

Plan Change 12 – Enabling Housing: Part 3 Other Appendices

Appendix 3.9 Eastern Hamilton Area Plan

EASTERN HAMILTON 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



CONTENTS

The Short Story	4
Part 1: Existing Situation	
Location and Context	11
People & Community	14
Community Facilities	16
Land Use and Zoning	19
Transport and Movement	24
Natural Environment	28
Three Waters	30
Strategic Policies and Plans	32
	30
Part 2: Constraints and Opportunities	
Constraints	37
Opportunities	42
Qualifying Matters	46
Part 3: Key Moves	
Key Move 1 – Reflect the Unique Neighbourhoods to Shape a Localised Place Response	52
Key Move 2 – Support Local Employment, Economies and Social Infrastructure	53
Key Move 3 – Connect and Enhance Blue-Green Corridors for Improved Biodiversity, Resilience and Recreation	54
Key Move 4 – Support Community Health and Wellbeing	55
Key Move 5 – Enhance Connectivity and Movement	56
Key Move 6 – Meet Diverse Housing and Lifestyle Needs	57
Principles	58
Part 4: Recommendations	
Proposed short term land use recommendations	62
Proposed long term land-use recommendations	63
Transportation	64
Appendices	
Appendix 1: Principles	66
Appendix 2: Recommendations	69

THE SHORT STORY

The purpose of the Eastern Hamilton Area Plan (Area Plan) is to study how the area can retain a high quality of life while accommodating residential intensification required under the National Policy Statement on Urban Development (NPS-UD). The Area Plan is not a statutory planning document and cannot set rules controlling development or directly approve future projects. It will guide the community and decision-makers that influence the future of Eastern Hamilton. Recommendations will inform Plan Changes 9 – Historic Heritage and Natural Environment and 12 – Enabling Housing- and subsequent infrastructure strategies.

Part 1: Existing Situation

Part 2: Constraints and Opportunities

Part 3: Principles and Key Moves

Part 4: Recommendations

Recommendations address changes to the District Plan needed to implement the NPS-UD and provide direction to infrastructure and transportation masterplans.

The area plan should be read in conjunction with the covering report that sets out citywide concerns, as well as an overview of the process followed to date. A land use recommendations report sets out the technical detail used to develop the recommendation in Part 3.

The Eastern Hamilton Area Plan considers the areas of Hamilton East and parts of Fairfield and Claudelands, approximately 560ha in total area. These are much-loved suburbs, known for their eclectic and nostalgic ambience, central location, and genuine mix of commercial, residential and leisure activity. These make for a vibrant group of communities located on the fringe of the central city.

Noticeable features include the Waikato River and the existing bridges providing transport connections, the gully network, tree-lined streets, several large open spaces and parks, schools, a residential environment with unique characteristic and historic heritage values. The existing Hamilton East business centre is located centrally along Grey Street and is a busy social and commercial focal point. The area adjoins Cobham Drive (State Highway 1) to the south, Dey Street to the east, and Clarkin Road to the north.

Eastern Hamilton contains a significant proportion of the city's historic heritage, represented in areas like Hayes Paddock and Claudelands. This is one of the defining features for this area, yet much of these areas are within the walkable catchment of

the central city where higher density and building heights are required under the NPS-UD. Retention of the heritage characteristics of the area is important for retaining a sense of place.

Identified constraints include barriers on the urban edges along Hamilton Gardens and the Waikato River, the overall safety experience and a lack of dedicated networks for pedestrians and cyclists. The presence of existing natural hazards, including flooding and gully hazards, potentially restrict future development and impact where intensification can take place.

Densities should be close to the central city, existing suburban centre on Grey Street and the University of Waikato. This will mean more people can live within easy walking and cycling distance of employment and education, and recreation and services, thereby will reduce dependency on cars. It will also improve accessibility for groups who can't drive.

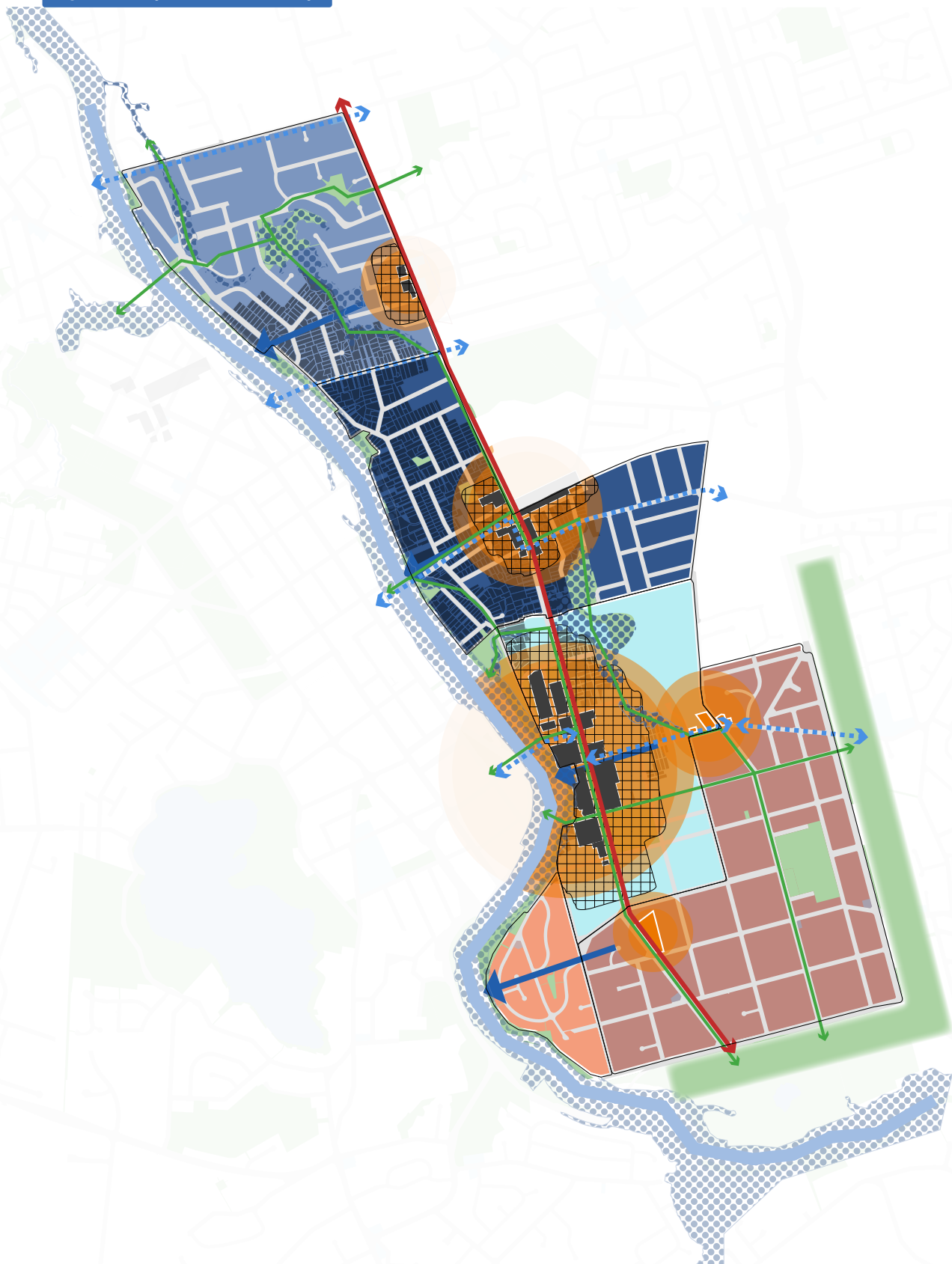
Catalysing development potential within and around centres and larger development sites will provide great opportunities to support comprehensive design and produce better urban design outcomes, as well as to enhance visual and physical access to the river through outlooks and walkways along the river.

The following key moves are proposed to enable intensification whilst still ensuring Eastern Hamilton is a place where people want to live, work and invest in as growth takes place.

- Reflecting the unique neighbourhoods to shape a localised place response
- Supporting local employment, economies and social infrastructure
- Connecting and enhancing blue-green corridors for improved biodiversity, resilience and recreation
- Supporting community health and wellbeing
- Enhancing connectivity and movement
- Meeting diverse housing and lifestyle needs

Figure 1 provides a spatial overview of these.

Figure 1: Key Moves Summary



Recommendations outline how the city can support the key moves. The following are considered important to successfully transform Eastern Hamilton over time into a vibrant, community focussed and well-functioning urban environment.

The recommendations are prioritised into short-term (0 – 5 years) and longer-term (5+ years), and are summarized in Figures 2 and 3.

Topic	Recommendation	Description
Land Use	Implement zoning maps and increase density in appropriate locations	Rezone and apply density recommendation as per Area Plan, through changes to the District Plan
	Provide appropriate response to accommodate Qualifying Matters	Develop and apply appropriate controls through District Plan to areas with identified Qualifying Matters, including those ones with heritage and biodiversity values
	Deliver high-quality housing and development	Develop a design guide for development of 4+ storeys
Transport	Improvement of safety, mode shift and access to activities and services	Priorities for short term investment to create low traffic neighbourhoods and intersection safety improvements, such as establish raised table crossings, protected cycle lanes and footpath improvements.
	Activation and vesting of public access along Waikato River	Develop 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.
	Bridge studies and provide multimodal access across the Waikato River	Carry out individual bridge studies to determine role, function and quality of existing and new bridges in providing multimodal access across the Waikato River.
Environment & Stormwater	Gully enhancement and restoration	Protect and enhance of the gully network and robust stormwater management systems through possibility of connecting all three existing gully systems and re-establishing the natural overland flowpath whereas feasible.
	Develop an urban tree management plan	Develop a comprehensive urban tree management plan for Eastern Hamilton to improve management and optimise availability of urban forest and to increase tree canopy coverage contributing to the blue-green concept.
Open Spaces and Public Realm	Play streets initiatives	Explore design initiatives of connecting to the play trail identified in the play strategy across the river and through Claudelands, as well as implementing other potential future play trails.
	Update the Open Space Provision Policy and Open Space Plan	Review the relevant policy and plan to accommodate increasing population density, improve access to Ranfurly Park and Caro Park, and explore design alternatives for Steel Park, Galloway Park and existing reserves.
	Incorporate mana whenua narratives in design initiatives	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 is considered in every Council-led project. The form and location of these narratives should be determined in partnership with mana whenua.



Figure 2: Short Term Land Use Recommendations

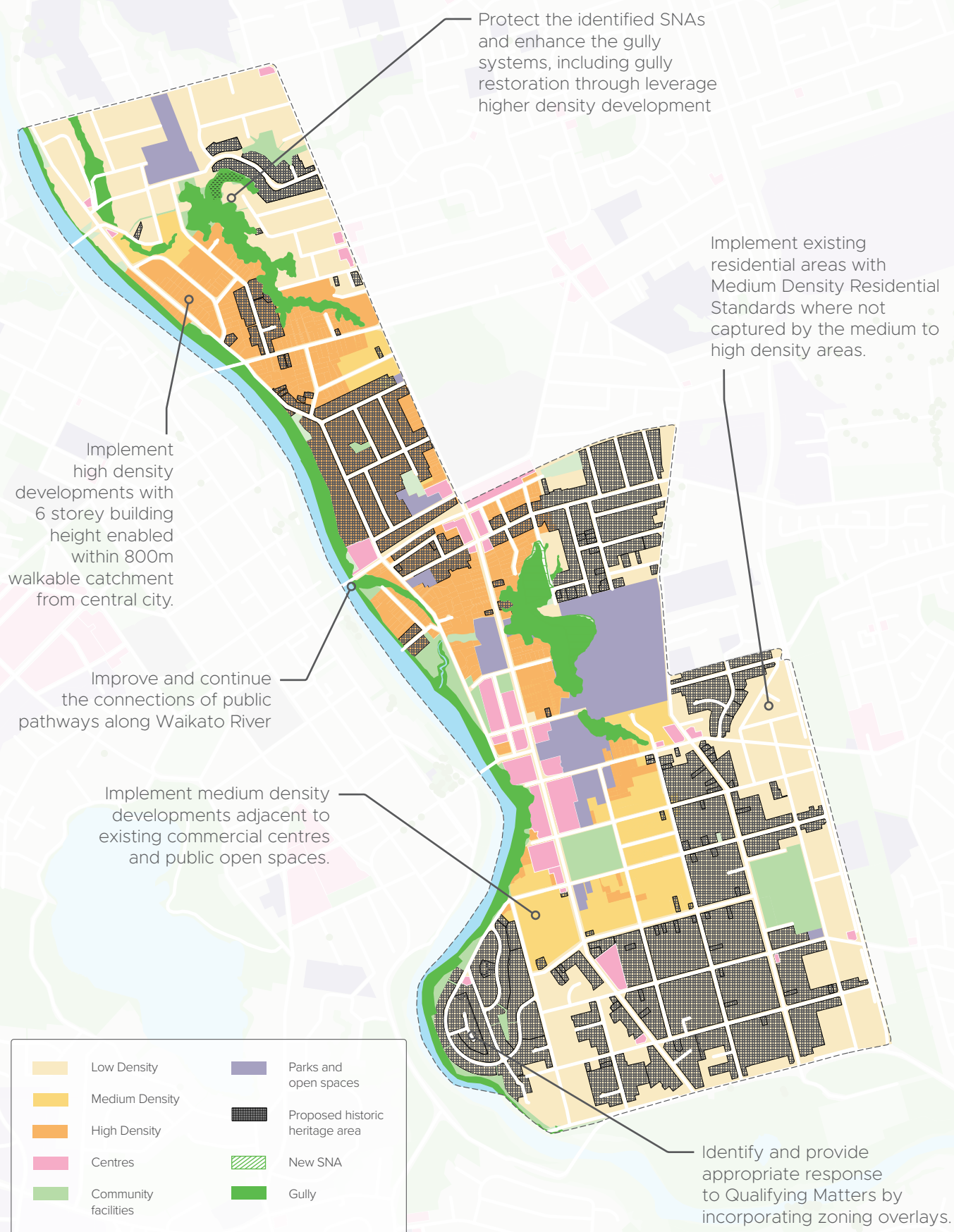


Figure 3: Summary – Long Term Land use recommendations and Transport Key Moves





EXISTING SITUATION



LOCATION AND CONTEXT

The Eastern Hamilton Area Plan focuses on approximately 560ha of land including the suburbs of Hamilton East, Claudelands and part of Fairfield. The plan's boundaries include 5.3km of the Waikato River to the west, Cobham Drive (State Highway 1) to the south, Dey Street to the east, and Clarkin Road to the north.

The existing Hamilton East suburban centre is located centrally along Grey Street and is a busy social and commercial focal point.

Surrounding the Area Plan are a number of significant Hamilton locations including the central city, Hamilton Gardens, East Town Belt (Flynn Park, Hillcrest Stadium, Clyde Park, Lugton Park and Marist Park), the University of Waikato and Claudelands Event Centre. These locations will be a significant influence on how this area transforms, supporting opportunities for high quality development, encouraging new employment and residential growth, and providing diverse work, education, and recreation opportunities. The existing four bridges provide transport connections across the Waikato River to the city centre. Victoria Bridge, Claudelands Bridge, and Fairfield Bridge are historic bridges with severe constraints to their renewal.



Figure 4: Eastern Hamilton Area Plan

- A range of significant features like Hamilton Gardens and the Waikato River are close by. New development and intensification of the area can support the success of these features and leverage them to provide diverse work, education, and recreation opportunities.
- Eastern Hamilton has rich history relating to the growth of the city as it contains three of the oldest neighbourhoods in Hamilton. New development and intensification can better showcase these to preserve the history of this part of Hamilton.



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 nine cultural/archaeological sites within and in proximity to the study area.

1. Miropiko Pa (A7)
2. Opoia Pa (A19)
3. Te Nihinihi Pa (A26)
4. Narrows Redoubt – Military Redoubt (A109)
5. Putikitiki – Oven (A113)
6. Te Wehenga – Urua (A114)

7. Waipahihi Pa (A115)
8. Te Tara-ahi Pa (later Moules Redoubt) (A119)
9. Urua (A121)

These sites tell the story of a rich Maaori history, 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. More history and development patterns of Hamilton East, Claudelands and Fairfield is provided in the Land Use and Zoning section.



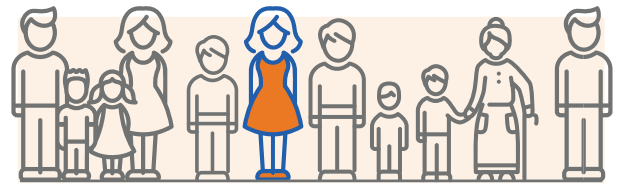
PEOPLE & COMMUNITY

Demography Snapshot ^[1]

- The area has distinctive neighbourhoods and community diversity, as well as locations with cultural and historical heritage values. New development and intensification should cater for different age groups by enabling a mix of housing options and providing opportunities for business and mixed uses.

Over the last decade a broader demographic has emerged in this area that now includes a wide diversity of younger people, ethnicities, and lifestyles. The largest demographic age group of the area are those aged 20 – 29 years and the second largest age group are aged 65 years and above.

The Eastern Hamilton area is hosts more than 4100 jobs. The Area Plan identifies initiatives to promote the area as a unique place, foster business, and encourage more employment opportunities while also recognising and supporting the economic vitality of the central city.



