

1.4 Design Guides

1.4.1 Subdivision Design Guide

1.4.1.1 Purpose

This section provides design guidance for any subdivision undertaken within the City. It contains general guidance for subdivision in any zone, as well as specific guidance for subdivision in the General Residential Zone.

The assessment criteria for subdivision, outlined in Section 1.3.3, require applications to be assessed against the Subdivision Design Guide. Information Requirement 1.2.2.2 - Subdivision Concept Plan - also requires consideration against the Subdivision Design Guide outlined here.

1.4.1.2 How to Use the Design Guide

Applications for subdivision shall include an assessment against the Design Guidance included in this Appendix as they are relevant to the nature and scale of the subdivision proposed.

Section 1.4.1.3 General Design Guidance and section 1.4.1.4 General Residential Zone apply to all subdivision, except:

- residential subdivision creating four or less residential lots; or
- residential subdivisions that are based on the layout and pattern of occupation associated with a previously approved or permitted residential development.

Where necessary, in regard to any relevant criterion that is not met, the applicant shall explain:

- i. Whether site constraints inhibit the ability to address the criterion.
- ii. How the intention of the criterion is met by the proposal.
- iii. Whether the proposal represents a better design solution than that sought by the criterion.

Note

1. *Acceptable means of compliance for the provision, design and construction of infrastructure is contained within the Hamilton City Infrastructure Technical Specifications.*

1.4.1.3 General Design Guidance

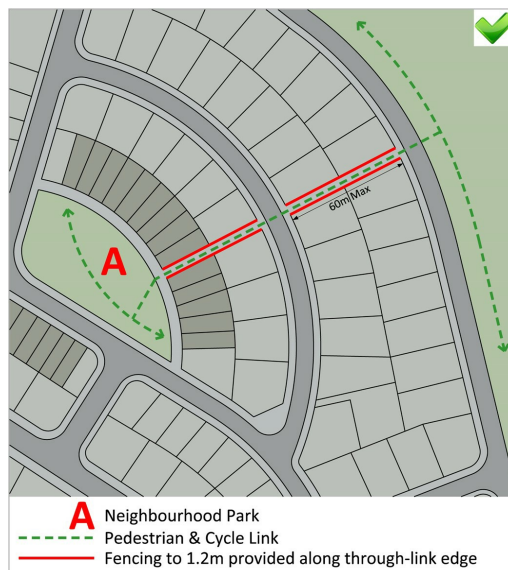
Design Element 1: Public Interfaces

- a. Public open spaces should be bounded by public transport corridors where possible (refer Figure 1.4.1a).
- b. Where a transport corridor boundary is not practicable, private-way boundaries with public open spaces should be provided to ensure that buildings front on to public open spaces (refer Figure 1.4.1b).
- c. Private ways where abutting public open spaces should ensure sightlines to the public open space via permeable fencing (see rule 15.4.6).

Figure 1.4.1a: Poorly located public open space, lacking boundaries with public transport corridors



Figure 1.4.1b: Subdivision layout



Showing:

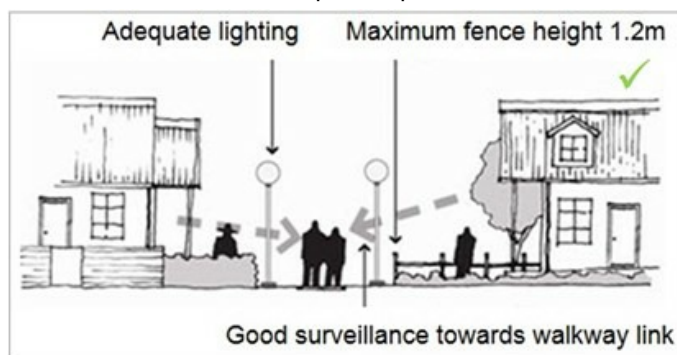
- Well located public open space (A), with boundaries to public transport corridor and private ways.
- Clear and straight pedestrian and cycle links with maximum lengths and fence height limits providing improved connectivity and following CPTED principles.

Design Element 2: Pedestrian Accessways

Pedestrian accessways should:

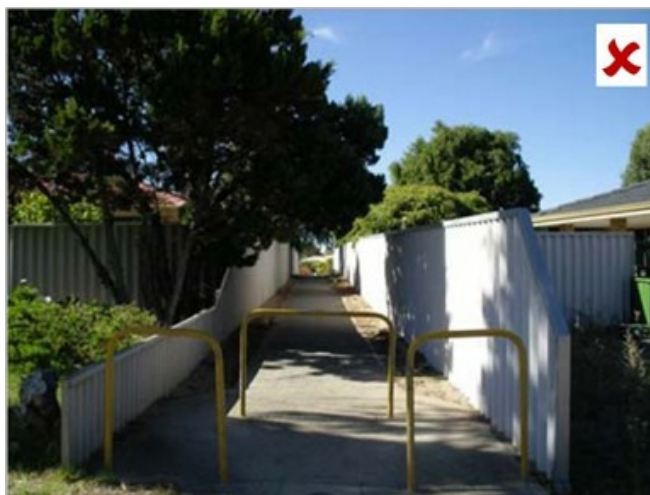
- Be designed in a manner consistent with CPTED principles – facilitating passive surveillance and adequate lighting where appropriate (refer Figures 1.4.1e and 1.4.1f).

Figure 1.4.1e: Cross section showing a well designed interface between allotments and a pedestrian accessway. Low, visually permeable fences and walls, low cut planting and adequate lighting creates a 'safer' public space



- Include clear and coherent direction signs.
- Be of an easy gradient and where possible avoid the need for steps.

Figure 1.4.1f: Poorly designed interface with pedestrian accessway. High, visually impermeable fences, poor lighting and landscaping prevents passive surveillance



Design Element 3: Public Open Spaces

- a. All public open spaces should be of an appropriate size and dimensions to allow for their anticipated primary function. Land to be vested as public open space will be accepted by the Council only if it is suitable for the intended functions.
- b. Subdivision layout should provide, where appropriate, opportunities for connections that support the integration of pedestrian and cycling networks within and between the transport and open space networks (refer Figure 1.4.1g).
- c. Public open spaces should be designed in a manner consistent with CPTED principles.
- d. All public open spaces should:
 - i. Incorporate natural features that contribute to the functioning of ecological corridors, transport corridors and stormwater functions, where relevant.
 - ii. Look to incorporate existing trees and features of interest (natural and cultural).
 - iii. Provide recreational amenity.
 - iv. Contribute to the development of a coherent open space network.
 - v. Be easily accessible where appropriate for all aspects of the community.
 - vi. Be provided as identified on any relevant Structure Plan.
- e. Walking and cycle paths should be provided where appropriate within the public open space network and should be well connected:
 - i. Through the public open space network.
 - ii. With adjacent streets.
 - iii. With other open spaces, community facilities and any other likely destinations.
- f. The provision of public open space under high-voltage transmission lines will be considered on a case-by-case basis having regard to the appropriate use of the land.
- g. Neighbourhood parks should be reasonably flat and be designed and located to provide a focal point for a neighbourhood (refer Figure 1.4.1h).
- h. Where provided, car parking should be accessible, appropriately landscaped and designed so that

traffic movement can occur in a safe and efficient manner.

Figure 1.4.1g: Public open spaces designed and located to integrate pedestrian and cycling networks with the open space network

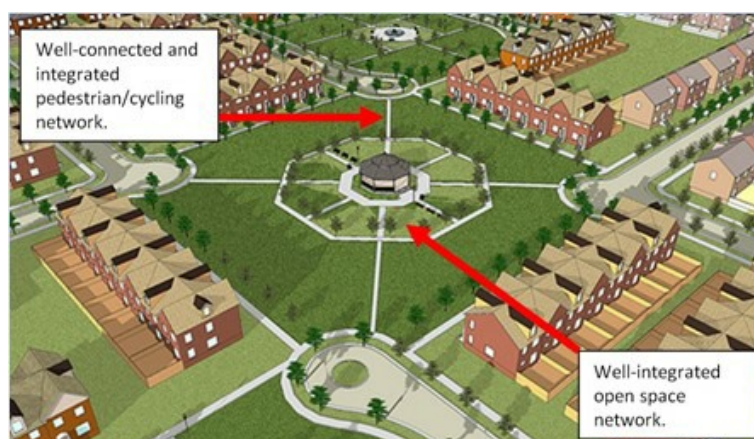


Figure 1.4.1h: Public open spaces designed and located to be a key focal point of the neighbourhood, particularly adjoining uses



Design Element 4: Transport Network Layout

- a. The proposed transport network layout should:
 - i. Create sufficient separation distances and space to provide for safe vehicle access to and from the transport network.
 - ii. Where possible avoid the need for direct vehicle access from allotments on to the strategic or arterial transport network.
 - iii. Minimise local transport corridor connections to arterial or strategic transport corridors.
 - iv. Protect, provide for and be integrated with any planned transport corridors identified in Structure Plans or by designations.
 - v. Create an accessible, walkable neighbourhood by:
 - Providing a highly connected network of transport corridors that enables relatively direct trips in and between neighbourhoods and to local activity points (such as shops, parks, schools and passenger transport stops).

- Avoiding transport infrastructure designs that disadvantage mobility impaired, pedestrians and cyclists by hindering their ability to move safely and easily.
 - vi. Provide links for pedestrians and cyclists and use of passenger transport for daily activities that create an attractive, friendly, efficient, connected, safe and accessible environment.
 - vii. Enhance personal safety and perceptions of safety and minimise potential for crime, vandalism and fear.
 - viii. Avoid large blocks as these increase the trip lengths between points reducing connectivity, accessibility and the attractiveness of walking or cycling.
 - ix. Unless physically constrained avoid **cul-de-sac** and other layouts that reduce transport network connectivity.
 - x. Provide for strong connections to existing, committed and proposed development in adjacent areas, to help with connection and integration.
- b. In accordance with the transport corridor hierarchy, the layout should provide a logical and legible network of connected transport corridors, these corridors should:
- i. Contribute to a transport network that is accessible for the whole community by maximising connections and opportunities for route and mode choice.
 - ii. Provide local or collector transport corridors for safe property access.
- c. The hierarchy of transport corridors should be reinforced by incorporating design elements appropriate to the transport function and surrounding land use (guidance is available in Appendices 15-4 and 15-6). This may include using landscaping, street materials, and space allocation (e.g. carriageway widths) to signal changes in hierarchy that directs through-traffic to and along higher-order transport corridors and encourages lower speeds in residential or pedestrian-oriented environments.
- d. When considering layouts that connect to existing areas the effects of that connection, such as increased traffic volumes, should be compatible with the form and function of the existing transport network and the surrounding land use.

Design Element 5: Landscaping and Vegetation

- a. Subdivision layout should seek to provide opportunities for retaining existing mature trees.
- b. Streetscape should reflect the functions and characteristics of the road type in the network with larger, uniform and more formally organised trees on major transport corridors and smaller, less-regimented variation along local streets.

Note

1. *Guidance on acceptable approaches to the selection and location of street tree planting is contained within the Hamilton City Infrastructure Technical Specifications.*

1.4.1.4 General Residential Zone

This section provides design guidance for any General Residential Zone subdivision undertaken within the City which propose to create more than four vacant fee-simple lots.

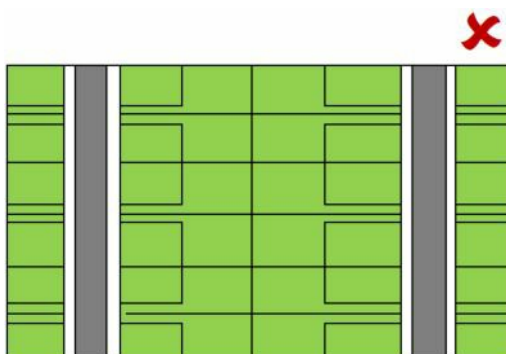
Design Element 1: Block and Allotment Layout and Orientation

- a. Where possible blocks should be no more than two allotments deep (refer Figures 1.4.1i and 1.4.1j).

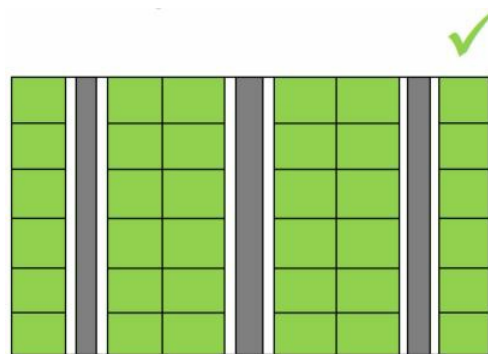
Figure 1.4.1i: Subdivision layouts creating deep blocks with large numbers of rear sites are to be

Figure 1.4.1j: Subdivision layout creating blocks no more than two allotments deep and

discouraged



maximising the creation of front sites is to be encouraged



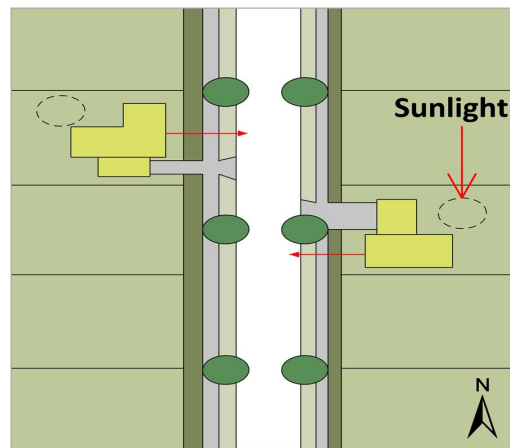
- b. Allotments should be orientated so that dwellings can be located in a manner where their front door and main living area face the adjacent transport corridor – rear sites should generally be avoided (refer Figure 1.4.1k).

Figure 1.4.1k: Allotments oriented to enable dwelling designs that can front the transport corridor



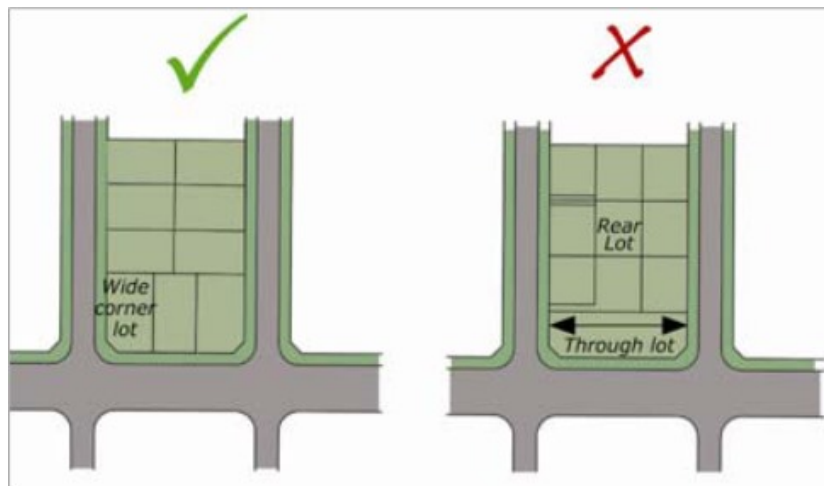
- c. Block length should be limited to ensure high levels of accessibility and connectivity.
- d. Blocks and allotments should be designed to enable good sunlight and daylight into future dwellings. This can be achieved by:
- Aligning roads north/south and allotments east/west where possible.
 - Providing south-facing allotments with north-facing backyards for outdoor living.
 - Ensuring sunlight access to transport corridors, including the selection of trees to allow sunlight to penetrate through winter.

Figure 1.4.1l: Blocks and allotments have been located and designed to ensure dwellings and allotments receive a good level of sunlight



e. Through allotments should be avoided (refer Figure 1.4.1m).

Figure 1.4.1m: Blocks and allotments should be located and designed to avoid the creation of rear and through allotments

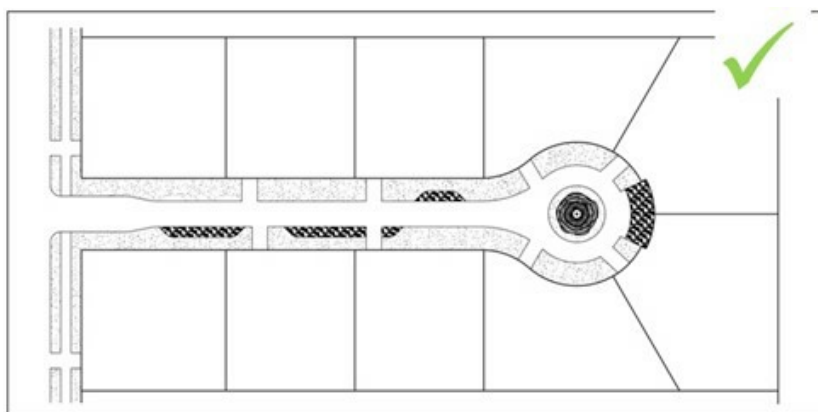


f. ~~Cul-de-sac-sacs~~ should be avoided where possible. Where they are proposed as part of a subdivision, the applicant shall provide:

- i. Justification and reasons why a more integrated movement network cannot be provided.
- ii. How the proposal manages to achieve appropriate connectivity and accessibility.

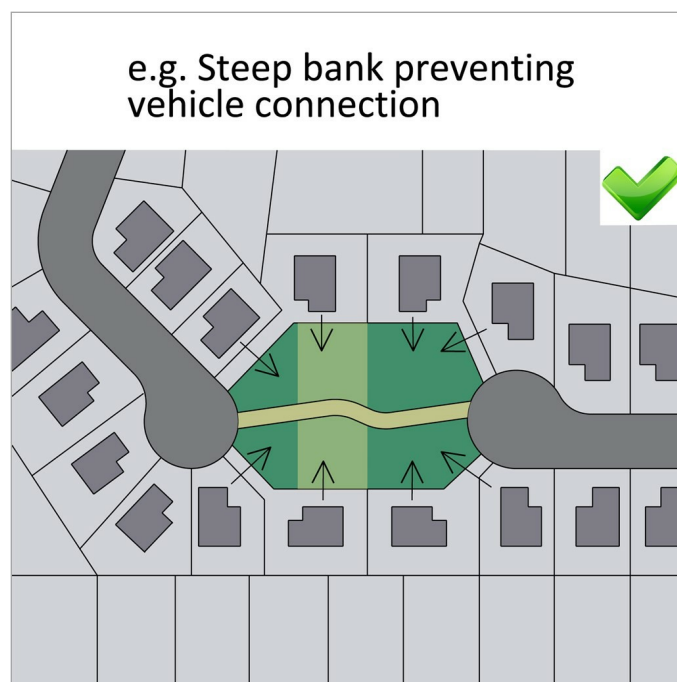
g. Where they cannot be avoided, ~~cul-de-sac-sacs~~ should be straight and short (unless physically constrained for example by topography, infrastructure or geotechnical factors) (refer Figure 1.4.1n).

Figure 1.4.1n: Where provided, ~~cul-de-sac-sacs~~ should be straight and short



- h. Where cul-de-sacs cannot be avoided, they should provide, where appropriate, pedestrian and cycle links to other streets and/or open spaces at their heads to create connectivity and accessibility (refer Figure 1.4.1o)

Figure 1.4.1o: Where vehicle connections cannot be made cul-de-sacs should include, where appropriate, pedestrian and cycle links



- i. More than one private-way accessing on to a cul-de-sac should be discouraged where possible.

Where this is proposed, the applicant shall ~~provide~~ provide justification and reasons showing how the proposal will achieve appropriate connectivity (including safe pedestrian access), how CPTED principles, any visitor parking, emergency access and refuse collection are addressed.

1.4.2 Residential Design Guide ~~(Residential and Special Character Zones)~~

1.4.2.1 Purpose

This section provides design guidance for developments undertaken within all residential zones. For clarity, the General Residential Zone guidelines do not apply to any permitted activity, Residential Intensification Zone, Large Lot Residential Zone and Special Character Zone including the provision of 3 residential units per site. The guidelines apply to:

- a. Apartment buildings
- b. Papakaia
- c. Third and subsequent single dwellings per site
- d. Duplexes
- e. ~~Integrated Residential Developments~~ Terrace units

As noted within the section 1.3.3 B Design and Layout, if an activity is a Restricted Discretionary Activity solely to Design and Layout matters and there is a relevant design guide; then the activity should seek to address the outcomes sought in the design guide as a priority over any other criteria in section 1.3.3 B.

1.4.2.2 How to use the Design Guidelines

Applications for development within the Zones as described in 1.4.2.1 should provide an assessment against the guidelines outlined within this Appendix.

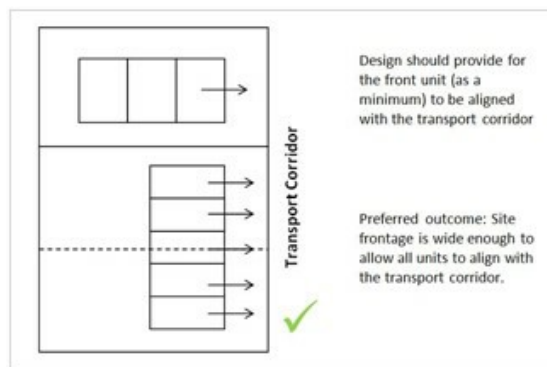
As the guidelines are generic, they may not be appropriate in every instance and a degree of flexibility is reasonable and to be expected. In such cases, the creation of an equivalent or better outcome should

be demonstrated.

1.4.2.3 Site Size and Dimensions

- a. To ensure good overall design outcomes, the site should be of an appropriate size to accommodate the proposed number of residential units and ancillary spaces, such as outdoor living areas.
- b. Where possible, the site should have an adequate length of transport corridor frontage to allow residential units to be oriented parallel to the transport corridor (refer Figure 1.4.2a).

Figure 1.4.2a: Preferred unit orientation



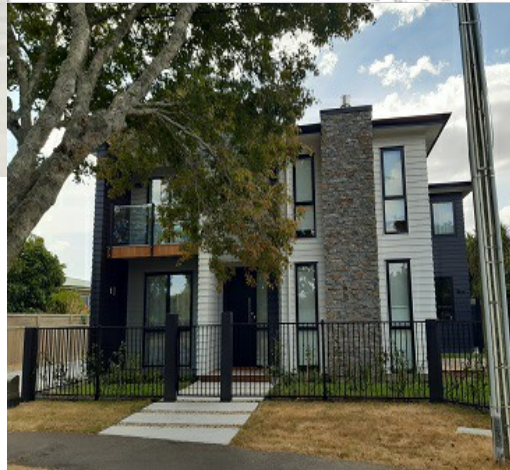
1.4.2.4 Interface between Public and Private Land

- a. Where appropriate, the site layout and building design should promote passive surveillance of adjoining or adjacent public spaces (including transport corridors).
- b. To achieve this, the following aspects need to be considered:
 - Where possible, ensure units have a public front and a more private side or rear.
 - Promote a clear definition between public, semi-private and private spaces through the use of design features which may include low boundary walls and landscaping as appropriate.
 - Avoid bland, featureless elevations, high blank walls and non-permeable fencing.
 - Where possible, orientate habitable rooms, balconies and entrances towards the public space (including transport corridors - refer Figure 1.4.2b, c and d).

Figures 1.4.2b, c and d: Examples showing public/private interfaces that have been well-designed



Apartment Single Detached



Detached dwelling Duplex



Duplex Terrace

1.4.2.5 Building Orientation and Siting

- a. Buildings should be oriented and located to allow adequate daylight and sunlight to reach principal

living rooms and outdoor spaces.

- b. Buildings should be positioned to minimise overshadowing of adjoining buildings or private outdoor spaces.
- c. Buildings should be oriented, sited and designed to accommodate outdoor living areas, service areas and storage areas as well as permeable surfaces.

1.4.2.6 Access, Garages and Parking

- a. Where possible, garages and car parking should not dominate the frontage and should be located to the side or rear of the building to reduce visual impact (refer Figure 1.4.2e).
- b. When locating garages and outdoor parking spaces, consideration should be given to safety for users.
- c. Where possible, driveways should not be located side by side. Preferably use shared driveways to serve more than one residential unit.
- d. The design of the vehicle entry and exit to the site should ensure safety for the residents and pedestrians and the safe and efficient operation of the transport network.
- e. The design and landscaping of car parks should contribute to the amenity of the development and the safety of users.

