

Plan Change 12 – Enabling Housing: Part 3 Other Appendices

## Appendix 3.8 Central City North Area Plan

| NORTH OF CENTRAL CITY

# AREA PLAN

He whenua, He tangata - He aapoopoo  
*For people and place now and for the future*



JUNE 2022



**Hamilton  
City Council**  
Te kaunihera o Kirikiriroa





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# THE SHORT STORY

The North of the Central City Area Plan provides an ambitious long-term outlook for the study area and sets out how this area might respond to an increase in population and residential densities to provide for a diverse, inclusive, accessible and thriving part of the City.

## Part 1: Existing Situation

## Part 2: Constraints and Opportunities

## Part 3: Principles and Key Moves

## Part 4: Recommendations

The Area Plan covers a large area adjacent the central city. It is home to a diverse population living in Whitiora, Forest Lake, Beerescourt, and St Andrews. Residential buildings range from detached dwellings to apartments. Employment and recreational locations across the city are within easy reach, as are important natural features like the Waikato River and the Waitawhiriwhiri gully system. It hosts a range of sporting facilities within the West Town Belt, most notably the FMG stadium. The Te Rapa Road/Ulster Street corridor connects Te Rapa to the City Centre.

The challenges for this area include the north-south and east-west severances created by the Te Rapa Road corridor and the Waitawhiriwhiri Gully system,

the aging infrastructure that is unsuitable to cater for significant residential growth. Opportunities include multi-modal transformation of key transport corridors, improving access to and experiences of the West Town Belt and the River, and moving towards an ambitious blue-green network that provides multiple benefits and protects the Waikato River.

The Area Plan identifies five key moves as follows:

- Building thriving communities to support a corridor of growth
- Movement interventions to support safe and accessible streets for all mode users
- Unlock the cultural and ecological values of the River's edge
- Blue-green corridors that enhance the health of the Waikato River, and provide ecological, climate and social benefits
- Establish a heart of the Waitawhiriwhiri Community

Figure 1 provides a spatial overview of these.

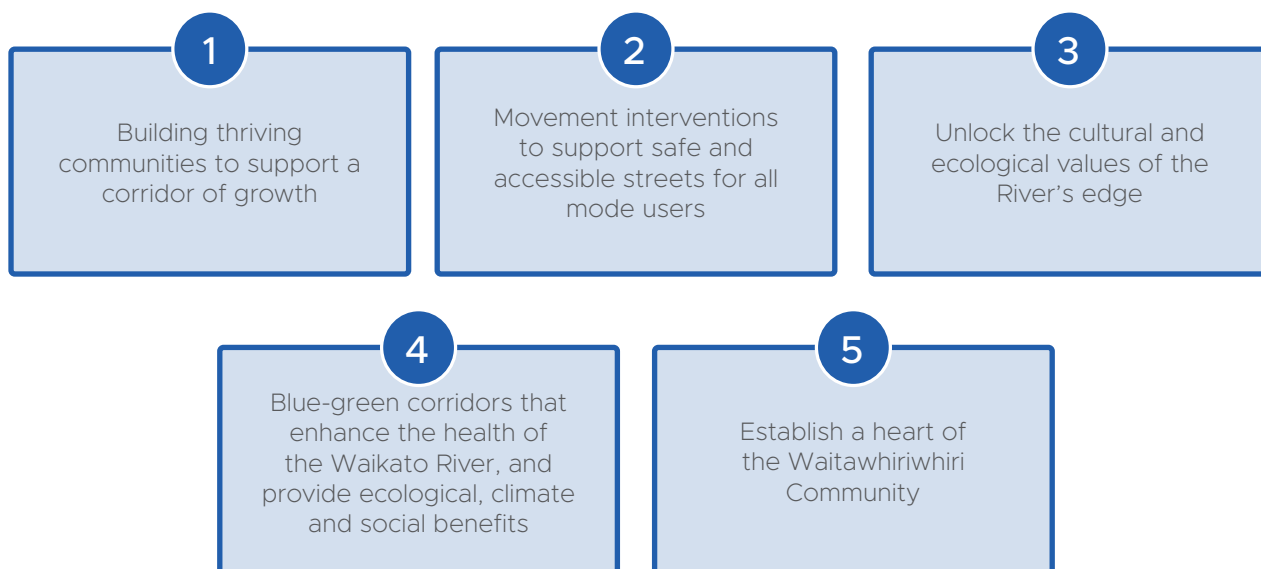


Figure 1: Spatial overview of the proposed key moves



Figure 2: Summary - key short-term recommendations

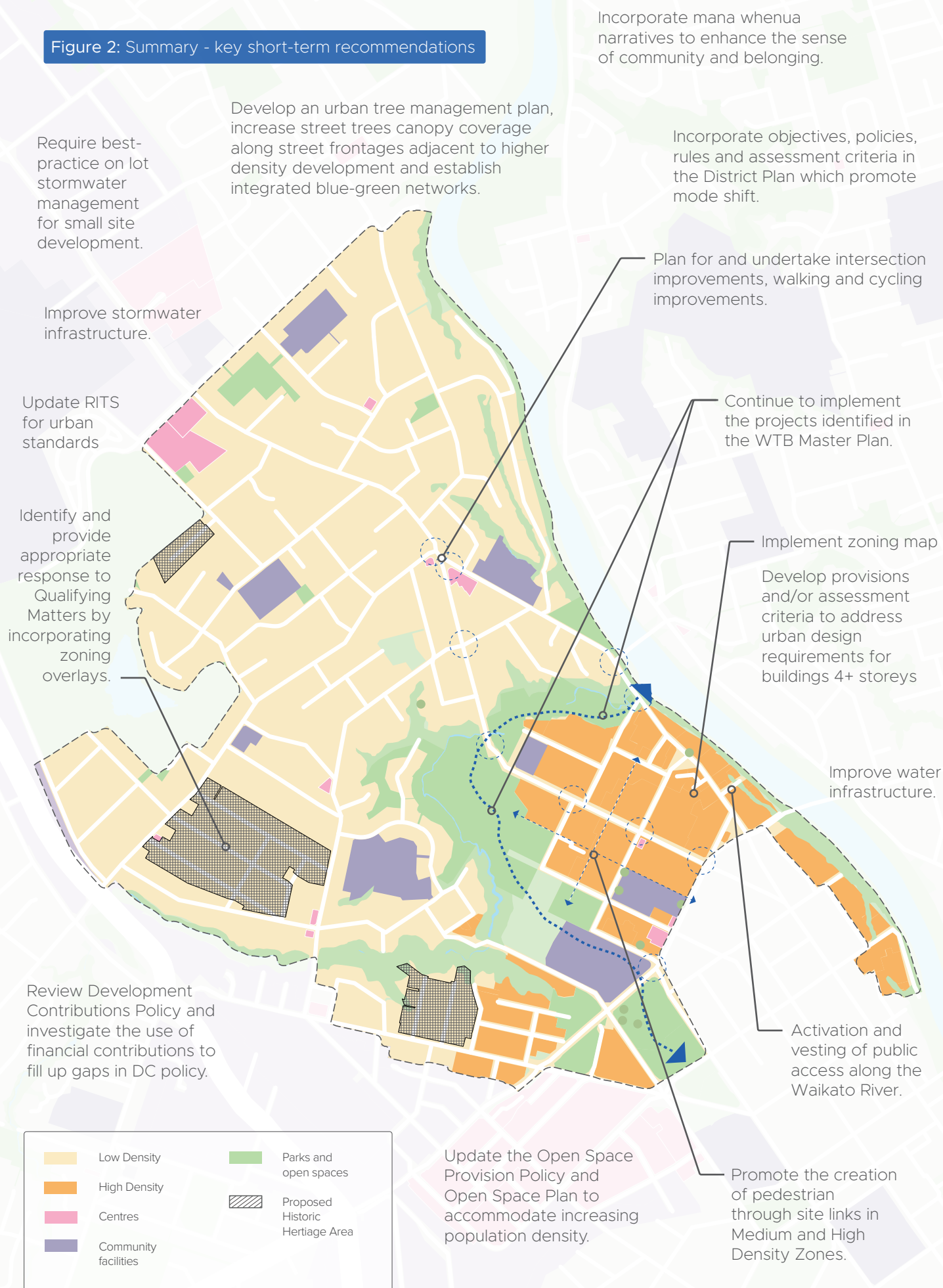
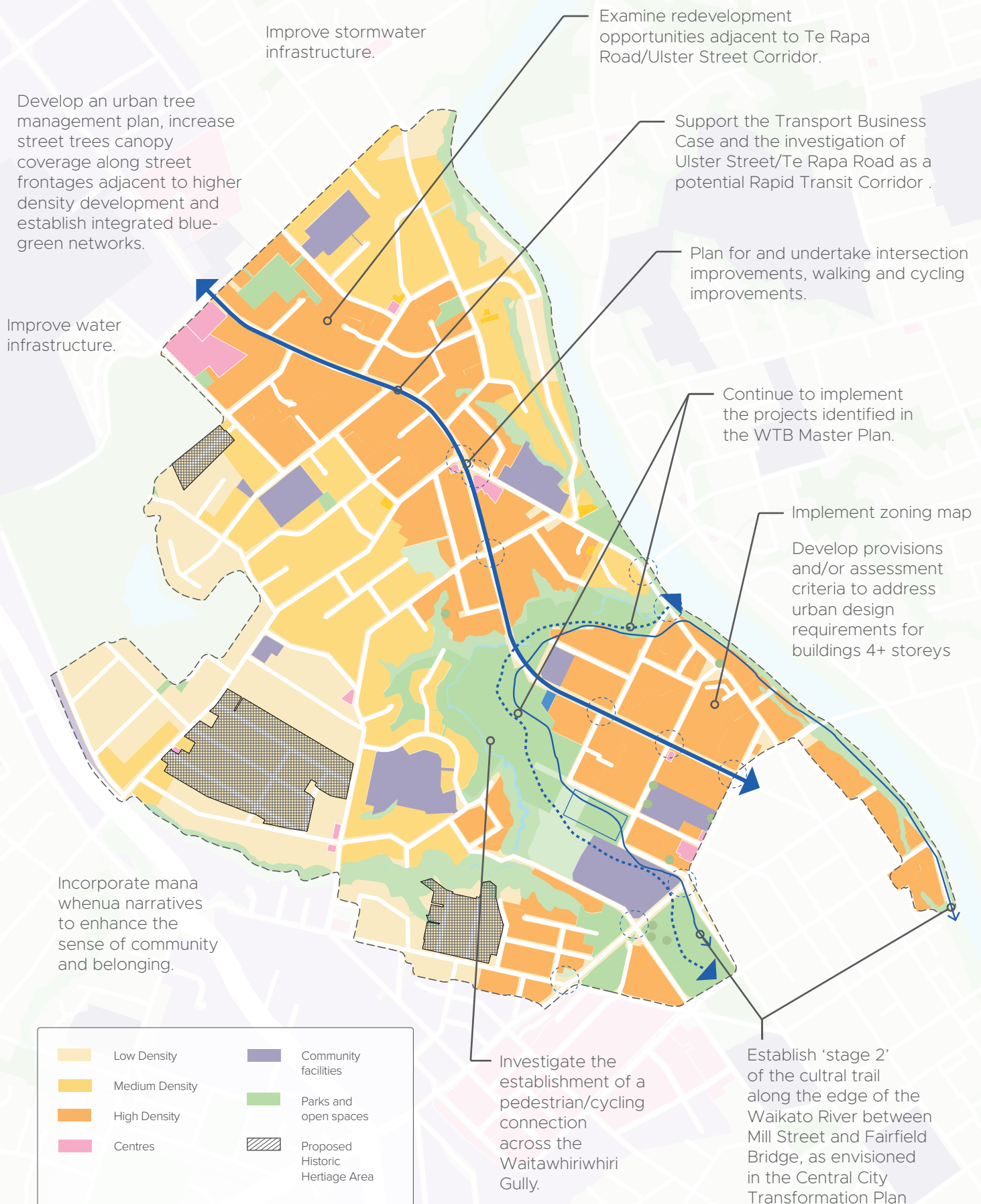




Figure 3: Summary – key strategic longer recommendations





# EXISTING SITUATION



# LOCATION

Area Plan boundaries have been selected to encompass parts of the City that have good access to the Central City and parts that have good access to employment. The study area covers approximately 385 hectares to the north of the Central City. The area incorporates parts of several existing neighbourhoods, being Whitiara, Beerescourt, St Andrews, Maeroa and Forest Lake.

The relationship of the study area with wider Hamilton city is important. The wider context encompasses the Te Rapa industrial and employment area to the north of the study area and the Central City to the south. These are both key employment nodes; collectively making up more than 75% of employment in Hamilton City. They are key determinants in the movement and activity in, around, and through the study area. Frankton village, a historical industrial and residential neighbourhood, is located to the south-west of the study area. Te Rapa Road, Forest Lake Road and Mill Street are defining high-volume movement corridors through the study area.



Figure 4: North of Central City Area Plan Boundaries

- There are locations of cultural importance that are sensitive to changes in the urban environment. New development can better showcase these to communicate and preserve this part of Hamilton's heritage.
- New developments may risk historic heritage. Manage and preserve historic heritage areas in older parts of the study area to showcase Hamilton's built history.





Figure 5: Location in Hamilton context





## History

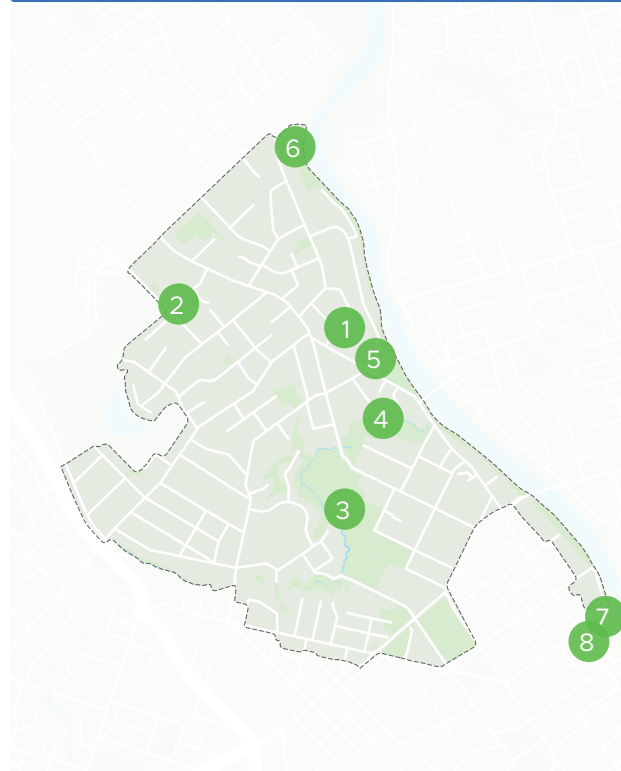
The Kirikiriroa/Hamilton area has a history of 700-800 years of Maaori occupation and settlement. Hamilton was originally known as Kirikiriroa, which was a large paa located on the western side of the Waikato River. The Operative District Plan identifies eight cultural/archaeological sites within and in proximity to the study area.

1. Mangakookea Pa (A117)
2. Rotokaeo – Waahi Taonga (A110)
3. Whatanoa Pa (A23)
4. Waitawhiriwhiri Pa (A22)
5. Waitawhiriwhiri Urupa (A17)
6. Matakanohi Pa (A120)
7. Lime Kiln, Taunga Waka and Te Puru O Hinemoa (A2)
8. Kirikiriroa Pa (A18)

These sites tell the story of a rich Maaori history in the study area, with strong links to the Waikato River. Parts of the area were used as a settlement/village, a food storage area, and a burial ground. The area is important to mana whenua.

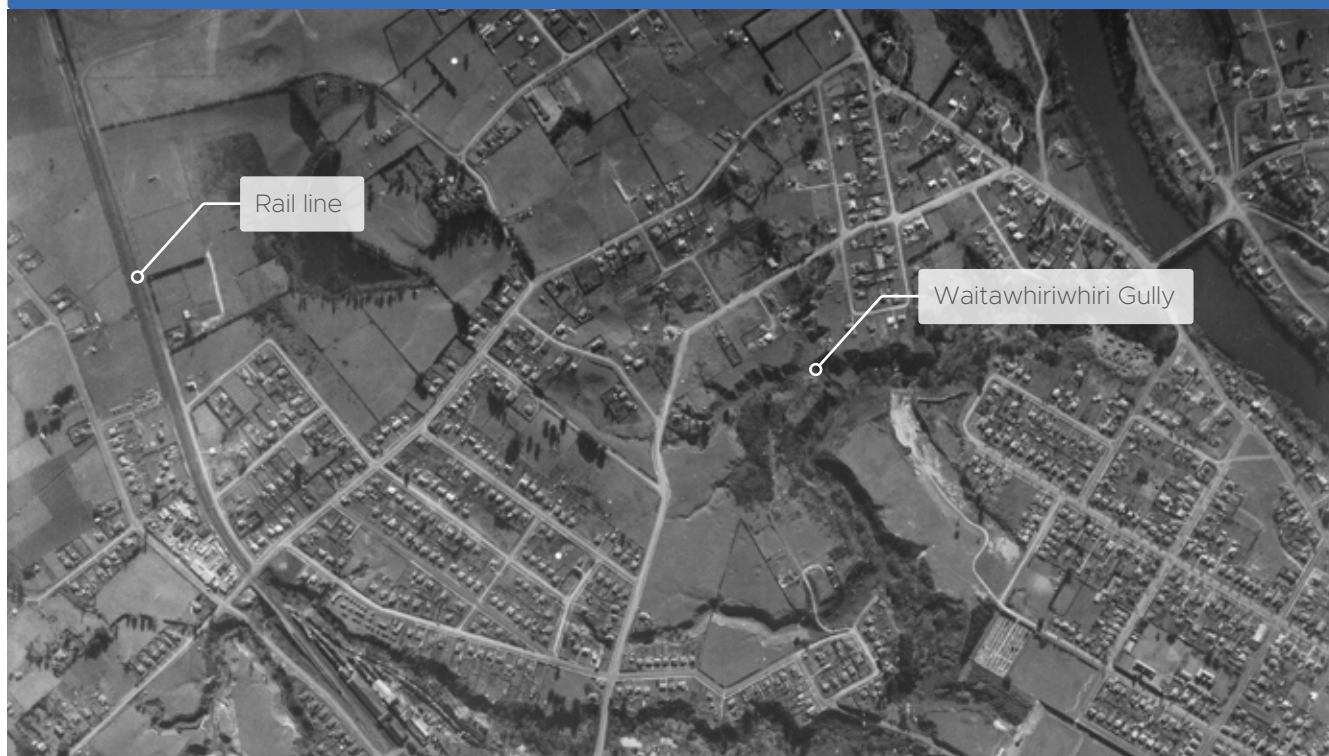
European development of the study area spans multiple decades. Whitiara and Forest Lake, located just north of the central city, developed rapidly in the early 1900s. Development commenced in

Figure 6: Maaori archaeological sites – refer list above



Maeroa from the 1920s and continued into the 1950s. Development further north of the City occurred later in the 20th century. The expansion of Beerescourt had progressed to Vardon Street, the city's fifth boundary, by 1961.

Figure 7: Waitawhiriwhiri Gully and surrounds in 1943. Note that Te Rapa Road/Ulster Street had not been built at this stage.

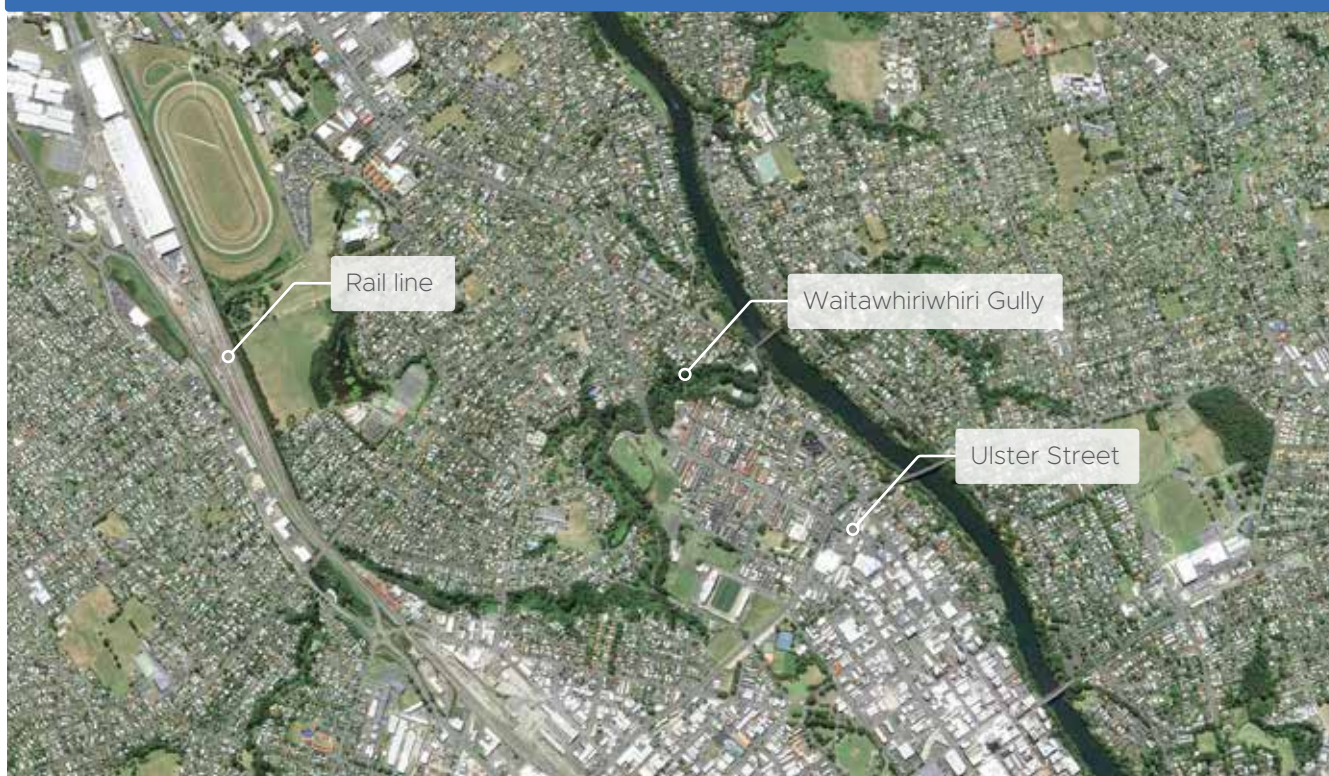




**Figure 8:** Waitawhiriwhiri Gully and surrounds in 1971 showing increasing urbanisation. Note Willoughby Street landfill site south-west of Ulster Street. This landfill closed in 1972.



**Figure 9:** Waitawhiriwhiri Gully and surrounds shown in current day (2022). The landfill site, and various wetland areas have since been formalised into functional open space areas.



