Chapter 3 - Structure Plans
Chapter 3A -Structure Plan

Hamilton City Council
Te kaunihera o Kirikiriroa

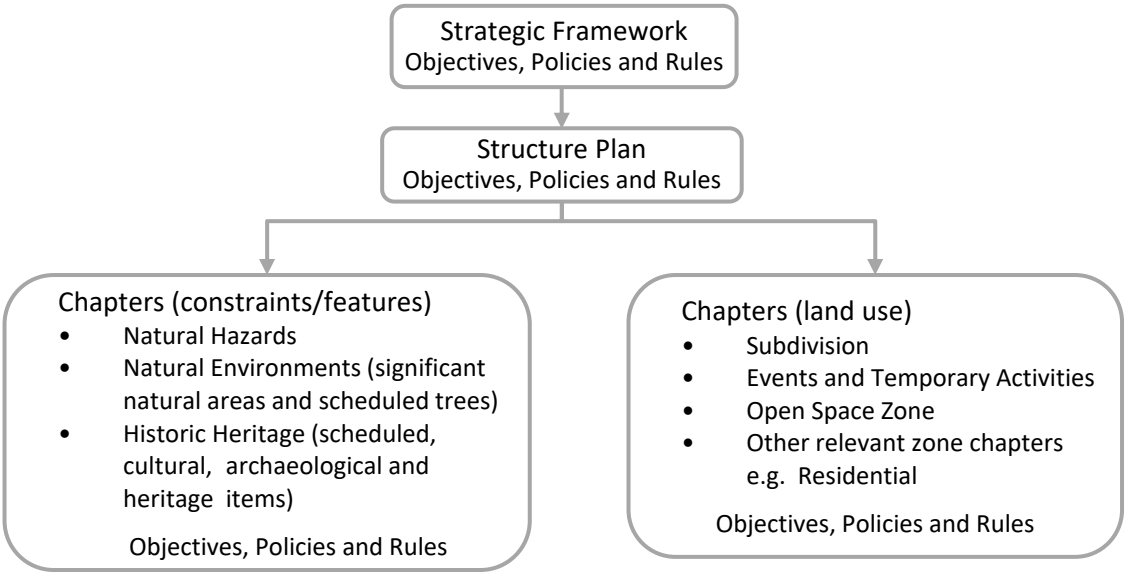
This chapter is subject to the following plan changes:

- *Proposed Plan Change 7 – Rotokauri North Private Plan Change*
- *Plan Change 5 – Peacocke Structure Plan (insertions underlined, deletions ~~struck out~~)*

3 Structure Plans

3.1 Purpose

a) This chapter contains objectives and policies relating to current Structure Plan areas (refer to Volume 2, Appendix 2). It also provides objectives, policies and guiding principles for any future Structure Plans which are predominantly within greenfield areas. This chapter must be read in conjunction with other relevant parts such as the Zones chapters.



b) A Structure Plan illustrates the proposed layout of a future development area.

c) The preparation of a Structure Plan is one of the first steps in advancing the development of new urban areas. It illustrates land uses such as residential, commercial, industrial and public open space. Structure plans usually contain broad servicing details such as transport configuration and may include other important key infrastructure features such as Three Waters networks. The level of detail can vary and may also show information such as housing density.

d) The purpose of a Structure Plan is to plan for the future in an integrated manner by:

i. Outlining a vision for the future.

ii. Setting out where growth can be accommodated and setting out a future land use pattern.

iii. Providing for staging of development.

iv. Guiding infrastructure planning including transport corridors, Three Waters, community facilities and public open space.

v. Identifying the financial feasibility of the development from a Council, Infrastructure provider and landowner perspective.

e) A Structure Plan has two main parts which must be incorporated into the District Plan:

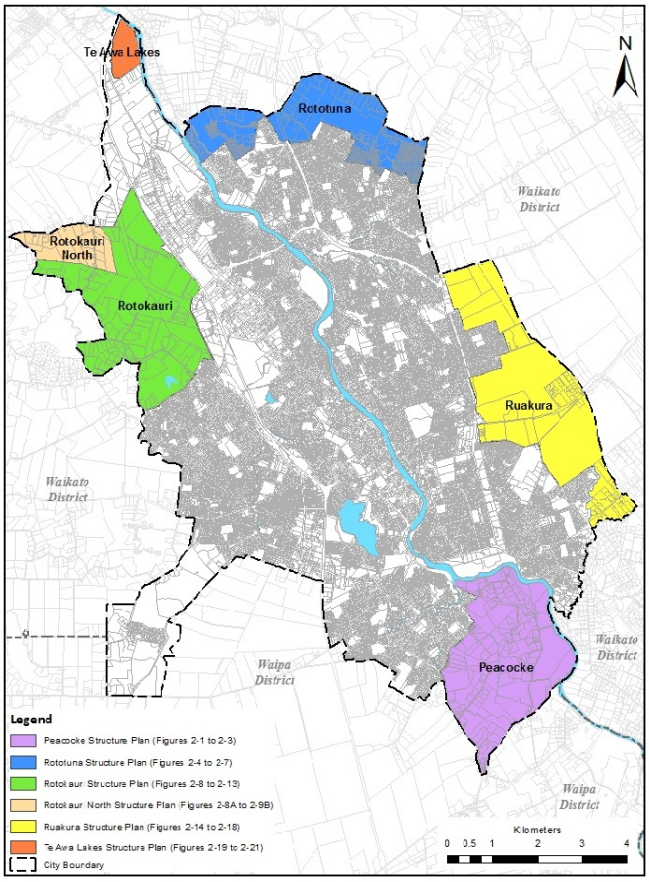
i. Guiding principles including objectives and policies specific to the Structure Plan area.

ii. Map(s) showing the [illegible]ent. This could include information in respect of the following: transport corridor general location and hierarchy, public reserves and links, areas for preservation, protection or restoration/enhancement, development intensities for residential or other activities, if appropriate, and such other matters as may be relevant to or significant for urban development in the area.

f) The maps or plans are at a high level of information and do not typically go into such detail as individual lot boundaries or the physical form of buildings and structures. Although a Structure Plan indicates future land uses, the rules that control the development of the land are contained in the District Plan zone chapters.

g) Currently prepared Structure Plans are incorporated into the District Plan. Future Structure Plans should also be incorporated into the District Plan, either through a variation or plan change.

Figure 3.1a: Structure Plan Locality Guide



Proposed Plan Change 7: Rotokauri North Private Plan Change - Notified Version

3.2 Principles

To provide consistency across the City, Structure Plans should adopt the following principles where appropriate:

a) Outline planning outcomes for each Structure Plan area, for example:

   i. Development suitability, including any land-use constraints and opportunities such as natural hazards, topography, soil type, contamination, heritage, infrastructure, reverse sensitivity constraints.

   ii. The land uses envisaged in the Structure Plan area.

   iii. Transport network connections and indicative primary transport corridors.

   iv. Reserves (the location of these may be fixed or indicative depending on context).

   v. Other major infrastructure where relevant.

   vi. How existing features of the area, including amenity, landscape, natural character, ecological values, water bodies, high class soils and view catchments, will be managed.

b) Include indicative maps that illustrate the broad planning outcomes sought.

c) Achieve the dwelling density targets set out in the Regional Policy Statement.

d) Provide a high level of connectivity both internally and external to the Structure Plan area.

e) Recognise, protect and enhance natural, built and cultural heritage.

f) Avoid patterns of land use and development that:

   i. Puts vulnerable land uses in areas affected by natural hazards; and

   ii. Exacerbates or creates new natural hazards.

g) Integrate seamlessly into the rest of the District Plan by using District Plan mechanisms, including existing:

   i. Zones.

   ii. Overlays.

   iii. Defined terms.

   iv. Design guides.

   v. Formatting and style.

h) Give effect to the Vision and Strategy for the Waikato River.

