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## Hamilton Gateways Policy

### Purpose and scope

1. To identify gateway entrances and routes into Hamilton.
2. Outline levels of service for gateway treatments to create a sense of arrival and reflect the city's character, history, and environment or cultural significance.

### Definitions

Definition	Detail
Gateways	Entrances and routes into Hamilton that serve as high profile or high volume gateways.
MOTSAM	Manual of traffic signs and markings (MOTSAM), maintained by the NZ Transport Agency, gives details of approved sign legends, sign symbols and sign layout generally. This manual is being progressively replaced by the Traffic Control Devices Manual.

### Policy

3. The design and level of service to be applied to the city gateways are defined by the classification of the gateways as either primary or secondary gateways as set out in the Schedules 1 and 2.
4. The map identifying the location and classification of city gateways is in Schedule 3.
5. The design and levels of service that apply are:
  - a. Schedule 1 Primary gateways (Type 1) will provide a high level of amenity characterised by a selection of the following treatments:
    - Landscaping and planting.
    - Public art.
    - Signage, including billboards.
    - Built features.
  - b. Schedule 2 Secondary Gateways (Type 2) will provide a medium level of amenity characterised by a selection of the following treatments:
    - Minor planting
    - Signage (i.e. MOTSAM Section 7: Guide Signs).
6. Gateways are not intended to incorporate promotional tools (e.g. pole banners for upcoming events), but billboards may include city promotion.

7. The following design principles will be taken into account in developing Primary gateways (Level 1 gateways):
  - a. Public art and/or other built features to clearly signal gateway entry and sense of arrival) that express the uniqueness and identity of Hamilton and the site's history, environment or cultural significance.
  - b. The creation of distinctive landmarks through soft landscaping and, where applicable, earth sculpturing may be incorporated to express the local character and/or cultural history.
  - c. The use of simple, strong, structured planting to establish a consistent approach across all gateways.
  - d. Clear signs.
  - e. Tourism options.
  - f. Reference to relevant Council documents specified in Schedule 4.
8. New gateway sites will be determined:
  - a. as city boundaries change; or
  - b. from changes in road hierarchy; or
  - c. as speed limit thresholds are extended; or
  - d. by changes to New Zealand's tourist highways.
9. The development of new gateway sites will:
  - a. establish the city gateway at the new boundary or speed threshold and extend the corridor to that point
  - b. explore the possibilities for involving adjoining districts, particularly when the jurisdictional boundary runs along the gateway corridor
  - c. liaise with network utility providers to prevent barriers to long-term development of city gateways and to reduce the impact of existing services by, for example, undergrounding overhead lines.

## **Schedule 1 – Primary gateways (Type 1)**

**Refer to Hamilton Gateways 2019 Plan No. D-1507602, version 3**

Te Rapa Road Cambridge Road

SH1 Resolution Drive

Mangaharakeke Drive SH1

## **Schedule 2 – Secondary gateways (Type 2)**

**Refer to Hamilton Gateways 2019 Plan No. D-1507602, version 3**

Whatawhata Road SH23

Ohaupo Road SH3 Morrinsville

Road SH26 Tuhikaramea Road

Ruakura Road (link to Waikato Expressway) Greenhill Road

(link to Waikato Expressway) Gordonton Road

## **Schedule 3 – The map**

Hamilton Gateways 2019 Plan No. D-1507602, version 3

## **Schedule 4 - Reference documents**

Street Planting Guidelines Hamilton

Signage Plan

The traffic safety requirements of the City's Transportation Unit and, if applicable consult with the New Zealand Transport Agency (NZTA) during concept development and design.

Hamilton Arts Agenda