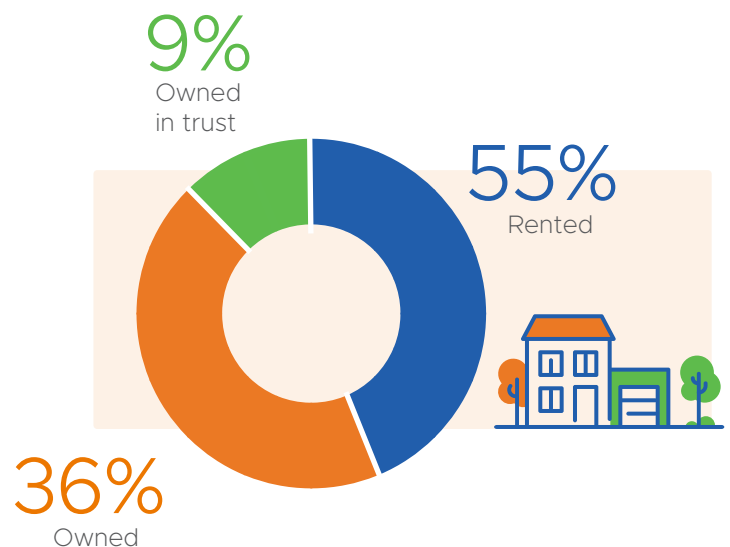
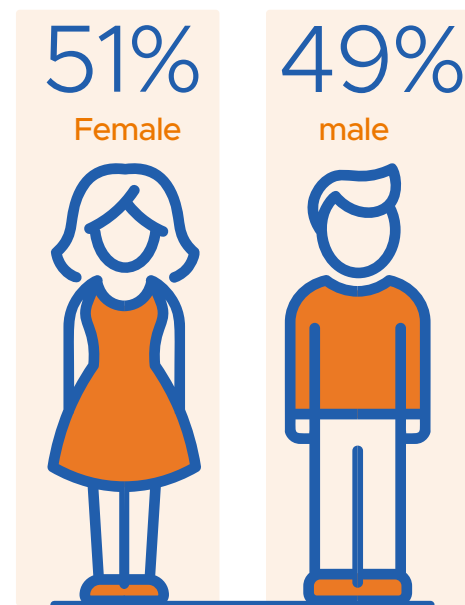
# PEOPLE & COMMUNITY

## Demography Snapshot <sup>[1]</sup>

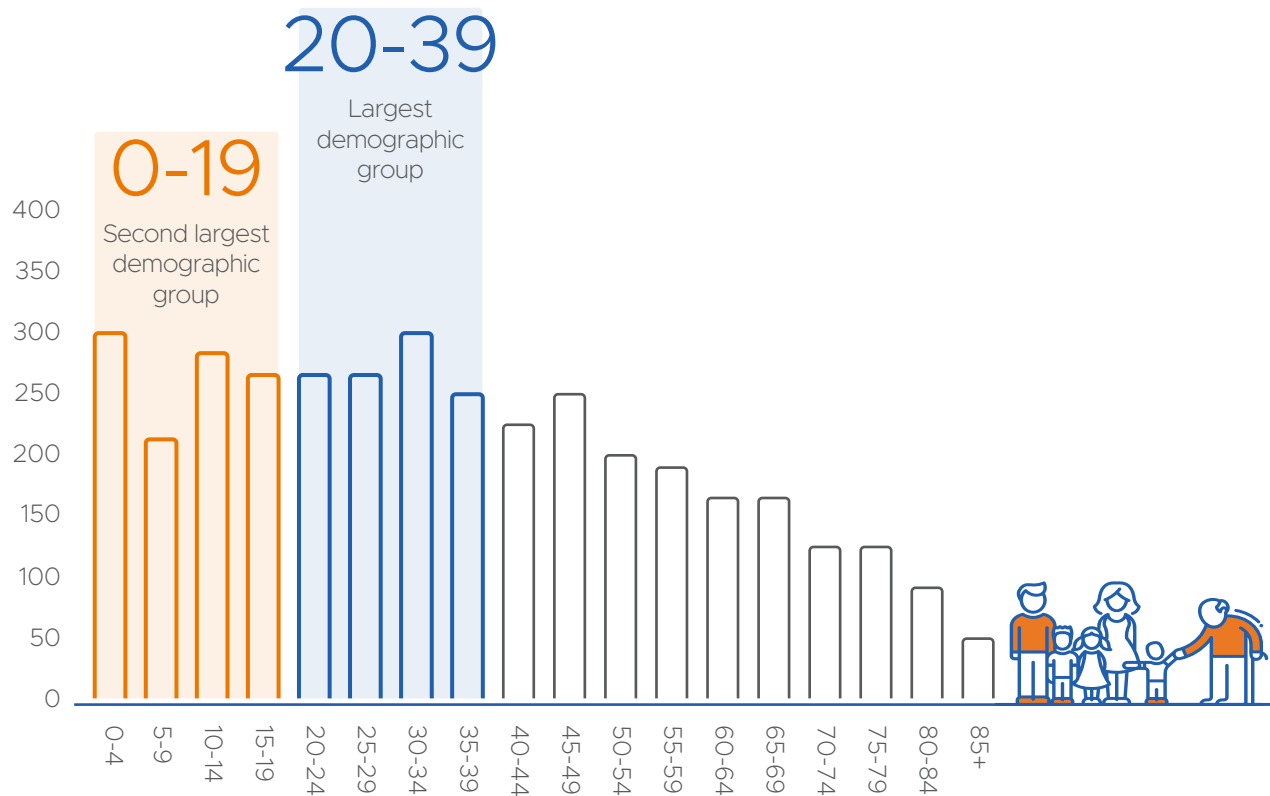
- More walking and cycling trips are possible. Enable a shift to public transport and active modes by addressing the barriers to uptake.
- Housing needs may be going unmet. Zoning for more housing typologies can better cater for different social, cultural and age related housing needs.
- Demand for play infrastructure will increase. Create new or improved public spaces to provide for a variety of recreational and cultural needs.

The study area has a population in the order of 10,000 people, or nearly 6% of the City's total population. With 79 ethnicities identified there will be demand for different types of housing, recreational activities and schools. Relatively young overall, the largest demographic group are 25-35, and most people living in the area are aged 35 years and under. For this age group, access to employment, education, and recreation opportunities are important.

Residents in the largest demographic group may be attracted to the area due to the primary and intermediate school offerings, as well as the central location to job opportunities. People mainly access work and school by car. As the study area is within biking and walking distance to the Central City and key employment areas the high level of car dependency indicates that there are barriers to the use of public transportation and active modes.

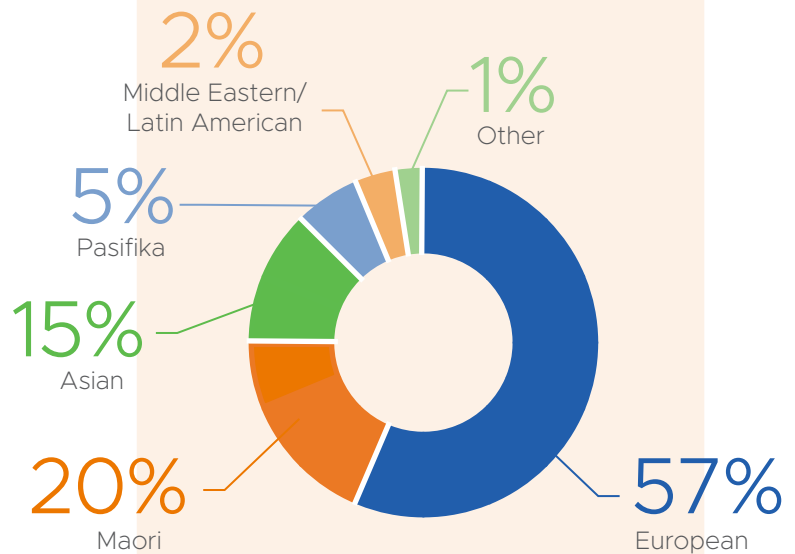


[ 1 ] Statistics NZ Census, 2018



## 2300 Jobs

Main industries:



80% Travel to work in private vehicle





# PAST ENGAGEMENT

The communities in the study area have been part of several past city-wide engagement initiatives run by Hamilton City Council. This includes engagement on the Long Term Plan, Nature in the City Strategy and He Pou Manawa Ora, with fewer area-specific engagements undertaken.

- City-wide engagement highlights themes around improving safety, enhancing mana whenua history, providing for pedestrian safety and enabling housing choice.
- The West Town Belt MasterPlan undertook comprehensive community engagement during its development and identified safety issues, limited useability due to topography and historical layout, and lack of awareness as key matters to address. The Area Plan can draw upon these learnings and expand upon any previous recommendations.
- Potential design responses show possible ways to address the consultation themes. This informs the analysis of constraints and opportunities (Part 2), and development of key moves (Part 3).



Topic / Proposal	Key Outcomes Relevant to Central City North
<b>Safety</b>	
Safety issues in some public spaces, including the West Town Belt and Waikato River pathways	Create a public space network that is safe and fosters community interaction
Safer infrastructure and safer environment are desired for alternative transport users, including cyclists and pedestrians, and the youth and elderly	Identify routes and corridors where active modes are most important, including access for all ages and abilities. Recommend infrastructure improvements.
<b>Mana Whenua</b>	
Reclaim the mana whenua history of the city	Incorporate Maaori design principles into new developments. New developments recognise significant cultural sites.
Housing should reflect the multi-cultural demographic of the city	Provide for a range of housing types to suit the needs of different communities.
<b>Connectivity and Movement</b>	
Connect people to key services and facilities in the area	Establish safe and legible access to and between amenities in the area, particularly near schools, medical centres and employment areas
Enhance and improve cross-city connections for cycling and other active transport modes	Support mode shift opportunities through the creation of safe and legible active mode routes, and providing for high frequency passenger transport. Ensure land use design and activities supports active modes.
High quality biking facilities	Provide more biking and other active mode connections and facilities on key routes and as part of new developments.
<b>Housing</b>	
Provide variety of housing typologies	Allow different zoning, with provision of different housing typologies densities and building scales, across the area. Allow a variety of apartment typologies where suitable.
Ensure high-density housing is in the right areas, e.g. near services and existing urban centres	Establish and enhance intensification and high-density zoning near the City Centre and within areas that have good access to employment
Sustainable living environment	Provide easy and quality accesses to public spaces, education facilities, employment and other social and communities facilities for higher density living
Sufficient parking for number of occupants, e.g. parking determined by number of bedrooms	Locate intensification at the right spots to support mode shift to reduce reliance and demand on parking

Topic / Proposal	Key Outcomes Relevant to Central City North
<b>Open Spaces</b>	
High quality and multi-functional spaces	Enhance the accessibility, functionality and potential uses of open space
Enhance riparian and indigenous planting	Enhance restoration and planting within the gullies and along Waikato River, as well as manage intensification and development for properties that have or nearby gullies thereby to reduce further removal or deterioration of gullies (in particular for the ones in private ownership)

## West Town Belt MasterPlan Engagement

In addition to city-wide engagement, the key engagement outcomes relevant for the subject area come from the West Town Belt MasterPlan. The full of extent of the West Town Belt MasterPlan area is shown in Figure 10. The whole West Town Belt is not included in the Area Plan area.

The key themes from the MasterPlan engagement are summarised as follows:

- People value the variety of spaces and community facilities in the West Town Belt. The location close to the City Centre is also seen as a positive attribute.
- The primary reasons people do not use the West Town Belt includes:
  - » A lack of awareness that it exists
  - » Poor wayfinding, including signage and barriers to access such as fences
  - » Real or perceived safety issues
  - » Steep topography along the Waitawhiriwhiri Gully which disrupts access from Maeroa
- The 30-year vision for the area is a well-connected space that responds to change and growth in the city, and is used by the community on a daily basis

Figure 10: West Town Belt location in relation to the Area Plan (shown in pink)







# COMMUNITY FACILITIES

## Parks

- Increased density means there is a need to provide all residents within the area access to high quality open space. This needs to include smaller pocket parks that provide for a range of outdoor recreation and high-quality access to the river which are not present in the study area now.
- Intensification means the need to improve existing parks and open spaces where these spaces are currently underutilised due to a lack of park infrastructure.
- Spatially, while there are lots of park in the south of the study area centred on Whitiara there are no play structures or formal park spaces.
- Parks within the study area also have limited street frontage. There is a need to improve the visibility of parks to increase park use and safety.

The Area Plan contains a number of parks including the Waikato River Esplanade, the Waitawhiriwhiri gully esplanade, Minogue Park, Vardon Park, Beerescourt Park, Bolmuir Park, Maeroa Road Reserve, Milne Park, Edgecumbe Park and several parks which form part of the Western Town Belt. The Waikato River and Waitawhiriwhiri Gully are described in the Environment section below.

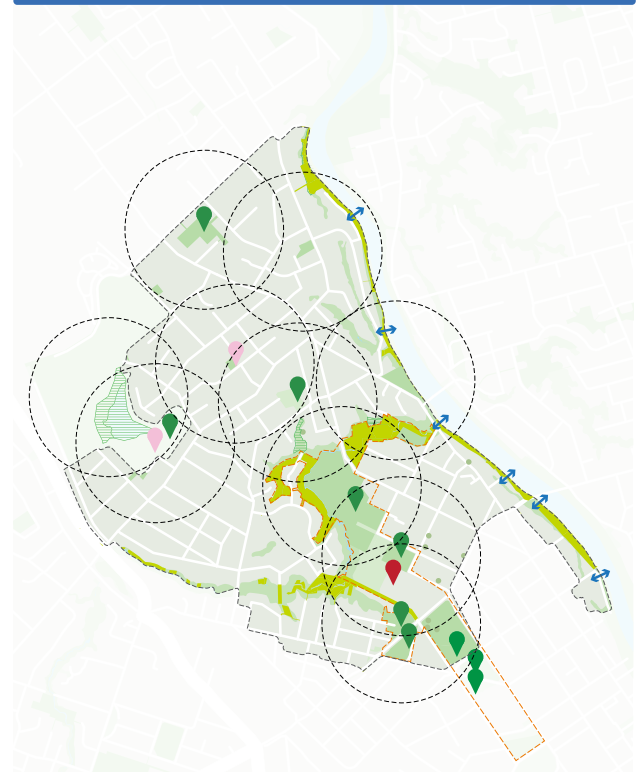
## Description of parks

The Western Town Belt (WTB) is one of Hamilton's largest continuous open spaces, being 54 hectares and 3 kilometres in length. Within a wider context, the WTB stretches from Hamilton Girls' High School in the south, to Edgecumbe Park in the north. A substantial part of the WTB is included within the study area, and includes Hinemoa Park, Fraser Tech Park, Waikato Stadium, Willoughby Park, Beetham Park, Waitiwhiriwhiri gully and Edgecumbe Park. The WTB has a range of functions, including active and passive recreation and community uses. It is also the location of the FMG Rugby Stadium and other elite sports and sports tourism facilities. Figure 6 above illustrates the part of the WTB that is located in the study area.

Aside from the WTB, the study area includes other standalone open spaces, including sports parks, neighbourhood parks and esplanade reserves. Minogue Park is a large sport park and is approximately 43.9ha in size. Minogue Park abuts the project area to the north-west and contains 21 netball courts, a BMX track, a destination playground, an extensive grassed open space, Waterworld, miniature trains, a dog exercise area, Lake Rotokaeo, bush areas and a number of specimen trees.

Vardon Park and Maeroa Road Reserve are also sport parks, and are 2.2ha and 1.15ha respectively.

**Figure 11: Parks service area coverage (400m catchments)**





Vardon Park contains two sport fields, public toilets, and a small playground. Maeroa Road Reserve contains tennis courts, bowls lawns and a community hall. It is noted that the entirety of this park/reserve is leased and not accessible to non-members.

Beerescourt Park (0.43ha), Bolmuir Park (0.22ha) and Milne Park (0.7ha) provide a neighbourhood park function of grassed open space with some trees. All three parks provide little to no park infrastructure except that Bolmuir Park contains a small playground. Beerescourt Park and Bolmuir Park are largely bordered by residential properties and have limited transport corridor frontage.

## Parks service area coverage

Open spaces in the study area and just outside of the study area are shown on Figure 11. A 400m catchment is drawn around each of the parks to illustrate properties that are located within 400m of a park. From this map it is possible to extrapolate that while some parts of the study area are well-serviced in terms of open space, it is necessary to improve access for other parts, in particular Maeroa and parts of Whitiora.

In addition, while parts of the study area are near to a park, there may be barriers to access and useability in place, such as limited or poor walking and cycling linkages. There are also several parks in the study area (including Vardon Park and Bolmuir Park) that have limited transport corridor frontage. Limited visibility contributes to real or perceived safety issues, and affects peoples' willingness to use the park facilities.

Consideration also needs to be given to park offerings. For example, the map illustrates that only two parks within or in proximity to the study area has playground facilities. These two parks are both located in Forest Lake and the walkable catchment of these parks are generally limited to this neighbourhood. This limitation is also illustrated clearly by the West Town Belt, which is a large connected open space area but remains underutilised as it has limited park infrastructure.

The study area has six existing access points to the Waikato River as shown on Figure 11. Parts of the study area have limited access to the river due to the location of private properties along the river front. In addition to barriers to access, the quantity and quality of river linkages should be considered.





# STRATEGIC POLICIES AND PLANS

- There are several statutory and non-statutory strategies, plans and documents that have an influence on, and are influenced by, the North of the Central City study area.
- The Area Plan principles have been developed with reference to the Metro-Spatial Plan, where applicable, and therefore the Area Plans are set to align with the vision of the MSP for the Hamilton-Waikato metro area.
- Key moves and recommendations in Part 3 and Part 4 respectively consider the draft Transport Programme Business Case (where applicable), the Central City Transformation Plan, The River Plan and the Biking and Micromobility Network Plan. These include improving walking and cycling linkages and the establishment of a heritage and play trail,
- The Area Plan specifically builds upon the West Town Belt MasterPlan recommendations and expands these recommendations to take into account changing spatial distribution of people in the Whitiora area resulting from enabling high density housing.

## Hamilton-Waikato Metro-Spatial Plan

### Metro-Spatial Plan

The Hamilton Waikato Metropolitan Spatial Plan (MSP) is a vision and framework for how Hamilton City and the neighbouring communities within Waipā and Waikato districts will grow and develop over the next 100 + years. The Te Rapa corridor, including surrounding land uses, feature prominently within the MSP. Specifically, it is acknowledged as a corridor that connects the central city (regional centre) to Te Rapa, which is intended to be a metropolitan centre in the future. It also forms part of the 'L shape' economic corridor stretching from Horotiu, to the city centre/hospital area, east towards Ruakura. Te Rapa Road is identified as part of the frequent transport network which is intended to extend the reach of the public transport network to growth nodes.

### Transport Programme Business Case

A Transport Programme Business Case (PBC) (led by the Transport Working Group under the Future Proof Partnership) is underway in support of the MSP. The PBC will identify how the MSP's transformative mode shift outcome can be achieved in the long term (50 to 100 year) and what land use outcomes are required to enable this. The PBC is expected to lead into a series of future business cases or workstreams to inform future transport investment.

### West Town Belt Masterplan

The West Town Belt Masterplan sets out a 30-year vision for the West Town Belt to develop into a connected, treasured and dynamic inner-city open space destination which everyone enjoys. It outlines key design principles and identifies key projects and areas of improvement to coordinate investment. These projects focus on improving safety, improving legibility of the areas, enhancing ecological values, rationalising community use of spaces and emphasising the history of the area and its significance to mana whenua (particularly along Waitawhiriwhiri Gully).

### Central City Transformation Plan (2021)

The Hamilton Central City Transformation Plan (CCTP) is a 30-year vision for the central city. The CCTP identifies seven outcomes to create an inclusive, vibrant, and prosperous central city. It considers the opportunities and challenges and existing context for change. The North of the Central City study area strongly connects with the Central City in terms of movement, jobs, and retail, and part of the study area is located within the Central City. The CCTP identifies a potential heritage trail along the Waikato River and through the West Town Belt, as well as a potential future Play Trail which extends from Mill Street along Victoria Street towards the Fairfield Bridge (see Figure 8).

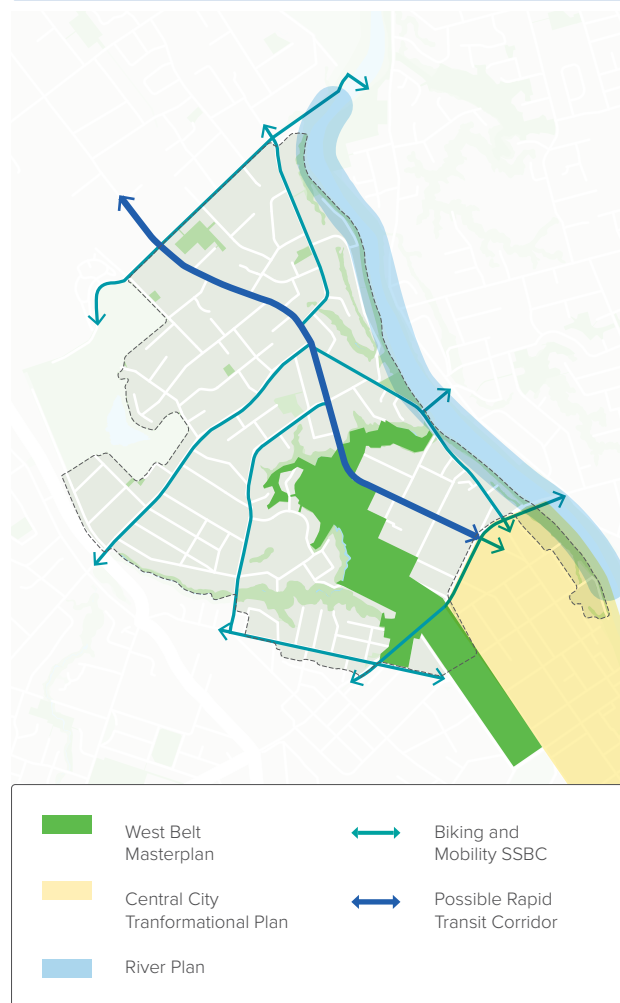
## Hamilton City River Plan

The Hamilton City River Plan is Hamilton's first comprehensive strategy to transform the way we use and view the 16km of Waikato River running through the city. The Plan is a 30-year vision for the river and will guide how we plan and use the river into the future.

## Biking and Micro-mobility Network Plan

The Biking and Micro-mobility Network Plan presents a coordinated programme of infrastructure and non-infrastructure activities to make Hamilton a city where many more people use bikes and micro-mobility devices (encompassing bikes, e-scooters and e-skateboards etc) day-to-day, helping shape our city that is easy to live in and move around. The draft Business Case has a city-wide scope, and indicates a long term ambition to have a biking friendly road network where most short trips are made by bike (or other small wheeled device). The Network Plan was endorsed by Council in April 2021 as an aspirational plan to achieve mode shift.

Figure 12: Key Strategic Documents and their Relationship to the Study Area



Looking north along a redeveloped Ulster Street.



# LAND USE AND ZONING

- The study area has both a through-function, connecting Te Rapa to the Central City and to the east of the River via Mill Street and Victoria Street, as well as a destination function.
- The topography and history of the study area influences current constraints and opportunities. Block layout and depths in Whitiara presents re-development challenges reduces permeability through the area for active modes. Te Rapa Road/Ulster Streets creates an east/west severance.
- Statistics indicate that there has been re-development interest in the study area, and that it is gradually moving towards a denser urban environment
- Overall, the spatial distribution and variety of uses illustrate the importance of key corridors providing for the safe movement of people of all ages and abilities.

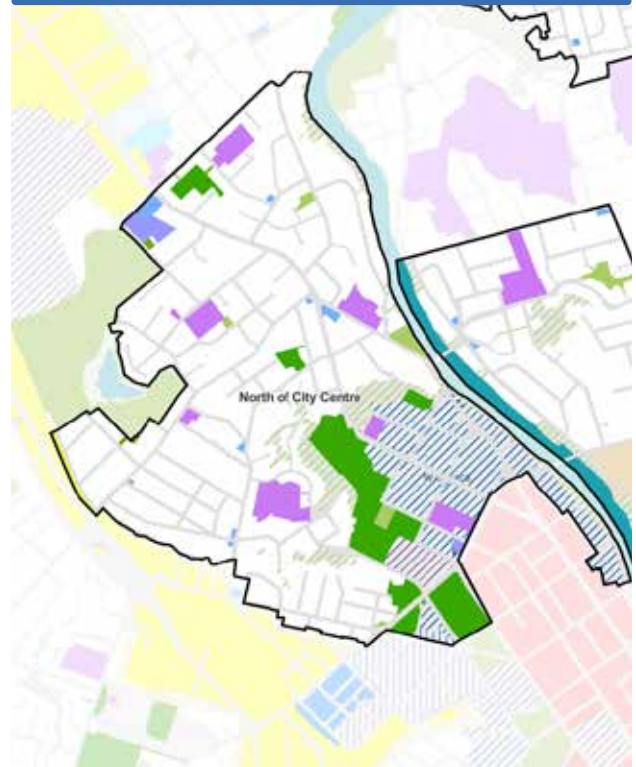
A wide range of land uses are present, some of which are significant at a city-wide or region-wide scale. This includes the FMG Rugby stadium which is used for national and international rugby games. The most common land use in the area is residential. The Hamilton City Council Operative District Plan (ODP) primarily zones General Residential throughout the Area Plan area. There are also areas of Residential Intensification Zone in the south-east, centred around Whitiara and just north of the city centre.

The primary commercial centre is along the northern boundary of the Area Plan. This neighbourhood centre contains a large commercial store (Spotlight) and several smaller retail offerings. Smaller neighbourhood centres are dotted across the study area. The study area does not have any Suburban Centre Zoning.

A unique feature of the area is the southern length of Ulster Street which is characterised by a group of motel developments adjacent to the FMG Stadium. The sites currently utilised for motels along Ulster Street are zoned Residential Intensification Zone, with a Visitor Facilities Zone overlay. This enables residential intensification and for the existing motel activities to continue to operate.

The study area contains three schools, approximately nine childcare facilities, a large rest home/retirement village (Awatere Village) and

Figure 13: Zoning



approximately five religious' institutions. In addition to the FMG stadium, there are multiple sports facilities, including a driving range, table tennis facility and a variety of sports fields and parks. These amenities are reflected in the zoning, which includes Open Space Zone, Destination Open Space Zone and Sports and Recreation Open Space Zone

## Development Pattern & Building Typologies

The study area encompasses multiple neighbourhoods developed during different eras. Development commenced in Maeroa and Beerescourt in the 1920s and 1940s respectively. The span of development across decades results in a range of dwelling typologies within existing neighbourhoods, including Californian and English bungalow styles, early and comprehensive state housing, art deco styles and more modern 1960s plan-book style housing. The study area contains identified heritage buildings along Forest Lake Road and along Victoria Street. While there are some distinct typologies present, no predominant building typology or housing style emerges. Historic buildings and historic heritage areas will be protected and managed by way of District Plan provisions.



The topography of the area and the Waitawhiriwhiri gully system influences street and site layouts in Maeroa and Forest Lake where allotments generally follow contours. In Beerescourt a varied street includes grid arrangements to cul-de-sacs. This reflects the long history of development in the area and the shift in planning ideologies across time. The most southern part of the study area is unique in that it represents a residential community bounded by the Waikato River and the Central City.

The area contains a range of residential densities, from single detached dwellings to higher-density developments such as duplexes and apartments. In the last six years a total of 53 duplex developments and 22 apartment developments were consented, totalling 209 and 159 residential units respectively. Site visits indicate that duplex infill developments are dotted throughout the area. Some clustering of duplexes is evident along key transport corridors, such as Te Rapa Road and Forest Lake Road,

and a small number of comprehensive residential developments are located in Maeroa/Forest Lake. These statistics indicate that the study area has seen a lot of change over the years; gradually moving towards a denser residential environment.