10% Of Hamiltons population live within the Eastern Hamilton area plan

51%

Female



49%

male



9%

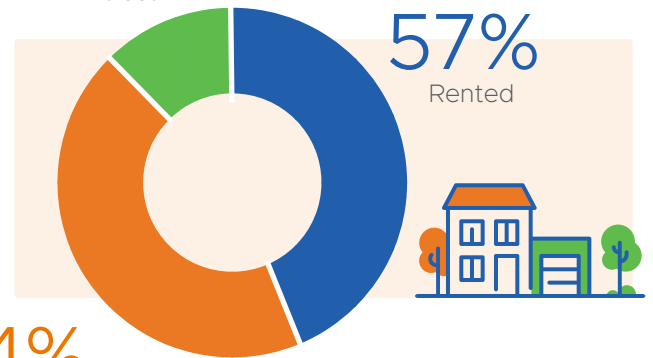
Owned
in trust

57%

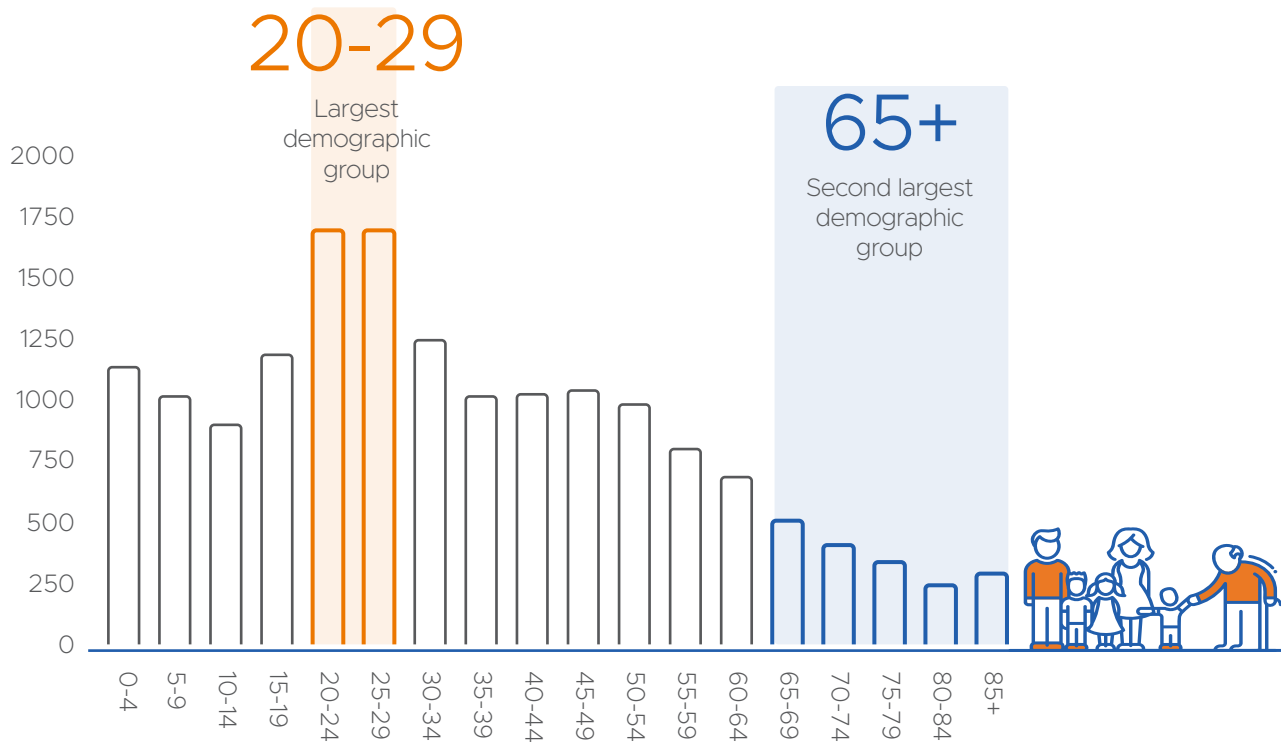
Rented

34%

Owned



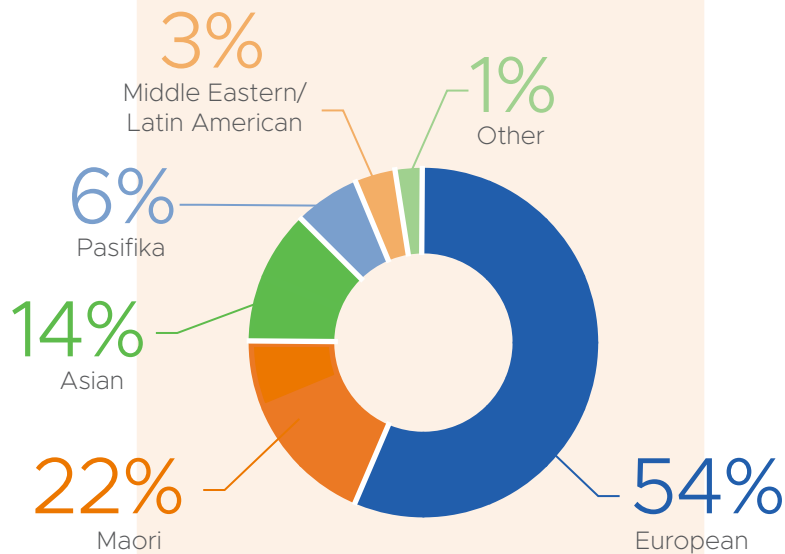
[1] Statistics NZ Census, 2018



4100 Jobs

Main industries:

- 1  Healthcare
- 2  Public Admin and Safety
- 3  Education and Training
- 4  Science and Technology
- 5  Hospitality



75%

Travel to work in private vehicle



COMMUNITY FACILITIES

Parks and Facilities

- As the level of intensification for the area increases, the size and target amenity provision of public parks and reserves will need to be reviewed to respond to changing demands, including those along the Waikato River.

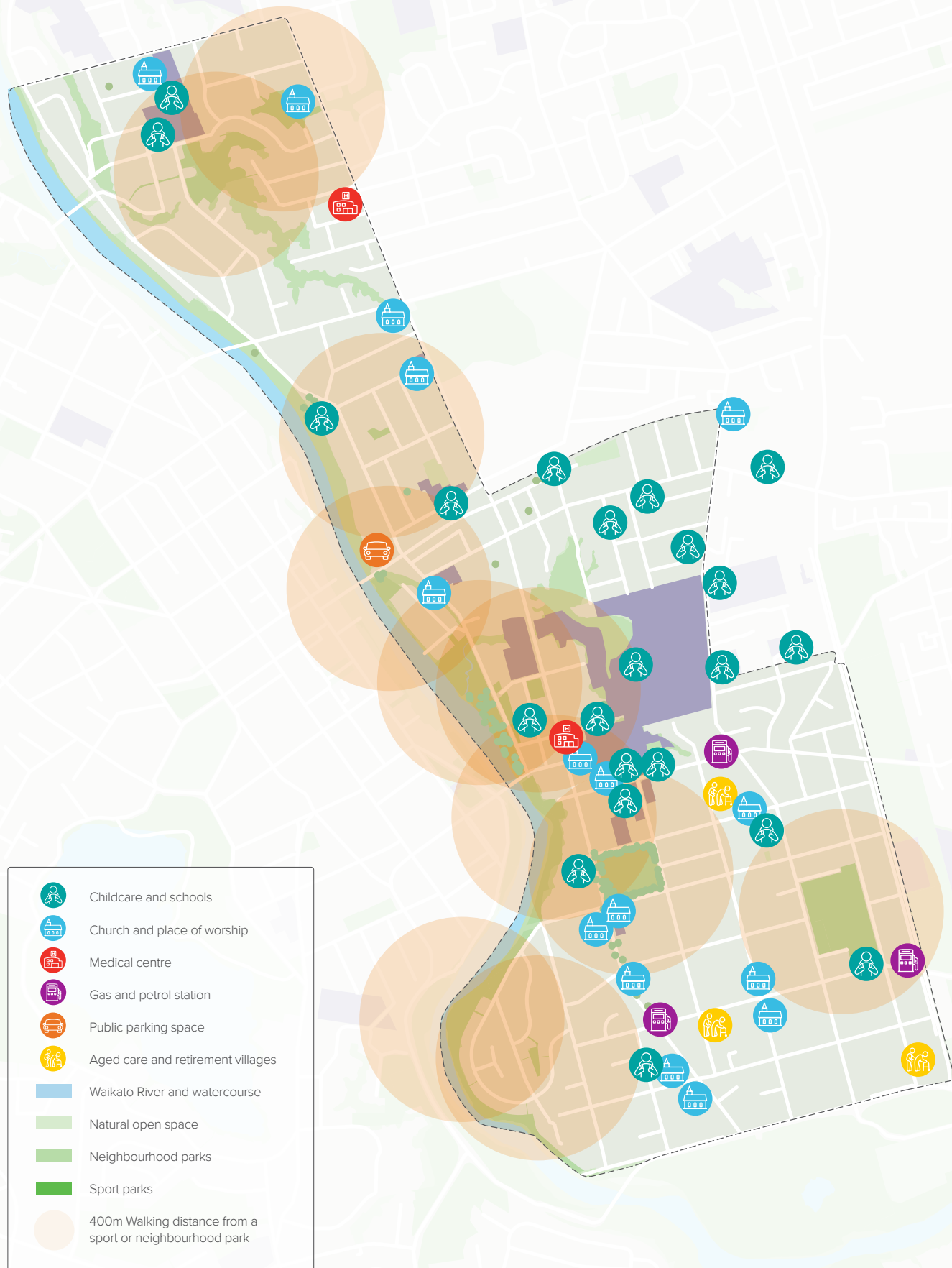
The public spaces in this area support a wide range of recreational opportunities including play spaces, large sports fields, smaller kick around spaces, nature play and informal park and play spaces. The area contains different educational facilities, place of worships, aged care facilities and medical centres, as shown below.

Figure 7 shows the locations of all local parks with a 400m coverage from each park. Most parks are concentrated around the existing Grey Street suburban business centres and along the Waikato River. This provides good coverage for accessing one or more parks for the residents in Claudelands and parts of Hamilton East. For the other parts of Hamilton East, there are other public parks locating to the east of Wairere Drive. However the accessibility to them are restricted by limited pedestrian crossings as detailed within the Transportation Section. A summary of each park, including its size, classification and facilities it contains, is also provided in Table 1 below.

A continuous esplanade reserve is provided between Fairfield Bridge and the Boundary Road bridge and from Parana Park all the way through to the southern extent of the Area Plan continuing through to Hamilton Gardens and beyond.

Name	Size (ha)	Description	Facilities
Steele Park	4ha	Sport Park	Five sport fields, a public toilet, changing rooms, a small playground and numerous specimen trees
Galloway Park	6.9ha	Sport Park	Four sport fields, public toilets, changing rooms, a clubroom, a small playground and numerous specimen trees
Ranfurly Park	4.2ha	Natural area open spaces	Open spaces and heavily vegetated with native species with pathways providing walking and cycling access throughout
AJ Seeley Gully Reserve	2ha	Natural area open spaces	open spaces and heavily vegetated with native species with pathways providing walking and cycling access throughout
Caro Park	1.5ha	Neighbourhood Park	Comprised predominantly of open grassed areas, contains a number of trees and a bowling club
Union Park	0.23ha	Neighbourhood Park	Comprised predominantly of open grassed areas, contains a small playground and a number of trees
Dawson Park	0.4ha	Neighbourhood Park	Contains one sport field or large grassed open space area and a number of large specimen trees. It is currently leased to Hamilton East Primary School and the lease does not expire until 2025
Galway Reserve	0.3ha	Neighbourhood Park	Open grassed area with trees throughout
Parana Park and Memorial Park	-	Neighbourhood Park	Adjoin one another and collectively contain multiple grassed open spaces, a destination playground, water features, interactive sculptures and numerous specimen trees
Hayes Paddock	-	Esplanade reserve Neighbourhood Park	Comprised large grassed open spaces, a workout station, children's play structure, a swimming beach, and several large specimen trees
Fairfield Esplanade, Pine Beach, Miropiko Reserve	-	Esplanade reserve	The majority of the publicly owned esplanade reserves along the Waikato River is heavily vegetated and provides walking and cycling access along formed pathways.

Figure 7: Local Parks Coverage and Community Facilities Location



LAND USE AND ZONING

Development Pattern and Building Typologies

Hamilton East

The 1864 survey plan for Hamilton East forms the basis for the suburb's layout today, with a geometric grid layout set by straight wide avenues intersecting at right angles with substantial parkland, tree planting and a town belt. Sydney Square (now known as Steele Park) was established as a 'town square' and Grey Street was originally destined to be the main street of Hamilton. The legibility of Hamilton East's historic urban form remains high due to the retention of the orthogonal street layout.



Figure 8: Historic suburb grid layout in 1864



Figure 9: Historic photo of Grey Street

- Eastern Hamilton has a high level of amenity. People in the area appreciate its ease of access to the city, local amenities, commercial centre, community facilities and transport links, and its historic character. Further intensification and high-density mixed-use development can be in or adjacent the existing suburban centre, requiring improvements to pedestrian amenity and local placemaking.
- Any potential conflict between community desires to maintain the suburb's historic heritage and the intensification pressures can be managed through the different zoning provisions under the proposed NPS-UD plan change programme.

Housing types and ages are highly mixed through the area from Cobham Drive to the south side of Te Aroha Street. An area zoned for intensification adjacent to the Hamilton East suburban centre on Grey Street and Steele Park has successfully encouraged intensification. The blocks directly around Steele Park are transitioning to higher density townhouses and apartments with predominately two storeys-built form. For areas outside of the Residential Intensification Zone single storey detached housing is dominant with predominately similar building heights, building setbacks, and front gardens treatments. Properties in Hayes Paddock have a particularly high level of consistent housing typology, building form and presentation to the street.

Claudeland

Claudeland encompasses the area from the northern side of Te Aroha Street to the south side of Boundary Road.

The street and block pattern in this area is affected by the railway line, Claudeland Park and the A J Seeley gully. Compared to Hamilton East area, this area has a denser street structure with shorter local streets, cul-de-sacs, and narrower rectangular blocks. The legibility of Claudelands' historic urban form remains high throughout the area due to the building forms and street layouts.

Claudeland has the city's largest, most continuous and intact collection of bungalows. Properties in



Figure 10: Historic photo of Hayes Paddock

this area are defined by single storey bungalows and villas, many of them with notable front yard landscaping and building facades with low front fences.

Fairfield

Fairfield broadly comprises the area from the north of Boundary Road to the south of Clarkin Road, and to the west of Heaphy Terrace. Street patterns and block structures reflect the sloping gully topography. Streets are generally of curvilinear form and cul-de-sacs are also a notable feature for this area. The block structure within this area is varied.

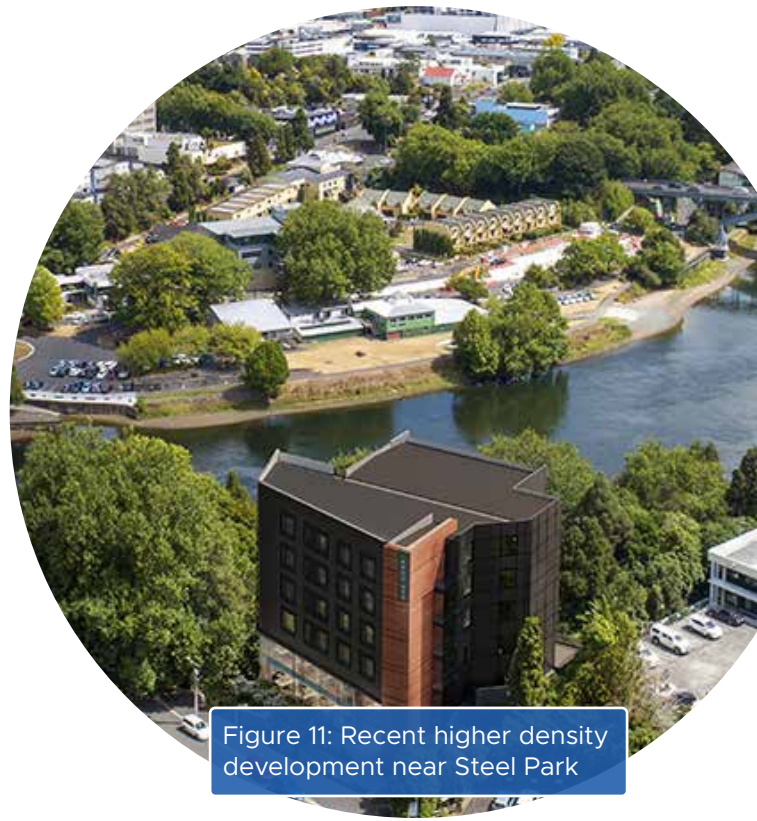


Figure 11: Recent higher density development near Steel Park

While Fairfield represents Hamilton's development through the 20th century, some areas in this suburb were built in the 1950s as part of the Government's state housing provision programme. Unlike Hamilton East and Claudelands, Fairfield reflects various patterns of residential development in Hamilton and single detached dwellings are the dominant housing typology in this area with varied building height, setbacks, and yard treatments.

Zoning & Existing Land Use

Business Zoning

The Commercial Fringe Business Zone and Suburban Centre Zone are located along Grey Street and several Neighbourhood Centre Zones are located throughout the area. Community Facilities Zones are predominately located adjacent to these centres with several Natural Open Space Zones located across the area and along the river. The railway designation is a distinct feature to the northeast edge of the area.

Residential Zoning

The area comprises four different residential zones. The high-density Residential Intensification Zone is located adjacent to the business zones along Grey Street. The rest of the area is predominately zoned as Special Residential and General Residential, with cluster of Special Heritage Zone are concentratedly located in Hayes Paddock and Firth Street.



Figure 12: Aerial views of Hamilton East, Claudelands and parts of Fairfield in 1947

The existing non-residential activities in the area reflect the underlying zoning. Businesses are clustered in one- to two-storey buildings along Grey Street and Heaphy Terrace, and are characterised by one-off, small-scale businesses. There are also several multi-storey buildings that contain offices for larger employers. This area is also home to 22 early childhood centre, schools and tertiary education facilities, 16 churches, 6 aged care facilities and 2 medical centres.

Despite the heritage and character values associated with eastern Hamilton, modern developments are taking place. A 2.4ha site on the corner of Dey Street and Old Farm Road has recently been redeveloped and includes a mix of public and private homes located in walk-up apartment buildings and single, detached dwellings. This development was enabled by the Housing Accords and Special Housing Area Act 2013 to increase housing supply and enhance housing affordability. There are numerous mixed use and non-residential developments occurring within and adjacent to the Hamilton East Suburban Centre, including a high-quality mixed-use development at 1 Cook Street and the redevelopment of the previous Waikato Regional Council offices into an integrated mixed-use development.

Figure 13: Historic houses in Claudelands



Figure 14: Houses in Claudelands nowadays



Figure 15: Fairfield - historic Photo

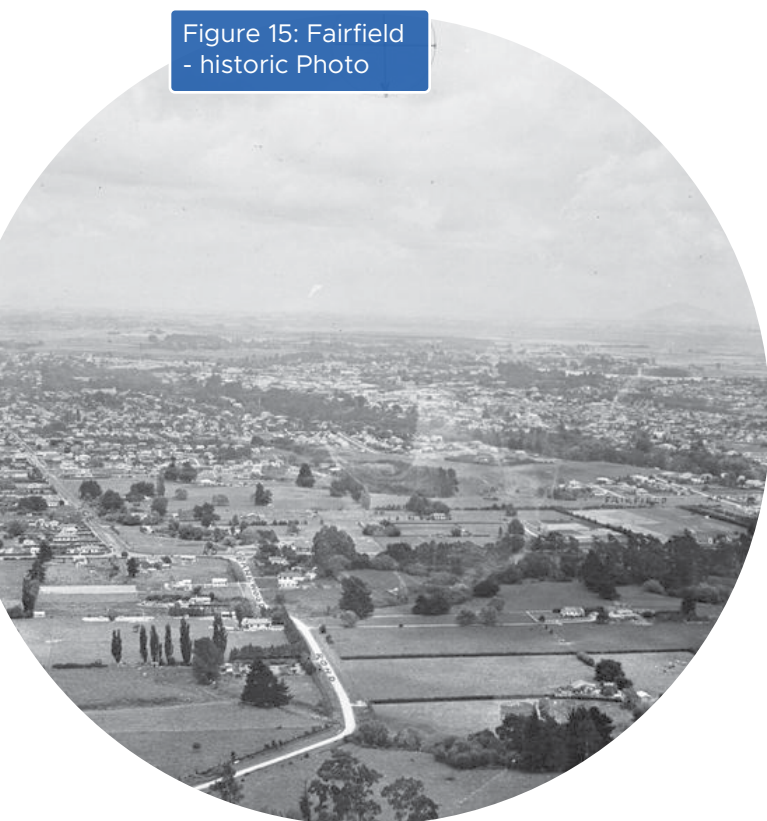
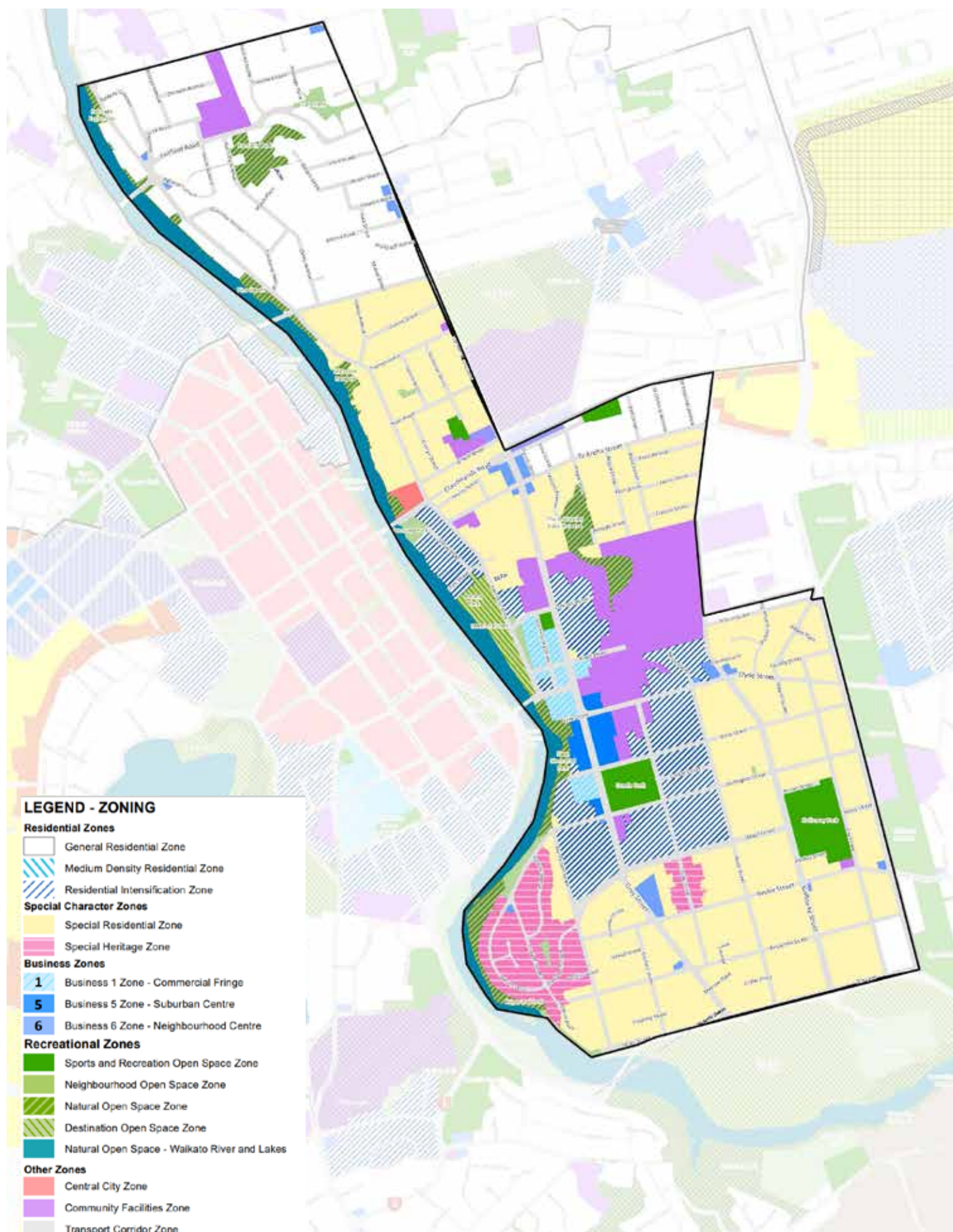


