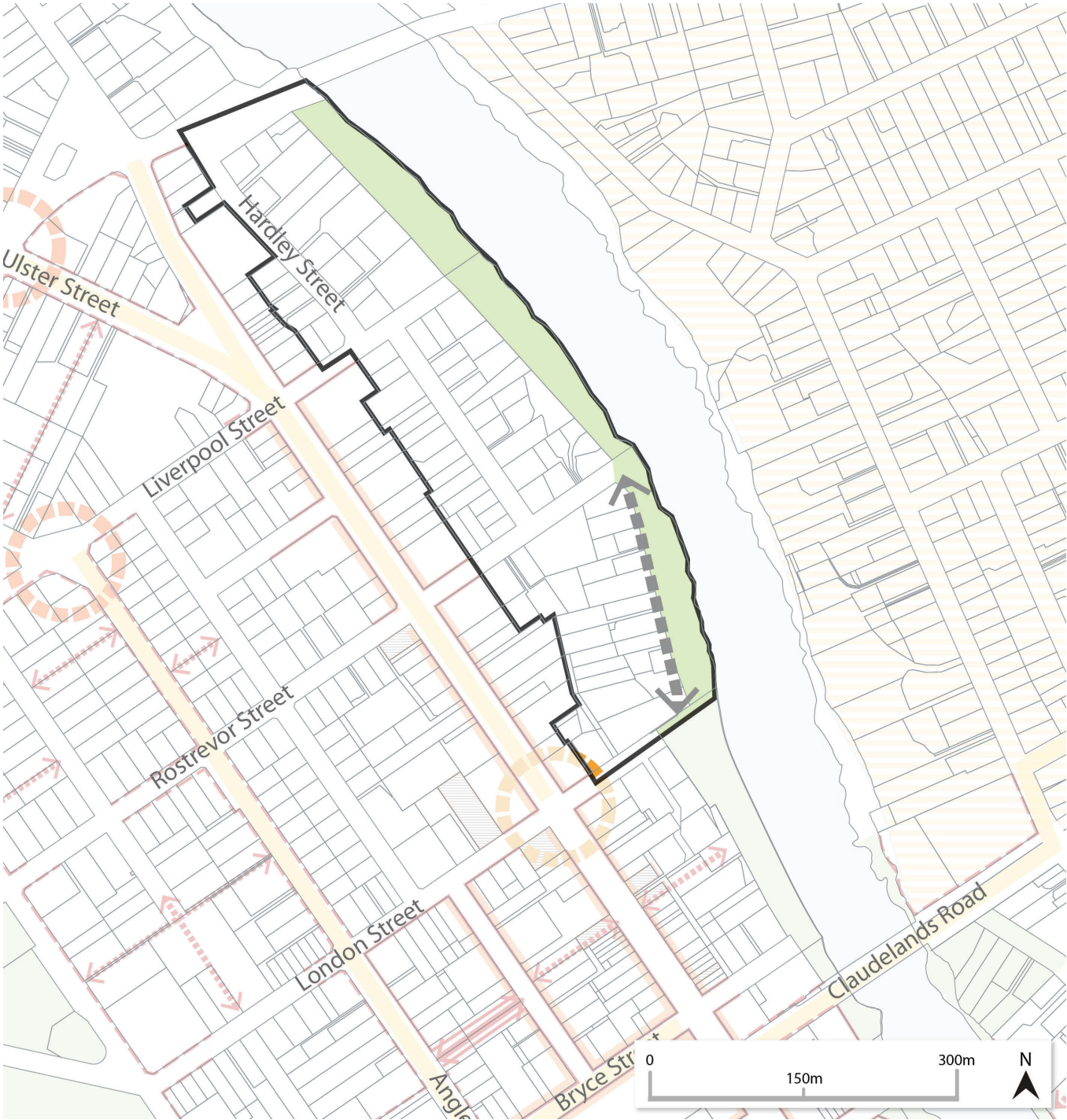


Figure 51: Clifton Precinct - Future Land Use Strategies (Contextual Response)

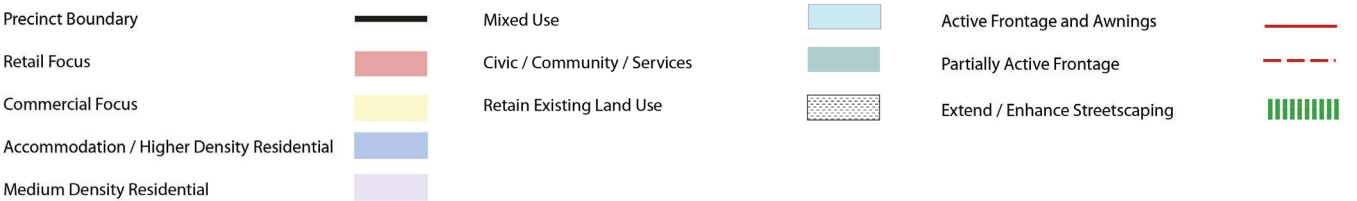
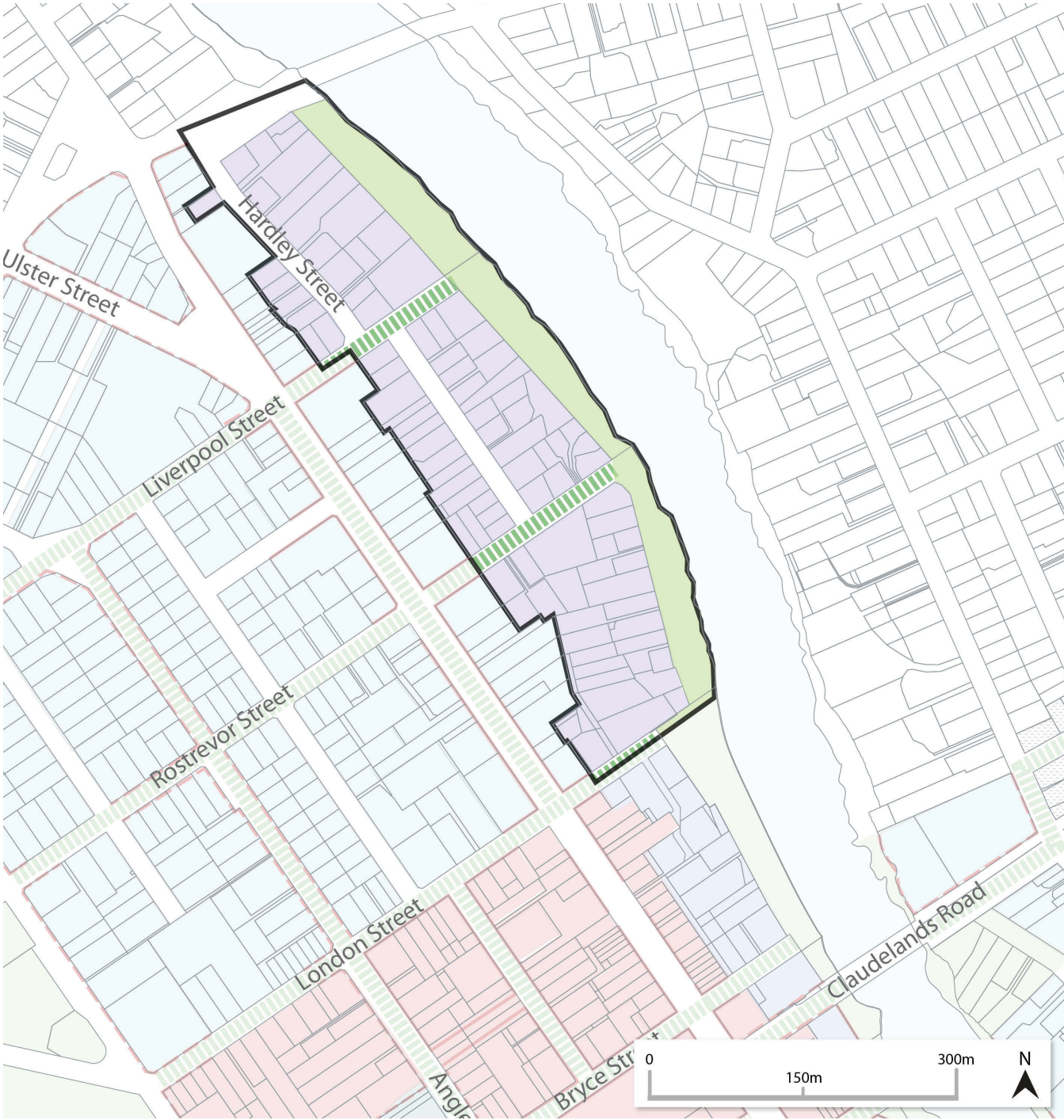


Figure 52: Clifton Precinct - Future Land Use Strategies (Land Use (Ground Floor) Response)



## 6.4 City Living Precinct

### 6.4.1 Existing Character

City Living Precinct includes:

- the northern area bounded by London, Tristram and Mill Street, and lots fronting Victoria Street; and
- the western area bounded by Tristram, Anglesea, Collingwood Streets and Cobham Drive.

The precinct is vehicle oriented in terms of land uses, street amenity and activity (Photo 27 and Photo 28). Uses include supermarkets, large format retail, and a significant presence of car sales and servicing businesses. At grade car parking and outdoor display areas associated with these buildings dominate the built form. Buildings are generally a mix of small, 1-2 storey scale (2 storeys are mainly on Victoria Street) or larger warehouse-type sheds. Along Rostrevor Street, there is a long, locating view towards Frankton in the west framed by mature street trees. Elsewhere, industrial buildings with varied street setbacks, multiple signs and displays, and a lack of planting contribute to a 'hard', barren quality. The relative 'sameness' makes it difficult to orient yourself. Activity is generally limited to business hours. Aside from Victoria Street where there are intermittent awnings, there is no pedestrian amenity in this area.

### 6.4.2 Desired Future Character

City Living is the Precinct with the greatest potential for transformation, particularly to the north. A number of the uses would be more appropriately located to industrial areas outside the central city. This could pave the way for a new mixed use Precinct, with an emphasis on higher density residential living, especially at the edges abutting existing residential or open space (Photo 29). In conjunction with better connections to existing open space, this Precinct will feature new mid-block connections to break down the large street block structure, pocket parks, community open space, and high amenity apartment living as part of comprehensive, master-planned developments.

### 6.4.3 Future Character Strategies

Figures 53 and 55 illustrate the contextual strategies that will shape the future character of this Precinct:

#### Heritage

- Protect the existing character buildings within this Precinct and encourage the retention of a low scale streetscape character along northern Victoria Street, by requiring the street wall height of new development to respond to existing / adjoining buildings.

#### Setting and Topography

- Frame and open up views and access to the river down side streets with appropriate street tree planting.
- Improve the entry experience from the north along Victoria Street (at the intersection with Liverpool Street) through traffic calming measures and clear identification signage for vehicles entering the central city versus those looking to bypass it.
- Extend streetscaping (planting of street trees, upgrade of pedestrian footpaths) to the northern end of Victoria Street (from London Street to Mill Street); and along all other main streets in this Precinct (Anglesea Street, Tristram Street, London Street, Rostrevor Street, and Liverpool Street).
- Protect and enhance the view along Rostrevor Street towards Frankton.

#### Built Form

- Encourage higher scale built form in this Precinct, west of Victoria Street – increasing commercial and residential density in this area.
- Retain low scale built form along Victoria Street.
- Encourage mid-block through links in key locations, breaking down the large block structure in this location and improving walkability.
- 20% permeable surface requirement, including an area of attractive, usable, communal open space; 60% maximum building coverage requirement.
- Maximum 20m height for all buildings, with the exception of Victoria Street which is to retain existing scale at street frontage.
- Provision of additional public realm through increased footpath width along Anglesea Street
- Encourage taller buildings with reduced ground footprint to achieve high floor area ratios. Such

an approach will also assist to minimise effects associated with shadowing and maximise internal lighting and ventilation.

#### Land Uses

Figures 54 and 56 illustrate the land uses proposed, as summarised below:

- Encourage mixed use development, including commercial offices at ground and upper levels; retail, dining at ground; and residential at upper levels.
- Encourage higher density residential developments located along the northern and western edges (facing existing residential and open space)
- Retain and encourage active uses on the ground floor of buildings fronting Victoria Street - including retail, commercial, café / dining, and professional services.

#### Streetscape / Public Space

- Create mid-block connections, breaking down the large street block structure and enhancing pedestrian accessibility.
- Introduce pocket parks, community open space and high amenity apartment living as part of comprehensive masterplanned development.

#### Key Projects

Having regard to the above, key priority projects for consideration include:

- Develop a masterplan for the Precinct, to be implemented over time by both public and private initiatives, including potential for any new through site links, pocket parks and enhancing links with the city core and adjoining open space to west. The masterplan should form part of a marketing drive for the area which will assist to encourage investment and development.
- Improve the interface between this Precinct and neighbouring open space through improved pedestrian connections, and a requirement for built form to face on to Tristram Street.

#### Development Sites 1 & 5 :

Refer Sections 8.1 (Cobham Drive) and 8.5 (Countdown Site, Anglesea Street).



Photo 27: Compromised pedestrian environment, Harwood St

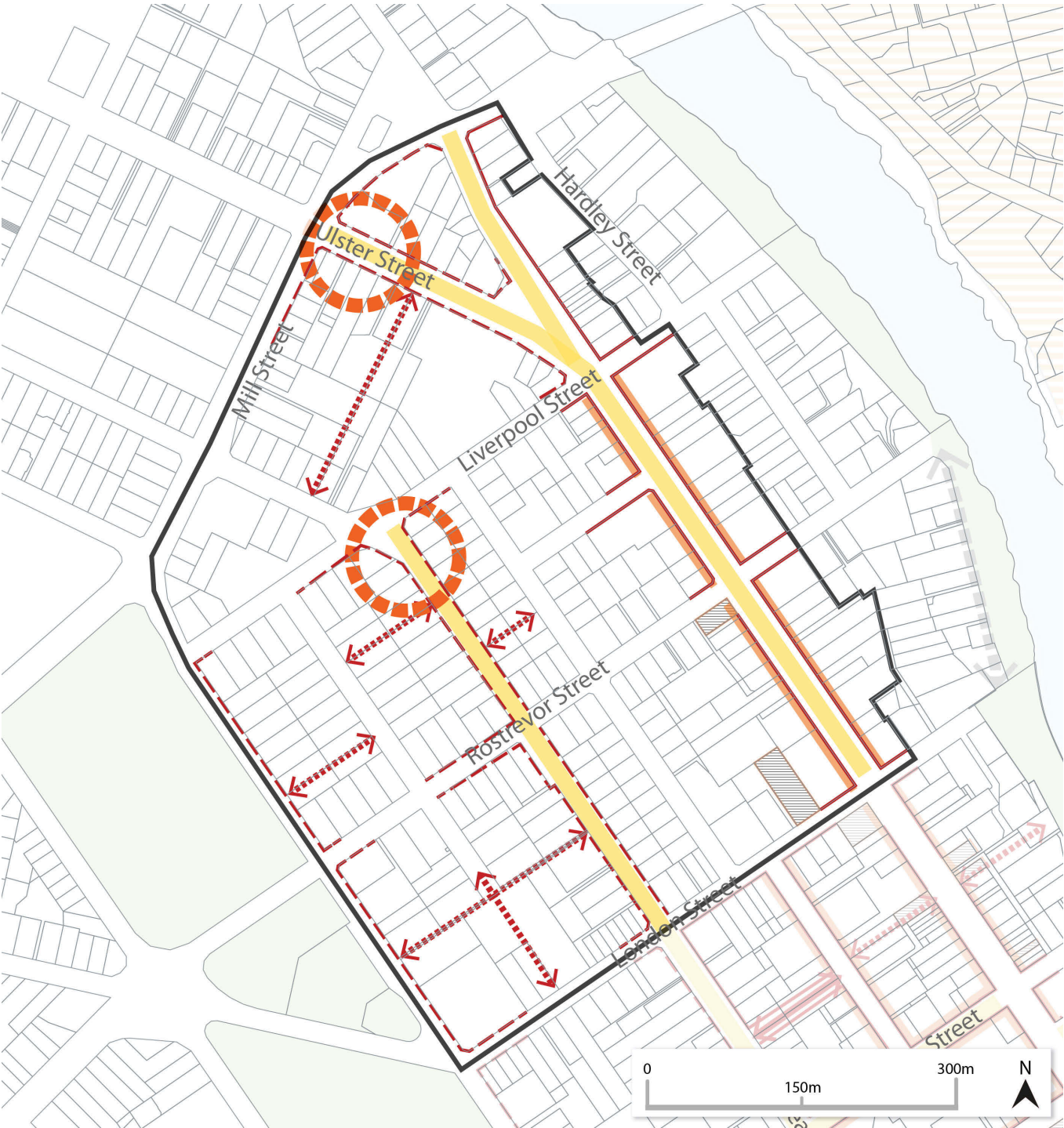


Photo 28: Small scale commercial development, Vialou Street



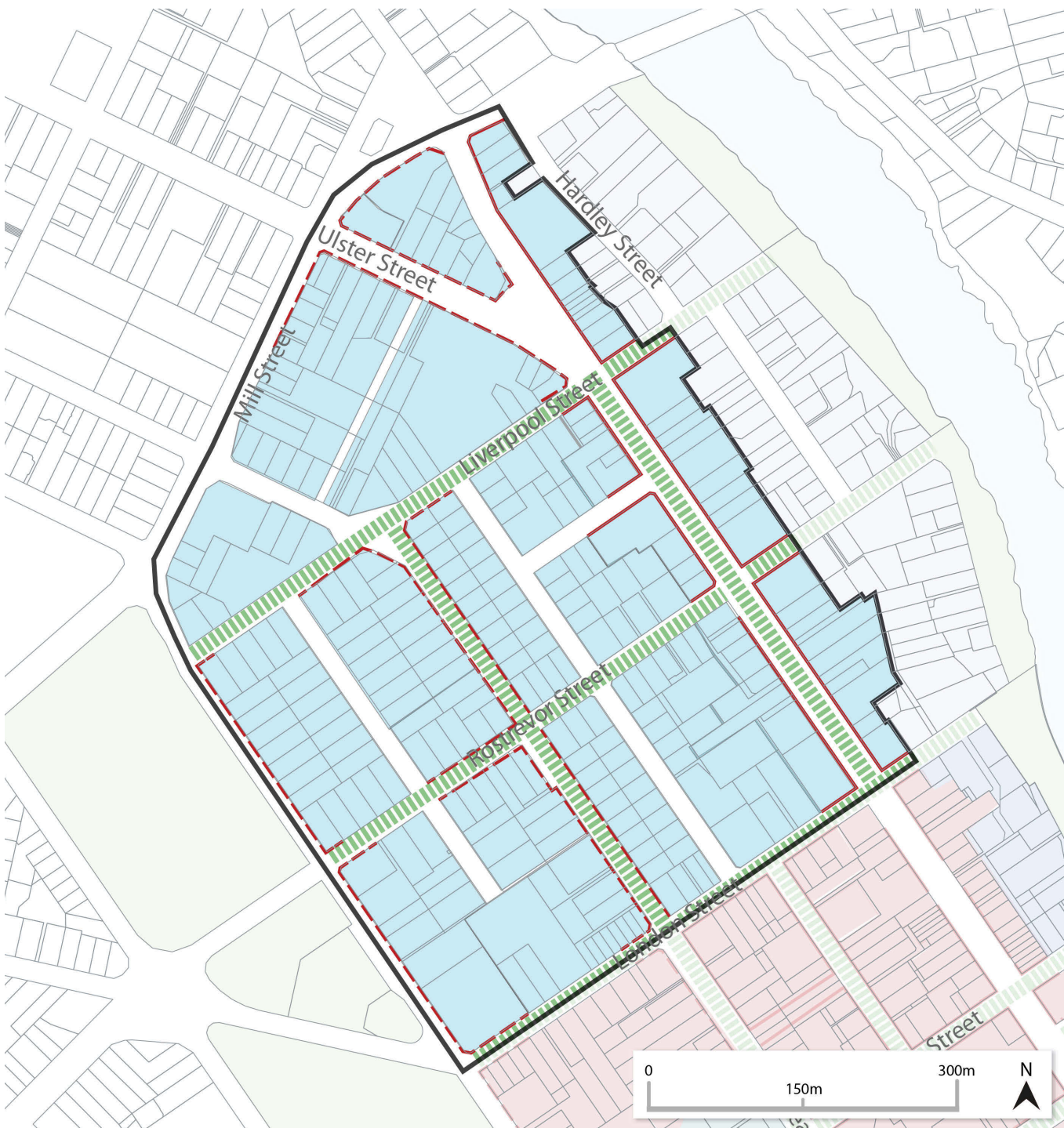
Photo 29: Hinemoa Park, off Tristram Road





- |  |  |   |  |                                    |  |
|--|--|---|--|------------------------------------|--|
| Heritage Building / Adaptive Reuse     |  | Entry / Gateway                         |  | Active Frontage and Awnings        |  |
| Character Area (current District Plan) |  | Increased Pedestrian / Cyclist Priority |  | Partially Active Frontage          |  |
| Retain / Enhance Open Space            |  | Street Wall Height - max 3 storeys      |  | Pedestrian Through Link (Proposed) |  |
|  |  | New Vehicle Connection                  |  | Pedestrian Connection (Existing)   |  |

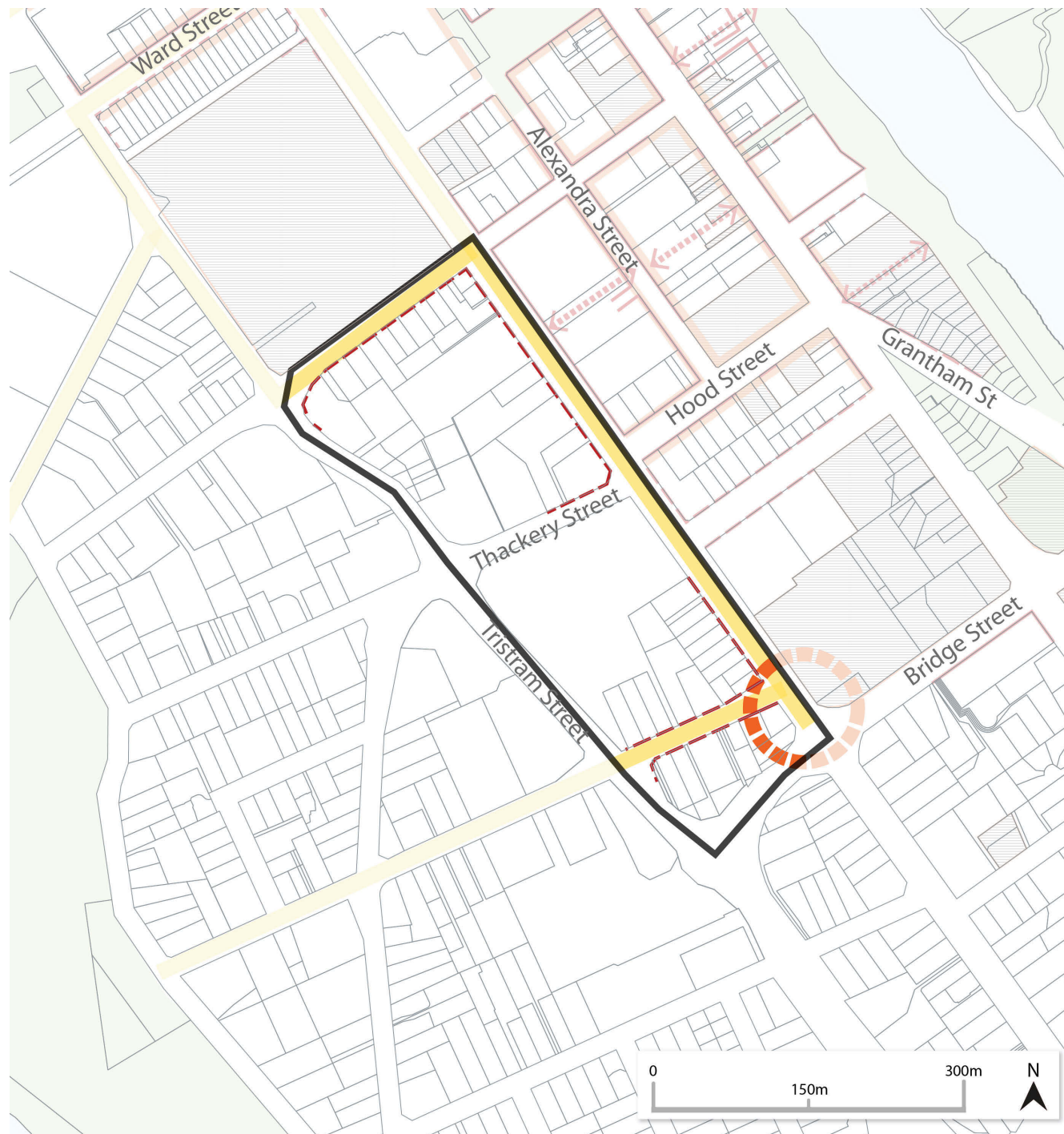
Figure 53: City Living Precinct (north) - Future Land Use Strategies (Contextual Response)