In Whitiara, large blocks led to narrow and deep allotments. Prior redevelopment of these deep blocks resulted in a number of rear sites and long driveways serving multiple units. This reduces permeability through the area for active modes and reduces the relationship of buildings to streets.

Te Rapa Road was formed in the early 1900s, and was originally known as Great South Road. This road has historically been a significant transporter of people and goods. This historic function explains the layout and width of the transport corridor as being based around heavy vehicle movements, with limited provisions for active transport.

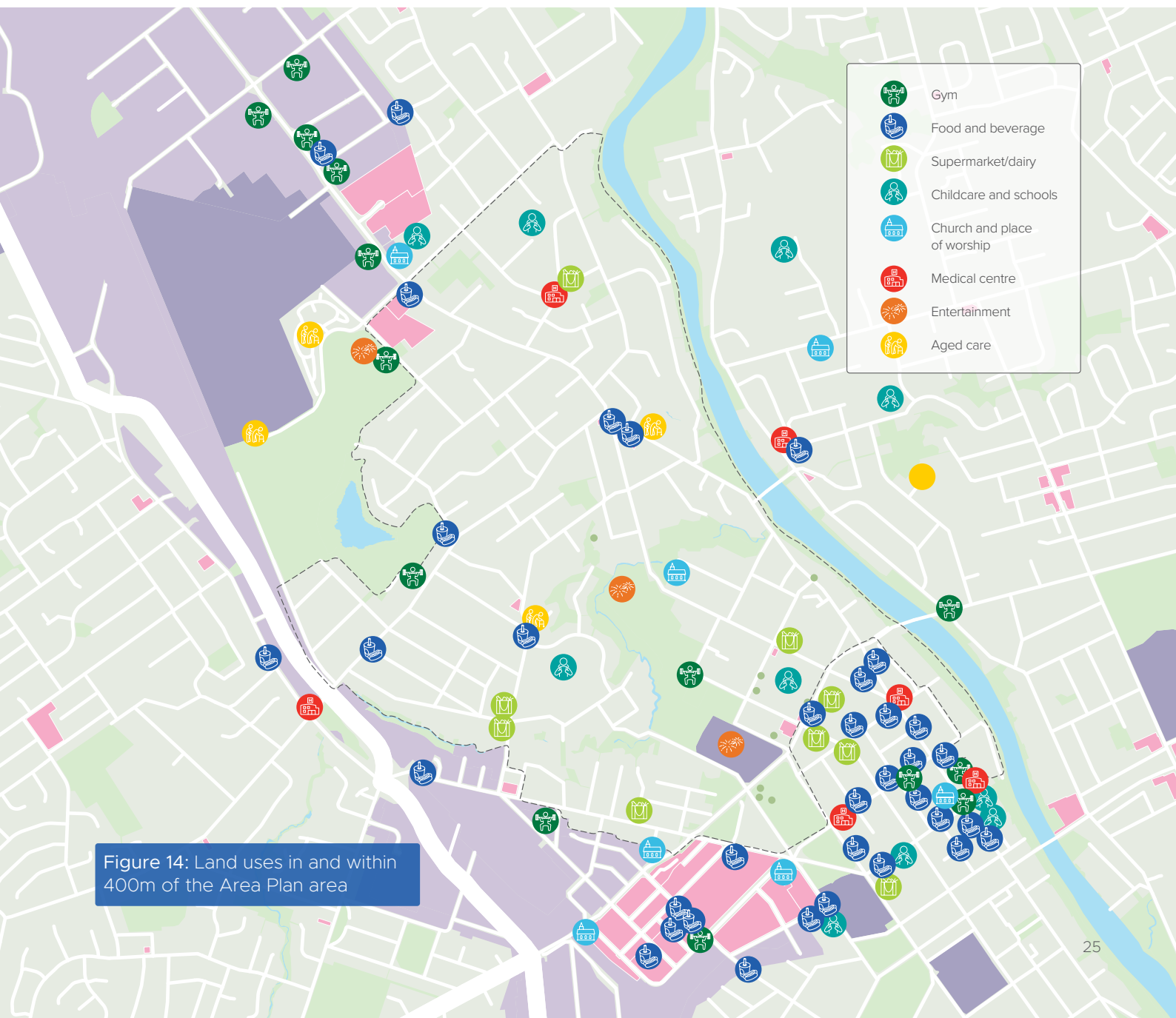


Figure 14: Land uses in and within 400m of the Area Plan area

# NATURAL ENVIRONMENT

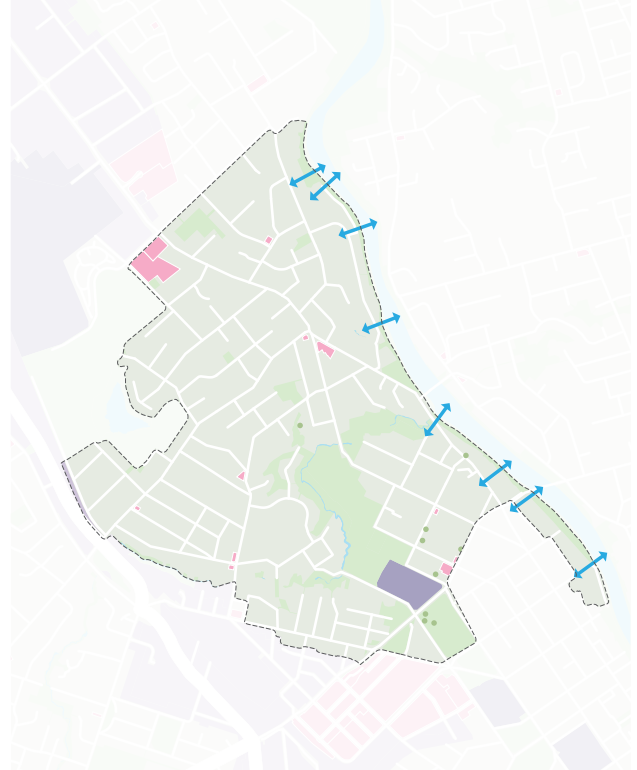
- The Waikato River is a key feature in the study area and provides environmental, cultural and social benefits. Te Ture Whaimana o Te Awa o Waikato (The Vision and Strategy for the Waikato River) establishes a need to restore and protect the Waikato River and its catchment. There should be a focus on improving the quality of the Waikato River as well as access to this taonga.
- The Waitawhiriwhiri Gully is an important natural environment, but ecological health, water quality and access to this gully is poor. Improving these aspects of the gully are a particular focus of the Area Plan.
- Areas with natural hazards present pose a risk to the environment, human life, and property. Further work is needed to delineate specific flood risk locations and to confirm the risk level and an appropriate response.
- Overall, the study area has a rich natural environment (including several Significant Natural Areas and notable trees), but this environment has been degraded through time and urban activity. Future development should seek to restore and enhance the ecological and natural values of these open spaces.

## Waikato River

The Waikato River defines the city, and forms the eastern boundary of the Area Plan. The Waikato River extends far beyond the Area Plan boundaries. Te Ture Whaimana o Te Awa o Waikato (The Vision and Strategy for the Waikato River) recognises the cultural importance of the river, and describes it as “Tooku awa koiora me oona pikonga he kura tangihia o te maataamuri” meaning “the river of life, each curve more beautiful than the last”. The ecological quality of the Waikato River and recognition of its cultural and social importance must improve.

A formed river path (the Te Awa Cycleway, a shared pathway) runs along the full length of the part of the river in the study area and continues north and south. There are currently 8 pedestrian access points to the river. As a busy shared pathway, the

Figure 15: Waikato River Access



Te Awa Cycleway sees pedestrian and cyclist conflicts and has CPTED issues (e.g. no lighting and obscured sightlines), making it general unsuitability as a cyclist commuter route.

## Gully Network

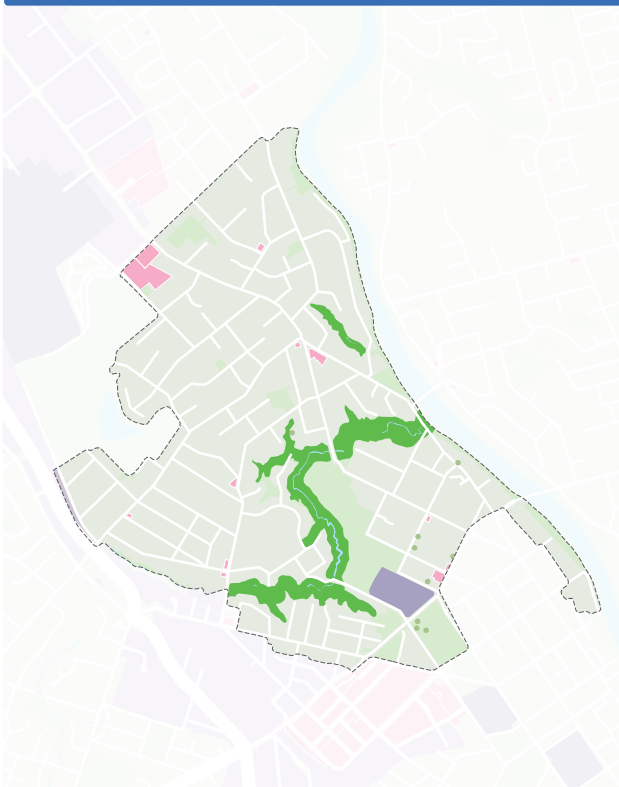
The Waitawhiriwhiri gully system plays an important ecological and stormwater role within the study area and within Hamilton City. The Area Plan occupies about 10% of the 2,000ha fully urbanised catchment. Gully ownership is a mix between private and public ownership (refer Figure 14). Urbanisation led to filling-in and fragmentation of branches of the natural gully system.

The gully and its surrounds are heavily vegetated with native plant species, and large areas of invasive plants and pests (Figure 16). Water quality and ecological health indicators recorded as part of ongoing HCC monitoring are generally poor. A number of culverts, associated with road crossings, form barriers to fish passage. The main public access to this gully system is via a maintenance access track that runs along the southern extent of the gully from Seddon Road to Ulster Street. There is no formed access to this gully system.

## Open Space

The open spaces in the study provide a range of ecological functions. The esplanade reserve along the Waikato River and the existing gullies preserves significant natural resources, enhances biodiversity values, and provides visual aesthetics/buffering. The current District Plan identifies parts of the Waitawhiriwhiri Gully, Edgecumbe Park and St Andrews Kanuka as Significant Natural Areas (SNA30, SNA29 and SNA20). These areas have been identified as containing peat lakes/wetlands, remnant indigenous vegetation/trees, or as being areas that otherwise contribute to indigenous biodiversity. Specific controls around vegetation clearance and earthworks are included in the District Plan to protect SNAs. Additional SNAs are currently being identified city-wide and will be included in Plan Change 9.

Figure 16 Gully system in study area



## Notable Trees

Notable trees are those that have special value to the community or are outstanding specimen examples and individually or collectively are worthy of protection and are identified in the District Plan. This area is characterised in many locations by existing mature street trees and notable trees which links the area to the rest of the city and are an acknowledgement of the history of the area.

Figure 17 Privately owned parcels that adjoin the Waitawhiriwhiri gully

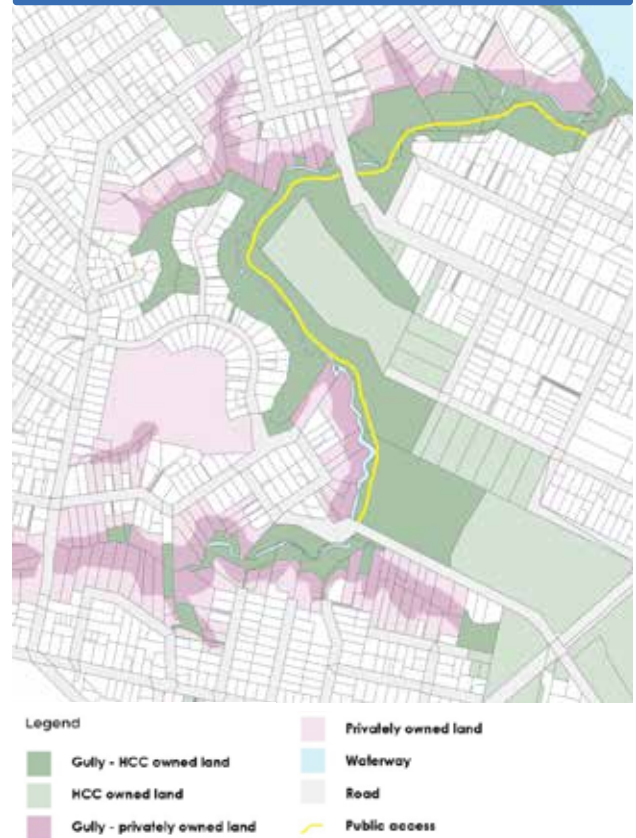


Figure 18: View of the Gully from Churchill Avenue illustrating a mix of exotic and native vegetation





Figure 19: Maintenance track along Waitawhiriwhiri Gully

Figure 20: Significant Natural Areas and Notable Trees

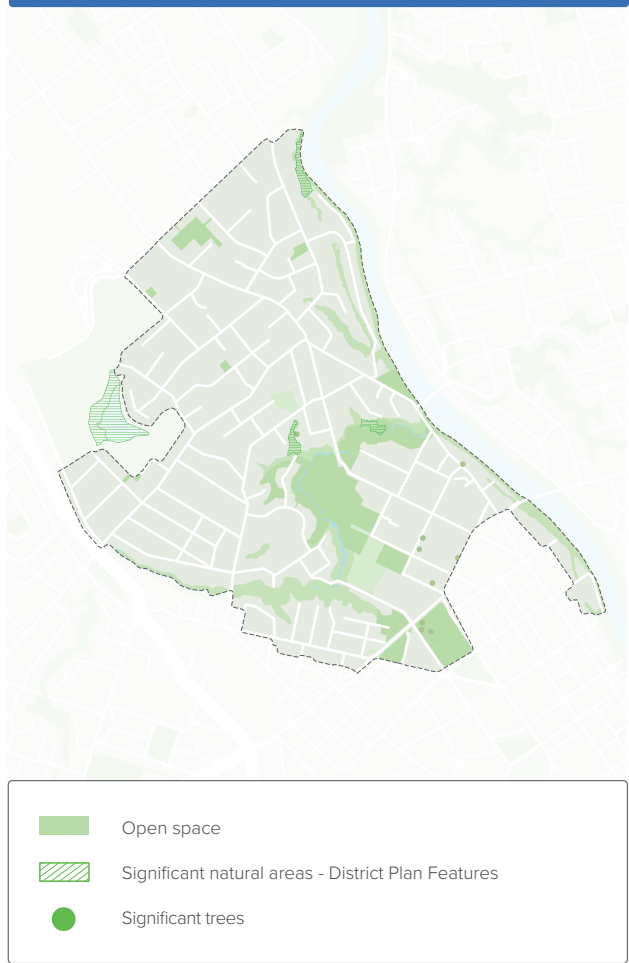


Figure 21: Topography 0.5m interval Contours



# NATURAL HAZARDS

Flooding and land instability are observed across Hamilton. For the area plan, these are shown on Figure 22.

## Slope Stability

The banks of the Waikato River and the land surrounding the Waitawhiriwhiri Gully are particularly susceptible to the issues of land instability and geotechnical hazard. The steepness of the gully network and the stability of these banks represents a potential hazard. These are identified in the District Plan Feature Maps - however areas of instability may extend significantly further than the zone currently indicated in the District Plan.

## Flooding and Overland Flow Paths

The Waitawhiriwhiri stream drains the southern part of the study area (Whitiora and southern Beerescourt) to the river. Flood hazards within this area are characterised by overland flowpaths (which may form when capacities of existing piped drainage systems are exceeded) and stormwater flows along road surfaces and through existing low areas. Many private properties have been developed along these low-lying areas and may be impacted by these overland flows. The Waitawhiriwhiri Gully has the flow capacity to convey very large flood events.

In the northern section of the study area, topography is flatter and therefore more susceptible to more ponding of stormwater. A historic watercourse of the Waikato River runs parallel to Te Rapa Road in the northwest of the study area, which has been built-out over time, and properties within this area may be at greater flooding risk. Further investigation is required to confirm the location and extend of flood risk in this area. Only preliminary modelling information with large uncertainties is available now.

Figure 22: Potential Flooding & Gully Hazard Areas

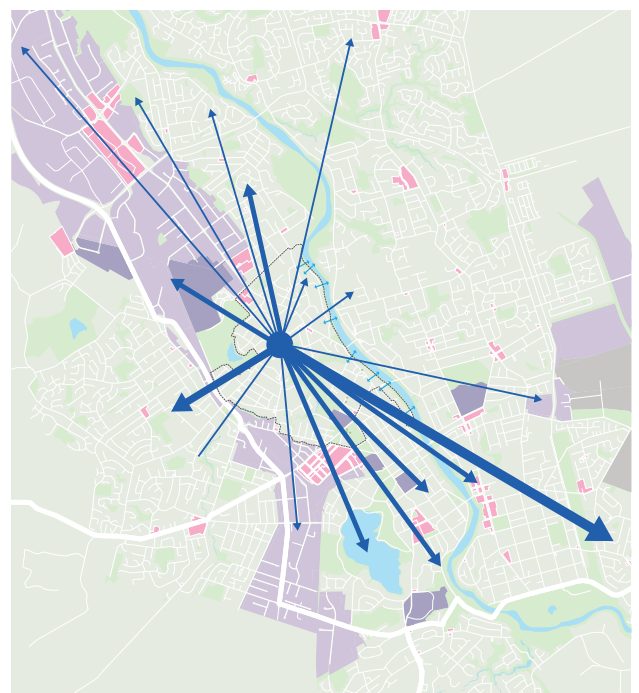
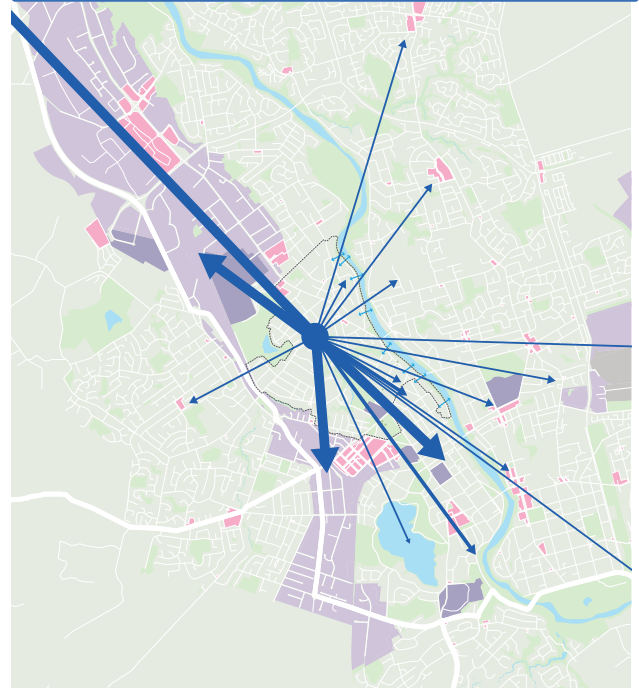


# TRANSPORT AND MOVEMENT

The Area Plan study area has an extensive transportation network, ranging from Local Transport Corridors to Major Arterial Transport Corridors. These transport corridors provide a range of functions that enable the movement of people within the area and through the city. This section focuses on the current network and uses, including walking, cycling and public transport.

- The study area contains multiple routes that connect the city north-south and east-west.
- Te Rapa Road/Ulster Street is a key transport corridor with multiple existing functions. Its form, function and suitability for rapid transport is being considered through the Transport Programme Business Case.
- The ONF does not designate any place function streets, other than local streets, within the study area. This highlights a potential network management gap that will need to change if land uses change.
- The study area contains the only part of the city that has access to 75% of the City's employment by way of a 15 minute bus ride on a frequent service. The Area Plan recognises and builds on this attribute in the long term.
- Large block sizes and long, narrow allotments in the study area affect peoples' willingness to use active transport modes. Redevelopment should seek to rectify these constraints and provide for alternative transport modes.
- While the study area contains walking facilities and some on-road cycling facilities, the quality, safety and accessibility of these facilities vary; limiting the uptake of alternative transport modes. These trends are reflected in cycling and micromobility volumes and crash data.
- Overall, transportation is a key consideration in creating a well-functioning urban environment for the study area.

Figure 23: Travel to work (left) and travel to education (right) distribution 2018 Census (source: flowmap.blue)





## One Network Framework (ONF)

### ONF classifications and traffic volumes

Waka Kotahi and the Road Efficiency Group developed the ONF to provide a classification for roads based on both movement and place functions. The ONF establishes a common framework for classifying roads in both rural and urban settings to be used in both transport and land use planning. When implemented to its fullest extent, the ONF can be used to benchmark network performance. At the time of writing this report, Hamilton City Council uses the ONF as a tool to assess the existing form and function of urban roads.

Movement within the study area concentrates along the Ulster Street/Te Rapa Road corridor running north/south through the middle of the study area. Under the ONF, this road is classified as an Urban Connector with a high movement function. Forest Lake Road and Beerescourt Road are also identified as Urban Connectors providing east-west and north-south connections across the city respectively. In addition to these transport corridors, there is an extensive network of Local Streets. Fairfield Bridge and Boundary Road Bridge provide connections to the east of the City across the river.

Figure 24a: One Network Framework Classification



#### One Network Framework

current\_st

- Local Streets
- Urban Connectors
- Activity Streets
- Transit Corridors
- Rural Connectors

- Rural Roads
- Main Streets
- Interregional Connectors
- Civic Spaces
- City Hubs
- Other

## Freight routes

Freight movements are generally concentrated along Mill Street, Ulster Street and Te Rapa Road, Victoria Street and Forest Lake Road also provide a freight function. These transport corridors have different peak times for freight movement across the day.

Te Rapa Road and Ulster Street are identified as 'Over Dimension' vehicle routes by Waka Kotahi. As such, these routes can accommodate the movement of large freight vehicles across the city. These routes are required to maintain a clear width of 11.5m and height of 6.5m.

## Public transport

### Te Rapa Road/Ulster Street

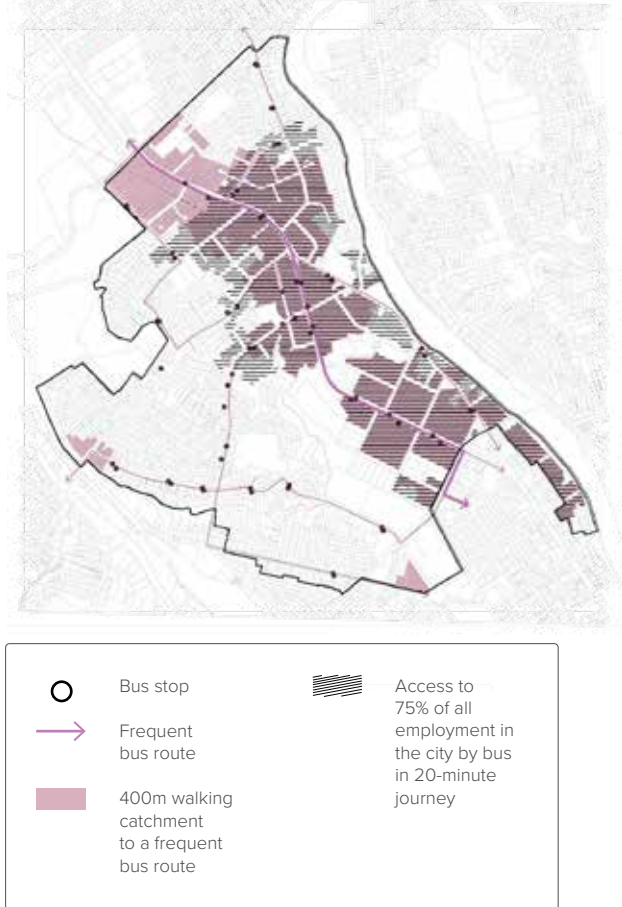
Ulster Street/Te Rapa Road provide an important public transport connection. This transport corridor is part of the Comet 15-minute frequency bus route that connects Te Rapa in the north with the Waikato Hospital to the south. The eastern part of the study area has good access to this route. Figure 24b illustrates that a number of properties area within a 400m walk of a bus stop on this route. The northern part of the study area is well-located; being the only part of the city that has access to at least 75% of the City's employment within a 15-minute bus ride

Several other local bus routes with lower frequencies also utilise parts of the Ulster Street/Te Rapa Road corridor, as well as the regional service to Huntly and beyond (Northern Connector). The Metro Spatial Plan recognises the importance of this corridor and identifies the Te Rapa Road/Ulster Street corridor as part of the frequent network that supports access to jobs, commercial, social and recreational needs. The Transport Programme Business Case will consider the suitability of this corridor for rapid public transport.

### Other public transport routes

Five lower frequency neighbourhood bus routes service the remainder of the study area, as shown on Figure 24b.

**Figure 24b: Bus Routes and walkable catchment (400m) to frequent bus route.**



## Walking

### Key destinations

The key walking destinations are in the southern end in the Area Plan study area, and include FMG stadium, Whitiara School, and the supermarket and restaurants around Mill Street. Other key destinations include the West Town Belt (including Seddon Park, Beetham Park, Edgecumbe Park) located partially within the study area. There are no key destinations located in the north of the study area. It is likely that walking towards the north is encumbered by the poor user experience, including narrow footpaths and limited pedestrian crossing opportunities.