Open Space Plan, September 2013 sets out a 50-year strategic direction for Hamilton's parks and open spaces. The Open Space Plan presents a series of goals, priorities and an action plan that responds to the needs, challenges and opportunities facing Hamilton's open spaces.

3.4 Peacocke (See Chapter 3A – Peacocke Structure Plan)

Plan Change 5 Peacocke Structure Plan

~~a) The Peacocke area is a 720ha area of rural land to the southeast of the Glenview suburb of Hamilton City. The land was incorporated into the City from the neighbouring Waipa District Council in 1989 for the express purpose of providing for the City's future urban growth.~~

~~b) For this reason the Peacocke Structure Plan has been prepared to provide a resource management framework to guide future use and development of the area and will be used to inform future District Plan changes, develop an infrastructure programme and a basis to provide guidance to development within this Growth Cell prior to the rezoning of the area.~~

~~c) The Peacocke Structure Plan promotes ideas regarding urban design concepts and consideration around urban form, the transport network and the natural environment. These ideas are based on the following key principles:~~

~~**Contextual Design:** Ensure that future development considers the natural environment, built environments and how development fits into the surrounding area as part of the design solution. This will help to establish the quality of development wanted for the area.~~

~~**Concentration:** Ensure that future development is undertaken at an appropriate density and intensity of use that preserves and restores the ecological integrity of the area while improving the quality of life for residents, facilitating a vital economy, and promoting the efficient use of land and community assets.~~

~~**Accessibility and Connectivity:** Ensure that the movement network within the area is legible, permits ease of movement and avoids severing neighbourhoods by ensuring an integrated street network that provides an appropriate block layout that is well connected and integrated with the wider environment.~~

~~**Legibility and Identity:** Ensuring that the future layout is easily understood, through the development of routes, neighbourhoods, nodes, edges and landmarks. Provide neighbourhoods with a distinctive character that allows people to experience, and take ownership, of their unique community.~~

~~**Innovation:** Encourage future development within Peacocke to be innovative and implement best practise methods.~~

~~Vision~~

~~The vision for the Peacocke area is that it will become a high quality urban environment that is based on urban design best practice, social well-being, and environmental responsibility.~~

~~The goal for Peacocke is that development will respond positively to its natural setting and built form to develop a number of well connected neighbourhoods based on an urban development concept that respects and restores the area's natural environment.~~

~~**Figure 3.4a:** Peacocke Structure Plan – Land Use~~

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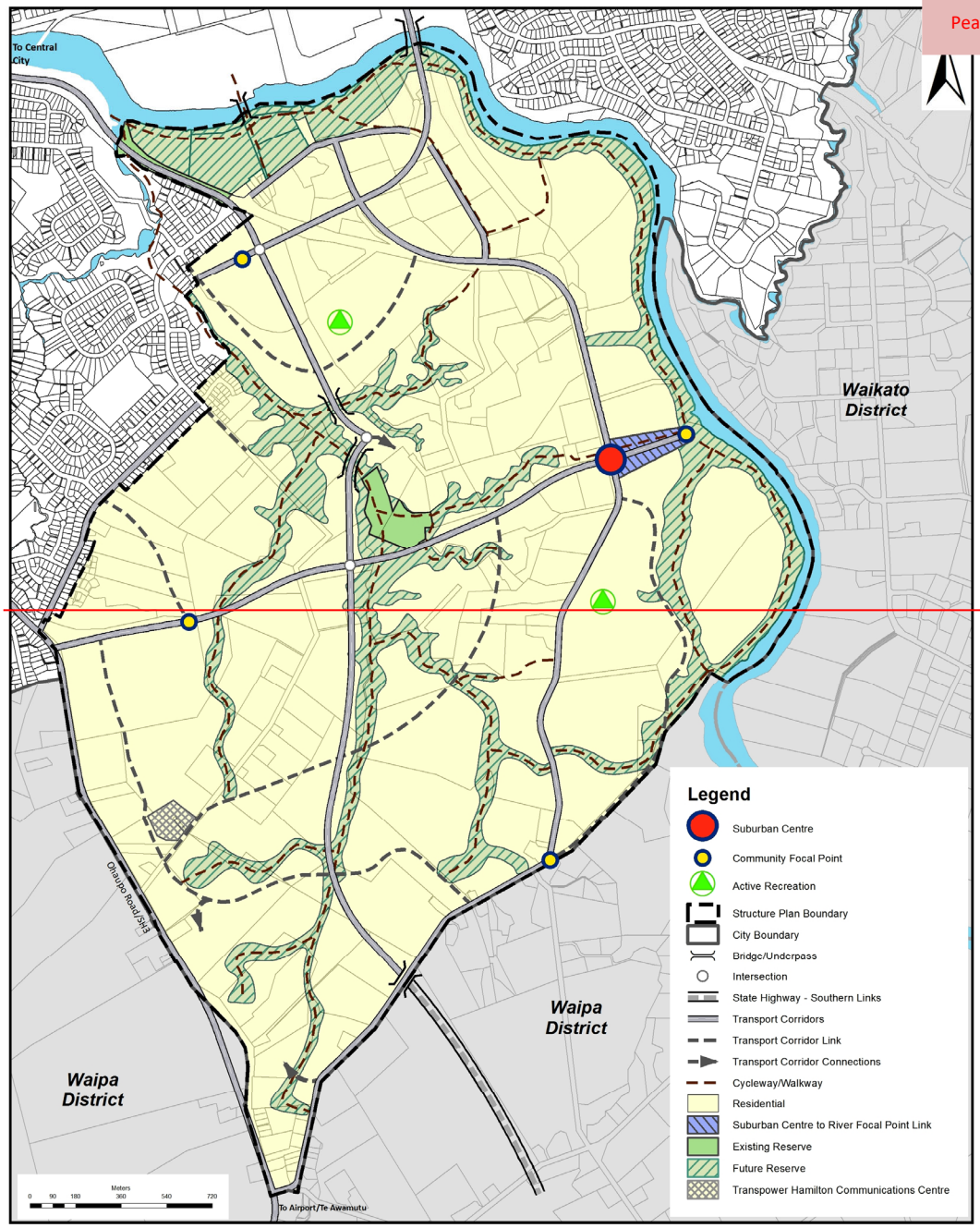
Peacocke Structure Plan



~~3.4.1 Objectives and Policies~~

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~~When consent is required for subdivision and/or development within the Peacocke Structure Plan area, the proposal must be in accordance with the objectives and policies below and any general objectives and policies for Structure Plan areas (refer to 3.3).~~