- |  |  |                              |  |                                |  |
|--|--|------------------------------|--|--------------------------------|--|
| Precinct Boundary                          |  | Mixed Use                    |  | Active Frontage and Awnings    |  |
| Retail Focus                               |  | Civic / Community / Services |  | Partially Active Frontage      |  |
| Commercial Focus                           |  | Retain Existing Land Use     |  | Extend / Enhance Streetscaping |  |
| Accommodation / Higher Density Residential |  |                              |  |                                |  |
| Medium Density Residential                 |  |                              |  |                                |  |

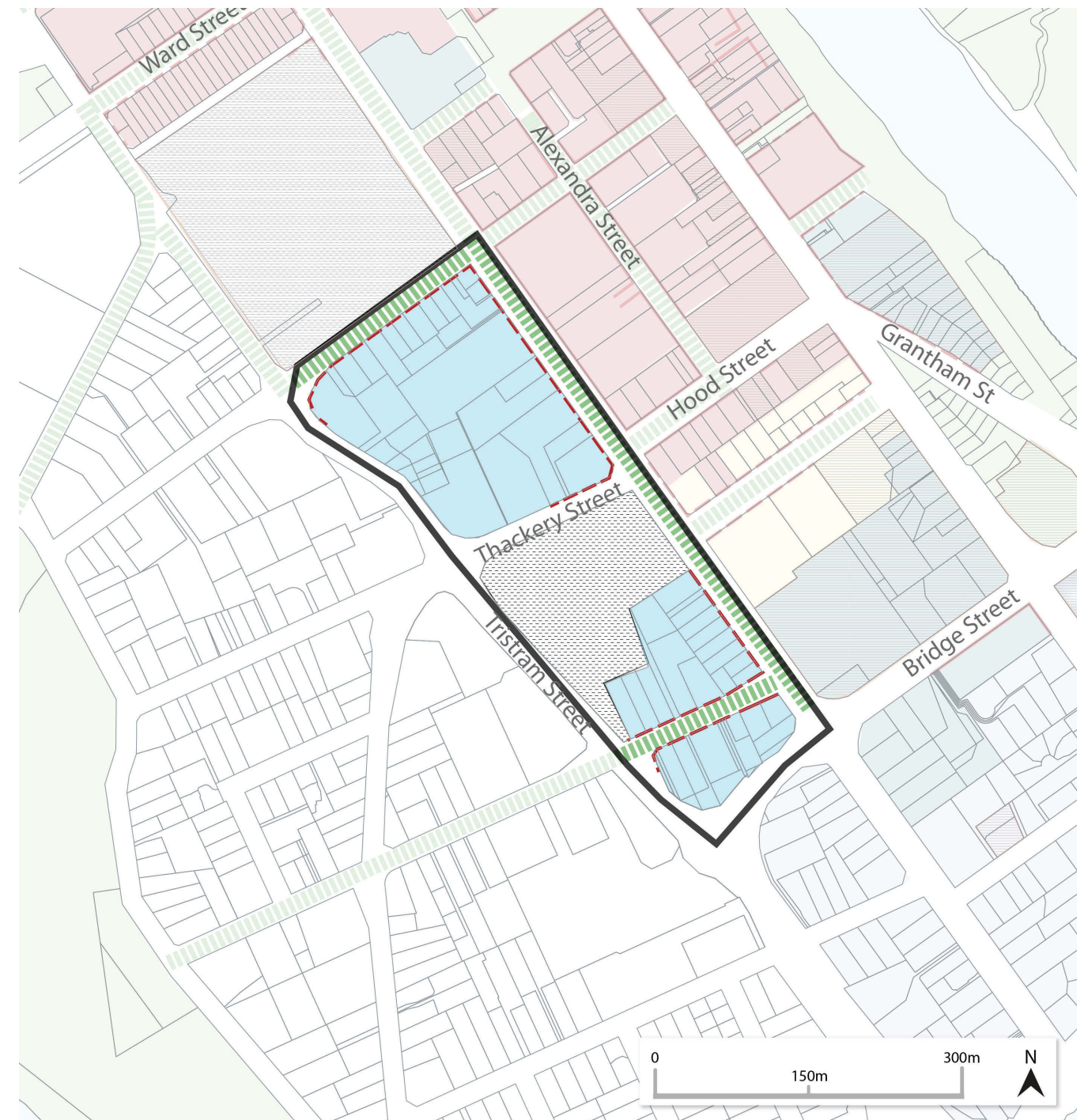
Figure 54: City Living Precinct (north) - Future Land Use Strategies (Land Use (Ground Floor) Response)





- |  |  |   |  |                                    |  |
|--|--|---|--|------------------------------------|--|
| Heritage Building / Adaptive Reuse     |  | Entry / Gateway                         |  | Active Frontage and Awnings        |  |
| Character Area (current District Plan) |  | Increased Pedestrian / Cyclist Priority |  | Partially Active Frontage          |  |
| Retain / Enhance Open Space            |  | Street Wall Height - max 3 storeys      |  | Pedestrian Through Link (Proposed) |  |
|  |  | New Vehicle Connection                  |  | Pedestrian Connection (Existing)   |  |

Figure 55: City Living (west) - Future Land Use Strategies (Contextual Response)



- |  |  |                              |  |                                |  |
|--|--|------------------------------|--|--------------------------------|--|
| Precinct Boundary                          |  | Mixed Use                    |  | Active Frontage and Awnings    |  |
| Retail Focus                               |  | Civic / Community / Services |  | Partially Active Frontage      |  |
| Commercial Focus                           |  | Retain Existing Land Use     |  | Extend / Enhance Streetscaping |  |
| Accommodation / Higher Density Residential |  |                              |  |                                |  |
| Medium Density Residential                 |  |                              |  |                                |  |

Figure 56: City Living (west) - Future Land Use Strategies (Land Use (Ground Floor) Response)





*Provide opportunities to live, work and play*

*Connect key attractors and areas of interest within and surrounding the Central City*

*Have bustling city streets and vibrant public spaces*



## 6.5 Downtown Precinct

### 6.5.1 Existing Character

This Precinct is generally bounded by lots fronting Victoria Street, Hood Street and Garden Place, and includes river-fronting lots between Alma Street and Marlborough Street.

The Precinct currently has high pedestrian amenity (particularly along the upgraded Victoria Street) (Photo 30), pedestrian priority, and ‘spill out’ uses activating the street edge. The view along Victoria Street has been framed and enhanced by a recent streetscape upgrade which also extends the pedestrian domain. There are some fine corner commercial heritage and other buildings that add ‘character’ to the Precinct, for example on Hood, Collingwood and London Streets. There are a number of large, bulky office buildings from the mid-late 20th century that are functional and utilitarian in character.

The Precinct consists of predominantly 2 storey street edging buildings with awnings. A cluster of higher buildings around the casino and Garden Place (5-7 storeys) create a sense of ‘centre’ on approach into the city. Garden Place (Photo 31) is a large public space but poorly edged with a number of blank, ‘closed’ facades that do not relate to those spaces. It is used sporadically rather than continually, and not to its full extent.

Land uses largely consist of food / dining towards the south and ground floor retail to the north. In the centre are hotels / entertainment and some commercial offices, with increasing mixed use development as they are converted to apartments above the ground floor (the Pascoes building and the Caro building are good examples of this kind of use). Casabella Lane provides a good example of a high quality pedestrian oriented retail environment (Photo 32).

The sense of activity and amenity falls off quickly past the corners of joining streets (in both directions). There is limited access to the river and no clear connections to it. In these areas, the quality of the pedestrian experience is diminished. Further, connections to surrounding areas are typically internalised (Centre Place, Sky City, Downtown Plaza).

### 6.5.2 Desired Future Character

Victoria Street will remain the pedestrian core of the city, with buildings that contribute to a high quality public domain, and enhanced connections to the river. Garden Place will have a much higher level of pedestrian activity throughout the day and through the year, with increased passive surveillance from residential uses overlooking it. At street level there will be more active frontages with high quality retail uses and the continuation of ground floor dining (restaurants, bars and cafes). Uses other than these should be limited to above ground floor, so that they do not dominate the streetscape.

### 6.5.3 Future Character Strategies

Figure 58 illustrates the contextual strategies that will shape the future character of this Precinct:

#### Heritage

- Protect the intimate, low scale heritage streetscape character of Hood Street (east of Alexandra Street) and Victoria Street (west side, south from Collingwood Street) by requiring the street wall height of new development to respond to existing / adjoining buildings (see Figure 57).
- Retain and adapt heritage buildings for a range of uses, including residential, to bring people into the city around the clock and to support more diverse services.

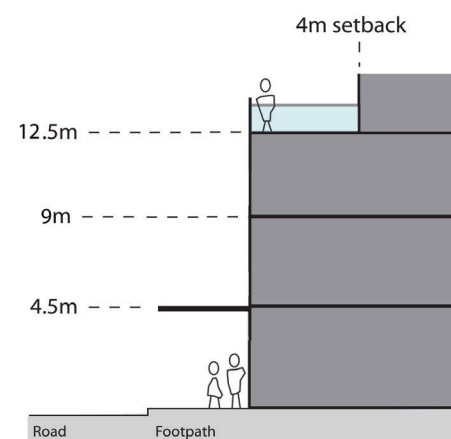


Figure 57: Example of building setback at upper levels

#### Setting and Topography

- Increase opportunities to capture views of the river and beyond from within buildings.
- Frame and open up views and access points to the river down side streets with appropriate street tree planting (and trimming).
- Improve the entry experience from the north along Victoria Street (at the intersection with London Street).
- Extend streetscaping (planting of street trees, upgrade of pedestrian footpaths) on the western end of Hood Street.

#### Built Form

- 16m height allowance, with 32m allowable where significant public benefits are obtained, such as public arcades, pocket parks, through links being provided on site.
- Further control on building height through design guidelines, where overshadowing, effects on public realm and viewshafts will be key considerations.
- Retain the two to three storey ‘street wall height’ along Victoria and Hood Streets, requiring any additions to heritage buildings and any new buildings over 3 storeys to step back from the street edge.
- Require river fronting buildings to face on to the river, maximising views to the east.
- Allow for adaptive re-use of heritage buildings to enable commercial or residential uses above ground level.
- Require active frontages and awning cover at the ground floor.
- Alexandra Street: encourage fine grain retail.
- No permeable surface requirement; no maximum building coverage.
- Require built form to street boundary along all primary pedestrian streets.
- Require buildings to face on to all public spaces.

#### Land Uses

Figure 59 illustrates the land uses proposed, as summarised below:

- Encourage an even spread of café / dining, retail, commercial and residential uses throughout the Precinct.
- Extend the retail core extended west across Anglesea Street, between Ward and London Streets.
- Encourage smaller scale, ‘boutique’ type retail along Alexandra Street, Barton Street, Bryce and Ward Streets (part), Victoria Street (part) and within new and existing laneways.
- Encourage larger format retail along the western fringe of the central city, particularly along Tristram Street.
- Retain and encourage active uses on the ground floor of buildings fronting public streets and spaces, including retail, commercial, café / dining, and professional services.
- Retain and encourage diverse uses above the ground floor, including commercial, residential and dining uses.
- Avoid inactive land uses such as residential and office space at ground floor level.
- Encourage the provision of market space within the Downtown Precinct. Possible locations include Garden Place; Civic Square; and the existing K Mart site (between Bryce and Ward Streets).
- Require any new development edging ‘Riff Raff’ reserve to directly overlook and open onto the public space.
- Garden Place: Encourage active ground floor uses (such as high end retail, cafe, dining) that extends past business hours, and office development at upper levels.
- Ward Street: encourage predominantly retail development.



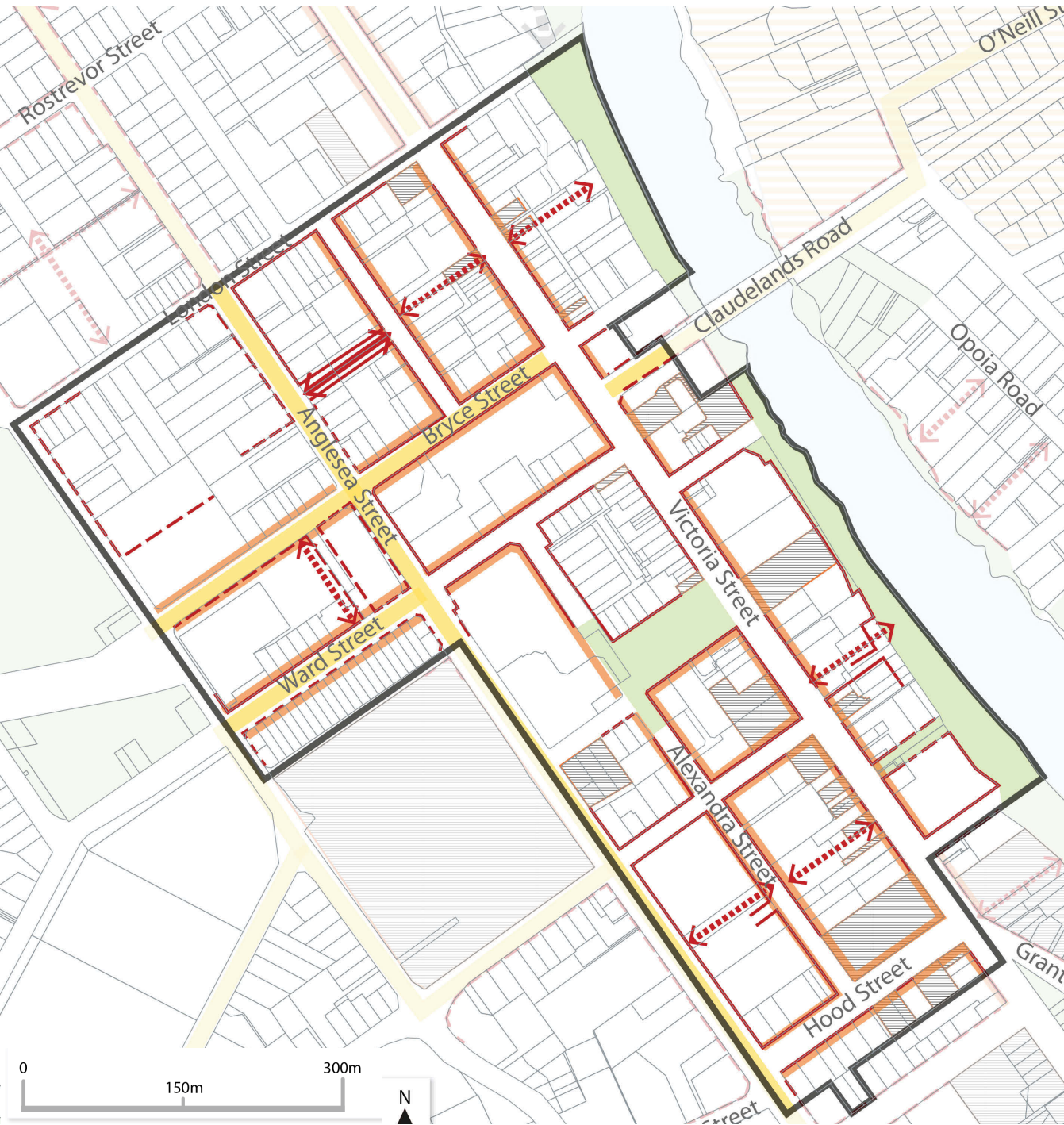


Figure 58: Downtown Precinct - Future Land Use Strategies (Contextual Response)

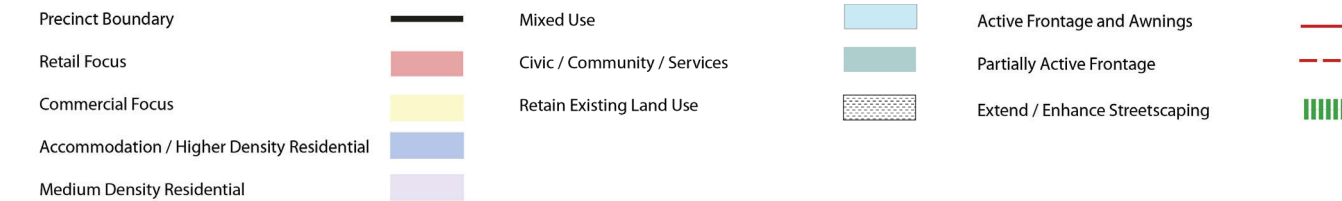
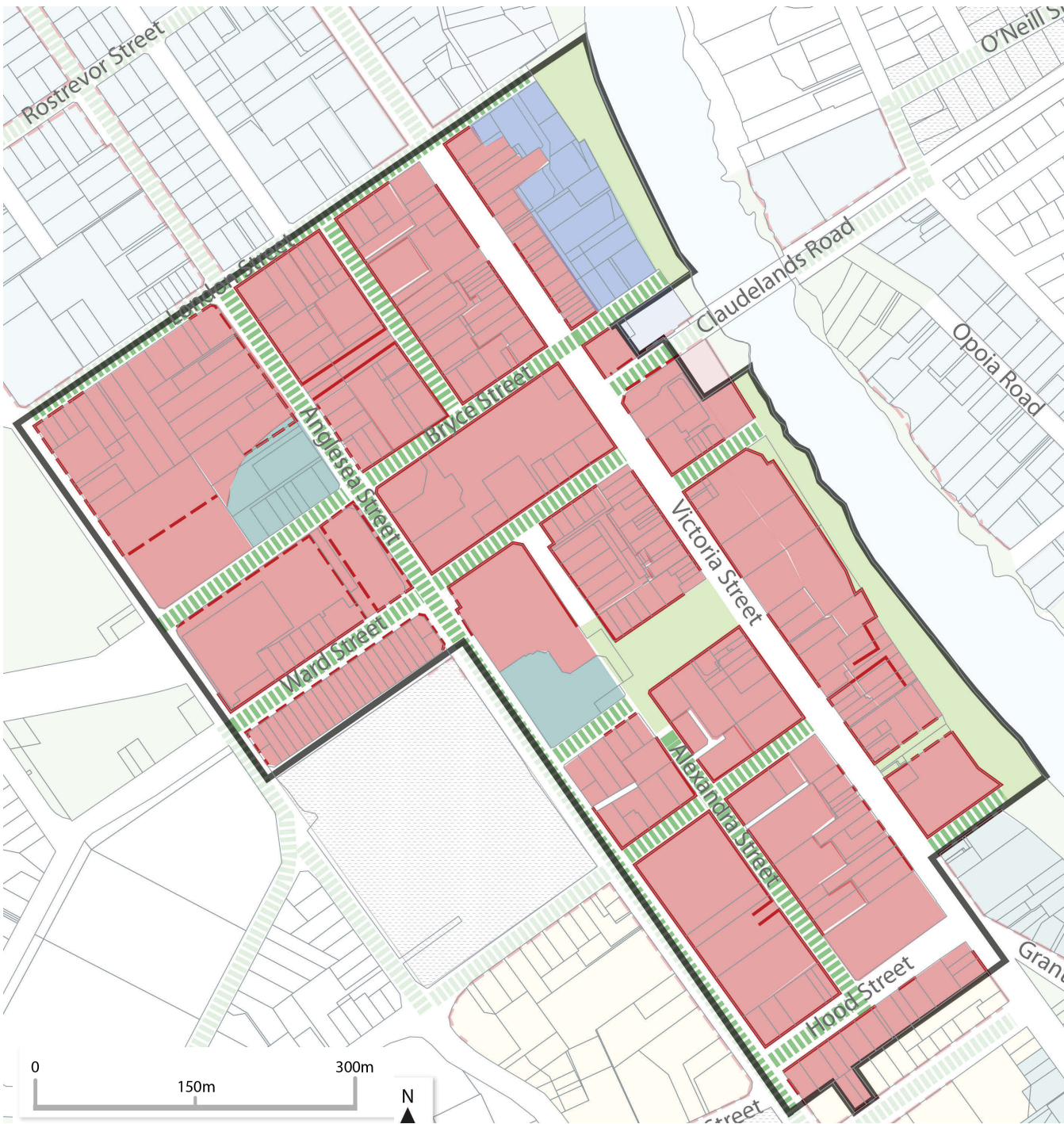


Figure 59: Downtown Precinct - Future Land Use Strategies (Land Use (Ground Floor) Response)



Streetscape / Public Space

- Extend existing high quality public realm and landscaping (present on Victoria and Eastern Hood Streets) across to other major roads within the Precinct.
- Widen footpaths in some locations (particularly northern Anglesea Street and Tristram Street). This can either be achieved through carriageway narrowing or through building setbacks.
- Enhance visual and physical connections to the river.
- Encourage building setbacks along the riverfront to enable space for an upper level river promenade (in line with the existing CBD Structure Plan).
- Investigate the potential for a pedestrian bridge to be located over the Waikato River.
- Encourage additional through block linkages to connect Anglesea Street to Victoria Street.
- Garden Place: Organise a comprehensive events calendar to encourage the use of Garden Place as the focal point of the community.
- Ward Street: Encourage pedestrian priority between Anglesea and Victoria Streets / improved pedestrian amenity west of Anglesea Street.
- Ward Street: Improve the pedestrian crossings at the intersections of Ward and Anglesea Streets.
- Bryce Street: Enhance pedestrian connections and increase pedestrian amenity across Bryce Street between Centre Place and Barton Street.

Key Projects

Having regard to the above, key priority projects for consideration include:

- Street upgrades along Anglesea Street, Ward Street and Bryce Street.
- Construction of a pedestrian bridge over the Waikato River.
- Ensuring that new developments located along the western riverbank are river facing and set back to enable the construction of a high level public promenade.
- Creation of an events / gig guide for Garden Place.