### Walking catchment

The central location of the study area and its proximity to the Central City and other key land uses results in part of the study area having the highest degree of accessibility to employment via frequent public transport in Hamilton. Parts of the study area can access to 75% of the City's employment within a 20-minute bus journey via

a frequent (15-minute frequency) existing bus service. In addition, a large part of the study area is within an 800m (approximately 15minutes) walking distance from the Central City edge.

## Block Layouts

In addition to transport corridor layouts and features, block layouts and land use patterns are also important factors for accessibility, as well as achieving quality urban design outcomes. Larger blocks limit accessibility and the willingness to walk. Figure 26 illustrates that there are several blocks in the study area that exceed 3ha in size, with some block sizes up to 7ha. This constraint is particularly evident in the upper Forest Lake area. Figure 23 sets out an existing lot arrangement in Whitiara, which demonstrates several rear lots with long driveways that may affect the willingness of residents to walk. Multiple rear lots along a block increase the number of driveways along a street frontage, which acts as a barrier for pedestrians walking along the footpath. Some parts of the study area, particularly Whitiara, have both lot arrangement and block size constraints.

## Footpaths

The area contains an extensive network of footpaths at varying widths and quality. While most of the residential streets provide footpaths both sides, there are some parts (such as the Churchill Avenue / Rimu street intersection, Darley Street and Seddon Road) where footpaths are only provided on one side of the road.

**Figure 25: Lot Layouts – note rear allotments**

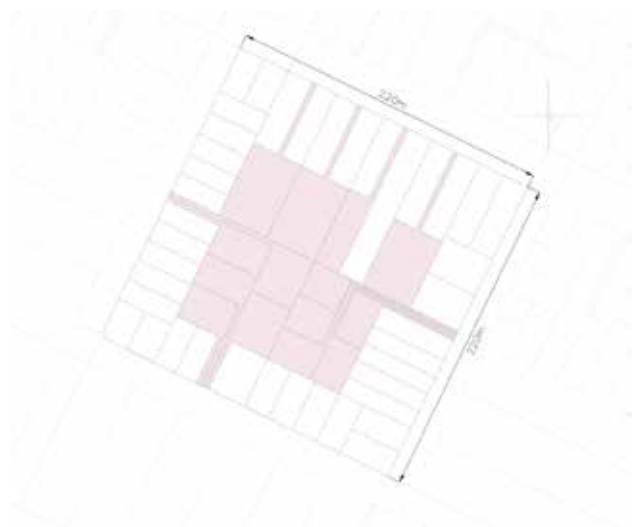
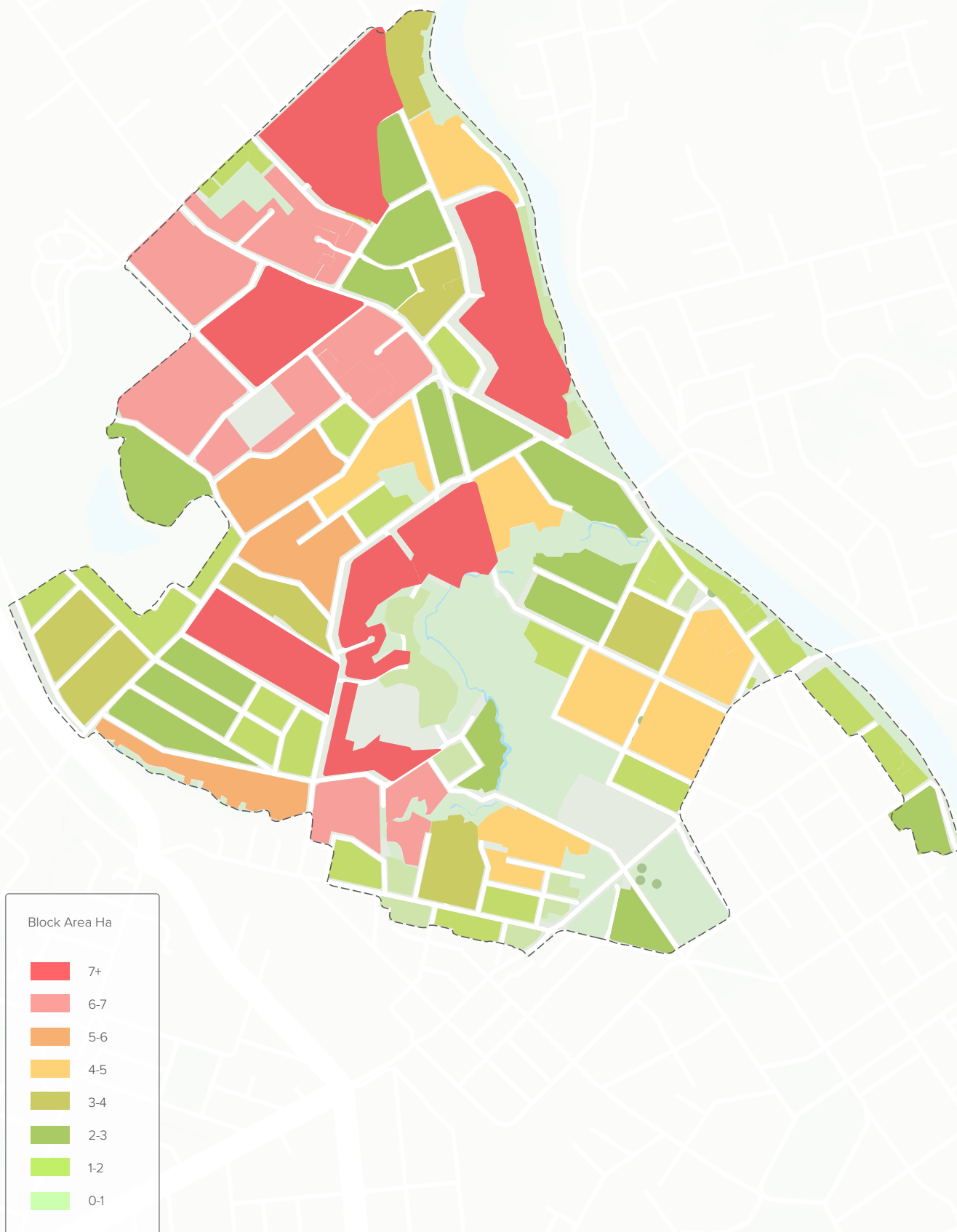


Figure 26: Block Sizes





## Off road paths

The Te Awa Cycleway is located along the Waikato River. This path is shared by pedestrians and cyclists, and forms part of an extensive cycling network between Cambridge and Ngaruawahia. An informal walking path (maintenance track) sits along parts of the Waitawhiriwhiri Gully Network. There are off-road/informal paths through the parks (Edgecumbe Park and Hinemoa Park).

## Cycling and micro-mobility

### Cycle facilities

Historically, provision for cycling has been made in the form of on-road, unprotected cycle lanes and off-road paths; often shared with pedestrians. Current best practice includes separation between modes to increase safety and comfort and attract more people to cycle. There are currently no separated cycleways within the Area Plan area, apart from the Waikato River path. This path is not adequate for trips north of the Fairfield Bridge due to the limited width and challenging alignment of the path. Where provided, cycling facilities are generally on-road and delineated by way of road markings.

Figure 27: Walkways, cycleways and footpaths

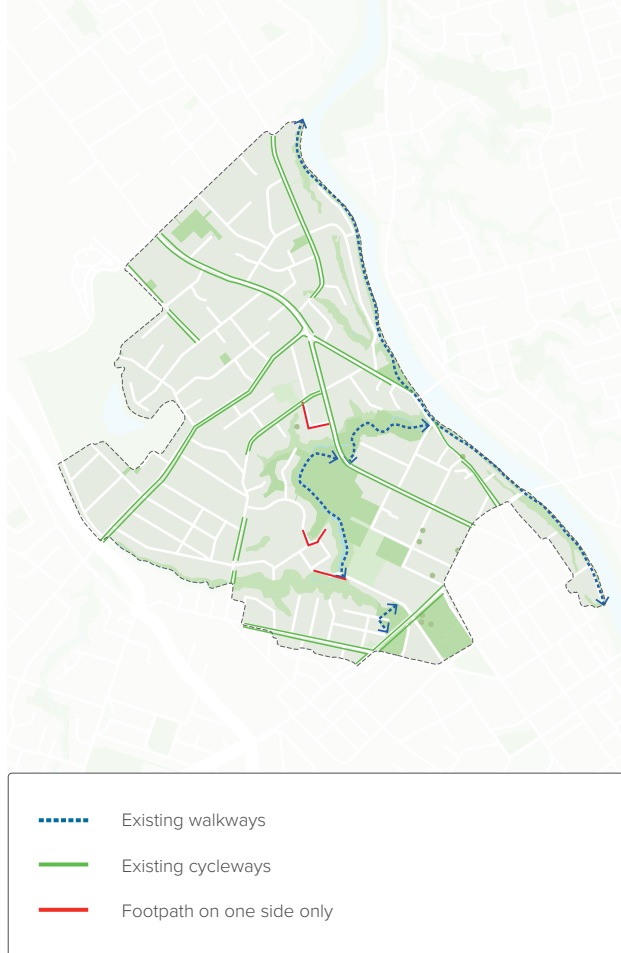


Figure 28: Painted on-road cycling facilities on Forest Lake Road, a key east-west connection in the City.

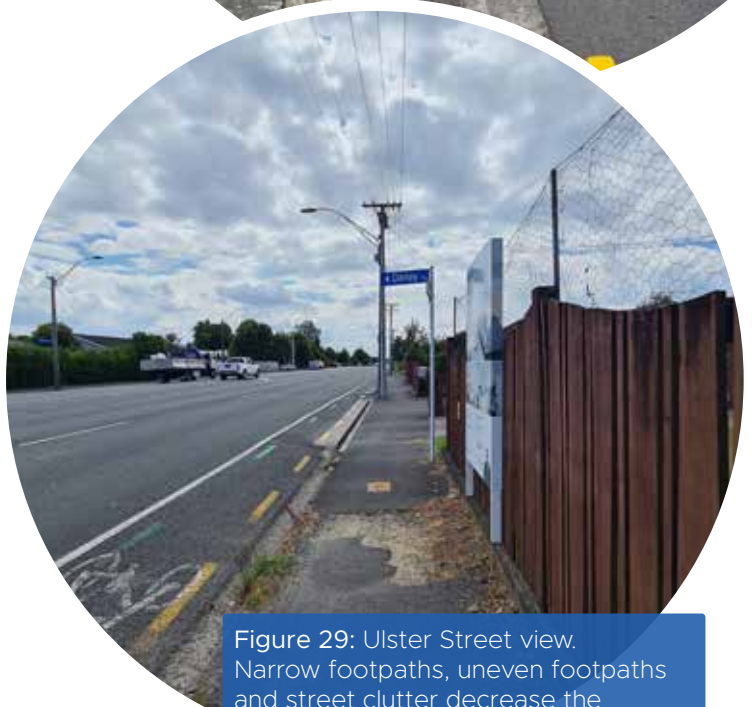


Figure 29: Ulster Street view. Narrow footpaths, uneven footpaths and street clutter decrease the pedestrian amenity in some areas.

### Cycle volumes

The River Path (Te Awa) is a popular cycle route in the study area. During December 2019, this route averaged approximately 200 cyclists per day along the Ann Street section. It is not clear from available statistics how many of these trips were for leisure/recreation purposes and how many were commuting trips. Other routes with higher cyclist numbers (80-120 per day) include Te Rapa Road, Ulster Street and Mill Street. There are many other streets with moderate usage (60-80 cyclists per day) including Maeroa Road, Forest Lake Road, Storey Ave, Awatere Ave, Macdiarmid

Road, Beerescourt Road, Cunningham Road, and Garnett Ave. Some people in the area use cycling as a means of transport. The barriers that prevent a larger portion of the population from using this mode of transport need further investigation, however the biking and micro-mobility business case public engagement noted that the lack of separated cycleways was a primary reason across the city.



Figure 30: Mill Street/Ulster Street intersection, which is characterised by being a large intersection with wide crossings and wide turning radii. These elements limit the legibility and safety of the study area from a pedestrian perspective, which decreases the desirability of walking to the CBD.

### Hire e-Scooter volumes

Between 2019 and 2021, Lime scooter trips on upper Victoria Street averaged 28 trips per day. It is noted that this includes months where New Zealand was in Level 4 lockdown. The average during 2019 was 46 trips per day. The Lime scooter trips on Ulster Street averaged 36 trips per day over the 2019-2021 period. Seddon Road Lime scooter trips averaged about 10-15 per day during 2019 and 2021. Total e-scooter trips along these routes are likely to be slightly higher, as Lime only represents one scooter hire company that operates in Hamilton.

### Road Safety

The lack of adequate pedestrian, cyclist, and public transport facilities, coupled with higher traffic speeds and high traffic volumes throughout the area plan, have led to both pedestrian and cycling safety concerns. Pedestrian and cyclist crashes are concentrated on Ulster Street, Victoria Street and Forest Lake Road. Most crashes occur at intersections. There are clusters of cyclist crashes occurring along Te Rapa Road, Ulster Street, Mill Street, and Victoria Street, and at the intersection of Maeroa Road/Ulster Street.

Figure 31: Cycling Heat Map



#### Infrastructure

#### Estimated Daily Cycle Volumes 2020

MEAN\_predi

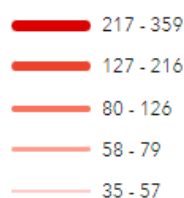


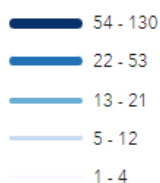
Figure 32: E-Scooter Heat Map



#### Infrastructure

##### Lime Scooter Daily Trips

##### Trips



## Planned future investment

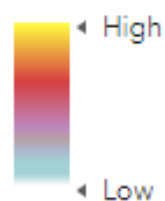
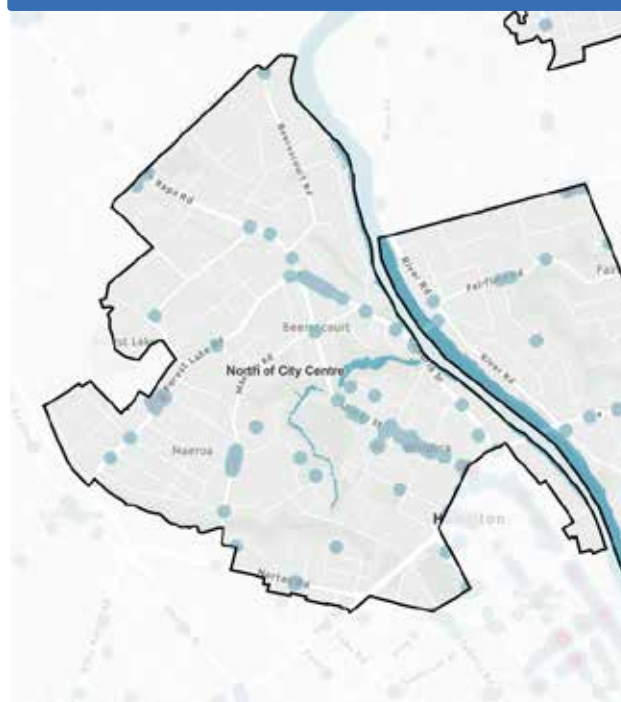
Some corridors in the study area have been identified as medium to long term projects (2031-2051) in the Biking and Micro-mobility Network Plan with an emphasis on a connection along Te Rapa Road.

The Transport Programme Business Case is currently considering a regional transport system to support growth in land use over time. Because of its' central role in the city's transport network and central position, the Te Rapa Road corridor is being considered as part of this business case.

Figure 33: Cycling crashes in the area (2011-2021)



Figure 34: Pedestrian incidents in the area (2011-2021)





# THREE WATERS

Three waters (stormwater, wastewater and water) infrastructure are a critical component of the urban system, and it is important to understand the current state of infrastructure within the Area Plans in order to plan effectively for a denser urban environment.

It is clear that 3-waters infrastructure is currently under pressure, and that this pressure will increase with increased densities anticipated within the study area. Without significant intervention, there is a risk that development could result in further degradation of the Waikato River. The Area Plan provides an opportunity as a first step in the 'step change' needed to manage infrastructure in a growing city.

## Stormwater

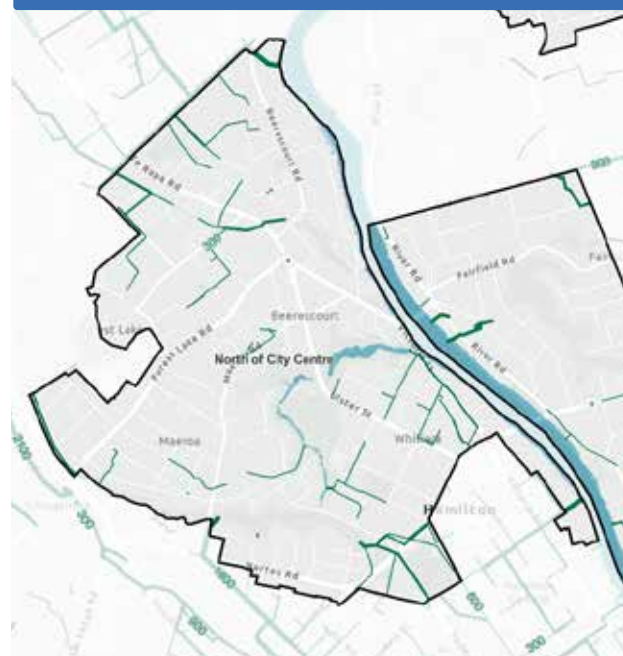
There are existing stormwater capacity issues in the North of the Central City area. The primary stormwater network was designed to lower flood management standards than modern standards required under the Regional Infrastructure Technical Specification (RITS<sup>[1]</sup>). It was also designed with a low impervious surface cover assumption; in effect assuming that there are more grassed areas to allow soakage than what is currently present in the area.

The original reticulation network was not designed for climate change impacts, and there is no retention or attenuation systems to protect streams from erosion during frequent rainfall events. The location of local pipes presents a practical maintenance issue, as generally they run through private properties with no registered easements on property titles to enable access.

Significant flooding along the Te Rapa Road corridor is expected during a 100-year Annual Return Interval (ARI) event as a remnant stream channel from Waikato River runs parallel to the southern side of Te Rapa Road. This channel forms a key overland flow path in the area. Historic developments have constructed over the natural overland flow paths, particularly within the Whitiora and Maeroa areas and

[ 1 ] The Regional Infrastructure Technical Specification (RITS) is a document that sets out how to design and construct transportation, water supply, wastewater, stormwater and landscaping infrastructure in the participating councils' areas. The RITS applies to Hamilton City Council, among other Councils in the Waikato region.

Figure 35: Stormwater infrastructure is limited and disconnected (2021)



### Infrastructure

#### Stormwater - Main

##### Diameter mm

- > 1,500 - 2,400
- > 1,000 - 1,500
- > 750 - 1,000
- > 600 - 750
- 450 - 600

On a site-by-site basis, existing developments do not meet any of the current design parameters for stormwater management (as outlined in the RITS). Reticulation standards have increased over time and water quality and erosion criteria did not apply at the time when most of the area was developed. There is minimal on-lot stormwater treatment on most of the sites within the study area.

The District Plan and RITS set out stormwater management requirements for new developments. These meet modern standards and account for the impacts of climate change<sup>[2]</sup>. Retention and extended detention are required to protect streams from erosion, while quality treatment is required to address suspended sediment and pollutants. There

[ 2 ] These requirements include a primary network conveyance of 10 year ARI, and a secondary overland flow path conveyance of 100yr ARI.

is no strategic level stormwater reticulation and attenuation infrastructure proposed for the area. Kirikiriroa stream erosion protection and brownfield flood management programmes are both funded through the current Long-Term Plan, however no specific modelling has been done to identify individual projects to be undertaken.

## Wastewater

The study area is primarily served by the Central Interceptor, which encroaches into a number of private properties along its span from Vardon Road, across to Storey Avenue and Forest Lake Road. The Central Interceptor ends at the intersection of Ulster Street and Mill Street. A small catchment area in the west part of this Area Plan is served by the Western Interceptor.

There are nine pumpstations which services this area, as shown in Figure 36. Trunk mains direct flows from the local catchments to the Central Interceptor.

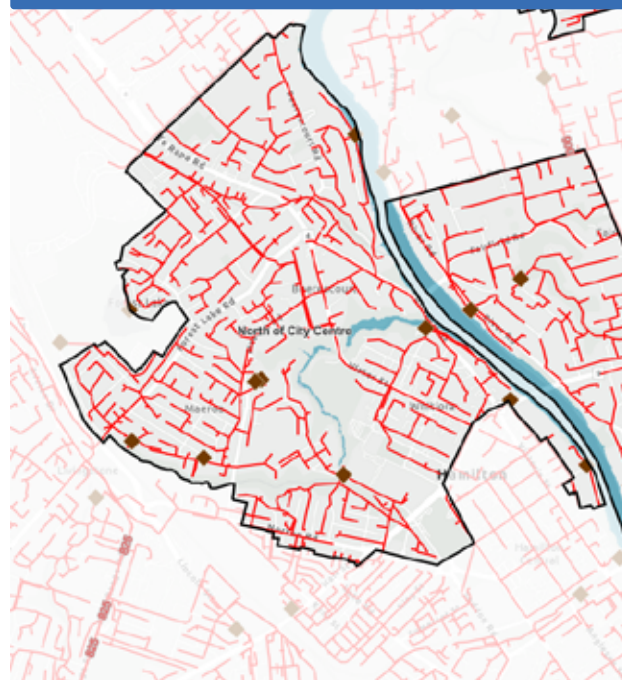
As of 2021 issues have been identified with the wastewater system in the study area, specifically around pipe utilisation. Pipe utilisation above 50% has the potential to result in wastewater overflows during peak wet weather flow. The current peak dry weather pipe utilisation for the Central Interceptor exceeds the recommended percentage in some locations. With respect to the Western Interceptor, peak wet weather overflow issues exist in specific locations. Without significant upgrades to the wastewater system, it is expected that these issues will worsen with increased infill development. Without these upgrades, to continue developing runs contrary to Te Ture Whaimana o Te Awa o Waikato (The Vision and Strategy for the Waikato River), which seeks protection and enhancement of the Waikato River.

Several buildings have been built over wastewater pipelines, or do not meet separation requirements from pipelines to enable access and maintenance by Council. Wastewater renewals in parts of the area may not be possible to achieve without abandoning existing network segments. New designs and installations are required to follow RITS guidelines to achieve the required level of service<sup>[3]</sup>.

In respect of planned improvements, the Seddon pumpstation has been identified to be upgraded in the Long-Term Plan (after 2031).

[ 3 ] For new installations or renewals, wastewater network design is to achieve the minimum standards and level of service as per Section 5.1.3 of the RITS.

Figure 36: Wastewater infrastructure is often located on private property, making maintenance challenging for Council



### Infrastructure

#### Wastewater - Pump Station



#### Wastewater - Main



## Water supply

Water pressure in this area meets current design standards as set out in the Regional Infrastructure Technical Specification (RITS), and all fire hydrants meet current firefighting requirements for residential and commercial/industrial areas. Parts of the local pipe network are subject to head loss.

The pumpstation in the study area (Fairfield) only has one pump, while typical site configuration would provide for at least two pumps. Upgrades to this pumpstation would be required to service increased population densities in the area. There is no on-site emergency back-up for the pumpstation, such as a generator, but there is a system in place whereby the Rototuna or Ruakura water zone can supply water in emergency situations. An upgrade is proposed to the Fairfield pumpstation, but no funding has been allocated for this upgrade in the 2021-2031 Long Term Plan.

The residential population densities used in current strategic master planning for water ranged up to a maximum of 45 persons/hectare or 16.7 houses/hectare. These maximum values only applied to greenfield areas, with brownfield locations covered by this Area Plan being less. As such, infrastructure planning currently utilises population data that is less than the current plan enabled capacity and far less than the NPS-UD zoning changes might enable.

Figure 37: Water mains and reservoirs in the study area



Infrastructure

Water - Main



PART  
2

# CONSTRAINTS & OPPORTUNITIES



# | CONSTRAINTS

## High private vehicle use limits walking and cycling access and increases safety concerns

The study area developed in a vehicle-centric manner meaning general traffic takes priority over pedestrians, cyclists, and public transport users. The plan area sits at the intersection of major city-wide transport corridors that move goods, services, and people north-south (Ulster Street, Victoria Street, Norton Road and Te Rapa Road) and east-west (Mill Road). These key transport corridors have wide widths and no/poor cycling facilities and limited pedestrian facilities, and have a history of pedestrian incidents and cycling crashes. This constraint also exists further north and west in the study area; with Forest Lake Road, Beerescourt Road, Vardon Street and Seddon Road providing limited pedestrian and cycling facilities.

The condition of these facilities reduces the likelihood of people walking, cycling, or taking public transport even though many destinations, such as the stadium, Waterworld, and the Waikato River are within easy access by these modes of travel.

## Car dominant roads and inaccessible areas makes it difficult for people to 'live locally'

Car-dominated transport corridors, a gully system, hotels and a stadium contribute to the local sense of identity in the lower half of this study area. Collectively these elements also hinder local pedestrian movements, fragment and sever neighbourhoods and produce built-form outcomes that result in CPTED issues and lower levels of neighbourhood amenity. In combination with the constraint above, the Mill Street/Ulster Street junction is a motor vehicle dominant environment instead of an arrival gateway, welcoming people into the Central City area.