~~Peacocke Natural System~~

~~To strengthen the natural and ecological environment within Peacocke.~~

~~Objectives~~	~~Policies~~
~~3.4.1.1~~ ~~Protect and enhance significant natural areas.~~	~~3.4.1.1a~~ ~~Protect the physical integrity and ecological and stormwater function of the Mangakotukutuku Gully and Waikato River margins.~~
	~~3.4.1.1b~~ ~~Provide an undeveloped open space buffer zone beyond the top edge of the Mangakotukutuku Gully and Waikato River to improve legibility from all parts of the growth cell.~~
	~~3.4.1.1c~~ ~~Encourage lower density development (lot sizes of 800m^2+) along the gully network.~~
	~~3.4.1.1d~~ ~~Provide for revegetated gullies and river margins.~~
	~~3.4.1.1e~~ ~~Manage stormwater to minimise the effect of urban development on Mangakotukutuku stream values and functions, maintain the ability of the stream to continue to provide habitat for threatened aquatic species and minimise adverse effects on the stream water quality and habitat.~~
~~3.4.1.2~~ ~~Create ecological and open space links between gully and river.~~	~~3.4.1.2a~~ ~~Provide green corridors between the major arms of the Mangakotukutuku Gully and Waikato River.~~
	~~3.4.1.2b~~ ~~Align collector and local street networks to create strong physical and visual connections between the gully system and river.~~
	~~3.4.1.2c~~ ~~Provide a green corridor along the Waikato River that provides pedestrian and cycling facilities and amenity.~~
~~3.4.1.3~~ ~~Develop only on suitable slopes and avoid modification of landforms.~~	~~3.4.1.3a~~ ~~Slopes steeper than 15 degrees are regarded as unsuitable for development given accessibility, stability and the extent of earthworks required.~~

Objectives	Policies
	3.4.1.3b Large-scale earthworks and modifications to landforms should be avoided to ensure development responds positively to the landscape and enables the creation of a distinctive urban form.

Peacocke Built Environment

The development of a unique and vibrant urban environment that responds positively to the natural environment, which still portrays liveability, diversity and safety.

Objectives	Policies
3.4.1.4 Integrate movement routes with surrounding neighbourhoods.	3.4.1.4a Extend existing primary movement routes into the growth cell and use new routes to 'stitch' these together. Use these routes to orientate the secondary street network.
	3.4.1.4b Create a high degree of connectivity both within and out of the Structure Plan area.
	3.4.1.4c Enable access to employment, entertainment, retail and recreation through the integrated transport network.
	3.4.1.4d Seek ways to reduce the impact of major movement barriers such as major arterial roads, the Mangakotukutuku Gully and the Waikato River.
3.4.1.5 Ensure that higher density development is linked to social and natural amenity.	3.4.1.5a Increase density around nodes, parks and riverfront areas.
	3.4.1.5b Take advantage of areas of high amenity.
	3.4.1.5c Intersect proposed passenger transport routes with nodes for critical mass of population and efficient interchange capabilities.
	3.4.1.5d Encourage urban form that reduces dependency on the car by focusing on intensification and encouraging walking, cycling and the use of passenger transport.

~~Objectives~~	~~Policies~~
~~3.4.1.6~~ ~~Encourage an overlapping mix of land uses.~~	~~3.4.1.6a~~ ~~Provide a wide variety of land use activities within comfortable walking distance of the highest population densities and amenity.~~
	~~3.4.1.6b~~ ~~Use mixed use planning rules to encourage a diverse and compatible range of activities, both vertically and horizontally.~~
~~3.4.1.7~~ ~~Provide a public edge to the gully and river.~~	~~3.4.1.7a~~ ~~Avoid new development 'turning its back' or privatising edges to major natural features and recreational areas.~~
	~~3.4.1.7b~~ ~~Avoid the creation of access barriers to allow for a wide spectrum of the resident population and visitors to physically access or visually interact with these features.~~
~~3.4.1.8~~ ~~Utilise natural promontories and edges to develop distinct urban areas.~~	~~3.4.1.8a~~ ~~Use natural features to define neighbourhood edges and inform the development of a diverse range of living environments across the growth cell.~~
	~~3.4.1.8b~~ ~~Use these landscape qualities as generators for niche market opportunities.~~
	~~3.4.1.8c~~ ~~Focus on the creation of a stimulating river side urban development that is unique to Hamilton.~~
~~3.4.1.9~~ ~~Locate neighbourhood centres within walking distance to recreational areas.~~	~~3.4.1.9a~~ ~~Development should be contained in distinctive neighbourhoods that are walkable and safe and linked by a high quality open space network.~~
~~3.4.1.10~~ ~~Future-proof the Peacocke Structure Plan area.~~	~~3.4.1.10a~~ ~~Recognition of the role of Peacocke in the City as well as the sub-region.~~

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~~Peacocke Social Wellbeing~~

~~Create an urban form and public realm that encourages strong and vibrant communities and neighbourhoods that are attractive, safe and well connected.~~

~~Objectives~~	~~Policies~~
~~3.4.1.11~~ ~~Locate large recreation areas on flat sites at the periphery of dense urban areas.~~	~~3.4.1.11a~~ ~~Locate formal sports pitches on slopes less than 1:50 and of sufficient coverage to avoid large quantities of cut and fill.~~
	~~3.4.1.11b~~ ~~Locate large recreational areas on the periphery of higher density areas where a balance can be struck between proximity and the impact these large areas have on critical population catchments.~~
	~~3.4.1.11c~~ ~~Locate formal sports fields on collector or minor arterial routes to ensure the sustainable use of the roading network and limit impact on surrounding neighbourhoods.~~
~~3.4.1.12~~ ~~Develop the neighbourhood as the building block of the area.~~	~~3.4.1.12a~~ ~~Establish an integrated network of neighbourhoods, each distinctive and each with its core and sense of place.~~
	~~3.4.1.12b~~ ~~Focus neighbourhoods around parks, schools, centres, and main streets.~~
~~3.4.1.13~~ ~~Create a continuous network of open space.~~	~~3.4.1.13a~~ ~~Establish a series of green spaces providing connections and meeting places.~~
	~~3.4.1.13b~~ ~~Ensure a high level of public access to the Waikato River corridor.~~
~~3.4.1.14~~ ~~Regenerate existing suburbs through shared amenities.~~	~~3.4.1.14a~~ ~~Utilise new investment as an opportunity to improve or develop new amenities where deficiencies are recognised and allow new residents to 'tap' into and help sustain existing community structures.~~
	~~3.4.1.14b~~ ~~Avoid conflicts with overprovision of amenities and undue competition with existing facilities.~~
	~~3.4.1.14c~~ ~~Integrate into the existing urban form and natural and built environments.~~

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Peacocke Cultural Environment

Through urban and environmental design recognise and celebrate historic and cultural features within the Peacocke area.

Objectives	Policies
3.4.1.15 Protect historic and culturally significant sites or features.	3.4.1.15a Respect known pa sites, borrows pits and other cultural associations with waterways and the land, through the creation of protective reserves or enlightening developers to ways of integrating these features into new developments for the benefit of all stakeholders.
	3.4.1.15b Culture and heritage can be generally perpetuated through retaining familiar landmarks and also by non-physical means, such as place names.
3.4.1.16 Protect surrounding rural views behind ridgelines, distance views to the City and regional landscape features.	3.4.1.16a Maintain strategic views from Peacocke Road and the localised knoll near Peacocke Lane to areas outside the growth cell through lower density development and greater building setbacks in these locations.
	3.4.1.16b Restrict the impact of higher density areas on the rural character by generally containing visual effects within the catchment area of the Mangakotukutuku Gully.
	3.4.1.16c Provide greater building setbacks along the Ohaupo and Peacocke Road ridgelines and minimise reverse sensitivity effects of rural activities on urban land uses.
	3.4.1.16d Provide for lower density development (lot sizes of 1000m²+) in areas of undulating topography.