Photo 30: Victoria Street



Photo 31: Garden Place



Photo 32: Casabella Lane

Reinstating Passenger Rail Connections

Located between and below Bryce, Ward and Anglesea Streets is an existing rail line and currently unutilised rail station, offering potential for an inner city rail connection to outlying areas of Hamilton, surrounding towns and Auckland CBD. Plans for a daily rail service connecting Hamilton and Auckland has gained momentum since a survey by the Waikato Regional Council late last year found strong support, with 81 per cent of Waikato residents supporting the rail link.

Figure 60 provides a concept diagram illustrating the potential for strong links between the existing rail station and surrounding land uses. As well as providing direct access at ground level to an integrated mixed use development above (refer section 8.4 - Development site 4), potential exists to establish below ground links (and thus avoid street crossings) to adjoining sites.

In particular, links within less than two minutes could be made to the existing transport centre (local buses); WinTec and Centre Place. Design carefully, portals can add interest to the public realm.

Should such a rail initiative go ahead, the extension of retail and dining activities and commitment to safe, attractive public realm and pedestrian orientated streets becomes increasingly important to establish a destination of visitors to the area.

Development Sites 2, 3 and 4:

Refer Section 8.2 (Holden site, Alexandra and Hood Streets), Section 8.3 (Victoria on the River site, Victoria Street) and Section 8.4 (Warehouse / Kmart / Transport Centre site).



Photo 33: Example of Rail Portal in public realm (Bilboa, Spain)



Photo 34: Example of Rail Portal in public realm (Bilboa, Spain)





Figure 60: Potential integration of land use and the Central City Rail Station



## 6.6 Ferrybank Precinct

### 6.6.1 Existing Character

The Ferrybank Precinct is bounded by Knox Street and Marlborough Place in the north, the Waikato River to the east, Bridge Street and the Waikato River to the South and Anglesea Street to the west. It has a well-established, 'solid' character provided by clustered civic and community uses in a mix of newer and older buildings. Some of these are substantial heritage buildings within landscaped settings.

The Ferrybank Precinct is rich in character that should continue to be protected, e.g. the Court House (Photo 35), St Peters Cathedral, the Museum and ArtPost buildings are located within this area. The rivers edge (Photo 36) in this location has long housed some of Hamilton's major river activities – such as the rowing club and sport fishing club, walking and cycling. Knox and Anglesea Streets within this Precinct are planted with semi-mature street trees that in time will further contribute to a green, leafy character. Mature street trees on Bridge Street define the approach to the bridge as well as creating an attractive streetscape in this Precinct.

### 6.6.2 Desired Future Character

The Ferrybank Precinct will be the civic, community, cultural and tourism 'heart' of Hamilton's central city. Existing heritage and character buildings within this Precinct will be protected and enhanced by future development. Commercial development above active ground floor uses (dining, retail) will enliven Knox Street, creating a desirable working environment in close proximity to some of Hamilton's main attractions (the river, the museum, ArtPost etc.). Both small and larger scale tourism activities, will be encouraged along the eastern side of Victoria Street, south of Marlborough Place. Hotels, combined with public amenities and opening up access towards the river, will be given consideration within this area.

This Precinct is within close proximity of the city core and associated shops, dining, entertainment and business facilities. The Precinct is also close to many of the main attractors within the city such as the Museum, rowing club and riverfront.

### 6.6.3 Future Character Strategies

Figure 61 illustrates the contextual strategies that will shape the future character of this Precinct:

#### Heritage

- Protect and enhance the existing character and heritage buildings within this Precinct.
- Further highlight heritage features through improved signage and pedestrian linkages.
- Ensure new developments surrounding heritage buildings to be complementary in scale and proportion, so as not to detract from their character.

#### Setting and Topography

- Extend streetscaping (planting of street trees, upgrade of pedestrian footpaths) along Anglesea and Knox Streets.
- Protect and enhance long, locating views from west to east (along Knox and Bridge Streets) towards the areas of open space and the river.
- Retain and enhance areas of open space adjacent to the river, down by the rowing club and in the park area surrounding the outdoor pool, including Grantham Reserve (refer Photo 37).
- Encourage clear, well sign-posted pedestrian linkages from the western side of this area (the residential area around Lake Rotoroa) to the open space and recreational area adjacent to the river.

#### Built Form

- Retain the existing scale and character of the Precinct - with the majority of buildings relatively low in scale (2-3 storeys).
- Encourage a consistent and low level built form along Knox Street, mirroring the heritage character of Hood Street and requiring a street wall height of 3 storeys.
- Encourage medium scale tourism developments along the eastern side of Victoria and Grantham Streets.
- 20% permeable surface requirement; and 80% maximum building coverage.
- Maximum 13m height for all buildings.
- 3m building setbacks from front boundaries.

#### Land Uses

Figure 62 illustrates the land uses proposed, as summarised below:

- Retain and enhance existing civic / community uses within this Precinct. These act as landmarks and draw cards within the central city.
- Establish tourism activities along the riverfront and along Grantham Street.
- Encourage small format, active uses at street level along Knox Street (dining, retail, bar), with residential (uses located above).
- Encourage the continuation and consolidation of existing civic facilities in the Precinct – surrounding the Court House, along the rivers edge and adjacent to the Museum and Art Post buildings.
- Encourage the provision of market space adjacent to the river, within the Tourism precinct.

#### Streetscape / Public Space

- Continue to protect and maintain the grounds surrounding the Court House and enable public access to this area.
- Encourage enhanced pedestrian connections to and along the rivers edge.
- Consolidate and connect public open spaces across Grantham Street through increased pedestrian priority in this area.

#### Key Projects

Having regard to the above, key priority projects for consideration include:

- Develop and implement a tourism strategy for the riverfront to encourage people to utilise this area.



Photo 35: Hamilton Court House



Photo 36: Riverside Walkway



Photo 37: Grantham Reserve





Figure 61: Ferrybank Precinct - Future Land Use Strategies (Contextual Response)

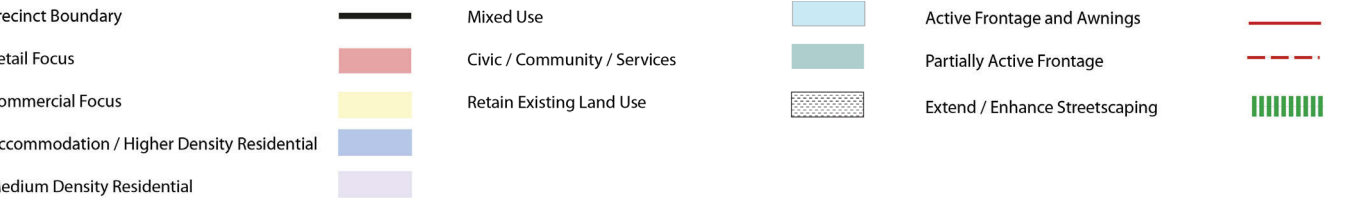
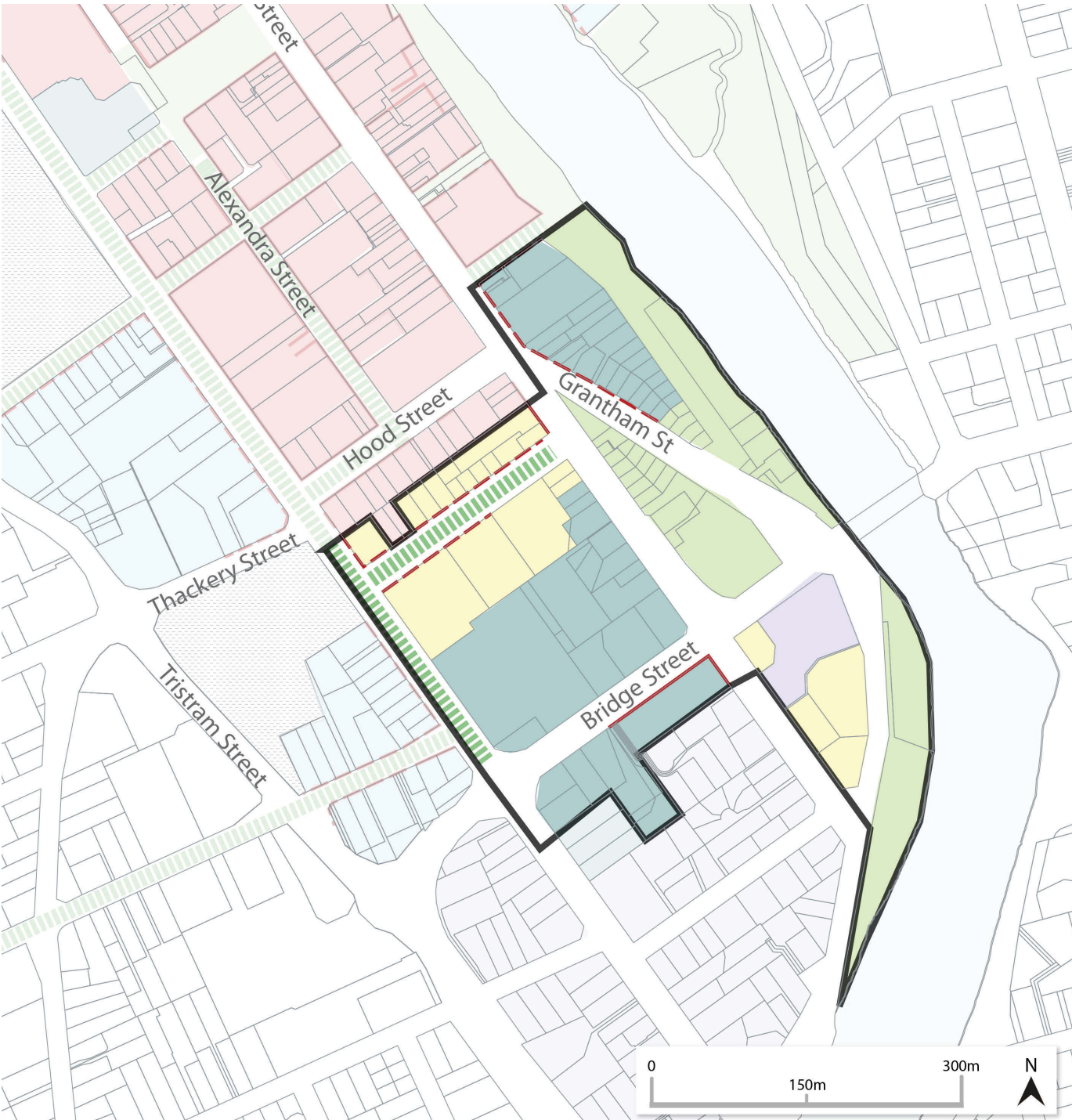


Figure 62: Ferrybank Precinct - Future Land Use Strategies (Land Use (Ground Floor) Response)



## 6.7 Radnor Precinct

### 6.7.1 Existing Character

The Radnor Precinct is bounded by Bridge Street to the north, Tisdall Street to the east, Waikato River to the south and Cobham Drive to the west. The Precinct largely consists of low density, large single-storey residential dwellings on generous lots (Photo 38) with some larger, medium density developments. There is also an increasing trend towards the conversion of detached dwellings on generous sections into professional offices.

Residential streets are well landscaped (Photo 39), with established mature street trees, some in the centre median, contributing to a lush green character. The topography is elevated with some steeply descending streets to the river with lower areas nestled into the bank, and expansive views to the south from upper slopes.

### 6.7.2 Desired Future Character

The desired future character for Radnor is to retain small scale residential developments (allowing for a maximum of four storeys on flat and ridge areas), encouraging a mix of single and attached dwellings. The height of dwellings in lower areas might be able to go up where views will not be impeded and perhaps on the higher plateau. No building should be allowed to be constructed on steep slopes in order to protect green bushy character with individual buildings nestle within it.

### 6.7.3 Future Character Strategies

Figure 63 illustrates the contextual strategies that will shape the future character of this Precinct:

#### Heritage

Create diverse, high quality building stock, which will maintain a strong aesthetic for the area for years to come.

#### Setting and Topography

- Protect and enhance long, locating views from residential streets and properties towards the river.
- Retain and enhance areas of open space adjacent to the river, down by the Sports Fishing Club.
- Restrict over-planting on slopes to retain landscape stability and slope amenity.

#### Built Form

- Encourage a consistent and low level built form within the Precinct, with residential developments ranging from single storey through to a maximum of four storeys in low lying areas.
- Enable the existing commercial development on the eastern edge to develop as a mixed use, high density development.
- 25% permeable surface requirement; and 50% maximum building coverage.
- Encourage a maximum of four storeys - 13m height.
- 3m building setbacks from front boundaries.

#### Land Uses

Figure 64 illustrates the land uses proposed, as summarised below:

- Retain a mixture of single, detached housing and town houses / terraced housing to continue to provide choice within these areas.

#### Streetscape / Public Space

- Retain small local residential roads with street planting and landscaping.
- Develop a landscape masterplan for the Precincts, to be implemented over time by both public and private initiatives, including potential for any new through site links and continued upgrade of the riverside walkway and parks.

#### Unique Elements / Attractors

- This Precinct is bounded to the south by the Waikato River, it has high streetscape amenity - benefiting from the qualities of a suburban area, but located within the central city.



Photo 38: Lower Anglesea Street



Photo 39: Tisdall Terrace





Figure 63: Radnor Precinct - Future Land Use Strategies (Contextual Response)

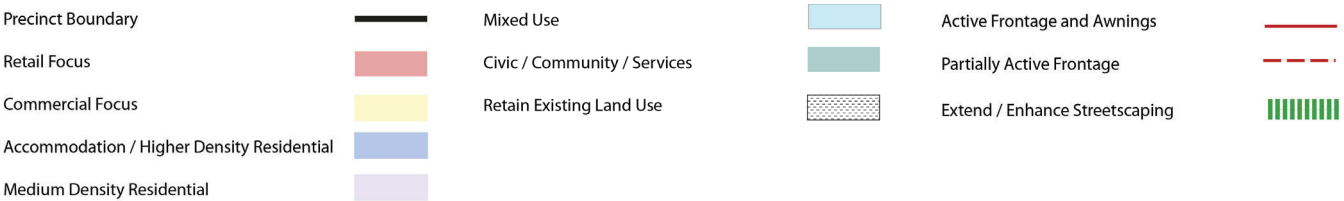
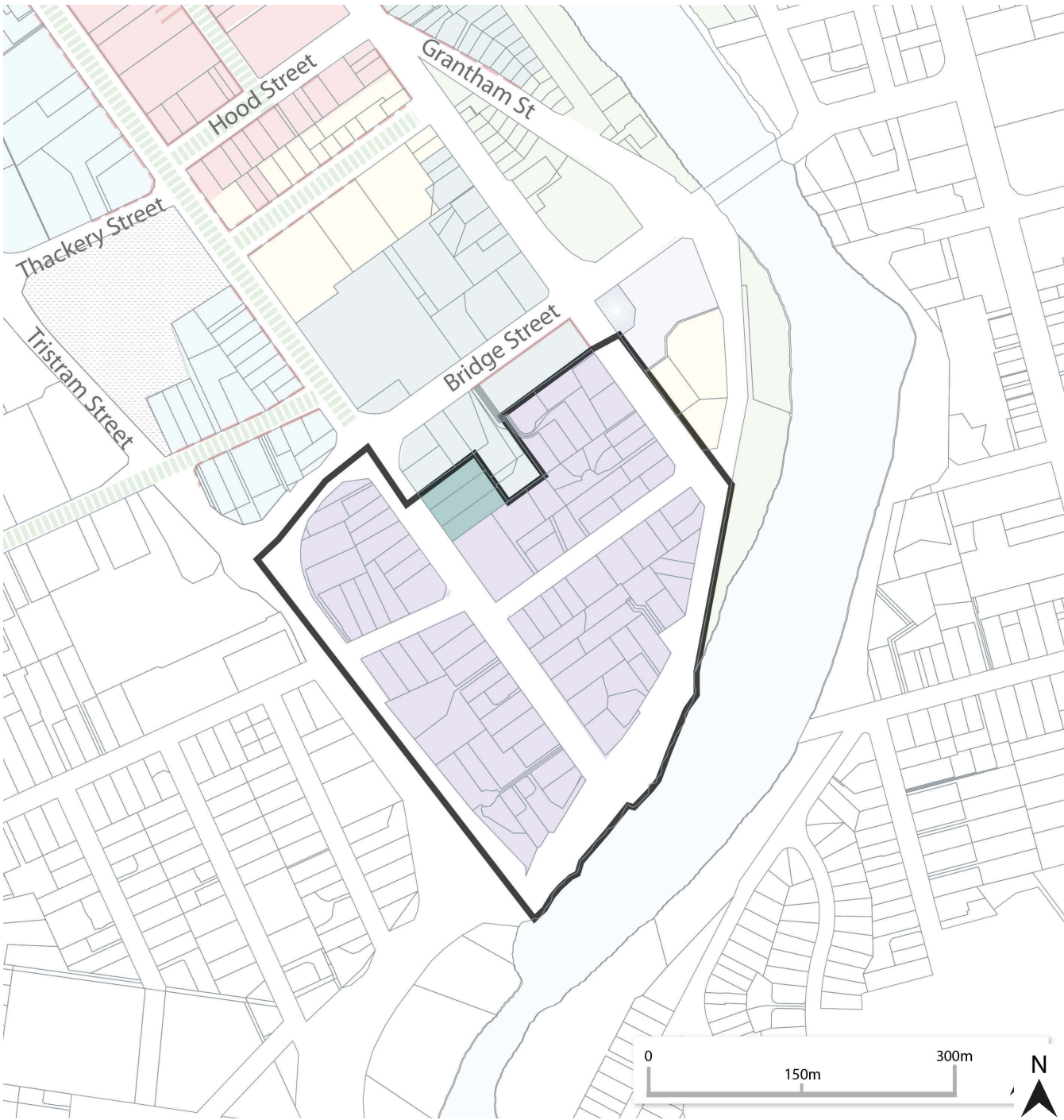


Figure 64: Radnor Precinct - Future Land Use Strategies (Land Use (Ground Floor) Response)



6.8 Riverside Development

The existing river frontage in Hamilton is hidden from the central city, with few obvious connections between Victoria Street and the river's edge and built form which turns its back on the river. It is considered that this area presents a major opportunity for Hamilton to create a premier public open space, supported by safe and legible connections and attractive and sustainable built form. The following section details how Hamilton can move from the existing situation towards a future which embraces the Waikato River as part of the central city.

6.8.1 Analysis of Existing Situation

Figure 65 illustrates the existing situation along the riverfront in Hamilton's central city. This shows sparse built form and an abundance of 'dead space' along the rivers edge currently utilised for parking or 'back of house' services.

The existing open space along the river's edge, (Soldiers Memorial Park and Jesmond Park to the East and Grantham Reserve and the area surrounding the Rowing Club to the west) provide green 'book ends' framing the river and providing strong potential for improved connections along the river front itself and across the river from west to east.

There are several 'character' and heritage buildings located along Victoria Street, and these have been highlighted in the plan. It is recommended that heritage buildings be preserved and enhanced with adjacent buildings sympathetic in scale, form and colour.

Building height ranges from 3-4 meters to 30 meters along the river's edge, with higher buildings generally used as hotel and accommodation facilities. The form of the buildings ranges from small, narrow shop frontages to large format buildings such as the Casino.

There are several openings between buildings that could provide successful linkages from Victoria Street to the rivers edge, and these have been highlighted in yellow. Activation of these spaces is fundamental to ensuring their future use and safety. Existing connections to the river are provided down Marlborough Place, the Riff Raff connection and Alma Street.

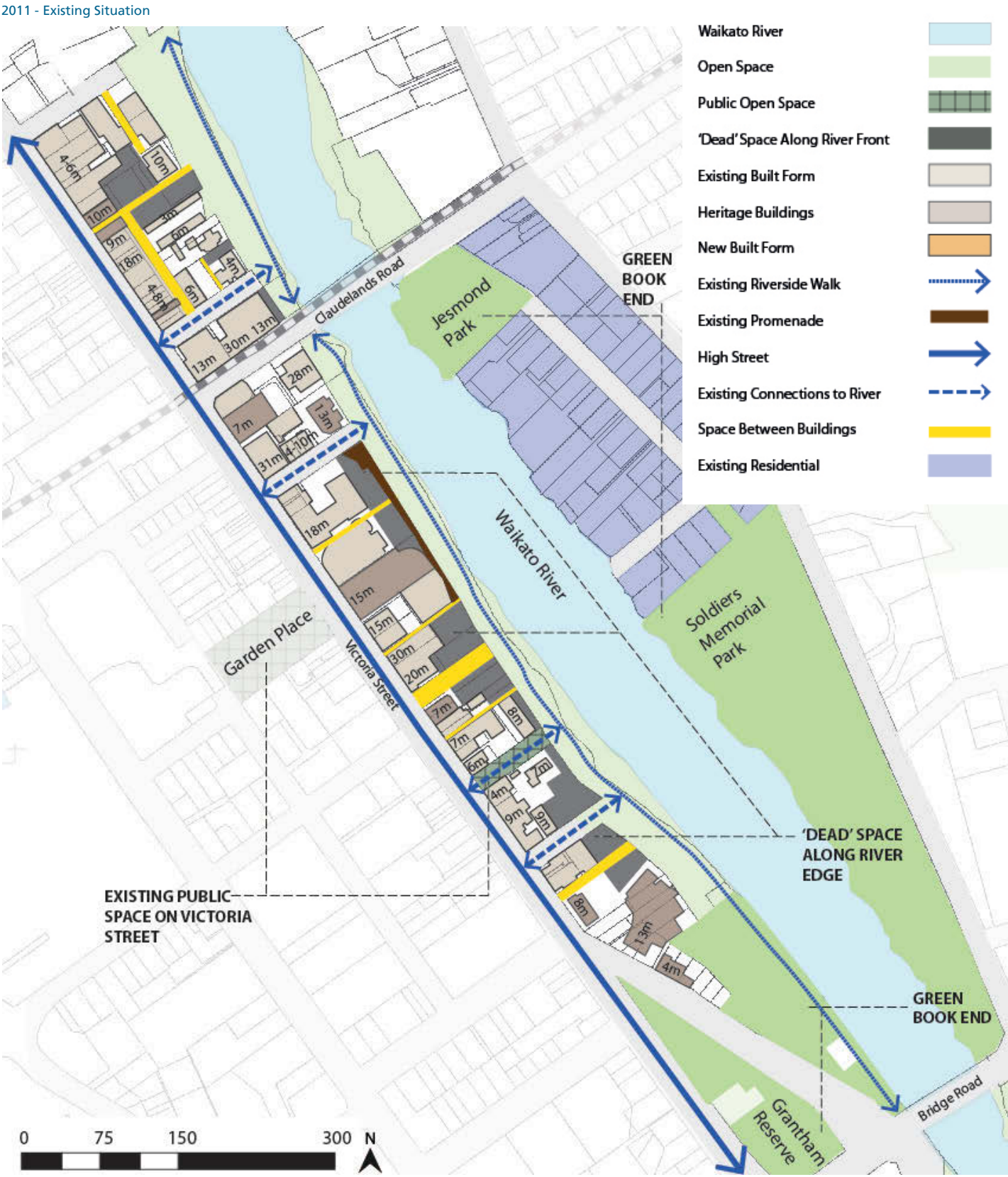
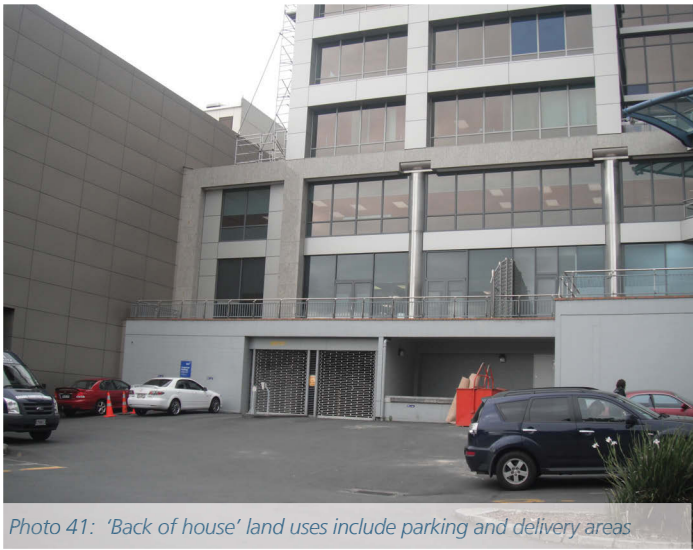


Figure 65: Analysis of existing riverfront, illustrating areas of vacant / underutilised space, age of buildings and potential connections.