These elements also restrict residents' ability to 'live locally'. For example, Te Rapa Road/Ulster Street corridor is of strategic importance to the city as a movement corridor of goods, services, and people into and out of the Central City. However, the lower part of the corridor does not provide local amenities and services, with Ulster Street only containing one small superette.

Figure 38: Car Dominance



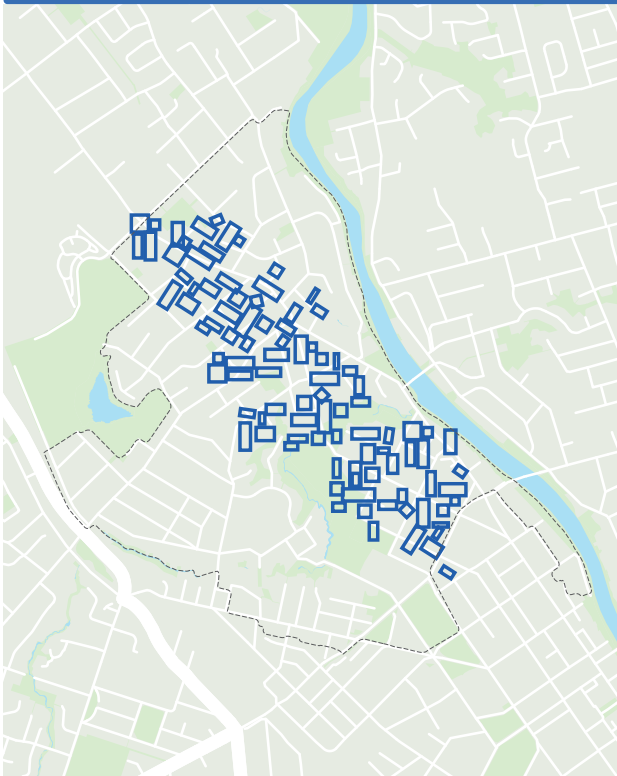
Figure 39: Neighbourhood Centres and Movement Corridor



## Allotment shapes and sizes create infill challenges

The land use pattern in the study area includes a mixture of large blocks, irregular shaped allotments, deep and narrow lots, and rear lots - particularly in areas with potential for increased density. These layouts restrict pedestrian movement and limit design options for redevelopment of sites. To achieve higher densities with good urban design outcomes, several allotments may need to amalgamate.

Figure 40: Allotment shapes and sizes

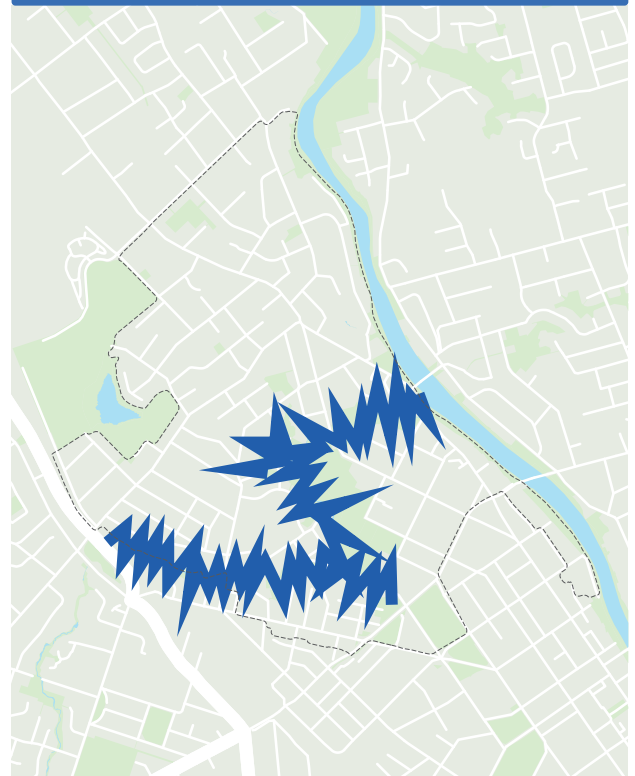


## Topography of the Waitawhiriwhiri gully system physically severs neighbourhoods and creates safety concerns

The Waitawhiriwhiri gully system has a steep topography that limits public access down to the stream and across to the other side. The gully system creates physical severance between northern neighbourhoods and the central city. The only north-south connection across the gully is via the roading network. Vegetation coverage and limited passive surveillance opportunities along the gully result in real and perceived safety concerns from users.

The shape and topography of the gully has historically led to the creation of irregular shaped lots and variation in edge treatments. The ownership of the gully (mix between private and public ownership) presents challenges in terms of maintenance, hazard management and access. The gully contains substantial invasive/exotic plant species that are difficult to manage comprehensively given the mixed land ownership.

Figure 41: Waitawhiriwhiri gully disconnects the north and south of the study area with few ways across

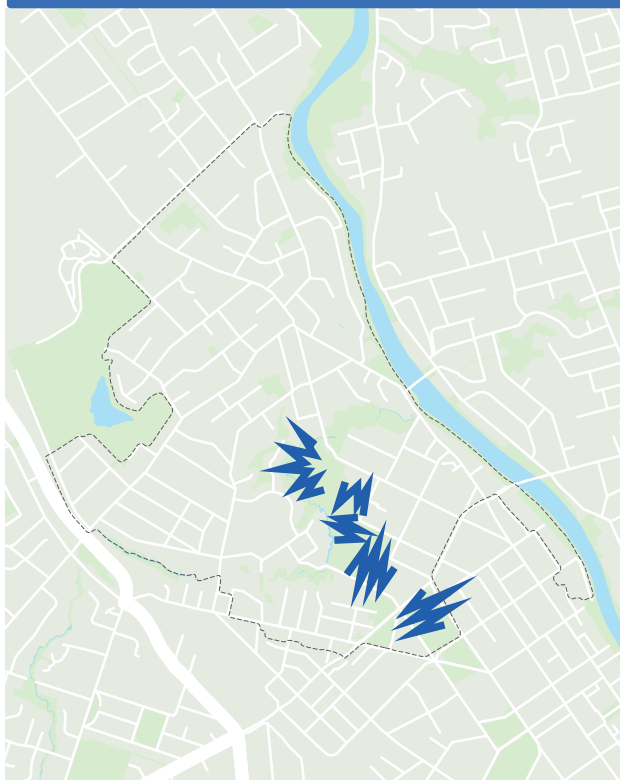




## Elements within the West Town Belt restricts useability and access

Historical contamination issues, built form and ad-hoc community uses in the West Town Belt means that the available land is not used efficiently and does not meet the needs of the local community. Conflicts between different uses (such as park/recreational use and organised sport use) contribute to this space appearing fragmented and reduces the ability for the public to use it. The FMG stadium acts as a physical barrier to access to some parts of the West Town Belt. Collectively these constraints prevent full recognition of the role and importance of the WTB to the city.

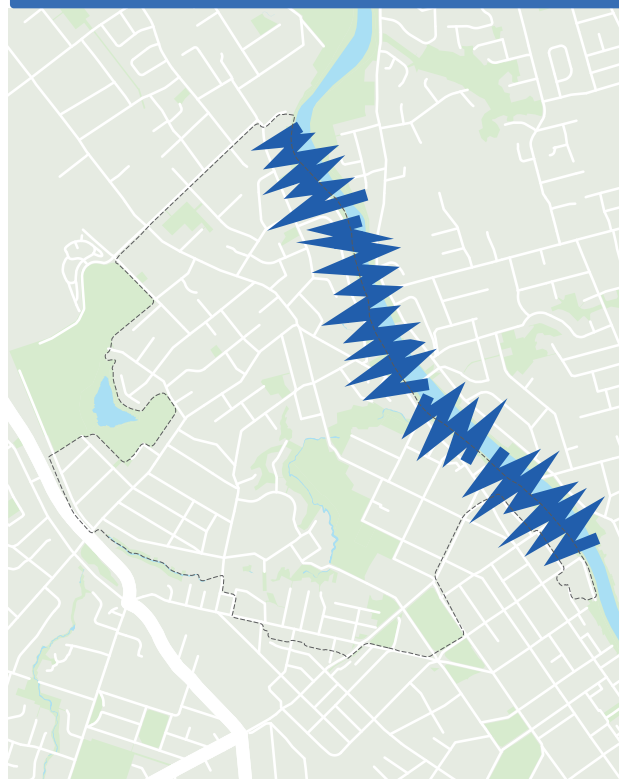
Figure 42: Fragmented open space



## A low number of public linkages to access the Waikato River

Private land ownership along the river blocks ease of public access and views to the Waikato River over long distances, and at key areas or points of interest. Promotion of public access to better enable sporting, recreational and cultural opportunities is a key objective of Te Ture Whaimana o Te Awa o Waikato (The Vision and Strategy for the Waikato River).

Figure 43: Public Access Constraints – limited



## The existing parks within the area may not support the role and functions of future residents

While it is acknowledged that the West Town Belt provides a large amount of open space, the functionality, accessibility, and use of these open spaces do not meet the needs of a higher density neighbourhood. As the West Town Belt masterplan describes, there are several issues including CPTED, legibility and wayfinding, severance and limited uses to meet the needs of people of all ages and abilities.

Other than Minogue Park, the sport parks and neighbourhood parks within the Area Plan (860ha) provide little to no play infrastructure. It is noted that the study area accommodates approximately 10,000 people, or 6% of the City's population. The use of the parks are further hindered by their lack of transport corridor frontage which limits visibility and surveillance opportunities from the public realm.

Figure 44: Only two playgrounds



## Increasing risk of natural hazards such as erosion and flooding

Gullies, rivers, and areas of steep topography are more susceptible to natural hazards such as geotechnical instability and erosion. Lack of natural vegetation and existing erosion issues mean that development in proximity to the gully edge is exposed to geotechnical risks.

Existing gullies and overland flowpaths in the Area Plan area have been built over and/or fragmented causing greater risk for overland flood events on certain properties. As a result, once existing stormwater network capacity has been exceeded, run-off typically flows through private properties which causes flooding issues during rain events. Increasing development density and the effects of climate change will increase overall run-off and result in an increased risk of flooding.

Figure 45: Natural Hazards



## Three waters infrastructure on private property cannot be renewed in-situ

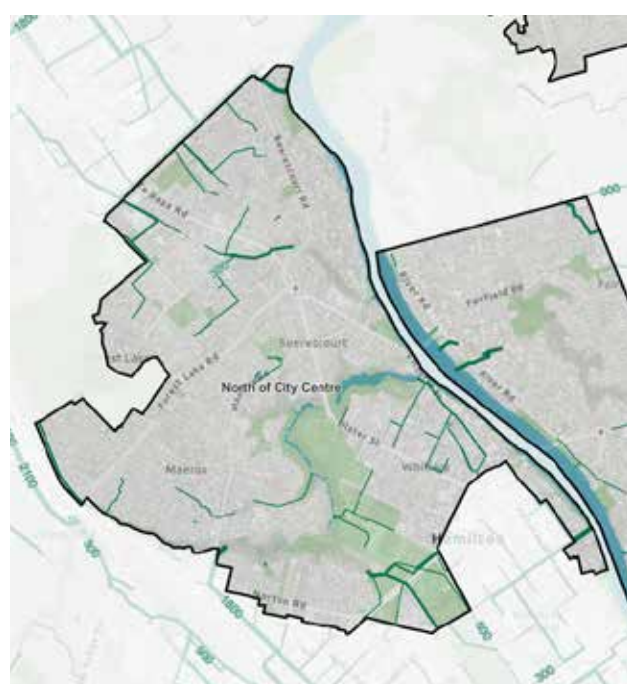
Older stormwater and wastewater networks often encroach on private property, but do not have any registered easements for maintenance or replacement. Without a significant change in the stormwater and wastewater network, the costs of access to the network are expected to increase with increased development in the study area.

Existing stormwater networks  
are insufficient for intensification

Treatment of stormwater runoff in older urban areas (pre-2000s) currently discharge pollutants into local waterways/gully systems and Waikato River. Retrofitting the existing stormwater reticulation network or providing a dedicated stormwater management solution is costly and challenging within a brownfield area due to land acquisition requirements. Without an improved stormwater management system, additional development will increase the volume of stormwater run-off going to these outdated networks. Significant intervention in this system will be required to ensure that the City meets the objectives of Ture Whaimana to restore and protect the health and wellbeing of the Waikato River.

Increasing expectations over time around the Level of Service that the stormwater network is required to deliver means that existing reticulation networks in older urban areas are under-capacity compared to current-day standards. Networks have not been designed to service increased levels of development anticipated through the NPS-Urban Development. The ability to improve stormwater discharge is constrained by cost, accessibility to older infrastructure and the availability of suitable land area to introduce improved stormwater management to the area such as larger pipes, wetlands, or attenuation devices.

**Figure 46: Stormwater infrastructure does not cover the whole area the study area (860ha)**



Existing wastewater network is undersized for possible densities

The current wastewater infrastructure network (including the Pukete Wastewater Treatment Plant) in the study area will not be able to support/service the densities outlined by the NPS-UD, and the existing overflow and related issues are expected to be exacerbated if comprehensive and significant building of new infrastructure and upgrades on the existing infrastructure are not undertaken. Wastewater overflow in an intensified environment would pose a significant health and environmental risk.

The results from HCC's wastewater network hydraulic model have been used as a basis for communicating existing constraints on capacity. In Figure 47 Wastewater network utilisation (2031 modelled conditions) a low constraint applies where peak pipe filling is less than 50%. The 2031 modelling results represent existing to short-term performance. In Figure 48 Wastewater network 2031 modelled overflows, low constraints exists where there are no wet weather overflows on the network as no overflow is acceptable. Broader network constraints may mean that local capacity cannot be realised.

Figure 47: Wastewater network utilisation (2031 modelled conditions)



## Infrastructure

Wastewater Pipe Utilisation Dry Weather Winter 2031

### Peak Pipe Filling in 2031

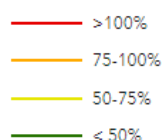
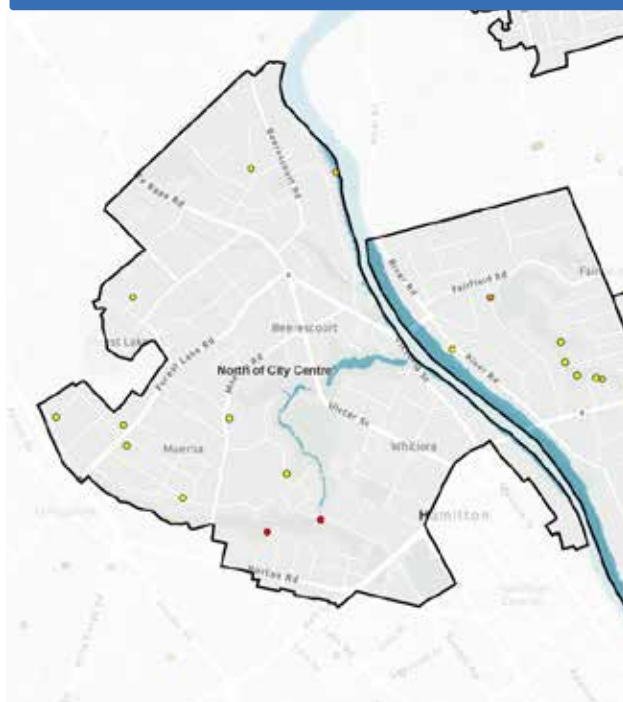




Figure 48: Wastewater network  
2031 modelled overflows



#### Infrastructure

#### Wastewater - 2031 Wet Weather Overflows

AnnualSpillFrequency\_2031

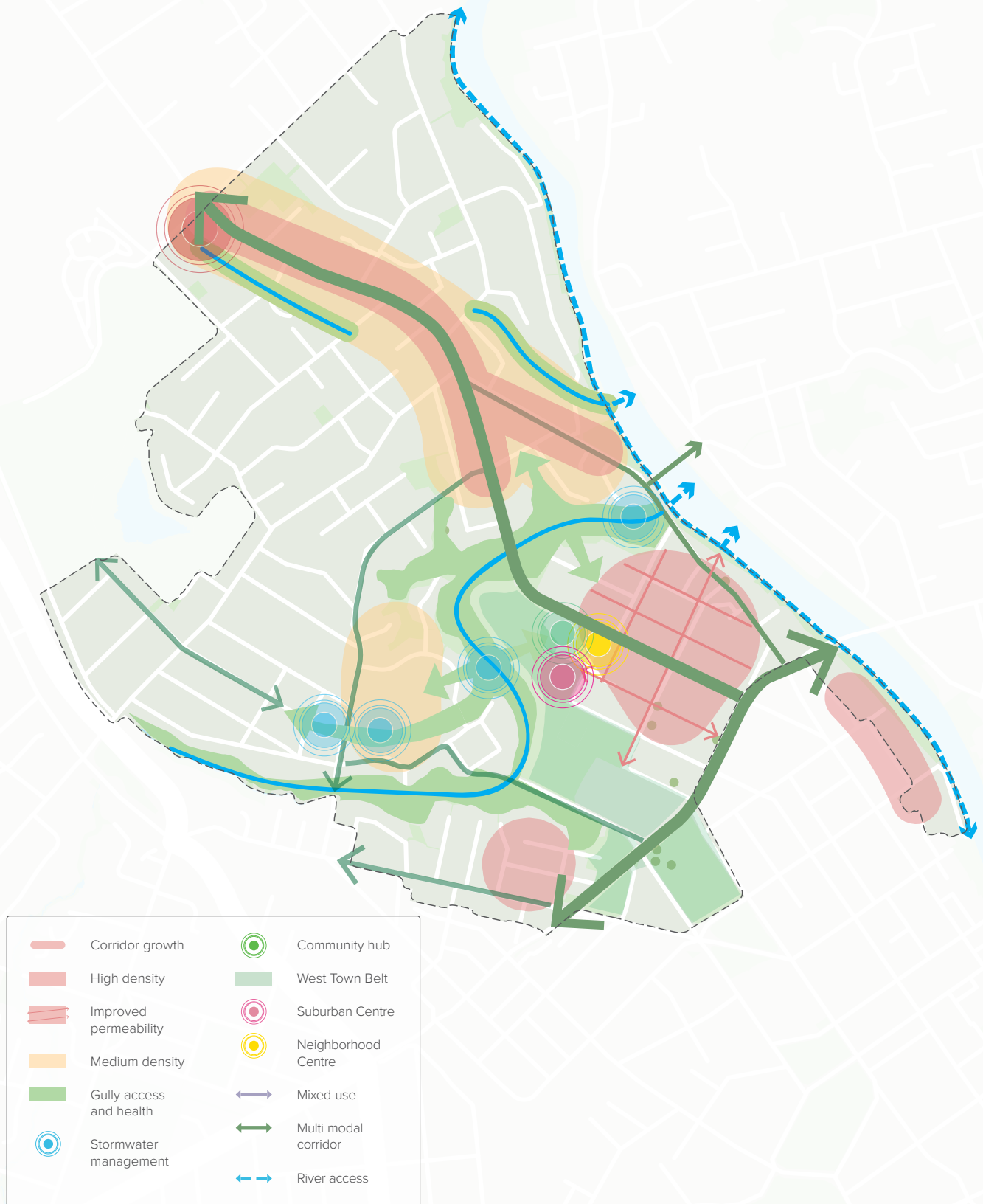
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Figure 49: Constraints in the study area



# OPPORTUNITIES

Figure 50: Opportunities in the Study Area





## Enable a well-functioning corridor of growth

The study area is close to employment, recreational opportunities, and the central city. As a key movement corridor Te Rapa Road connects the north of the city to the central city and further beyond. Multiple properties in the northern part of the study area benefit from being within a 15-minute bus ride to the main employment nodes in the City, being Te Rapa and the Central City. By directing population growth along this corridor people will be better connected to live, work, play and learn opportunities across the city. The wider area (Forest Lake, Maeroa and St Andrews) will provide for less dense developments but will benefit from investments that increase connectivity and improve user experience.

Frequent public transport services and improved walking and cycling connections can enable a growth along the corridor without increasing car dependency. Te Rapa Road/Ulster Street accommodates an existing frequent bus service. Providing for intensification along with improvements to public amenity and walking and cycling networks, can improve patronage on this service and enable expansion of the City's public transport to areas beyond the Te Rapa Road/Ulster Street corridor, including Forest Lake Road, Seddon Road, Beerescourt Road and Maeroa Road.

Figure 51: Corridor of Growth



## Transition existing transport corridors for mode shift

The main transport corridors (including Te Rapa Road, Ulster Street and Mill Road) have sufficient width to cater for multi-modal use, including the provision of wider footpaths, bus stop facilities, bus lanes, separated cycle facilities, street tree plantings and vehicle lanes. Transformation of these transport corridors and a focus on safe walking and cycling crossings at busy intersections can support mode-shift in the city and contribute to mode shift and vision zero safety outcomes. Other important transport corridors, including Forest Lake Road, Beerescourt Road and Seddon Road can provide for high quality pedestrian and cycling facilities that feed into the strategic network.

Figure 52: Multi-modal transformation

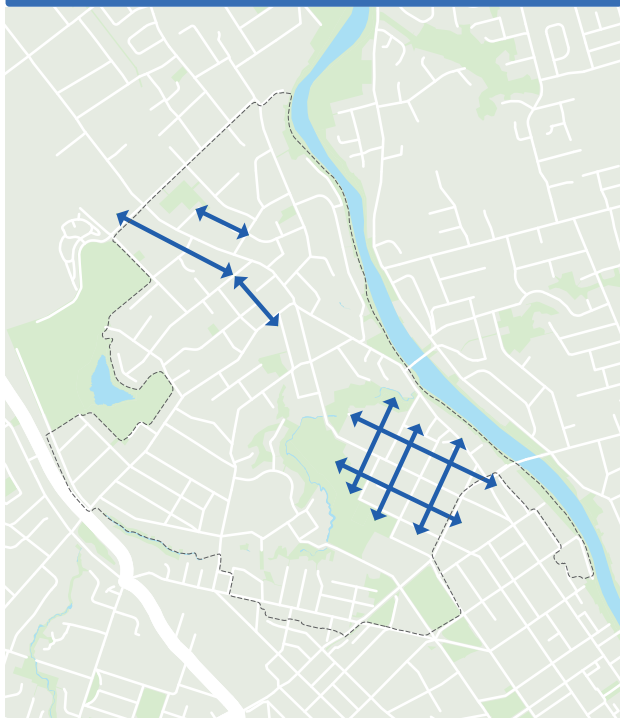


## Rethinking the 200m X 200m block to connect people and places

A barrier to walking and cycling in this area are the long, deep neighbourhood blocks, particularly in the Whitiara area. Redevelopment can be led to improve active mode connections by planning provisions related to urban design, and the provision of through-site links for pedestrians/cyclist where applicable.

Block structures can be 'broken up' to create a more accessible community leading to mode shift outcomes and a street network better adapted to local living. Vehicle accesses along strategic transport corridors can be reduced to decrease barriers to walking and cycling.

Figure 53: Breaking up Blocks

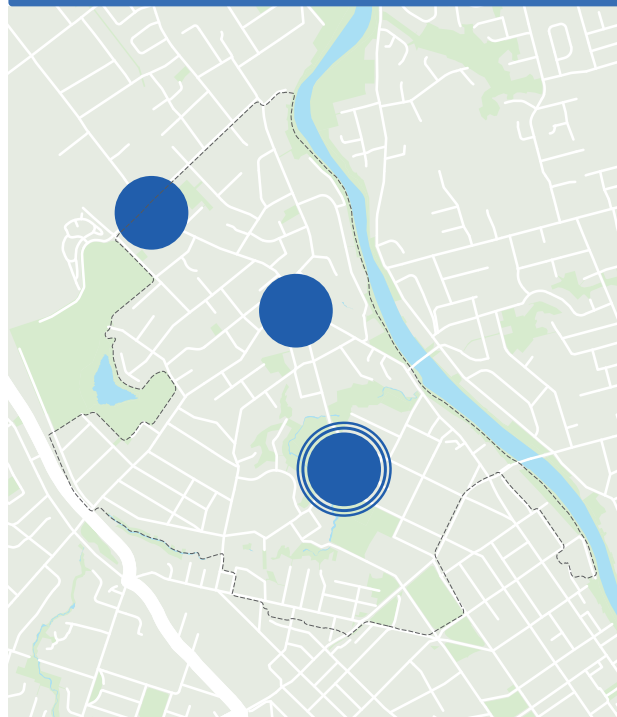


## Day-to-day living within a short walk

In the long term, the local retail and service offerings can be improved by providing for a suburban commercial centre that caters locally for the needs of an increased population. In the long term, this approach could also mean an additional neighbourhood centre in the area where the highest level of intensification is anticipated.

A new suburban commercial centre would be to help communities grow in a way that encourages local purpose trips to be serviced locally, while also not detracting from the primacy of the Central City. It will help encourage higher intensities of development in a location next to a frequent public transport service connected to 75% of citywide employment opportunities, and adjacent to the central city.