Figure 1.4.2e: Garage doors forward of the front face of buildings should be discouraged



1.4.2.7 External Appearance

- a. When viewed from any transport corridor or public open space, buildings should be designed to create visual interest through appropriate modulation, articulation, and architectural expression (refer Figure 1.4.2f).

Figure 1.4.2f: Building design that creates visual interest by incorporating a range of features

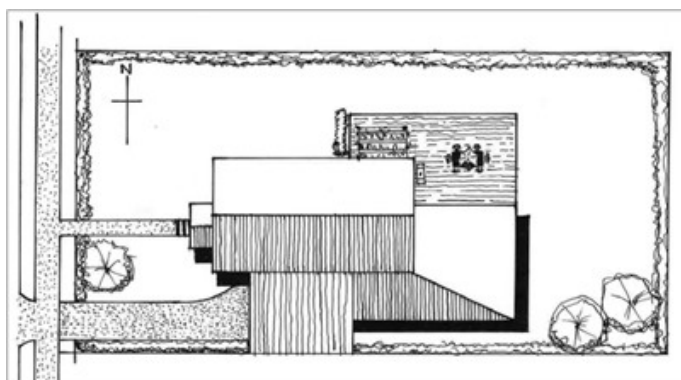


- b. Features such as balconies, canopies, porches, bay windows, dormers and pediments can also be used to break up continuous building mass and large roof forms.
- c. Height should not exceed the relevant District Plan standard unless the particular design will:
 - i. ~~Contribute to identity and local character.~~
 - ii. ~~Add~~ Add visual interest.
 - iii. Where appropriate, create local landmarks.
- d. Where similar buildings are grouped or joined together, visual interest should be promoted through high quality architectural design, including the use of varying design features, e.g. roof form, canopies, porches, balconies, windows, colour and materials.

1.4.2.8 Private Outdoor Living Areas

- a. Private or communal outdoor living areas should preferably be located either to the north, east or west of the residential unit, and be readily accessible from a living area within the residential unit (refer Figure 1.4.2g). The private outdoor living area may be at ground level or an upper-storey balcony.

Figure 1.4.2g: Example of a functional, usable and private outdoor living area



- b. Outdoor living areas should be sited and designed to ensure safe use.
- c. Outdoor living areas should be of appropriate size and dimensions to suit both occupancy and residential unit type. Regard should be given to available shared outdoor space (for multi-unit development) and the proximity of the site to a public open space.

- d. Outdoor living areas should be located and designed to achieve an adequate level of visual privacy, protected from being overlooked from windows and private outdoor living areas of adjacent residential units. Responses could include:
 - i. The shape and position of buildings, spaces and windows.
 - ii. Varying levels.
 - iii. Separation distance.
 - iv. Screening such as hedges.
 - v. Offset and high sill windows.
 - vi. Opaque glass.

1.4.2.9 Landscaping and Vegetation

- a. Where possible, existing mature trees should be retained where they contribute to site amenity.
- b. Landscaping and vegetation should complement the layout of the site and the buildings.

1.4.2.10 Acoustic Amenity

- a. Attached dwellings should be designed to minimise sound transmission between residential units.
- b. Noise-producing activities such as driveways and/or car parks should be separated from bedroom windows of adjacent residential units.
- c. Residential units should be designed with appropriate acoustic treatment to maintain residential amenity.

1.4.2.11 Service Areas

- a. Outdoor service areas should be provided for solid waste and recycling storage without creating adverse visual, noise or odour effects for residents or neighbours.
- b. The waste and recycling storage in outdoor service areas should be easily accessible for residents and collection agencies.

1.4.2.12 Water Efficiency

- a. Water-sensitive techniques should be used where possible.
- b. Sites should ensure a sufficient area of permeable surface to manage the volume of stormwater entering the reticulated system (e.g. through stormwater collection and detention); or be able to provide alternative stormwater solutions.
- c. Landscaping should be used to minimise and control the impacts of stormwater run-off. This could be through use of vegetation filtration techniques (e.g. swales and rain gardens, refer Figures 1.4.2h and 1.4.2i) and choosing appropriate plant species.
- d. The reuse of water including grey water should be considered and adopted where appropriate. (Also see Waikato Regional Council requirements.)

Figures 1.4.2h and i: Examples of swales to manage stormwater (from Hobsonville and Long Bay, Auckland)



1.4.2.13 Integrated Residential Comprehensively Designed Developments

In addition to the above design guidelines, the following should be considered when preparing and assessing a resource consent application for an integrated residential, a comprehensively designed development (typically occurring on larger or consolidated sites):

- a. Developments should be designed to minimise adverse impacts on neighbouring sites, the streetscape and the character of the area streetscape.
- b. This includes, where applicable, consideration of building height and the impact on views and vistas to and from the site and the natural landform.
- c. The built form should be residential in nature and scale and where possible avoid excessive repetition of architectural styles.
- d. As much far as possible, developments should have a unique identity and sense of place whilst respecting the character of considering the surrounding context.
- e. Developments should be designed in a way that provides an appropriate level of on-site amenity and outlook through the use of landscaping and the provision of green, communal open space spaces, careful building placement in response and maintaninance maintenance of privacy.
- f. Access arrangements should be carefully considered, including the provision of rear access lanes where appropriate and ensuring garages do not visually dominate the front of the site.
- g. Developments should ensure an integrated service space is provided and that it is easily accessible.

1.4.3 Medium-Density Residential Design Guidelines

1.4.3.1 Purpose

These design guidelines are developed to assist groups, professionals, and Council to prepare and assess resource consent applications for medium-density residential.

1.4.3.2 How to Use the Design Guidelines

These guidelines form part of the assessment criteria for Comprehensive Development Plans along with applications for development occurring after the implementation of the Comprehensive Development Plan (CDP). A resource consent application is required for each area.

The guidelines have been incorporated as assessment criteria rather than performance standards as they are more of a guide than an absolute standard that must be adhered to. Refer to Chapter 1—Plan Overview, Section 1.1.3.f.v. Design Guides.

There are two steps to consider when preparing a CDP. Firstly, there are a number of specific design guidelines which outline basic bulk and location requirements. Secondly, the application should be assessed against the urban design principles outlined in the Design Guide.

For clarity, these rules do not apply to development in the Rotokauri North Structure Plan area, as all bulk and location requirements for the Rotokauri North Medium Density Zone are contained in Chapter 4 Residential Zones.

1.4.3.3 Site Coverage

a. Site coverage	Up to 50%
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1.4.3.4 Permeable Surfaces

a. Net site permeability	At least 20% of the net site area. The front yard requirements are to be included in this percentage.
b. Front sites only: Permeability forward of the building line of the dwelling planted in grass, shrubs and trees	At least 50%

1.4.3.5 Building Height

a. Height of buildings	Up to 12.5m
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1.4.3.6 Building Setbacks

Building setback from	Minimum distance
a. Transport corridor boundary—local and collector transport corridors	3m
b. Transport corridor boundary—arterial transport corridors Except that any garage or carport facing the transport corridor should be set back a minimum of 8m	5m
c. Waikato Expressway (Designation E90 and E90a)	i. 35m from the designation boundary, or ii. 40m from the actual carriageway edge of the Waikato Expressway if: <ol style="list-style-type: none"> The location of the carriageway within the designation corridor of the Waikato Expressway has been confirmed in writing by the Requiring Authority, or Construction is underway or completed.
d. Boundary of a Comprehensive Development Area or zone boundary	1.5m

1.4.3.7 Water Management

- a. Rainwater storage devices for the supply of non-potable water for outdoor use and indoor toilets, and for the purpose of stormwater soakage or detention, should be provided.

1.4.3.8 Interface Between Public and Private

- a. The front wall of all accessory buildings that are detached (including carports and garages) and an integral part of the design and construction of the dwelling, should be:
 - i. Located no further forward of the front building line of the dwelling than 0.5m if the garage door is to face the street;
 - ii. Located forward of the front line of the dwelling (but not encroaching into the front setback) by no more than 8m if the garage door is 90 degrees to the street;
- b. At least one principal room should have a clear-glazed window facing the street. For corner sites and sites with two transport corridor frontages, this is required only on the transport corridor frontage from which vehicular access is provided.

1.4.3.9 Fences

- a. All fences should have a maximum height of 1.8m except for those adjoining an open space zone (refer to 15.4.6).

1.4.3.10 Residential Buildings — Separation and Privacy

- a. Residential buildings should maintain an appropriate set back from the nearest part of any other residential building, except:
 - i. No separation is required between buildings that are attached.
 - ii. Where windows are located and designed (including by glazing) to avoid views between rooms in different buildings, the separation distance could be reduced.
- b. To ensure privacy, any balcony at upper floor level should be appropriately set back from adjacent residential buildings. This does not apply along a transport corridor, access way, right-of-way, private way, access lot, or entrance strip less than 6m wide.

1.4.3.11 Outdoor Living Area

- a. Each residential unit, except for when a communal area is provided, should be provided with an outdoor living area that is:
 - i. For the exclusive use of each residential unit.
 - ii. Readily accessible from a living area inside the residential unit.
 - iii. Free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas.
 - iv. Located on a side of the residential unit which faces north, east or west.
- b. Outdoor living areas for residential units to have areas and dimensions as follows:

Residential units	Outdoor living area per residential unit	Shape
i. Single dwellings, duplex dwellings and dwellings in comprehensive residential developments	40m ²	Capable of containing a 6m-diameter circle
ii. Ancillary residential units	12m ²	No dimension less than 2.5m
iii. Apartments	12m ²	No dimension less than 2.5m

- c. The outdoor living area for an ancillary residential unit should be separate from the outdoor living

area provided for the principal residential unit.

Note

1. Any communal open space is optional and is additional to the above provisions.

1.4.3.12

Service Areas

Description	Minimum requirements
a. Single dwellings, duplex dwellings and dwellings in comprehensive residential developments	20m ² Minimum dimension 3m
b. Service area per ancillary residential unit	Additional 10m ² Minimum dimension 2.5m
c. Apartments	40m ² Minimum dimension 2.5m
d. All service areas	Readily accessible from each residential unit Not visible from a public place

1.4.4 Rototuna Town Centre (RTC) Design Guide

1.4.4.1

Purpose

This design guide was developed to assist groups, professionals and Council to prepare and assess resource consent applications for Comprehensive Development Plans (CDPs) and resource consent applications for development occurring after within the implementation of the CDP (refer to Volume 1, Rule 13.5c) **RTC zone**.

A Concept Plan (Appendix 7, Figure 7-1) has been prepared for the Rototuna Town Centre. The Rototuna Town Centre Concept Plan provides a design-led framework for the development of the Centre. The Rototuna Town Centre Concept Plan comprises several activity precincts. The Concept Plan identifies the location and extent of land use types and other essential features including:

- i. The main street and other streets,
- ii. The public square, and
- iii. Community and open space elements.

All development in the Rototuna Town Centre Zone:

- i. Will have a strong emphasis on urban design considerations.
- ii. Must demonstrate that urban design principles have been applied.
- iii. Must be in general accordance with the Rototuna Town Centre Concept Plan.
- iv. Must be designed in accordance with this Guide. To achieve this, before commencing development within the Rototuna Town Centre Zone, a Comprehensive Development Plan (land use consent) must be prepared and approved for each of the Comprehensive Development Areas identified in Appendix 7, Figure 7-2.

1.4.4.2

How to Use the Design Guide

The Design Guide contains four parts.

- i. Part 1: The Overall Concept (refer to 1.4.4.3).
- ii. Part 2: Guidelines relating to the Rototuna Town Centre (refer to 1.4.4.4).

iii. Part 3: General Principles for Comprehensive Development Plans (refer to 1.4.4.5).

iv. Part 4: Principles and Assessment Criteria for Precincts (refer to 1.4.4.6).

There are three steps to using this Guide when preparing a Comprehensive Development Plan. Firstly, there are a number of guidelines which clearly outline Council's expectations for achieving high quality design, set out in Sections 1.4.4.4. Secondly, the application should be assessed against the general principles which are outlined in Section 1.4.4.5, and thirdly, the application should be considered in terms of the relevant assessment criteria for the precinct/area in Section 1.4.4.6.

There is a degree of flexibility, and the standards may not be appropriate in every instance. In such cases it must be demonstrated that design flexibility is warranted through the creation of an equivalent or better outcome.

1.4.4.3 Part 1: The Overall Concept

Vision

A Town Centre for Rototuna that functions as a focal point for the wider Rototuna community by enabling a diverse range of activities that operate within a pedestrian-focused, street-based layout, and incorporate principles of good urban design.

Key Features

The key features of the Rototuna Town Centre are:

a. The Main Street

The Main Street provides the central core of the retail area with a traditional street-based layout which is intended to be a pedestrian focused, vibrant shopping destination for the local community. Primary and secondary frontage areas are identified in Appendix 7, Figure 7-3, to facilitate active frontages with buildings closely relating to the street. Pedestrian orientated activities will be encouraged along these frontages, particularly along the Main Street and Public Square which are to be the principal shopping areas.

The carriageway should accommodate cyclists, buses and motor vehicles. There should be wide pedestrian walkways on either side of the carriageway to provide space for street-side dining, parking bays and large specimen trees. The street will be a slow speed environment. The street should have a clear and distinguishing landscaping treatment (streetscape design) applied, to highlight its importance and add to its character, identity and legibility.

The CDP for the Comprehensive Development Plan Areas will include an Integrated Transport Assessment are required to determine the nature of the intersections at (as relevant):

- i. Borman Road/North City Road.
- ii. North City Road/Park Lane/Suburban Collector Roads.
- iii. Suburban Collector Roads/Local Streets.
- iv. Suburban Collector Roads/Residential Collector Roads.
- v. Midblock access for Public Square, Pool & Library.

The intersection treatments should also consider the pedestrian and cyclist provision to ensure a safe environment and high level of connectivity occurs.

b. The Public Square

The Public Square is designed to be an important public space where markets, fairs and special events can be held. The library and retail areas will open onto the Square. It can be accessed from the Main Street and from walkways and cycleways through the adjoining watercourse and drainage reserve.

The Square should contain key amenity features such as lighting, seating, trees, landscape features and public art. The design should incorporate on the eastern edge the entrance space for the library and other small businesses such as cafés – including space for outdoor dining. A consistent design theme and materials should be used throughout the Square.

c. The Gateways

Key gateway features such as public art at the entrances to the Town Centre from the arterial roads would identify the Centre and contribute to its sense of place. A gateway feature could take a variety of forms or elements (e.g. public art, gantry, landscaping). The carriageway/building design at these key entrance points should be flexible enough to allow a gateway feature to be incorporated into the design.

d. The Watercourse

A central unifying feature of the Town Centre is the drainage reserve/central watercourse which has a principal stormwater function but also provides a key green corridor and walkway/cycleway link. It is important that the waterway and associated corridor is designed as a high amenity, multifunctional feature. To the north, the watercourse will connect with the Active Recreation Reserve and provide a green edge to the playing fields and the secondary school. This green edge will also accommodate shared pedestrian and cycle routes that will connect with parks and footpaths in nearby neighbourhoods.

The precise form and function of the watercourse and corridor will be determined by hydrological requirements and controls. This watercourse will be the principal secondary flow path for the concept plan area, and be sized to accommodate 1% annual exceedance probability storm flood conditions.

e. Park Lane

Park Lane runs along the eastern edge of the Active Recreation Reserve and will provide access to the Reserve and adjacent Residential High Density Precinct. The combination of the housing and lane will provide increased surveillance over the Reserve.

Park Lane should be designed as a slow moving lane, with a number of traffic calming measures incorporated into the design. Provision should be made for and berms for landscaping. Any parking adjacent to the park shall be angled. Its character should be that of a tree-lined lane within a residential environment.

f. Passenger Transport

Passenger transport within the Town Centre should be catered for via integrated bus stops within the transport corridor carriageway.

A transport interchange opposite the Public Square on the Main Street should be provided. The interchange is central to the Concept Plan. It will bring people directly to the heart of the Town Centre and will improve the general surveillance and safety around the Public Square.

g. Connectivity

In order to achieve a legible and efficient transport network it is essential that all nodes are well connected both internally and to other nodes. The local nodes and Town Centre in particular shall be well connected to the surrounding residential neighbourhood they serve.

h. Walkways/Cycleways

The emphasis in and around the Town Centre is on achieving good walking and cycling connectivity. Effective connections to the Centre must be provided from the adjoining residential areas. The central drainage reserve/water course must incorporate walking and cycling paths, offering good connectivity with the Active Recreation Reserve, community facilities and schools, and to the southwest along existing walkways/cycleways.

i. Primary/Secondary Frontages

Primary and secondary frontages have been identified where the interface between buildings and the street or public space is considered particularly important. Along these edges at ground floor level, retail activity should predominate and buildings must relate closely to the street – providing activity, interest and vitality.

Precincts

As shown on the Concept Plan, the Rototuna Town Centre is made up of several activity precincts that contribute to the overall function of the Centre. These include:

a. Retail Precinct

The Concept Plan provides for two distinct retail areas – Retail Precincts 1 and 2.

The Retail 1 Precinct has frontage to the Main Street and Public Square and adjoins the proposed library and aquatic centre. Within this Precinct, the scale and form of the buildings and shopfronts should respond to and reflect the pedestrian nature of the streetscape. Retail should be of a fine grain and typically include small shops of a maximum floor area of 400m², restaurants and cafés. Offices and apartments should be located above ground floor level. Activities provided for in this precinct include entertainment, restaurants, cafes, takeaways and small store retailing.

In the Retail 2 Precinct, which is located immediately to the west of the Main Street, the Concept Plan provides for larger scale retail activities to serve the local community. Development should, however, still provide an active frontage to the street – either through a main entrance or by sleeving the development with smaller retail outlets.

b. Employment Precinct

It is intended that this centre have a strong employment base, and areas for business and light industry are identified on the Concept Plan. Employment based activities should not interrupt or conflict with shopping activities or more sensitive uses in adjacent precincts. Appropriate locations are therefore shown to the north of the Retail 2 Precinct and close to the major arterial road.

The Employment Precinct will provide for light industry and service type activities to predominantly meet the needs of local residents. Light industry activities include vehicle servicing and repair activities, small scale home improvement activities, electronic and computer repairs and service, small scale manufacturing, cleaning services, food preparation, catering, printing and storage.

c. Residential Mixed Use Precinct

The Residential Mixed Use Precinct will act as a transition area between retail and residential development. The Precinct predominantly provides for residential activities, however a limited amount of office development, service industry, small retailing and activities that will not compromise residential living amenity levels are also provided for.

d. Residential High/Medium Density Precinct

Residential High Density and Residential Medium Density Precincts form part of the Town Centre. These precincts are intended to provide a population base to support the Centre's retail,

employment, entertainment, community and recreational activities and enhance its vitality and vibrancy. Conversely, the Centre will provide goods and services for the local residential catchment. It is therefore important that residential land is developed to a sufficient density to enable these mutual benefits, and to ensure efficient use of the land resource.

e. Community Precinct

d. Community Precinct

In addition to the planned community facilities described below, land has been set aside for other community facilities such as community centres, education and training facilities and health care services.

Library – The proposed new library will occupy a key central site within the Town Centre having frontages onto both the Public Square and the watercourse. Ideally this will be designed as a high quality, innovative building.

Aquatic Centre – The aquatic centre is strategically located between the Retail 1 Precinct and Active Recreation Reserve. This will enable shared use of facilities such as changing rooms and any carparking space. As with the library, this building should be of high quality and innovative design.

Schools – A new primary school and a new secondary school will contribute to the overall Town Centre 'node'. Both schools are within a 10 minute walk of the heart of the Centre. The schools are to be zoned Community Facilities and do not form part of the Concept Plan.

Apostolic Church – There is an existing church on North City Road. This existing use will be acknowledged by identifying the land as a Community Facilities Precinct.

Parks and Green Space

A large recreation reserve is centrally located in the Town Centre and in close proximity to the aquatic centre and schools. The reserve will provide for playing fields, one of which may be served by a stand, together with other facilities such as courts, cricket ovals and potentially floodlighting. Transport corridors and high density residential developments are planned around the perimeter, offering good views into the reserve. In turn this will increase passive surveillance and overall safety, and provide open space and amenity for residents.

1.4.4.4 Part 2: Guidelines for the Rototuna Town Centre

a. Building Height

Building height standards for each Precinct are as follows.

Precinct	Maximum Building Height	Minimum Building Height	Minimum Storeys
Retail 1 and Retail 2	15m	8m Primary frontage	2 in Primary Frontage
Community	15m	8m Primary frontage	2 in Primary Frontage
Employment	6m	-	-
Active Recreation	i. 8m, except public toilets adjoining a transport corridor boundary where the maximum height shall be 3m ii. Maximum height of any floodlighting shall be 15m	-	-

Public Square	-	-	-
Residential Mixed Use	12.5m	-	-
Residential High Density	12.5m	-	-
Residential Medium Density	12.5m	-	-

b. Separation Distances and Privacy

- i. Where two or more buildings, excluding accessory buildings, are located on the one site, no eaves of a building shall be located closer than 3m from the eaves of another building.
- ii. A balcony or window of a habitable room at upper-floor level shall be set back 5m from any boundary of a Comprehensive Development Area, zone boundary, precinct boundary, or public open space, excluding the road boundary or adjoining an accessway, any entrance strip with a width of 6m or less, or any right of way, private way or access lot.
- iii. Where buildings are attached, no setback is required between those buildings.
- iv. Separation distances may be reduced where:
 - Windows are at an angle of 60° or greater to the boundary, or
 - Window sill height from the finished upper-floor level is 1.7m, or
 - Opaque or obscure glazing is provided.

c. Building Setbacks

Building setback standards for each Precinct are as follows:

Precinct	Maximum Building Setback from Transport Corridor	Minimum Building Setback from Transport Corridor	Minimum Building Setback from side, and rear boundary
Retail 1 and Retail 2	<ul style="list-style-type: none"> • 0m Primary frontage • 0m Secondary frontage • No maximum elsewhere 	0m	
Community	<ul style="list-style-type: none"> • 0m Primary frontage • 0m Secondary frontage • No maximum elsewhere 	0m Primary frontage 5m front	Refer Volume 1, Rule 16.4.4 Where site adjoins the Residential or Special Character Zone or a Residential Precinct – 3m
Employment	10m	5m	5m
Active Recreation	-	5m except public toilets which may be sited up to the transport corridor boundary	5m from the boundary of any Residential Precinct
Public Square	-	-	-
Residential Mixed Use	<ul style="list-style-type: none"> • 0m Primary frontage • 0m Secondary 	0m	

	frontage • No maximum elsewhere		
Residential High Density	5m	1m	1.5m where adjoining another precinct, GDP Area or zone boundary
Residential Medium Density	No maximum	i. 3m from the boundary of a local/collector transport corridor ii. 5m from the boundary of an arterial transport corridor	1.5m where adjoining another precinct, GDP Area or zone boundary

d. Development Intensity

Development Intensity for each precinct shall be as follows.