### 6.8.2 Objectives

The following objectives provide a vision for Hamilton's river front, looking forward to 2041. The primary aim is open up and merge the river edge with Victoria Street and the city centre as a whole. This will be achieved by protecting existing and establishing new links between the two areas, such that buildings become enveloped within a public landscape (refer Figure 66) of natural and man made spaces.

As part of opening up the riverfront, it anticipated that a riverside promenade will develop over time, with initial public space along the rivers edge taking the form of 'pocket parks', as illustrated in Figure 65 which depicts a 2021 vision. However, it is considered that over time, new buildings will set back from the rivers edge, and some areas will be built out in front of existing buildings to create a continuous riverside promenade, see Figure 68.

#### A Public River Front

The river front will be developed as Hamilton's premiere public space, providing opportunities for people to access and appreciate the Waikato River.

#### A Connected River Front

The river front will be safely and easily accessible from Victoria Street via streets and laneways. Additional pedestrian connections from the east side of the river will improve pedestrian connectivity not only to the river front, but also to the central city.

#### An Active River Front

The river front will be an active public space, with buildings fronting on and opening out on to a riverside promenade. This area will be prime real estate, with high quality new development creating complete street blocks between the river and Victoria Street.

#### A Sustainable River Front

The river front will be sustainable. Built form will carefully consider daylighting principles to ensure that the buildings provide a pleasant environment both within the buildings themselves and also the public spaces which surround them and open out on to the river.

#### An Iconic River Front

The river front will be iconic - a destination within Hamilton, Waikato and New Zealand. A pedestrian bridge connecting west to east will be a feature, attracting people to the rivers edge. The materials, lighting and landscaping along the promenade will be of a high quality, reflecting the significance and beauty of the Waikato River.



Concept Diagram - Merging the Riverfront with Victoria Street and the City Centre



Figure 66: Analysis of existing riverfront, illustrating areas of vacant / underutilised space, age of buildings and potential connections.



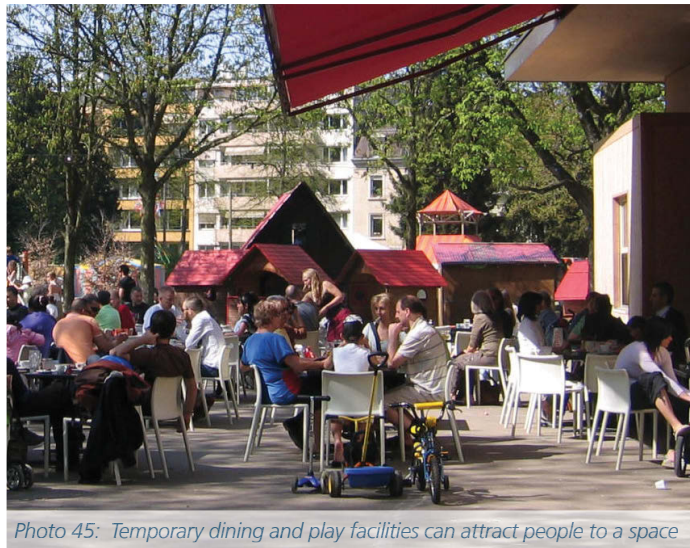


Photo 45: Temporary dining and play facilities can attract people to a space



Photo 46: Laneways can add interest to a city centre (Casabella Lane)

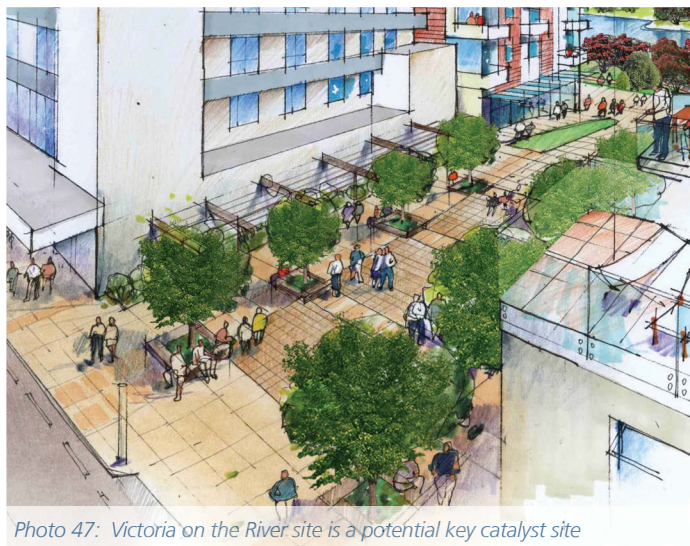


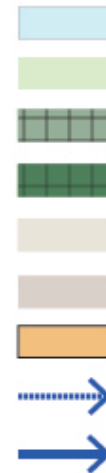
Photo 47: Victoria on the River site is a potential key catalyst site

### 6.8.3 Key Aspirations for Riverfront

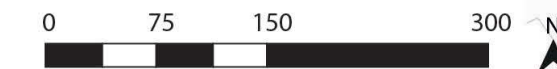
The following pages illustrate an indicative plan of how the riverfront could develop in the medium term, identifying potential uses and activities within key areas or catalyst sites.

- ① Promote temporary uses / activities within existing riverfront spaces, drawing people to the rivers edge and keeping people engaged with this space through its evolving and temporary nature.
- ② Protect and enhance existing connections, and encourage the formalisation of laneways and through-site links in to successful public spaces. Activate laneways through ground floor activities, such as 'hole in the wall' cafe's and encourage upper levels to overlook these spaces to promote safety and reduce CPTED concerns.
- ③ Council to develop the Victoria on the River site as a catalyst project, promoting public space along the river and illustrating the benefit and feature this provides within the Central City. This site is to highlight all aspects promoted within this area such as ground floor activation, through-site links, public space along the riverfront, built form which incorporates setbacks and setbacks.

Waikato River  
Open Space  
Public Open Space  
Public Space Along River Frontage  
Existing Built Form  
Heritage Buildings  
New Built Form  
Existing Riverside Walkway  
High Street



Existing Connections to / along River  
New Connections to / along River  
Potential area for future pedestrian bridge location  
Proposed Medium Density Residential  
Proposed Mixed Use, Residential Above  
Active Recreation / Temporary Activity  
Passive Recreation



2021 - Pockets of Public Space

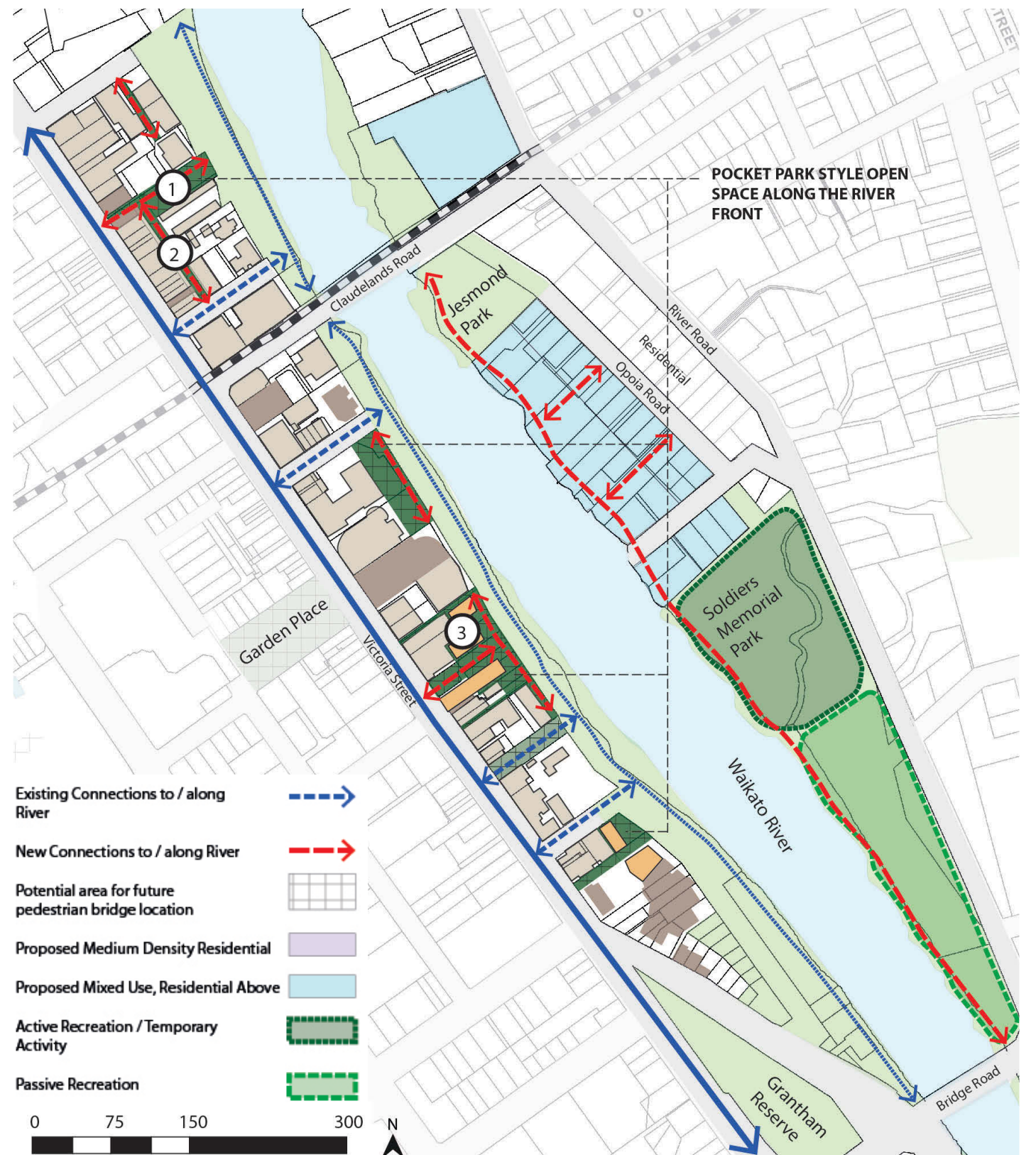


Figure 67: Potential development along the riverfront at 2021, beginning with areas of 'pocket parks'





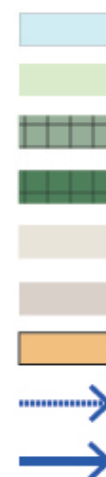
Photo 49: Pocket parks and dining space integrated with the river's edge will attract visitors to the city centre (Casabella Lane)



Photo 48: Laneways can also take the form of enclosed arcades

- ④ Utilise streets connecting Victoria Street to the rivers edge as key pedestrian linkages and areas of public space. Open out views to the river at the end of these streets, where possible, and connect the end of the street with the upper level promenade. Encourage active ground floor uses with buildings fronting onto these streets, and enable higher built form along the streets in conjunction with the provision of a high quality public domain and in particular of a pocket park terminating the street at the promenade. Consider splaying out or setting back the built edge to the pocket parks, to facilitate views outwards and a sense of arrival at the river's edge.
- ⑤ Provide a minimum of eight pocket parks at regular intervals along the upper level promenade, terminating at major through links, to act as activity nodes along the promenade that will support and encourage walking and enjoyment of the river environment.
- ⑥ Encourage the development of the 'Art Post' site in line with some of the initiatives outlined as part of the City Heart project, with additional built form complementing the Waikato Museum and better embracing it's riverfront location.
- ⑦ Encourage the continuation of an upper level riverside promenade along the western river bank through the creation of walkways, built out from the river bank where necessary to connect the 'pocket parks' or areas of public space along the riverfront.

**Waikato River**  
**Open Space**  
**Public Open Space**  
**Public Space Along River Frontage**  
**Existing Built Form**  
**Heritage Buildings**  
**New Built Form**  
**Existing Riverside Walkway**  
**High Street**



2041 - Continuous Riverside Promenade

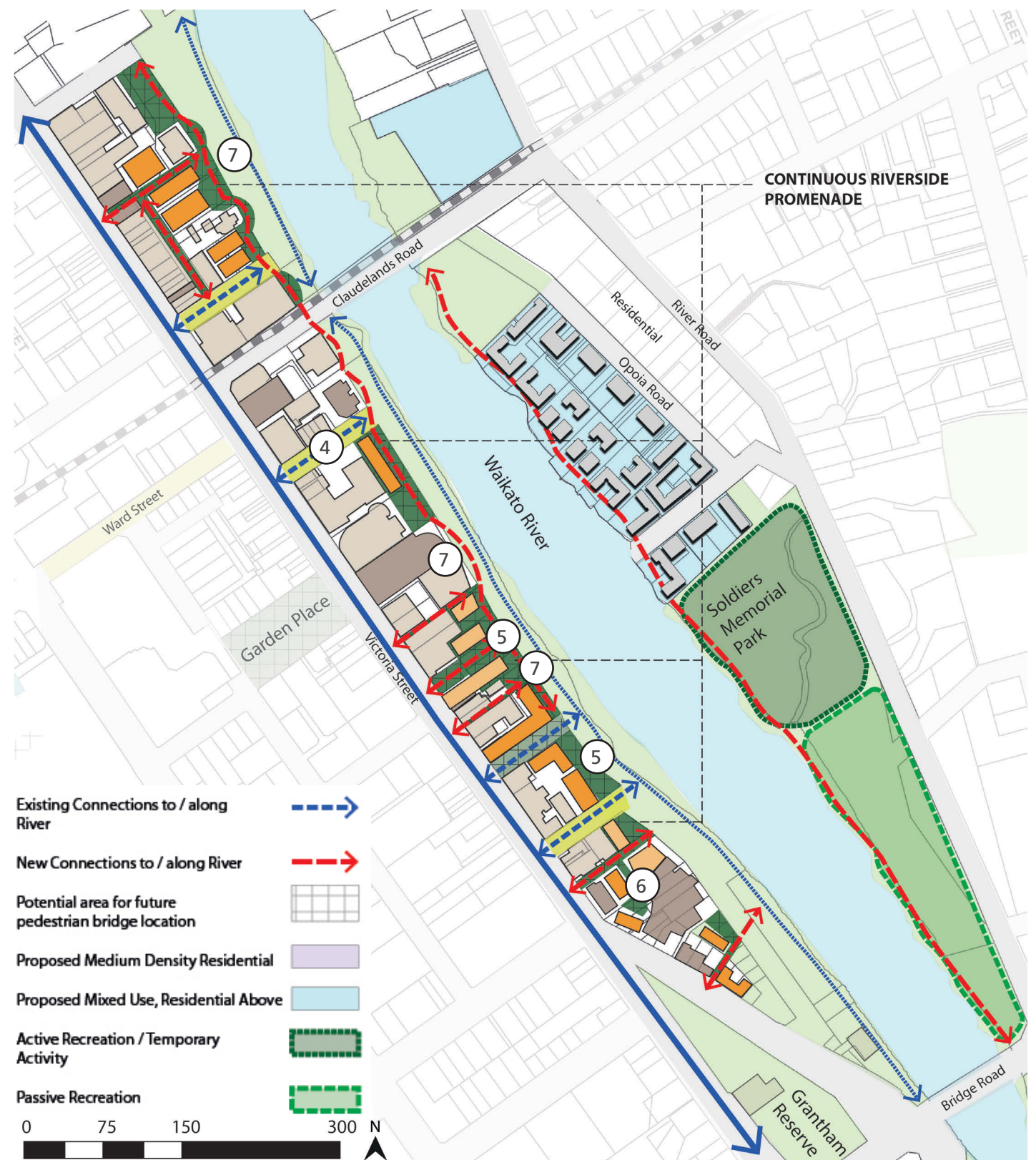


Figure 68: Potential development along the riverfront at 2041, illustrating a continuous pedestrian promenade



#### 6.8.4 Principles

The following principles provide guidance as to how the riverfront area should be developed over time to achieve the objectives listed above and the 2021 and 2041 vision. These principles will inform District Plan rules and ensure riverfront development is appropriate and will not degrade or detract from this area of natural amenity area.

#### 6.8.5 Promenade and open space

As part of the development or redevelopment of any site adjoining the Waikato Riverbank area between London and Street and Marlborough Place, provision shall be made for a pedestrian walkway (Riverbank Promenade) in accordance with the plan shown as Figure 68 and illustrated in Figure 70.

The minimum width of the promenade is 5.0m, providing adequate space for pedestrian and cycle access.

Open space in key locations (i.e. those identified within the medium and long term visions for the Riverfront) shall be provided with minimum dimensions of 15.0m in width alongside the promenade, to provide room for outdoor dining and other activities. Such space shall be appropriately designed and landscaped to achieve safe, attractive, comfortable space for use by patrons of restaurants and cafes and/or the general public.

All public space, including the promenade, shall be design in accordance with best practice CPTED principles.

#### 6.8.6 Height

Height allowance will be in relation to provision of public space and other outcomes in the public's favour. Where significant public space is provided (in the form of promenade, public open space or similar, either connecting between Victoria Street and the Riverfront, or along the Riverfront) additional height shall be provided for. Importantly, height will enable the reading of the cityscape, such that taller buildings will be associated with greater public accessibility to the Riverfront.

#### 6.8.7 Built form

Building step-backs will assist to preserve daylighting, human scale and openness of the proposed promenade (and reduce wind tunneling effects).

Diversity in building form and height shall be encouraged subject to enhancing and protecting public amenity values and minimising adverse effects on adjoining sites and the public realm. This approach will be enabled through case by case consideration of proposals while specifically taking into account matters such as:

- effects on the access of sunlight and daylight to adjoining sites
- dominance over or intrusion into the privacy of adjoining properties
- enhancing the visual character of the surrounding area and streetscape
- whether residential views from adjoining apartments are significantly affected.

Importantly, additional height allowance will be provided for where setbacks from boundaries provide for through site links and public open space along the Riverfront, i.e. the more public open space provided, the taller the development can go, as illustrated in Figure 69 below.

Based on the height and built form principles, the preferred built form will be one of narrow buildings running perpendicular to the Riverfront, providing for through-site links to the Riverfront.

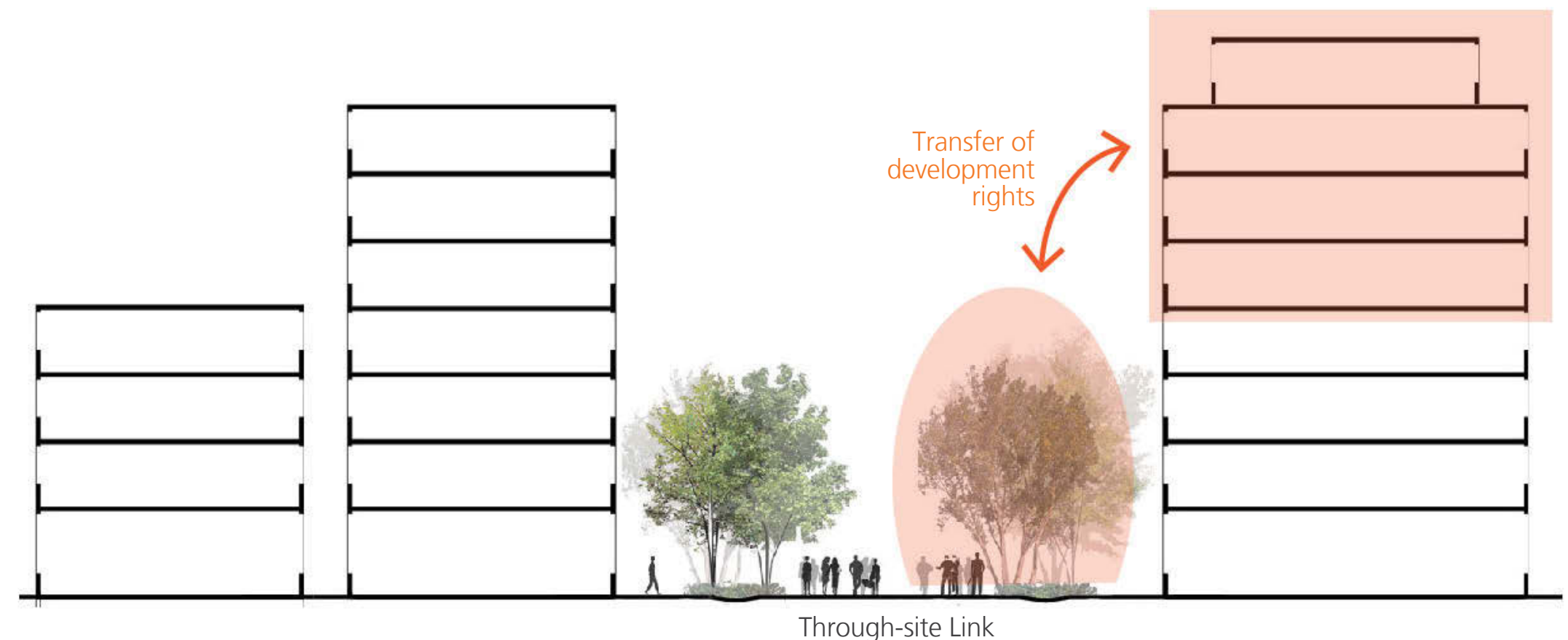


Figure 69: Development providing through site links and other public open space will be provided with the potential to develop to a greater height. This indicative illustration shows how two sites may provide public open space and a through site link to enable taller built form. The taller built form also 'signals' the open space in the landscape when viewed from afar (e.g. the eastern side of the river).





Figure 70: Indicative visualisation of future promenade along Victoria on the River, with access down to the river walkway and to future river crossing



## 7 Implementation

This section provides recommendations on the tools and other methods that may be adopted by the Council to implement the Hamilton Central city LAP and achieve its vision (Section 3). In particular, it provides the basis for developing statutory and non-statutory land use and built form guidelines for future development within the Precincts and indicates the areas in which it is recommended that Council focus its efforts in the short, medium and long term.

### 7.1 Overview

The LAP provides the vision for the Central City and the outcomes sought within this area. Successful implementation of this document will rely on a combination of both statutory and non-statutory tools and, equally as important, collaboration with a range of stakeholders, particularly between those within the development community and Council.

Redevelopment of the area will take time and therefore this Plan must be seen as providing aims for the short, medium and long term. The implementation of the LAP will largely be reliant on the intentions of stakeholders in the area over the short, medium and long term. Council will provide opportunities and incentives for development to take place where it considers appropriate, including facilitation through the District Plan, on-going improvements to public realm and community amenities, and other incentives.