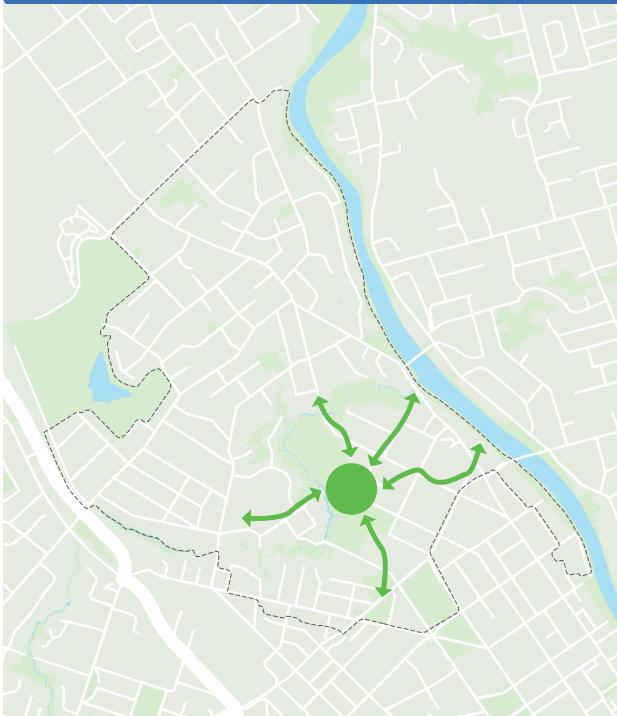
Figure 54: Centres



## Bring people together with a multi-use community hub

A community hub/focal point that consolidates community activities in and around the West Town Belt and maximises their reach can strengthen the community's sense of place, expand social infrastructure offerings and improve the quality of life for existing residents. This could be in the form of an area in the WTB on publicly owned land, and could offer a central building space for community groups, community gardens and people to play outside. The location of this community hub should be south of the Waitawhiriwhiri Gully where the majority of population will be concentrated in the long term.

Figure 55: Community Hub

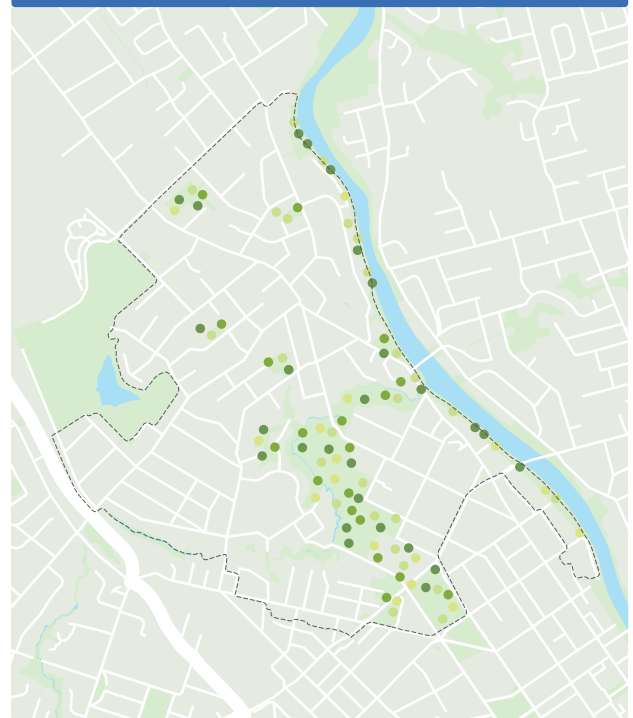


## Provide a range of accessible open spaces that meet the needs of a high density neighbourhood

The Area Plan is reasonably well provisioned with park space; however, many lack basic infrastructure, are not easily accessible, and have limited transport corridor frontage and visibility from the public realm. There is a need to provide additional park infrastructure that provides for the needs of all residents in the area. This may include more playgrounds, BBQ facilities, toilet blocks, 'kick-around' spaces, safe and well-lit areas, spaces that are easy to get to and from and enhance social interactions.

In the long term, there is opportunity to improve the visibility and transport corridor frontage of parts through land purchase. In areas where the highest density is anticipated, there is an opportunity to introduce park elements typically found within a dense urban environment, such as pocket park.

Figure 56: Parks



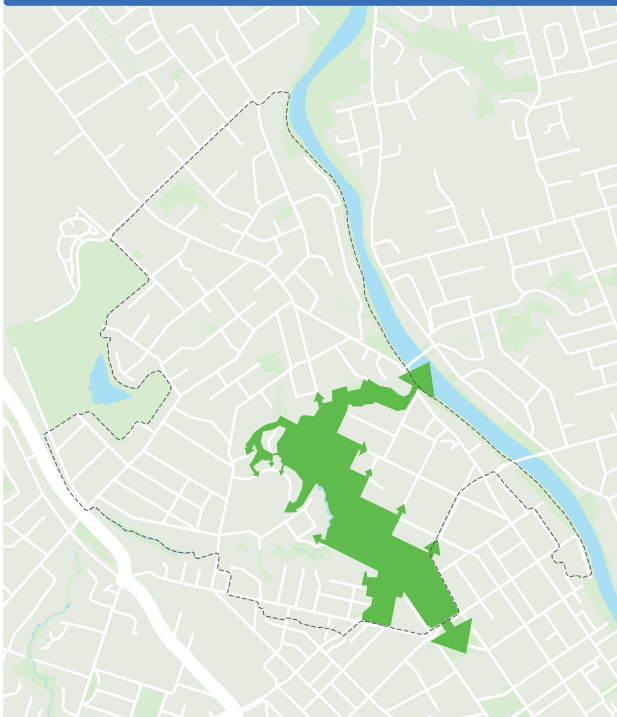


## Make Waitawhiriwhiri gully an intrinsic part of the community and restore its environmental function

The Area Plan supports the implementation of the recommendations in the West Town Belt Masterplan to improve the legibility of the gully to support multiple uses. These include increasing public ownership of the gully system, improving wayfinding and legibility through signage, providing furnishings, formalising and joining up pathways and improving connection to the Waikato River (along Edgecumbe Park). The ecological values of the gully can be enhanced by supporting the regeneration of native plantings and removal exotic species.

There is also opportunity to reduce the north-south neighbourhood severance created by the gully over the long term by establishing a walking/cycling connection across. This transformational move would dramatically increase the number of households that have ready access to the West Town Belt via a short walk, and would provide an alternative means of active transport to the Central City. Given the physical challenges and limited public ownership of the gully, this move would need to deliver co-benefits and may require land acquisition.

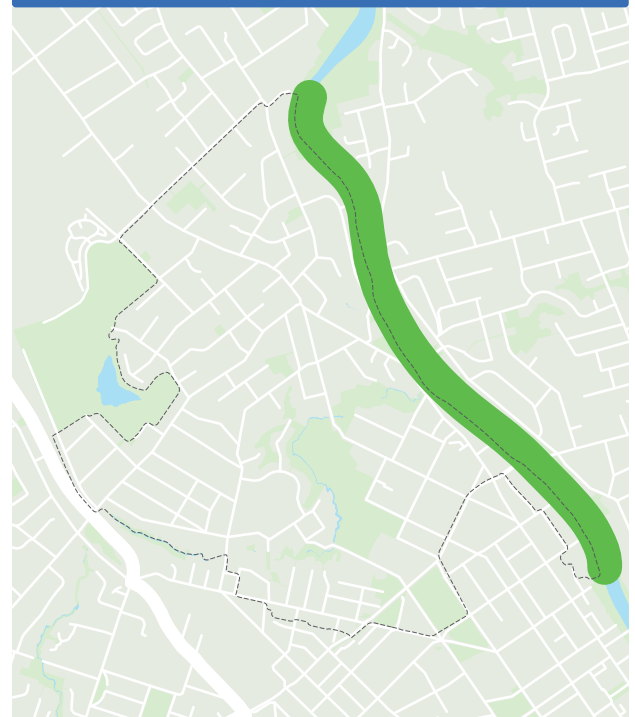
Figure 57: Transformation of Waitawhiriwhiri gully



## Recognise the social, cultural, and environmental importance of the Waikato River

There is an opportunity to support the Vision and Strategy for the Waikato River the outcomes in the CCTP, Nature in the City Strategy and WTB MasterPlan, which includes commemorating Maaori places of significance and creating a cultural path along the river, managing exotic species and introducing indigenous planting, providing more public access points from surrounding roads. The connection between the Waikato River and WTB (along Edgecumbe Park) should be strengthened by improving pedestrian and cycling connections.

Figure 58: Waikato River

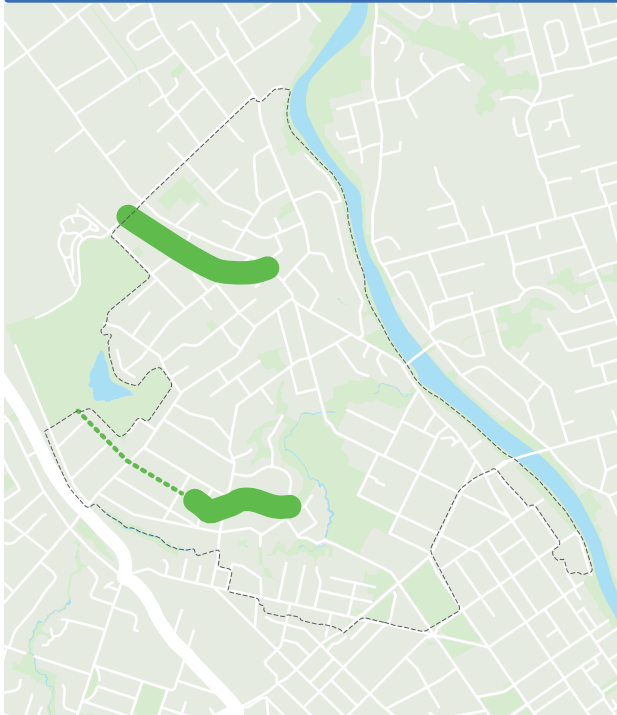


## Stormwater as part of the neighbourhood

A strategic, neighbourhood scale approach to stormwater infrastructure which provides for centralized pollutant treatment, more resiliency to the effects of climate change, and realising Te Ture Whaimana objectives and policies. Make stormwater a part of the urban environment alongside complementary infrastructure like biking and walking connections, park and open spaces and roads.

The historic gully drainage pattern of the Gully in Maeroa and Whitiara can support stormwater solutions that cater for increased residential densities if they are reinstated. Stormwater management solutions can be integrated with other open space functions. In the long term, there is opportunity to visually connect the gully system through to Minogue Park via a range of streetscape interventions, including planting, cycling and pedestrian facilities. Overland flow paths along historic gully areas can integrate with linear open spaces.

Figure 59: Daylighting the Gully System



## Address stormwater management at the source

Redevelopment can implement best practice at-source stormwater management controls like rainwater reuse, infiltration / permeable surfaces, particularly in areas that are traditionally untreated. This will significantly reduce the pollutants reaching watercourses and protect vulnerable watercourses from erosion.

## Futureproof water and wastewater services

Undertake comprehensive planning for water and wastewater reservoirs and consider the acquisition of land when required to ensure feasibility. Existing and proposed reservoirs were modelled under current or previous density assumptions and do not have the capacity allowances to meet anticipated NPS-UD densities.

There is an opportunity to undertake renewed comprehensive planning for these reservoirs and consider the acquisition of land when required to ensure feasibility. Comprehensive water and wastewater modelling can provide technical support and evidence for future Long Term Plan projects to plan for a more intensive infill density.

# QUALIFYING MATTERS

- Not all qualifying matters will require modification of intensification as required under the NPS-UD. Based on the technical assessments to date, the intensifications required by the NPS-UD can be modified for the areas subject to Historical Heritage Area and the areas within SNAs.
- For flooding hazards and overland stormwater flowpaths, and Maaori heritage/Site of Significance, there is currently insufficient information to make recommendations to accommodate these qualifying matters. Additional technical investigations are underway to provide better understanding of the qualifying matters.
- Infrastructure capacity, particularly that of stormwater quality and wastewater capacity and overflows, may result in degraded water quality. This does not uphold requirements of Te Ture Whaimana to protect and improve the river and will require (need to be more directive here to reflect the Overlay approach) a lesser approach to intensification until infrastructure can be installed to achieve improved water outcomes.

## Te Ture Whaimana o Te Awa o Waikato (The Vision and Strategy for the Waikato River)

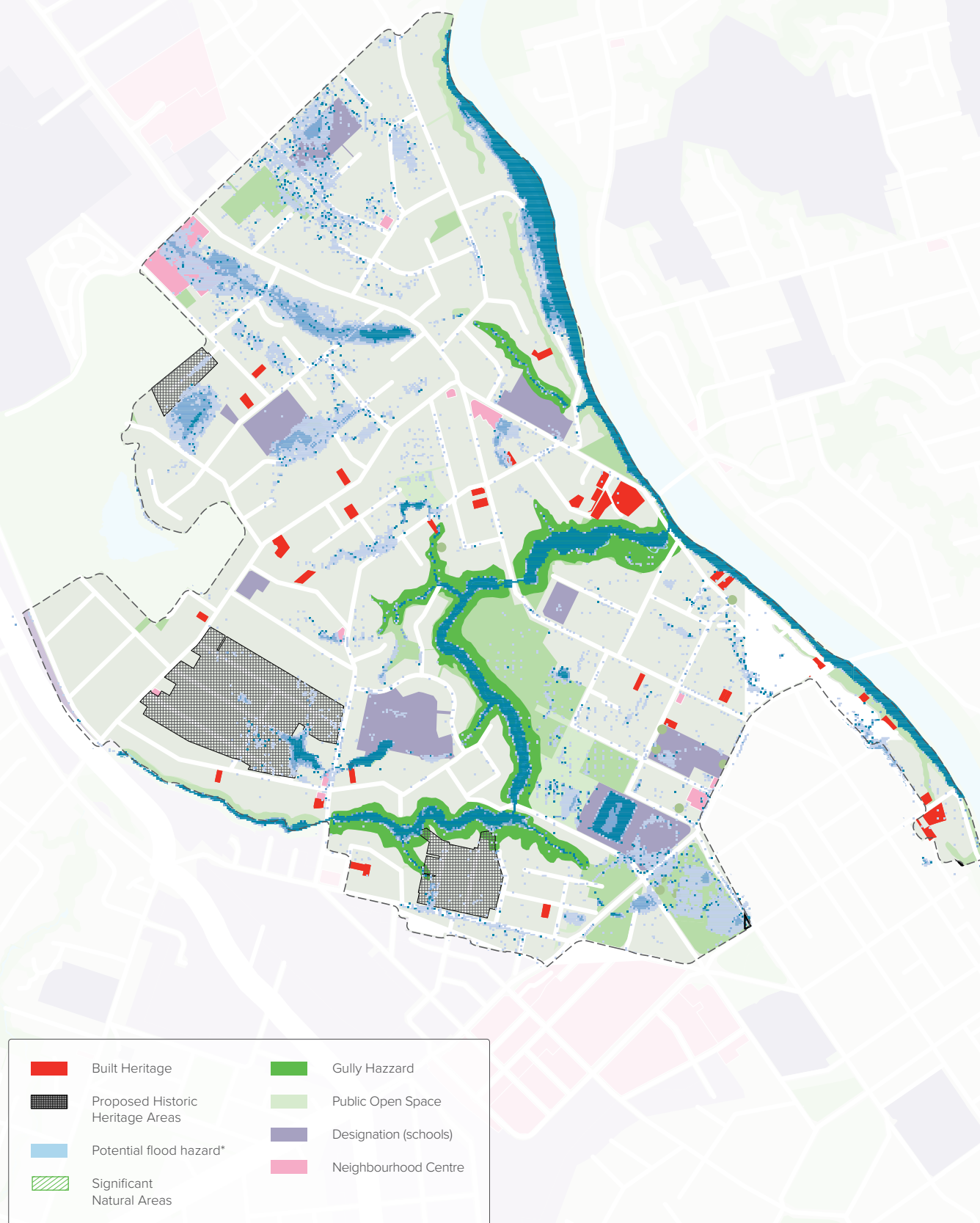
The majority of the qualifying matters apply across the whole of the country, with the relevant authorities interpreting these Qualifying Matters as necessary for their respective urban environments. Notwithstanding this, it is noted that Te Ture Whaimana o Te Awa o Waikato (The Vision and Strategy for the Waikato River) is specifically identified by a qualifying matter in the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021.

The table below outlines all qualifying matters within this area that have been identified and are existing within the District Plan, as well as the proposed qualifying matters that will be identified as part of future plan changes. The Area Plan presents some preliminary information which will be updated with the best available information for future plan changes. Any conflict between this Area Plan and District Plan must be read in favour of the District Plan.



Qualifying Matters	Existing QM in District Plan	Proposed QM to be added to District Plan
Te Ture Whaimana o Te Awa o Waikato (The Vision and Strategy for the Waikato River)	N/A	Restrictions on development relating to water, wastewater, and stormwater (plan Change 12). This constraint will be dealt with through an infrastructure capacity overlay response in the proposed intensification plan change 12.
Matters of national importance (Section 6 of the RMA)	<ul style="list-style-type: none"> <li>Existing QM in District Plan</li> <li>Existing Significant Natural Area listed in Schedule 9C</li> <li>Existing Built Heritage listed in Schedule 8A</li> <li>Existing Archaeological and Cultural Sites listed in Schedule 8B</li> <li>Waikato Riverbank Stability and Gully Hazard Area</li> <li>Low, Medium and High Flood Hazard Areas</li> </ul>	<ul style="list-style-type: none"> <li>Newly identified Significant Natural Area (Plan Change 9)</li> <li>Newly identified Built Heritage (Plan Change 9)</li> <li>Newly identified Sites of Significance (Plan Change 9)</li> <li>Newly identified Historical Heritage Area (Plan Change 9)</li> <li>All types of Flood Hazard except Low Flood Hazard, mote sites to be identified (future Plan Change)</li> </ul>
Nationally significant infrastructure	Railway Line (abutting study area) – Designation F1	NA
Open space for public use	<ul style="list-style-type: none"> <li>Sports and Recreation Open Space Zone</li> <li>Neighbourhood Open Space Zone</li> <li>Natural Open Space Zone</li> </ul>	Changes may be required in Future Plan Change
Designations	F1 – KiwiRail (just outside study area) B7 – Forest Lake School B27 – Vardon School B28 – Whitiora School B32 – Maeroa School A66 - Water Reservoir	Changes may be required in Future Plan Change
Business land required to meet expected demand	Business 2 Events Facilities Fringe Business 6 Neighbourhood Centre	Changes may be required in Future Plan Change

Figure 60: Qualifying Matters



\* Further study required





PART  
3

# KEY MOVES

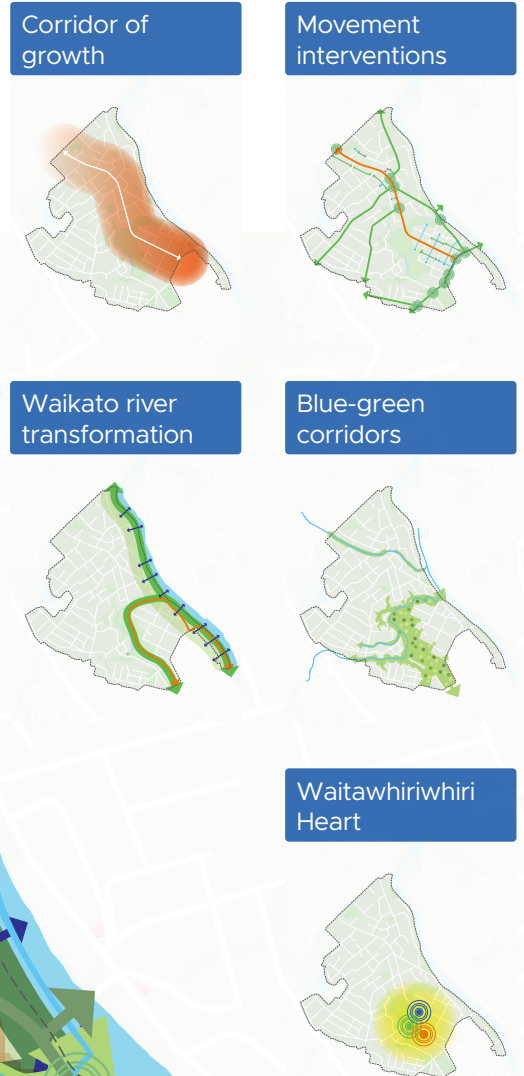


## Key Moves

The five themes and eleven design principles help identify 5 key moves that respond to the challenges and opportunities facing the area. The key moves are thematic summaries of the most important and most desired changes for the area. These are integral to this plan and delivery of these will support

the transformation of the North of the Central City; achieving the vision and priorities identified for Hamilton and supporting environments where people will continue to live, work, visit and play as they become more urban.

Figure 61: Spatial overview of the proposed key moves



# KEY MOVE 1: BUILDING THRIVING COMMUNITIES TO SUPPORT A CORRIDOR OF GROWTH

## Relevant Principles:

- A city that's easy to live in
- A city where people thrive
- The study area is strategically located to leverage growth that will be enabled through the NPS-UD; with good connections to the Central City and Te Rapa, and areas which have access to over 75% of the City's employment within a short bus-ride.
- Providing appropriate response to Qualifying Matters, including of significant natural value and historical heritage value
- Supporting the investigation of the potential for a Rapid Transit Network along the Te Rapa Road/Ulster Street corridor
- Place-making for centres that support a range of activities to serve communities as the area grows and develops
- Focussing on a walkable and cyclable urban form and transport network, with interventions ranging from small-scale 'quick wins' to large capital projects.

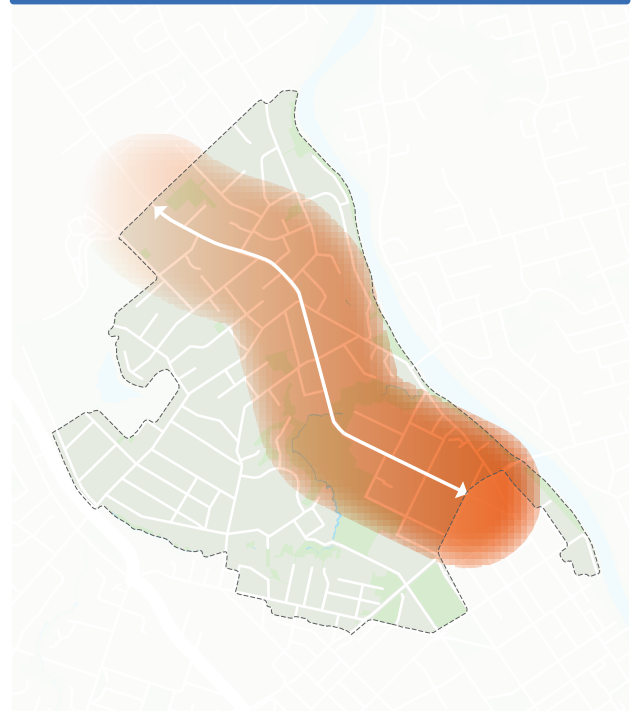
## This key move aims to:

- Accommodate high levels of growth while providing quality housing choices, good access to employment, and recreational opportunities.
- Recognise and provide for needs of different demographics and communities by enabling a wide range of housing in the study area, including terraced housing and apartments up to 6 storeys
- Expand and/or change business centres in and around the study area to enable residents to 'live locally' and enjoy the local urban experience.
- Enable communities to form strong identities over time
- Realise the benefits of strategically located growth. These benefits include affordability, social cohesion, and positive climate outcomes.

## The move will be achieved through recommendations by:

- Taking a place-based and long-term approach to the intensification requirements of the NPS-UD.

Figure 62: Corridor of Growth





# KEY MOVE 2: MOVEMENT INTERVENTIONS TO SUPPORT SAFE AND ACCESSIBLE STREETS FOR ALL MODE USERS

## Relevant Principles:

- A city that's easy to live in
- A city where people thrive

This move seeks to address the historical neighbourhood severances identified throughout the Area Plan.

## This key move aims to:

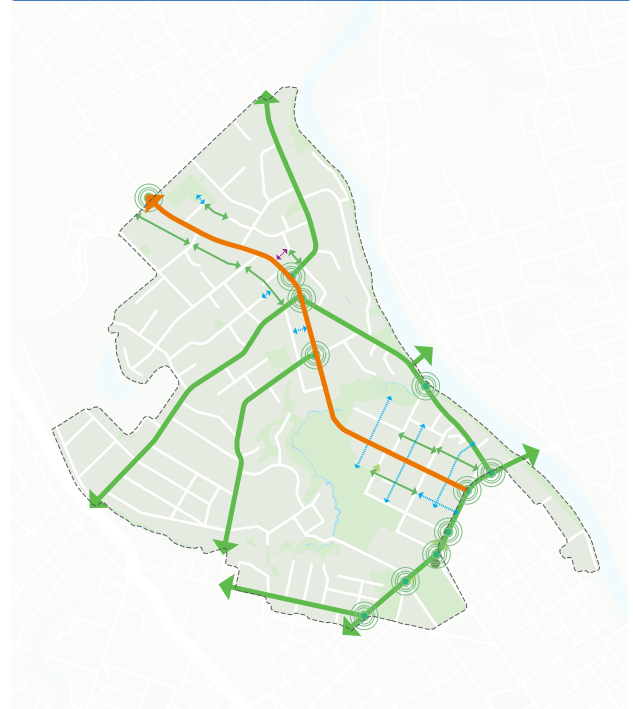
- Improve pedestrian and cycling connections across the study area over time
- Ensure that public transport becomes more viable with an increased population catchment. This will shift the function of the area from being framed around private vehicle usage, towards more inclusive and accessible neighbourhoods.
- Promote transformation of current street and block layouts to better accommodate higher density development and support movement of people
- Connect communities to the north of the Waitawhiriwhiri Gully to the south of the gully via walking and cycling connections

## The move will be achieved through recommendations by:

- Focussing on a walkable and cyclable urban form and transport network, with interventions ranging from small-scale 'quick wins' to large capital projects.
- Determining the role and function of key transport corridors to enable comprehensive long-term planning

- Identifying ways to increase movement and safety in neighbourhoods through pedestrian and cycling linkages and urban design interventions, such as through-site links
- Supporting the relocation of access from strategic transport corridors to the local transport network
- Supporting the investigation of the potential for a Rapid Transit Network along the Te Rapa Road/Ulster Street corridor
- Investigating the viability of a gully crossing for active modes.