Figure 16: Similar viewpoint of Fairfield nowadays



Figure 17: Land Use and Zoning Map



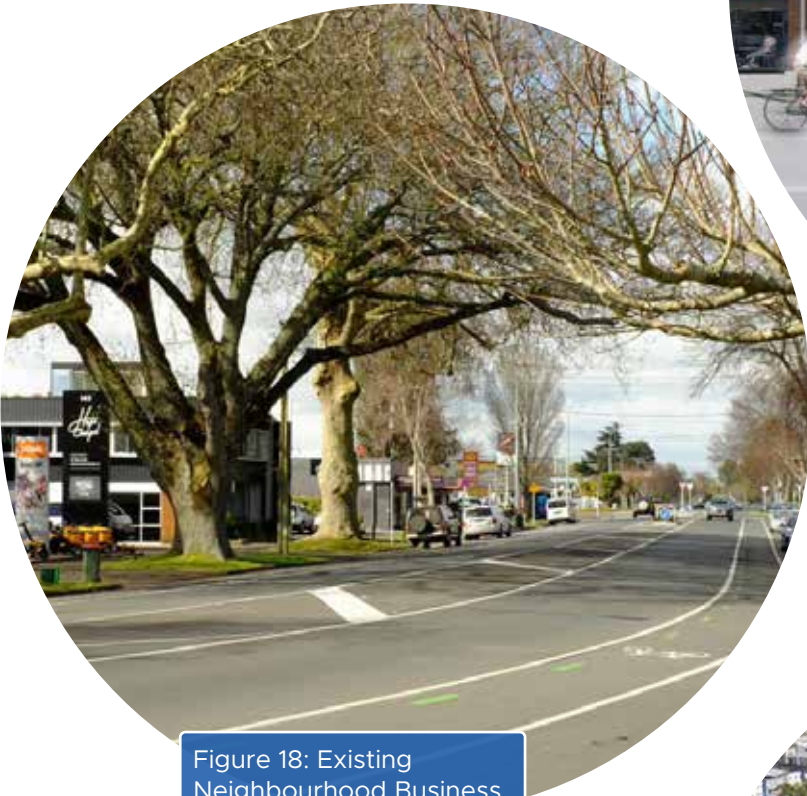


Figure 18: Existing Neighbourhood Business Centre on Grey Street



Figure 19: Proposed re-development of previous WRC office



Figure 20: Mixed use development at 1 Cook St

TRANSPORT AND MOVEMENT

- The movement patterns and the land use activities within the area indicates high potential for people to work and live locally within the area, aligning with a 20-minute neighbourhood concept. Improved quality of connections within the neighborhoods and the prioritization of public transport, walking and cycling will further support this outcome.
- Upgrading local footpaths and improving entrances and connections to the local parks will help to improve active mode use, amenity value, and safety perceptions of open spaces. To improve the safety experience for the pedestrians and cyclists, current best practice includes separation between modes to increase safety and comfort and attract more people to cycle.
- New connections to prioritize pedestrians and cyclists across the river, Cobham Drive, and Wairere Drive will improve connectivity between the subject area to the surrounding destinations, including central city, Hamilton Garden and the suburbs to the east.

Movement Patterns

Residents within the Eastern Hamilton Area Plan mainly travel to employment located in Hamilton Central, Te Rapa and Frankton. The Hamilton East area also serves as a destination for employment which reflects the high number of jobs contained within the area. Trips to education are concentrated on the University and Hamilton Boys High School area due to the proximity of the University of Waikato and concentration of other education facilities. The following figures display travel to work and travel to education movements based on 2018 census data.

Figure 21: Travel movement to work for Eastern Hamilton (source: flowmap.blue)

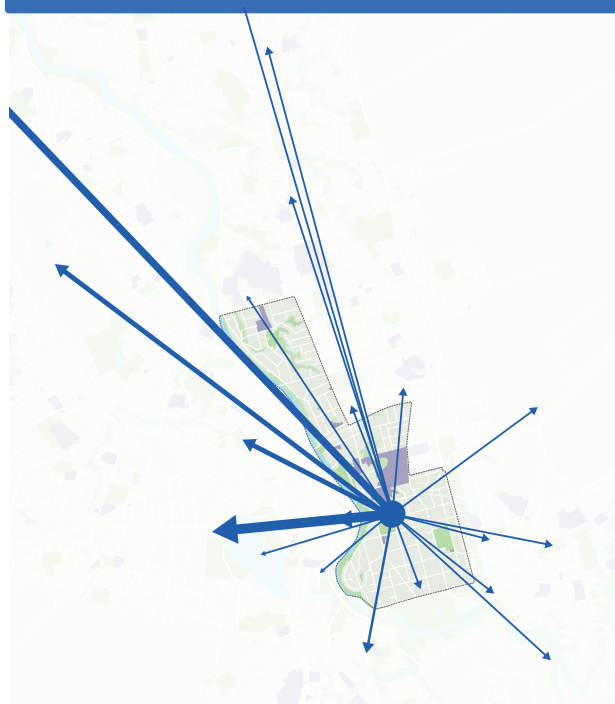
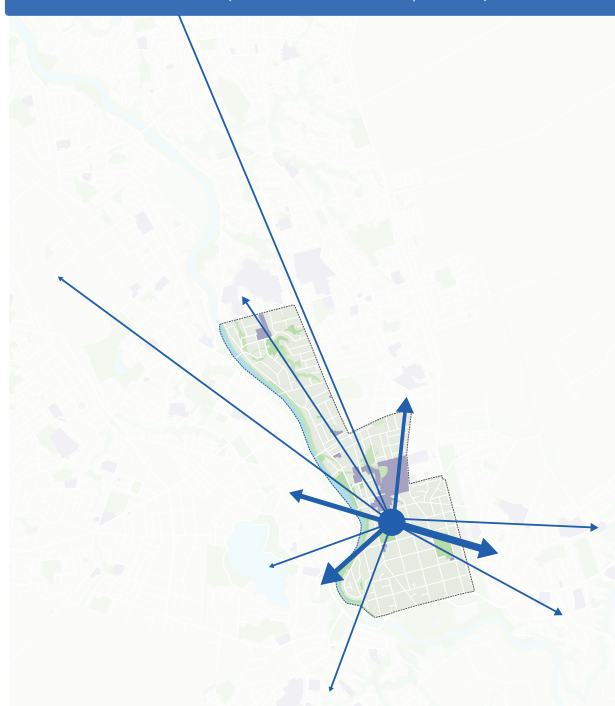


Figure 22: Travel movement to education for Eastern Hamilton (source: flowmap.blue)



One Network Framework (ONF)

Waka Kotahi developed the One Network Framework (ONF) to provide a common classification system for roads, based on movement and place functions. When implemented fully the ONF can benchmark performance. At the time of writing, Hamilton City Council uses the ONF as a tool to consider the existing form and function of urban roads to inform investment planning decisions.

The Hamilton East area has an assortment of road classifications that responds to the changing land use (from residential to town centre) with sections of Urban Collector (higher movement function) linking sections of Activity Streets (higher place function) within the small centres.

Grey Street and Heaphy Terrace connect the Hamilton East suburb to Claudelands then to parts of Fairfield to the north. As an Activity Street, Grey Street has a high place function which supports opportunities to prioritise for walking, cycling and place-making along this corridor. Observationally, the road network retains a focus on the car.

Wairere Drive and Cobham Drive (SH1) are both currently classified as a Transit Corridor and vehicle movement along these corridors is prioritised. Mid-block crossings of these corridors would likely need to be grade separated crossings, such as an overpass or underpass, to provide cyclists and pedestrians spatial separation from motor vehicles.

Figure 24: One Network Framework classification



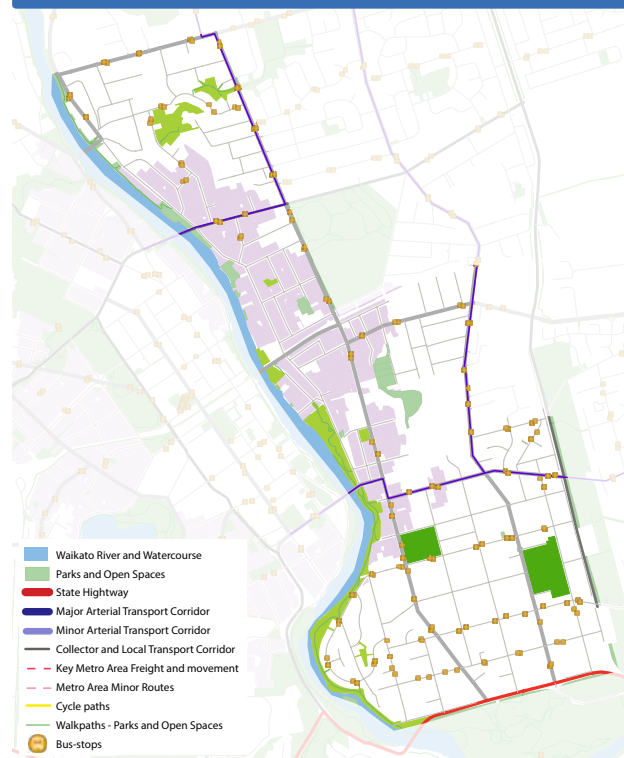
Parking

In commercial locations on-street parking is currently free with restricted time in some locations to encourage short stay parking as there is high demand for parking in these areas. Longer stay parking is generally accommodated in off street parking facilities. Introducing priced parking in high demand locations could encourage greater turnover to support economic development.

Public Transport

The Orbiter frequent bus route passes through the area and connects with the rest of the city. Properties along Clyde Street, Peachgrove Road, Heaphy Terrace and Boundary Road generally have good access within 400m walking distance to multiple bus routes whilst other areas are generally served by at least one route with a 30 minute frequency during the weekdays as shown in Figure 12 below. Evening and weekend services are limited to the key routes leaving areas of Claudelands and Fairfield with limited or no services at these times.

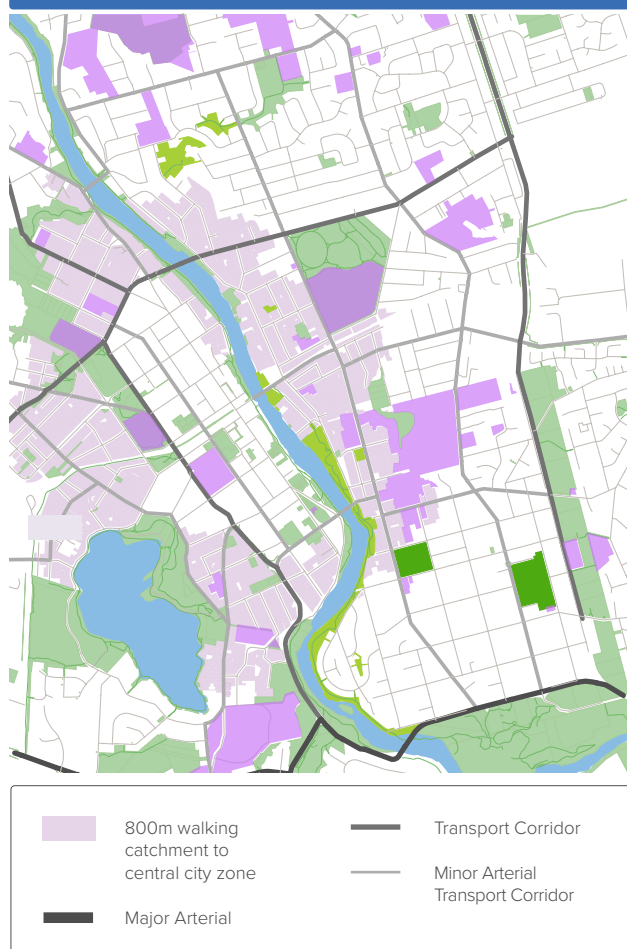
Figure 25: Frequent bus routes and bus stops for all existing PT coverage



Walking

Over 35% of the subject area is located within the 800m walking catchment from central city as shown in Figure 26. The NPS-UD requires that the District Plan allow a minimum of 6-storey building heights here. The pedestrian realm in higher density places is critical to their success.

Figure 26: 800m Walkable catchment coverage and transport corridor hierarchy under the ODP



Pedestrian accessibility into and from the central city is restricted by the Waikato River and limited bridge crossing opportunities (four bridges along the 5.4km boundary), all of which do not meet today's standards for active mode provisions. Victoria Bridge has a narrow footpath on one side, and no protection for cyclists. Accessibility to Hamilton Gardens and to the eastern suburbs is restricted due to a few pedestrian crossings and shared paths over Cobham Drive and Wairere Drive.

Within the subject area, most streets have footpaths of no less than 1.5m wide footpaths on both sides of the road but there are some short sections of road that are missing footpaths. Many of the older suburbs have very wide intersections with wide sweeping chamfers. For pedestrians, few local parks, such as Steele Park and Galloway Park, provide an alternative access through the area. A shared path along the east side of the Waikato River provides an off-road connection. However, this path discontinues between Riro Street and Tamihana Avenue and is unlit with poor visibility leading to safety concerns.

Cycling and Micro-Mobility Use

Eastern Hamilton area has relatively high volume and high usage for cycling and e-scootering, in comparison to the other parts of the city, in particular along Wairere Drive, Te Aroha Street, Claudelands Road and River Road (Figures 27 and 28). Most cycling facilities are on-road and unprotected from general traffic meaning substantial mode shift to cycling will not happen unless this changes. As indicated in the Biking and Micro-Mobility Programme engagement, most people want safe, separated cycling facilities. Wairere Drive includes a shared pathway and another shared pathway extends along the east side of the river.

Figure 27: Cyclist heat map



Estimated Daily Cycle Volumes 2020



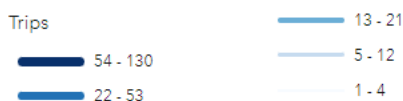
Pedestrian and Cyclist Safety

Pedestrians and cyclists have been involved in a high number of reported crashes in the Grey Street area around the suburban centre which is likely influenced by the higher volume of pedestrians and cyclists in the area and crossing the road. Intersections such as Clyde Street / Galloway Street and Grey Street / Te Aroha Street are also locations of higher crash occurrence. A cluster of crashes occurs at the

Figure 28: Hire e-scooter heat map



Lime Scooter Daily Trips



intersections of Naylor Street and Grey Street, Anzac Parade (east of the bridge), along Clyde Street, Te Aroha Street, and Boundary Road. These are reflected through CAS data in Figures 29 and 30.

This may reflect how cycling has been provided in the form of on-road, unprotected cycle lanes and off-road paths, and they are often shared with pedestrians.

Planned Future Investment

A river crossing is being planned to improve the accessibility for pedestrian and cyclists between Hamilton East and the central city. The location and funding are yet to be confirmed.

The Eastern Pathways/Te Ara o te Rawhiti programme includes two main projects in eastern Hamilton: School Link and the University to City Link. The programme aims to deliver better and safer biking, walking and public transport options focused along Hukanui Road /Peachgrove Road, and Clyde Street/Knighton Road. It will improve connections for the 30,000 residents, 1,000 businesses, 23 schools and over 9,500 students who travel in and around this area. Portions of the School Link are proceeding to concept and detailed design phase with implementation intended over a decade.

Figure 29: CAS data on pedestrian accidents

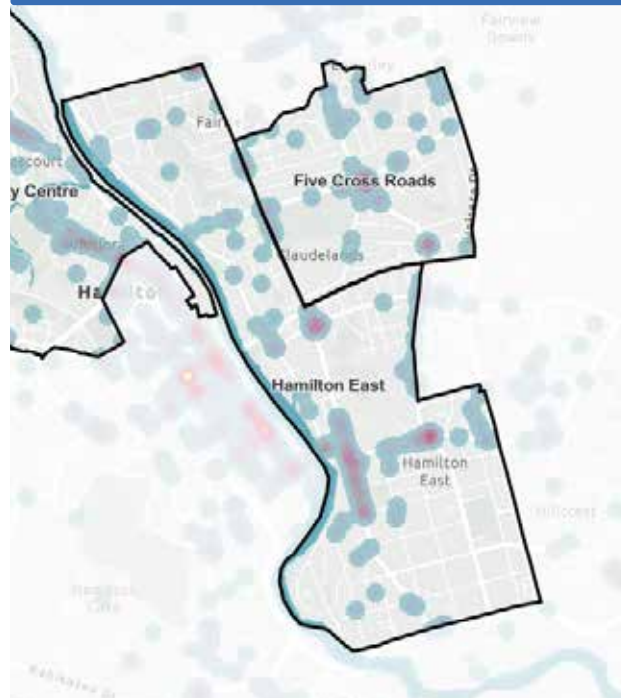
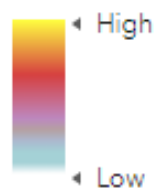
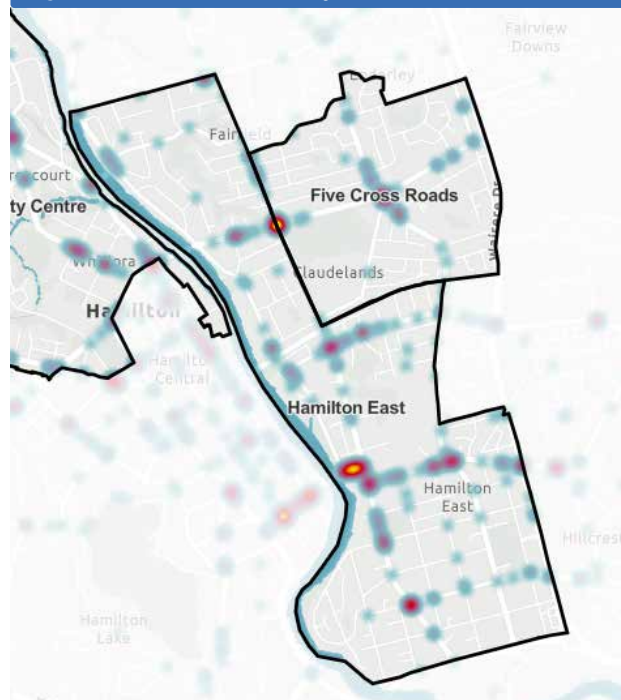


Figure 30: CAS data on cyclists accidents



NATURAL ENVIRONMENT

- 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. This Area Plan identifies opportunities to create and enhance both visual and physical connections to the River, in particular for areas that currently lack public access and are likely to redevelop.
- There are also opportunities to acknowledge and enhance gullies with significant ecological values as Significant Natural Areas. Redevelopment or new development will provide opportunities to retrofit and improve the gully network and stormwater management in the area.
- Residential development adjacent to the Waikato River, gullies and any identified flood hazard must be managed to minimise any potential risk on people, property and the environment from a natural hazard perspective.