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3.4.2 Structure Plan Components

3.4.2.1 Natural Character Areas

Development within Peacocke needs to respond to the strong landscape features; including the Mangakotukutuku Gully system, the Waikato River Terrace areas, and the

~~Southern Hills area as shown on Figure 2-3 Peacocke Structure Plan, Character Areas and Neighbourhoods in Volume 2, Appendix 2.~~

~~While the urbanisation of the Peacocke area will transform the existing environment, it is essential the extent of earthworks and land modification undertaken is required to ensure that the natural landforms inform the shape of urban development.~~

~~As it is the aim to create an interesting and distinctive urban form based on the underlying landform, the Structure Plan has identified three natural character areas that will guide future development of the Peacocke area. These character areas are:~~

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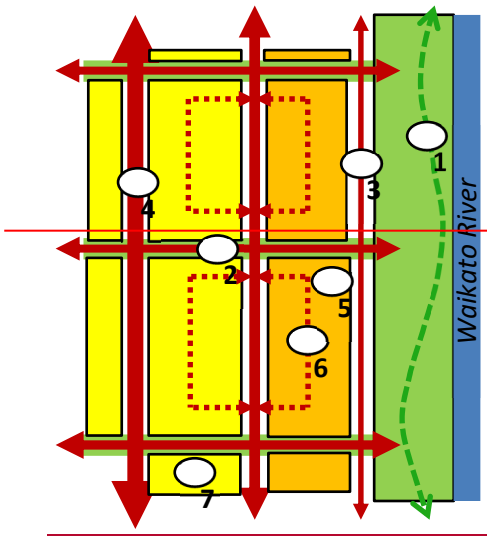
~~**a) Terrace Area**~~

~~i. This area is located adjacent to the Waikato River edge and has a high level of amenity. High density residential development would benefit from location in this area. Residential development will be a combination of general residential development, terrace housing and apartments. Development along the river will be required to create a public frontage to a river esplanade by ensuring dwellings front on to the river and the establishment of a local road or access lane that provides public access along the river will create a safe and usable river esplanade (refer to Figure 3.4.2a).~~

~~ii. Public access to the river will be maintained with the development of 'green streets'. Giving priority to pedestrian circulation and open space over other transportation uses may include sidewalk widening, landscaping, traffic calming, and other pedestrian-oriented features. A green street will enhance and expand the public open space in the immediate area, reinforce desired land use, transportation patterns, and linkages down to the river esplanade (refer to Figure 3.4.2a).~~

~~iii. A master plan will be required for the river frontage prior to any development taking place, in order to ensure the large river frontage is fully utilised, creating an interesting and distinctive urban form.~~

Figure 3.4.2a: Diagram showing the street pattern that encourages increased accessibility to the Waikato River Esplanade



1. River Esplanade – Pedestrian/Cycle network connecting Peacocke to Suburban Centre to Central City
2. 'Green Streets' connecting neighbourhoods to the River Esplanade
3. Local road/access lane fronting River Esplanade providing public access
4. Main traffic route setback from river front
5. Higher density residential development in areas of high amenity
6. Access to residential lots from rear lanes
7. General residential development

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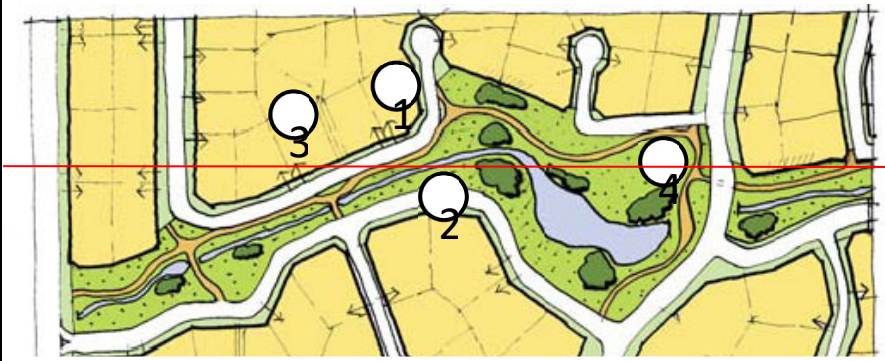
b) Gully Area

i. The environmentally sensitive area of the Mangakotukutuku Gully network runs through the centre of Peacocke. Because of the natural sensitivity of this area lower urban densities are appropriate. Where the topography does not allow connectivity, lots should be arranged around 'cul-de-sac' spurs, limiting the need for the filling in of gullies or the re-contouring land (refer to Figure 3.4.2b).

Figure 3.4.2b: Concept illustrating the use of roading along the gully to make the gully system more legible and reduced densities around the gullies to protect the natural and ecological environment



1. Use cul-de-sacs where connectivity is constrained by topography
2. Roading and Open Space buffer along gully
3. Larger lots along gully 800m² to 1200m²
4. Gully as public reserve land creates a strong feature within the urban fabric

ii. The visual sensitivity of the Mangakotukutuku Gully network needs to be acknowledged. The heavily incised nature of the Mangakotukutuku Gully means it potentially has poor legibility and little visual relationship with the wider urban form, particularly if privatised and enclosed along its edges. To protect against this, an open space buffer running along the top of the banks,

will allow the gully system to be legible and in turn provide definition to the surrounding urban form (refer to Figure 3.4.2b).

iii. Conversely local roads should run along the gully edge in as many places as possible with houses on one side of the street only, or the gully edge be maintained as public reserve land (refer to Figure 3.4.2b).

iv. It is inevitable that some roads will have to cross the gully arms to create a well connected and integrated transport network. However it is envisaged that collector and local roads should generally be routed around the gully arms to minimise modification of the landform and limit ecological damage.

v. In terms of density of development, lot sizes of between 800m² and 1200m² would be more suitable for land immediately adjoining the gully system (refer to Figure 3.4.2b). This will ensure the amount of impervious surface is reduced and provide opportunities for water sensitive techniques to be used. A reduction in density adjoining the gully system will contribute visually to a more open and distinctive urban form, allowing the gully itself to be the dominant organising feature.

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c) Hill Area

i. The undulating topography in the southern area of Peacocke is proposed for lower overall density (lot sizes of 1000m²+) with higher intensity arranged along the ridgeline. Steep slopes in this area should be kept in their natural form, through active planting of these areas with indigenous plants. Roads and access ways should follow the contours to ensure minimal disturbance of the natural topography.

ii. The elevated ridges in the southern portion of Peacocke provide a degree of physical and visual containment to the growth cell but they are not prominent skyline ridges needing preservation from urban development. However it is desirable to maintain a more generous open setting along slopes to ensure the views of the hills are not completely obscured. The elevated nature of this area can be used to create distinctiveness.

iii. The localised knoll to the east of Peacocke Lane is the main highpoint in the northern part of Peacocke. There is an opportunity to utilise this to provide a point of difference through design guidance or the possible development of specific provisions for the area to encourage development to respond to the landform. This may involve lessening the density or creating a different urban form in this area. Avoidance of significant roading through or over such features should also be part of this response.

3.4.3 Nodes

3.4.3.1 Community and Recreation Facilities

a) In order to achieve a sustainable balance of land use activities it is important to ensure that a range of formal and informal recreational opportunities are provided to meet the diverse needs of the intended growing population of the Peacocke area.

b) Community facilities such as a public library, passenger transport facilities, schools and other community facilities will be required to support this growing community over time. When required, these facilities will be developed within or close to the commercial and community focal points identified, to ensure they are easily accessible to the residential areas of Peacocke.

c) Recreational facilities for the area, including the parks and reserves network need to meet multiple functions. Thus where possible:

i. Neighbourhood reserves will be integrated with the gullies,

ii. Sports parks may have natural areas, play lots and links to gullies,

iii. Riverside reserves will provide for walkways/cycle ways, may have nodes that serve as neighbourhood parks and will incorporate protection of natural areas,

iv. All parks will provide landscape amenity, and where possible will support environmental values, and

v. Serve as stormwater peak flow detention basins.