Precinct	Maximum Floor Area Ratio	Maximum Site Coverage
Retail 1	3:1	100%
Retail 2	3:1	100%
Community	2:1	100%
Employment	1:1	75%
Public Square	NA	NA
Residential Mixed Use	2:1	100%
Residential High Density	NA	50%
Residential Medium Density	NA	50%

e. Primary Frontages

For buildings within the Primary Frontages as defined in Appendix 7, Figure 7-3:

- i. Buildings shall include a minimum of 2 stories of useable floor space.
- ii. A minimum of 75% of ground floor wall facing the street or public space, for the length of the ground floor wall, shall be of clear glass and capable of being used for displaying goods and services to passing pedestrians.
- iii. Ground floor tenancies shall have the main customer entrance facing the street.
- iv. A continuous veranda not less than 2.5m deep shall be provided which extends along the full street frontage except that no veranda over a footpath may encroach to within 600mm from the kerb. Verandas should be designed to provide continuous pedestrian cover so they abut one another.
- v. There shall be no vehicle access, parking or service areas within the Primary Frontage Area.

f. Secondary Frontages

For buildings within the Secondary Frontages as defined in Appendix 7, Figure 7-3:

- i. A minimum of 50% of the ground floor wall facing the street or public space, for the length of the ground floor wall, shall be of clear glass and capable of being used for displaying goods and services to passing pedestrians.
- ii. Ground floor tenancies shall have the main customer entrance facing the street.
- iii. There shall be no parking or service areas within the Secondary Frontage Area.

g. **Outdoor Living Area**

~~Each Residential Unit or any residential accommodation associated with non-residential activities shall be provided with an outdoor living area which:~~

- i. ~~Shall be for the exclusive use of the Residential Unit.~~
- ii. ~~Shall be readily accessible from a living area of a Residential Unit.~~
- iii. ~~Shall be free of driveways, manoeuvring area, parking spaces, accessory buildings, and service areas.~~
- iv. ~~Shall have a minimum area per Residential Unit of 12m², and a minimum dimension of 2.5m width.~~

Note

- 1. ~~Any communal outdoor living is optional, and shall be provided in addition to the above provisions.~~

h. **Service Area**

~~Each Residential Unit or any residential accommodation associated with non-residential activities shall be provided with service areas as follows:~~

- i. ~~A minimum service area of 10m² with a minimum dimension of 2.5m located at ground floor level, and readily accessible to that residential accommodation.~~
- ii. ~~The service area shall be maintained with an all-weather, dust free surface.~~
- iii. ~~The vehicular access associated with a service area may not be located within a primary or secondary frontage.~~
- iv. ~~A service area shall not be able to be viewed from a public space.~~
- v. ~~The service area required under this rule shall be additional to the service area required under Volume 1, Chapter 13: Rototuna Town Centre, Rule 13.8.5.~~

g. **Communal Outdoor Space**

Any Residential Accommodation that does not constitute a Residential Unit (e.g. hostels, and motels), and all Visitor Accommodation shall provide a Communal Outdoor Living Area for each building which:

- i. Has a minimum area which shall be equal to 12m² multiplied by the number of Residential Units or 12% of the gross leasable area of that part of any building occupied by residential accommodation, whichever is the greater.
- ii. Has a minimum dimension of not less than 4m.
- iii. Is capable of containing a circle not less than 8m in diameter.
- iv. Is readily accessible to those parts of any buildings occupied by Residential Activities.

1.4.4.5 Part 3: General Principles for Comprehensive Development Plans

Principle

Development of the Rototuna Town Centre shall be undertaken in accordance with a CDP to be approved by Council for the individual Areas shown in Appendix 7, Figure 7-2.

Explanation

An application for a CDP needs Applications need to address the following.

- a. The overall design of the Rototuna Town Centre achieves aesthetic and architectural coherence, and is of a design, scale, form and character appropriate to its unique location.
- b. The arrangement of buildings, car parking, service areas, and open spaces including provision for vehicular, cycle and pedestrian circulation will:
 - i. Enable the establishment of activities that are appropriate for the comfort, and convenience of visitors to the Rototuna Suburban Centre, and the local community.
 - ii. Be safe, and convenient, and achieve high standards of amenity.
 - iii. Be functionally linked with, and physically connected by, walkways/cycleways to the suburban centre.
 - iv. Reinforce high quality urban design, particularly the orientation of buildings to outdoor public spaces, transport corridors, and utilising a variety of architectural elements.
 - v. Provide for appropriate public access (pedestrian and cyclists) to, and around the area.
 - vi. Provide direct access paths on the most well-used routes with appropriate lighting, landscaping, and seating.
 - vii. Buildings shall be constructed from solid and durable materials to ensure a high standard of aesthetic coherence, and amenity consistent with the aim of providing an attractive suburban centre.

c. Design and layout of transport corridors

- i. To ensure appropriate connections to existing, and future transport corridors.
- ii. Respond to the site's existing landform, vegetation, views, water courses (for the purposes of stormwater runoff), and areas of public open space.
- iii. Accommodate safe traffic speeds, and sightlines for all transport corridors users (pedestrians, cyclists, and motorists).
- iv. Provide sufficient width to safely accommodate all transport corridor users, parking, footpaths, cycle ways and amenity landscaping.
- v. Promote a consistent design theme to achieve high amenity values.
- vi. Have regard to the future design relationship between the transport corridors, adjoining land and adjacent precincts.
- vii. Design guidance for transport corridors can be found in Appendix 15-6: Criteria for the Form of Transport Corridors, and the Hamilton City Infrastructure Technical Specifications.

d. Type, form, and density of housing

Whether future development sites have been identified in a manner that:

- i. Responds to the context within which the development site is to be located, including roads, open space, pedestrian linkages, views and natural features.

- ii. Is appropriate to the type, and form of housing (medium density or high density).
- iii. Is in accordance with policies and rules in Volume 1, Chapter 13: Rototuna Town Centre Zone, setting out the required yield for the various precincts.
- iv. Has regard to the relationship with existing developed areas.
- v. Gives consideration to the size, shape and aspect of the land, and its suitability for future development, with particular regard to the relationship of the site to the transport corridor, and adjoining sites.
- vi. Integrates the development of sites with the relevant precinct as a whole.

1.4.4.6 Part 4: Principles and Assessment Criteria for Precincts

a. Retail Precinct 1

Principle

The Retail 1 precinct faces onto the Main Street and Public Square, and adjoins the proposed library and aquatic centre. This is the main shopping area within the centre and activities have been specifically selected to create a vibrant and vital centre. It is therefore important that there is a continuity of buildings facing onto the street and that they have 'active' frontages. This coupled with the range of activities and public realm elements (footpaths, lighting, landscaping, street furniture, open space, etc) play an important role in creating an attractive and thriving Town Centre.

Figure 1.4.4a: Main shopping street



Explanation

The intent is to create a community focal point providing employment, shopping, recreation and passenger transport opportunities for a locally-based population. A key consideration is the creation of a local identity for Rototuna's main retail area. The centre's design needs to be of a high quality so that people want to shop, linger, live, work and play within its environs. Therefore the setting needs to be safe, attractive, comfortable, accessible and durable. This is achieved by ensuring that buildings have 'active' street frontages. The scale and form of buildings should be of a fine grain and designed to reflect the street's pedestrian focus.

It is envisaged that buildings within this part of Rototuna will be a minimum of two levels. Residential activities must be able to protect themselves from adjacent activities namely restaurants, bars (licensed premises) and bakeries, as these activities operate at a time when they may disturb residents. One key consideration is the protection of business land in, and around, this

centre. Locations that work for businesses are fewer than for residential.

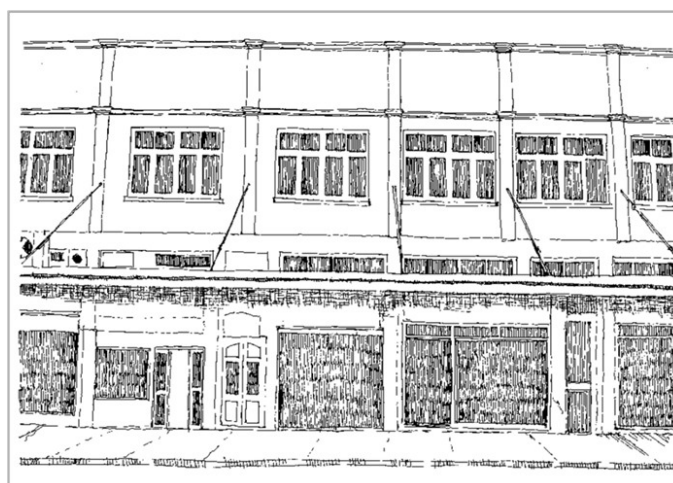
Assessment Criteria

1. Active Street Frontages

Active street frontages add interest, life and vitality to the public realm. This means:

- i. Buildings must contain street level activity, along with frequent doors, windows and few blank walls, which allows a visual connection between people within the building, and those on the street.
- ii. Shop frontages should be narrow to provide frequent changes in use and add visual interest.
- iii. Building entries need to be clearly identifiable, face onto the street and be at the same level as the street.

Figure 1.4.4b: Active street frontages



2. Building Design – Form and Appearance

Building design defines the public realm while setting the scene for character and form including window, door proportion and placement. This means:

High quality design

- i. Buildings should be designed to be of a high quality and help create a unique identity and character.
- ii. Durable materials should be used.

Building continuity

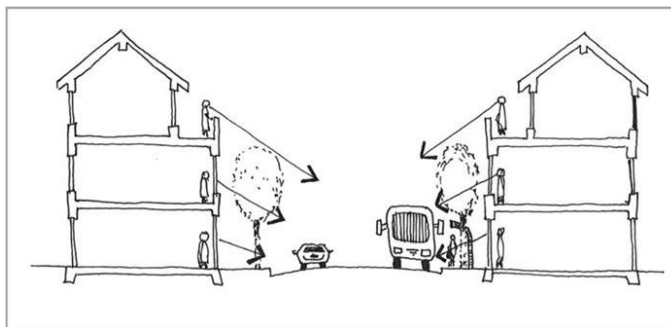
- iii. Buildings need to be designed so that they line both sides of the street. Minor modulation to the building's frontage is acceptable (including pedestrian entrances, windows, bay windows, etc) provided street front continuity is not compromised.

Corner buildings

- iv. Where buildings are located on street corners (intersection of two streets) architectural details should be used to emphasise and address the street corner.

Passive surveillance

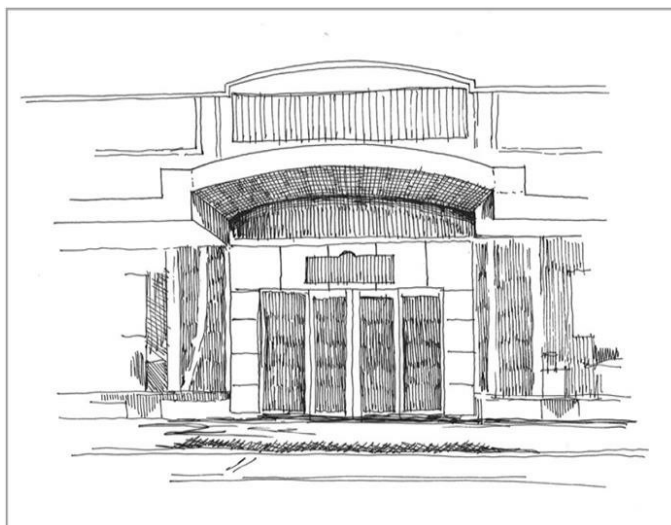
- v. Buildings should be designed so that their occupants can overlook the street and public open space.

Figure 1.4.4c: Passive surveillance*Public access*

- vi. Buildings facing onto open space are required to create openings so people can access such buildings from open space areas.
- vii. Access into buildings should be at grade for both pedestrians and vehicles, to reduce the need for pedestrians to negotiate changes in footpath grade.

Building façades

- viii. Building façades should incorporate the following features.
 - Articulation, celebration of main building entrances, use of projections such as bays and balconies.

Figure 1.4.4d: Building façades

- Narrow building frontages – this gives the street scene a vertical as opposed to a horizontal emphasis.
- Variation in materials, colour, window shape and size to accentuate and highlight features.
- Use eaves, and window sills to create interest for street users.
- Car parking and service entries need to be designed so they have a minimal effect on building continuity, where possible using rear lanes and access ways.
- Use architectural details to differentiate building levels, e.g. the building's ground, middle and

upper levels.

- Blank façades which are visible from public spaces are inappropriate.

Rooftops

- ix. Integrate lift plant, and mechanical services into the building's roof so they are not visible from public spaces.
- x. Orientate satellite dishes, telecommunication antennae, and air conditioning units so they are not visible from public spaces.
- xi. Use a variety of roof forms to provide visual interest. Sections of long horizontal 'flat' roofs are inappropriate.

Acoustic amenity

- xii. Apartment buildings need to be designed so that residents are not disturbed by street noise or from neighbouring residents.

b. Retail Precinct 2:

Principle

This Precinct is separated from the Retail 1 Precinct by a proposed drainage reserve containing a watercourse. The Retail 1 Precinct contains similar land uses to the Retail 1 Precinct. The main difference is that provision is made for larger format retailing in Retail 2.

Explanation

It is still preferable that buildings provide an active frontage to the street, either through a main entrance or by sleeving the development with smaller retail outlets.

Assessment Criteria

The same assessment criteria for Retail 1 also applies to the Retail 2 area. For larger scale buildings, use should be made of the Employment Precinct assessment criteria outlined below.

c. Employment Precinct:

Principle

The Employment Precinct provides opportunity for business, and light industry. In certain instances it may be necessary to buffer this precinct from adjacent residential areas.

Explanation

Employment Precinct land will not provide the level of amenity found within the Retail 1, and 2 zones. However these zones will be used by Town Centre workers, and visitors, and pedestrians walking from areas beyond it.

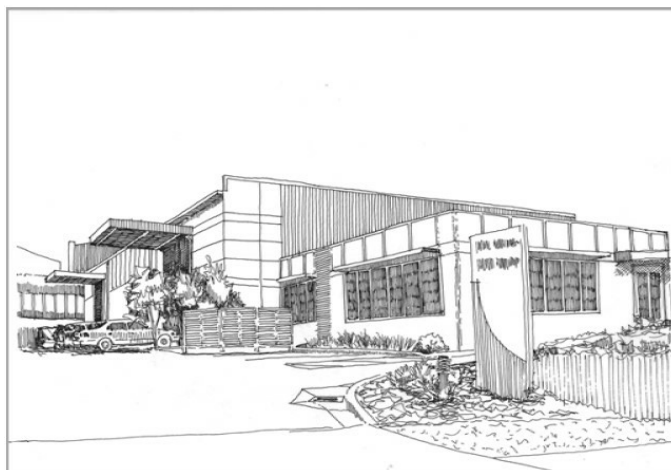
Front Façades, and Entrances

Business buildings are often of a larger scale, and can therefore potentially create adverse effects due to the traffic they attract, e.g. conflicts between visitors, staff, and service based vehicles. Due to their size these buildings can often have large blank façades making it difficult to create an attractive street scene.

Assessment Criteria

- i. Site entrances need to be obvious, and located next to vehicular and pedestrian entrances from the street.
- ii. Pedestrian walkways should be provided directly from the public footpath to the building's front door.
- iii. Buildings should make a positive connection with the street. This can be achieved by designing buildings so they present a narrow face to the street and locating building mass away from the frontage.

Figure 1.4.4e: Example light industry



- iv. Signage should be minimal, and clear – the focus should be on business identification rather than promotion of goods and services.
- v. Office components should be located towards the building's front, since this minimises vehicle/pedestrian conflicts.
- vi. Corner buildings – refer Retail Area 1 buildings.

Loading and servicing

- vii. Storage areas should be located at the rear or side of buildings, and ensure that they are screened from the street, so that the collection of rubbish, waste products, and goods cannot be viewed from the street.
- viii. Car parking should be located at the side or near the front of buildings, as these areas need to be visible from the street so that visitors do not enter unsafe or hazardous areas.

Landscaping

- ix. Use landscaping to help soften the appearance of large buildings, provide amenity, and screen loading, and service areas.
- x. Where possible use landscaping to mitigate stormwater run-off as this helps to reduce the need for piped infrastructure.
- xi. Use landscaping to provide visual relief to areas of car parking.

Buffers

In certain circumstances, it may be necessary to buffer employment activity to protect the adjacent residential areas. Buffers generally consist of a physical element that acts as a barrier, screening

device or shield between quiet areas, and noise producing areas of a single development. Buffers are essential in that they help maintain good levels of noise and visual privacy, thereby providing an acceptable degree of amenity for all occupants.

Examples of buffers include:

- Physical distance – a space or courtyard separating employment and residential uses to sufficiently protect residents from the noise source.
- Structural element – a well insulated exterior wall may minimise noise transmission between buildings. Similarly horizontal separation between activities such as commercial, offices, and upper residential floors.

Landscape feature

Trees/vegetation can be used as a buffer. Other landscape buffers include: ground level changes along with planting to create 'screens' or 'shields'.

d. Residential Mixed-use Precinct

Principle

An area of residential mixed-use has been incorporated into the concept plan to further encourage choice and diversity. When designing mixed-use development it is important to ensure that buildings can accommodate a range of different uses, as these can change over time.

Explanation

Mixed-use development needs to provide a degree of flexibility so that the buildings can respond to changes in demand whether this is office, residential or retail. Such development can encourage people to use the centre outside the working day. Business activity helps to create vibrancy and life including 24-hour occupancy of buildings.

Assessment Criteria

- i. Residential entries need to be clearly demarcated and separated from business entries.
- ii. Separate business loading docks and waste storage areas from residential access.
- iii. Ensure that the design of residential units recognises the needs for servicing, privacy and outlook, and that this is not compromised by business activities.
- iv. Consider acoustic privacy. The design needs to specifically address this issue demonstrating that an acceptable residential living environment can be created and maintained.

Figure 1.4.4f: Example mixed-use development



e. Residential Medium Density – in the Rototuna Town Centre Medium Density Precinct

Principle

Medium density housing typically consists of a mix of detached and terraced type housing.

Explanation

Housing lots at medium densities typically deliver around 25 units per hectare, and typically comprise a mix of single dwellings located on single sites and terraced dwellings. There are important amenity considerations associated with this development form. For example how buildings address the street and how they create visual interest.

Figure 1.4.4g: Example medium density housing



Assessment Criteria

- i. Buildings need to be designed to form a positive relationship with the street so that:
 - They provide for streetscape amenity, through the careful placement of entry doors, windows, porches, balconies, entry courtyards as these attributes help to create an active frontage to the street.
 - They demonstrate the transition between the street (public realm), the building's front yard

(semi-public realm) and the building's private rear yard.

- Visitors know how to access the building.
- ii. Design balconies so that they face onto public space/roads, including a clear outlook of at least 6m which is not of adjacent properties. It is preferable that balconies which face roads be designed as recessed elements so they do not protrude from the face of buildings.
- iii. Site buildings to maximise sunlight into indoor and outdoor areas:
 - Maximise north facing windows.
 - Maximise exposure to private open space e.g. rear yards facing north.
- iv. Make provision within each residential unit for:
 - Collection of recyclable materials and an area for rubbish bins, ensuring they are located and designed not to be visible from the street or other public places.
 - Storage area for outdoor equipment e.g. bicycles, prams, sports equipment etc.
- v. Use landscaping to provide visual interest, create privacy and shelter people from prevailing winds.
- vi. Maximise privacy between dwellings by taking extra care over the interface at the sides of adjacent buildings. This is dependent on each development and local circumstances.
- vii. Design buildings so they provide visual interest, diversity and variation. This helps to avoid monotonous repetition of building form including: roof pitches, materials, decks, courtyards, balconies and other detailing.
- viii. Design buildings to address local conditions including topography, views and climate. Use eaves to control summer sun, provide shelter from rain and shelter courtyards from wind.
- ix. Avoid locating satellite dishes and clothes lines at the front of buildings. Locate these items so they are not clearly visible from the street.
- x. Garages and car ports need to be designed and located so that:
 - There is sufficient space to park a car between the site's front boundary and the front of the garage/carport.
 - Garages and carports are set back from the dwelling's main façade.
 - They relate to the building's design in terms of height, roof form, materials, detailing and colours.

f. Residential High Density Precinct

Principle

Within this precinct, the form of development is likely to be comprised of two level apartments or terraced housing. It is preferable that such development faces onto, and overlooks the active recreation reserve.

Explanation

Locating higher density housing within a five minute walk of the Rototuna Town Centre helps increase the probability of people using passenger transport. It also increases the likelihood of people walking to the main street as opposed to taking the car.

Higher density residential housing requires a higher design standard including improved pedestrian and cycle connections to the Town Centre. In Rototuna's case the high density area is located on either side of the Active Recreation Reserve.

With this housing it is important that appropriate scale is maintained to avoid the creation of large monolithic structures similar in appearance to commercial and industrial buildings.

Height needs to be sensitively managed, pitched roofs can assist in this regard. Flat roofs are discouraged as these often give the development a strong horizontal feel and can be monotonous.

The key is to create a degree of variety, and this means using balconies, recesses, and voids, along with careful roof design.

Figure 1.4.4h: Example of high density housing

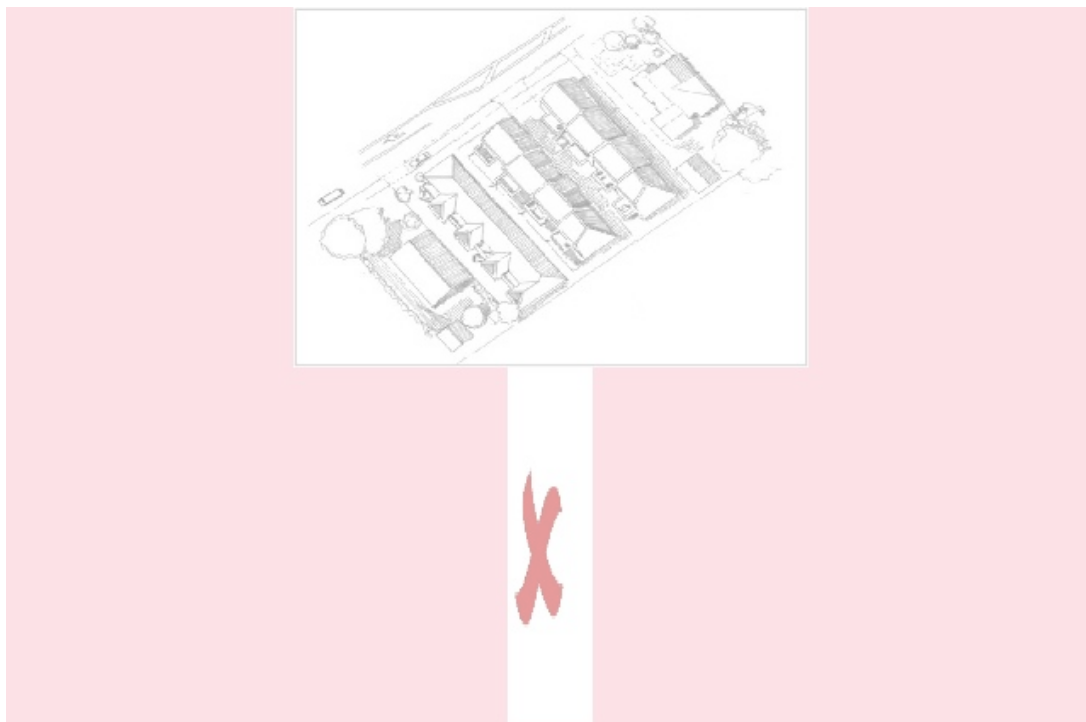


Assessment Criteria

- i. The above criteria for Residential Medium Density housing, namely i, ii, iii, iv, v, vi, viii, and ix.
- ii. For iv above consideration needs to be given to the provision of these items either within an individual building or within an apartment complex.
- iii. Where possible, residential development should front onto and overlook the Active Recreation Reserve.
- iv. Where vehicular access is from the street (at the front of the development) parking bays and garages should be set to the side/rear of buildings.
- v. Rear lane access may also be appropriate to reduce the need for garages located at the development's street front.
- vi. Consider locating car parking areas half a level below ground and placing buildings half a level above. This helps reduce the amount of space taken up by garaging and parking on a given site.
- vii. Use elements such as balconies, recesses, voids, materials, colours and roof design to create variety; such features should be used to reduce building mass.
- viii. Design buildings so they provide a range of accommodation choice in terms of type, style, and size.
- ix. Consider acoustic privacy. The design needs to specifically address this key consideration and demonstrate that an acceptable residential living environment can be created and maintained. This can be achieved by:

- Placing living rooms of one apartment adjacent to the living rooms of adjacent apartments along with bedrooms next to bedrooms.
 - Locate noise sources such as kitchens, bathrooms and laundries next to noise sources in adjacent apartments.
 - Locate vehicle, pedestrian entranceways away from bedroom areas.
- x. Avoid locating buildings so that they are perpendicular to the street as this presents an extremely poor street interface and adversely affects the privacy of neighbouring units.

Figure 1.4.4i: Example of high density housing



e. Community Facilities

Principle

A feature of the concept plan is the provision of new community facilities, namely a library, aquatic centre and the secondary school (outside the concept plan boundary). This also includes some land which will be privately developed, along with an existing church.

Explanation

The proper integration of these facilities with the movement and activity network is key to ensuring the success of the Rototuna Town Centre. It is envisaged that other community facilities will locate within the centre. Where this occurs it is important that these activities face onto transport corridors, for example Borman Road.

Although these features have not been designed in detail the following general guidelines apply.