Waikato River

The Waikato River is a defining natural feature of the city. The connection to the river and gullies, which prime opportunities for redevelopment that takes advantage of this connection. The pathway from Grey Street to the river and along much of the riverbank is in poor quality because ownership patterns in the area prevent access onto private properties to undertake maintenance. Strengthening visual and physical connections to the river will assist communities and future generations to embrace a healthy river vision and experience the benefits. .

Gully network

This Area Plan drains into four different gully systems. A small southern section of the Hamilton East area drains to the gully/watercourse system which runs through the Hamilton Gardens and Turtle Lake. As the Hamilton East area stretches north it drains into the A J Seeley, Ranfurly Park, and Kukutaaruhe gully systems. For all gullies, there are no specific water condition assessments, however generally water quality conditions range from fair to poor and other biodiversity indicators are generally good.

The A J Seeley gully system in the south drains Hamilton East and southern sections of Claudelands. The system is relatively short, extending approximately 1.4km from the Waikato River, with the A J Seeley gully reserve occupying the northern branch of the gully system. Fish passage within the system is poor due to the watercourse being piped between Grey Street and Memorial Drive. Significant community-led restoration works are on-going within the gully focused on the A J Seeley reserve.

The Ranfurly Park gully is centrally located within the Hamilton East area. It drains the western portions of Fairfield and has a relatively limited catchment area. Generally, the areas within approximately 200m of the gully naturally drain there however, a number of pipes have been constructed which drain sections of Fairfield further east into the gully. Fish passage within the system is poor due to watercourse being piped at the outlet.

The Kukutaaruhe gully is located to the north of the area. It drains the eastern parts of Chartwell, with the catchment originating to the southwest of Claudelands Park. Existing HCC monitoring data shows that the waterway is generally moderately to highly susceptible to erosion.

The gully system is a key component of the ecological, recreational, and stormwater network in the area. Urban development, land use and stormwater run-off impact on the gullies ability to perform functions. Despite this the gully network forms a vital part of the blue-green network. Hamilton residents have expressed a desire for better access to well maintained, safe and high amenity gullies across the city. The restoration and protection of gullies will contribute to the health and wellbeing of the Waikato River as well as achieve the vision of the Te Ture Whaimana. In 2020, Council developed Nature in the City which establishes projects to restore, grow and care for nature across the city, including gullies.

Natural Hazards

The existing riverside and gullies setting are matched by the sloping topography. Natural hazards including flooding, land instability, including erosion, land slips and subsidence hazards. The banks of the Waikato River and the land surrounding the Ranfurly Park and A J Seeley Gully Reserve are particularly susceptible to the issues of land instability and geotechnical hazard. These areas are also subject to flooding hazards. There are varying levels of data certainty for flood hazard definitions, and new research is being undertaken at the time

of writing to better understand flood risk across the city. Residential development adjacent these areas must be managed to minimise any potential risk on people, property, and the environment from a natural hazard perspective.

Open Space

This area includes 40ha of Council owned parks and reserves. Many of these are significant and attractive environmental features that provide a range of recreational opportunities including play spaces, large sports fields, smaller kick around spaces, nature play and informal park and play spaces. The esplanade reserve along the Waikato River and the existing gullies provide

Figure 31: Map with natural hazard and identified gully networks

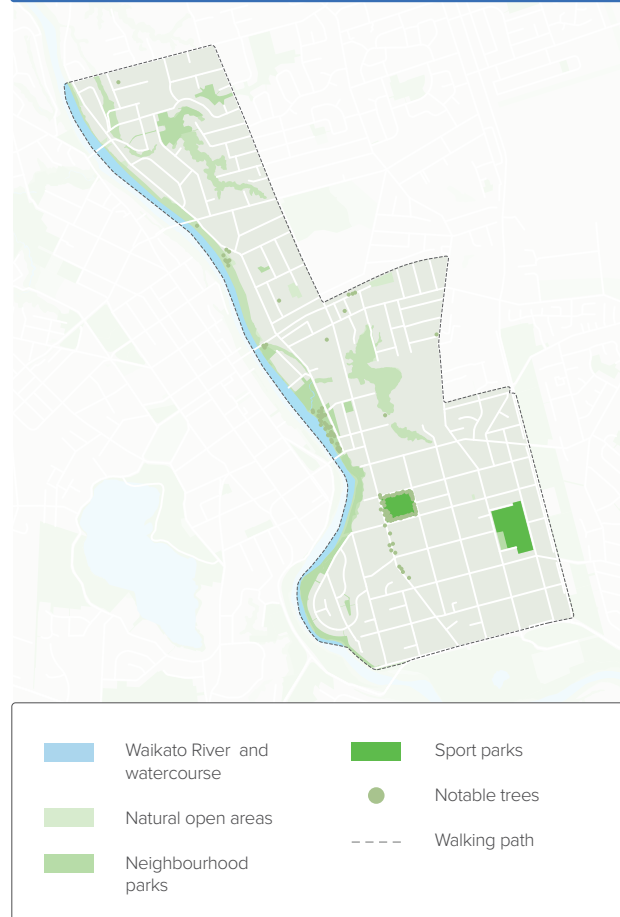


for preservation of significant natural resources, enhancement of biodiversity values, remnant landscapes, open space, and visual aesthetics/ buffering. The current District Plan also identifies parts of the Ranfurly Park and AJ Seeley Gully as three Significant Natural Areas.

Notable trees

Notable trees are trees of special importance that are protected in the District Plan. They can be located on either public or private land. This area is characterised in many locations by existing large, 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. They have made this area an attractive place to live in and visit.

Figure 32: Environment context map



THREE WATERS

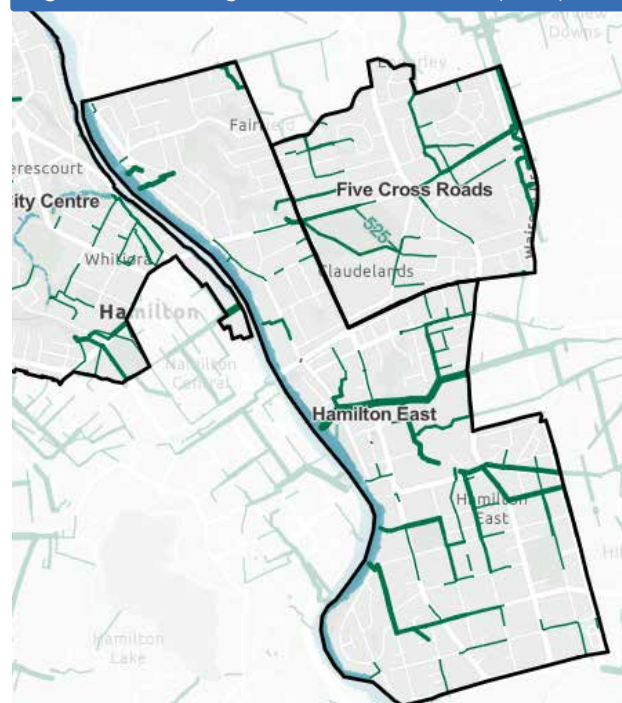
- Three-waters infrastructure is currently under pressure to and not keeping up with demand growth. This pressure will increase with increased densities anticipated within the study area. Without significant intervention, there is a risk that development could result in further degradation of the Waikato River.
- The Area Plan describes a 'step change' in level of service needed to manage infrastructure in a growing city - to enable intensification, it is expected that significant upgrades will be required for the three waters network. The first step will be to comprehensively understand network capacity and how infrastructure can support increased density.

Stormwater

Historically, treatment of urban stormwater has not been required as part infrastructure constructed to service urban development. This had led to pollutants being discharged into the local waterways and Waikato River from older development areas, including areas within Eastern Hamilton. Large areas of the area currently pipe directly to the Waikato River. Limited suitable land area and challenges with retrofitting existing reticulation networks present significant constraints to providing stormwater treatment to these areas.

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. Increasing dwelling density will increase the volume of stormwater runoff going to these networks, further limiting the Level of Service they can provide. Older networks often have no easements associated with them or have had structures placed over the top of them. Getting to and upgrading these networks becomes challenging and costly.

Figure 33: Existing stormwater network (2021)



Infrastructure

Stormwater - Main

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

Wastewater

The study area is primarily served by the Eastern Interceptor, which is mainly located within the transport corridor. As of 2021 several issues have been identified with the wastewater system in the study area. The current peak dry weather pipe utilisation for the Eastern Interceptor is above the recommended percentage in some locations. Pipe utilisation above 50% has the potential to result in overflows during peak wet weather flow. Parts of the catchment do not have any space capacity in the service and trunk mains.

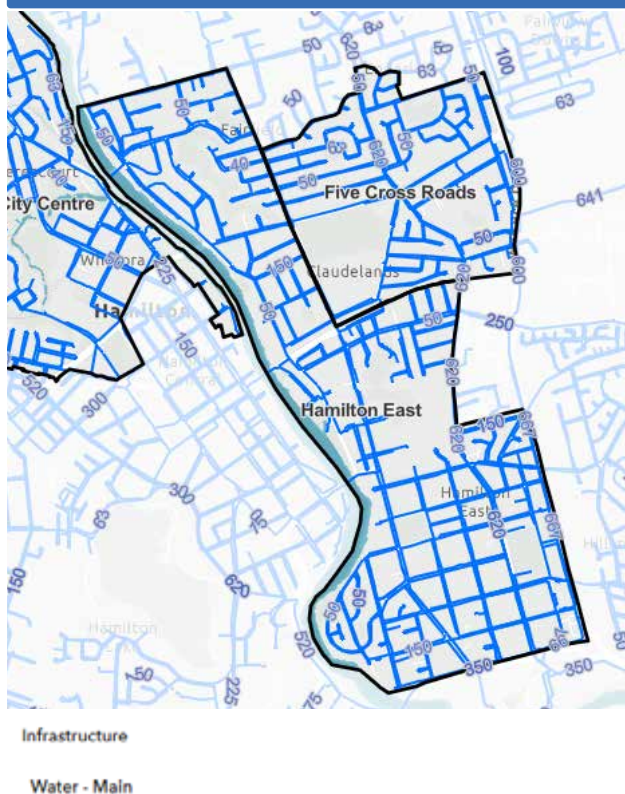
Historically, Regional Infrastructure Technical Specifications (RITS) guidelines were not applied to the wastewater treatment system. Some buildings were built over wastewater pipelines or do not meet separation requirements from pipelines to enable access and maintenance. Wastewater renewals in parts of the area may not be possible to achieve.

The Wastewater Masterplan identifies new infrastructure necessary to meet current growth projections, notwithstanding additional capacity required by the NPS-UD. Further intensification in the area will require a detailed study on additional capacity requirements alongside the currently planned infrastructure.

The current wastewater infrastructure network will not be able to support the densities outlined by the NPS-UD, and any wastewater overflow in an intensified environment would pose a significant health risk. A complete condition and capacity assessment of the strategic network is required based on projected population densities. In addition, the odour management system in the network may require attention with proposed intensification.

Strategic infrastructure and trunk main duplication may not be possible via existing conveyance route due to encroachments into private properties and engineering constraints. Alternative routes need to be identified which may require the purchase of private land.

Figure 34: Existing and critical water network (2021)



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 35: Existing wastewater network (2021)



STRATEGIC POLICIES AND PLANS

- Contribute towards the River Plan's vision for the Waikato River to be the defining heart of Hamilton. Identify recommendations to deliver the directions set out in the River Plan, such as to establish wayfinding and connections to the river.
- Prioritise Eastern Hamilton becoming (even more) a liveable place with cohesive, resilient communities; a productive high-value economy; quality urban and natural environments; and a comprehensive and integrated transport system.
- Consider the CCTP and the local opportunities it identifies, in particular for improving the access and mobility, enhancing the blue-green network, encouraging high quality growth, while protecting the heritage and historical character of the area.

In addition to the ODP, there are several statutory and non-statutory strategies, plans and documents that have an influence on the study area. The Area Plan seeks to build upon these where applicable.

Hamilton City River Plan (2014)

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 calls out specific objectives and key projects for Hamilton East including:

- Enhance connections from Hamilton East to the river and central city
- Create a safer swimming experience on the river and enhance Hayes Paddock special neighbourhood park
- Connect Hamilton East to the central city by a pedestrian bridge
- Develop the Hamilton East Neighbourhood Vision Plan

- Enable and encourage development on the river side of Grey Street, Cook Street and Clyde Street
- Enhance river views
- Rejuvenate New Memorial Park as a destination small park
- Extend and enhance the Hamilton East Heritage Trail
- Provide signs for way finding and telling the river's stories
- Enhance connections to the river from Von Tempsky Street
- Create the city's best beach and a swimming feature on the river

Hamilton East Neighbourhood Plan (2016)

The Hamilton East Neighbourhood Plan provides direction for the future development of Hamilton East. The Neighbourhood Plan is not a statutory planning document and it takes an action-focused approach, identifying projects and targeted business-as-usual activities to achieve this.

While the Area Plan is not a refresh or a review of the Neighbourhood Plan, the information within the Neighbourhood Plan forms part of the baseline information and to inform what features that people value about this neighbourhood with the changes proposed in the area.

Central City Transformation Plan (2021)

The Hamilton Central City Transformation Plan (CCTP) is an exciting 30-year vision for the central city. It brings a fresh perspective and adds new ideas to the wealth of possibilities for the central city and builds on the last CCTP to look at what we can begin to plan for, design and implement today. The CCTP identifies seven outcomes to create an inclusive, vibrant and prosperous central city, and also considers the opportunities and challenges and existing context for change. The CCTP specifically

identifies the importance of the walking and biking connectivity to the nearby suburbs including Hamilton East and Claudelands.

Past Engagement

To date, engagement has been undertaken with both stakeholders and the public on several occasions in relation to topics and projects related to the city and the subject area. These are summarised below.

Topic / Proposal	Relevant Engagement Outcomes
Safety	
Concerns about anti-social behaviours, alcohol and drugs safety issues in some public spaces including Steele Park amongst others	Safer public open spaces with improved connectivity.
Safer infrastructure and safer environment are desired for alternative transport users, including cyclists and pedestrians, and the youth and elderly	Prioritise the safety of the most vulnerable road users, identifying improvements at existing and future areas of high pedestrian activity
Mana Whenua and Historical Character	
Celebrate historical heritage and character in Hamilton East area to tell the story	Intensification and development are sensitive to historical heritage buildings and historical heritage areas.
Connectivity and Movement	
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	Create safe and legible active mode routes and provide for high frequency passenger transport along priority corridors.
High quality biking facilities	Improved active mode facilities for public to use, encouraging mode shift and reducing car dependency

Topic / Proposal	Relevant Engagement Outcomes
Housing	
Provide variety of housing typologies	Allow different zoning, with provision for different housing typologies, densities and building scales, across the area
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 Hamilton East business centres, schools and other key land use activities
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	Intensification at the right spots to support mode shift
Open Spaces	
High quality and multi-functional spaces	Enhance the accessibility, functionalities and usage of flagship open spaces (e.g. Steel Park, Galloway Park, Ranfurly Park) and public reserves along the river.
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 reducing further removal of gullies.



PART
2

CONSTRAINTS & OPPORTUNITIES



| CONSTRAINTS

Change to Eastern Hamilton on the fringe of the city centre will mean more people living in and using the area, more jobs, and a wider range of services, shops, and public spaces. In planning for the future, Part 2 of this Area Plan explores opportunities to build on an already interesting and vibrant place to work, live and visit. Change also presents constraints that need to be carefully managed, such as traffic and three waters infrastructures, impacts on local and existing businesses and residential properties, and maintaining the distinctive, established built form as well as the community and social fabric of Eastern Hamilton

Contiguous areas of historical heritage

Large areas of Eastern Hamilton are currently identified as Historical Heritage Area in the proposed District Plan change which, and will be subject to specific development and design controls. Because these identified areas are within a walkable catchment from the city or local centre, direction from the NPS-UD requires this land to be rezoned to enable higher density, or for a reason to be demonstrated why these areas should be less intensified. Retention of the heritage characteristics of the area is important in retaining a sense of place.

Figure 36: Hayes Paddocks as one of the areas with identified historic heritage values



Notable trees

In addition to the existing notable trees, new notable trees in the public realm have been identified by council to provide historic context and public amenity in these locations. This may pose a site-specific constraint on where future buildings and accesses can be located but may not prohibit developments.

Car dependency

Despite its proximity to the central city and its own vibrant suburban centre, this area has struggled to shift people out of their cars to more sustainable transport modes. Current mode share is 75% single occupancy vehicle for travel to work in peak periods based on 2018 New Zealand Census data.

Poor pedestrian experience

The pedestrian experience varies in the Eastern Hamilton area. Some locations have safe, walkable environments, while others have factors which limit accessibility or feel unsafe. For example, one of the busiest pedestrian river crossings, Victoria Bridge on Anzac Parade, has a substandard footpath width alongside narrow cycleways on a heavily trafficked road. In places like Hamilton East suburban centre, heavy traffic flow impacts the way people move through and spend time in this space. Although the footpaths are wide, the pedestrian experience in this area suffers from the lack of pedestrian amenities.

Poor connectivity on urban edges

Connectivity with the rest of the city is limited, particularly along Cobham Drive, Wairere Drive and the Waikato River. Between Cobham Drive and Wairere Drive there are less than 10 opportunities for pedestrians and vehicles to exit Hamilton East. This severance reduces peoples' ability to access and use the Hamilton Gardens and the East Town Belt, as well as causes pedestrian and cycling environments to feel unsafe.

Figure 37: Lack of pedestrian crossing across Cobham Drive to Hamilton Garden



Cautious competition with the Central City

The Hamilton East suburban centre is within an 800m walk to the central city, and development should not undermine the ongoing revitalisation of the city centre. The face of the suburban centre is changing quickly with redevelopment of the former Hills Laboratories and the former Waikato Regional Council offices. The new developments offer mixed-use residential and commercial spaces that will anchor more uses outside of the central city. It is important for the suburban centre to complement the central city while distinguishing itself with its own sense of place and local identity.

Limited social infrastructure provision

This area contains many schools, medical centres and other community facilities. These facilities may be at risk of reaching their maximum capacities as the area continues to grow and intensify overtime, it is important that greater capacity is provided to allow for increasing growth in the area.

Natural hazards

Some areas are subject to existing identified gully and flood hazard in the Operative District Plan, which will restrict future development and impact where to locate intensification. As described in the Three Waters Section in Part 1, some pipe capacities within this area will be very low given the age at which developments – and their related stormwater pipes – occurred in these neighbourhoods. Natural overland flow-paths have generally been constructed over which leads to inundation of private properties once pipe capacities are exceeded. This area plan seeks to ensure intensification and future development responds appropriately to the risk of flooding and climate change in the future.

Stormwater management

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,

Figure 38: Lack of pedestrian crossing across Wairere Drive



Centralised treatment areas such as stormwater wetlands would need to be constructed in-line with development. Alternatively, if all treatment was provided on-lot as the area develops this would impose much higher operation and maintenance costs on the property owners. wetlands, or attenuation devices.