Figure 63: Movement interventions



# KEY MOVE 3: UNLOCK THE CULTURAL AND ECOLOGICAL VALUES OF THE RIVER'S EDGE

## Relevant Principles:

- A green city
- A fun city with lots to do

This key move provides greater levels of access and activation to the Waikato River's edge within the Area Plan while enhancing cultural, recreational and ecological values. Key drivers of this key move were formed based upon the vision of the West Town Belt Masterplan (WTB MP) and the Central City Transformational Plan (CCTP).

## This key move aims to:

- Realise the WTB MasterPlan aim of creating a safe and accessible recreational loop through the West Town Belt, along the Waitawhiriwhiri Gully, along the River front and connected back to the West Town Belt through Hamilton Lake.
- Support the CCTP recommendations to improve biodiversity to the River's edge while also providing cultural and play trails from the city and through the Area Plan.
- Deliver the strategic objectives of the Vision and Strategy for the Waikato River and will enable Council to meet its legislative requirements.

## The move will be achieved through recommendations by:

- Investigating public / private opportunities to provide access to the River's edge
- Promoting acquisition of esplanade reserve where subdivision is proposed
- Extending the CCTP proposed revegetation program to the River's edge and where

possible within existing open spaces,

- Providing safe access to and along the River's edge
- Exploring design options alongside mana whenua for extending the CCTP proposed cultural trail along the River's edge and into the Waitawhiriwhiri Gully
- Incorporating mana whenua narratives in all Council-led projects, in partnership with mana whenua
- Promoting a streetscape planting program
- Supporting the continued implementation of the projects in the WTB MasterPlan and the CCTP

Figure 64: Waikato River transformation



# KEY MOVE 4: BLUE-GREEN CORRIDORS THAT ENHANCE THE HEALTH OF THE WAIKATO RIVER, AND PROVIDE ECOLOGICAL, CLIMATE AND SOCIAL BENEFITS

## Relevant Principles:

- A green city

This key move envisions an interconnected blue-green network that represents a shift in stormwater management and climate change resilience for the city. These spaces are interconnected with the existing green spaces in the study area, including the Waitawhiriwhiri Gully, and the WTB.

## This key move aims to:

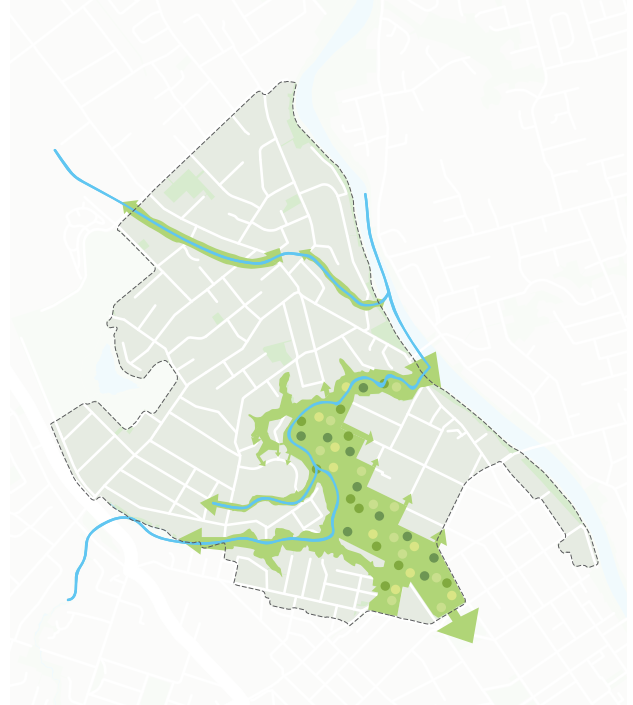
- Address existing stormwater management and flooding constraints to provide the 'step change' needed to ensure that infrastructure is able to cater for denser urban environments
- Support green and blue spaces to serve multiple purposes through the connection and enhancement of these significant areas into cohesive networks
- Prioritise the resilience of natural systems to respond to changes as a result of climate change
- Realise opportunities and benefits of a blue-green corridor. These benefits include drainage, ecological, amenity, cultural and recreational functions and may improve accessibility, safety, and encourage greater use of open space.
- Achieve the strategic objectives of the Vision and Strategy for the Waikato River and its tributaries, and enable Council to meet its legislative requirements.

## The move will be achieved through recommendations by:

- Prioritising data gathering and modelling of natural hazards and water, wastewater and stormwater networks

- Encouraging appropriate levels of intensification to ensure that the objectives of the Vision and Strategy for the Waikato River are met
- Identifying locations and undertaking feasibility studies for blue-green network infrastructure in the short and medium term
- Designating, funding and constructing the blue-green network in the long term
- Actively seeking to realise the co-benefits of investment in a blue-green network
- Supporting the continued implementation of the projects in the WTB MasterPlan in and around the Waitawhiriwhiri Gully

Figure 65: Blue-Green Corridors





# KEY MOVE 5: ESTABLISH A HEART OF THE WAITAWHIRIWHIRI COMMUNITY

## Relevant Principles:

- A fun city with lots to do
- A city where people thrive

Well-connected, diverse and thriving communities are at the heart of this Area Plan.

## This key move aims to:

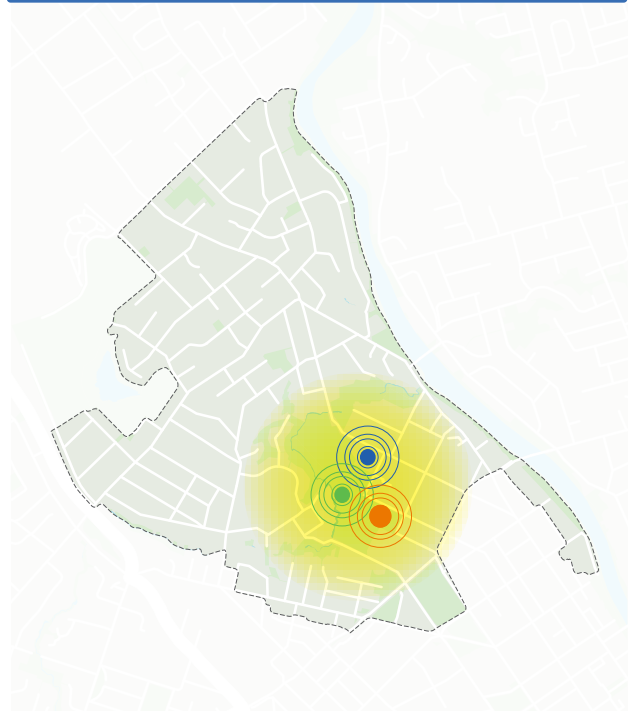
- Remove barriers and reduce community severances by supporting a positive local identity
- Consolidate community uses into a multi-purpose community 'heart' that integrates with the adjoining Waitawhiriwhiri Gully
- Connect communities north of the Waitawhiriwhiri gully to this space via walking and cycling connections across the gully system in the long term
- Achieve the outcomes set out in the WTB MasterPlan to
- Achieve the outcomes set out in the WTB MasterPlan to increase use of the West Town Belt and establish it as key aspect of Hamilton's identity

## The move will be achieved through recommendations by:

- Delivering the projects identified within the WTB Masterplan to improve wayfinding, signage, use and awareness of the WTB in the short- to medium-term
- Identifying opportunities to utilise Council-owned land to consolidate existing community activities and provide for a multi-use, purpose-built facility to the south of the Waitawhiriwhiri Gully

- Recognising mana whenua interests in the WTB and actively identifying opportunities to strengthen mana whenua connections to the whenua through partnerships and design interventions
- Exploring opportunities for private-public partnerships to ensure the delivery of high-quality community space
- Investigating the viability of a gully crossing for active modes

Figure 65: Waitawhiriwhiri Heart



# | PRINCIPLES

Design principles influence the recommendations of the Area Plans. The principles are matters of strategic importance to these communities, stakeholders, mana whenua, and to Hamilton City Council. They were created from existing strategies and plans and past engagement results.

## A city that's easy to live in

### Relevant Principles

#### Transport

Movement around neighbourhoods is safe, easy, and accessible. Active modes and public transport are convenient and comfortable means of travel, prioritised over single occupancy vehicle travel. The transport network integrates movement and place to support character and identity.

#### Housing

Housing and urban form support sustainable, resilient, and connected communities. High quality, affordable housing reflects Hamiltonians diverse lifestyles and needs and enables people to choose where to live.

#### Water and waste-water infrastructure

Infrastructure supports the needs of changing and growing neighbourhoods.

---

## A city where people thrive

### Relevant Principles

#### Te Ao Maaori

Kirikiroa-Hamilton's unique whakapapa is respected, shared, and celebrated.

#### Economy and opportunity

Neighbourhoods enable a strong local economy that is vibrant and diverse. Local centres support the economic needs of the community.

### Social cohesion

Neighbourhoods support diverse communities that promote social cohesion. Community benefits are at the heart of planning and decision-making.

---

## A fun city with lots to do

### Relevant Principles

#### Fun for all

Enable every Hamiltonian to play and be active.

#### Amenity value

Public spaces, places and routes are accessible, safe, and pleasant for people of all ages and abilities.

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## A green city

### Relevant Principles

#### Stormwater Infrastructure

The Vision and Strategy for the Waikato River is delivered.

#### Climate responsive

Our neighbourhoods support low carbon living. The urban environment provides climate resilient spaces for all Hamiltonians.

#### Natural environment

Connect, protect, enhance, and integrate the natural environment in new urban development. Promote positive indigenous biodiversity outcomes.



# RECOMMENDATIONS





The key moves will be implemented through a series of short-term and long-term recommendations.

Recommendations are complex. Some overlap with others or are co-dependant and need to be undertaken at the same time. Some actions may be cost effective to implement but then have expensive knock-on costs. For example, the rezoning of land results in redevelopment that causes infrastructure improvement costs. The costs identified as part of the recommendations do not consider knock-on costs or on-going operational costs. These costs and complexities will need to be considered by the Group responsible for implementation.

Recommendations are not necessarily funded in current or future Long Term Plans and are not guaranteed to happen.

## Short Term Recommendations

These relate to the District Plan and lower cost projects that can be implemented relatively quickly at low risk, and within the existing council operating environment. This includes land use zoning recommendations for the NPS-UD plan change, and related infrastructure projects that might be deliverable within established capital programmes. These recommendations are in response to the requirements of the NPS-UD and the Housing Supply Amendment Bill.

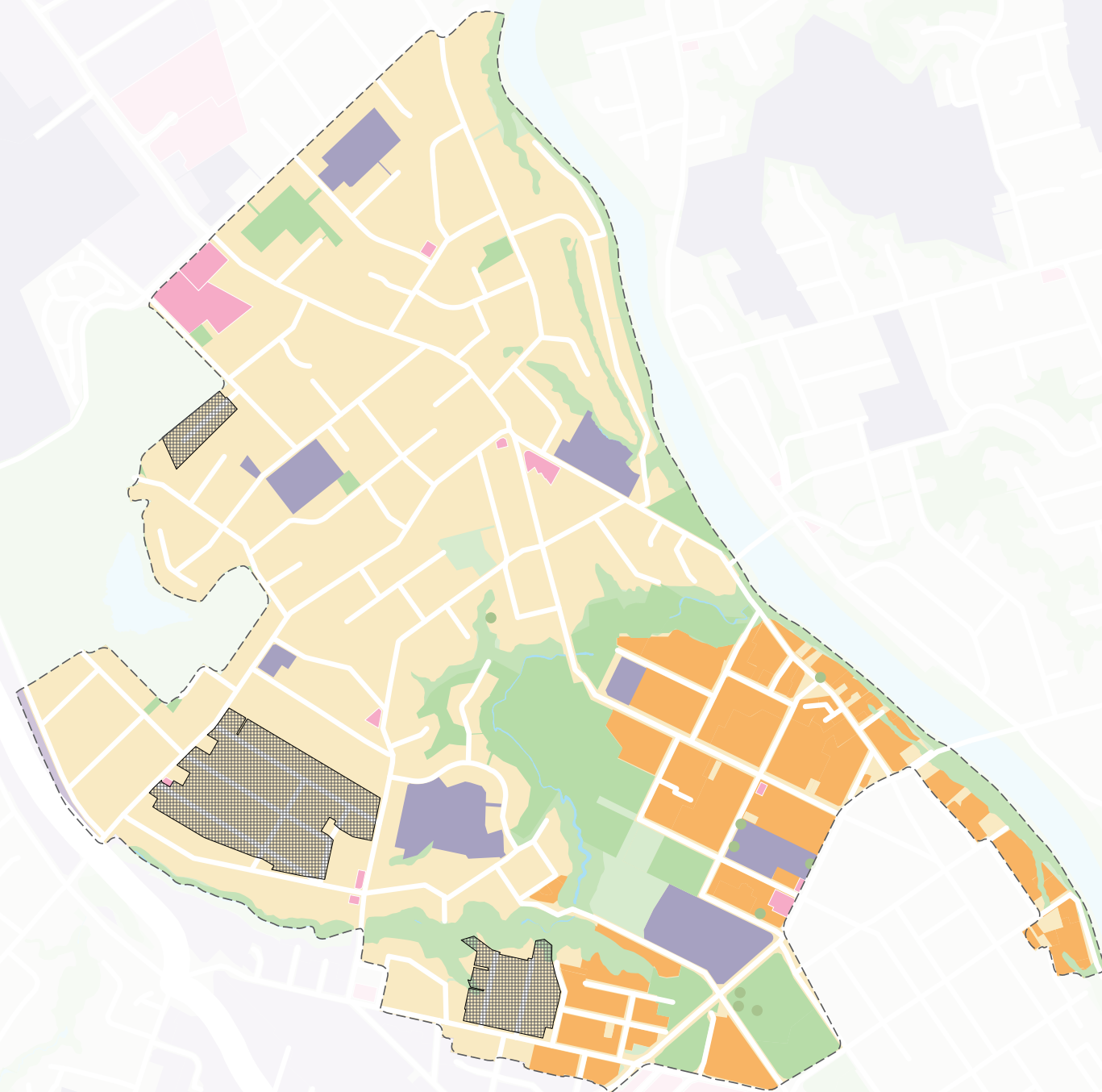
## Long Term Recommendations

These are recommendations that implement key moves. Typically, they are big complex projects that will take a long time and cost a lot to deliver. They will typically involve a business case, designations and or land acquisition, require a new delivery programme, new district plan changes (outside the NPS-UD related ones), external partnerships (when relevant). The recommendations table provides the details.

## Concept Maps

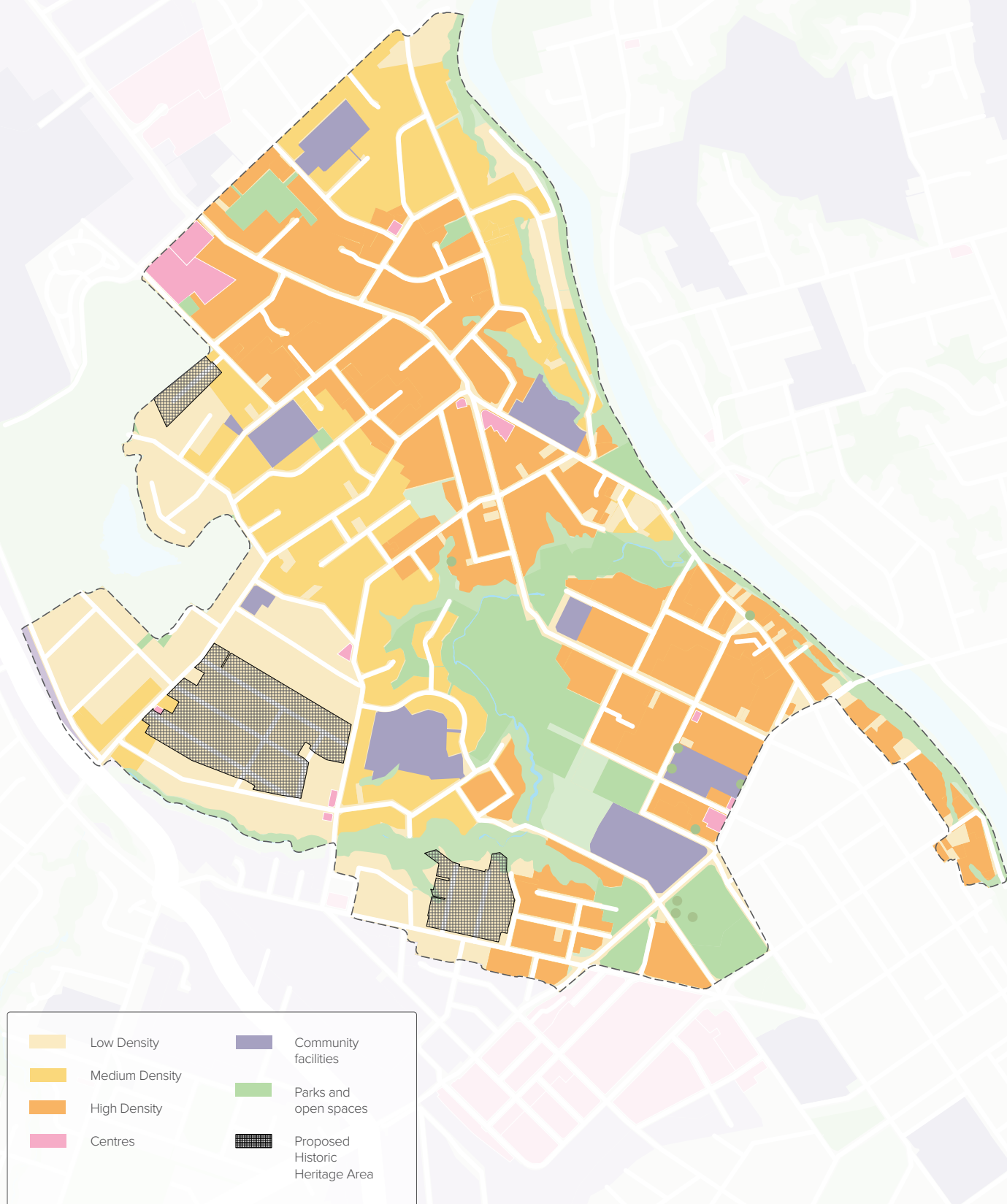
Short term and strategic concept maps illustrate the intent of the recommendations (Figure 67 to 68 below). They show progression from near term recommendations towards longer term transformation. They are not fixed and may change; however, they provide a general direction of strategic intent to other more detailed plans and technical investigations. For example, the final decisions on land use will be made in the NPS-UD District Plan Change and the Hamilton to Waikato MSP Transport Programme Business Case will examine the future of rapid transit services in Hamilton.

Figure 67: Proposed short term land use concept map



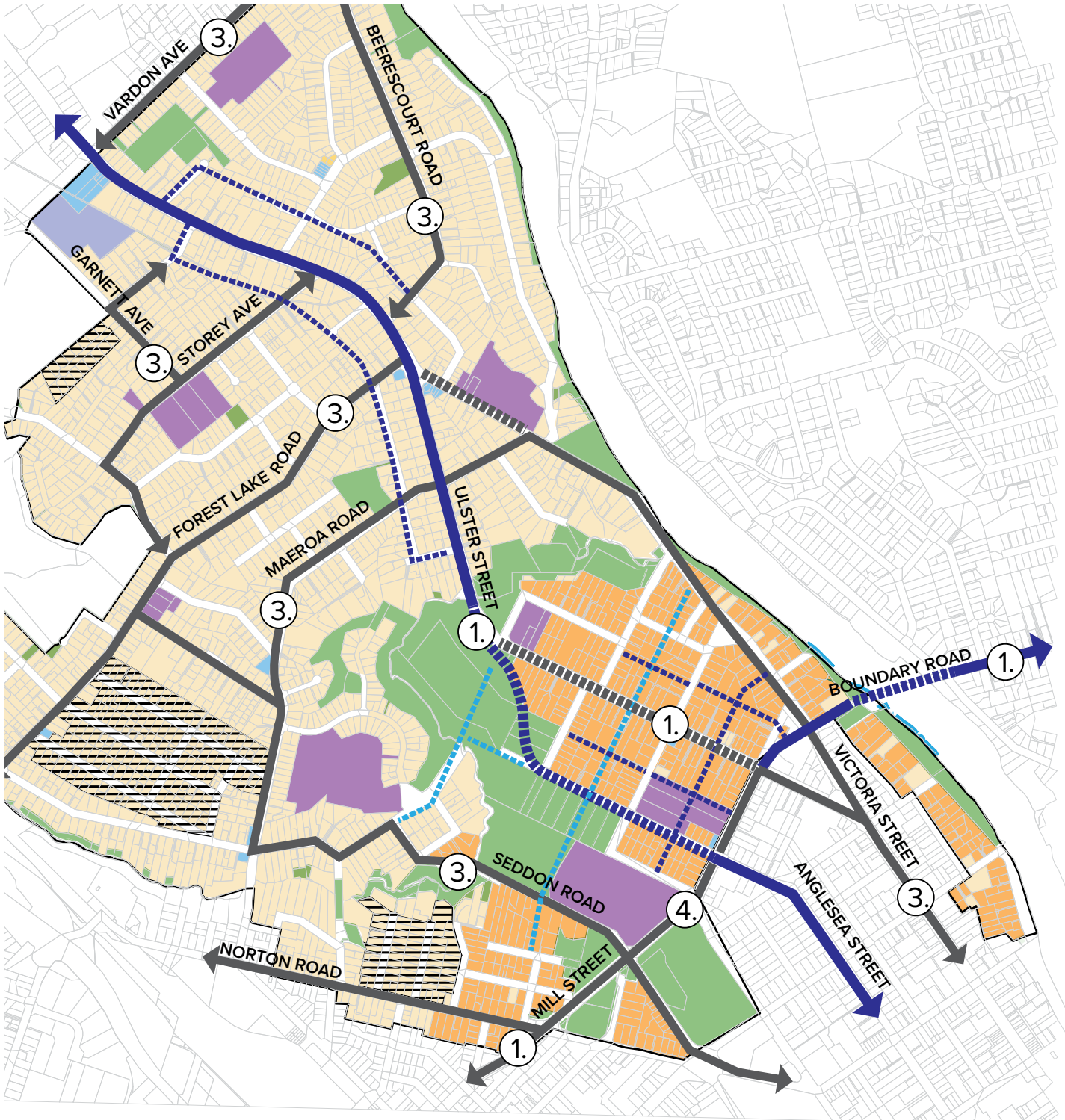
- |                      |                                 |
|----------------------|---------------------------------|
| Low Density          | Parks and open spaces           |
| High Density         | Proposed Historic Heritage Area |
| Centres              |                                 |
| Community facilities |                                 |

Figure 67: Proposed long term land-use concept map



# TRANSPORTATION

Figure 69: Transportation concept map





## NORTH AREA PLAN







### TRANSPORT CONCEPTS

#### Next Steps:














1. Initiate a network study including future corridor form and function for Mill Street, Boundary Road (including bridge), Ulster Street, Anglesea Street, and Tristram Street. Studies would inform potential future business case and Notice of Requirement.
2. Investigate planning tools to achieve rear lane access to future medium density development and active mode only corridors and maintain limited access on strategic corridors.
3. Corridor form and function study to inform short and long-term interventions
4. Grade separated crossing for active modes across mill street between key destinations and central city.
5. Develop 'low cost low risk' framework / programme to implement short term interventions focused on safety and mode shift.
6. Identify quick wins from short term concepts that increase accessibility for people walking, cycling, public transport to and from city centre (including but not limited to Mill Street, Seddon Road, Anglesea Street, Ulster Street, Victoria St)

#### KEY

##### Transport

-  Potential capacity constraints - investigate corridor widening / space reallocation
-  Potential for realigned road corridor as part of comprehensive development plan
-  Alternative alignment option
-  Potential for rear laneway accesses
-  Potential for new active mode connections
-  Retrofit for separated walking /cycling paths, safety and public

##### Landuse

-  Low density residential
-  Medium density residential
-  High density residential (Long-Term)
-  Business Zone - Future Metropolitan Zone
-  Mixed Use Zone
-  Business Zone: 2 - Sub-Regional Centre
-  Business Zone: 5 - Suburban Centre
-  Business Zone: 6 - Neighbourhood Centre
-  Open Space Zone - Sport and Recreation
-  Open Space Zone - Natural Open Space
-  Open Space Zone - General Open Space
-  Community Facilities Zone
-  Proposed Historic Heritage Areas (PC9)