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d) The two major sports parks will contain a number of sports pitches (suitable for senior grade play, junior fields and training areas) and an area that serves a neighbourhood park function. Whilst they will primarily serve the local population, they will also form part of the city-wide network of sporting facilities. Two general locations have been shown, the northern park and the eastern park. The need for large, level, well-drained areas that are accessible will be significant factors in determining their precise location. Consideration will also need to be given to amenity issues with adjacent properties.

e) The sports parks are to be linked into the green corridors which will help to establish a more integrated network of facilities and improve accessibility. Together the sports parks, neighbourhood parks and major features such as the gully network and river corridor will provide a network of recreational facilities catering for the diverse needs of the local community. They will also make a significant contribution to the character and appearance of the area in line with the objectives and policies, creating public open space around key landscape features.

f) A major reserve area, on the south side of the Waikato River, will create a major recreational node along the riverbank and provide for the expansion of Hamilton Gardens.

g) Also neighbourhood parks provide a range of informal recreation facilities, including children's play areas. These will complement the range of facilities provided by the sports parks and provide a smaller scale focal point for the local neighbourhoods. They are intended to serve a catchment area with approximately a 500m radius. In order to provide appropriate levels of accessibility and an even distribution of recreational facilities, each neighbourhood should be provided with a park comprising approximately 0.8 hectare.

h) Where possible neighbourhood parks should incorporate existing natural features and be sited in prominent locations where there is scope for passive surveillance, outlooks and a high degree of accessibility. They may also act as a transitional area between different activities. Neighbourhood parks will have an informal

character with little built development. Like the active recreation sports parks, they will be established within residential areas.

i) Criteria for the location of neighbourhood parks are:

i. Distribution across the growth cell,

ii. Respond to the local context and work with the existing landscape,

iii. Integrate CPTED principles into the development of the parks,

iv. Accessibility to a residential catchment,

v. Topography,

vi. Ability to protect or enhance natural features,

vii. Ability to protect cultural and heritage values,

viii. Ability to foster positive neighbourhood identity and provide community focal points,

ix. Ability to provide off-road linkages between residential neighbourhoods and facilities, and

x. Ability to link areas of natural and ecological value.

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j) The exact location of neighbourhood parks will be determined in consultation with landowners at the time of subdivision, taking into account the criteria above and the local road layout.

k) The indicative riverside reserve network is intended to create a continuous walking and cycling network along the river's edge. A number of areas of particular landscape value have been identified where the reserve has been widened to indicate Council's intention to acquire the land. The desired outcome is a vegetated and accessible riverbank corridor that provides a buffer between urban development and the river. As part of the riverside reserve it is proposed that a park be established adjacent to the proposed community focal point, thus providing further recreation amenity associated within the Suburban Centre.

3.4.3.2 Neighbourhoods

a) A key urban design principle for Peacocke is well-connected and walkable residential areas. This means that individual residential neighbourhoods are linked well by local and collector roads, and via off-road walkway and cycleway links. The roading network itself should respond positively to the strong topographical features within each character area such as the arms of the Mangakotukutuku Gully.

b) Walkable neighbourhoods are also about creating attractive residential areas with legibility and clear linkages to key destinations such as the commercial/ community nodes where sports parks, schools and community facilities will be located. Residential densities should be increased around these nodes to concentrate more of the population within easy walking distance of key community infrastructure. In this manner an urban form is more likely to be generated that encourages walking and cycling and a reduced reliance on the private car.

3.4.3.3 Commercial/Community Nodes

~~It is important that the day to day needs of the emerging community of Peacocke is provided for locally and within walking distance of the various residential areas. It is envisaged that there will be five commercial/community nodes within the Peacocke area.~~

~~These Nodes are split into two categories: Suburban Centre and Community Focal Points.~~

~~**a) Suburban Centre**~~

~~i. The Suburban Centre will be the location for a public library, schools, public transport centre and the focus for the majority of commercial activities within Peacocke. It should also be the location for a secondary school, should one be required to serve the Peacocke area. The Suburban Centre is a street-based, mixed-use centre, based around attractive and well functioning public open space and containing a mix of land uses and facilities that would be expected within a conventional suburban centre (refer to Figure 3.4.3a).~~

~~ii. The Suburban Centre's indicative location on a transport route junction will ensure it is easily accessible to the entire growth cell. The size and configuration of the Suburban Centre will be determined in more detail once a retail needs analysis for Peacocke has been developed.~~

~~iii. Residential activity is a key component of the Suburban Centre. Apartment style development will be encouraged within and beside the Suburban Centre. This could take the form of commercial activity at the ground floor with residential above. The benefit of this is that it injects activity and 'life' into these centres outside of normal working hours.~~

~~iv. The location of the Suburban Centre creates a strong link via a pedestrian orientated 'green street' to a community focal point on the Waikato River. The community focal point will focus on hospitality and small boutique retail as well as encouraging the use of the river esplanade and the river as a potential connection between the growth cell and the Central City and other key destinations (refer to Figure 3.4.3a).~~

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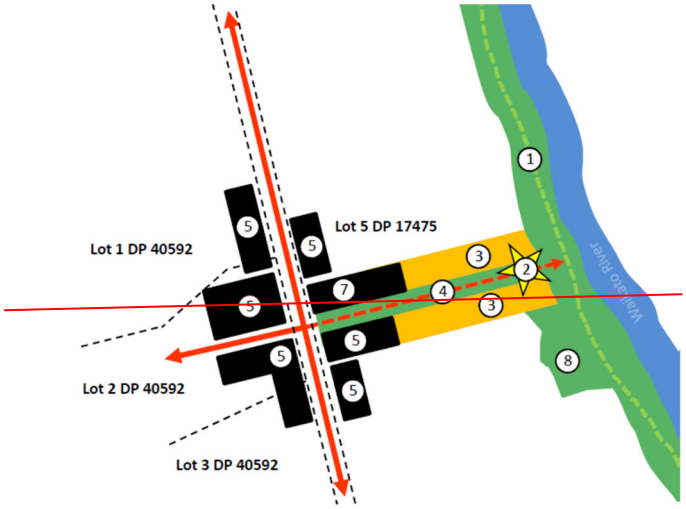
~~**Figure 3.4.3a**: Concept plan showing the proposed Suburban Centre and its relationship to the river and distribution of land uses~~



~~1. River Esplanade – Pedestrian/Cycle network~~
~~2. Land Use that focuses on the river and hospitality~~
~~3. Mixed Land Use along link between Suburban Centre and River node~~
~~4. Pedestrian orientated 'Green Street'~~
~~5. Retail and traffic orientated activities located along arterial routes~~
~~6. Suburban Centre located at intersection of Arterial routes to provide greater accessibility~~
~~7. Community Facilities and Passenger Transport node~~
~~8. River reserve providing Suburban Centre with recreational facilities~~

~~*Figure does not define the exact location and extent of the suburban centre and is indicative only.*~~

~~**b) Community Focal Points**~~

~~i. These are small in size and serve a local fu~~ ~~chosen to provide a wide distribution across the growth cell maximising the amount of residential land within a five minute walking distance of the centres. The centres are located at junctions to facilitate public transport and accessibility, and adjacent to neighbourhood parks or other open space. These are intended to be the location for future schools in the Peacocke area making them easily accessible from adjoining residential areas. The final make up and location of these community focal points within the neighbourhood will be finalised through the Master Plan process outlined in Volume 2, Appendix 1.2.2.3.~~