Localised stormwater flooding risks

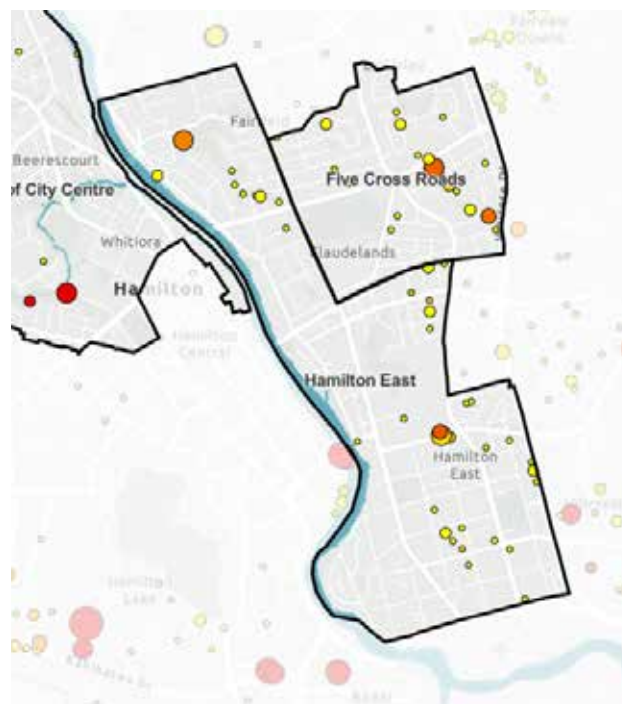
There is some localised flooding identified by basic modelling throughout the area, exacerbated by building-out of existing gullies and overland flow paths. Flooding is generally confined to the road corridors, with localised ponding over some sites.

Wastewater infrastructure constraints

The current wastewater infrastructure network will not be able to support the densities enabled by the NPS-UD. Wastewater overflows pose a significant environment and health risk, particularly within an intensive urban environment. The Pukete wastewater treatment plant will not have treatment capacity to treat entire flows for intensification across the city and eventually capacity improvements are needed.

The results from HCC's wastewater network hydraulic model have been used as a basis for communicating existing constraints on capacity. The 2031 modelling results represent existing to short-term performance. In Figure 29, low constraints exists where there are no wet weather overflows on the network as no overflow is acceptable. In Figure 40 a low constraint applies where peak pipe filling is less than 50%. Broader network constraints may mean that local capacity cannot be realised.

Figure 39: Wastewater network 2031 modelled overflows



Infrastructure

2031 Wet Weather Overflows by Freq and Spill Vol

TotalSpilledVolume_2031

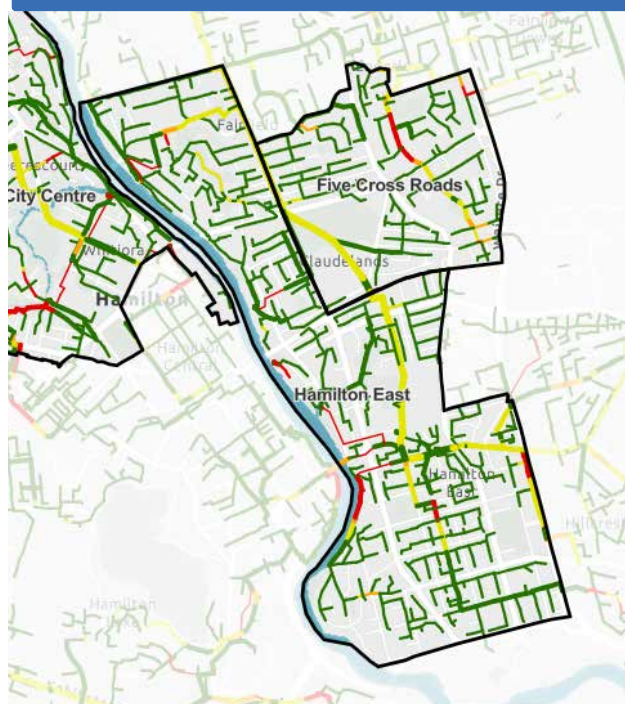


Water infrastructure constraints

The population density increase enabled by the NPS-UD signals a minimum uplift of three times the previously utilised water demands in the area. This requires upsizing at the local infrastructure level to meet current design standards. There will also be a need to upgrade all rider-mains to principal mains on most transport corridors within the study area. Increased densities and changes in typologies will render existing residential firefighting cover inadequate.

Pipe head losses of less than 2.5m (per Km) indicate low constraints to water supply in the local network for pipes up to 250mm diameter. Greater pipe head loss indicates increasing levels of network constraints to meet level of service requirements for 2031 modelled demands, which do not include density increases possible through the NPS-UD requirements. Upsizing will be required to address more intensive development.

Figure 40: Wastewater network utilisation (2031 modelled conditions)



Infrastructure

Wastewater Pipe Utilisation Dry Weather Winter 2031

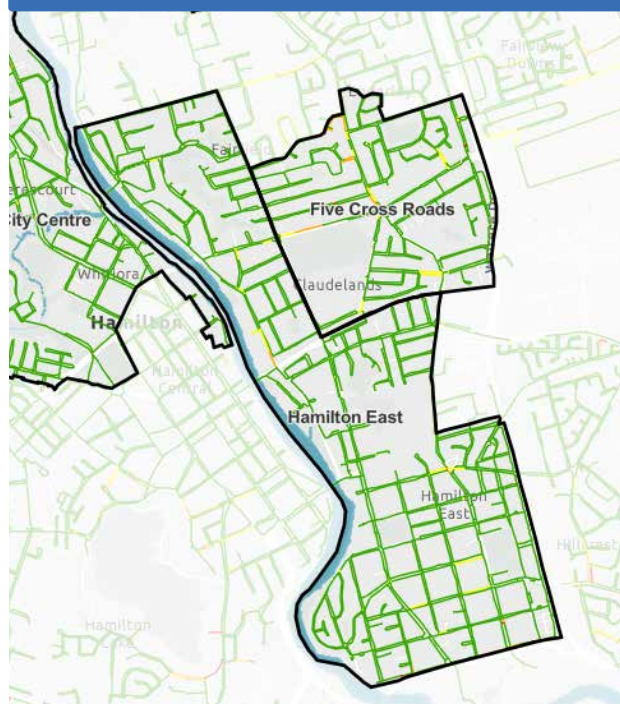
Peak Pipe Filling in 2031

- >100%
- 75-100%
- 50-75%
- < 50%

Comprehensive water management

Detailed modelling of the three waters network is not available and would be beneficial in relation to building an evidence base for long term planning and funding.

Figure 41: Water network headloss (2031 model year)



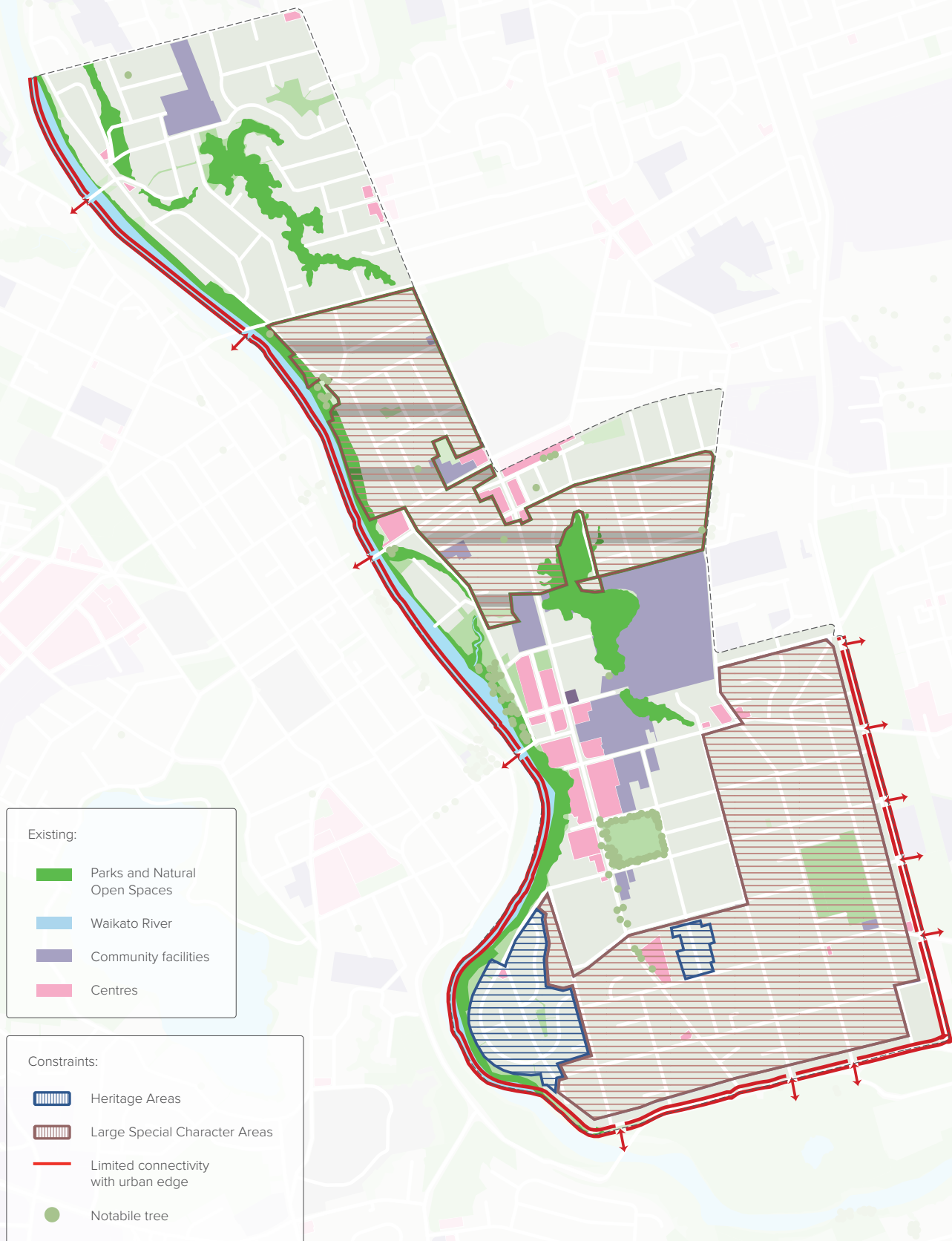
Infrastructure

PipeHL 2031 Diameter 40 - 250mm Mott data

maxhl

- >10
- 5-10
- 3-5
- <3

Figure 42: Constraints map for Eastern Hamilton



OPPORTUNITIES

Respond to diverse population needs

The population living in this area has a large group of people aged between 20-29, indicative of a student population. The second largest group is over the age of 65. Different populations have different needs in a city, including community services, size and types of housing, and accessibility; and these diverse needs must be provided for. These two groups in particular are also the most likely to use public transport and active modes.

Celebrate mana whenua history and built heritage across Eastern Hamilton

The strong mana whenua and historic heritage of the site presents the opportunities to celebrate this through urban and placemaking response. Enable improved river access and visibility as redevelopment occurs along its banks.

Enable density within close proximity to central city and University of Waikato

Promoting increased residential density near the central city and the University of Waikato means more people can live within walking and cycling distance of employment and education, and recreation and services. This will reduce dependency on cars and will also improve accessibility for groups who can't drive. By increasing access to the CBD, it can become a more vibrant place that provides even greater amenity for residents of this area.

Enhance the role and quality mixed use centre

The existing suburban centre services the wider Eastern Hamilton community. This centre is made up of primarily retail, hospitality and services with a small amount of office space. There is the opportunity to strengthen the role this



Figure 43: Hamilton East business centre with a mix of different land uses to the East Town Belt

centre plays in supporting the wider community as well as introducing a greater mix of uses, pedestrian friendly spaces and connections, to support vibrancy and prosperity. There are also opportunities in placemaking and enhanced public realm design for these centres.

Catalyse access to local services and neighbourhood centres

Local centres, community facilities and services play an important role in wellbeing for all residents. These smaller centres often include includes medical centres, schools, religious institutions, and other facilities. Provision of high-quality facilities makes the area a desirable place to live and visit. There is a great opportunity for placemaking to leverage and support for improving the access to and quality of these spaces helps support the needs of local communities within walkable distance to their homes.

Catalyse larger development sites

Encourage larger sites to redevelop and encourage amalgamation of smaller sites. Large commercial sites provide an opportunity for high-quality, mixed-use development. Unlike smaller residential sites which often can fit no more than a row of townhouses, larger sites allow comprehensive design and better urban design outcomes. Residential sites over 1500m² also present infill development potential and these sites are generally located to the north of Boundary Road and scattered near the Hamilton East business centre.

Figure 44: Recent redevelopment of 1 Cook St



Figure 45: Special housing area development (Constructed)

Improve the pedestrian experience

Use street layouts to improve the pedestrian experience in key locations. This could include the widening of pathways, upgrades to street furniture and increasing universal access to key destinations. Focus on improving experience of key journeys, such as to and from the central city and other busy people places (like schools and local centres).

Improve connectivity from edges adjacent open space and the Waikato River

Identifying ways to improve connectivity and permeability for people wanting to move around Eastern Hamilton as well as connect with the areas adjacent is essential. This area is unique in that over 50% of the area borders existing natural environment or open space. This includes the Waikato River to the west, Hamilton Garden to the south, the green belt of parks and sports facilities to the east, and Claudelands Park to the northeast. These edges provide an opportunity to link people more cohesively to nature and the recreation facilities these assets provide. There is a significant opportunity in developing public access provisions to the river and exploring how Wairere Drive might change over time from an express transit route to a transit route that also provides east/west access for walking and cycling in response to land use intensification.



Figure 46: Achieving visual and physical connectivity to the River

Improve quality of Council owned open spaces

There are a number of Council owned open spaces in Hamilton East suburb such as Steele Park, Panama Park, and the AJ Seeley Gully Reserve. These provide valuable recreation opportunities for people of all ages, as well as visual relief from the urban environment. By improving these spaces, they can bring greater wellbeing benefits to Hamilton's residents, and as they become more well used, they become more vibrant places.

Improve active mode and PT connections and enhance east-west connections

Prioritising connectivity for walking, cycling and public transport will help support mode shift, particularly within the areas located within a walkable catchment from the central city, significant community services and infrastructure. This can be supported by strengthening the east-west corridors by integrating multiple transport modes and improving connectivity between the central city and the university. The connection between the central city and Ruakura is identified in the Hamilton Waikato Metro Spatial Plan as a significant movement corridor. The Eastern Pathways Programme also identifies several bus and cycling improvements through the area..

Improved water quality

The redevelopment of the area provides the opportunity to provide or enhance stormwater quality management and assist in achieving Te Ture Whaimana (vision & strategy) objectives as infrastructure is redeveloped to a better standard. This could be achieved by providing water quality treatment prior to discharging stormwater into the Kirikiriroa gully system.

Strategic stormwater approach

Adopting a strategic, neighbourhood planning approach to stormwater infrastructure provides an opportunity to plan for better stormwater networks. These can integrate with active transport corridors and open space, provide for centralized pollutant treatment, and improve resiliency to the effects of climate change.

At-source stormwater management controls

Redevelopment of older brownfield areas provides an opportunity to implement best practice at-source stormwater management controls like rainwater reuse, infiltration and permeable surfaces in areas that are traditionally untreated. This will significantly reduce the number of pollutants reporting to watercourses and protect vulnerable watercourses from erosion.

Enhance the gully system

Hamilton has a unique large network of gullies which provide a range of benefits: they act as a habitat for local species, provide recreational green space, connect walkers and cyclists to the rest of the city, and provide vital drainage systems. As the city has developed, the gullies have become degraded, and they require restoration and enhancement to ensure they continue to fulfil their many important roles. There is an opportunity to enhance the ecological and biodiversity value, as well as improving accessibility for recreation.



Figure 47: A J Seeley Gully

Figure 48: Opportunities Map for Eastern Hamilton

- Existing:
- Parks and Natural Open Spaces
 - Waikato River
 - Community facilities
 - Centres
 - 5 minute walking catchment

- Constraints:
- Open space edge
 - Mixed use centre improvement
 - Gully connection
 - 800m catchment to investigate for intensification
 - Active mode connectivity
 - Frequent bus route
 - Separated cycle path
 - Future PT connection identified in MSP
 - Eastern Pathway
 - 30km/h safety speed zone
 - Stormwater natural
 - River access link
 - Existing intensification zone

QUALIFYING MATTERS

Key Points for 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 intensification can be modified for the areas subject to Historic Heritage Area and the areas within SNAs and gullies.
- At the time of preparing this Area Plan, there is insufficient information to make recommendations to accommodate flooding hazards, overland stormwater flowpaths as qualifying matters. However, additional technical investigations are underway to better understand these topics as qualifying matters. The District Plan Change will consider this new information and provide an appropriate response.
- Infrastructure capacity, particularly that of stormwater quality and wastewater capacity and overflows, may result in degraded water quality. This does not uphold the requirements of Te Ture Whaimana to protect and improve the river and may require a reduced approach to intensification until infrastructure can be installed to achieve improved water outcomes.

The NPS-UD requires intensification in the central city, the walkable catchment of the central city zone, and commercial centre zones with the highest level of commercial activity and community services. Modifying factors, known as 'qualifying matters', may be identified to reduce the requirement for intensification.

Most of the qualifying matters are nationally consistent matters with the relevant authorities interpreting the qualifying matters for their respective urban environments. Importantly for Hamilton, Te Ture Whaimana is identified as a qualifying matter in the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021. How this applies spatially in Hamilton was not yet confirmed at the time this area plan was published and the District Plan change will provide for this.

The following table outlines the qualifying matters that currently apply to Eastern Hamilton. These are existing within the Operative District Plan

Parameter	Existing QM in District Plan
Matters of national importance (Section 6 of the RMA)	<ul style="list-style-type: none"> • Existing Significant Natural Area listed in Schedule 9C • Existing Built Heritage listed in Schedule 8A • Existing Archaeological and Cultural Sites listed in Schedule 8B • Waikato Riverbank Stability and Gully Hazard Area • All types of Flood Hazard
Nationally significant infrastructure	<ul style="list-style-type: none"> • Strategic Transport Corridor: State Highways • Railway Line
Designations	<ul style="list-style-type: none"> • A97 – Eastern Arterial • B10 – Hamilton East School • B29 – Woodstock School • B37 – Hamilton Boys High School • E81 – State Highway 1 • F1 – Railway • K74 – Claudelands Substation • H54 – Hamilton East Exchange
Business land required to meet expected demand	<ul style="list-style-type: none"> • Business 1 Commercial Fringe • Business 5 Suburban Centre • Business 6 Neighbourhood Centre

Apart from the existing Qualifying Matters, there are also new Qualifying Matters to be introduced as part of the District Plan Change, including matters to give effects to Te Ture Whaimana o Te Awa o Waikato. These new qualifying matters relate to heritage and biodiversity, and where they are identified on planning maps they may exempt a property from complying with the full suite of NPS-UD policies.

Proposed Built Heritage

There are presently several built heritage items identified within the area of Eastern Hamilton Area Plan and they are considered as existing qualifying matters in the ODP. A recent built heritage technical assessment was commissioned to identify additional built heritage across the city. Relevant findings have been incorporated into this plan. These structures and buildings would be identified and added to the schedule as part of PC 9 – Historic Heritage and Natural Environment. Identified structures and buildings would also be considered as a qualifying matter. These additional scheduled structures and buildings are shown in Figure 49.

Proposed Historic Heritage Area

Recently, a technical assessment was commissioned to identify Historic Heritage Areas (HHAs) across the city. A HHA is defined as areas which are representative of their development period, which are consistent in their physical and visual qualities including street pattern, lot layout and density, green structure, housing typologies and street frontage treatments, and which are considered to be of at least moderate heritage value locally or regionally. The scheduled HHAs are shown in Figure 49 below.

Proposed Archaeological Sites

There are presently archaeological sites identified within eastern Hamilton and they are considered as existing qualifying matters in the ODP. A technical assessment was commissioned to identify additional archaeological sites and re-assess the boundaries of the existing archaeological sites across the city. These sites would be identified and be scheduled as part of PC9. These areas are shown in Figure 49.