The LAP seeks to encourage development of the central city area in a holistic manner, whilst having regard to providing for ongoing improvements to public realm and pedestrian amenity. While the LAP study area will not be redeveloped in its entirety over a single period of time, it is nevertheless important to ensure that the overarching concepts for movement and connectivity, mix of use and built form are adhered to, assisting to achieve the aims of HCC in the long term. By way of example, it is essential that key pedestrian routes identified within the LAP provided for, in part, by respective landowners even if further development of adjacent sites is not anticipated (e.g. along the River's edge)

in the immediate future. Wherever possible, it is encouraged that adjoining landowners work together with one another to achieve the outcomes sought within this Plan, an outcome that will be strongly supported by the Council.

In addition to publicly funded public realm improvements, the provision and delivery of public realm initiatives by stakeholders will also contribute to enhancing the area. It is expected that as various areas develop, developers will contribute to ensuring that the strategy for public space is achieved (including movement networks and quality of public realm). In particular, areas such as Anglesea Street (where a move towards more pedestrian friendly streetscape is required) will need to be enhanced over time through both public and private initiatives, an approach that will be guided by Council policy. Accordingly, it should be a requirement that public realm improvements will be delivered in advance or in tandem with development on key sites. Development proposals must also accord with the appropriate built form and mix of use as shown in this Plan, albeit in a form that fits with the owners / developers aspirations as well as the Council and community.

### 7.2 Recommended Tools to Implement the LAP

The section below identifies the recommended tools to implement the LAP over the short, medium and long term.

#### RMA

1. Consider the LAP as an 'other matter' pursuant to section 104(1c) of the Resource Management Act (1991) when processing consent applications for Discretionary or Non-Complying Activities under the current District Plan; and/or

Consider the LAP to form part of the overall assessment criteria for resource consent applications.

#### District Plan

2. Recognise through policy the role of the Central City as the commercial 'heart' of the City and restrict, to an appropriate level, the ability to develop office and retail purposes outside of this location.
3. Provide for (preferably as permitted activities) those land uses sought to be encouraged within each of the Precincts as identified within Table 1, Section 6.4.
4. Limit (preferably as discretionary or non-complying activities) those land uses that are sought to be discouraged within each of the Precincts as identified within Table 1.
5. Provide development standards that would support the built form sought to be achieved within the following sections.
6. Within the City Living Precinct, require a Comprehensive Management Plan (as a controlled activity) to be prepared for any development involving additional floor space.
7. Identify an appropriate hierarchy of streets that would cater for the land use mix and future function of the Central City (as identified in Figure 27).

#### LTCCP

8. Programme into future 10 year plans (to be determined based on an identified need) any works required to support the LAP, potentially including (but not limited to):
  - Traffic calming measures to support pedestrian movements across Anglesea Street particularly between Ward and London Streets;
  - Riverside amenity works to support general recreation and potential tourism activities in the vicinity of Grantham Street;
  - Feasibility, design and planning for a pedestrian footbridge across the Waikato River.

#### Incentives

9. Incentives to landowners and developers should be provided, particularly development within Hamilton. Further detail on potential incentives is provided below.

#### Marketing and Education

10. Marketing the potential of Hamilton Central City is an essential part of the implementation of the LAP. A sustained effort focusing on the strengths of the area, the improvements (both proposed and underway) will encourage investment and better use of the area, assisting to create a vibrant community with a distinct Hamilton identity. Marketing includes advertising and similar initiatives by Council, but also extends to events that attract people to the area. Marketing should be undertaken in relation to the intent of each area and association with the development of master plans and other visionary documents (such as would be recommended for the City Living Precinct).
11. Education, through media releases, workshops, one-to-one meetings, and publications, is a key mechanism to provide residents, workers, land owners and other stakeholders the knowledge of how they may contribute to the growth of the area while avoiding the potential for misunderstanding and complications around the intentions of the Council. In particular, providing education to landowners on how their site may be developed to best contribute to fulfilling the intentions of the LAP will be essential.



### 7.3 Timing of Future Development

The proposals and strategies contained within the LAP (including the key projects / development sites identified in Section 7) represent the long term vision for Hamilton Central City. It is acknowledged that in the current economic climate, significant development is unlikely to occur in the short term but rather in the medium to long term. Notwithstanding, and as stated above, it will be essential that developments and other central city initiatives in the short term contribute to achieving the long term vision. Furthermore, as opposed to advocating for dispersed development, centre outwards growth should be promoted, particularly in a manner that supports a strong retail core, supported by public amenities. Accordingly, it is recommended that development in the short to medium term be encouraged and supported by public realm initiatives within the central city.

#### Short to Medium term focus areas (Refer Figure 71):

1. Downtown Precinct – encourage consolidation of the retail Precinct from the existing Centre Place outwards and including Garden Place, Ward Street and Bryce Street. Consolidation of retail into this central area, along with provision of safe, walkable connections, provision of localised parking and transport links will assist to attract users to the area that might otherwise choose suburban shopping locations.
  - 1a. Following on from City Heart revitalisation projects, continue streetscape enhancements along Ward Street, Anglesea Street, Alexandra Street and Barton Street. Importantly, provide for upgrades to the intersection at Ward and Anglesea Streets in the pedestrian favour.
  - 1b. Consider a public private partnership or other initiatives / incentives to bring about redevelopment of this block including a architecturally designed car parking building on Tristram Street (as a book end to western part of the city centre and Ward Street) (see also section 5.5.1).
2. Provide for on-going improvements to the river's edge, as outlined within the LAP, along with on-going establishment of tourist facilities along the southern part of Victoria Street and on the river's edge.
  - 2a. Investigate the feasibility for a pedestrian crossing over the river, accessible from Victoria Street and landing adjacent to Memorial Park. Potential exists to establish a public private partnership along Victoria Street where a site will form part of the route to the pedestrian bridge, which in turn will lead to a destination in Memorial Park or Opoia, such as a river side café, bar or restaurant, or other tourist attractions.
3. City Living Precinct – provision of a master plan for the area in the short term, developed in consultation with key stakeholders, to provide strategic direction for the future growth of the area, including staging and design guidelines.
  - 3a. Investigate feasibility of car parking building with key stakeholders within these blocks (see also section 5.5.1).

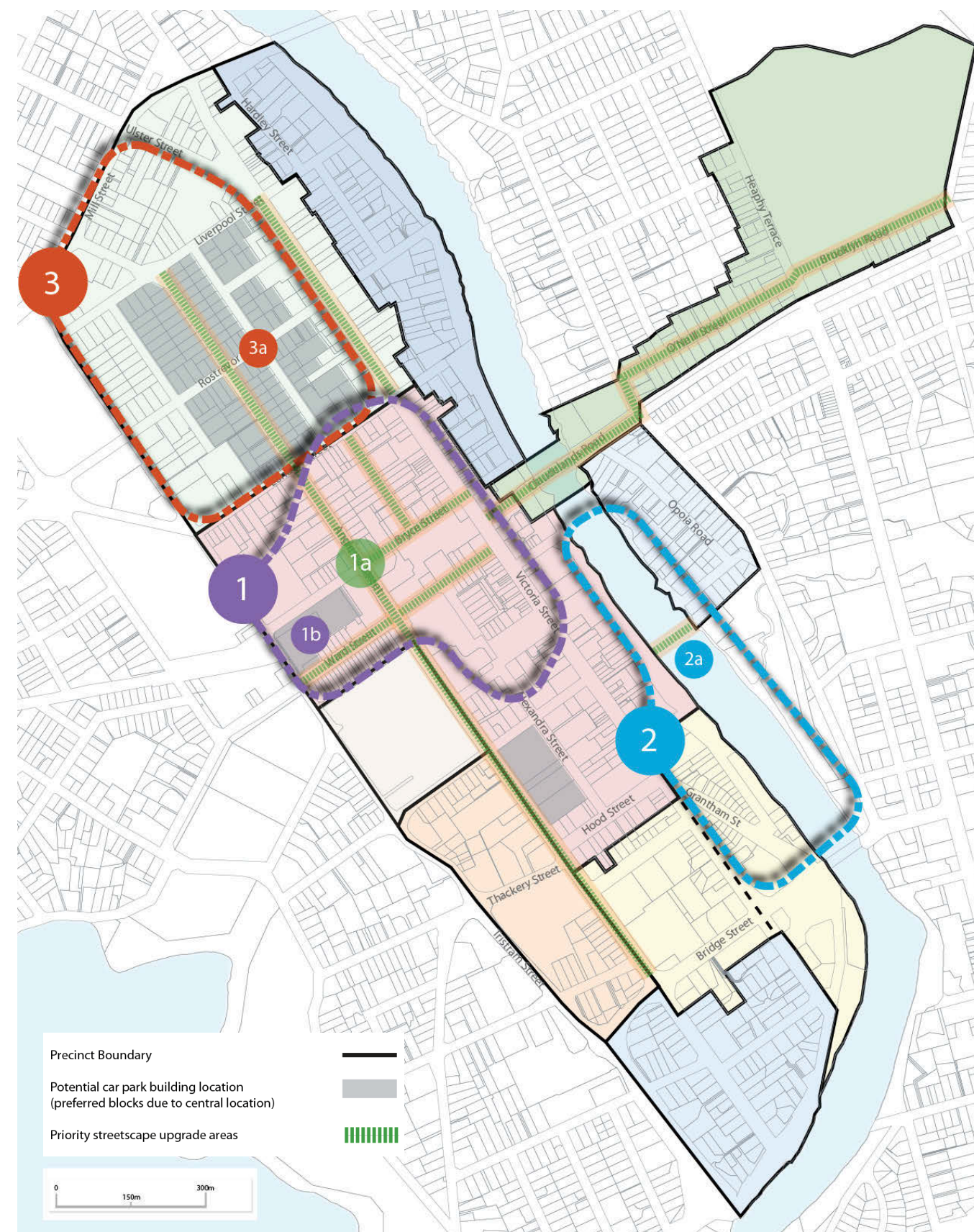


Figure 71: Indicative Staging Plan



Key:	<div></div> Encourage	Claudlands Residential - O'Neill Street	Claudlands Commercial - Heaphy Tce / Brooklyn Rd	Opoia Precinct	Clifton and Radnor Precincts	City Living Precinct	Downtown Precinct	Ferrybank Precinct
	<div></div> Encourage with appropriate scale, location and design							
	<div></div> Discourage							
Detached Dwellings	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Duplexes / Townhouses	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Apartments	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Visitor Accommodation	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Home Occupations	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Managed Care / Retirement Village / Rest Home	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Community Centre (Church etc)	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Place of Assembly	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Rec / Tourism Ventures	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Education / Training	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Health Care	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Offices	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Restaurants / Cafes	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Bars / Licensed Premises	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Yard Retailing	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Industry	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Dairy / Superette	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Supermarkets	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Large Format / Bulk Retail	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Neighbourhood Centre Retail (dairy, post office)	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Shopping Precinct Retail	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>

Table 1: Proposed Land Uses.

- Notwithstanding the above table, it is recommended that land use activities within buildings fronting onto Garden Place and those streets marked for Priority Streetscape Improvements on Figure 71 be restricted to active ground floor uses (such as high end retail, cafe, dining) that extends past normal business hours, and office development at upper levels.

7.4 Land Use Mix

Table 1 provides a breakdown of recommended land uses for each of the Precincts within the LAP area. Where activities are to be encouraged, these should be permitted through the District Plan as far as possible. Where activities are seen to be appropriate but not otherwise necessary, these should be controlled through the District Plan subject to ensuring beneficial outcomes. Where activities are not considered appropriate, these should be discouraged through discretionary or non-complying activity status in the District Plan.

7.5 Built Form Guidance

In addition to the specific land uses proposed for each Precinct, and building upon the future character strategies for each Precinct, the following built form guidance is recommended for inclusion within the District Plan and/or through supporting design guidelines for each area. Such guidance is recommended in addition to building height, building depth, building separation, setback and other typical controls contained within the District Plan. The overarching guidance detailed below is further supported and demonstrated through the Development Site initiatives outlined in Section 7.

7.5.1 Overarching Guidance

Site Development

- Design new development on larger lots to respond to the existing urban grain of the central city, including articulating built form to allow through site connections and public access at lower levels.
- Encourage taller buildings with lower site coverage to achieve higher floor area ratios while maximising permeable site area and open space provision.
- On large sites facing streets to rear and front, design buildings to face all street frontages and with lane and/or service ways between.
- Wherever possible, require underground car parking.
- Where car parking is located at ground level, require location and access at the rear of the site as a first preference, or from secondary streets or lanes.
- Clearly distinguish commercial entries from residential entries.
- Design commercial buildings with active uses fronting streets, and with openings overlooking streets and public spaces.

- Ensure that loading bays, garbage disposal and other service areas are buffered from residential areas and openings, and by careful location of noise-generating services.
- Large ‘mono-form’ roofs should be discouraged (as are large areas of building on the topmost level); but rather articulate roofs to create a multi-planar, varied roofscape.
- Provide communal open space with sunlight access for a minimum 2 hours a day in mid-winter in comprehensive residential developments.
- Optimise northern and eastern aspects in apartment layout as far as possible.

Street Relationship

- Avoid the use of blank walls at ground level.
- Design facades to both contribute positively to the streetscape and to protect the amenity of building users. For example, use verandahs, balconies, pergolas, sun shading devices, awnings over windows, entry awnings, blade walls, recesses and moveable shutters.
- Where expansive lengths of façade are provided for, break the length up and create visual interest through the use of appropriate design features.
- Step awnings with the topography.
- Wrap shop fronts around corners into side streets to increase the area of active frontage.
- Require shop fronts at arcade entries to ‘turn the corner’ into the arcade, with transparent, preferably full height windows.
- For cafe/dining uses, provide openable window areas in association with seating overlooking the street.
- Ensure that arcades do not terminate at dead ends, but rather connect from street to street or public space.
- Design arcades with clear lines of sight, minimising recesses or corners that provide opportunities for concealment.
- Edge the ground level of all arcades with active uses, increasing the likely use of the arcade, while providing for spill lighting and casual overlooking.



### Sustainable Design

Design mixed use and commercial buildings with:

- flexible layouts to enable a variety of uses and tenancies, and whose use can change over time
- floor to ceiling heights for ground floor retail uses of minimum 4.5 metres
- first and second floor ceiling heights of minimum 3.5 metres
- building depths above ground level in the range 15 – 21 metres.
- Having regard to the above, design buildings to minimise shadowing and to maximise internal day lighting and ventilation through appropriate orientation and building depth.
- Design buildings with flexible layouts to enable a variety of functions and tenancies. Carefully consider arrangements, configuration of buildings (height, width and depth) and configuration of spaces.
- Design and orient buildings to maximise daylight and solar energy for illumination and heating. Orient buildings to the north and minimise building depth where possible.
- 'Green' roofs that provide landscaped area and are designed for rainwater collection and re-use are encouraged.
- Provide shading devices and screens on buildings for use in summer months (see Photo 50).
- Promote sustainable transportation through provision of clearly marked / identifiable walking and cycling routes and close proximity to public transportation routes.
- Provide bicycle racks at appropriate locations (see Photo 51).
- Minimise the use of building materials with high embodied energy.
- Design robust, durable buildings with low maintenance requirements.
- Use lighter colours, particularly on roofs where they improve the thermal performance of the roof system.
- Use of permeable paving surfaces such as gravel, grass-cretes or permeable paving systems.
- Use of swales to attenuate local stormwater run-off (see Photo 52).



Photo 50: Use of louvers and planting to provide shading in summer



Photo 51: Provision of cycle racks



Photo 52: Use of swales to treat on-site stormwater discharge

### 7.6 Other Mechanisms and Incentives to Facilitate Development

In addition to the above, consideration will need to be given to mechanisms and incentives for encouraging future investment and development. It is recommended that Council consider the following:

- Establish a high amenity public realm, with provision of social and cultural amenities. These may include those improvements identified under the LTCCP above. Integral will be establishing high quality public amenities, such as safe, attractive public bathrooms, bus shelters, and connections (such as across Anglesea Street and the Waikato River to a new café or other destination in Memorial Park).
- Establish catalyst projects (such as new public buildings, river crossings and other connections) to attract further use of the area. Catalyst projects may be publicly and/or privately initiated, but either way will receive strong support from Council where appropriate.
- Provide rate rebates on residential development in certain areas meeting certain thresholds.
- Provide bonus floor space provisions, particularly for catalyst developments or key sites.
- Provide priority consent for riverfront developments.
- Provide Council subsidies in terms of monetary or resource for catalyst developments or key sites.
- Provide per-employee grant / development contributions rebate or grant.
- Consider bank loan underwrite / low interest working capital underwrite.
- Land swaps to enable development.
- Provide incentives for retrofits to commercial / industrial buildings.
- Provide plot amalgamation incentives.
- Provide incentives for infill development.

Public private partnerships which involve one or more of the following:

- Land or property being available at below market rates, or deferred payments or leasehold
- Finance being available in the form of grants, loans at below market rates or deferred interest on loans
- Incorporation of debt finance based on net income
- Shared ownership schemes.

Further to the above, Council may consider the following specific incentives. The incentives identified include a cost to Council that may not be financially viable. These are recommendations only and will need to be considered and assessed by Council before any decision is made.

- For any development meeting the criteria below, Council are recommended to provide a representative from each of their urban design and economic development divisions to work with the developer through the design and planning phases in an effort to achieve a development that is both financially viable (both in the short and long term) and that achieve good urban design outcomes. This will be without cost to the developer. Criteria may include:
  - any development of >3,000m<sup>2</sup> GFA
  - any development within the City Living Precinct requiring a Comprehensive Management Plan
  - any development on a site that is adjacent to the Waikato River
- Council to consider waiving the resource consent processing fees for any development within the Central City provided that the development is one that is supported by Council.
- Council to consider maintaining (mowing, weeding, litter/leaf clearing) any substantial areas of public open space that are provided as part of any comprehensive development within the Central City.



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## 8 Development Sites

To assist in further illustrating how the Hamilton Central City Precinct principles outlined within the LAP will be implemented over time (building on Section 7 above), a number of development sites have been identified throughout the study area. It is considered that the sites selected, with careful design, provide an exciting opportunity to enhance the economic, environmental, social and cultural wellbeing of Hamilton and, in doing so, assist to achieve Council's future vision of the city as described in this Plan.

Six development sites have been selected following consultation and design workshops with Council staff and Councillors - these are identified in Figure 72. The sites selected have a number of favourable characteristics which lend themselves to future development or redevelopment, including:

- Ownership patterns (large lots in single ownership are favourable) and lots sizes.
- Location (along key central city streets, adjacent to the Waikato River, adjacent to key attractors (such as Wintec, Seddon Park, Claudelands Events Centre).
- Orientation and aspect.

Based on the outcomes of site specific stakeholder discussions and further workshops with Council staff, concept plans have been drafted for each site, reflecting the type and form of future development seen to reflect the vision and principles within the LAP. These 'indicative' concept plans represent a framework for the type of future development that should be promoted within Hamilton. With careful consideration of the possible positive outcomes, these sites have the potential to act as catalyst sites and assist in triggering further development within the surrounding area and Precinct to achieve the city's vision (Section 3).

Importantly, the LAP seeks to build upon (as opposed to replace) many of the City Heart development proposals for Hamilton central city (see Hamilton City Heart Revitalisation Project, May 2008). Those City Heart projects which are likely to assist in facilitating the vision postulated in the LAP, particularly as it relates to ongoing upgrade of public space and amenity, are included as Figures 73 - 76.

### Assumptions for indicative development concepts

The development concepts outlined in this document are indicative of the outcomes sought through Council's vision for Hamilton Central City. In addition to the principles outlined in the LAP, the concepts have been prepared using the following assumptions:

- Areas (site and built form) outlined in this document are only estimates. This study aims to provide an estimate of areas that can be generated from certain built form typologies. This will differ based on final architectural form and detailed site design.
- The commercial space per employee has been estimated at 25m<sup>2</sup> per employee
- The residential space per occupant has been calculated at 40m<sup>2</sup> per person / 80m<sup>2</sup> for a two-person dwelling unit / an average of 2.6 persons per household unit
- Employment densities are based on 80% of the gross building envelope / floor area
- Residential densities are based on 70% of the gross building envelope / floor area
- Floor to floor heights have been generated to provide and 4.5m for ground floor retail, optimum 3.5m for (above ground) commercial, retail and residential for flexibility
- Floor plates for commercial aim to retain a minimum distance of 10m from any part of the building to a neighbouring window, reducing artificial lighting requirements
- For any proposed re-development sites it is assumed that the proposed development will double the existing building height / area in order to be an economically viable development
- Densities do not account for roads, public spaces or other non-developable areas
- Access arrangements will need to be subject of detailed discussion with HCC traffic engineer.



Figure 72: Local Area Plan Development Site locations.



## 8.1 Development Site 1 - Cobham Drive

Located in City Living Precinct, bounded by Clarence and Anglesea Streets and Cobham Drive.

### 8.1.1 Site Characteristics

- Flat, central city edge fringe, 3,430m<sup>2</sup>.
- The site is currently underutilised, with a family restaurant and carparking being the main uses.
- The site occupies a prominent corner location at the southern entry to the central city with potential to create a memorable corner reinforced by the design of the building.
- The site has a north facing frontage onto a dead end street which could be upgraded to provide an amenity focus for the area.
- The potential for the site to be a pedestrian destination from the central city is limited, however, there is potential for the site to be an anchor to activities in the existing blocks to the north.
- There is the potential for vehicle access to Bridge and Clarence Streets making the site easy to access from the arterial road network.

### 8.1.2 Key Design Principles

- Maximise the development potential of the site.
- Provide for drive-to restaurant, café and small format shops addressing Clarence Street.
- Relocate open space to a building set back on Clarence Street. Potential for 90 degree parking and street dining.
- Provide for commercial use at upper levels with carparking located above the ground floor and incorporated into the buildings architectural form, not detracting from building aesthetics.
- Consider creating an open space / meeting place that will be a destination for workers in the surrounding blocks as well as for people driving past.

### 8.1.3 Short term priority outcomes

- Develop a masterplan to review the bulk/ location options plus assess the usability of landscape strips currently edging arterial roads.
- Create a built form entry to Hamilton's central city.
- Upgrade the street amenity (trees, carparking) at the same time as building development occurs.

### 8.1.4 Medium to long term priority outcomes

- Build on the precedent set by the primary redevelopment and encourage the revitalisation of Clarence Street.