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Peacocke Structure Plan

~~3.4.4 Transport Network~~

~~a) A fundamental urban design principle is the ease of movement to ensure well connected communities. It is essential that transportation routes are designed to give priority to walking and cycling, and facilitate a seamless web of direct and efficient passenger transport routes that connect neighbourhoods with the central area of the City and other key destinations. In considering the final alignment of the Transport Network the alignment of transport routes needs to be taken into account, as identified in Volume 2, Appendix 2, Figure 2-2 Peacocke Structure Plan Staging and Transport Network.~~

~~b) The transport network (refer to Figure 3.4.4a) shown on the Structure Plan is indicative and not intended to show exact alignments. Collector roads in particular are shown conceptually to provide key linkages between different residential neighbourhoods. Their precise alignment will be largely determined as individual subdivisions are progressed.~~

~~c) The transportation network is made up of the following:~~

~~i. A walkway/cycleway network which wherever possible has been developed as a segregated network (i.e. separated from the carriageway),~~

~~ii. An arterial transport network which links destinations, and~~

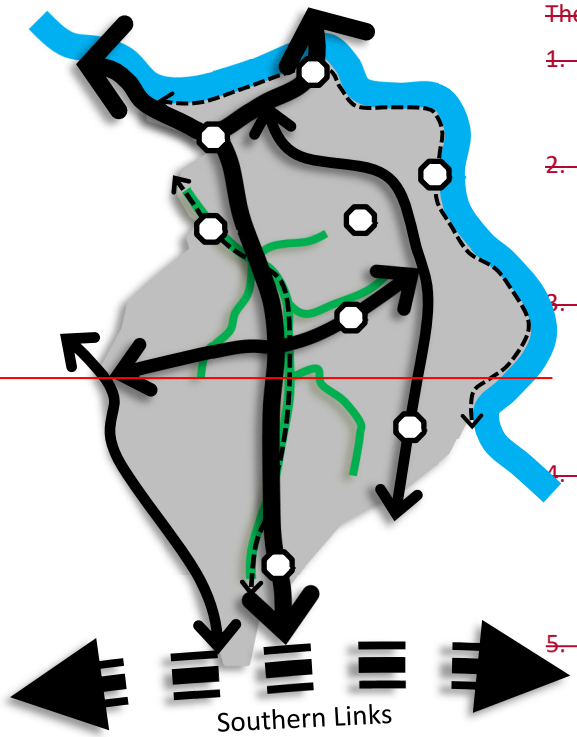
iii. A collector road network which serves to connect residential neighbourhoods together as well as to the arterial roading network.

d) The distribution of roads across Peacocke is based on this hierarchy through linking key nodes and provides a logical passenger transport network. While in the foreseeable future this will be based on buses, it is intended that the arterial routes can potentially accommodate alternative modes of transport such as light rail.

e) Furthermore uncertainty around the precise form and function of the Southern Links state highway network also means the roading network needs to be responsive to changing circumstances and priorities. The final alignment of the arterial network within Peacocke will be established through the designation process. Therefore the alignment of some of the arterial routes is highly indicative, especially the southern section of the central major arterial route (refer to Figure 3.4.4a below).

Plan Change 5
Peacocke Structure Plan

Figure 3.4.4a: Proposed Transport Corridors



The key features of the network are:

1. Walkway and cycleway route linking all parts of Peacocke to the Central City via the Mangakotukutuku Gully and Waikato River corridor
2. 'City Link' major arterial route which traverses through the central portion of Peacocke and links with Cobham Drive at the Cobham Bridge, to provide a direct route to the Central City and hospital
3. 'Eastern Link' major arterial route which branches from the City Link route and crosses the Waikato River near Echo Bank Place linking with Cobham Drive and the Hamilton Ring Road, thus providing a direct route to the eastern side of the City
4. 'City Link' major arterial route forms part of the 'Southern Links' network that will likely connect with Kahikatea Drive in the west, and the Waikato Expressway in the east which provides strong connectivity in all directions
5. Minor arterial network that provides a link between the western and eastern sides of the growth cell, and the main north-south corridor for the eastern part of the growth
6. Collector road network that links individual residential neighbourhoods with each other and with the arterial roading network

3.4.5 Interim Subdivision

a) The Structure Plan sets the overarching structure and pattern of development, to which an eventual infrastructure programme will need to reflect. While the concepts are flexible in their application to some extent, there are critical elements of infrastructure that must be provided for, within defined corridors.

b) The probability of the key urban design concepts of the Structure Plan being realised decreases exponentially as the size of allotments decreases. Smaller blocks of land will not be able to achieve the critical mass required to enable neighbourhood centres, or different residential densities to be developed, in a coherent and integrated manner. Essentially this means that the urban form promoted by the Structure Plan may become unachievable if wide-scale interim subdivision occurs.

c) There is however no fundamental objection to interim development of future growth areas provided the ability for further urban development in an acceptable form is preserved. The provisions within Chapter 23 are intended to manage interim subdivision with these principles in mind.

d) This approach will provide a more coherent and coordinated response to the interim development pressures that exist, and provide the optimum platform to manage these issues. This ensures that interim development in Peacocke still enables the City's objective of achieving full urban development in the entirety of the Peacocke area, that is based on good urban design principles and is unique in Hamilton while still providing land owners the opportunity to manage their land sustainably.

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Peacocke Structure Plan

3.4.6 Indicative Infrastructural Development Programme

a) Council's Long Term Plan sets out the infrastructure programme for the City. The infrastructure provision for Peacocke detailed in the Long Term Plan is a programme of roading upgrades, a wastewater storage facility or similar wastewater solution, and extension of water and stormwater services to the area shown as Stage 1 on the Staging plan contained in Volume 2, Appendix 2, Figure 2-2.

b) Stage 2 of the growth cell does not have an established infrastructure programme within the Long Term Plan. Generally however, it is anticipated that over a 20-25 year period once the necessary bulk trunk infrastructure and transport network has been established (i.e. the installation of a bulk wastewater connection to the existing reticulated network to the north of the Waikato River, and a bridge and transport corridor connection constructed across the Waikato River) to join Peacocke to the City's existing infrastructure networks, development will start. However the development of Stage 2 could be brought forward if the necessary bulk infrastructure and transport networks are constructed outside of the Long Term Plan programme.

c) The development of Stage 2 is to be staged from the north in the vicinity of the Water Treatment Plant and then proceed in a southerly direction along Peacocke Road.