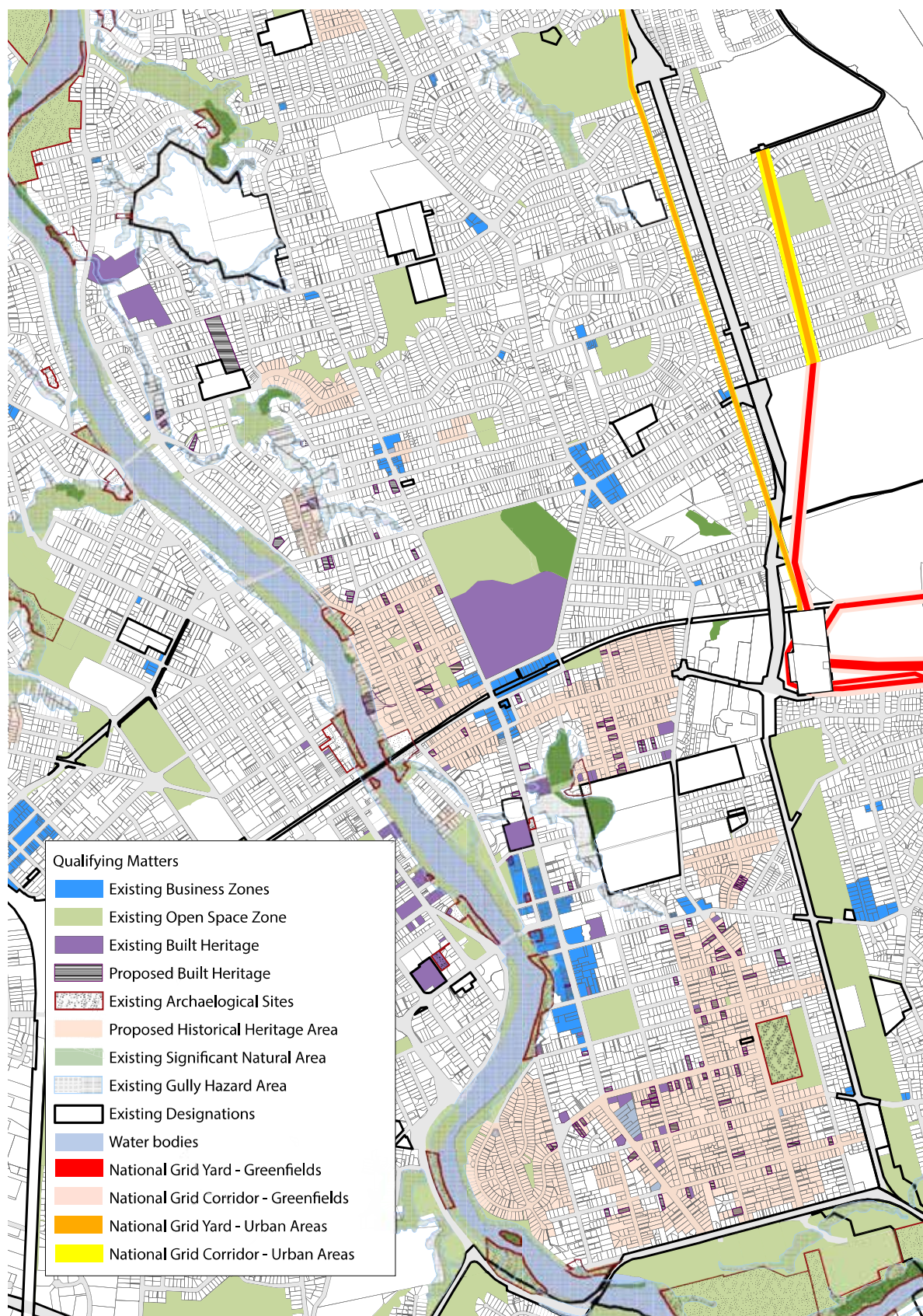
Proposed Significant Natural Areas

Significant Natural Areas (SNAs) are located identified within the eastern Hamilton and they are considered existing qualifying matters in the ODP. An ecological assessment was commissioned to identify additional SNAs across the city. These sites would be identified and be scheduled as part of PC9 and are shown in Figure 49 below. .

Flooding and overland flow paths

The District Plan identifies existing flood hazards within eastern Hamilton and are currently qualifying matters, however further investigation into these hazards is required. Development in areas where flooding and overland flow paths have been identified should be restricted unless able to be resolved in a manner that protects people and property and is able to be appropriately managed as part of development.

Figure 49: Qualifying Matters
for Eastern Hamilton Area Plan





PART
3

KEY MOVES

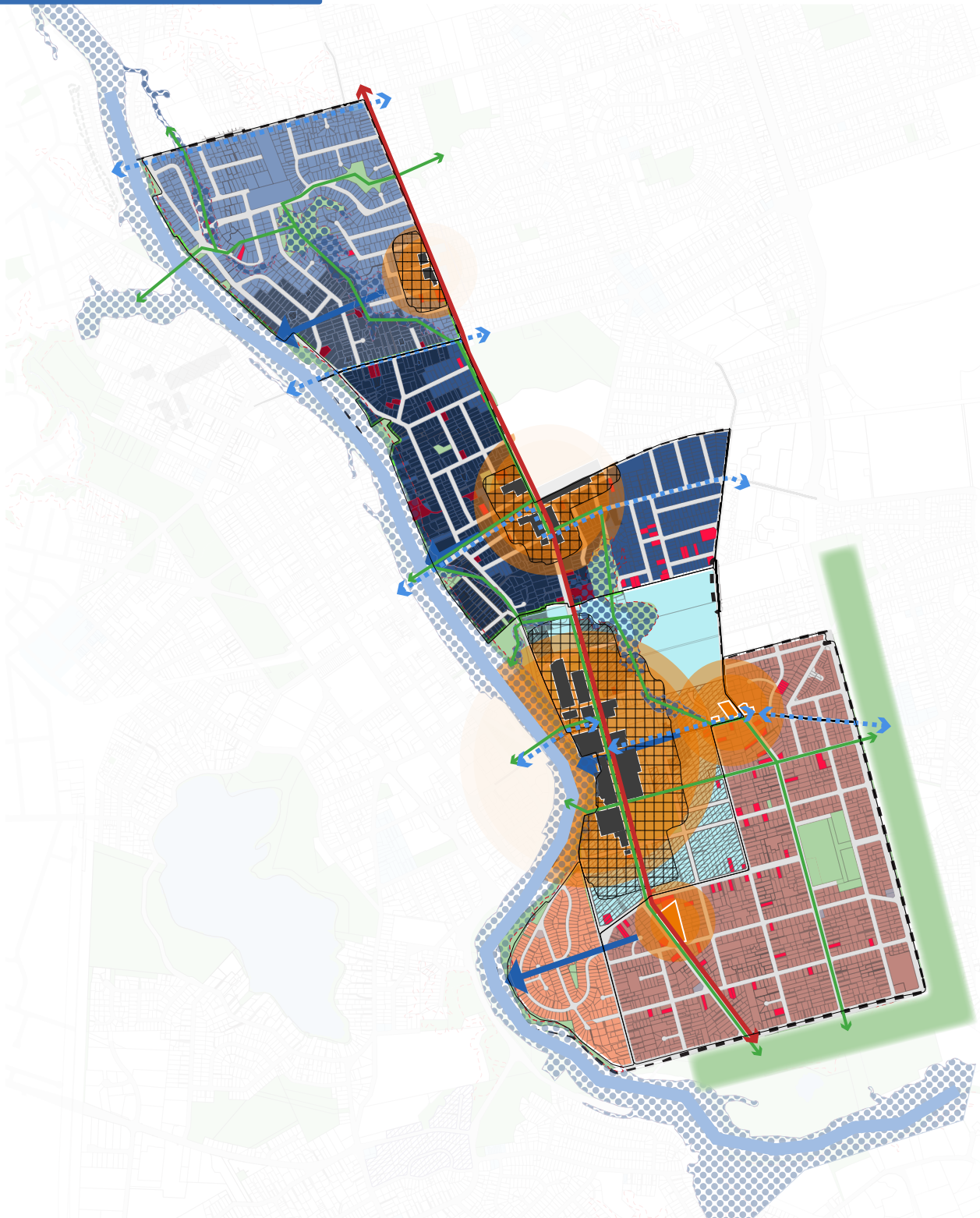


SIX KEY MOVES

Six key moves have been developed to 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. They are integral to this plan. Their implementation

will support the transformation of Eastern Hamilton, 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 50: Key moves summary



KEY MOVE 1: REFLECT UNIQUE NEIGHBOURHOODS TO SHAPE A LOCALISED PLACE RESPONSE

The historic approach to urban development within Eastern Hamilton defined characteristics that shape distinctive neighbourhood identities. The Area Plan will draw on these distinctions to enhance the unique characteristics within these neighbourhoods.

There are five neighbourhoods defined within Eastern Hamilton:

- Fairfield features 3.4 ha of existing gully network. Some of these gullies are located at the rear of private properties, restricting public access and neighbourhood engagement with these natural areas.
- The Claudelands neighbourhood has significant mana whenua and historic heritage value, including Miropiko Pā at River Road and the quantity of bay villas and bungalows dating from the late 19th century and early 20th century.
- Hamilton East – Parkside is characterised by heritage housing and intensification of some streets with 2-3 storey terraced dwellings and apartments over the last 5 years. It is important for new development to preserve the value of this neighbourhood.
- Hamilton East Village –the suburban centre on Grey Street is a popular mix of business, retail, services and hospitality. Much of the area around the centre is currently signalled for intensification within the district plan. It is important that redevelopment is planned in order to support a vibrant centre.
- Hayes Paddock is of high historic heritage significance at a national level. It is a rare, comparatively large and very intact exemplar of New Zealand's first state housing scheme of its size. It is important for new development and intensification to preserve the value of this neighbourhood.

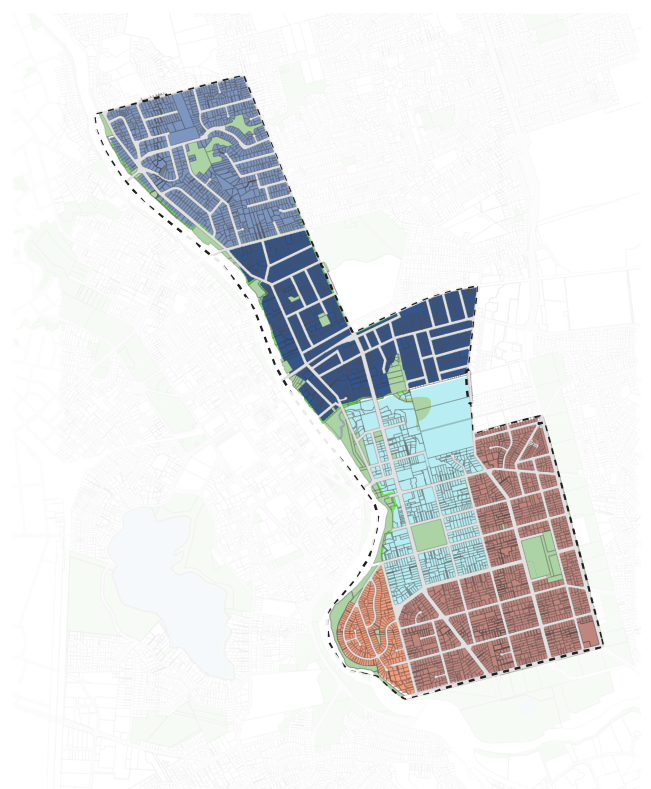
This key move aims to:

- Promote a localised place outcome that respects the existing urban environment in response to the NPS-UD requirements.
- Catalyse on unique development opportunities in each of the neighbourhoods to demonstrate leadership and unlock future investment.

- Reflect the unique history of Eastern Hamilton and retain the elements of identity that make this place special.

The move will be achieved by:

- Providing an appropriate response to Qualifying Matters, including of significant natural value and historical heritage value
- Utilising place-making, way-finding and design initiatives to celebrate Eastern Hamilton's collective stories and heritage places, and their contribution to its identity
- Providing a vibrant mix of activities along Grey Street under the Suburban Centre Business Zone provisions and managing the transition between areas in higher density, Business Zones and adjoining heritage areas through planning provisions



KEY MOVE 2: SUPPORT LOCAL EMPLOYMENT, ECONOMY, AND SOCIAL INFRASTRUCTURE

Increased residential intensification in Eastern Hamilton will require supporting economic and social infrastructure to cater to the diverse communities who visit and call it home.

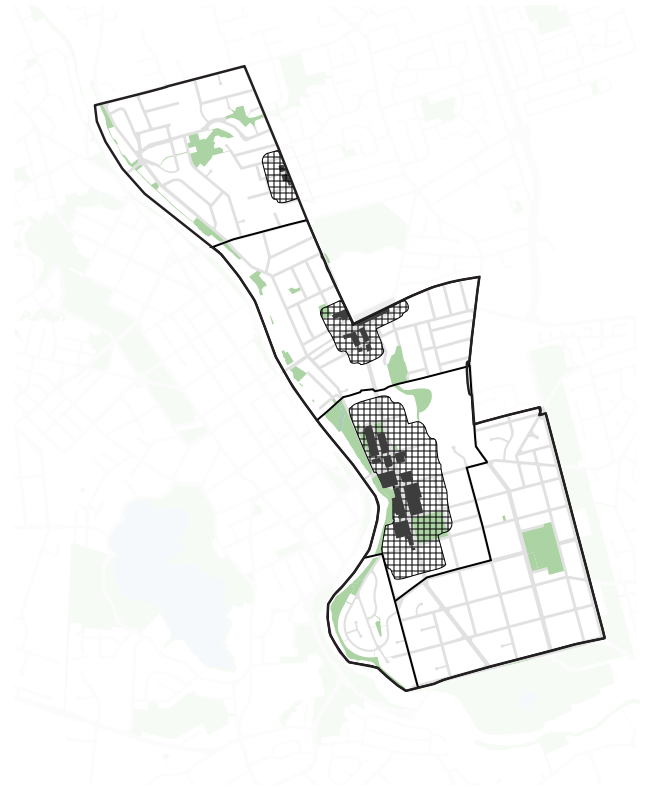
The Hamilton East Suburban Centre, and the Claudelands and Heaphy Terrace Neighbourhood Centres are three main centres for focus within this Area Plan.

This key move aims to:

- Support local businesses to thrive and attracting new business and investment
- Enable better integration of public transport, walking and cycling infrastructure and services
- Encourage mixed use and residential development in and around the periphery of the centres
- Unlock density around local centres
- Improve public space, public realm and community facilities
- Improve connections to the Waikato River and the City Centre

The move will be achieved by:

- Place-making initiatives in centres to support a range of activities and enable them to serve new communities as the area grows and develops
- Enabling more permissive residential development and greater building height to support local business and to encourage mixed use developments
- Prioritising funding and projects to provide social infrastructure, such as health facilities, community centres and educational facilities, to serve the increased population in the area



KEY MOVE 3: CONNECT AND ENHANCE BLUE-GREEN CORRIDORS FOR IMPROVED BIODIVERSITY, RESILIENCE, AND RECREATION

The most significant natural elements of this network are the Waikato River and the gully networks. Restoration and enhancement of these areas will build on the natural landscape promoting Hamilton's unique and diverse native vegetation and sustainable plants.

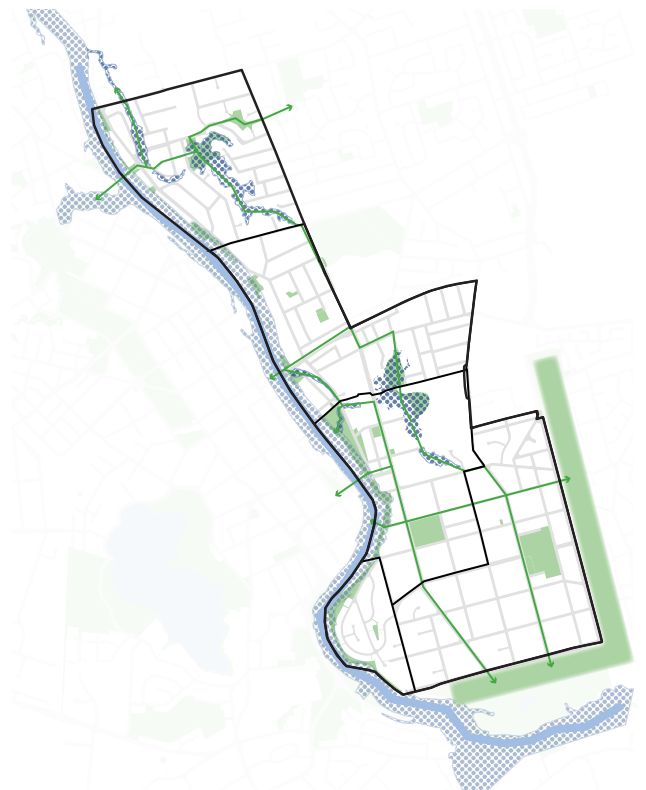
It is important that open spaces in Eastern Hamilton are integrated into the Blue-Green network, are well designed and support a range of activities. Open spaces will play an increasingly significant role to meet the increased demand associated with higher density living and in responding to the challenges of climate change.

This key move aims to:

- Support green and blue spaces to serve multiple purposes through connection and enhancement of these significant areas into cohesive networks
- Prioritise the resilience of natural systems to respond to climate change
- Manage stormwater through integrated and connected green and blue systems that enhance the quality of the Waikato River
- Identify additional requirements for potential green-blue infrastructure
- Prioritise indigenous vegetation to improve biodiversity
- Improve existing parks and reserves and the potential redistribution of open space where appropriate

The move will be achieved by:

- Enhancing, restoring and improving existing gullies and water quality through collaboration between local government, mana whenua, land owners and the community
- Completing and continuing for more biodiversity enhancement projects for predator control and appropriate (native) vegetation planting
- Encouraging appropriate levels of intensifications to leverage opportunities for public accesses to existing gullies, riverside, public parks and reserves



KEY MOVE 4: SUPPORT COMMUNITY HEALTH AND WELLBEING

Supporting healthy communities in Eastern Hamilton requires an approach that prioritises the health and wellbeing of people, homes, neighbourhoods and the environment.

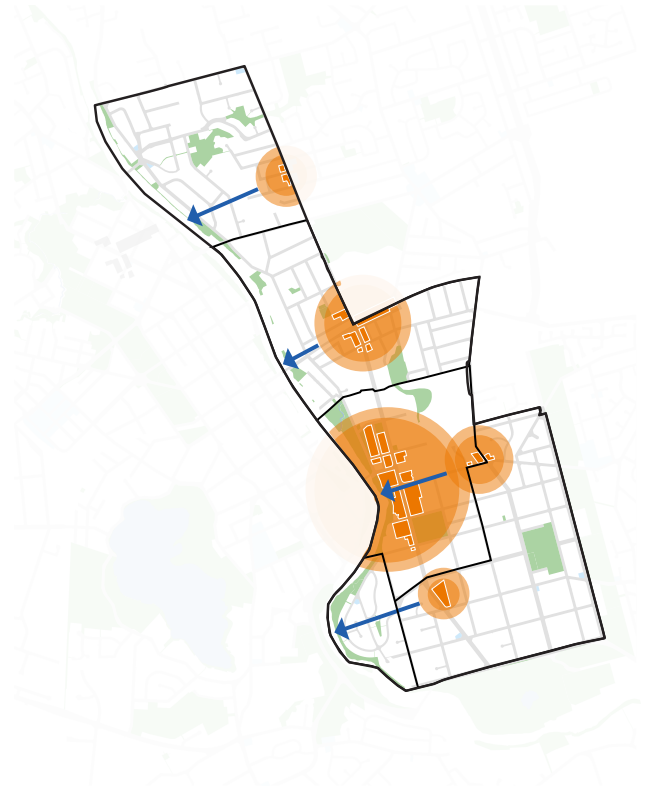
Characterised by its many centres, services and community facilities, increased intensification within Eastern Hamilton will place more pressure on these focal points. It is essential that growth within eastern Hamilton is supported by planning and investment in services and facilities that not only provide for the anticipated growth, but also make this a great place to live.