### 8.1.5 Proposed mix of uses on site

- Net retail and commercial approx. 8,400m<sup>2</sup> (approx. 335 employees / 235 employees per hectare).
- Net residential: approx. 36 1-3 bedroom residential units; approx. 90-100 residents (approx. 100 dwellings per hectare)

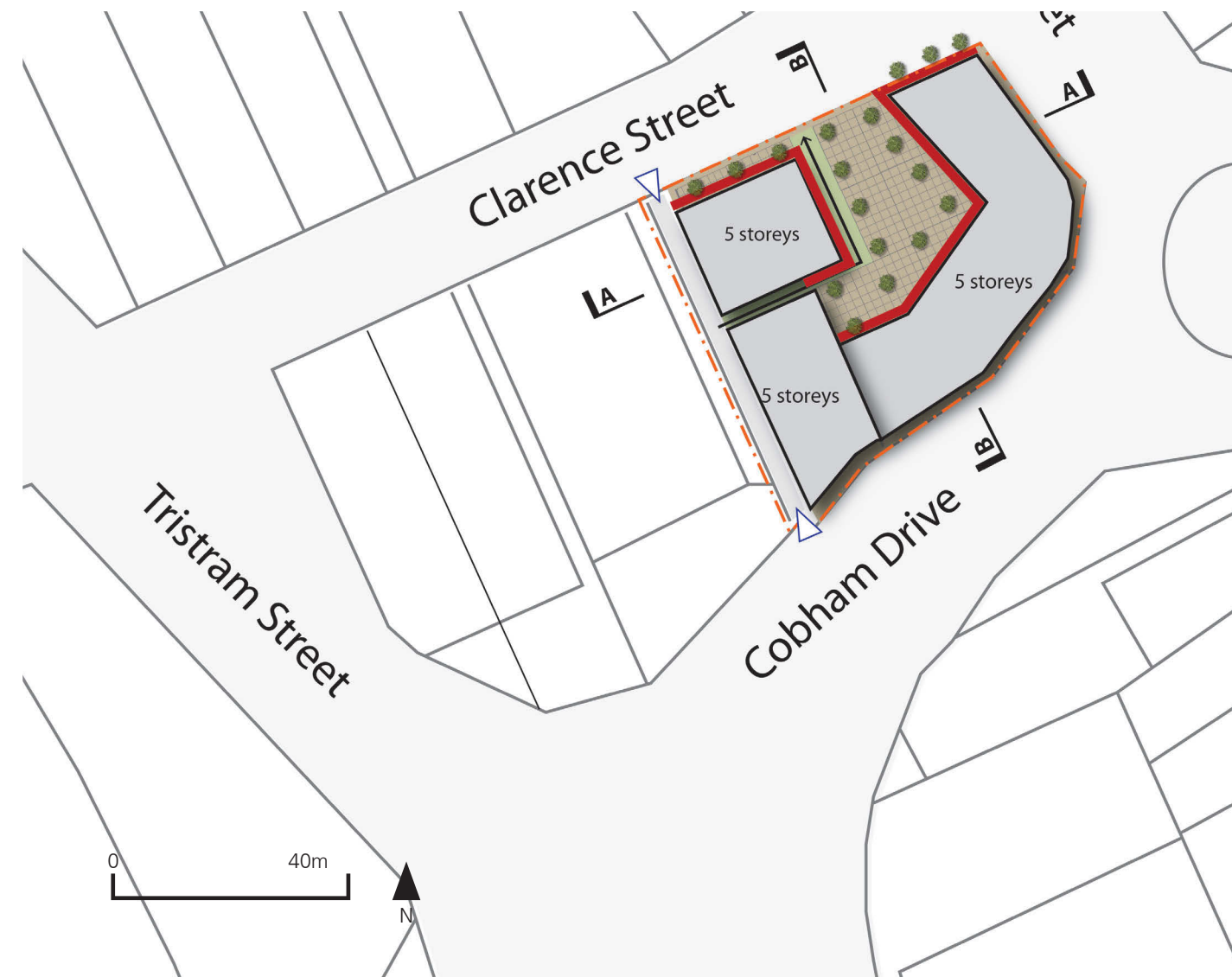


Figure 73: Indicative concept plan for Development Site 1 - Long term vision

#### PLAN AND SECTION KEY

Subject site area	— · — · — ·
Property boundaries	—
Active frontage (and awning)	—
Partially active frontage	- - -
Proposed Building Envelope	□
Retail / Commercial	□
Commercial Office / Residential	□
Public plaza	□
Paving	□
Shared Space	□
Carpark	□
Vehicle access	△
Car Park Entrance	▲
Street Trees	●
One Way Street	→
Pedestrian Route	↔



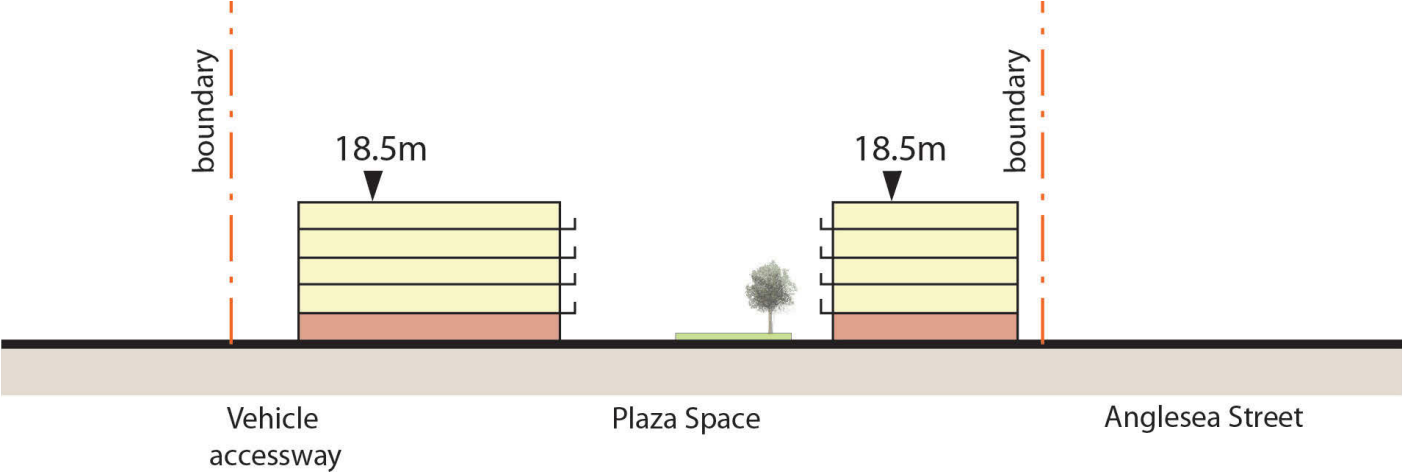


Figure 74: Indicative concept section A-A for Development Site 1 (not to scale)

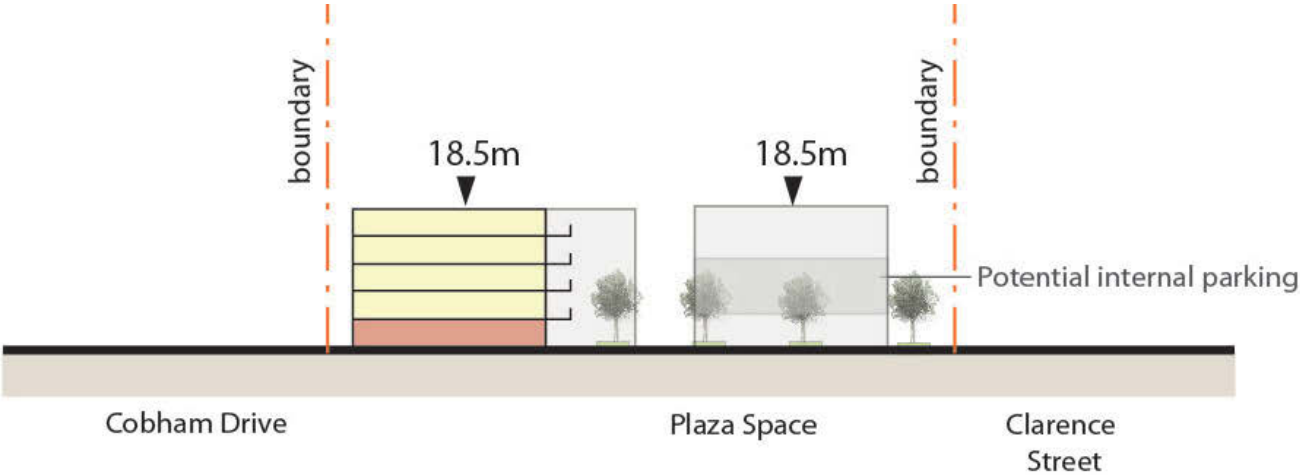


Figure 75: Indicative concept section B-B for Development Site 1 (not to scale)



Figure 76: Visualisation of proposed future gateway development and public realm / streetscape upgrades



Photo 55: Architecture that respond to the site and gateway location



Photo 56: 5 storey commercial/ mixed use with active frontages



Photo 57: Possible plaza space within site



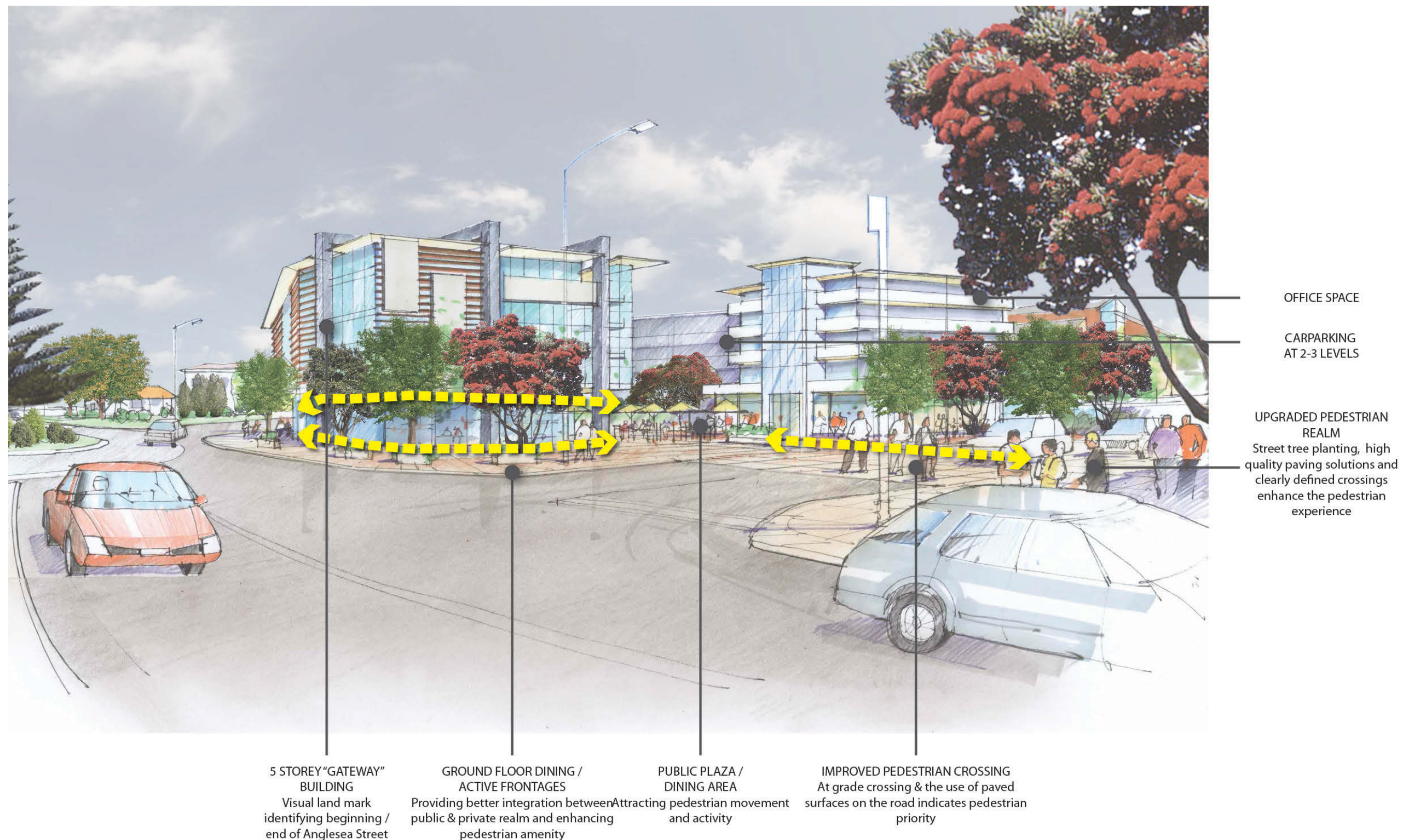


Figure 77: Visualisation of potential future development, showing key urban design strategies for site



8.2 Development Site 2 - Corner of Alexandra and Hood Streets

Located in the Downtown Precinct, bounded by Alexandra, Hood and Anglesea Streets.

8.2.1 Site Characteristics

- Flat, central city site, 10,300m<sup>2</sup>.
- Large block pattern.
- Currently dominated by car and service yards, and low density commercial uses.
- Located adjacent to an existing car parking building in close vicinity to Garden place and Victoria Street.

8.2.2 Key Design Principles

- Maximise commercial development potential of the site, providing high quality offices with shared open space.
- Provide active frontages at ground level through appropriate commercial retail activities; increase public realm by requiring a 2.0m setback on Anglesea Street.
- Provide ongoing opportunity for existing uses including car sales, albeit in a higher amenity environment.
- Provide for through site links between Anglesea Streets and Alexandra Streets to assist in breaking up blocks, building upon wider proposals for future pedestrian connections.
- Provide for underground car parking where required.

8.2.3 Short term priority outcomes

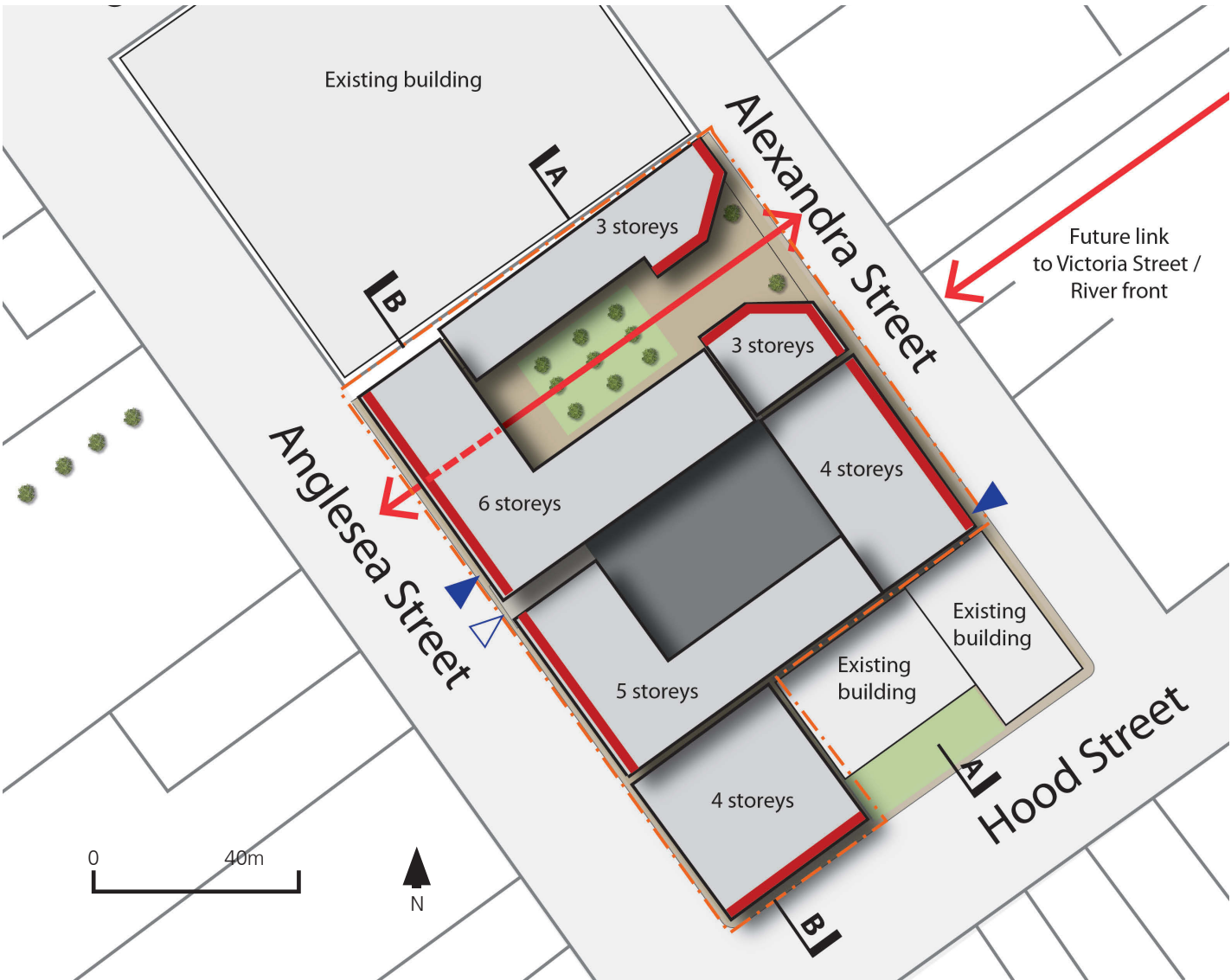
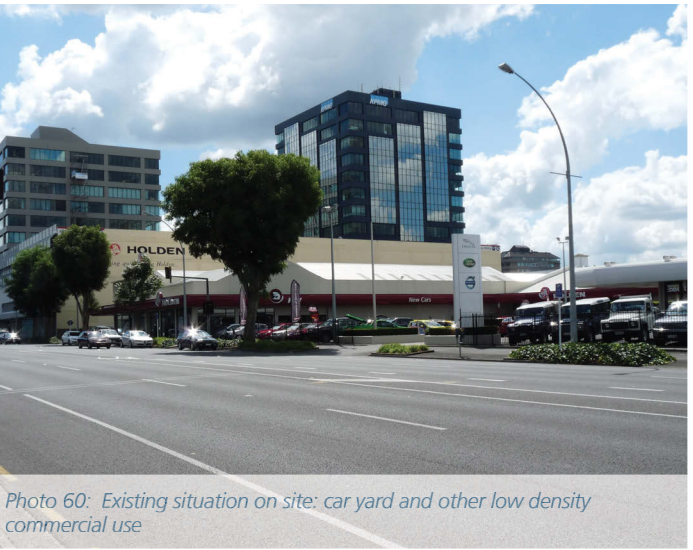
- Upgrade of Alexandra and western Hood Streets.

8.2.4 Medium to long term priority outcomes

- Comprehensive development of sites, including provision of shared private public space and a pedestrian through link at mid block, between Anglesea and Alexandra Streets.

8.2.5 Proposed mix of uses on site

- Net retail and commercial approx. 21,800m<sup>2</sup> (approx. 870 employees / 845 employees per hectare).
- No residential component is envisaged.



PLAN AND SECTION KEY

Subject site area	— · — · — ·
Property boundaries	—
Active frontage (and awning)	—■—■—■
Partially active frontage	- - - - -
Proposed Building Envelope	□
Retail / Commercial	■
Commercial Office / Residential	■
Public plaza	■
Paving	■
Shared Space	■
Carpark	■
Vehicle access	△
Car Park Entrance	▲
Street Trees	■
One Way Street	→
Pedestrian Route	↔



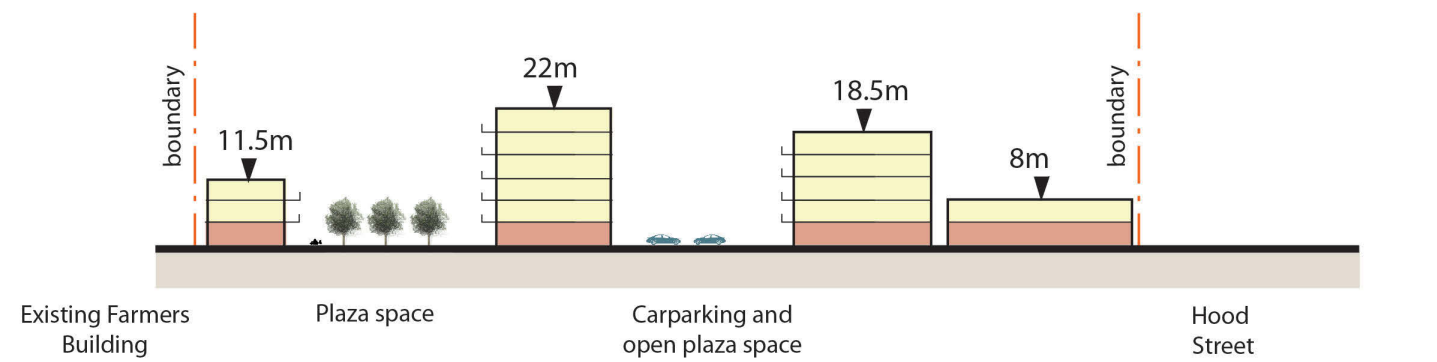


Figure 79: Indicative concept section A-A for Development Site 2 (not to scale)

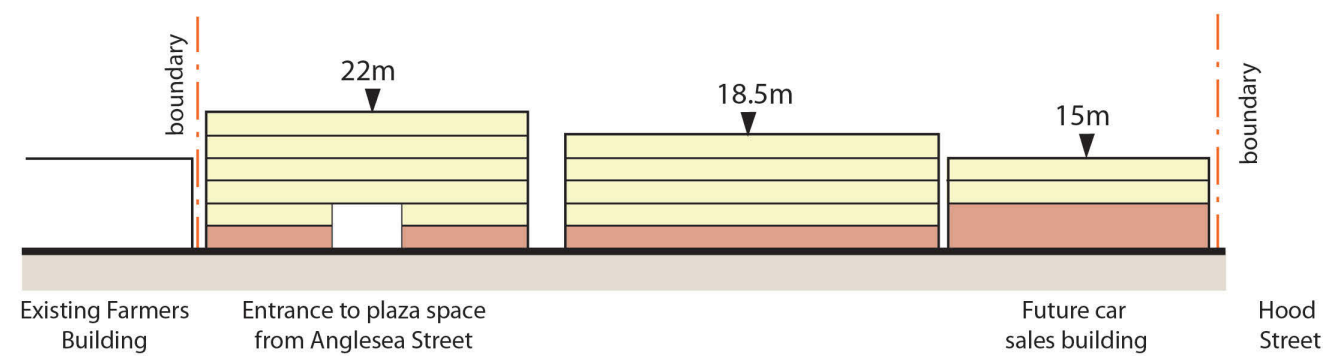


Figure 80: Indicative concept section B-B for Development Site 2 (not to scale)



Figure 81: Indicative 3d model of development potential



Photo 62: Internal public courtyard



Photo 63: Possible typology for car show rooms at corner Hood and Anglesea Streets, with offices above

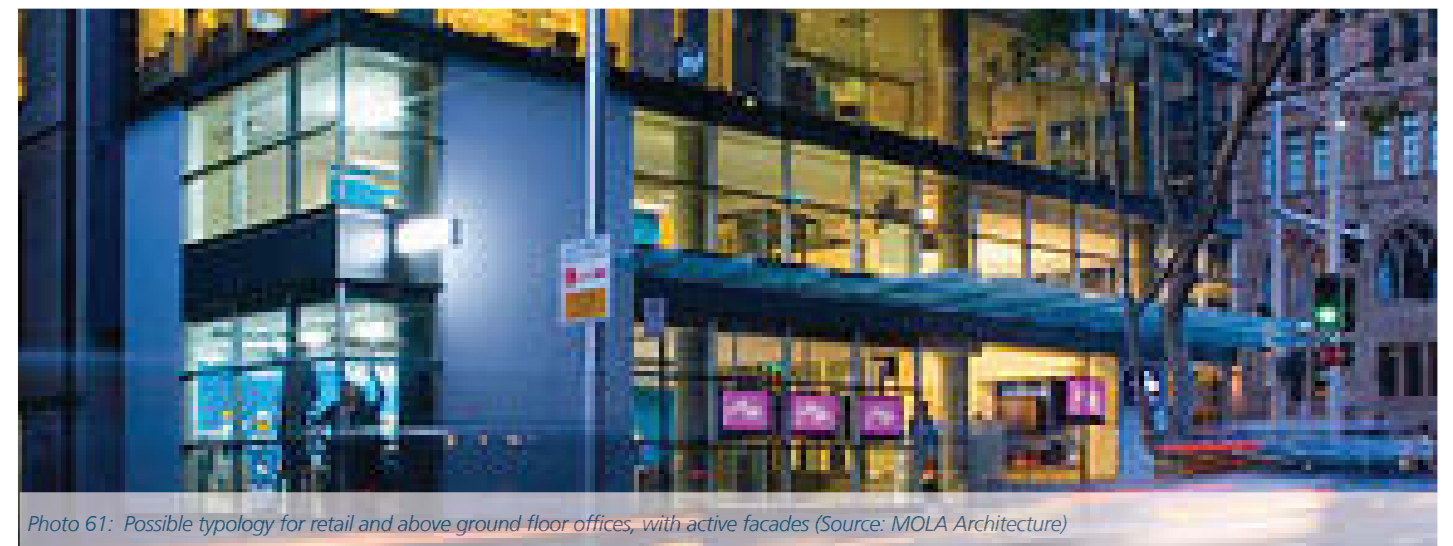


Photo 61: Possible typology for retail and above ground floor offices, with active facades (Source: MOLA Architecture)