# APPENDIX 1: PRINCIPLES

Theme	Design Principles	What does this mean for North of Central City?
A city that's easy to live in	<b>Transport</b> Movement around neighbourhoods is safe, easy, and accessible. Active modes and public transport are convenient and comfortable means of travel, prioritised over single occupancy vehicle travel. The transport network integrates movement and place to support character and identity.	<ul style="list-style-type: none"> <li>• Prioritise local life, providing a compact neighbourhood where people can access everyday needs within a short walk or bike ride from their home</li> <li>• Explore a land use response to the potential delivery of high-capacity rapid transport along key routes, such as Claudelands Road.</li> <li>• Address severance between Dey Street and Wairere Drive</li> <li>• Plan for appropriate parking and disability access at centres and around community facilities.</li> </ul>
	<b>Housing</b> Housing and urban form support sustainable, resilient, and connected communities. High quality, affordable housing reflects Hamiltonians diverse lifestyles and needs and enables people to choose where to live.	<ul style="list-style-type: none"> <li>• Identify locations for intensification that are well serviced and well supported by walking, biking and public transport.</li> <li>• Support a range of lifestyle opportunities through housing provision.</li> <li>• Identify options for mixed tenure housing opportunities including affordable, state and market housing.</li> <li>• Protect heritage homes and areas</li> <li>• Respond to heritage buildings in a way that sensitively integrates them into new development.</li> <li>• Plan for certain percentage of development be universally accessible, to encourage assisted living and help residents age in place.</li> </ul>
	<b>Stormwater</b> Restore, protect and enhance	<ul style="list-style-type: none"> <li>• Manage flooding risk where residual flooding exceeds safe levels through planning controls and guidance to deliver development safe from flooding.</li> <li>• Identify opportunities for appropriate stormwater treatment trains to respond to different densities.</li> </ul>
	<b>Water and wastewater</b> Infrastructure supports the needs of changing and growing neighbourhoods.	<ul style="list-style-type: none"> <li>• Co-ordinate infrastructure investment opportunities to capitalise on joint corridors where appropriate</li> <li>• Investigate opportunities for the integration of water sensitive urban design in streets and open spaces to provide for passive irrigation of street trees and provide urban greening.</li> </ul>

Theme	Design Principles	What does this mean for North of Central City?
A city where people thrive	<b>Economy and opportunity</b> Neighbourhoods enable a strong local economy that is vibrant and diverse.  Local centres support the economic needs of the community.	<ul style="list-style-type: none"> <li>• Activate and energise streets through permanent and temporary initiatives, including active ground floor frontages along Grey Street and in neighbourhood centres.</li> <li>• Catalyse opportunities which attract a mix of employment and residential uses, with people focussed streets and green spaces within the Grey Street Centre.</li> </ul>
	<b>Social Cohesion</b> Neighbourhoods support diverse communities that promote social cohesion.  Community benefits are at the heart of planning and decision-making.	<ul style="list-style-type: none"> <li>• Plan for community facilities that are diverse and adaptable to serve the changing needs of people over time, and inclusive of people with special needs.</li> <li>• Support the development of existing schools to serve the needs of current and future community and surrounding areas.</li> </ul>
	<b>Te Ao Maaori</b> Kirikiriroa-Hamilton's unique whakapapa is respected, shared, and celebrated.	<ul style="list-style-type: none"> <li>• Recognition of the area's location at the interface between land and Waikato River, with design promoting appropriate interaction with the river environment.</li> </ul>
A fun city	<b>Fun for all</b> Enable every Hamiltonian to play and be active	<ul style="list-style-type: none"> <li>• Enhance existing open space assets to better utilise the space and provide for the needs of the population.</li> <li>• Improve connectivity to the Waikato River for recreation.</li> <li>• Identify opportunities to extend city centre assets such as play trails and recreation networks.</li> </ul>
	<b>Amenity Value</b> Public spaces, places and routes are accessible, safe and pleasant for people of all ages and abilities.	<ul style="list-style-type: none"> <li>• Maximise personal safety and security through activation of ground floors around open spaces and key pedestrian routes and the use of Crime Prevention Through Environmental Design (CPTED) principles.</li> <li>• Provide pedestrian prioritised accesses to the linear parks along Wairare Drive and to Hamilton Garden.</li> </ul>

Theme	Design Principles	What does this mean for North of Central City?
A green city	<b>Climate responsive</b> Our neighbourhoods support low carbon living. The urban environment provides climate resilient spaces for all Hamiltonians.	<ul style="list-style-type: none"> <li>Enhance the public realm to provide urban cooling benefits through shading, tree planting and integrated water management for cooling and irrigation effects.</li> </ul>
	<b>Natural Environment</b> Connect, protect, enhance and integrate the natural environment in new urban development. Promote positive indigenous biodiversity outcomes.	<ul style="list-style-type: none"> <li>Restore the natural environment through indigenous planting and land management practices developed in collaboration with private properties.</li> <li>Connect green and blue spaces to support biodiversity connections between the river, gully network and public open spaces.</li> <li>Enhance the urban forest through streetscape designs that provide ample space for street trees and people movement.</li> </ul>



# APPENDIX 2: RECOMMENDATIONS

Ref.	Action	Purpose	Key Moves and Design Principles Implemented	Implementation Cost	Group Responsible	Implementation Method / Timeframe
1	Implement zoning recommendations for the Area Plan	<p>In the short term, this action includes:</p> <ul style="list-style-type: none"> <li>Rezoning of the walkable catchment from the Central City Zone to enable a minimum of 6 storeys as required by Policy 3c of the NPS-UD;</li> <li>Rezoning existing residential areas to Medium Density Residential Zone where not captured by the walkable catchment. This ensures compliance with the Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill.</li> </ul> <p>In the long term (5+ years), this action includes:</p> <ul style="list-style-type: none"> <li>Rezoning parts of the study area to provide for 4-5 storeys as shown on Long Term Zoning Map. Part of the study area is located within a 15-minute frequent bus ride from the main employment areas in the city (Te Rapa and the Central City. This part of the North of the Central City Area can be rezoned to provide for higher densities (4-5 storeys) in these areas when a future Rapid Transit Corridor status is confirmed in the Future Proof H-W MSP Transport Business Case.</li> </ul>	<p>Key moves: 1</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>Housing</li> <li>Social cohesion</li> </ul>	\$	Growth Group/ City Planning	District Plan Change  Short Term to Long Term
2	Provide appropriate response to Qualifying Matters by incorporating zoning overlays	<p>The NPSUD and the Amendment Act allow Council to modify required densities to reflect site specific conditions for certain Qualifying Matters.</p> <p>Investigationse are underway to indicate all identified Qualifying Matters. It is important for the District Plan to implement appropriate controls for all identify Qualifying Matters. This should include, but not limited to:</p> <ul style="list-style-type: none"> <li>Update the SNA schedule to include the recent identified sites with the relevant ecological values under Plan Change 9 within the proposed District Plan</li> <li>Update the built heritage schedule and archaeological sites schedule to include recent identified heritage items with the latest information from Plan Change 9 within the proposed District Plan</li> <li>Update and include all identified Sites of Significance and include relevant information from Plan Change 9 within the proposed District Plan</li> <li>Update and include all identified Historical Heritage Area as a development overlay and include relevant information from Plan Change 9 within the proposed District Plan</li> <li>Develop design guide for sites with identified heritage values and/or develop setback development controls for sites subject to or adjacent to identified SNA</li> <li>Infrastructure capacity assessments, particularly that of stormwater quality and wastewater capacity and overflows, to uphold requirements of Te Ture Whaimana.</li> </ul>	<p>Key moves: 1, 3</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>Housing</li> <li>Te Ao Maaori</li> <li>Natural environment</li> </ul>	\$	Growth Group/ City Planning	District Plan Change  Short Term

3	Develop provisions and/or assessment criteria to address urban design requirements for buildings 4+ storeys	<p>Urban design outcomes for higher densities should be embedded in planning provisions and should address matters such as access, daylight, greenspace, acoustic privacy, visual privacy, storage and outdoor living spaces. This ensures that a high quality of living is provided for within denser urban environments.</p> <p>The development of a high-density design guide is recommended to assist in providing direction for developers and designers.</p>	<p>Key moves: 1</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>Housing</li> <li>Amenity values</li> </ul>	\$	Growth Group/ City Planning	<p>District Plan Change</p> <p>Short Term to Long Term</p>
4	Examine redevelopment opportunities adjacent to Te Rapa Road/ Ulster Street Corridor	If the Te Rapa Road/Ulster Street Corridor is identified as a Rapid Transit Network as part of the Transport Programme Business Case, it is recommended that the next phase Business Case examines land redevelopment potential and adjacent to the corridor, and opportunities that can be unlocked through strategic land acquisition and partnerships.	<p>Key moves: 1, 2</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>Housing</li> <li>Transport</li> <li>Amenity Value</li> </ul>	\$	<p>Strategic Development Unit</p> <p>MSP Business Case Project Team</p>	<p>Business Case</p> <p>Short Term</p>
5	Review existing business centres' purpose, scale and enhance business centre(s) to support growth the area	<p>The existing business centres are deemed to have sufficient capacity to serve the current level of growth for the area under the Future Proof Housing Business Assessment 2021. As the area becomes more intensified and the population increases, undertake a review of the existing centres sufficiency to consider expanding business areas. This supports the concept of living locally in 20-minute neighbourhoods. Recommendations include:</p> <ul style="list-style-type: none"> <li>Undertake an economic assessment to determine if there is a specific economic need for additional business land in this location and the sustainable floor space.</li> <li>Identify sites and locations, working with landowners</li> <li>Consider the role of public space and stormwater in a commercial centre at the heart of a dense urban community.</li> <li>Identify placemaking and urban design initiatives for relevant centres</li> </ul>	<p>Key moves: 1 and 5</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>Economy and opportunity</li> </ul>	\$\$	Growth Group/ City Planning	<p>District Plan Change</p> <p>Business Centre Assessment</p> <p>Long Term</p>
6	Establish a purpose-built community facility in the West Town Belt.	<p>Council landownership of community buildings in the West Town Belt (south of the Waitawhiriwhiri Gully) provide an opportunity to rationalise and consolidate community activities uses by establishing a purpose-built facility. This recommendation contributes to creating a positive social identity for the area and enabling the social and recreational needs of the wider community to be met.</p> <p>This will be a multi-party project involving:</p> <ul style="list-style-type: none"> <li>Potential land acquisition/disposal</li> <li>Altering of lease arrangements</li> <li>Potential private-public partnership</li> <li>Consideration of mana whenua interests</li> <li>Rezoning of land</li> </ul>	<p>Key moves: 4 and 5</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>Social Cohesion</li> <li>Amenity values</li> <li>Fun for all</li> </ul>	\$\$\$	<p>Parks &amp; Recreation Unit (lead)</p> <p>Strategic Property</p> <p>City Planning Unit</p>	<p>Business Case</p> <p>Private Public Partnership Agreement</p> <p>Future District Plan Change</p> <p>West Town Belt MasterPlan</p> <p>Long Term</p>

7	Promote the creation of pedestrian through site links in Medium and High Density Zones	<p>The Area Plan identifies challenges with the historical block layout of the study area (particularly in the south); resulting in poor pedestrian connectivity and urban design outcomes. The creation of pedestrian through-site linkages should be promoted through the District Plan.</p> <p>This should include incorporation of assessment criteria that requires the consideration of pedestrian linkages where sites adjoin two transport corridors or other public spaces such as parks. The assessment criteria should specify desired widths and design so as to ensue useability and safety.</p>	<p>Key moves: 1, and 2</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>• Transport</li> <li>• Amenity values</li> </ul>	\$	Growth Group/ City Planning	District Plan Change  Short Term to Long Term
8	Update the Open Space Provision Policy and Open Space Plan to accommodate increasing population density.	<p>The proposed zoning will result in a different spatial distribution of the population throughout Hamilton over the long term. In order to accommodate increased population densities, the continued analysis of park accessibility and commencing the analysis of quality will need to be prioritised. The analysis will allow gaps in park provision throughout the city to be identified and will show which parks require upgrading to meet increasing demand in the future.</p> <p>The Open Space Plan was developed in 2013 and includes out of date assumptions about Hamilton's changing urban future. the Implementation Plan was last updated in 2017. Review the Open Space Plan, implementation plan, and related policies to address new assumptions about the changing urban environment and determine whether the intended levels of service, park typologies, parks accessibility/ catchments, and amenity features remain appropriate.</p> <p>Include as part of this review other parts of the strategic framework, e.g. policies/guidelines, Reserves Act Management Plans, and Asset Management Plans. Include a review of open space requirements in the District Plan and make recommendations for changes as part of future plan changes.</p> <p>Improvements to parks could include:</p> <ul style="list-style-type: none"> <li>• Provision of access underneath Ulster Street along the Waitawhiriwhiri Gully to reduce fragmentation of this system and enable users to fully enjoy this natural feature</li> <li>• Provision of new park features (such as path networks, seating, play features) in Minogue Park, Vardon Park, Beerescourt Park and Milne Park to create multifunctional spaces.</li> <li>• Increase road frontage of Minogue Park, Vardon Park, Bolmuir Park and Beerescourt Park to better activate the space, improve safety and increase usage.</li> </ul> <p>Also refer to recommendation 12 for recommendations specific to the West Town Belt.</p>	<p>Key moves: 3 and 4</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>• Social cohesion</li> <li>• Fun for all</li> <li>• Amenity values</li> </ul>	\$\$	<p>Community Group / Parks and Recreation Unit</p> <p>Growth Group/ City Planning</p>	<p>Capital Projects, Designations, Partnership</p> <p>Short Term to Long Term</p> <p>Financial Contributions Policy</p>
9	Investigate the establishment of a pedestrian/cycling connection across the Waitawhiriwhiri Gully.	<p>Creating an additional north-south connection across the Waitawhiriwhiri Gully would address connectivity constraints identified throughout the Area Plan and contribute to enhancing access and creating a positive community identity.</p> <p>There is currently limited public land-ownership of land surrounding the gully. In addition, the gully has significant topographical constraints. Further work is recommended to determine the feasibility of a connection across. This will include (but won't be limited to) matters such as geotechnical and ecological investigations, discussions with interest groups and parties, and eventual identification and acquisition of land.</p> <p>This recommendation involves a project to re-establish the WTB MasterPlan Working Group to further investigate this option. The project should be a collaboration across the organisation to identify and leverage any co-benefits of investment.</p>	<p>Key moves: 2, 4 and 5</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>• Transport</li> <li>• Social cohesion</li> <li>• Fun for all</li> <li>• Amenity values</li> </ul>	\$\$	<p>Parks &amp; Recreation Unit (lead)</p> <p>Strategic Infrastructure Strategic Property</p> <p>City Planning Unit</p>	WTB Master Plan  Long Term

10	Continue to implement the projects identified in the WTB Master Plan	<p>The WTB MasterPlan contains a comprehensive list of projects across the short-, medium- and long term. It is recommended that the Area Plan support the on-going implementation of these projects as seek to address the fragmentation, useability and quality of the WTB.</p> <p>An important pedestrian and cycle connection to prioritise is from the edge of the Waitawhiriwhiri Gully at Edgecombe Road, across Victoria Street and the onto the River Path. These projects feed into several key moves that seek to strengthen the connection to the Waikato river.</p>	<p>Key moves: 3, 4 and 5</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>• Transport</li> <li>• Social cohesion</li> <li>• Fun for all</li> <li>• Amenity values</li> </ul>	\$\$	Parks & Recreation Unit	WTB Master Plan Short - Long Term
11	Protect and enhance the gully systems, including gully restoration and esplanade reserve initiatives through leverage higher density development	The Area Plan comprises existing gullies and overland flowpaths as key natural environment elements in addition to the Waikato River. Protection and enhancement of the gully network and robust stormwater management systems will support resilient neighbourhoods in the Central City North area, in particular the Waitawhiriwhiri Gully.	<p>Key moves: 4</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>• Amenity values</li> <li>• Natural environment</li> </ul>	\$-\$\$\$	<p>Community Group / Parks and Recreation Unit</p> <p>Strategic Infrastructure Development / Infrastructure Planning</p>	<p>Capital Projects, Designations, Business Cases or Local Studies</p> <p>Partnership</p> <p>Short Term to Long Term</p>
12	Establish 'stage 2' of the cultural trail along the edge of the Waikato River between Mill Street and Fairfield Bridge, as envisioned in the Central City Transformation Plan (CCTP)	The CCTP identifies planning and implementation of stage 2 of the city-wide cultural trail as a long-term project. The Area Plan should support further investigation and funding of this trail, as it will contribute to celebrating the City's whakapapa and mana whenua connections.	<p>Key moves: 3</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>• Te Ao Maaori</li> <li>• Fun for all</li> <li>• Amenity values</li> </ul>	\$\$	CCTP Working Group	<p>Long Term Plan</p> <p>Updated CCTP</p> <p>Long Term</p>
13	Incorporate mana whenua narratives to enhance the sense of community and belonging	<p>As the North of the Central City continues to grow and population increases, creating a more inviting and attractive environment will help to develop a sense of belonging for any future residents in the area. Amenities such as lighting and native street trees, improving connections to the West Town Belt and providing for a range of community facilities will contribute to the strong sense of community.</p> <p>Given the mana whenua history of the area and its strong connection to the river, it is recommended that the incorporation of mana whenua narratives are considered in every Council-led project. The form and location of these narratives should be determined in partnership with mana whenua.</p>	<p>Key moves: 3, 4 and 5</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>• Te Ao Maaori</li> <li>• Fun for all</li> <li>• Amenity values</li> </ul>	\$	All Groups as part of usual business processes	<p>Capital Projects, Policy and Strategy Development, Partnership</p> <p>Short Term to Long Term</p>



14	Develop an urban tree management plan, increase street trees canopy coverage along street frontages adjacent to higher density development and establish integrated blue-green networks	<p>Mature street tree canopy coverage contributes the aesthetic amenity and the natural characterises of the area. The intensification of the area will likely result in the removal of established trees on private land as well as trees in the public realm in order to accommodate parking and private vehicle crossings. Develop a comprehensive urban tree management plan for Eastern Hamilton to improve management and optimise availability of urban forest for local residents and visitors, and to support business.</p> <p>Increasing tree canopy coverage will also contribute to the blue-green concept across Eastern Hamilton with multifunction corridors to improve transport connectivity and biodiversity amenity. This can include planting native vegetation and shrubs along active mode connections and main arterial frontages and creating rain gardens as part of a stormwater treatment train.</p>	<p>Key moves: 2, 3 and 4</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>• Amenity values</li> <li>• Natural environment</li> </ul>	\$	<p>Community Group / Parks and Recreation Unit</p> <p>Growth Group/ City Planning</p>	<p>Capital Projects, Policy and Strategy Development</p> <p>Short Term to Long Term</p> <p>Financial Contributions Policy</p>
15	Improve Three waters infrastructure	<p>The area plan recommends changes that increase possible land use density. Commensurate with this is the infrastructure required to create a well-functioning city and successfully service new buildings. Te Ture Whaimana also requires that the health and wellbeing of the river is enhanced and restored including betterment of water quality.</p> <p>Infrastructure masterplans for three waters require updates to reflect the new land use patterns and likely absorption rates for residential development, and to address Te Ture Whaimana.</p> <p>Complete and/or develop the relevant ICMP and update RITS for urban standards. Infrastructure requirements may necessitate new designations and land acquisitions.</p> <p>Infrastructure requirements are generally unfunded and require further investigation to determine the scope and scale of requirements and costs.</p>	<p>Key moves: 1, 2 and 4</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>• Water and wastewater infrastructure</li> <li>• Economy and opportunity</li> <li>• Stormwater infrastructure</li> <li>• Natural environment</li> </ul>	\$\$\$\$-\$\$\$\$\$	<p>Strategic Infrastructure Development / Infrastructure Planning</p> <p>Infrastructure Operations Group / City Waters Unit</p>	<p>Capital Projects, Policy and Strategy Development, Business Cases and Local Studies, Designations</p> <p>Short Term to Long Term</p>
16	Improve and continue the connections of public pathways along Waikato River	<p>Maximise the potential to improve access and connection to Waikato River to enhance identity and spiritual connections to Waikato River as the key feature for the area. This will also give effect to the Vision &amp; Strategy. This will require relevant rules and assessment criteria in the District Plan requiring developments adjacent to Waikato River give regards to the visual and physical connectivity to the river, including to provide public physical access to the water body.</p> <p>There is also a need to better maintain and improve existing assets so that people are more comfortable using them. This becomes particularly important within a more intensive urban environment. Extending and continuing the existing walkway along the river, as well as enhancing safety for users accessing the riverfront and parks, will enhance connectivity between the north of central city and the city centre. Supported by suitable lighting, safe access points and attractive infrastructure will improve wayfinding and increase walking and cycling and social connection with the river.</p>	<p>Key moves: 2 and 3</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>• Social cohesion</li> <li>• Fun for all</li> <li>• Amenity values</li> <li>• Natural environment</li> </ul>	\$\$	<p>Community Group / Parks and Recreation Unit</p> <p>Growth Group/ City Planning</p> <p>Strategic Infrastructure Development / Infrastructure Planning</p> <p>Infrastructure Operations Group / City Transportation Unit</p>	<p>Capital Projects, Designations, Partnership, District Plan Change</p> <p>Short Term to Long Term</p> <p>Financial Contributions Policy</p>

17	Deliver the Biking and Micromobility Programme in full	There are existing on-going projects and business cases that will benefit the connectivity and mode-shift aspirations for the area. Biking and micro-mobility are required for a well-functioning dense urban environment that also has a low greenhouse gas profile.	<p>Key moves: 2 and 4</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>• Transport</li> <li>• Amenity values</li> <li>• Climate responsive</li> </ul>	\$\$-\$-\$	<p>Strategic Infrastructure Development / Infrastructure Planning</p> <p>Infrastructure Operations Group / City Transportation Unit</p>	<p>Capital Projects, Designations, Partnership</p> <p>Long Term</p>
18	Support the Transport Business Case and the investigation of Ulster Street/Te Rapa Road as a potential Rapid Transit Corridor	This recommendation seeks to acknowledge the strategic role of the Ulster Street/Te Rapa Road Corridor. The Area Plan should support the on-going Programme Business Case to establish the long-term role of this transport corridor and to set out the projects necessary to achieve the visions for the corridor including providing for all transport modes and safe, legible access across the corridor.	<p>Key moves: 1 and 2</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>• Transport</li> <li>• Amenity values</li> <li>• Climate responsive</li> </ul>	\$\$\$\$	<p>Strategic Infrastructure Development / Infrastructure Planning</p> <p>Infrastructure Operations Group / City Transportation Unit</p>	<p>Business Case</p> <p>Long Term Plan</p> <p>Designations</p> <p>Long Term</p>
19	Plan for and undertake intersection improvements, walking and cycling improvements	<p>The Area Plan identifies several opportunities to improve accessibility and user experience across the study area. The following actions are recommended:</p> <ul style="list-style-type: none"> <li>• Initiate a network study including future corridor form and function for Mill Road, Boundary Road (including bridge), Ulster Street and Anglesea Street (CBD). This study will inform any future Business Cases</li> <li>• Develop programme to implement short term interventions focussed on safety and mode shift</li> <li>• Identify 'quick wins' from short term transport concept that increase accessibility to and from the city centre (including Mill Street, Seddon Road, Anglesea Street, Ulster Street, Victoria Street)</li> <li>• Undertaken a corridor form and function study to inform short and long-term interventions on Victoria Street</li> <li>• Construct grade separated crossing for active modes across Mill Street between key destinations and central city.</li> </ul>	<p>Key moves: 1 and 2</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>• Transport</li> <li>• Amenity values</li> </ul>	\$\$-\$-\$	Strategic Development Unit	<p>Business Case</p> <p>Work Programme</p> <p>Long Term Plan</p> <p>Long Term</p>
20	Incorporate objectives, policies, rules and assessment criteria in the District Plan which promote mode shift	The transportation provisions of the District Plan should reflect the type of land use that will be enabled by rezoning parts of the study area. This includes incorporating requirements for bicycle storage, internal pedestrian access and end-of-journey facilities (where applicable).	<p>Key moves: 1 and 2</p> <p>Design principles:</p> <ul style="list-style-type: none"> <li>• Transport</li> <li>• Amenity values</li> <li>• Climate responsive</li> </ul>	\$	Growth Group/ City Planning	<p>District Plan Change</p> <p>Short Term</p>

21	Implement short term transport network changes	<ul style="list-style-type: none"> <li>Traffic calming / lower speeds to improve safety and promote walking</li> <li>Start to improve cycle facilities to initiate mode shift and improve safety at intersections and side roads. Start to reduce severance across Mill Street</li> <li>Initiate shift to high place function on activated portions of Ulster and Victoria Streets</li> </ul>	<p>Key moves: 1 and 2</p> <p>Design principles:</p> <p>Transport</p> <p>Economy and opportunity</p> <p>Amenity values</p>	\$\$-\$\$\$	<p>Growth Group/ City Planning</p> <p>Strategic Infrastructure Development / Infrastructure Planning</p> <p>Infrastructure Operations Group / City Transportation Unit</p>	<p>Capital Project</p> <p>Business case</p> <p>Partnership</p> <p>District Plan Change</p> <p>Short Term to Long Term</p>
22	Plan for the long term transport network improvements	<ul style="list-style-type: none"> <li>Deliver full dedicated bus network along Ulster Street (realigned), Anglesea Street, and Boundary Road.</li> <li>Rear lane access / limited access provided on high movement corridors.</li> <li>Deliver full separated active mode network along corridors connecting schools, areas of employment, recreational hubs, and residential neighbourhoods.</li> <li>Increase permeability in areas of high density - rear lane/active mode network.</li> <li>High place function along former section of Ulster Street and adjacent local streets adjacent to high density - including Victoria Street.</li> </ul>	<p>Key moves: 1 and 2</p> <p>Design principles:</p> <p>Transport</p> <p>Economy and opportunity</p> <p>Amenity values</p>	\$\$-\$\$\$\$	<p>Strategic Infrastructure Development / Infrastructure Planning</p> <p>Infrastructure Operations Group / City Transportation Unit</p>	