Assessment Criteria

i. Library

The library needs to be designed and located so that people will choose to visit because it is easy to use, exciting, modern and comfortable. The following therefore applies.

- The library is envisaged as a landmark building that will occupy a key central site within the centre, adjoining and defining one edge of the public square.
- The library should have active edges towards the public square, the main street to the northeast and the drainage reserve to the northwest. Avoid presenting blank façades to public areas.
- The library's main entrance shall be directly off the public square and the building shall be located to help define the square's southwestern edge.
- The design of the building should focus on facilitating pedestrian movement in, and around, the site.

ii. Aquatic Centre

The aquatic centre calls for the design of the facility to reflect its setting within the Rototuna Town Centre.

Currently, the scope of this project includes the design, construction and commissioning of a new aquatic centre facility, landscape works and parking facilities. A concept design is to be developed for a Community Centre/Recreation facility in conjunction with the concept design for the aquatic centre.

The aquatic centre will be located on North City Road, directly opposite the public square. The following therefore applies.

- The building is envisaged to be a landmark building and will be a significant feature for the centre.
- The building's main entrance shall be located so people can gain direct access from the main street.
- The building's northern and western façades including the changing facility for the active reserve, should be carefully designed to actively engage with the adjacent open spaces.

f. Active Recreation

Principle

Central to the Town Centre is a large active recreation reserve which is intended to be a focal point for the local community. The development of this area is critical to the functioning of the wider area. The detailed design and operation of the reserve will be subject to a Reserve Management Plan, which has yet to be finalised.

Explanation

Good visual and physical connectivity between the reserve and adjoining uses is important. The drainage reserve/watercourse corridor provides a key linking element of this connectivity within the area.

The following therefore applies.

- i. The reserve will be primarily used as an active sports area containing fields and court areas.
- ii. The reserve should be bounded by roads or lanes to ensure effective connectivity and integration.
- iii. The western edge of the park needs to be activated with a shared pedestrian/cycle route.

- iv. The reserve should be designed to be accessible from surrounding dwellings.
- v. The design of the park should enable effective access for pedestrians, cyclists and the disabled.

g. Public Square

Principle

A key feature of the concept is the provision of a key piece of public open space – a public square. Conceptually, this space marks the intersection of the main street and the drainage reserve/watercourse, and links the public library to the aquatic centre (refer concept plan). The square is located north-east of the library, opening out onto the main street.

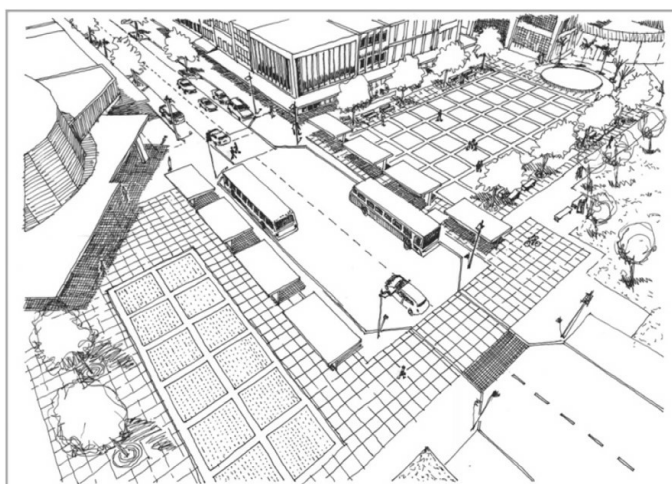
Explanation

It is envisaged that the square will be a primary gathering and social space for the wider area. The creation of a high quality, functional public space is essential to the vitality of the Town Centre.

Assessment Criteria

- i. The Public Square needs to be designed to accommodate a range of uses and activities, including outdoor dining.
- ii. The Public Square is to be flanked by retail development, the library, drainage reserve and main street. It is important that active edges are provided around the perimeter of this space. A key component is entrances to these activities opening out onto this square.
- iii. The space should contain key amenity features including, lighting, seating, trees/landscaping, public art.
- iv. CPTED principles should be incorporated into the Public Square's design.

Figure 1.4.4j: Example of a public square



h. Drainage Reserve/Watercourse

Principle

Another unifying feature of the concept plan is the central drainage reserve/watercourse corridor. Its principal function is stormwater management however it also forms part of the open space network

catering for pedestrians, and cyclists.

Explanation

It is important that this corridor is designed as a movement corridor, providing a link from the Te Awa O Katapaki esplanade in the southwest to the northern areas of Rototuna. This link will help provide strong connections with the surrounding residential areas for both pedestrians and cyclists.

Furthermore, the concept plan includes a larger green space at its southwestern corner. This space will be particularly visible from the Town Centre and it is therefore important that this vista is maintained and reinforced. From the north the watercourse will link with the active recreation reserve creating a green edge to the playing fields and secondary school.

The precise form and function of this corridor will be determined by hydrological requirements and controls but is likely to become more urban in character as it gets closer to the main street. The following therefore applies.

- i. All buildings that face onto the drainage reserve/watercourse corridor need to be designed so that the ground floor faces onto the drainage reserve/watercourse corridor.
- ii. Fences that line the drainage reserve/watercourse corridor need to be no higher than 1.4m if of a solid construction; if permeable (pool fence or similar) they should be up to but no greater than 1.8m in height.
- iii. The drainage reserve/watercourse corridor needs to be designed and developed to be an attractive landscaped space.
- iv. Entrance and exit points onto the corridor should be aligned to enable connections to be made with the wider pedestrian and cycleway network, and may require bridging of the watercourse.

i. Transport Network

1. Street Design

Principle

The creation of attractive, safe streets which encourage walking/cycling is an important goal. The transport network is required to provide effective movement for all transport modes.

Explanation

A key consideration is the provision for pedestrian and cycle paths. The Town Centre will be promoted as a walkable node to cater for the large number of people anticipated to be living within a 10 minute walk (800m) of its centre.

The concept plan indicates a pedestrian/cycle path along the active reserve's western edge. The link could be reinforced with appropriate landscaping and lighting. This link will provide good connectivity to the north side of the site whilst providing an effective linkage to schools and the bus interchange.

The Rototuna Town Centre comprises minor collector and major arterial transport corridors which will be designed in accordance with the guidance in Appendix 15-6, and the Hamilton City Infrastructure Technical Specifications. This concept contains three main types of street; these are the Main Street, Park Lane and local streets. The following guidelines apply to the three street typologies.

Main Street

- i. North City Road is to be designed to function as the Town Centre's main street.

- ii. The carriageway needs to accommodate buses, cars and cyclists, and be designed so these uses can safely co-exist with one another. Footpaths need to be sufficiently wide to provide for pedestrians along with opportunities for street-side dining.
- iii. Large structure trees should be accommodated within any parking area provided.
- iv. The street should be designed to create a low speed environment.
- v. All crossing points should be at grade.
- vi. Develop a 'shared street' concept (where pedestrians have priority) in conjunction with the passenger transport interchange.

Park Lane

- vii. The Lane's primary function is to provide access to the active recreation reserve and adjacent residential development.
- viii. Park Lane must provide a strong interface with the edge of the recreation reserve.
- ix. The street must be designed to have a low speed environment.
- x. A shared pedestrian/cycle path needs to be provided along the edge of the recreation reserve.
- xi. Along the edge of the recreation reserve, planted berms (containing large specimen trees) should be provided and any parking provided should be angled.
- xii. Design safe pedestrian/cycle access ways to the schools.

Local Streets

- xiii. These streets are intended to provide connections to other areas of the Town Centre.
- xiv. The carriageway needs to be designed to accommodate vehicles, cyclists and pedestrians, and to include provision for service vehicles. Paved pavement areas need to be provided on both sides of the street.
- xv. Landscaping is to include large specimen trees on either side of these streets.

2. Car Parking

Principle

Any parking spaces provided need to enable the Town Centre to function effectively.

Explanation

Parking provision that is not carefully integrated with the surrounding buildings has the potential to disrupt the centre's pedestrian-friendly nature and compact urban form.

The following therefore applies.

- i. Large open parking areas should be avoided, especially along primary and secondary street frontages as this can disrupt building continuity.
- ii. Any parking areas should be located at the rear or side of development or towards the centre's perimeter.
- iii. Sharing of any parking provided should be promoted so it can be used by a multitude of users rather than those visiting a single building.

- iv. Any multi-level parking buildings should be located away from the main street unless they can be designed to accommodate 'active' ground floor uses. Consideration needs to be given to the design of the building's façade so this has a minimal effect on the centre's streetscape.
- v. Any parking and circulation areas adjacent to the open space network need to be carefully designed and landscaped to integrate with the streetscape, landscape and buildings.

3. Passenger Transport

Within the Town Centre, it is intended that bus stops will be integrated into the carriageway of the transport corridors. A transport interchange will be provided and located opposite the public square on either side of the Main Street. A number of routes will converge on the centre at this point enabling people to transfer from one route to another.

The interchange (including shelters, bins and other streetscape elements) needs to be carefully designed to reflect and compliment street character, the public square, and surrounding buildings. The street at this location needs to be designed as a 'shared space' (where no single mode has priority) to facilitate the large number of pedestrians anticipated to be crossing the transport corridor at this point.

4. Gateway design principles

Two gateways have been identified on the concept plan, to define the start and end of the heart of the Rototuna centre. Main road intersections provide opportunities for landmark buildings/structures which are often used to announce the sense of arrival and departure.

It is therefore important that the gateway features be carefully designed so that views can terminate upon them. The exact form of the Gateway features has yet to be determined and will be developed as part of the CDP for the area. Council's Public Art Plan will be a key reference point.

1.4.5 Key Development Site Design Guidance

1.4.5.1 Purpose

These design guidelines apply to new buildings, including, where appropriate, alterations and additions to existing buildings on Key Development Sites identified in Volume 2, Appendix 5, Figure 5-9.

The intention of the guidelines is to provide landowners, applicants, Council regulatory staff and decision makers with an indication of desired outcomes for the sites based on the objectives and policies of the Central City area. Key design principles have been provided for each site to promote and encourage good urban design outcomes. The priority outcomes, concept plans, sections and precedent images are indicative only, and represent one way in which the key design principles for development may be applied.

1.4.5.2 How to use the Design Guide

Applications for new buildings, including, where appropriate, alterations and additions to existing buildings on Key Development Sites identified in Volume 2, Appendix 5, Figure 5-9 shall provide an assessment of how the proposed design will promote the key design principles and, in doing so, achieve the objectives and policies of the Central City area.

1.4.5.3 Key Development Site 1 – Cobham Drive

Located in the City Living Precinct, bounded by Clarence and Anglesea Streets and Cobham Drive (refer to Figure 1.4.5a).

a. Site Characteristics

- i. Flat, Central City-edge fringe, 2991m².
- ii. 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.
- iii. The site is currently under-utilised accommodating a 730m² building with the remaining site occupied by grade car parking (refer to Figure 1.4.5b).
- iv. The site has a north-facing frontage, which faces onto a no-exit street (which has potential to be upgraded to enhance local amenity).
- v. 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.
- vi. There is the potential to improve site access from Clarence Street, improving access to the arterial transport network.

b. Key Design Principles

- i. Maximise the development potential of the site.
- ii. Provide for a diverse range of activities, including appropriate ground floor activities that address Clarence Street (e.g. small format retail, dining).
- iii. High-quality living environment shall be encouraged through appropriately sized and located internal living spaces with adequate external outlook space, orientated to maximise solar gain.
- iv. Locate internal shared open space adjacent to Clarence Street and design this as a destination. Council has the potential to provide for 90 degree parking along Clarence Street, adjacent to street facing and courtyard dining.
- v. Provide for retail, commercial office and other uses that add to the vitality of the City Centre.
- vi. Any car parking shall be away from the street (e.g. internal, above ground or below ground).

c. Short term priority outcomes

- i. Landowners / applicants to develop a site masterplan to review the bulk and location options, and assess the usability of landscape strips currently edging arterial transport corridors.
- ii. Develop the site to establish an attractive built form entry to Hamilton's Central City.
- iii. Subject to funding, Council to upgrade the street amenity (paving, trees, carparking) at the same time as building development occurs.

Note

Landowners/applicants of the key development site and Council are encouraged to liaise together, to work towards a common vision for the key development site (led by the landowner/applicants) and the adjoining public realm (along Clarence Street, led by Council), to achieve the Key Design Principles outlined above.

d. Medium to long term priority outcomes

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

e. Proposed mix of uses on site

- i. Net retail and commercial approximately 5,600m² (approximately 225 employees/235 employees per hectare).

- ii. Net residential: approx. 36 1-3 bedroom residential units; approx. 90-100 residents (approximately 100 dwellings per hectare).
- f. Figures 1.4.5c to 1.4.5i show indicative concepts and future development preferences that are consistent with the design principles for this site.

Figure 1.4.5a: Location map of Key Development Site 1



Figure 1.4.5b: Existing situation on Key Development Site 1 (2014)



Figure 1.4.5c Indicative concept plan for Key Development Site 1 – long term vision



Figure 1.4.5d: Indicative concept cross section A-A for Key Development Site 1

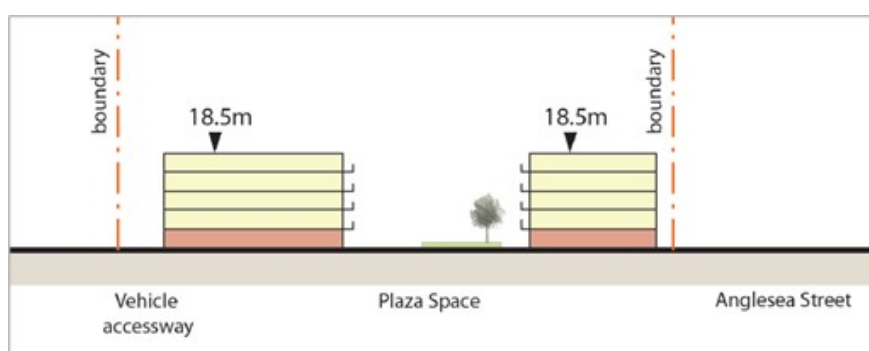


Figure 1.4.5e: Indicative concept cross section B-B for Key Development Site 1

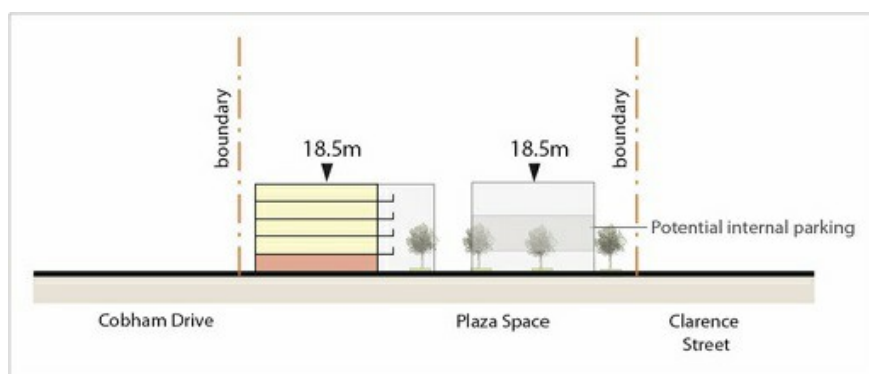


Figure 1.4.5f: Future development preference – indicative visualisation of potential future development showing active ground level, courtyards, streetscape improvements and five to six storey development emphasizing the gateway location

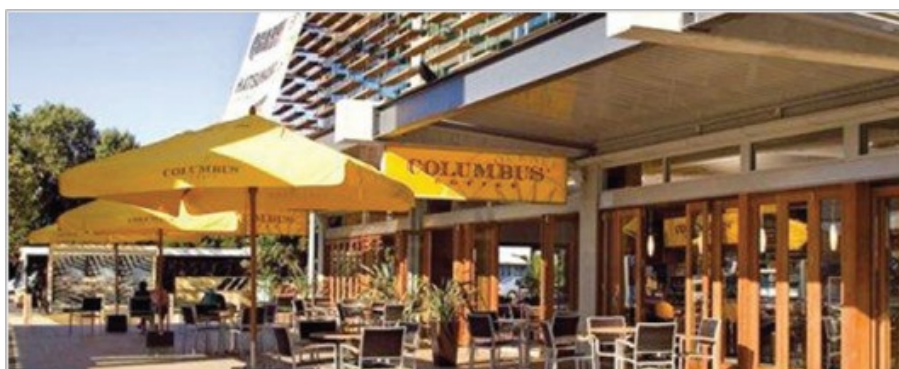


Figure 1.4.5g: Future development preference – architecture that responds to the site and its gateway location

Figure 1.4.5h: Future development preference – five storey commercial/mixed use with activate frontages along Clarence Street



Figure 1.4.5i: Future development preference – plaza space within the site



1.4.5.4 Key Development Site 2 – Corner of Alexandra and Hood Streets

Located in the Downtown Precinct, bounded by Alexandra, Hood and Anglesea Streets (refer to Figure 1.4.5j).

a. Site Characteristics

- i. Flat, Central City site, 10,300m².
- ii. Large block pattern.
- iii. Currently dominated by car and service yards, and low density commercial uses (refer to Figure 1.4.5k).
- iv. Located adjacent to an existing car parking building in close vicinity to Garden place and Victoria Street.

b. Key Design Principles

- i. Maximise commercial development potential of the site, providing high quality offices with shared open space.
- ii. Provide active frontages at ground level through appropriate commercial retail activities; increase public realm by requiring a 2m setback on Anglesea Street.
- iii. Provide ongoing opportunity for existing uses including car sales, albeit in a higher amenity environment.
- iv. Provide for through site links to assist in breaking up blocks, building upon wider proposals for future pedestrian connections.
- v. Provide for underground parking where required.

c. Short term priority outcomes

- i. Upgrade of Alexandra and western Hood Streets.

d. Medium to long term priority outcomes

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

e. Proposed mix of uses on site

- i. Net retail and commercial approx. 21,800m² (approximately 870 employees).
- ii. No residential component is envisaged.

Figures 1.4.5l to 1.4.5r show indicative concepts and future development preferences that are consistent with the design principles for this site.

Figure 1.4.5j: Location map of Key Development Site 2



Figure 1.4.5k: Existing situation on Key Development Site 2 (2011)



Figure 1.4.5l: Indicative concept plan for Key Development Site 2 – long term vision

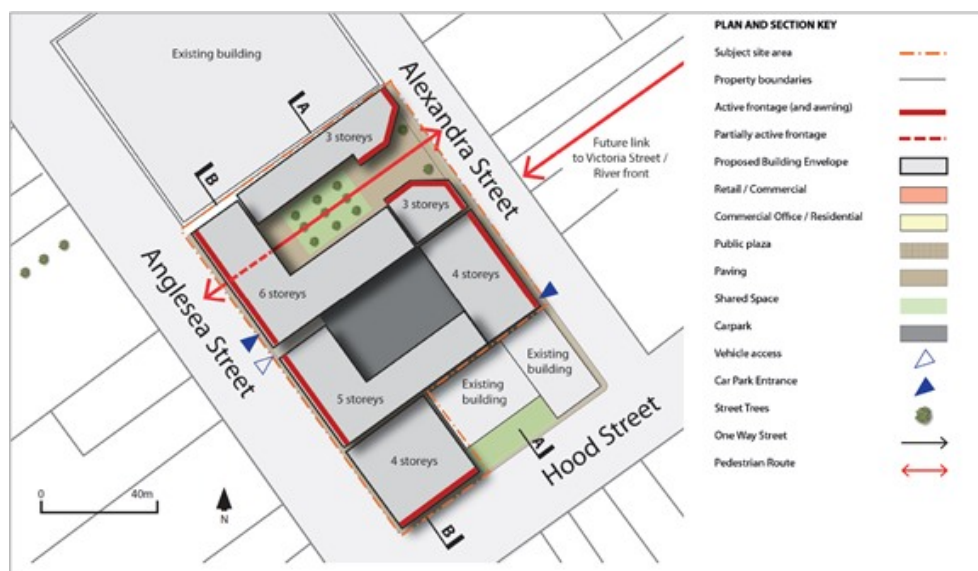


Figure 1.4.5m: Indicative concept cross section A-A for Key Development Site 1

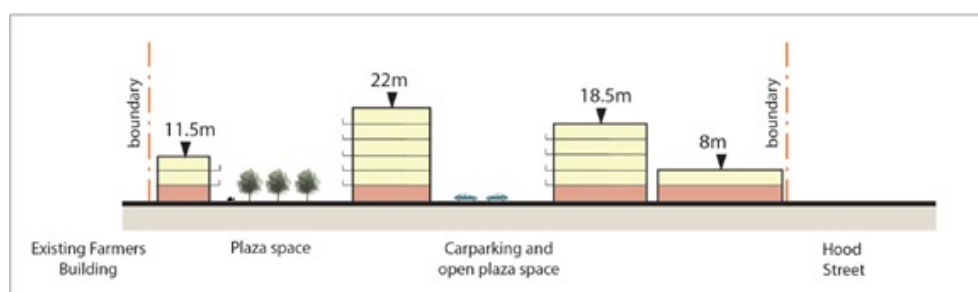


Figure 1.4.5n: Indicative concept cross section B-B for Key Development Site 1

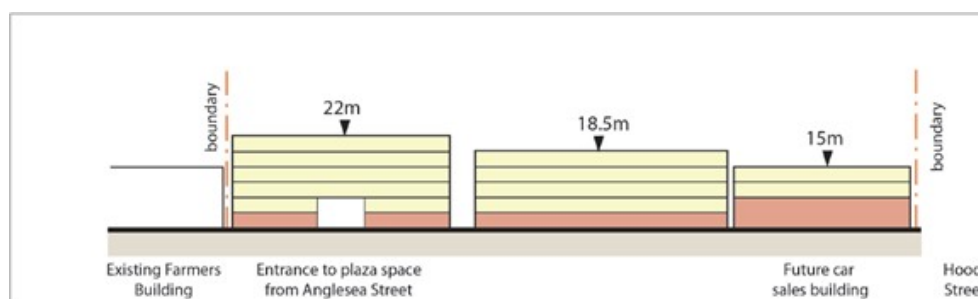


Figure 1.4.5o: Future development preference – Indicative visualisation of potential future development showing through-site links, active ground floor uses, improved streetscape, increased landscape amenity and high quality built form



Figure 1.4.5p: Future development preference – high quality, car showroom with offices above



Figure 1.4.5q: Future development preference – 3D model showing potential built form, with through-site links, internal courtyards and veranda cover

Figure 1.4.5r: Future development preference – internal public courtyard



1.4.5.5 Key Development Site 3 – Victoria on the River

Located in the Downtown Precinct, on Victoria Street (refer to Figure 1.4.5s).

a. Site Characteristics

- i. Flat, riverside site, approximately 3,800 m².
- ii. Located on Victoria Street, within the restaurant and cafe hub of the city
- iii. Located adjacent to and with good views over the river; currently underutilised (predominantly parking) in relation to its strategic position within the city (refer to Figures 1.4.5t and 1.4.5u).
- iv. Potential to contribute to the revitalisation of the city centre and, in particular, enhance the relationship with the Waikato River.

b. Key Design Principles and Priority Outcomes

- i. Maximise development potential of the site: provide for restaurant, cafe, small scale offices and similar uses at ground level, and for commercial and residential living at upper levels.
- ii. Provide for a Riverfront promenade as outlined below in the indicative concept plan Figure 1.4.5v and in Figure 1.4.6b: Future Vision (2021).
- iii. Provide north-south pedestrian access along the river's edge (through building setbacks), implemented over time with adjoining sites.
- iv. Respect the existing built form pattern along Victoria Street through appropriate scale.
- v. Residential and commercial units to have access to high amenity outdoor space.
- vi. Provide access from Victoria Street through to public open space, adjacent to the river's edge.
- vii. Provide for vehicle parking away from Victoria Street preferably underground, undercroft (sleeved) or at upper levels (subject to viability).

c. Short term priority outcomes

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

d. Medium to long term priority outcomes

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

e. Proposed mix of uses on site

- i. The site has the possibility to provide for up to approximately 10,000m² of gross floor space.
- ii. Land use at ground level should be limited to retail and small scale office activities.
- iii. Land use at upper levels may be commercial and/or residential.

Figures 1.4.5v to 1.4.5cc show indicative concepts and future development preferences that are consistent with the design principles for this site.