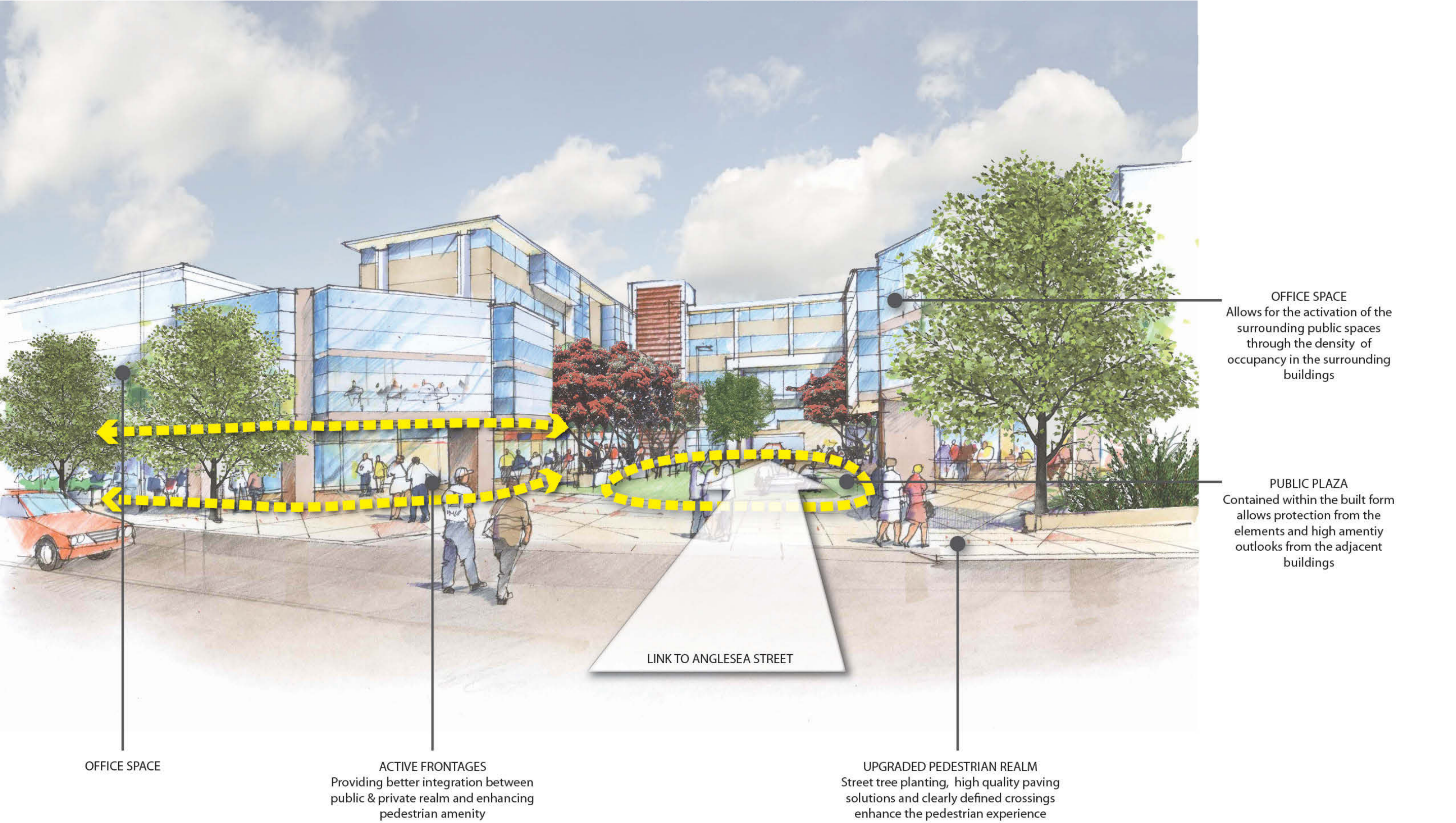


Figure 82: Visualisation of potential future development, showing key urban design strategies for site



8.3 Development Site 3 - Victoria on the River site, Victoria Street

Located in the Downtown Precinct, on Victoria Street.

8.3.1 Site Characteristics

- Flat, riverside site, approx. 5,200m².
- Located adjacent to and with good views over the river; currently underutilised (predominantly Council parking) in relation to its strategic position within the city.
- Located on Victoria street, within the restaurant and cafe hub of the city.

8.3.2 Key Design Principles and Priority Outcomes

- Maximise development potential of the site: provide for restaurant, cafe and similar uses at ground level; and for commercial and/or residential living at upper levels.
- Respect the existing built form pattern along Victoria Street through appropriate scale.
- Residential and commercial units to have access to high amenity outdoor space.
- Provide access from Victoria Street through to public open space adjacent to the rivers edge.
- Provide north-south pedestrian access along the rivers edge (through building setbacks), to be implemented over time with adjoining sites.
- Underground car parking.

8.3.3 Short term priority outcomes

- Masterplanning and redevelopment of site as a comprehensive development; access to public open space adjacent to rivers edge.

8.3.4 Medium to long term priority outcomes

- Provision of access to lower river walkway; continued access along adjacent sites; access to, and construction of, a pedestrian bridge across the river.

8.3.5 Proposed mix of uses on site

- Net retail and commercial approx. 2,400m² (approx. 100 employees / 190 employees per hectare).
- Net residential approx. 5,530m² (approx. 100 residents / 40 household units / 80 households/ha).



Photo 64: Aerial showing site location



Photo 65: Existing situation: Views to Waikato River from site



Photo 66: Existing situation: car parking on site



Figure 83: Indicative concept plan for Development Site 3 - Long term vision

PLAN AND SECTION KEY

Subject site area	
Property boundaries	
Active frontage (and awning)	
Partially active frontage	
Proposed Building Envelope	
Retail / Commercial	
Commercial Office / Residential	
Public plaza	
Paving	
Shared Space	
Carpark	
Vehicle access	
Car Park Entrance	
Street Trees	
One Way Street	
Pedestrian Route	



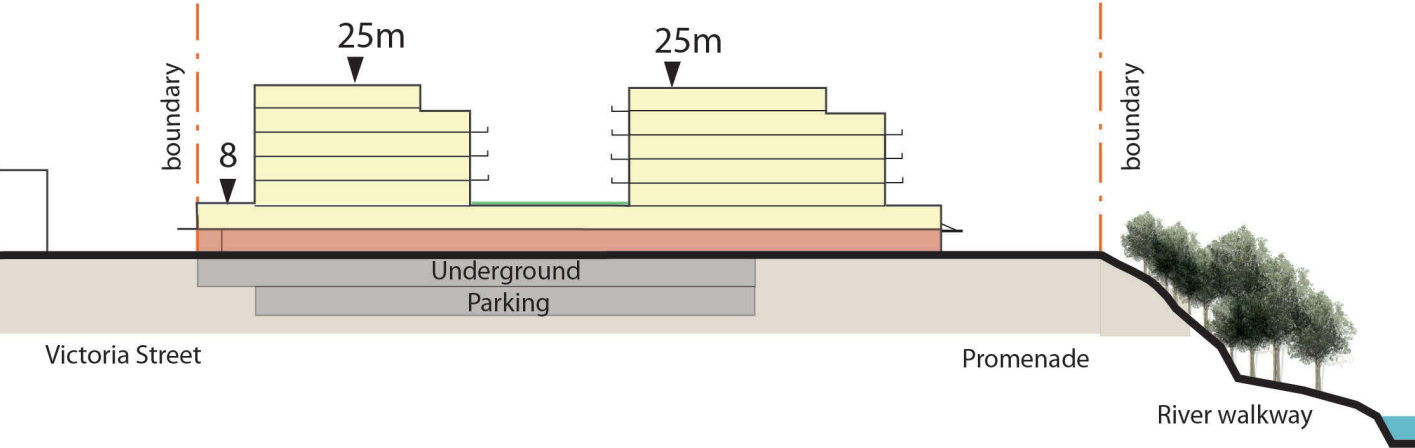


Figure 84: Indicative concept section A-A for Development Site 3 (not to scale)

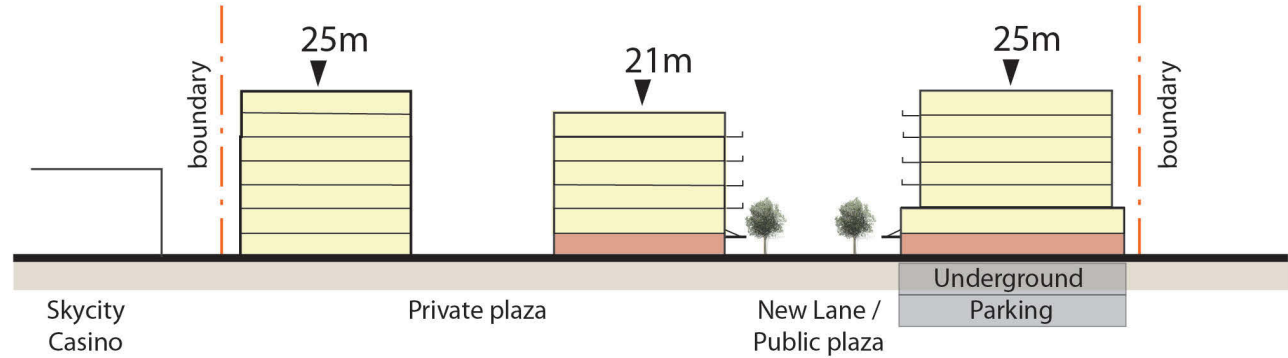


Figure 85: Indicative concept section B-B for Development Site 3 (not to scale)



Figure 86: Visualisation of potential future development



Photo 67: Internal laneway / shared lane



Photo 68: Courtyard dining along internal laneway



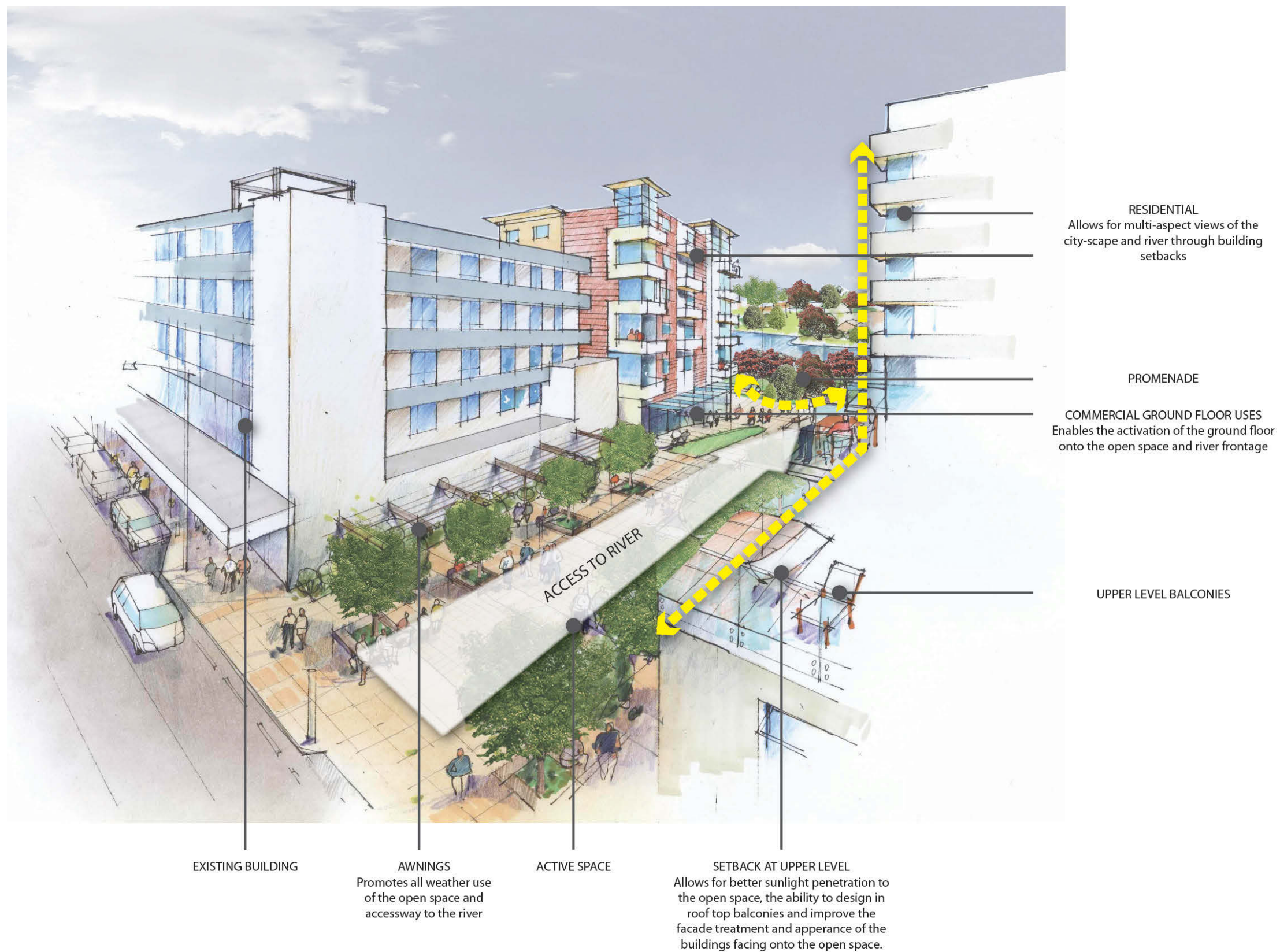


Figure 87: Visualisation of potential future development, showing key urban design strategies for site



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## 8.4 Development Site 4 - Warehouse / Kmart / Transport Centre Site

Located in Downtown Precinct, bounded by Anglesea, Ward and Tristram Streets.

### 8.4.1 Site Characteristics

- Flat central city site, 46,160m<sup>2</sup>.
- Currently dominated by low density large format commercial uses with little or no relationship to the surrounding public realm.

### 8.4.2 Key Design Principles

- Maximise commercial development potential of the site, providing for 'high street' type retail down Ward Street and high quality offices above retail.
- Provide for active frontages at ground level through provision of appropriate commercial retail activities; increase footpath / public realm width by requiring a 2.0m setback on Anglesea Street and Tristram Street;
- Provide for an internal, high amenity lane way between bus station and Ward Street, with cafes, outdoor dining and similar activities.
- Upgrading the amenity and northern pedestrian amenity of Bryce Street; enhancing crossing points between north and south blocks over Bryce Street while enabling traffic flows and access to car parking along Bryce Street.
- Upgrade amenity, including provision of an on-site cafe or restaurant and 'green' car parking over the existing supermarket site, acknowledging that this destination has an important role in the community.
- Provide for through site links to assist in breaking up blocks, building on wider proposals for future pedestrian connections.
- Provide for a city fringe car parking building, as a book end to the Ward Street 'high street'.

### 8.4.3 Short term priority outcomes

- Upgrade of Anglesea and Ward Streets.
- Possibility to provide for outdoor markets.

### 8.4.4 Medium to long term priority outcomes

- Comprehensive development of sites, including provision of shared private public space, market space and a pedestrian through link at mid block between Bryce and Ward Streets.

- Development of a city car parking building in conjunction with an adjoining anchor store(s) within the same block (as a book end to Ward Street high street). This parking will build atop the existing underground parking building located beneath Kmart.

### 8.4.5 Proposed mix of uses on site

- Net retail and commercial approx. 57,200m<sup>2</sup> (approx. 2,300 employees / 495 employees per hectare).
- 30,000 - 40,000m<sup>2</sup> parking building (1,500 - 2,000 car parking spaces).
- No residential component is envisaged.



Photo 69: Aerial showing site location



Photo 70: Existing situation on site: large format retail



Figure 88: Indicative concept plan for Development Site 4 - Long term vision

### PLAN AND SECTION KEY

Subject site area	— · — · — · —
Property boundaries	—
Active frontage (and awning)	—
Partially active frontage	- - -
Proposed Building Envelope	□
Retail / Commercial	■
Commercial Office / Residential	■
Public plaza	■
Paving	■
Shared Space	■
Carpark	■
Vehicle access	△
Car Park Entrance	▲
Street Trees	■
One Way Street	→
Pedestrian Route	↔



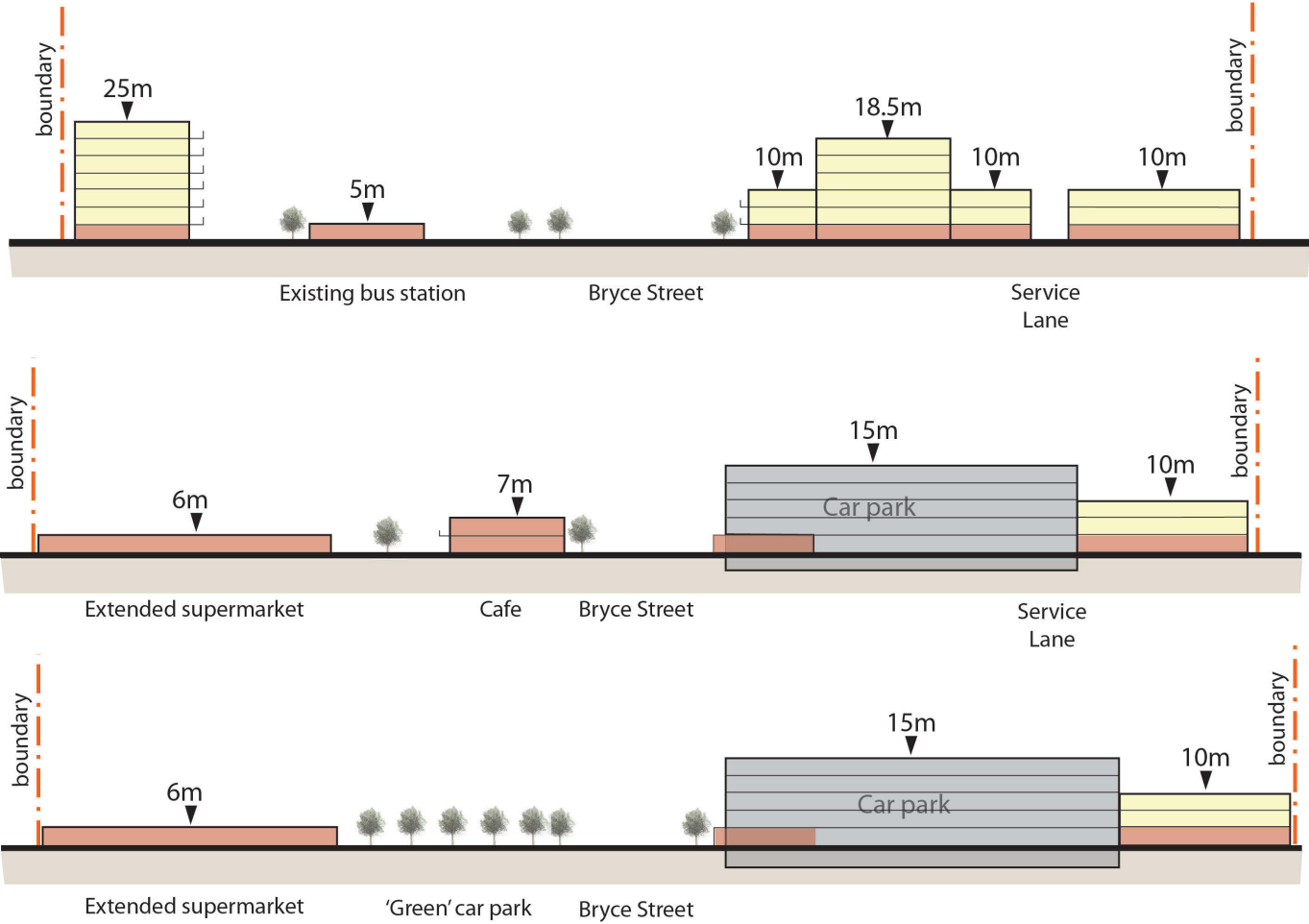


Figure 89: Indicative concept sections A-A, B-B and C-C for Development Site 4 - (not to scale)

Figure 90: Indicative visualisation of Ward Street and development potential



Photo 71: Pedestrian oriented, high amenity public realm



Photo 72: Development typology for offices and adjoining public space



Photo 73: Local dining along street edge / laneway

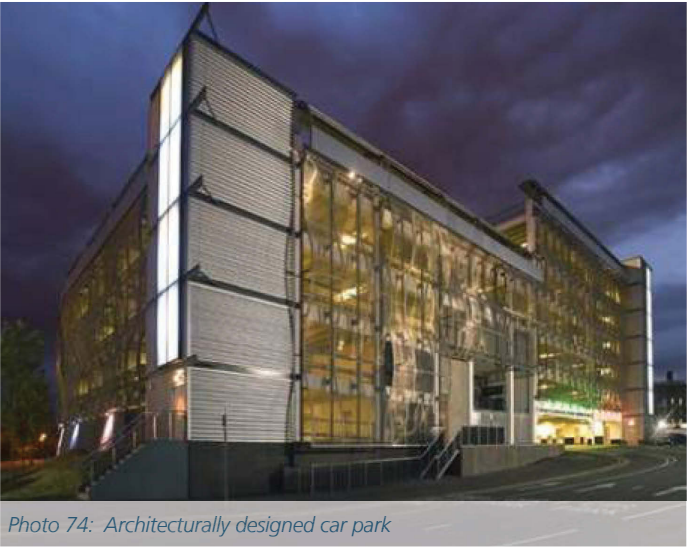


Photo 74: Architecturally designed car park





Figure 91: Visualisation of potential future development - Architecturally designed carpark at the corner of Tristram and Bryce Streets, across from landscaped supermarket carpark and cafe





Figure 92: Visualisation of potential future development illustrating active through site linkages between Bryce and Ward Streets



## 8.5 Development Site 5 - Countdown Site, Anglesea Street North

Located in City Living Precinct, bounded by Anglesea, Vialou and Liverpool Streets.

### 8.5.1 Site Characteristics

- Flat central city fringe site, 15,600m<sup>2</sup>.
- Site is occupied by large format food retail with a service station on the corner.
- Located on a prominent entry corner and potential future gateway to Hamilton's central city.
- Site design and surrounding street radii based on vehicle access.
- One block away from significant open space (west of Tristram Street).
- Building is set back from the street with carparking in front.