3.4.6.1 Rule - Proposed Staging of Residential Development

a) Volume 2, Appendix 2, Figure 2-2 sets out the intended staging of development for Peacocke which at this time consists of a Stage 1 of approximately 85 hectares. The remainder of the growth cell (Stage 2) does not have a staging proposed as infrastructure provision for this area is not within the Long Term Plan.

b) Development within Stage 1 will be staged as follows:

~~Stage 1a and Stage 1b will be required to meet the following:~~

~~i. Stage 1a~~

~~Number of dwellings shall be limited to 500.~~

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~~ii. Stage 1b~~

~~The development of Stage 1b shall not commence prior to a solution being implemented to mitigate the adverse effects that the combined traffic volumes within Stage 1a and 1b will have on the Dixon Road and State Highway 3 intersection, to the satisfaction of Council.~~

~~c) Any development on Sec 1 SO 57582 or the balance of this parent lot shall be required to:~~

~~i. Upgrade the existing wastewater network to accommodate any development on the site.~~

~~ii. Implement a solution, which is acceptable to Council, to address the adverse transport effects on Dixon Road/State Highway 3 Intersection from the potential traffic volumes from within Stage 1.~~

~~d) Any development that does not comply with the above will be a non-complying activity.~~

~~3.4.7 Provisions in Other Chapters~~

~~The provisions of the following chapters apply to activities within this chapter where relevant.~~

- ~~Chapter 2: Strategic Framework~~
- ~~Chapter 5: Special Character Zones~~
- ~~Chapter 23: Subdivision~~
- ~~Chapter 25: City-wide~~
- ~~Volume 2, Appendix 1: District Plan Administration~~

3.5 Rototuna

a) The Rototuna Structure Plan area is approximately 490 hectares, and was part of land brought into the City in 1989 to facilitate the City's expansion. The Structure Plan has been developed in order to facilitate an integrated, sustainable approach to the management of the natural and physical resources of the Rototuna growth cell.

b) The Structure Plan promotes urban design concepts and considerations around urban form, identifying proposed land use elements, key natural and physical resources, transport and other infrastructural requirements, parks and reserves, and any potential constraints to development. The Structure Plan considers treatment of key physical features such as gully systems, ridgelines and naturally elevated topography and the river bank, and management options to protect significant features.

c) The Structure Plan provides the basis for discussion of development proposals between council and developers. It is not intended to act as a blueprint, but creates a framework to guide development to ensure that the Rototuna area

DEV01-PSP: DEVELOPMENT AREA 1: PEACOCKE STRUCTURE PLAN

Provisions that are not tracked changed (insertions underlined, deletions ~~struck out~~), have been transferred from the Hamilton Operative District Plan 2017 under s58I of the RMA for the purposes of complying with the format requirement of the National Planning Standards.

DEV01-PSP: OVERVIEW AND VISION

The Peacocke area is a 740ha area of rural land to the southeast of the Glenview suburb of Hamilton City. The land was incorporated into the City from the neighbouring Waipa District Council in 1989 for the express purpose of providing for the City's future urban growth.

For this reason the Peacocke Structure Plan has been prepared to provide a resource management framework to guide future use and development of the area and will be used to inform future District Plan changes, develop an infrastructure programme and a basis to provide guidance to development within this Growth Cell prior to the rezoning of the area.

The structure plan has been developed to "*enable the development of an attractive and sustainable community in Peacocke.*" The following principles have informed the development of the structure plan and the associated plan provisions:

- Enable the development of a range of typologies, enabling housing choice and a range of price points providing diversity in housing, catering for a range of occupants who require a range of housing sizes from one- and two-bedroom apartments to larger single dwellings.
- Create higher density walkable catchments, centred on public transport routes and activity nodes such as the local centre, neighbourhood centres and community facilities such as the sports park, and schools.
- Enable higher density housing to borrow amenity from areas of high amenity such as the Waikato River and Mangakootukutuku gully network.
- Require subdivision to create a connected, legible, and permeable transport network that enables access through the structure plan, particularly for active modes, allowing local trips to be undertaken without reliance on a private vehicle.
- Subdivision should be undertaken, (where topography allows) to maximise access to sunlight for allotments.
- The block pattern and lot arrangement should create streets that are lined with buildings, with public frontages, directing back yards to be located to the rear of the site creating private outdoor living areas.
- Ensuring road frontages are not dominated by carparking, garaging and vehicle access.
- Development should be well designed and provide a high level of on-site amenity for residents, maximising access to sunlight and privacy and a high-quality visual outlook.
- Developments use quality building materials, variation in architectural form and landscaping to contribute positively to the character of the area.

- Subdivision is designed to respond to the gully network and areas of open space ensuring that where these are accessible to the public and they are visible and safe

Vision

The vision for the Peacocke area is that it will become a high-quality urban environment that is based on urban design best practice, social well-being, and environmental responsibility.

The goal for Peacocke is that development will respond positively to its natural setting and built form to develop a number of well-connected neighbourhoods based on an urban development concept that respects and restores the area's natural environment.

The Peacocke area is Hamilton's southern growth cell and is ideally located to provide approximately 20,000 people homes with easy access to destinations such as the Central City and the University of Waikato. The area has special environmental value being dissected by the Mangakotukutuku Gully network and adjacent to the Waikato River. These provide important habitat for a range of species including pekapeka-tou-roa, New Zealand's critically endangered long-tailed bat.

The Southern Links Transport Corridor Designation runs through the growth cell, providing transport connections to the wider Hamilton and Waikato roading network.

These features of the Peacocke area means that it is important land development occurs in such a way that takes advantage of its location, responds to and respects the important ecological values of the area and integrates with the transport network to ensure a high level of accessibility is maintained into and throughout the area.

The Peacocke area will be developed in line with Hamilton's vision for a 20-minute city, which seeks to provide residents access to everything they need within 20 minutes without relying on private motor vehicles. This means establishing a local centre, which will act as the central community hub, supported by a network of smaller neighbourhood centres, providing day to day convenience for residents.

These hubs will be supported by a multi-modal transport network that provides access to frequent public transport on key routes and a direct and accessible walking and cycling network, that is safe and enjoyable to use. The network will be constructed to meet best practice principles related to safety, coherence, directness, attractiveness and amenity which will assist in encouraging mode shift, in particular for shorter trips of less than 3km.

These hubs will be supported by areas of higher density residential development, allowing more people to live within walkable catchments of the centres and the public transport network, efficiently using land and infrastructure. This will create a vibrant centre that will become the heart of the community.

To ensure a high amenity environment, that people enjoy and want to live in, urban design outcomes are prioritised within the structure plan. This will ensure that while a medium and high-density environment is envisaged, it is developed to provide residents with a high level of on-site amenity and a pleasant public realm.

The topography in Peacocke is typically undulating and earthworks will be required to achieve the densities envisaged in the area. It is important that these earthworks are undertaken in a

comprehensive manner that assists in providing a high amenity outcome. This means designing earthworks to minimise the use of retaining walls, and where these are necessary, minimising their height and locating these to be away from the road frontages. Large scale earthworks that enable development should be undertaken with a subdivision consent to ensure a well-designed outcome.