Figure 1.4.5s: Location map of Key Development Site 3



Figure 1.4.5t: Existing situation on Key Development Site 3 (2011)

Figure 1.4.5u: Existing situation on Key Development Site 3 (2011)



Figure 1.4.5v: Indicative concept plan for Key Development Site 3 – long term vision



Figure 1.4.5w: Indicative concept cross section A-A for Key Development Site 3

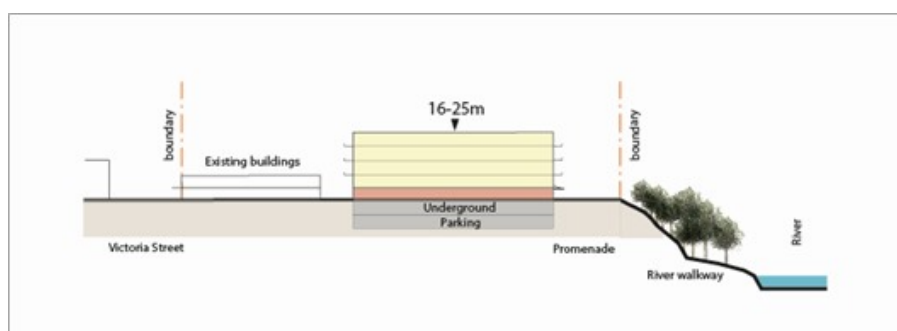


Figure 1.4.5x: Indicative concept cross section B-B for Key Development Site 3



Figure 1.4.5y: Future development preference – upper level riverfront promenade and recreation space



Figure 1.4.5z: Future development preference – internal laneway/shared lane with active frontages

Figure 1.4.5aa: Future development preference – courtyard dining along an internal laneway with active frontages



Figure 1.4.5bb: Future development preference – Indicative visualisation of potential development showing a high quality through-site link connecting Victoria Street with the riverfront, active ground floor frontages, veranda cover and landscaping



Figure 1.4.5cc: Future development preference – indicative visualisation of future promenade along Victoria on the River, with access down to the river walkway and to a future river crossing



1.4.5.6 Key Development Site 4 – Warehouse/Kmart/Transport Centre Site

Located in the Downtown Precinct, bounded by Anglesea, Ward and Tristram Streets (refer to Figure 1.4.5dd).

a. Site Characteristics

- i. Flat Central City site, 46,160m².
- ii. Currently dominated by low density, large format, commercial use with little or no relationship to the surrounding public realm (refer to Figures 1.4.5ee and 1.4.5ff).

b. Key Design Principles

- i. Maximise development potential of the site, providing flexibility and ensuring a high quality public realm is delivered, particularly along Ward and Bryce Streets.

Practice Note: Make full use of development potential, include a mix of uses and focus on the contribution of the building to the public realm.

- ii. Provide frontages which promote activity and passive surveillance to provide for good pedestrian amenity on high pedestrian routes.

Practice Note: Provide active frontages to Key Development Site 4 where:

1. *The buildings with public road frontage and frontage onto a through site link shall:*
 - *Provide at least 75% of the primary active frontage, and at least 50% of the secondary active frontage or through site link, as clear glazing (or equivalent) at ground floor level.*
 - *Be capable of use for displaying goods and services to passing pedestrians.*
 - *Not have painted, covered or otherwise altered glazed areas so as to render them ineffective in achieving the purpose of this rule.*
2. *Vehicular access across active frontages shall not use any more than 10% of the defined frontage.*
3. *The principle public entrance to a building shall be provided from the active frontage.*

4. All storage areas should be situated within or to the rear of the buildings.

- iii. Provide for a north-south pedestrian through site link between Bryce Street and Ward Street through Key Development Site 4.

Practice Note: Enable a legible pedestrian connection and through site link that responds to or enhances pedestrian permeability, between street Ward Street and Bryce Street, taking into consideration the Transport Centre, traffic movements and potential pedestrian crossing points along those streets.

- iv. Enhance crossing points between north and south blocks over Bryce Street while enabling traffic flows and access to parking along Bryce Street.
- v. Provide appropriate built form to create a gateway to the Downtown Precinct.

Practice Note: The built form on the corner of Tristram and Ward Streets should reinforce the gateway function through appropriate height, architectural form and detailing.

- vi. Protect the public transport function of the Transport Centre.

Practice Note: Maintain vehicle access points for the safe and efficient movement of the public transport vehicles to and from the transport centre.

c. Short term priority outcomes

- i. Upgrade of Anglesea and Ward Streets.

d. Medium to long term priority outcomes

- i. Comprehensive development of sites, to deliver a gateway building and attractive, safe streets and pedestrian spaces (including through site connectivity) which connect to the wider movement network.

e. Proposed mix of uses on site

- i. A wide range of activities are appropriate for the site including retail, commercial office, cafes and restaurants, education, car parking buildings, residential apartments and other uses that add to the vitality of the city centre.

Figure 1.4.5dd: Location map of Key Development Site 4



Figure 1.4.5ee: Existing situation on Key Development Site 4 (2011)

Figure 1.4.5ff: Existing situation on Key Development Site 4 (2011)



Figures 1.4.5gg to 1.4.5kk show indicative concepts and future development preferences that are consistent with the design principles for this site.

Figure 1.4.5gg: Indicative concept plan for Key Development Site 4 – long term vision

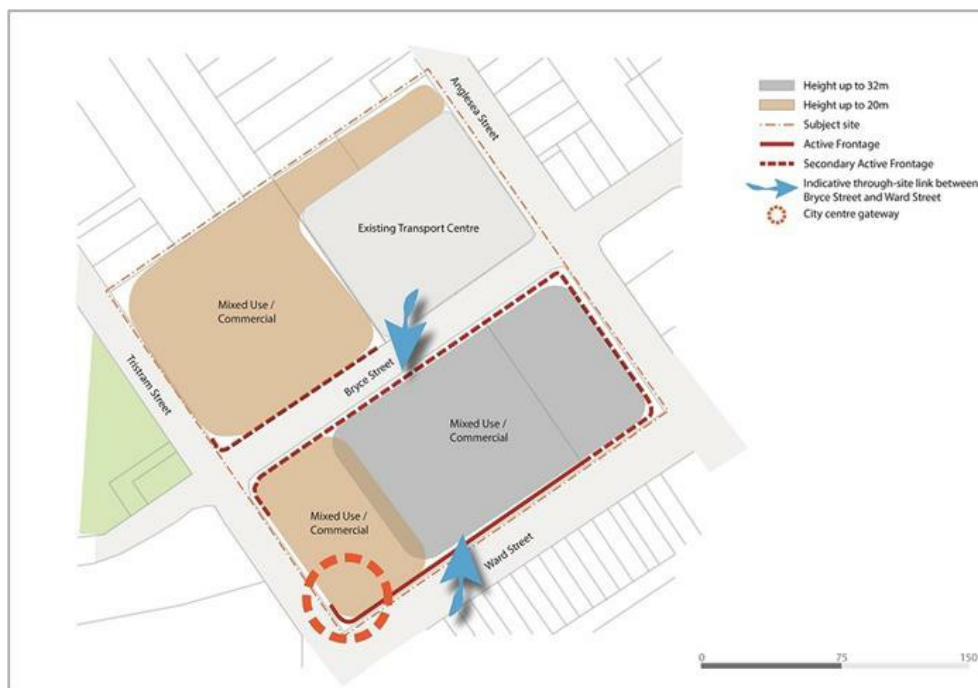


Figure 1.4.5hh : Future development preference – indicative visualisation of potential development showing an improved streetscape with increased pedestrian priority, active ground floor uses, enhanced landscaping and high quality built form contributing to a 'human scale' along the street.



Figure 1.4.5ii : Future development preference – activated through site link, human scale development



Figure 1.4.5jj : Future development preference – high quality built form, improved streetscape and landscaping



Figure 1.4.5kk : Future development preference – local dining along street edge/laneway



1.4.5.7 Key Development Site 5 – Countdown Site, Anglesea North

Located in City Living Precinct, bounded by Anglesea, Vialou and Liverpool Streets (refer to Figure 1.4.5ll).

a. Site Characteristics

- i. Flat Central City fringe site, 15,600m².
- ii. Site is occupied by large format food retail with a service station on the corner (refer to Figure 1.4.5mm)
- iii. Located on a prominent entry corner and potential future gateway to Hamilton's Central City.
- iv. Site design and surrounding street radii based on vehicle access.
- v. One block away from significant open space (west of Tristram Street).
- vi. Building is set back from the street with carparking in front.

b. Key Design Principles

- i. Continue to support the existing supermarket activities on site, as a building block for future high density residential living within the northern city area.

Practice Note: Supermarket activities have the potential to support future residential development on and around the subject site and are therefore encouraged (although not

essential), either in their current form, or within an alternative more compact form in the future.

- ii. Provide for high amenity pedestrian routes around and through the site.

Practice Note: Where practicable, pedestrian routes through the site be provided to increase permeability. These routes should be free of conflict with vehicles, have good CPTED qualities, high landscape amenity, visual interest and be well connected to a wider pedestrian network of desire lines.

- iii. Comprehensive redevelopment of the site should support the gateway function of the site.

Practice Note: The built form of the corner of Anglesea and Liverpool Streets should reinforce the gateway function through appropriate height, architectural form and detailing.

- iv. Provide building frontages which promote activity and passive surveillance to provide for good pedestrian amenity and support the shift to a mixed use area.

Practice Note: Building frontages, particularly at ground level, should provide for interest through the use of architectural features and textures. Passive surveillance of the street should be provided by active uses and glazing at ground level, pedestrian entry and exit points. Storage and services areas which detract from good building frontage should be placed internal to the site and away from the public street frontage.

c. Short term priority outcomes

- i. Develop a public realm masterplan to establish Council led projects that will reinforce the change in land use and encourage different modes of travel – walking and cycling (refer to Figure 1.4.5nn).

d. Medium to long term priority outcomes

- i. 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.
- ii. Celebrate and mark the city entrance through development of an appropriate marker building at the corner of Anglesea and Liverpool Streets.

e. Proposed mix of uses on site

- i. Retail, commercial office, education, and other uses that add vitality to the city centre.

Figure 1.4.5II: Location map of Key Development Site 5



Figure 1.4.5mm: Existing situation on Key Development Site 5 (2014)



Figures 1.4.5nn to 1.4.5uu show indicative concepts and future development preferences that are consistent with the design principles for this site.

Figure 1.4.5nn: Indicative concept plan for Key Development Site 5 – long term vision

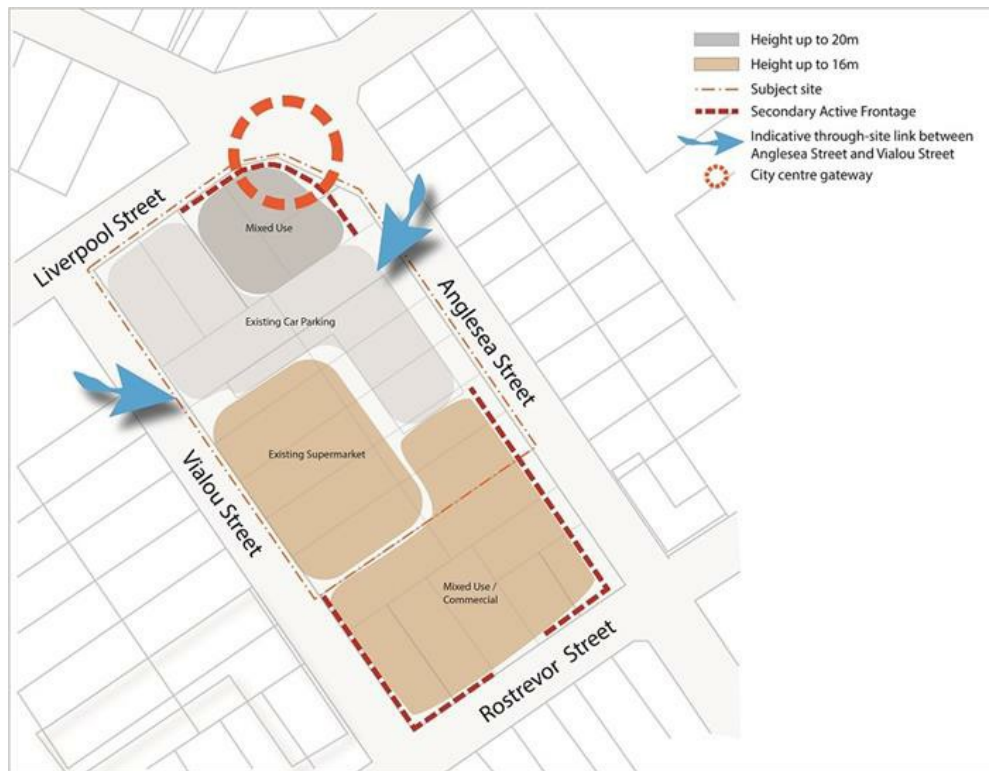


Figure 1.4.5oo: Future development preference – integrated pedestrian and vehicle spaces



Figure 1.4.5pp: Future development preference – integrated pedestrian and vehicle spaces



Figure 1.4.5qq : Future development preference – high quality landscaping within carparks



Figure 1.4.5rr : Future development preference – improved pedestrian space/public realm providing opportunities for passive recreation



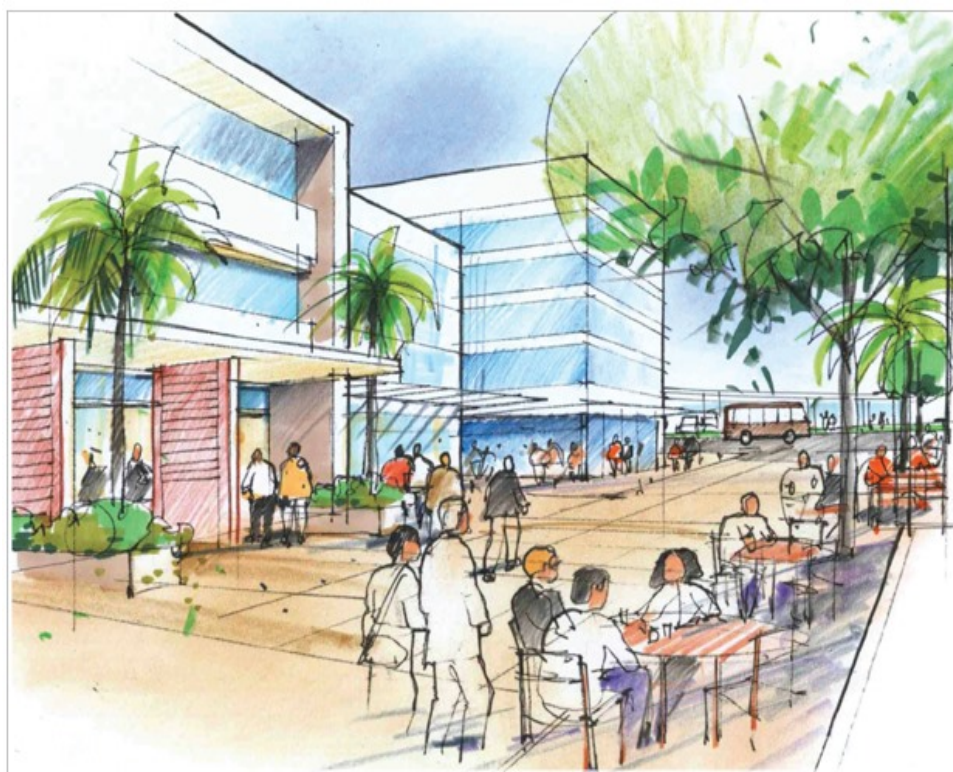
Figure 1.4.5ss: Future development preference – Indicative visualisation of potential development showing high quality built form, active frontages and sleeved carparking.



Figure 1.4.5tt: Future development preference – Indicative visualisation of potential development showing a gateway entrance to the Central City from the North, looking down Anglesea Street. High quality built form, improved streetscape and landscaping is promoted at gateway locations



Figure 1.4.5uu: Future development preference – indicative visualisation of potential development including possibility for enhancing connections with surrounding pedestrian and cycle linkage



1.4.5.8 Key Development Site 6 – Sonning

Located in the Downtown Precinct on the eastern side of the Waikato River (refer to Figure 1.4.5ww)

a. Site Characteristics

- i. Flat, Central City fringe site, 9,700m².
- ii. Site is used for car parking and Sunday Farmers' Market.
- iii. Located on a prominent entry point to Hamilton's Central City.
- iv. Used as a pedestrian route between the Central City and Claudelands Event Centre.

- v. Western boundary adjoins the Waikato River margins and bank.
- vi. Northern boundary adjoins existing residential development.
- vii. Access off River Road on northern part of the Eastern Boundary. Significant portion of the eastern boundary adjoins the bridge buttressing for River Road crossing the railway line and Claudelands Road.
- viii. Southern boundary adjoins the railway line. A pedestrian footbridge connects Sonning to Claudelands Bridge.

b. Key Design Principles

- i. Development must maintain the amenity of the adjoining residential area to the north.
- ii. Active ground floor use to attract people to visit the site and enhance the viability of development.
- iii. Provide for safe and more clearly defined pedestrian and cycle paths through the site, along desire lines.
- iv. Potential for a sleeved parking building serving the site and providing parking for Central City visitors.

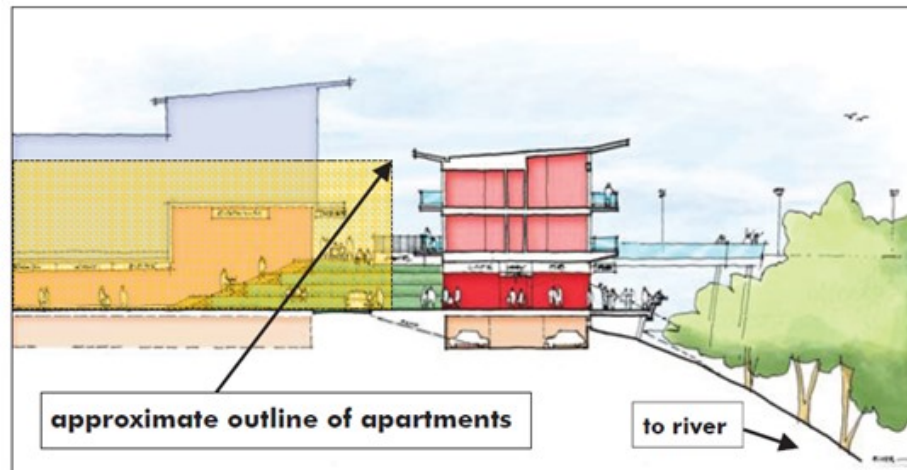
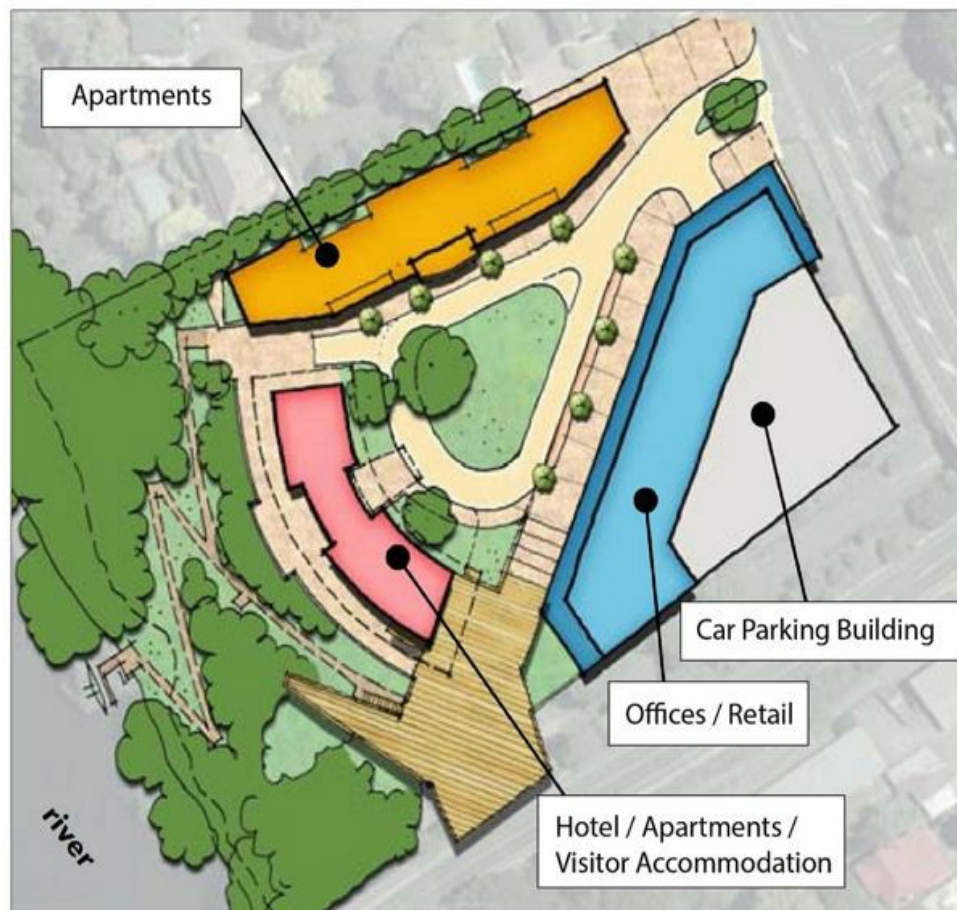
c. Proposed mix of uses on site

- i. Promote a mix of uses such as retail, offices, apartments and/or visitor accommodation.

Figures 1.4.5xx and 1.4.5yy show indicative concepts and future development preferences that are consistent with the design principles for this site.

Figure 1.4.5ww: Location map of Key Development Site 6



Figure 1.4.5xx: Indicative concept plan for Key Development Site 6**Figure 1.4.5yy:** Indicative concept plan for Key Development Site 6

1.4.6 Riverfront Development Design Guide

1.4.6.1 Purpose

These design guidelines are developed to assist groups, landowners, developers, professionals and

Council to prepare and assess applications for development within the Riverfront Overlay area as shown in Appendix 5 Figure 5-1.

This design guide applies to development within the Riverfront Overlay area, as shown in Appendix 5 Figure 5-1, and demonstrates how the area can evolve in a way which embraces the Waikato River as part of the Central City.

The existing river frontage in Hamilton is hidden from the Central City. There are a number of obvious connections between Victoria Street and the river's edge and existing built form turns its back on the river. To encourage the establishment of such connections in the public's favour, Council will, in line with the provisions for the Central City, provide incentives through additional height.

This area presents a major opportunity for Hamilton to create a premier public open space along the river's edge, supported by safe and legible connections and attractive and sustainable built form.

1.4.6.2 How to use the Design Guide

Applications for new buildings, including alterations and additions to existing buildings, within the Riverfront Overlay area as shown in Appendix 5 Figure 5-1 should provide an assessment against the guidance outlined within this Appendix. In particular, it is expected that the proposed design will promote the key design principles, either as shown within the indicative development concepts, or in another manner that achieves a comparable outcome.

1.4.6.3 Background

- a. Figure 1.4.6a 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 river's edge, currently utilised for parking or 'back of house' services.
- b. 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.
- c. 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.
- d. Building height ranges from 3-4m to 30m 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.
- e. There are several spaces between buildings (refer to Figure 1.4.6a) that could provide successful linkages from Victoria Street to the river's edge.
- f. Activation of these spaces is fundamental to ensuring use and safety. Existing connections to the river are provided down Sapper Moore-Jones Place, the Riff Raff reserve connection and Alma Street.

1.4.6.4 Design Objectives

The following design objectives identify a future vision for Hamilton's Riverfront (refer to Appendix 5 Central City Zone, Figure 5-1 Central City Zone Precinct Plan).

A riverfront promenade will develop over time, with initial public space along the river's edge taking the form of 'pocket parks', as illustrated in Figure 1.4.6b.

Over time, new buildings will set back from the river's edge, and some areas will be built out in front of existing buildings to create a continuous riverside promenade, refer Figure 1.4.6c.