This key move aims to:

- Strengthen mana whenua connections to the whenua and their ancestral history
- Encourage design that is responsive to the climate and various needs of different groups
- Provide easy access to health facilities, services and schools
- Focus on vibrant public open spaces that offer diverse recreation opportunities and foster community engagement
- Focus on the development of community and establishment of environments and services that support engagement, social cohesion and equity

The move will be achieved by:

- Promoting more and better child and youth facilities and activities as population increases
- Up-zoning identified locations to catalyse opportunities for early delivery of community and social facilities to improve the urban experience
- Promoting community collaboration, initiatives and events in Council owned parks and reserves, streets and facilities for the community



KEY MOVE 5: ENHANCE CONNECTIVITY AND MOVEMENT

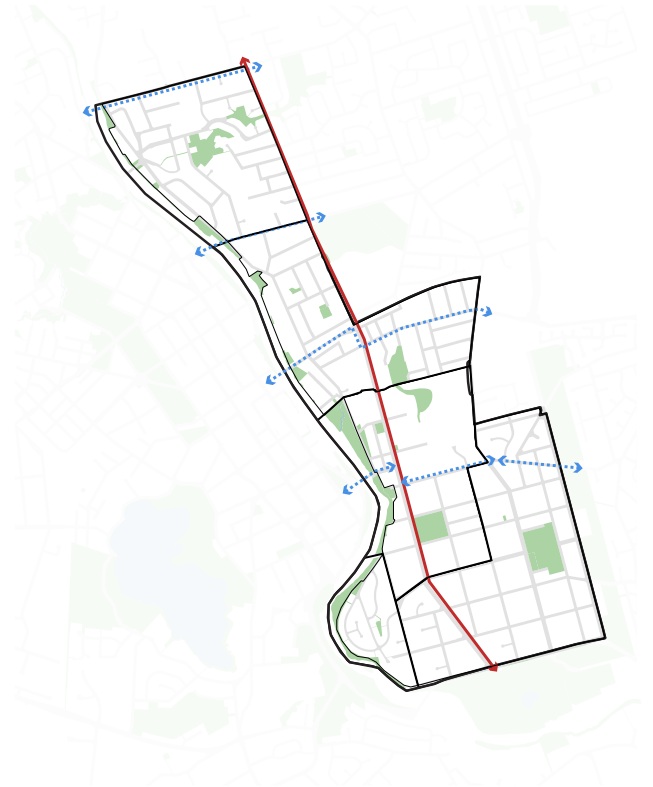
The location and high accessibility of the area provides an opportunity to create better quality connections within the area, to the central city and to surrounding neighbourhoods. Residents will have choice in how they move around the city and will be well connected to employment, services, recreation, and social opportunities. Enabling and providing options for low carbon transport modes will be a strategic long-term priority.

This key move aims to:

- Improve north-south and east-west connectivity, in particular for walking and cycling networks
- Promote economic equality by offering people high quality, low-cost travel options
- Leverage planned transport investment focusing on defined areas for intensification
- Enable people to get around safely and easily, while adding character to Eastern Hamilton through expressions of creativity and cultural heritage
- Enable mode-shift by reducing the need for car dependency and car ownership, and reducing the demand on existing roads

The move will be achieved by:

- Identifying the Grey Street/Heaphy Terrace corridor as a movement spine to become a significant part of the movement network with a high place function.
- Strengthen east-west connections and movement across Waikato River through existing and new crossings to support mode shift
- Prioritising active modes on key transport corridors to support intensification and place outcomes as well as movement efficiency and safety



KEY MOVE 6: MEET DIVERSE HOUSING AND LIFESTYLE NEEDS

Eastern Hamilton will support a variety of housing options that address the needs and lifestyles of people from all walks of life in the area. Intensification will be prioritised in locations where more people have access to public transport, employment opportunities, social services and opportunities for recreation and civic engagement.

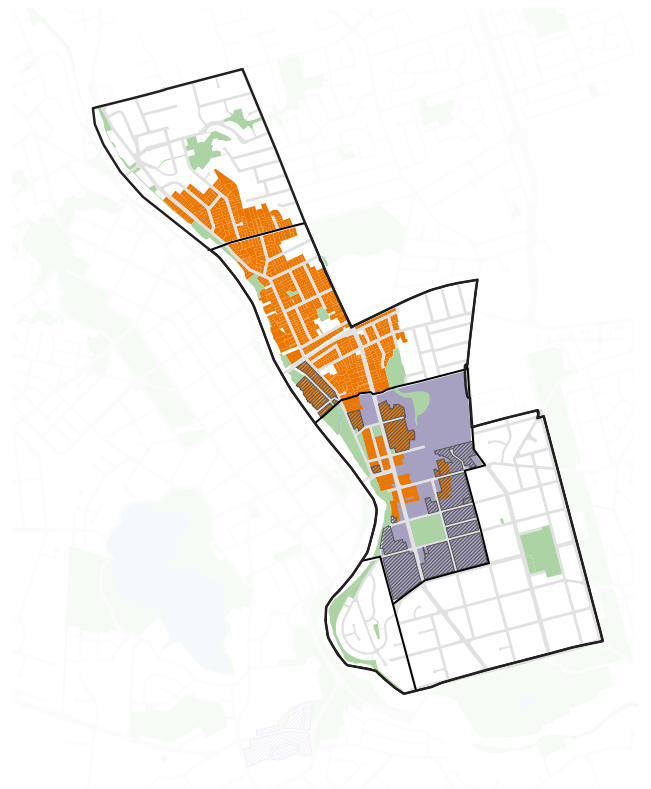
Existing heritage housing will be retained, providing a certain type of living and lifestyle for those who reside in these homes. Further diversification of housing stock and the provision of more zoning that allows for terraced housing and apartment buildings will increase the opportunity for people to live in Eastern Hamilton.

The move will be achieved by:

- Providing for affordable, high-quality housing choices, including terraced housing and low-rise apartments close to the town centre, transport nodes and public open spaces
- Providing for new development in the centres and mixed-use areas up to six storeys, with the ability to go higher where heritage and other values (e.g. Vision & Strategy) are not compromised
- Encouraging buildings to be designed so that they better meet the needs of different people at different times in their lives

This key move aims to:

- Locate density in the right place where it is well serviced by transport, social services, access to employment and access to amenity
- Rezone areas in different densities in accordance with NPS-UD and Amendment Act requirements to support a mix of housing typologies, sizes and housing tenure
- Preserve areas with high natural values and historical heritage values
- Provide for needs of different demographics and communities
- Encourage affordable housing opportunities for home ownership and rentals



| PRINCIPLES

Four themes and eleven principles are identified for all of the Area Plans, and they should not be considered in isolation. The strategies identified in the design principles will be delivered over time through the projects and actions in the recommendations. The principles are summarized below and Appendix 1 explains how they have been applied to Eastern Hamilton which to shape the key moves.

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.

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.



PART
4

RECOMMENDATIONS



The Eastern Hamilton Area Plan identifies a number of recommendations to assist with achieving the eleven design principles and six key moves of the plan.

These recommendations can be implemented through a range of statutory and non-statutory tools. Each recommendation can be identified as a Short-Term Recommendation or Long-Term Recommendation.

The recommendations are complex and may be co-dependant and need to be undertaken at the same time as others. Some may be cost effective to implement but then have expensive knock-on costs. The costs identified as part of the recommendations do not consider knock-on costs or on-going operational costs. These complexities will need to be considered during planning for implementation. Recommendations are not funded in current or future Long-Term Plans and are not guaranteed to happen.

Short Term Recommendations

Short term zoning recommendations are intended to inform the NPS-UD District Plan Change (PC12) and the next iteration of infrastructure master plans. 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 PC12, and related infrastructure projects that might be deliverable within established capital programmes.

Regarding statutory planning, this plan has largely used the Medium Density Residential Standards in the Resource Management Housing Supply Amendment Act as a foundation to guide the future form and function of development in the area. The land use recommendations identified here will help to realise the objectives and policies in the NPS-UD plan changes for the area. These will include details on zoning, height controls, design standards and other land use matters.

Long Term Recommendations

These mainly include unfunded projects and/or aspirational initiatives which will require further investigation, investment, engagement, and collaboration. The timeframe for delivery of these recommendations is also influenced by the sequencing and roll out of other catalyst projects, such as the Future Proof Strategy, MSP, Long Term Plan, Annual Plan/Funding Cycles, other council strategies and action plans and general population growth and economic drivers.

Land use and Zoning Recommendations

The following figures show the short-term (Figure 50) and long-term (Figure 51) land use recommendations reflecting the outcomes of the intensification analysis. This analysis considered areas for change within Eastern Hamilton including accessibility to commercial activities, public and active transport corridors, open space and community facilities. It also considered areas identified as having historic heritage, and all other available information.

The recommended zoning creates a land use response that will align with the NPS-UD, including the considerations of qualifying matters.

Figure 51: Proposed short term land use recommendations

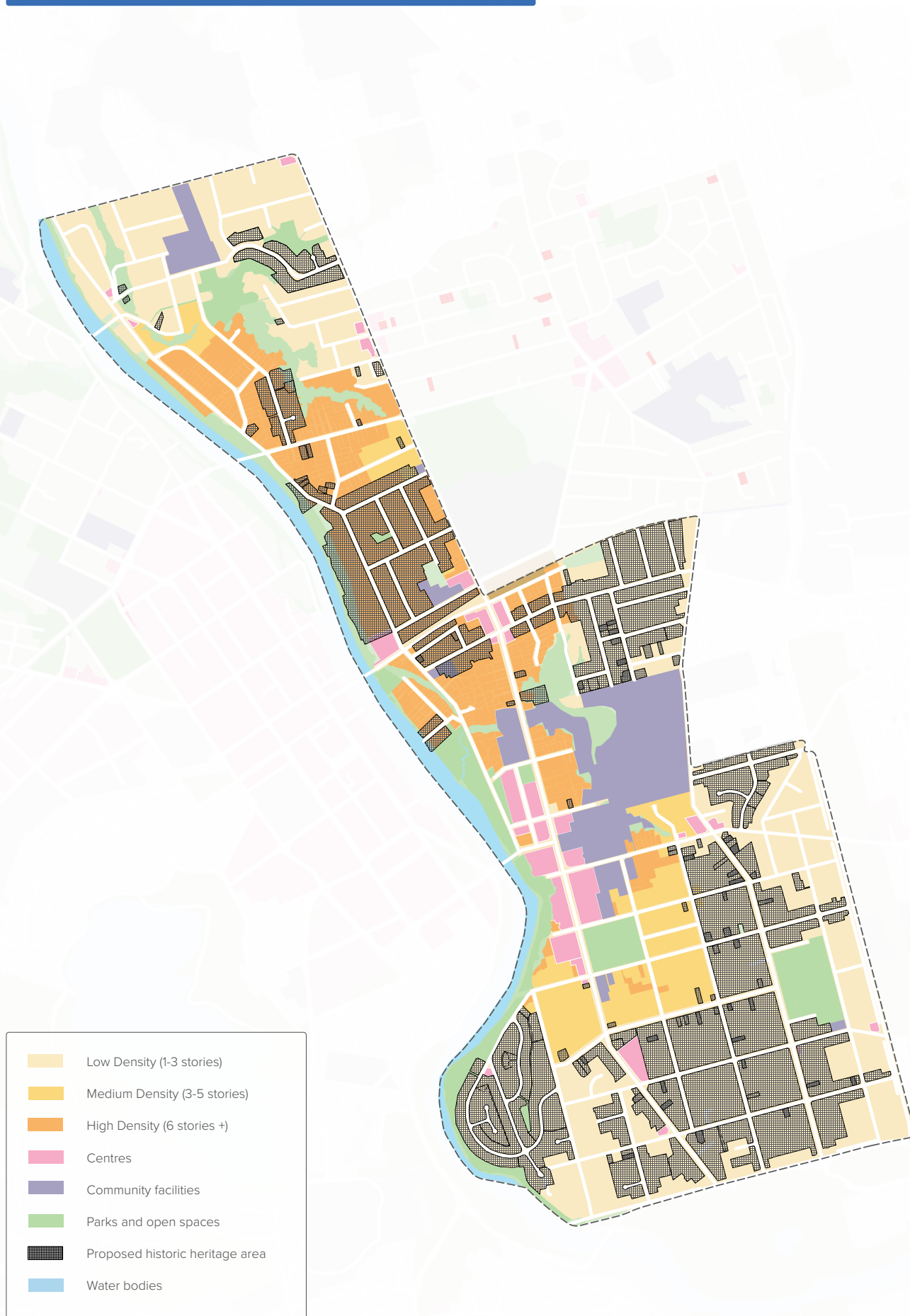
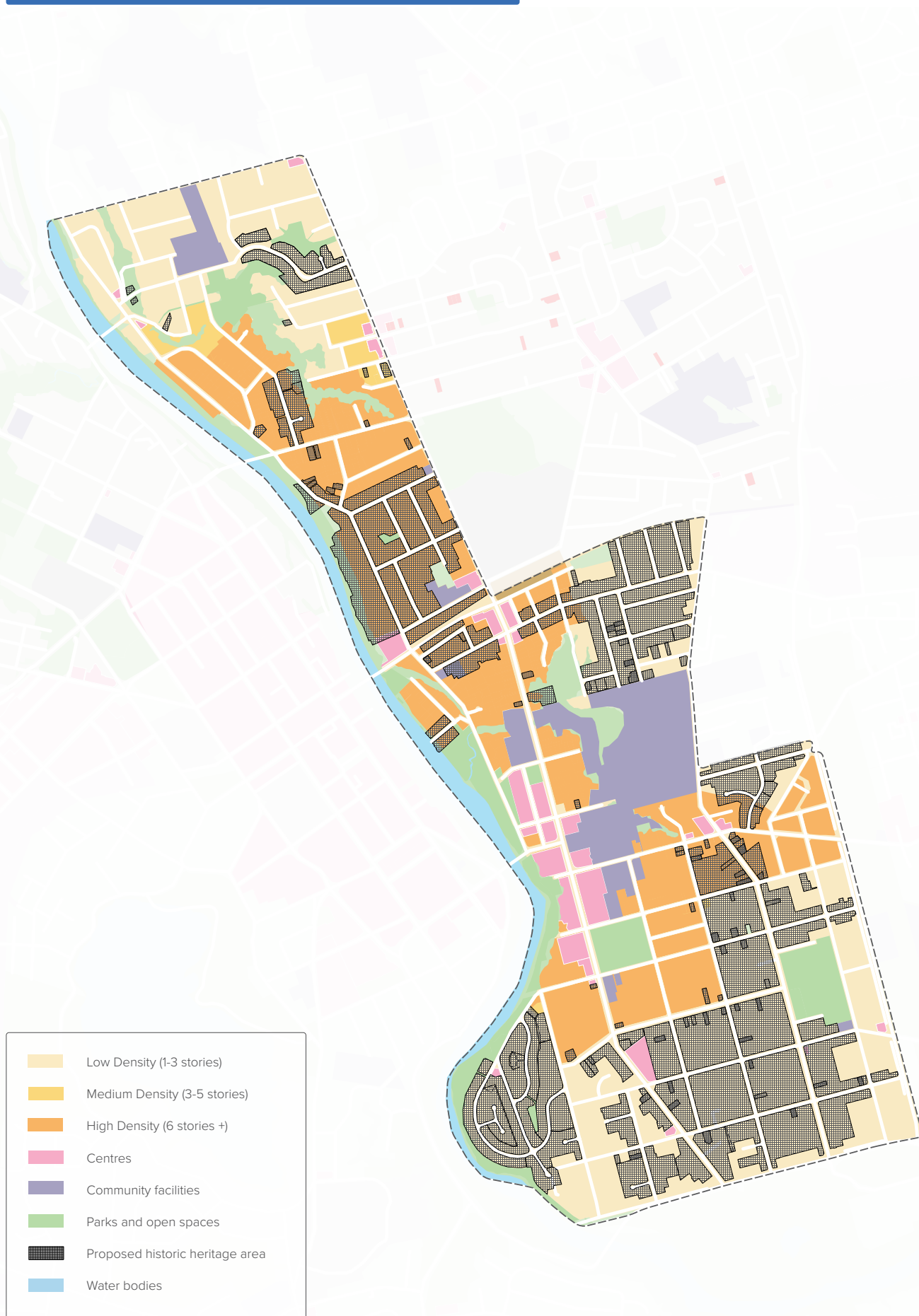
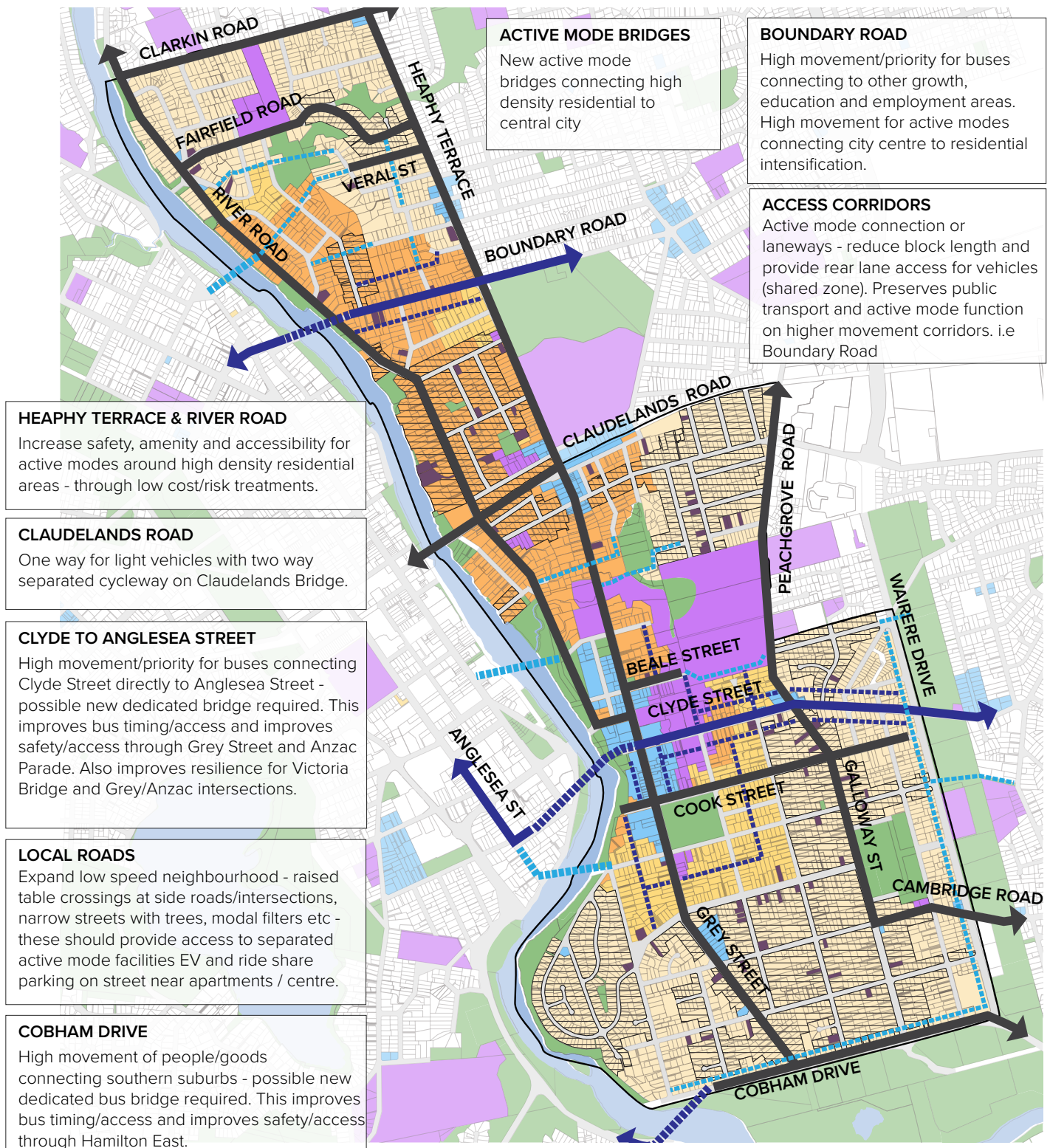


Figure 52: Proposed long term land-use recommendations



TRANSPORTATION

Figure 53:



HAMILTON EAST AREA PLAN

TRANSPORT CONCEPTS

The transport concepts seek to enable the area plan landuse zoning concepts and support these with quality transport facilities.

BROADER THEMES

LONG TERM






- Deliver full dedicated public transport network Boundary Road, Clyde Street to Anglesea.
- Rear lane access / limited access provided on high movement corridors ie. Wairere Drive, Cobham Drive, Boundary Road, Clyde Street.
- Deliver full separated active mode network along corridors connecting schools, areas of employment, and residential neighbourhoods.
- Increase permeability in areas of high density - rear lane/active mode network
- High place function on corridors within neighbourhood, local centres and adjacent to high density.