### 8.5.2 Key Design Principles

- Continue to support the existing supermarket as a building block for future high density residential living within the northern city area.
- Provide for safe and more clearly defined pedestrian and cycle paths through the site, along desire lines.
- Provide for through site links to assist in breaking up blocks, building upon wider proposals for future pedestrian connections (see Figure 93).
- Encourage built form at a greater height to reinforce the gateway. Buildings should address the street and provide pedestrian amenity to support the shift to a mixed use area (see Figure 95 and Figure 96).
- Upgrade amenity, including provision of on-site dining and 'green' car parking over the existing supermarket site through planting, acknowledging that this destination has an important role in the community.

### 8.5.3 Short term priority outcomes

- Develop a public realm masterplan to establish the projects that will reinforce the change in land use and encourage different modes of travel – walking / cycling.
- Define through a Precinct masterplan process the ideal form and location for mid block connections.

### 8.5.4 Medium to long term priority outcomes

- Establish mid block connections that will lead to better connectivity and finer grained development (see Photos 82 and 83)
- Continue to implement the public realm masterplan that has been developed including the creation of a northern entry boulevard along Anglesea Street with pedestrian and cycling provision.
- Celebrate the city entrance through development of an appropriate marker building at the corner of Anglesea and Liverpool Streets (see Photo 77).

### 8.5.5 Proposed mix of uses on site

- Net retail and commercial approx. 15,580m<sup>2</sup> (approx. 625 employees / 400 employees per hectare).



Photo 75: Aerial of development site area

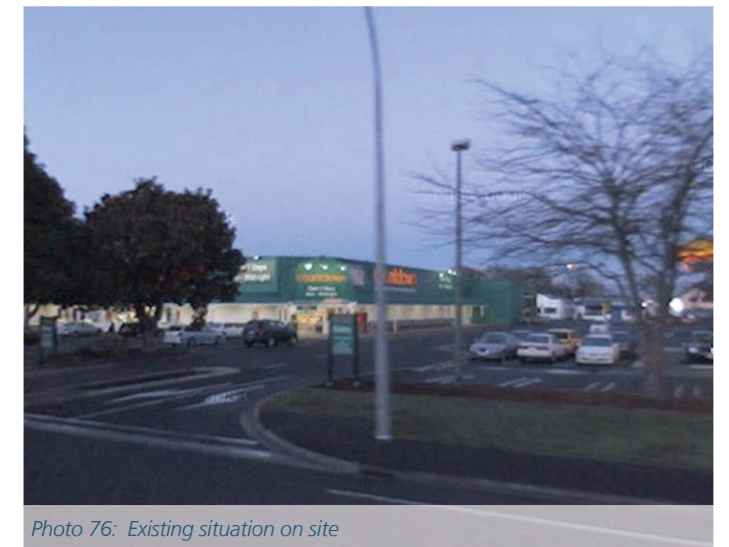


Photo 76: Existing situation on site



Figure 93: Indicative concept plan for Development Site 5 - Short term vision

#### PLAN AND SECTION KEY

Subject site area	— · — · — ·
Property boundaries	—
Active frontage (and awning)	—
Partially active frontage	- - -
Proposed Building Envelope	□
Retail / Commercial	□
Commercial Office / Residential	□
Public plaza	□
Paving	□
Shared Space	□
Carpark	□
Vehicle access	△
Car Park Entrance	▲
Street Trees	●
One Way Street	→
Pedestrian Route	↔



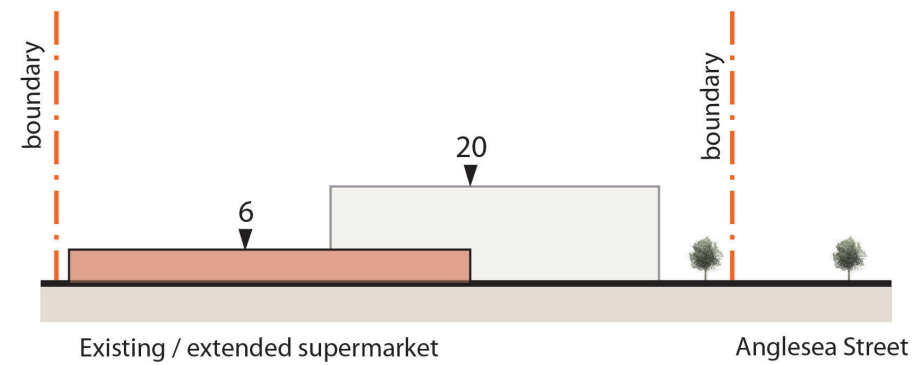


Figure 95: Indicative concept section A-A for Development Site 5 - Long term vision (not to scale)

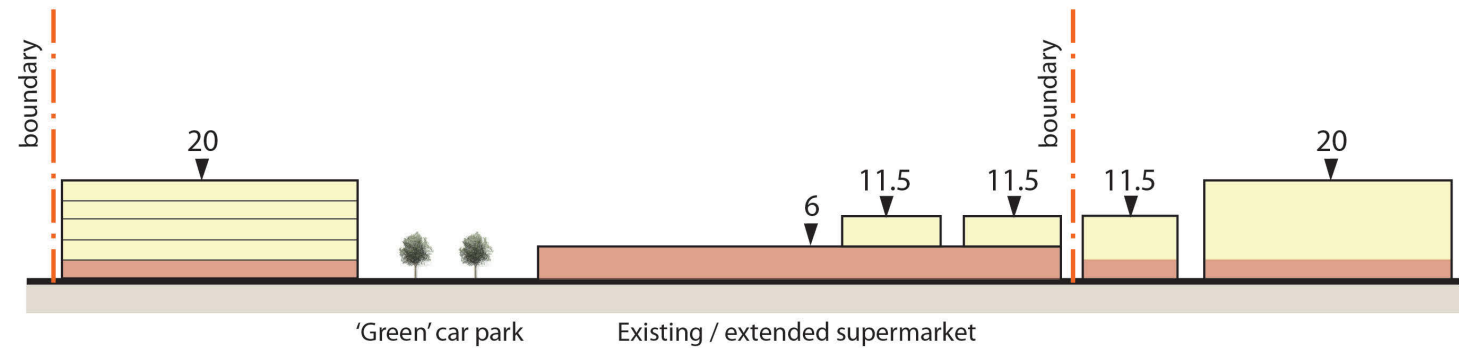


Figure 96: Indicative concept section B-B for Development Site 5 - Long term vision (not to scale)



Figure 94: Indicative concept plan for Development Site 5 - Long term vision



Photo 77: Proposed concept for an improved northern Entrance to Hamilton, looking South down Anglesea Street



Photo 78: High quality landscaping within carpark



Photo 79: Safe and legible pedestrian connections through a carparking area



Photo 80: Supermarkets should provide legible, safe pedestrian and cycle links

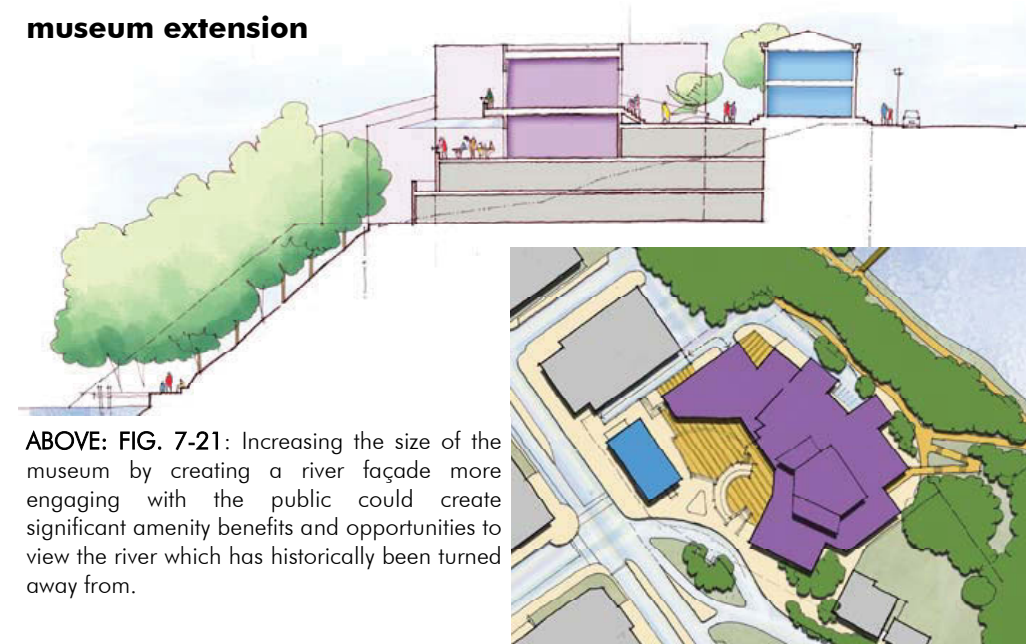


## 8.6 Development Site 6 - Artspost Site, Victoria Street

The following pages detail the development site proposals put forward as part of the Hamilton City Heart Revitalisation Project, prepared by Urbanism Plus in collaboration with HCC (May, 2008). These include the Artspost site (this page) and the Sonning Carpark site (following page).

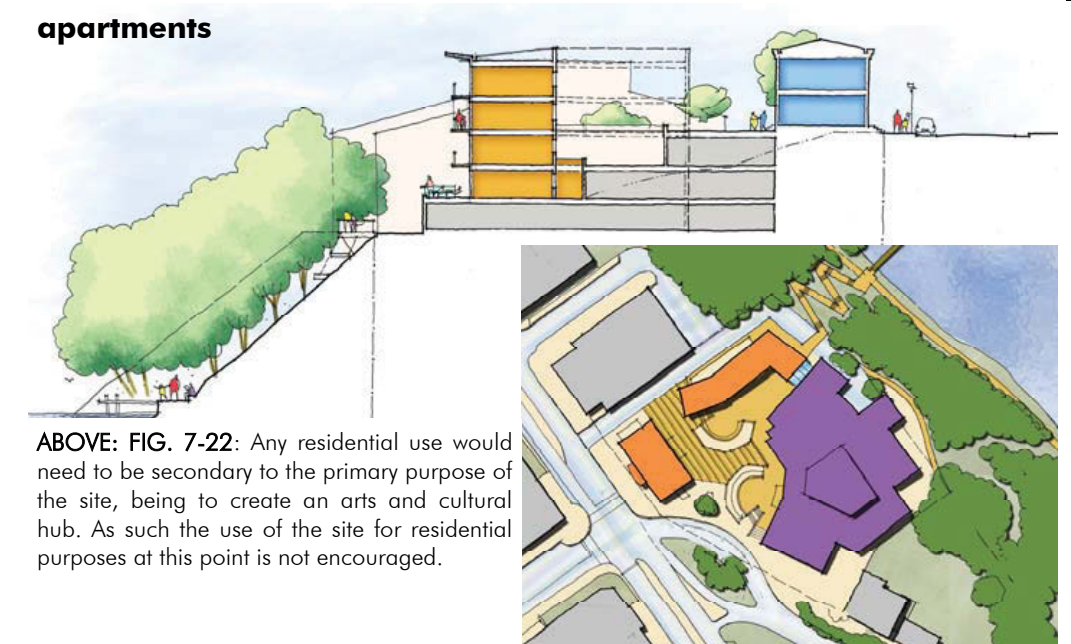
The intent of these proposals is supported by the LAP and the relevant principles and outcomes should be encouraged accordingly.

### museum extension



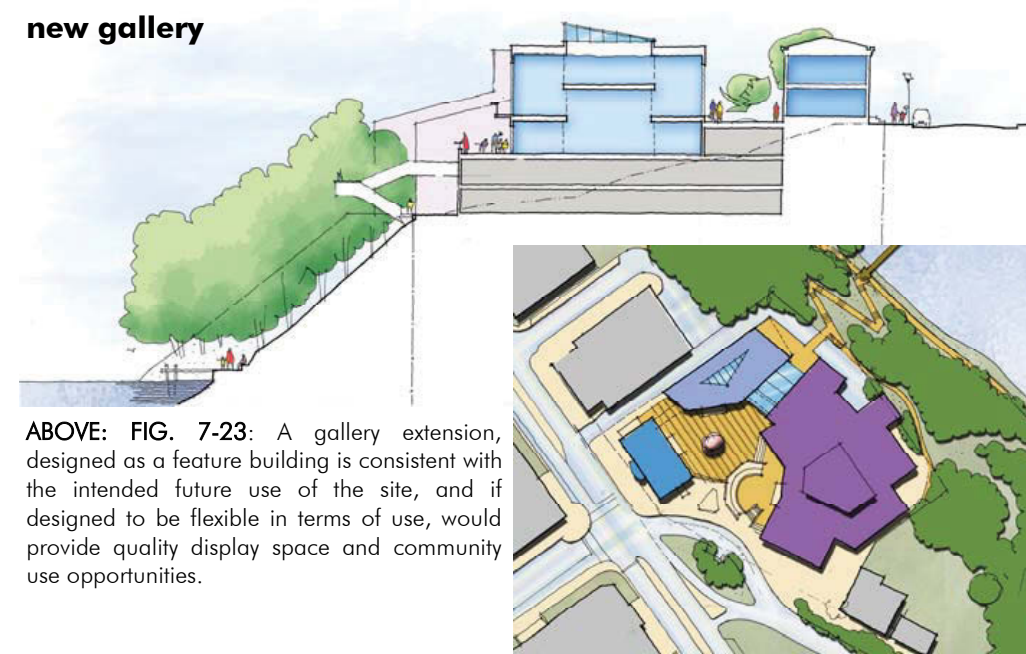
ABOVE: FIG. 7-21: Increasing the size of the museum by creating a river façade more engaging with the public could create significant amenity benefits and opportunities to view the river which has historically been turned away from.

### apartments



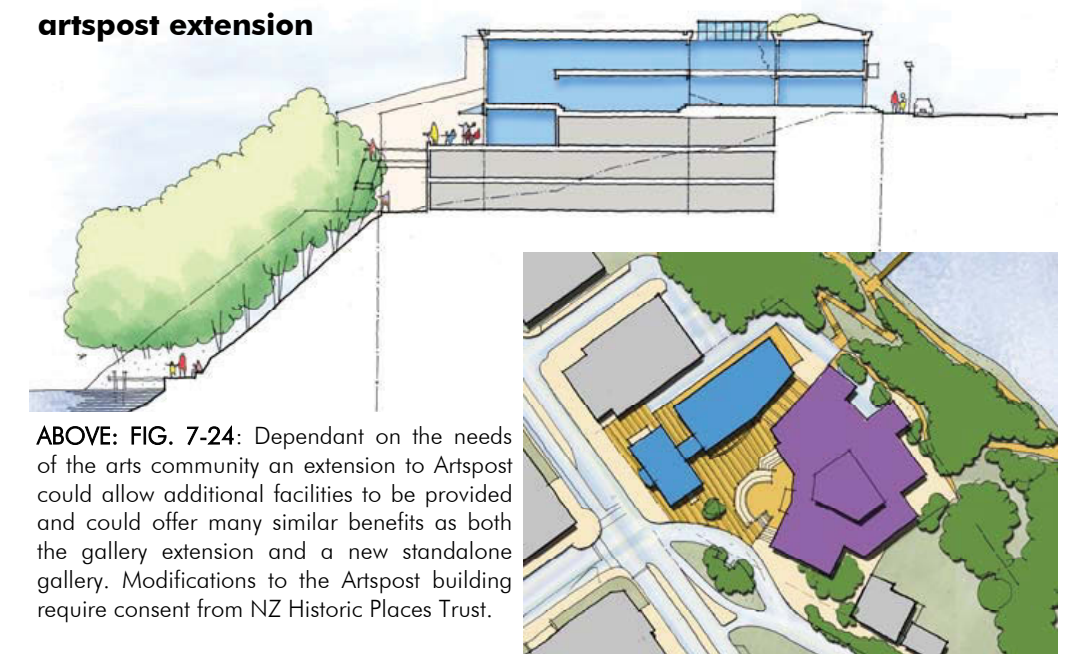
ABOVE: FIG. 7-22: Any residential use would need to be secondary to the primary purpose of the site, being to create an arts and cultural hub. As such the use of the site for residential purposes at this point is not encouraged.

### new gallery



ABOVE: FIG. 7-23: A gallery extension, designed as a feature building is consistent with the intended future use of the site, and if designed to be flexible in terms of use, would provide quality display space and community use opportunities.

### artspost extension



ABOVE: FIG. 7-24: Dependant on the needs of the arts community an extension to Artspost could allow additional facilities to be provided and could offer many similar benefits as both the gallery extension and a new standalone gallery. Modifications to the Artspost building require consent from NZ Historic Places Trust.

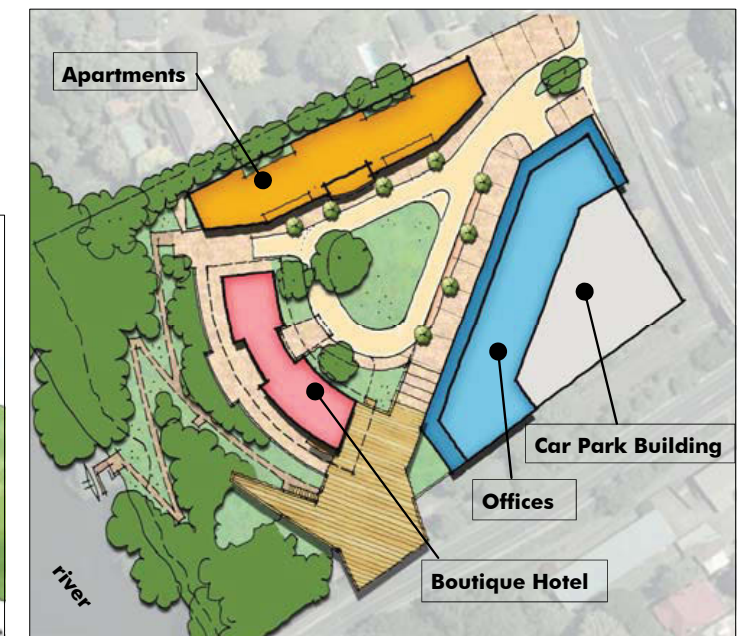
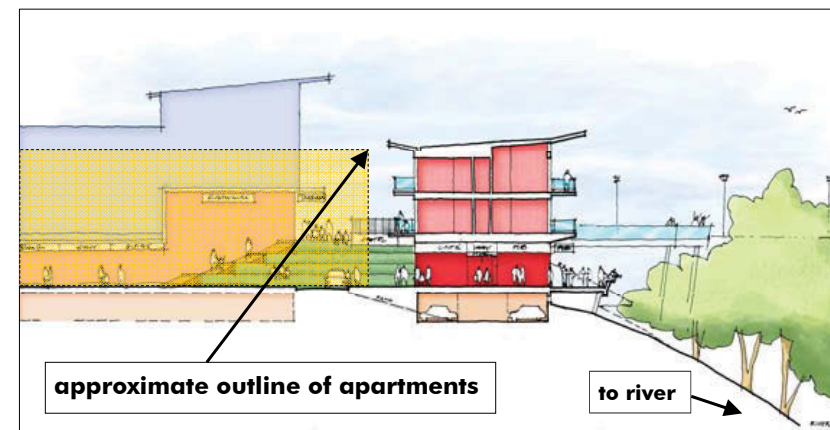
Figure 97: ArtsPost site, lower Victoria Street, adjacent to the Museum (Hamilton City Heart Revitalisation Project, Urbanismplus /HCC, May 2008).



## 8.7 Development Site 7 - Sonning Carpark site

### APARTMENTS/OFFICES/BOUQUETTE HOTEL

Key features of both scenarios analysed was an active ground floor condition, to not only attract people to visit the site, but also enhance the viability of prospective land uses. It was decided due to the lack of a quality (5-star) hotel in Hamilton that the opportunity to capitalise on Sonnings unique location suited this hotel typology. The opportunity exists to make this the key accommodation complex for visiting bands and performers, allowing stronger ties with CEC. Public opinion has also determined that a low density development is sought for the site, primarily to maintain the amenity of the adjoining residential area to the north. This approach therefore is inclusive of community expectations for the site.



### APARTMENTS/OFFICES/LARGE HOTEL

The main concern with developing the large scale complex on site is that this use would be inconsistent with the characteristics of the site. Sonning is unique and therefore requires a design that is correspondingly unique. Development of a large scale complex offers very little in terms of differentiation between a number of recently completed and expected hotels in Hamilton.

The larger scale of this scenario is deemed to be inconsistent with the general character of the area surrounding Sonning.

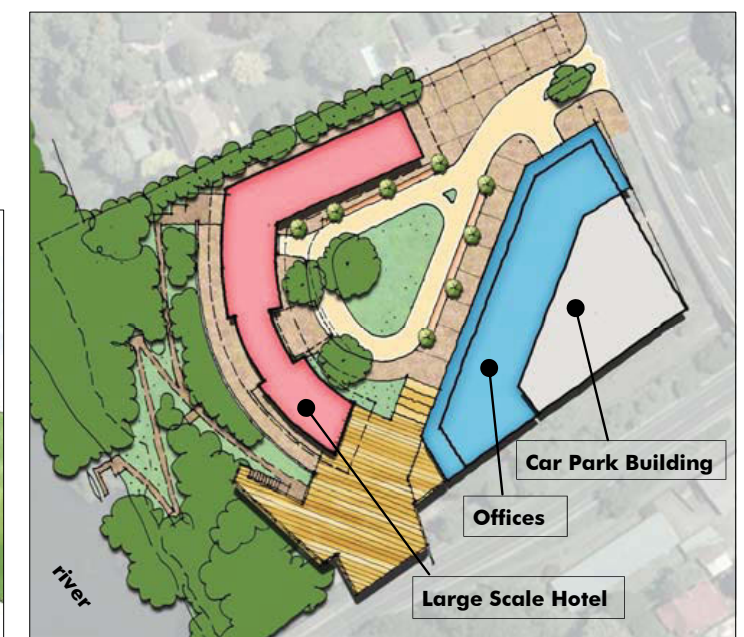
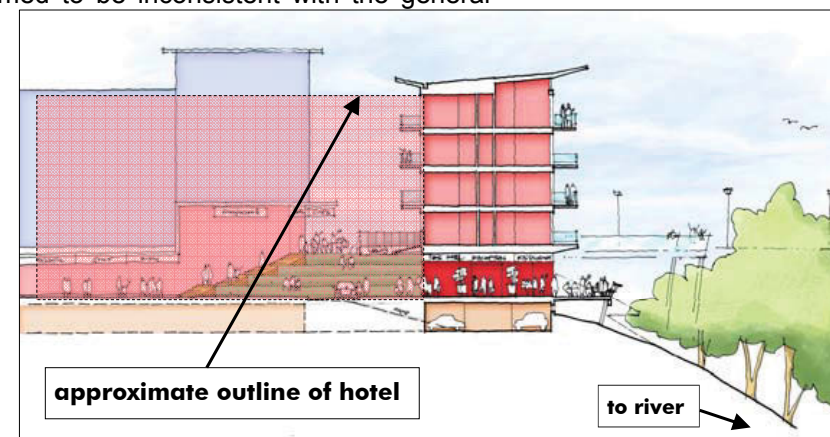


Figure 98: Sonning carpark proposal, adjacent to Claudelands Bridge, east of the Waikato River (Hamilton City Heart Revitalisation Project, Urbanismplus /HCC May 2008).