Design Objective

A Public Riverfront	a. The riverfront will be developed as Hamilton's premiere public space, providing opportunities for people to access and appreciate the Waikato River.
A Connected Riverfront	b. The riverfront 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 Riverfront	c. The riverfront will be an active public space, with buildings fronting on and opening out on to a riverside promenade. d. This area will be prime real estate, with high quality new development creating complete street blocks between the river and Victoria Street.
A Sustainable Riverfront	e. The riverfront 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 Riverfront	f. The riverfront 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 river's edge. The materials, lighting and landscaping along the promenade will be of a high quality, reflecting the significance and beauty of the Waikato River.

1.4.6.5 Design Principles

The following design 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 (refer to 1.4.6b and 1.4.6c).

These design principles have informed District Plan rules and ensure riverfront development is appropriate and will not degrade or detract from this area of natural amenity.

Design Principles	
Promenade and open space	<p>a. As part of the development or redevelopment of any site adjoining the Waikato Riverbank area between London Street and Sapper Moore-Jones Place, provision shall be made for a continuous pedestrian promenade.</p> <p>b. The minimum width of the promenade is 5m, providing adequate space for pedestrian and cycle access.</p> <p>c. 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 15m in width alongside the promenade, to provide room for outdoor dining and other activities. Such space shall be accessible and appropriately designed and landscaped to achieve safe, attractive, comfortable space for use by patrons of restaurants, cafes and the general public.</p> <p>d. All public space, including the promenade, shall be designed in accordance with best practice CPTED principles.</p>
Height	e. Height allowance will be in relation to provision of public space. 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) and gateway locations, additional height shall be provided for. Importantly, height will assist and enable the reading of the cityscape such that taller buildings will be associated with greater public accessibility to the Riverfront.

Built form	<p>f. Building setbacks, in addition to preserving general amenity values, will assist to preserve daylighting, human scale and openness of the proposed promenade (and reduce wind tunnelling effects). Buildings with boundaries adjoining the Riverbank will be required to have a minimum setback of 5m.</p> <p>g. In relation to the setbacks from internal boundaries at upper levels (i.e. fourth level and above), assessment criteria will facilitate a more enabling approach to guide whether the proposal minimises shadowing and loss of natural light on existing adjacent buildings by providing adequate separation between the proposed and existing development.</p> <p>h. Importantly, additional height allowance will be provided for where setbacks from boundaries provide for through-site links and public open space along the riverfront (refer to Figure 1.4.6d).</p> <p>i. 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.</p>
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1.4.6.6 Design Interventions

Figures 1.4.6b and 1.4.6c identify six medium-term interventions for key areas or catalyst sites key to realising the design objectives for the Riverfront Area.

Area/Site Reference Refer to Figures 1.4.6b and 1.4.6c	Design Interventions
1	Promote events and temporary activities within this space, drawing people to the river's edge and keeping people engaged through its evolving and temporary nature.
2	Encourage the formalisation of laneways and through-site links into public spaces. Activate laneways through ground-floor activities, such as 'hole-in-the-wall' cafes and encourage upper levels to overlook these spaces to promote safety and CPTED principles.
3	Key Development Site 3 – Victoria on the River (refer to 1.4.5.5).
4	Use streets connecting Victoria Street to the river's edge as key pedestrian links 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 on to these streets.
5	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 its riverfront location.
6	Encourage the continuation of an upper-level riverside promenade along the western river bank through walkways, built out from the river bank where necessary to connect 'pocket parks' or areas of public space along the riverfront.
7	Provide at least 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.

Figure 1.4.6a: Existing Situation (2011) – An analysis of the existing riverfront, illustrating areas of vacant or underutilised space, age of buildings and potential connections

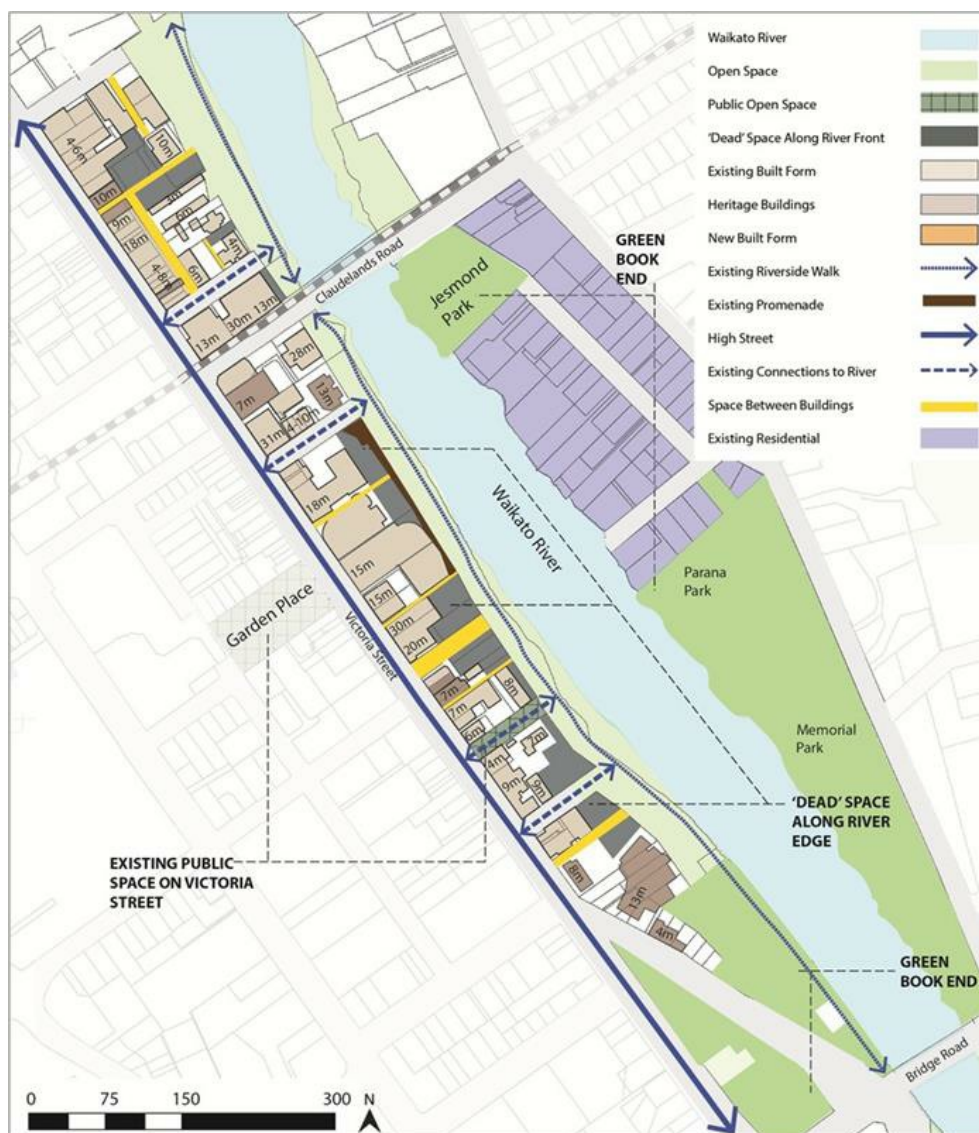


Figure 1.4.6b: Future Vision (2021) – Visual representation showing potential development along the riverfront at 2021, beginning with pockets of public spaces

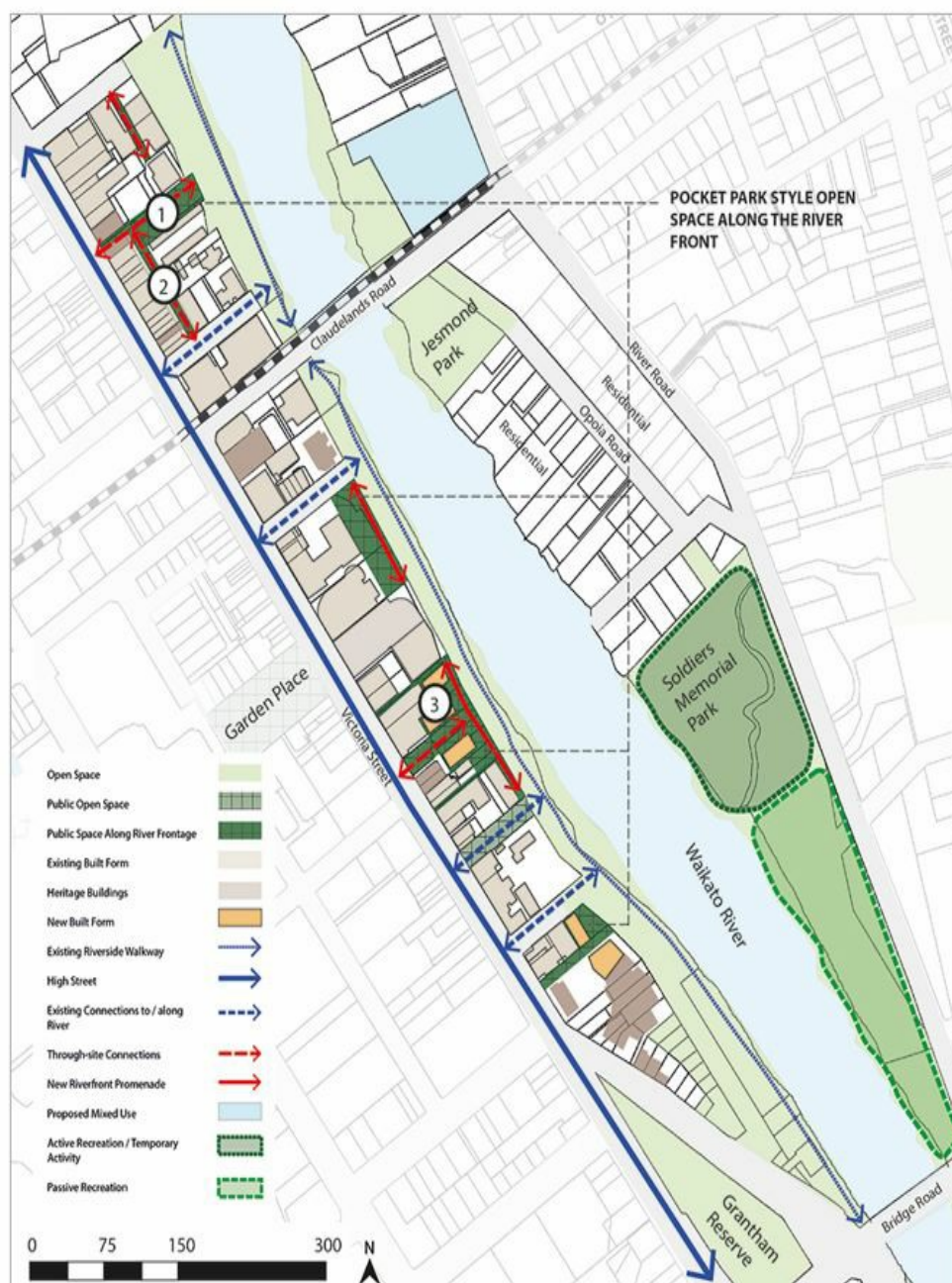


Figure 1.4.6c: Future Vision (2041) – Visual representation showing potential development along the riverfront (including indicative development within Opoia) and a continuous pedestrian promenade

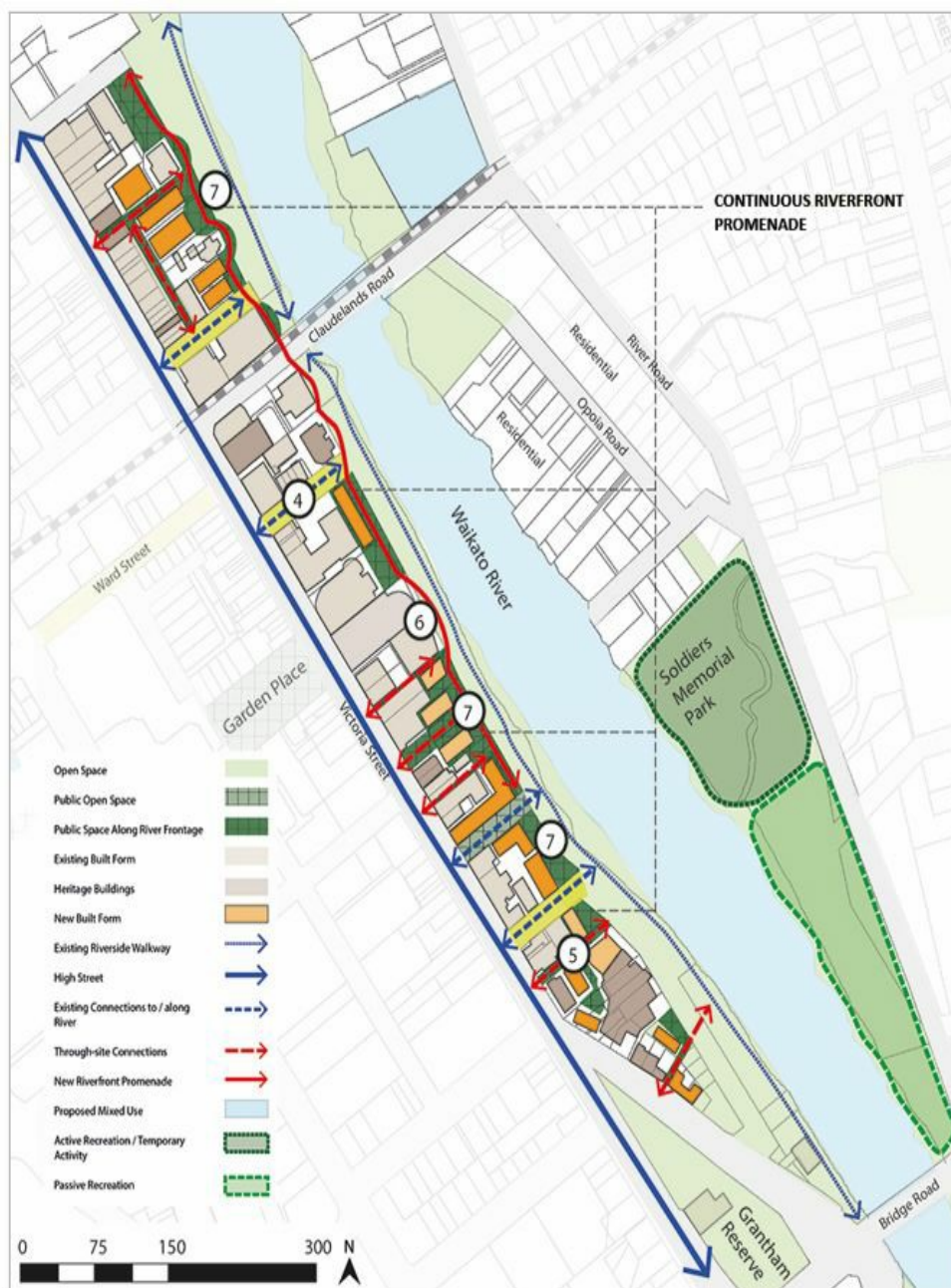
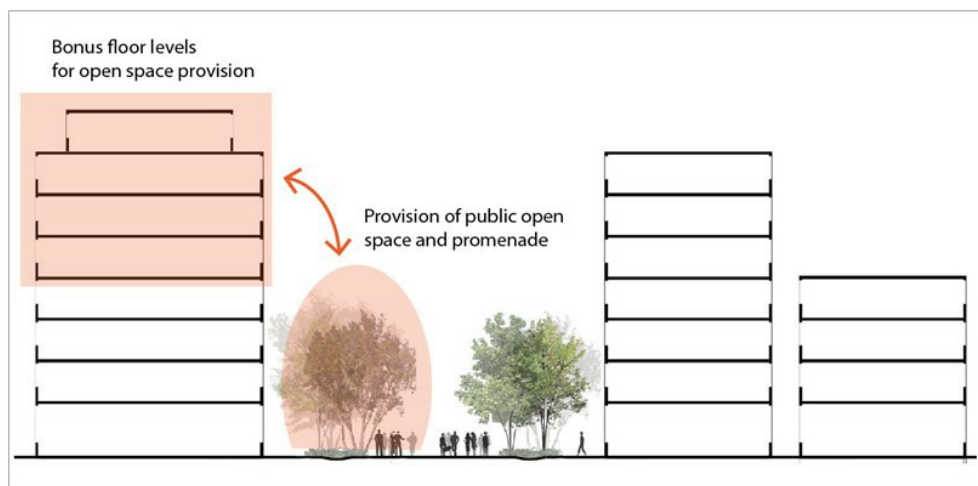


Figure 1.4.6d: Illustrating potential bonus height allowances when through-site linkages and public spaces are provided by development proposals along the riverfront



1.4.7 Lake Waiwhakareke Landscape Character Area Design Guide

1.4.7.1 Purpose

The Rotokauri Structure Plan, the Special Natural Zone and the Rotokauri – Lake Waiwhakareke Landscape Character Area identify the need to protect and enhance the special character of the Lake Waiwhakareke area. The District Plan's rules regarding development and subdivision provide controls that will enable a sensitive response to this character.

Where these rules provide for an element of discretion through the ability of Council to impose conditions on, this guide provides further description and amplification of the area's particular character. This will assist with consistent interpretation and provide more certainty to the development industry.

The Guide recognises Council's commitment to the adaption of best practice urban design techniques as expressed in its urban design guide, *Vista*.

1.4.7.2 How to Use This Guide

Applications for development within the Rotokauri - Lake Waiwhakareke Landscape Character Area as shown on the planning maps provide for an assessment against the guidance outlined within this Appendix.

Within each element, the design guidelines are organised as follows.

Explanation

Rationale for that particular design element and how it contributes to the development of a sustainable neighbourhood.

Design consideration

Consideration to guide development outlining how a proposal should respond to particular elements of character.

Design guideline

Representative of good design solutions which help achieve the design consideration. They do not however preclude other ways of achieving good design.

1.4.7.3 Background

The Lake Waiwhakareke Landscape Character Area represents a distinctive landscape unit which is defined by Rotokauri Road to the east and north, Brymer Road to the west and Baverstock Road to the south. The characteristics of the Lake Waiwhakareke Landscape Character Area are described in the operative Waiwhakareke Natural Heritage Park Management Plan 2011 and summarised in this guide. This character is derived from the unique combination of natural, cultural and recreational values present in and around the lake and the Natural Heritage Park. Together the lake and Natural Heritage Park create a focal point for adjoining development and provide very significant and cultural opportunities that need to be recognised and reflected through future development.

The lake and the extensive natural areas provided within the Natural Heritage Park, combined with the sharply undulating topography that frame them, clearly sets this part of the Rotokauri Structure Plan area apart from the area to the north of Rotokauri Road.

The following character elements have influenced how the Rotokauri Structure Plan and Special Natural Zone seeks to manage development in this area.

- The sharply undulating topography of the area and the way in which it provides a point of difference in the landscape
- The native ecology of and the recreational resource presented by the Natural Heritage Park (including its value as an educational resource)
- The lake itself and its role in providing a strong focal point for the area
- The natural drainage pattern of the area
- The historic and cultural values associated with the area.

1.4.7.4 Understanding the Context

a. Explanation

The Lake Waiwhakareke Landscape Character Area is located at the southern end of the Rotokauri Structure Plan, in close proximity to existing urban development along Baverstock Road and to a lesser extent along Rotokauri Road. It will be dominated by the 50ha Natural Heritage Park that is ultimately intended to become a self-sustaining habitat sanctuary surrounding Lake Waiwhakareke and representative of the original ecosystem diversity of the Hamilton Basin.

The Natural Heritage Park will be managed by the operative Waiwhakareke Natural Heritage Park Management Plan 2011. This provides a framework for the future management of the Park and identifies some key concepts to consider during development of the Lake Waiwhakareke Landscape Character Area. The importance of the location of the entrances to the Park, treatment of the park edges, the planting scheme, the community parks and proposed street furniture design for the residential area are explained within this guide.

The context for development in the surrounding area is established by the Rotokauri Structure Plan. The key locational relationships to note are the presence of Hamilton Zoo adjacent to the southwestern corner of the Heritage Park, the neighbourhood centre proposed to the northeast, the proximity of the Wintec Rotokauri Campus and Nga Taiatea Wharekura School, the green corridor running from Lake Waiwhakareke and the importance of Rotokauri Road as a public transport corridor.

In order to design a development that respects the unique characteristics of a particular location, it is necessary to conduct the following:

- Context analysis
- Site analysis

b. Context analysis – Design consideration

Proposals should demonstrate an understanding of the context of the site, its relationship to the natural and surrounding built environment and the impact that has on the design of the site.

Design guideline

Prepare plans, diagrams and maps that illustrate the location of the site and its characteristics in relation to:

- Proximity to nearby services – shops, transport, schools, other services or recreation facilities
- Immediate surrounds – natural landscape, significant vegetation or waterways, buildings and land uses
- Adjoining infrastructure – roads, open spaces, public transport services

c. Site analysis – Design consideration

Proposals should demonstrate an understanding of the particular features of the site itself, both its natural features and character of the adjacent built up area.

Design guideline

Prepare plans, diagrams and maps that illustrate the characteristics of the site particularly in relation to:

- Natural features – slope, topography, vegetation, waterways, geotechnical considerations
- Orientation – prevailing winds, sun and shading (winter and summer), views, overlooking (to and from neighbours)
- Movement – desire lines, missing links to surrounding neighbourhoods (e.g. from Neighbourhood Centre and Wintec Rotokauri Campus through to Heritage Park and to Hamilton Zoo)
- Other features that may influence site layout – e.g. nearby open spaces, arterial roads

1.4.7.5 Designing for Topography**a. Explanation**

The Lake Waiwhakareke area derives a major element of its character from topography. This is sharply undulating in its form with prominent east-west orientated ridgelines that give detail to the area, and provide a point of difference in the landscape.

The ridges and slopes act as local landmarks and enable long distance views to be gained both north to the Hakarimata Ranges and south to Lake Waiwhakareke. Utilising these opportunities will help create a sense of place and a stronger connection to the surrounding landscape.

Retaining the underlying landform is an important part of ensuring that the area's character is preserved once development occurs (refer Figure 1.4.7a). Particular consideration should therefore be given to:

- Designing for slope
- Alternating slope and landform
- Orientation and outlook

b. Designing for slope – Design consideration

Proposals should avoid unnecessary loss of underlying landform, to reflect the character of the site and surroundings and retain the significant features of the site.

Design guideline

- Minimise need for major engineering intervention
- Use existing topography and land features to define the structure of the subdivision – street layouts, open space, view shafts and building platforms (Refer Figures 1.4.7a, 1.4.7b and 1.4.7c)

Figure 1.4.7a: Design with existing features – landform, vegetation, waterways

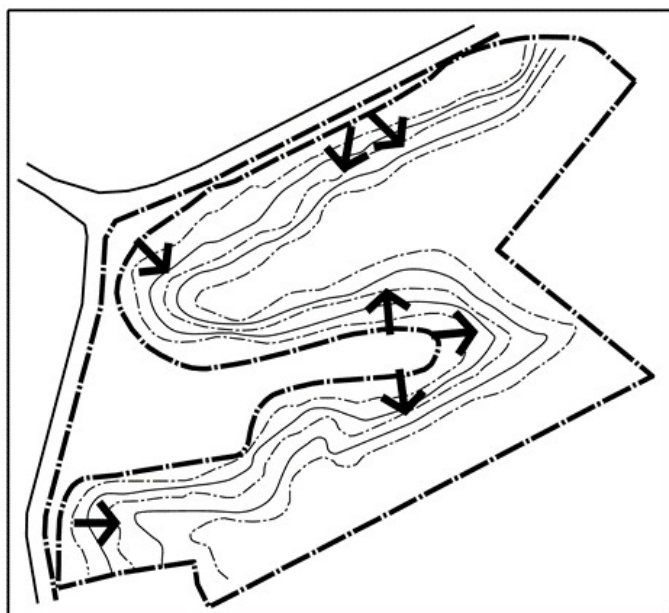
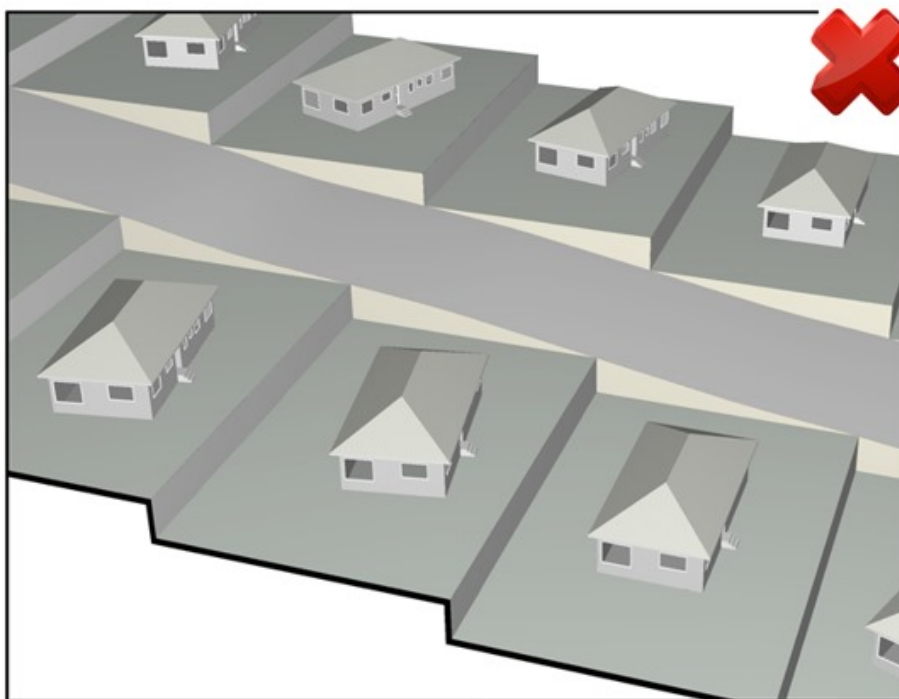


Figure 1.4.7b: Design that has worked with existing features – landform, vegetation, waterways



Figure 1.4.7c: Design that has not worked with existing features – landform, vegetation, waterways



c. Altering slope and landform – Design consideration

Where it is necessary to re-contour land to allow for access and building platforms, the intervention should not be large scale or visually obvious once planting has matured.