SHORT TERM














- Corridor Investigations (form/function) and designations as required.
- Traffic calming / lower speeds to improve safety and promote walking
- Start to improve cycle facilities to initiate mode shift and improve safety at intersections and side roads. Start to reduce severance across high movement corridors.
- initiate shift to high place function on corridors adjoining centres, medium and high density residential ie. Grey Street

KEY

Transport

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

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 Eastern Hamilton
A city that's easy to live in	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.	<ul style="list-style-type: none"> • Prioritise local life, providing a compact neighbourhood where people can access everyday needs within a short walk or bike ride from their home • Explore a land use response to the potential delivery of high-capacity rapid transport along key routes, such as Claudelands Road. • Address severance between Dey Street and Wairere Drive • Plan for appropriate parking and disability access at centres and around community facilities.
	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.	<ul style="list-style-type: none"> • Identify locations for intensification that are well serviced and well supported by walking, biking and public transport. • Support a range of lifestyle opportunities through housing provision. • Identify options for mixed tenure housing opportunities including affordable, state and market housing. • Protect heritage homes and areas • Respond to heritage buildings in a way that sensitively integrates them into new development. • Plan for certain percentage of development be universally accessible, to encourage assisted living and help residents age in place.
	Stormwater Restore and protect the Vision & strategy outcomes are delivered.	<ul style="list-style-type: none"> • Manage flooding risk where residual flooding exceeds safe levels through planning controls and guidance to deliver development safe from flooding. • Identify opportunities for appropriate stormwater treatment trains to respond to different densities.
	Water and wastewater Infrastructure supports the needs of changing and growing neighbourhoods.	<ul style="list-style-type: none"> • Co-ordinate infrastructure investment opportunities to capitalise on joint corridors where appropriate • 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.

Theme	Design Principles	What does this mean for Eastern Hamilton
A city where people thrive	Economy and opportunity 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"> • Activate and energise streets through permanent and temporary initiatives, including active ground floor frontages along Grey Street and in neighbourhood centres. • Catalyse opportunities which attract a mix of employment and residential uses, with people focussed streets and green spaces within the Grey Street Centre.
	Social Cohesion 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"> • 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. • Support the development of existing schools to serve the needs of current and future community and surrounding areas.
	Te Ao Maaori	<ul style="list-style-type: none"> • Recognition of the area's location at the interface between land and Waikato River, with design promoting appropriate interaction with the river environment.
A fun city	Fun for all Enable every Hamiltonian to play and be active	<ul style="list-style-type: none"> • Enhance existing open space assets to better utilise the space and provide for the needs of the population. • Improve connectivity to the Waikato River for recreation. • Identify opportunities to extend city centre assets such as play trails and recreation networks.
	Amenity Value Public spaces, places and routes are accessible, safe and pleasant for people of all ages and abilities.	<ul style="list-style-type: none"> • 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. • Provide pedestrian prioritised accesses to the linear parks along Wairare Drive and to Hamilton Garden.

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

APPENDIX 2: RECOMMENDATIONS

ID	Projects/Actions	Description /Purpose	Key moves and Design Principles Implemented	Cost ^[1]	Group/Unit Responsible	Implementation Method / Timeframe
1	Implement zoning recommendations for the Area Plan	<p>In the short term, this action includes the following as shown on Short-term Zoning Map:</p> <ul style="list-style-type: none"> Remove building height and density limits for sites zoned as Central City Zone as required by Policy 3a of the NPS-UD. Rezoning of the 800m walkable catchment from the Central City Zone to High Density Residential Zone, with height provisions of a minimum of 6 storeys enable as required by Policy 3c of the NPS-UD and a range of apartment building typologies enabled. Rezoning of the 400m walkable catchment from the Grey Street Suburban Business Centre to Medium Density Residential Zone, with height provisions of 4 -5 storey and a combination of duplex and terrace housing typologies enable as to provide commensurate densities and building height within and adjacent to centres under Policy 3d of the NPS-UD. Rezoning of part of the study area to Medium Density Residential Zone, with height provisions of 4 -5 storey and a combination of duplex and terrace housing typologies to allow for transitions from 6 storey High Density Zone to sites outside of the 800m walkable catchment. Rezoning existing residential areas with Medium Density Residential Standards where not captured by the walkable catchment. This ensures compliance with the Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill. <p>In the long term (5+ years), this action includes:</p> <ul style="list-style-type: none"> Rezoning parts of the study area to High Density Residential Zone as shown on Long Term Zoning Map. Areas locating within close proximity to Grey Street Suburban Business Centre, key transport routes including Clyde Street, River Road, Grey Street and Boundary Road, Steel Park and Claudelands Park can be rezoned to increase financial variability for higher density development once future transport capital projects are confirmed. Rezoning parts of the study area near Heaphy Terrace to Medium Density Residential Zone as shown on Long Term Zoning Map. Heaphy Terrace is one of key transport routes linking Grey Street to provide south-north connection. Areas locating adjacent to the existing Heaphy Terrace Neighbourhood Business Centre can be rezoned to Medium Density Residential Zone once Heaphy Terrace and Grey Street are upgraded to an integrated active mode and high amenity corridor. 	<p>Key moves: 1, 6</p> <p>Design principles:</p> <ul style="list-style-type: none"> Housing Social cohesion 	\$	Growth Group/ City Planning	District Plan Change Short Term to Long Term

[1] Cost categories: <5m = \$; 5-50m = \$\$; 50-100m = \$\$\$; 100-500m = \$\$\$\$; 500m+ = \$\$\$\$\$

ID	Projects/Actions	Description /Purpose	Key moves and Design Principles Implemented	Cost ^[1]	Group/Unit Responsible	Implementation Method / Timeframe
2	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 some parts of the study area (particularly in the Fairfield area); 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: 4, 5</p> <p>Design principles:</p> <ul style="list-style-type: none"> • Transport • Amenity values 	\$	Growth Group/ City Planning	<p>District Plan Change</p> <p>Short Term to Long Term</p>
3	Enable more permissive residential development above the ground floor and increase building heights for existing Grey Street business centre, Claudelands business centre and Heaphy Terrace business centre	<p>There are multiple centres with different hierarchy and of vary scales within the Area Plan. Recommendations to residential areas adjacent to these centres are captured in Recommendation 1 above as required under Policy 3d of the NPS-UD.</p> <p>For developments within the existing business centres, enabling more permissive residential provisions of the existing Suburban Business Zone and Neighbourhood Business Zone will promote agglomeration and integration of residential and non-residential uses, as well as provide for diverse housing typologies and the needs of different ages, cultures and abilities.</p>	<p>Key moves: 2, 4</p> <p>Design principles:</p> <ul style="list-style-type: none"> • Amenity values • Economy & Opportunity 	\$	Growth Group/ City Planning	<p>District Plan Change</p> <p>Short Term to Long Term</p>
4	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>Investigations 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"> • Update the SNA schedule to include the recent identified sites with the relevant ecological values under Plan Change 9 within the proposed District Plan • 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 • Update and include all identified Sites of Significance and include relevant information from Plan Change 9 within the proposed District Plan • 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 • Develop design guide for sites with identified heritage values and/or develop setback development controls for sites subject to or adjacent to identified SNA 	<p>Key moves: 1, 2, 6</p> <p>Design principles:</p> <ul style="list-style-type: none"> • Housing • Te Ao Maaori • Natural environment 	\$	Growth Group/ City Planning	<p>District Plan Change</p> <p>Short Term</p>
5	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, 6</p> <p>Design principles:</p> <ul style="list-style-type: none"> • Housing • Amenity values 	\$	Growth Group/ City Planning	<p>District Plan Change</p> <p>Short Term to Long Term</p>

ID	Projects/Actions	Description /Purpose	Key moves and Design Principles Implemented	Cost ^[1]	Group/Unit Responsible	Implementation Method / Timeframe
6	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).	Key moves: 5 Design principles: <ul style="list-style-type: none">• Transport• Amenity values• Climate responsive	\$	Growth Group/ City Planning	District Plan Change Short Term
7	Review existing business centres' purpose, scale and enhance business centre(s) to support growth the area	<p>Eastern Hamilton has a diverse residential and business community. It is seeing a resurgence as a business destination and continuing this rise will require continued co-operation between a range of groups, the business association and council.</p> <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"> • 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. • Identify sites and locations, working with landowners • Consider the role of public space and stormwater in a commercial centre at the heart of a dense urban community. • Identify placemaking and urban design initiatives for relevant centres 	Key moves: 1, 2, 4 Design principles: <ul style="list-style-type: none">• Economy and opportunity	\$	Growth Group/ City Planning	District Plan Change Business Centre Assessment Long Term
8	Implement short term transport network changes	<ol style="list-style-type: none"> 1. Initiate a network study including future corridor form and function for Clyde Street (including Public Transport only bridge connection), Grey Street and key connecting corridors. In conjunction develop a comprehensive master plan and funding strategy for the area around grey street shops to achieve the changes to land use and increase permeability and access identified in the long-term concepts. Studies would inform potential future business cases and Notice of Requirement. 2. Corridor form and function study to inform short and long-term interventions on Heaphy Terrace and River Road. 3. Corridor form and function study to inform short and long-term interventions on boundary road. 4. Active mode bridge study to directly connect key growth areas together as well as to the central city. 5. Investigate planning tools to achieve rear lane access and active mode only corridors to future medium density development and maintain limited access on strategic corridors. 6. Develop 'low-cost low risk' framework / programme to implement short term interventions that address safety and mode shift, with a particular focus on accessibility to schools as per the Eastern Pathways programme. 7. Future bridge study and corridor form and function study to inform long-term public transport interventions on Cobham Drive and one-way vehicle movement on Claudelands Road - dependent on metro-spatial plan outcomes. 	Key moves: 2, 4, 5 Design principles: <ul style="list-style-type: none">• Transport• Economy and opportunity• Amenity values	\$\$-\$\$\$	<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>

ID	Projects/Actions	Description /Purpose	Key moves and Design Principles Implemented	Cost ^[1]	Group/Unit Responsible	Implementation Method / Timeframe
9	Plan for the long term transport network improvements	<ol style="list-style-type: none"> 1. Deliver full dedicated public transport network Boundary Road, Clyde Street to Anglesea. 2. Rear lane access / limited access provided on high movement corridors ie. Wairere Drive, Cobham Drive, Boundary Road, Clyde Street. 3. Deliver full separated active mode network along corridors connecting schools, areas of employment, and residential neighbourhoods. 4. Increase permeability in areas of high density - rear lane/active mode network 5. High place function on corridors within neighbourhood, local centres and adjacent to high density. 	<p>Key moves: 2, 4, 5</p> <p>Design principles:</p> <ul style="list-style-type: none"> • Transport • Economy and opportunity • Amenity values 	\$\$-\$\$\$\$	<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>Long Term</p>
10	Create a high-amenity pedestrian and cycling link from the Grey Street to Heaphy Terrace	<p>Enhancing access in Eastern Hamilton provides opportunities to support mode shift for a variety of road users by highlighting public transport routes and potential road connections.</p> <p>The investigation, design and implementation of the active spine linking Grey Street and Heaphy Terrace across Eastern Hamilton with high place function will also improve active transport connectivity throughout the area and provide the amenity to support mode shift. A link in this location will connect a future planned river crossing with the university to central city link project, and school link project (via Claudelands Bridge and Brooklyn Road), helping to create a comprehensive walking and cycling loop of several key destinations on the city centre fringe.</p>	<p>Key moves: 4, 5</p> <p>Design principles:</p> <ul style="list-style-type: none"> • Transport • Amenity values • Climate responsive 	\$\$\$	<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>Long Term</p>
11	Deliver Eastern Pathways Programme, and the Biking and Micro-Mobility 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: 4, 5</p> <p>Design principles:</p> <ul style="list-style-type: none"> • Transport • Amenity values • Climate responsive 	\$-\$\$\$	<p>Strategic Infrastructure Development / Infrastructure Planning</p> <p>Infrastructure Operations Group / City Transportation Unit</p>	<p>Capital Projects,</p> <p>Designations,</p> <p>Partnership</p> <p>Long Term</p>

ID	Projects/Actions	Description /Purpose	Key moves and Design Principles Implemented	Cost ^[1]	Group/Unit Responsible	Implementation Method / Timeframe
12	Protect and enhance the gully systems, including gully restoration and esplanade reserve initiatives through leverage higher density development	<p>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 Eastern Hamilton. In particular, it is necessary to:</p> <ul style="list-style-type: none"> Reconnect of fragmented sections of the southern branch of the Seeley Gully system and extend a restored overland flowpath through the southern portion of the Hamilton East area. This would provide a safe and resilient path for secondary flows while helping to achieve the objectives of Te Ture Whaimana. Re-establish the natural overland flowpath which drains south from Claudelands Roads into the Seeley Gully. Currently a number of properties are likely to be at risk from flooding in this location and further work is needed to confirm this. Reconnect the Ranfurly Gully with the Claudelands Park greenspace. This gully has been fragmented through construction of Boundary Road. Reconnection would provide a restored flowpath for much of the upper catchment. Reconnect all three gully systems with the Waikato River. Currently all three gully systems are piped at or close to their outlets to the River. Re-establishing natural connections between the gullies and the River will enhance the capacity of these systems to convey increased volumes of stormwater runoff and will allow for more natural movement of aquatic ecology. 	<p>Key moves: 3, 4</p> <p>Design principles:</p> <ul style="list-style-type: none"> Amenity values Natural environment 	\$-\$\$\$	<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> <p>Financial Contributions</p>
13	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, 4</p> <p>Design principles:</p> <ul style="list-style-type: none"> Amenity values Natural environment 	\$	<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</p>
14	Leverage and support mixed use development for ground floor activation within existing centres by improving connectivity and quality of public realm around Eastern Hamilton's public open spaces and streets	<p>Activation of ground floor occupancy and street frontages will create a vibrant sense of place and support CPTED principles. This will support activity and offer safe movement for all users, in particular for active mode users connecting to the city centre via Cook Street.</p> <p>Improvements can also be achieved via improving lighting and infrastructure facilities access in and around the park and strengthens connections to the active mode corridors, and coordinating wayfinding, signage and create a strong sense of place.</p>	<p>Key moves: 1, 2, 6</p> <p>Design principles:</p> <ul style="list-style-type: none"> Economy and opportunity Fun for all Amenity values 	\$-\$\$\$	<p>Community Group / Parks and Recreation Unit</p> <p>Infrastructure Operations Group / City Transportation Unit</p>	<p>District Plan Changes, Capital Projects, Policy and Strategy Development</p> <p>Short Term to Long Term</p>

ID	Projects/Actions	Description /Purpose	Key moves and Design Principles Implemented	Cost ^[1]	Group/Unit Responsible	Implementation Method / Timeframe
15	Incorporate mana whenua narratives to enhance the sense of community and belonging	<p>As Eastern Hamilton 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, as well as enhancing access to and the narrative around heritage sites and community activation through existing public parks and reserves, improving connections to community facilities, parks and amenities within Eastern Hamilton and across the river will contribute to the strong sense of community and vibrant identity.</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 is 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: 1, 4, 6</p> <p>Design principles:</p> <ul style="list-style-type: none"> • Te Ao Maaori • Fun for all • Amenity values 	\$	All Groups as part of usual business processes	<p>Capital Projects,</p> <p>Policy and Strategy Development,</p> <p>Partnership</p> <p>Short Term to Long Term</p> <p>Financial Contributions</p>
16	Update the Open Space Provision Policy and Open Space Plan to accommodate increasing population density	<p>Local parks play a significant role for Eastern Hamilton as they are not just an import recreational asset, they also are local features reflecting the particular nature, history and character of the area.</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. It is recommended that the anticipated changes in demand for parks and open space are captured in an update to the Open Space Provision Policy and Open Space Plan so that all residents have equitable access to high quality open space in the future.</p> <p>Improvement to the local parks can include:</p> <ul style="list-style-type: none"> • Improve accesses to Ranfurly Park and Caro Parks from existing schools, as well as enabling better activation of the parks. • Improve Steel Park as a central public space to reconsider the role of surrounding buildings and streets to its success and enable better play and activation opportunities. Improve the connection through the park will support activity and encourage independent mobility for residents. • Create a more inviting and safer environment at all times of the day / night for Galloway Park and existing reserves. • Strengthen frontages onto existing reserves along Waikato River through the support of continued river path and river connections. • Improve connectivity with public parks adjacent to Wairere Drive (outside of the study area) which places a landmark feature in the neighbourhood and increases green infrastructure accessibility. 	<p>Key moves: 2, 4, 6</p> <p>Design principles:</p> <ul style="list-style-type: none"> • Social cohesion • Fun for all • Amenity values 	\$\$	<p>Community Group / Parks and Recreation Unit</p> <p>Growth Group/ City Planning</p>	<p>Capital Projects,</p> <p>Designations,</p> <p>Partnership</p> <p>Short Term to Long Term</p> <p>Financial Contributions</p>

ID	Projects/Actions	Description /Purpose	Key moves and Design Principles Implemented	Cost ^[1]	Group/Unit Responsible	Implementation Method / Timeframe
17	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 & 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 Eastern Hamilton 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>Strategically, the public pathways along Waikato River will also provide a better and quality connection from the Te Awa Trail extension, Hamilton Garden, then to Grey Street, Heaphy Terrace and further towards the north of the city.</p>	<p>Key moves: 3, 4, 5</p> <p>Design principles:</p> <ul style="list-style-type: none"> • Social cohesion • Fun for all • Amenity values • Natural environment 	\$\$	<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>
18	Play streets initiatives	<p>Improve the way residents are able to enjoy their local streets by enabling safe play measures that are unique to the neighbourhood. Design initiatives can include connecting to the play trail identified in the play strategy across the river and through Claudelands, as well as implementing other potential future play trails across Eastern Hamilton, connecting the proposed CBD play infrastructure and Hamilton Gardens.</p>	<p>Key moves: 4, 5</p> <p>Design principles:</p> <ul style="list-style-type: none"> • Social cohesion • Fun for all • Amenity values 	\$\$\$	<p>Community Group / Parks and Recreation Unit</p> <p>Strategic Infrastructure Development / Infrastructure Planning</p> <p>Infrastructure Operations Group / City Transportation Unit</p>	<p>Capital Projects, Policy and Strategy Development, Business Cases and Local Studies</p> <p>Long Term</p>

ID	Projects/Actions	Description /Purpose	Key moves and Design Principles Implemented	Cost ^[1]	Group/Unit Responsible	Implementation Method / Timeframe
19	Improve the pedestrian experience (quality of footpaths, improved street, and trail lighting)	<p>Investment in the public realm is an important way of addressing some existing issues in the areas (such as quality of footpaths, safety, lighting) whilst also signalling to the market that the area is of community value and private investment is welcome.</p> <p>Whilst Eastern Hamilton has a range of land use activities happening, conflicts can occur around business closures and within side and unlighted streets, especially involving the consumption of alcohol and other drugs. Providing basic amenities such as wider footpaths and more street lighting will encourage people to enjoy the area during the day and night. It will also signal to the market that the area is of community value and private investment is welcome.</p> <p>Priorities for short term investment include areas within and adjacent to:</p> <ul style="list-style-type: none"> • Clarkin Road • Heaphy Terrace • River Road • Grey Street Business Centres • Steel Park • Galloway Park 	<p>Key moves: 4, 5</p> <p>Design principles:</p> <ul style="list-style-type: none"> • Transport • Amenity values 	\$\$\$	<p>Strategic Infrastructure Development / Infrastructure Planning</p> <p>Infrastructure Operations Group / City Transportation Unit</p>	<p>Capital Projects, Business Cases and Local Studies</p> <p>Short Term to Long Term</p>
20	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: 2, 3, 4</p> <p>Design principles:</p> <ul style="list-style-type: none"> • Water and wastewater infrastructure • Economy and opportunity • Stormwater infrastructure • Natural environment 	\$\$\$\$-\$\$\$\$\$	<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>