Design guideline

Site contouring and retention should be on a site-by-site basis to allow building platforms to be formed. House designs should be customised to reflect the slope and orientation of the site, discouraging single platform for each site on sloping terrain.

Use of retaining walls should be minimised by terracing and planting to mimic the natural features, particularly when viewed from the transport corridor.

d. Orientation and outlook – Design consideration

Proposals should take advantage of the sloping terrain to maximise the views available from both individual properties and the public realm (transport corridors and open spaces).

Design guideline

Consider long and short views when aligning transport corridors, open spaces and walkways to provide glimpses of the surrounding landscape and natural features.

1.4.7.6 Reinforcing Local Character

a. Explanation

The Natural Heritage Park will be a defining element of this area's character and surrounding development will establish both a physical and a natural relationship with it.

Residents will have the advantage of a large public space on their doorstep, notwithstanding that access to the Park will be limited and controlled. The Natural Heritage Park will incorporate small community parks at its entrances and these will serve as local purpose reserves.

The way in which landscaping treatments are handled within the developed areas can reinforce the natural settings of the Natural Heritage Park and provide a stronger sense of place and character for the neighbourhoods created around it.

The overall goal for the Natural Heritage Park is to create a self sustaining habitat sanctuary that represents the original ecosystem for this part of Hamilton. The Heritage Park Management Plan identifies the vegetative species appropriate for the differing terrain encountered within the area, such as ridge tops and hill slopes.

Important considerations are therefore:

- Physical and visual relationship to the Natural Heritage Park
- Links to and between existing habitats and features
- Species and planting combinations

b. Physical and visual relationship to Heritage Park – Design consideration

Surrounding development should provide an edge to the Natural Heritage Park, both to increase public surveillance and to offer an opportunity for people to circumnavigate the park and enjoy views into and beyond it.

Design guideline

Buildings along the northern boundary of the Natural Heritage Park should be of sufficient height and orientated towards the park in order to provide surveillance of the road, park or walkway.

Public access should preferably be along a perimeter street, open to cars as well as pedestrians, to provide surveillance from passing traffic and greater safety after dark.

If the site is only appropriate for a pedestrian walkway at the perimeter of the Natural Heritage Park, such as the fence of the hill slope, it should be connected to the street system and of sufficient width to provide long views allowing for curves and changes in topography. This will ensure some surveillance of pedestrians using the walkway.

Fencing adjacent to the walkway should be transparent enough to allow observation from neighbouring houses.

If the topography demands that some lots are side or rear-facing, fencing should be low and transparent and at least one main room should overlook the park edge (refer Figure 1.4.7d).

c. Link to existing habitats – Design consideration

Public and private spaces within the Lake Waiwhakareke Landscape Character Area should reflect ecosystems within the Natural Heritage Park and provide an extension of the parks habitat. This will create a network of indigenous flora and fauna, and reduce the risk of pest plant invasions of the park.

Design guideline

Identify opportunities to extend habitats which are favourable to flora and fauna beyond the extent of the Natural Heritage Park. While the network does not need to be continuous, it does need to take into account the preferred habitat and travel patterns of the particular species it is intended to encourage.

d. Species and planting combinations – Design consideration

The Natural Heritage Park Management Plan identifies a programme of weeds and predator eradication, and replanting of more appropriate species to encourage indigenous flora and fauna. Identifying and replicating those successful plant combinations both extends heritage plant character beyond its boundaries and creates a low maintenance landscape regime that adds to a sense of place in the surrounding development.

Design guideline

Based on the Heritage Park Management Plan, identify a plant palette and planting scheme which reflects the underlying indigenous combinations and avoids re-infestation of the Heritage Park by weeds. Refer Figure 1.4.7d.

Provide future residents with suggestions for selecting and maintaining planting schemes which extend the philosophy of the Heritage Park.

Any species planted should be eco-sourced.

Refer to *Plant Me Instead: Waikato Region and Gully Restoration Guide: A guide to assist in the ecological restoration of Hamilton's gully systems*.

Figure 1.4.7d: Topography and vegetation types at Waiwhakareke Natural Heritage Park

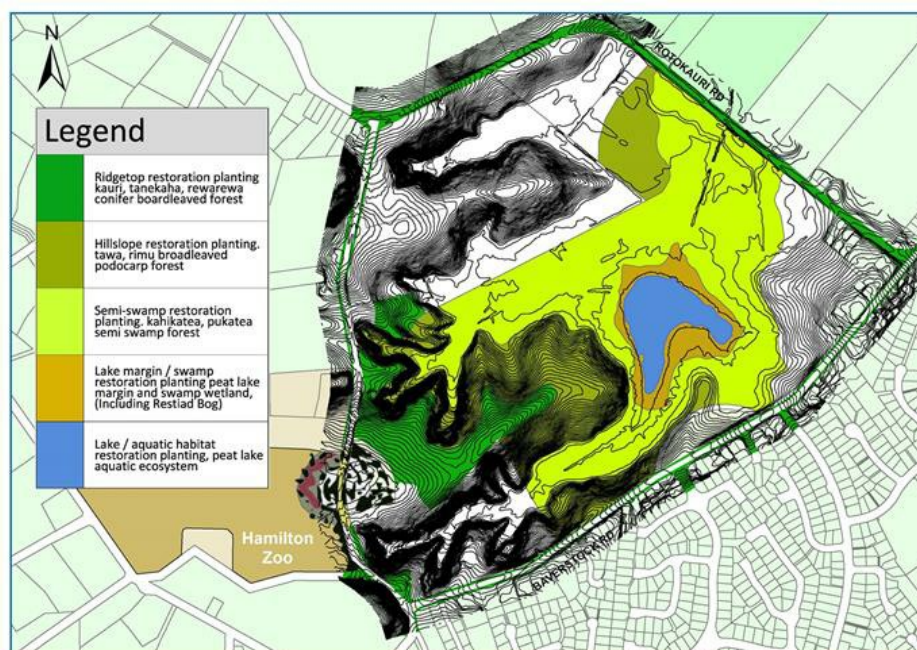
**Note**

Diagram shows proposed vegetation scheme inside the Natural Heritage Park. This concept should be extended into the surrounding Waiwhakareke Landscape Character Area through the introduction of a range of methods and eco-sourced plants.

1.4.7.7 Connectivity

a. Explanation

Topographical constraints present a number of challenges in terms of achieving high levels of connectivity for movements within and beyond the Lake Waiwhakareke Landscape Character Area. This is true for pedestrian and cyclists as well as motorised vehicles.

The alignment of roads in the area of land immediately north of the Natural Heritage Park is likely to be predominantly east-west in nature. However, in designing a network that encourages walking and cycling it is important to acknowledge that the elements of convenience, safety and amenity required by these users might differ from the needs of those driving cars.

With large parts of the Heritage Park likely to be enclosed by development, it is important that routes into and around the park are legible and provide a choice of routes reflecting desire lines.

Effective connectivity will therefore benefit from a consideration of the following.

- Walking
- Legibility
- Types of streets
- Additional links
- Street Furniture

b. Walking and cycling – Design consideration

Proposals should deliver a connected street network that provides a variety of direct routes for

pedestrians and cyclists to nearby services such as the neighbourhood centre, Zoo and the closest entrance to the Natural Heritage Park.

Design guideline

The overall street network should be inter-connected, with block sizes that provide a choice of routes for pedestrians as directly as possible. Where possible, a street used by pedestrians and vehicles is preferable to provide the security of passing vehicles and avoid less used pedestrian-only links.

Given that vehicular traffic flows are expected to be low and slow moving, cyclists should be encouraged to use the street network. Connections to areas outside the Lake Waiwhakareke Landscape Character Area such as the neighbourhood centre may necessitate the provision of dedicated cycle lanes.

Block sizes will vary with topography and location, but ideally should not be longer than 120m between intersections.

c. Legibility – Design consideration

The street hierarchy should be legible for visitors and residents, and clearly signal the route to the park edge or entrances as distinct from more local access to residential blocks.

Design guideline

Identify the main routes to the edges and entrances to the park by the treatment of the street – width, landscape treatment, footpath width and location.

Visual signals, which may match the branding and arts programme proposed for the Waiwhakareke Natural Heritage Park can also act as subtle markers to identify the route to the park, such as colouring of street furniture and lights or distinctive markers along the route (refer Section 1.4.8).

On all streets, cyclists should be encouraged to use the street network. As the routes link to the main external circulation, additional measures such as dedicated cycle lanes may need to be considered.

d. Types of streets – Design consideration

The treatment of each street can vary depending on its location and role. In general it is assumed there will be three main types of streets with section dimensions and treatment to suit.

Local access streets – main circulation connecting sub-neighbourhoods and linking to the Natural Heritage Park.

Green Streets – smaller-scaled street adjacent to the Natural Heritage Park or local reserve.

Local Lane – smaller scaled cross-streets to serve blocks between local access streets.

Design guideline

The Rotokauri Structure Plan provides for low speed, green streets along the northern and south-eastern edges of the Natural Heritage Park in order to provide active frontages.

Minimising curb radii creates tight corners – forcing cars to slow and making it easier for pedestrians to cross.

Avoid roundabouts – these disadvantage pedestrians and cyclists and require more space at

intersections (reducing the sense of enclosure and encouraging faster vehicle movement).

e. Additional links – Design consideration

Where streets are not appropriate, allow for safe alternative routes for pedestrians, with good surveillance (refer Figure 1.4.7e).

Design guideline

Pedestrian only routes should generally be not less than 2m wide, provide clear visibility from the main street footpath and contain no hidden spaces which could conceal people or activity from view of the main street.

Pedestrian routes should be overlooked by adjacent development with low or transparent fencing and preferably overlooked by main occupied rooms of the adjacent houses.

If the pedestrian routes are connecting two different levels, attempts should be made to keep the slope at 1:12 and where steps are necessary a handrail should be provided.

The above illustrations indicate an acceptable design for a given environment but should not be regarded as being a specific requirement or the only design solution that will be adopted.

f. Street furniture – Design consideration

Street furniture should cater for the safety and comfort of pedestrians and cyclists, including lighting, street trees and other planting, and items such as seats, rubbish bins and cycle parking racks.

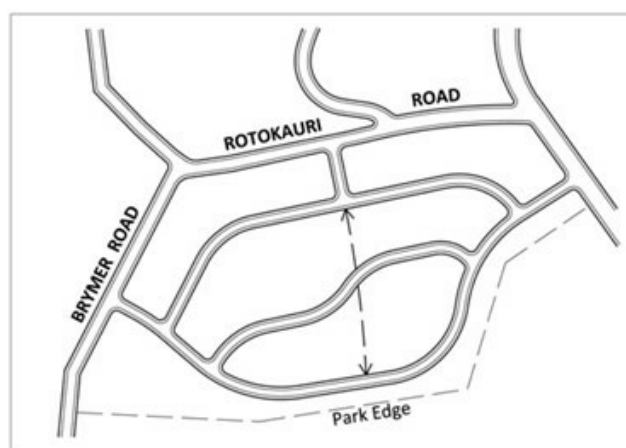
Design guideline

Street lighting should provide high quality, safe environments for pedestrians.

The suite of furniture, including street lights, should co-ordinate with the colours and branding adopted for the Waiwhakareke Natural Heritage Park (refer Section 1.4.8).

Street planting should take into account the need to reflect the native vegetation and planting combinations within the Natural Heritage Park.

Figure 1.4.7e: Layout allows for safe alternative routes for pedestrians, with good surveillance



1.4.7.8 The Layout of Development

a. Explanation

The topography of the Lake Waiwhakareke Landscape Character Area presents significant opportunities and constraints for development. The sharply undulating terrain offers the possibility for residents to enjoy long distance views, but at the same time the orientation of the resulting street network may present challenges for maximising solar gain.

On flat land, rectangular or square lots represent the most efficient form of lot layouts. Sloping land however, requires a modified approach to be taken. It is also desirable that the size and shape of lots are configured to allow some flexibility in the types and density of housing that can be established.

The orientation of lots influences the amount of sun gained inside the house and in outdoor living areas. The layout of development should seek to maximise the proportion of dwellings receiving sun, particularly in the winter.

In planning the layout of development, the following issues need to be considered.

- Configuration of lots
- Solar orientation
- Front yard living

b. Configuration – Design consideration

Regardless of the density or housing type being built, the size and configuration of lots should allow for building platforms that provide good internal spaces and solar orientation as well as sunny and private outdoor areas (refer Figures 1.4.7f and 1.4.7g).

Design guideline

- The depth of the lots should allow for an efficient building platform and a distance of 20m back to back between buildings.

Figure 1.4.7f: Design for deeper back yards to allow sun in south-facing parts of the site, front setbacks of at least 3m allow for a front porch or deck

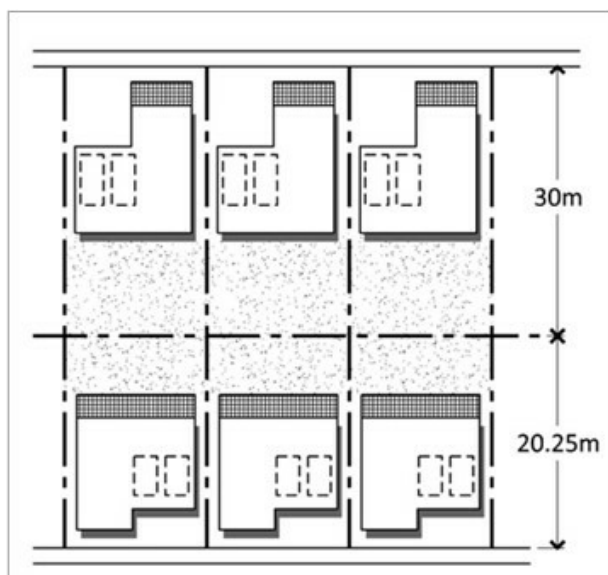
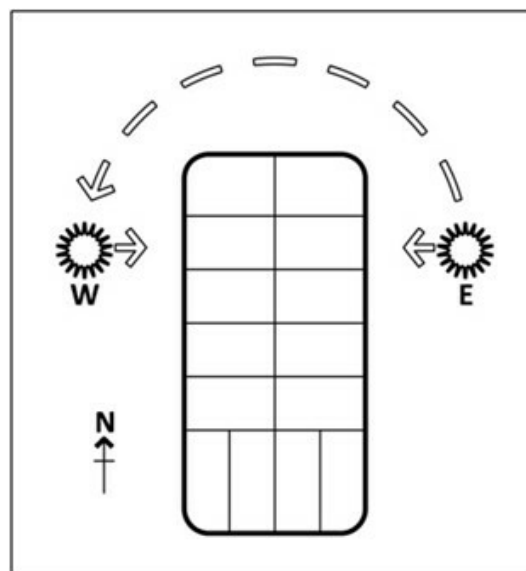


Figure 1.4.7g: Allotments oriented north-south or with north-facing back yards mean sun in front and

rear setbacks most of the year



c. Solar orientation – Design consideration

Maximise opportunities for solar gain.

Design guideline

Maximise the number of lots with the long axis within range N200W to N300E or E200N to E300S.

Orientate houses to allow some living spaces setback from the northern boundary to gain northern sun in winter.

In a comprehensive development, zero lot lines can maximise useable outdoor space by setting houses to the southern boundary and locating service areas along that wall.

Vary the depth of north-south facing lots. Consider using the upper levels to create outdoor living platforms that receive some sunshine and may also pick up views over rooftops.

d. Front-yard living – Design consideration

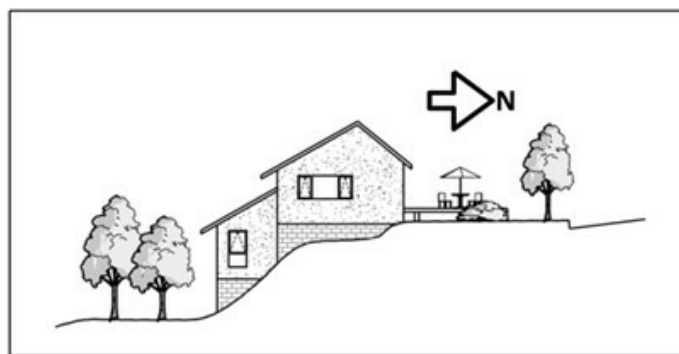
Where the rear of the house may not receive sufficient sunshine, additional outdoor living space should be provided at the front of the house.

Design guideline

Where dwellings have a south-facing back yard, include some form of semi-private outdoor living space on the northern front of the house. Traditional verandas or decks can be treated to provide privacy for those using them but also providing 'eyes on the street' and an attractive frontage for passers-by (refer Figure 1.4.7h).

Upstairs balconies or bay windows also create sunny living spaces and enliven the frontage of a house.

Figure 1.4.7h: Terraces in the front yard allows sunny outdoor living on south-facing slopes



1.4.7.9 Stormwater Management

a. Explanation

Hydrological processes account, in large measure, for many of the natural features present in the Lake area. They are also of special significance for tangata whenua.

Lake Waiwhakareke itself is a sensitive receiving environment and can be adversely affected by both the quality and quantity of stormwater arising from surrounding development.

The management of stormwater must therefore take account of local drainage conditions, which in parts of the area will include peat soils and correspondingly high ground water levels. There are likely, however, to be significant opportunities for incorporating management measures as part of the design of public spaces.

In formulating stormwater management systems, the following matters should be taken into account.

- The potential impact of development on Lake Waiwhakareke
- Retention of natural drainage patterns
- Treatment of streets
- Integration into open space

b. The potential impact of development on Lake Waiwhakareke

Development around Lake Waiwhakareke shall manage the quality and quantity of runoff that enters the Lake in order to avoid any adverse effects on Lake Waiwhakareke.

Design guide

Development should be informed by an approved Integrated Catchment Management Plan. The ICMP should be used to identify any issues that may impact on the water quality of Lake Waiwhakareke.

c. Retention of natural drainage patterns – Design consideration

The natural drainage pattern of the area should be maintained where possible.

Design guideline

Identify natural watercourses in the early site analysis so they can help inform the subdivision layout. Where possible they should be retained and enhanced with vegetation as part of the open

space network.

The use of impermeable surfaces should be minimised wherever possible.

Naturally occurring fresh springs should not be piped or diverted.

d. Location and treatment of streets – Design consideration

The street network should take into account overland flow paths and may be designed as temporary flood ways during major storm events. Treatment of berms and kerb systems can absorb some stormwater or minimise flows during extreme events.

Design guideline

Streets adjacent to public open spaces or water courses may be designed as temporary floodways during major events, provided that vehicular access can be maintained (at slow speed) and that water flows do not become a hazard for motorists or adjacent residents.

Swales and rain gardens can be considered, either in the centre of the carriageway or side berms. A 'soft' edge adjacent to a park or open space serves the dual purpose of stormwater management and extending the visual amenity of the park to the edge of the carriageway.

Consider permeable paving on low trafficked streets (such as local lanes) or parking bays which are offset from the main carriageway.

e. Integration into open space network – Design consideration

In addition to creating an open space network around existing water courses or wetlands, permanent water features can be incorporated into open spaces and circulation networks to add amenity or recreational features as well as assist with stormwater or minimise flows during extreme events (refer Figure 1.4.7i).

Design guideline

Incorporate stormwater management into hard and soft landscape design for open spaces and streetscapes. Features such as ponds, wetlands and rain gardens can be considered.

Pedestrian paths between levels can incorporate hard or soft flow paths, creating amenity and stormwater treatment. Care must be taken to ensure paths are still safe and useable during storm events.

Figure 1.4.7i: Pedestrian link on steep slopes provides opportunity for informal watercourse – width provides space for amenity planting as well as surveillance (CPTED)



1.4.8 Design Theme for Waiwhakareke Natural Heritage Park

1.4.8.1 Purpose

The Designation Open Space Zone near Lake Waiwhakareke in the Rotokauri Structure Plan is labelled the Waiwhakareke Natural Heritage Park on the planning maps. This Appendix provides guidance for development within the Park.

1.4.8.2 How to Use This Guide

Applications for development within the Rotokauri - Lake Waiwhakareke Landscape Character Area as shown on the planning maps provide for an assessment against the guidance outlined within this Appendix.

1.4.8.3 Background

Waiwhakareke Natural Heritage Park represents a rare opportunity for Hamilton City to integrate a significant ecological restoration project within its current environmental, promotional, planning and development strategies.

The design intent is to create a key ecological hub within the City. This will not only provide for the well being of the flora and fauna that will live within it, but also for the well being of the City's residents and visitors, through educational opportunities and amenity values it will provide.

Ecological viability and the need to meet the desires and aspirations of the community were key factors in the development of the overview concept for the park. This concept delivers both opportunities for recreation and community wellbeing by creating an accessible natural resource within the City. It also provides for the reintroduction of plants and animals that no longer inhabit the area.

1.4.8.4 Connections

There is an opportunity to create a significant link between the site and Hamilton Zoo. The entrances to the two facilities are located together to create a specific destination. This will allow integration between the facilities and permit efficient use of Council resources through shared use.

Specifically, the creation of a main entrance facility that would combine the entrance facilities of the park and zoo would mean that facilities such as administration, education and retail could be shared

between the two amenities.

It is intended that facilities fundamental to the Heritage Park's development and operation are developed on the eastern side of Brymer Rd, and those fundamental to the Zoo's operation, or shared between the Heritage Park and Zoo, developed on the western side.

A number of important secondary nodes and potential access points have also been identified. These are located along Baverstock Road and Rotokauri Roads, indicating potential linkages for the community and Wintec. These nodes are important when considering the location requirements for community parks for Nawton and future communities that will establish as a result of the Rotokauri Structure planning process.

1.4.8.5 Design Overview

The Heritage Park concept involves the retirement and ecological restoration of approximately 50ha of farm land surrounding Waiwhakareke (Horseshoe Lake).

Key components of the concept include:

- a. The creation of an eco-centre, in association with Hamilton Zoo, to act as the main entrance to the park, a tourist destination in its own right.
- b. The reintroduction of indigenous flora and fauna to the site made possible by the use of predator proof fencing to enclose the site.
- c. The development of a publicly accessible walkway network within the site and a cycleway around the perimeter.
- d. While not part of this proposal, two parks will also be created for the local community.

1.4.8.6 Buildings

- a. Buildings will be of contemporary architectural design, reflecting the purpose and function of the park and the zoo.
- b. Buildings will be open to nature, providing opportunities for multi-functional use.
- c. Construction techniques, cladding and roofing materials will follow sustainable design principles, for example cladding buildings in a mixture of natural timbers.
- d. Building design will reflect the ecological themes of the park, yet provide for modern contemporary facilities.
- e. Significant areas of canopy will be incorporated into the building design in order to provide shade and shelter.
- f. A large membrane canopy, covering a paved plaza, will provide a sheltered environment for planting day demonstrations and educational opportunities.
- g. At the main entrance to the park, an integrated facilities building will be constructed.
- h. This will house interpretive material, indoor and outdoor demonstration areas, toilet facilities and provide secure storage for maintenance equipment.
- i. Where possible, sustainable building principles will be used e.g. solar hot water heating, composting toilets.
- j. Building colours should reflect nature and be chosen so that the building blends into its surroundings (e.g. brown tones).

1.4.8.7 Parking

- a. The informal parkland at the main entrance between Brymer Road and the pest-proof fence can be used for overflow parking, and if required may be used for future car park extensions.

1.4.8.8 Main Entranceway

- a. The Zoo and Park will be physically linked by a central pedestrian spine.
- b. Entrance statements and traffic calming measures (decorative rumble strips along Brymer Road) will be used to slow traffic and create a sense of arrival.
- c. Local iwi will be closely involved in the design and development so that recognition of this site and elements of pre-European Māori life are reflected in the park.

1.4.8.9 Furniture and Facilities

- a. It is intended that any constructed elements within Waiwhakareke Natural Heritage Park be elegant and contemporary in nature, reflecting the processes and principles of the ecological design. All furniture should be designed specifically for the park and standard 'off the shelf' street furniture should be avoided.
- b. Facilities and site furniture such as seating, rubbish bins, boardwalks and interpretation panels are to be contextually appropriate. This means that they appear linked to the overall concept of the design when seen within the context of the site. All design should be subtle and symbolic in nature. Literal interpretations should be avoided.
- c. *Seats* – seats will resemble a stylised leaf shape and be constructed out of a renewable hardwood timber or recycled native timber, and a metal frame.
- d. *Rubbish Bins* – rubbish bins will also resemble a stylised leaf shape, constructed out of sheet metal with profile cut and embossed patterns and textures that symbolise the indigenous flora and fauna of the Natural Heritage Park.
- e. *Boardwalk* – the boardwalk network will be made of a renewable hardwood timber and detailed in areas of interpretation with the timber placed in a directional pattern (symbolising the patterns of a leaf).
- f. *Interpretation panels* – the interpretation panels will be constructed of curvilinear sheet metal with profile cut and embossed images and text, and recycled native timber. The timber will incorporate Māori carvings.
- g. *Balustrade (for viewing platforms)* – the balustrades will be constructed with curvilinear sheet metal uprights and steel rods in an overlapping stylised reed pattern.

1.4.9 Temple View Zone Urban Design Guide

1.4.9.1 Purpose of the Guide

The purpose of this guide is to give direction for further development in the Temple View area and assist in understanding the rationale behind the development of the five precincts and how they relate to the valued qualities and character of the Temple View Zone. It highlights urban issues that are specific to the Temple View Zone while assuming that general best practice urban design will be applied for any development. This will assist in ensuring that any development is consistent with the Zone and enhances the wider Temple View community. The District Plan's rules regarding development and subdivision provide controls that will enable a sensitive response to this character.

Where these rules provide for an element of discretion through the ability of Council to impose conditions, this guide provides further description and amplification of the area's particular character. This will assist with consistent interpretation and provide more certainty for future development. This guide responds to the broader scale urban design components of the Temple View Zone.

The Guide recognises Council's commitment to the adoption of best practice urban design techniques as expressed in its urban design guide, Vista.

1.4.9.2 Background

The Temple View area came into Hamilton City Council's jurisdiction in 2004 following a Local Government Boundary Adjustment process. This area consisted of the narrow land connection between the Temple View settlement and Hamilton's boundary at Dinsdale to the east, through to Collins Road to the south where Collins and Tuhikarama Roads intersect. The majority of the former college campus was brought into Hamilton, with the exception of approximately 14 hectares containing the sports fields, tennis courts and maintenance areas that remained in Waipa District. This was due to mesh block boundaries at that time.

In 2014, following another Local Government Commission process initiated by the Church of Jesus Christ of Latter-day Saints Trust Board and supported by both Hamilton City Council and Waipa District Council, this remaining land area was amalgamated with Hamilton.

The Temple View Zone identifies an area of Temple View which, through a combination of layout, building scale and materiality, colour, landscape treatment and maintenance, has a distinctive character. Much of this character is derived from the cultural influence of the Hamilton New Zealand Temple of the Church of Jesus Christ of Latter-day Saints (the Temple) and the former Associated Church College of New Zealand (CCNZ) Campus, reflecting the combination of planned and opportune incremental development that occurred over the initial construction period throughout the 1950s and 1960s.

This process involved the construction of a range of buildings, some specifically for or in support of the former CCNZ, while others formed part of the construction industry which developed on site during this period. These, often simple structures, provided both masonry product and processed timber to the former CCNZ site and wider afield to support the building of chapels in other parts of New Zealand. Over time, buildings were removed, re-purposed or modified, and others added as required. This resulted in a variety of building styles and forms that reflected the pragmatic and utilitarian requirements of the time. The continued management of the area by the Church, the application of a limited colour palette and the tended landscape provided a sense of consistency to what would otherwise have appeared markedly disparate elements.

At the closure of the CCNZ in 2009, many of the original structures, while appearing ostensibly sound, were over 50 years old and no longer met contemporary standards for building code compliance or structural integrity. With the closure, an opportunity to repurpose the former campus has provided for a mix of development to support the community. The application of this design guide, in combination with the restricted discretionary consent status for building demolition, will ensure that future development has reference to the original Temple View character.

Figure 1.4.9a: 2012 aerial photo showing the layout of the CCNZ campus prior to the site redevelopment



Figure 1.4.9b: 2012 photograph showing the former CCNZ campus above Tuhikaramea Road and the original teacher housing that lay immediately on either side of Tuhikaramea Road



Figure 1.4.9c: 2012 photograph showing the former CCNZ campus below Tuhikaramea Road and the original teacher housing that lay immediately on either side of Tuhikaramea Road



The Temple View Zone encompasses a broad area that includes the Temple and its immediate environs, the former CCNZ Campus, and the former Teacher Housing that lay on either side of Tuhikaramea Road. This Zone includes 6 heritage scheduled buildings, 3 stands of trees and 1 individual specimen tree that are protected through this Plan. (See Appendix 8 and 9.)

Figure 1.4.9d: 2012 photograph showing the Temple, former CCNZ Campus to the right of Tuhikaramea Road and the original Teacher Housing that lay on either side of Tuhikaramea Road, with

residential development to the west.



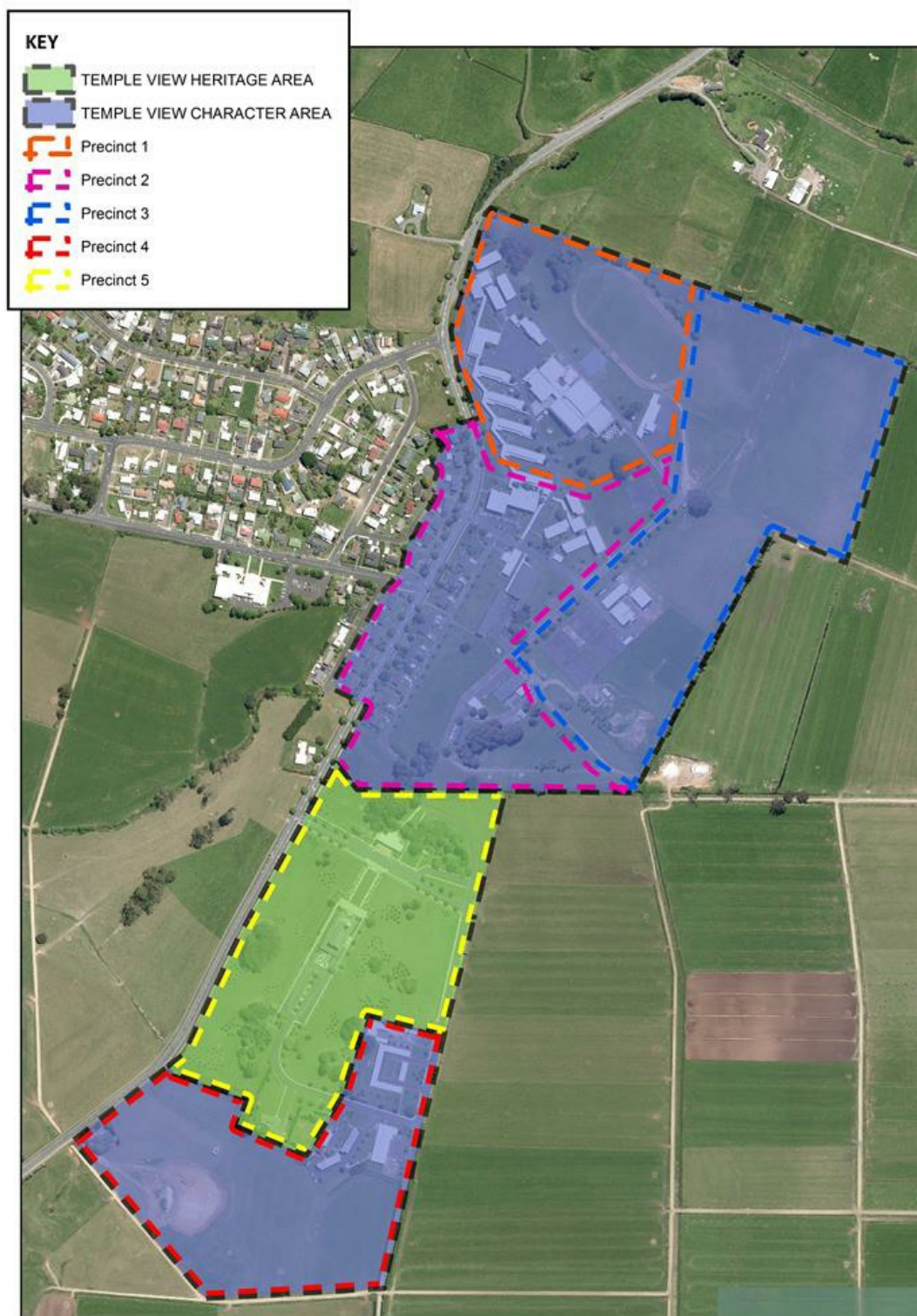
Figure 1.4.9e: 2012 photograph showing the Temple



The Temple View Zone has been divided into two distinct areas: the Temple View Heritage Area, including the Temple and its immediate surrounds (identified as Precinct 5); and the Temple View Character Area, including the former CCNZ buildings, open space areas, the residential development aligning Tuhikaramea Road and the area south of the Temple (identified as Precincts 1, 2, 3 & 4).

As the Temple View Character Area is more diverse in character and has a greater scope for development opportunities, it has been divided into four areas: Precinct 1 being the elevated land and sports field to the north, Precinct 2 being the flatter land to the south, Precinct 3 being the former sports fields, tennis courts and maintenance sheds, and Precinct 4 to the south of the Temple containing existing living and visitor accommodation.

Figure 1.4.9f: Temple View Precincts



1.4.9.3 How to Use the Guide

Development of the precincts within the Temple View Zone will give form to the intended development and identity at a broad scale to the nature of the intended activities, their distribution and how they relate with the surrounding existing and proposed activities.

Development in the Temple View Character Area should reflect the activity mix for the four precincts. Similarly, development within the Temple View Heritage Area should reflect the activity mix within

Precinct 5.

The design guidance below is split between the general design guidance that applies in the development of each precinct as well as identifying the locational specific design guidance for each.

1.4.9.4 Design Guidance

1.4.9.4.1 General Design Guidance

An application for an activity or activities within a precinct will need to address how the following outcomes will be achieved:

- a. How the overall design of the Precinct achieves the intended aesthetic and architectural coherence and is of a design, scale, form and character appropriate to its precinct location.
- b. How the arrangement of buildings, car parking, service areas and open spaces including provision for vehicular, cycle and pedestrian circulation will:
 - i. Be safe and convenient and achieve high standards of amenity
 - ii. Be functionally linked with and physically connected by walkways/cycleways to areas of open space within the Precinct
 - iii. Will enable safe pedestrian and cycle linkages to be created to the existing Temple View community
 - iv. Be aesthetically coherent and reinforce good urban design, particularly the orientation of buildings to outdoor public spaces, roads and utilising a variety of architectural elements consistent with the Temple View character
 - v. Give consideration to the identified heritage values of items listed within the District Plan.
- c. How the design and layout of roads will:
 - i. Ensure appropriate connections to existing and future roads
 - ii. Respond to the site's existing landform, vegetation, views, water courses (for the purposes of stormwater runoff) and areas of public open space
 - iii. Accommodate safe traffic speeds and sightlines for all road users (pedestrians, cyclists and motorists)
 - iv. Provide sufficient width to safely accommodate all road users, parking, footpaths, cycle ways, amenity landscaping and compliance with Council's Infrastructure Technical Specifications
 - v. Promote a consistent design theme to achieve high amenity values
 - vi. Have regard to the future design relationship between the road, adjoining land and adjacent precincts.
- d. How the location and size of future development sites have been identified in a manner that:
 - i. Responds to the context within which the development site is to be located, including roads, open space, pedestrian linkages, views and natural features
 - ii. Where they are for residential housing, is appropriate to the type and form of housing (medium density or high density) they will contain
 - iii. Has regard to the relationship with existing grain and scale of developed areas
 - iv. Gives consideration to the size, shape and aspect of the land, and its suitability for future

development

- v. Integrates the development of sites within the relevant precinct as a whole.

1.4.9.4.2 Local Character Specific Design Guidance

In order to evaluate the appropriateness of any development within a Precinct an understanding of the character of the area is required. Much of the character of the Temple View Zone is derived from the cultural influence of the Temple, the associated former CCNZ campus and the evolution of this area with a variable building vernacular since the 1950s. In 2012, these characteristics provided a collective character that gave the Temple View Zone a superficial consistency of appearance which allowed the diverse components to be perceived as a whole. This has been used as the basis of determining the four sections which contributed significantly to the character of the area (refer to Figure 1.4.9g):

1. The Tuhikaramea Road Corridor
2. The Former Teacher Housing adjacent to the Tuhikaramea Road Corridor
3. The former Church College Campus
4. The Temple of The Church of Jesus Christ of Latter-day Saints.

Each of these sections contains elements which mark it as distinct from the others and warrant specific consideration. The following sections outline the specific elements or combination of elements that contributed to this character and offer suggestions as to how future development can respond and maintain that character.

Figure 1.4.9g: Temple View Local Character Areas



1. The Tuhikaramaea Road Corridor

The original character of the Tuhikaramaea Road Corridor was informed by the degree of consistency and repetition of the elements within a linear corridor when compared to a typical residential street. Although these elements were somewhat variable, typically the road corridor was defined by delineating elements such as a low masonry curtilage wall of uniform cream colour, metal balustrade atop a retaining wall or round timber bollards. These delineating elements typically contain some permutation of the simple combination of footpath, lawn, street trees and the road

carriage way of Tuhikaramea Road.

At the northern entrance to Temple View, the sweeping driveway into the former CCNZ created an atypical entrance node with a broad swath of grass separating the development from the road corridor. This then returned to the more typical configuration of street trees, grass and footpath. The absence of a delineating element, combined with the curvature of the roadway, presented a less defined edge to the corridor. As a result a more expansive experience was obtained with the character being augmented by more lawn, palm trees and built form (the former privacy wall and covered walkway).

The original stature of street trees and extent of their canopy, when viewed from along the road alignment, formed an unbroken visual element, which reinforced the corridor experience. Elements to either side were partially visible beneath or above the canopy, but only readily seen when viewed perpendicular to the alignment of the street trees.

These are the characteristics that are to form the basis of all future developments.

Design Guidance:

- Where a low curtilage wall is proposed, it shall be similar to the original masonry materiality of Temple View and the standard tree and pathway berm configurations utilised along Tuhikaramea Road, especially within the former Teacher Housing Character Area.
- Where no curtilage wall is proposed, the standard berm configuration of trees, pathway and grass berm should be maintained where practical.
- Where no curtilage walls are utilised, any delineating elements, such as courtyard and walkway walls should allow visibility into and from the street. Where the delineating element is a building that building should address the street.
- Alternate design configurations may be considered where they maintain or enhance the spatial and visual integrity of the road corridor as it was in 2012 and provide best practice urban design solutions.
- The road alignment is to be maintained where possible so as to maintain the integrity of the visual corridor. Where, according to roading design best practice, improvements (such as roundabouts or traffic islands for traffic calming) are required, vertical deviations are preferred over horizontal deviations and any deviations should be contained as much as practicable within the existing road corridor.
- Encourage arrival features and/or gateway markers at key locations within the Tuhikaramea Road Corridor.

Figure 1.4.9h: 2012 photograph showing the Tuhikaramea Road Corridor



Figure 1.4.9i: 2012 photograph showing the Tuhikaramea Road Corridor



2. Former Teacher Housing Corridor on Tuhikaramea Road

The character of the former Teacher Housing closely associated with the Tuhikaramea Road Corridor was informed by a level of spatial consistency and repetition of residential scale architecture, materiality and colour. In addition to a consistent architectural vernacular, albeit with a degree of variation in architectural form, the former Teacher Housing layout provided a regular manner relative to their setback from the Tuhikaramea Road corridor and their spacing in-between.

The buildings were relatively modest in size being mainly one storey, some with basements, but varying in configuration with both single dwelling and duplex configurations. The buildings were

oriented toward the Tuhikaramea Road Corridor with modest gates and simple direct pathways leading from the street to the houses.

While pedestrian access was afforded from Tuhikaramea Road, no parking was available on Tuhikaramea Road; garages and vehicular access were obtained only from the rear of these properties. Demarcation between individual properties was very limited and for the most part achieved through soft landscaping of a residential character.

The former Teacher Housing Character Corridor contains one building listed as a Heritage Item under this Plan, being the First House /George Biesinger House (H133).

Design Guidance

- Development within this area should respond with appropriate scale and setback, in a similar manner to the former residential setback alignment. The development should address Tuhikaramea Road, where practical and contiguous grades allow, and present an attractive frontage for passers-by. It should also offer an appropriate response to any adjoining open space.
- Consideration should be given to strategies to reduce or ameliorate the discontiguous grades.
- Where discontiguous grades prevent a direct visual connection with the street, alternative configurations which provide attractive street frontage treatments consistent with good urban design may be considered.
- Consideration should be given to alternative dwelling orientations which respond to the wider area and may result in a better urban design outcome for the overall development.
- Vehicle parking should be provided on Tuhikaramea Road.
- Pedestrian access should be provided from Tuhikaramea Road, with garages and vehicular access provided at the rear of the development.
- In addition to the above, development along the western side of Tuhikaramea Road should respond to the residential scale and grain of development to which it is immediately adjacent.
- Materials and colour should be compatible with the Temple View Character area.
- Development should respond to existing heritage buildings and consider scale, materials and contextual cues.

Figure 1.4.9j: 2012 photograph showing the typology of the original Teacher housing on Tuhikaramea Road



Figure 1.4.9k: 2012 photograph showing the typology of the original Teacher Housing on Tuhikaramaea Road



3. The Former Church College of New Zealand Campus

The character of the former CCNZ Campus was informed by the distribution of built form over elevated topography within the wider park-like campus. The buildings were generally of similar institutional scale, one to two storey rectilinear form of a variety of construction materials. The majority of the built form reflected the combination of planned and opportune incremental development that occurred during the construction period (which spanned the 1950s till the late 1970s). This process involved the construction of a range of buildings, some specifically for or in support of the former CCNZ, while others formed part of a construction industry which developed on site during the initial construction period. Over time some of these buildings were removed, others re-purposed or modified, and others added. The application of a limited colour palette and tended landscape, provided a sense of consistency to disparate structures which might otherwise have appeared markedly different.

The distribution of the former CCNZ buildings followed either Tuhikaramea Road or the elevated terrace overlooking the campus sport fields, with the orientation of the buildings predominately to the north. Only the Matthew Cowley Administration building (now demolished) and the repurposed Wendell B Mendenhall Library addressed Tuhikaramea Road. These buildings and the now demolished privacy wall and covered walkway, when viewed from Tuhikaramea Road, conveyed the character of an institutional but introverted development.

When approaching Temple View from the north, the former CCNZ campus appeared as a cluster of large buildings that dominated the ridgeline with groups of specimen trees in the foreground. The largest of these buildings was the now demolished David O McKay building. This building was flanked by an ordered array of similar coloured single and double-storied buildings. Although the buildings addressed the open space, with the playing field in the foreground providing a balance to the bulk of the buildings, the elevated position, limited windows and the expanse of surrounding open space conveyed a sense of introversion.

During the life of the former CCNZ Campus there was a consistent quality of maintenance of the surrounding landscape, with tidy groomed planting and specimen trees and stands of trees contained within a wider matrix of manicured lawn. In combination, the application of a limited colour palette and tended landscape provided a sense of coherence to the disparate structures. Overall the former CCNZ campus conveyed a coherent albeit introverted character in spite of the differences in architectural form.

The Character Area contains 5 buildings listed as a Heritage Item under this Plan being the GRB Building (H107), The Wendell B Mendenhall Library (H109), Kai Hall (H134), the Block Plant (H135) and the First House (H133). These buildings are valued because of their association with the former CCNZ and the missionaries involved in their construction. (See Appendix 8.)

This area also contains three stands of significant trees, which extends into the Heritage Area (being T62, T63 and part of T64). These stands are predominantly Kahikatea with some Titoki. These trees are scheduled under this Plan (see Appendix 9).

Design Guidance:

- Development within this area should contain either larger scale elements or clusters of buildings particularly along the northern ridgeline and Tuhikaramea Road frontages.
- Developments within this area should address the street by providing an active edge and “eyes on the street” with an attractive frontage for passers-by. This should be particularly emphasised for development on Tuhikaramea Road frontages.
- Garages and parking should be located such that they do not dominate the street frontage.
- Development should offer an appropriate response to any adjoining open space.
- Development should respond to existing heritage buildings and consider scale, materials and contextual cues.

Figure1.4.9I: 2012 photograph showing the former Church College of New Zealand campus



Figure 1.4.9m: 2012 photograph showing the former Church College of New Zealand campus



4. The Temple of the Church of Jesus Christ of Latter-day Saints

The Hamilton New Zealand Temple of the Church of Jesus Christ of Latter-day Saints (H108) is listed as a Heritage Item under this Plan. This building has not been ranked by Heritage New Zealand Pouhere Taonga but is valued because of its historic, cultural and architectural qualities.

The heritage values of this area are derived from the combination of the built and landscaped environment immediately surrounding the Temple, and the significant role the church has played in the physical, spiritual and social development of the local community and further afield. The Temple itself was the first in the southern hemisphere and is the focal point of the Church of Jesus Christ of Latter-day Saints in New Zealand.

The siting, design and landscape treatment of the Temple emphasise the vertical proportions of the building and create an impression of a monument. Other buildings within the area include the Visitors Centre, which has a strong visual relationship with the north elevation of the Temple and the central parking area, the Temple President's House which is visually connected by the walled car parking area to the south of the Temple, and the dormitory accommodation on the eastern side. Much of the character of this area is due to the relative absence of other buildings particularly when viewed from Tuhikaramea Road. Consequently, landscaping and the tree planting emphasise the dramatic and dominant position of the Temple in the local landscape. This tree planting includes trees that mark periods of occupation and development of the site by the Church.

This area contains part of a stand of significant trees, predominantly Kahikatea with some Titoki, which extend from the former CCNZ Character Area (being part of T64). In addition, it contains one Bunya-bunya tree (T65). These trees are scheduled under this Plan as significant.

Design Guidance:

- Development shall maintain the primacy of the Temple as the key focus of the area.
- Existing view shafts to the temple shall be maintained with respect to siting of buildings and landscape elements. Consideration may be given to developments and landscape elements within these view shafts which improve the overall amenity of the area with respect to the temple setting.
- Any development should consider and relate to the grain and distribution of development within the immediate area.
- Development should respond to existing heritage building and consider the scale, materials and contextual cues presented by this building.

Figure 1.4.9n: 2012 photographs showing the Temple of the Church of Jesus Christ of Latter-day Saints