DEV01-PSP: OBJECTIVES

Urban Environment

Plan Change 5
Peacocke Structure Plan

REFERENCE	OBJECTIVE	RELEVANT POLICIES
DEV01-PSP: O1	Optimised, long-term, positive environmental, economic, social and cultural effects of greenfield development.	DEV01-PSP: P1 DEV01-PSP: P2 DEV01-PSP: P3
DEV01-PSP: O2	Compatible buildings and activities.	DEV01-PSP: P12 DEV01-PSP: P68 DEV01-PSP: P69
DEV01-PSP: O3	Development responds to land suitability including topography, landscape, natural features, soil type, natural hazards, heritage features, and adjoining land uses.	DEV01-PSP: P27 DEV01-PSP: P28 DEV01-PSP: P29
DEV01-PSP: O4	Locate large recreation areas on flat sites at the periphery of dense urban areas.	DEV01-PSP: P9 DEV01-PSP: P10 DEV01-PSP: P11
DEV01-PSP: O5	A range of well-connected, functional public open spaces.	DEV01-PSP: P4 DEV01-PSP: P5 DEV01-PSP: P6
DEV01-PSP: O6	*The Peacocke Structure Plan is developed to deliver required housing supply for Hamilton and creates a connected, well integrated, high amenity, medium density residential environment, with areas of high density established around commercial centres, schools, public transport corridors and areas of open space and natural amenity.*	DEV01-PSP: P13 DEV01-PSP: P14 DEV01-PSP: P15 DEV01-PSP: P16 DEV01-PSP: P22 DEV01-PSP: P25
DEV01-PSP: O7	*Urban development responds to the area's natural environment, ecological values and natural hazards.*	DEV01-PSP: P23 DEV01-PSP: P25 DEV01-PSP: P26
DEV01-PSP: O8	*Business Centres in the Peacocke Precinct are well designed and integrate with surrounding neighbourhoods, provide for multi-level apartment buildings and create distinctive places that are functional, safe, attractive and vibrant.*	DEV01-PSP: P17 DEV01-PSP: P18 DEV01-PSP: P19 DEV01-PSP: P20 DEV01-PSP: P21
DEV01-PSP: O9	*The Peacocke Local Centre is the primary business centre within the structure plan area and provides a range of services to the local community.*	DEV01-PSP: P17 DEV01-PSP: P18 DEV01-PSP: P19 DEV01-PSP: P20 DEV01-PSP: P21
DEV01-PSP: O10	*Neighbourhood centres are located in close proximity to recreational areas and act as activity nodes for walkable catchments, providing access to smaller scale convenience activities.*	DEV01-PSP: P17 DEV01-PSP: P18 DEV01-PSP: P19 DEV01-PSP: P20 DEV01-PSP: P21

DEV01-PSP: O11	*Earthworks in the Peacocke Structure Plan are undertaken in a comprehensive and integrated manner, ensuring a high amenity urban environment that is sympathetic to the areas topographical character.*	DEV01-PSP: P24

Natural Environment

REFERENCE	OBJECTIVE	RELEVANT POLICIES
DEV01-PSP: O12	Provide a public edge to the gully and Waikato River.	DEV01-PSP: P7 DEV01-PSP: P8
DEV01-PSP: O13	*Protect and enhance identified significant habitat of indigenous fauna and significant indigenous vegetation.*	DEV01-PSP: P37
DEV01-PSP: O14	*Create and protect ecological and open space corridors identified in the Peacocke Structure Plan.*	DEV01-PSP: P35 DEV01-PSP: P36 DEV01-PSP: P37
DEV01-PSP: O15	*Enable development adjacent to ecological areas where it is designed to manage the effects of development on the function of these areas.*	DEV01-PSP: P23
DEV01-PSP: O16	*Establish a network of open space, that supports the ecological values of the Peacocke Area and provides passive recreation opportunities where they do not conflict with ecological values.*	DEV01-PSP: P38

Transportation Network

REFERENCE	OBJECTIVE	RELEVANT POLICIES
DEV01-PSP: O17	An integrated and efficient pattern of land use and transportation so as to sustainably manage the impact of development on existing and planned transport infrastructure.	DEV01-PSP: P40 DEV01-PSP: P41 DEV01-PSP: P42
DEV01-PSP: O18	*The transport system in Peacocke provides a high level of connectivity within the structure plan area and to surrounding neighbourhoods.*	DEV01-PSP: P39 DEV01-PSP: P51
DEV01-PSP: O19	*The transport network reduces car dependency and encourages mode shift by:* *1. Providing a well-connected transport network that prioritises walking and cycling.*	DEV01-PSP: P44 DEV01-PSP: P45 DEV01-PSP: P46 DEV01-PSP: P47 DEV01-PSP: P48

	2. *Designing the transport network to provide safe, direct and universally accessible routes for people walking and cycling throughout the structure plan area.* 3. *Integrating with land use to support the provision of a frequent public transport service.*	DEV01-PSP: P49 DEV01-PSP: P50 DEV01-PSP: P51 DEV01-PSP: P52 DEV01-PSP: P53
DEV01-PSP: O20	*The transport network is designed to be a high amenity environment that incorporates stormwater management.*	PREC1-P P43 PREC1-P P49

Cultural Outcomes

REFERENCE	OBJECTIVE	RELEVANT POLICIES
DEV01 – O21	Protect and celebrate historic and culturally important sites or features	DEV01-PSP: P54 DEV01-PSP: P55
DEV01 – O22	*Identify, communicate and promote the Maaori history of the Peacocke area.*	DEV01-PSP: P54 DEV01-PSP: P55

Infrastructure Network

REFERENCE	OBJECTIVE	RELEVANT POLICIES
DEV01-PSP: O23	New urban development is appropriately serviced and properly integrated to minimise city network impacts.	DEV01-PSP: P55 DEV01-PSP: P56 DEV01-PSP: P57 DEV01-PSP: P58
DEV01-PSP: O24	Effective and integrated management of Three Waters so as to sustainably manage the impact of development on the City's natural and physical resources.	DEV01-PSP: P59 DEV01-PSP: P60
DEV01-PSP: O25	*Development of the Peacocke Structure Plan area occurs in a staged manner that ensures the efficient and effective delivery of infrastructure.*	DEV01-PSP: P55 DEV01-PSP: P56 DEV01-PSP: P57 DEV01-PSP: P58 DEV01-PSP: P59 DEV01-PSP: P60
DEV01-PSP: O26	*The timing, type and intensity of new urban development is integrated and aligns with the planning and provision of network infrastructure.*	DEV01-PSP: P55 DEV01-PSP: P56 DEV01-PSP: P57 DEV01-PSP: P58 DEV01-PSP: P59 DEV01-PSP: P60

DEV01-PSP: POLICIES

Urban Environment

Plan Change 5
Peacocke Structure Plan

DEV01-PSP: P1	Development should be in general accordance with the ~~relevant Structure Plan~~ *Peacocke Structure Plan.*
DEV01-PSP: P2	The design of development should provide population densities that support safe, efficient passenger transport and opportunities for walking and cycling.
DEV01-PSP: P3	Interim land use and development including low density residential development should not compromise the integrity and viability of the land use pattern for the relevant Structure Plan.
DEV01-PSP: P4	The location and size of public open spaces is provided in accordance with Council's Open Space *Provision Policy* ~~Plan~~.
DEV01-PSP: P5	Recreational activities are considered for co-location with: 1. Multifunctional stormwater management. 2. Walkways and cycleways. 3. Cultural and heritage sites. 4. Significant Natural Areas.
DEV01-PSP: P6	Promote appropriate and improved access to the Waikato River to better enable sporting, recreational, and cultural opportunities.
DEV01-PSP: P7	Avoid new development 'turning its back' or privatising edges to major natural features and recreational areas.
DEV01-PSP: P8	Avoid the creation of access barriers to allow for a wide spectrum of the resident population and visitors to physically access or visually interact with these features.
DEV01-PSP: P9	Locate formal sports pitches on slopes less than 1:50 and of sufficient coverage to avoid large quantities of cut and fill.
DEV01-PSP: P10	Locate large recreational areas on the periphery of higher density areas where a balance can be struck between proximity and the impact these large areas have on critical population catchments.
DEV01-PSP: P11	Locate formal sports fields on collector or minor arterial routes to ensure the sustainable use of the roading network and limit impact on surrounding neighbourhoods.
DEV01-PSP: P12	Adverse effects of activities near zone boundaries are managed through setbacks, building design, and landscaping.
DEV01-PSP: P13	*Higher density development in the Peacocke Structure Plan:*

	1. Shall be established within a walkable distance of the Peacocke Local Centre, neighbourhood centres, identified public transport routes, adjacent to schools, parks and community facilities. 2. May be provided along areas of natural open space including the river corridor and gully network.
DEV01-PSP: P14	Development of the Peacocke Structure Plan achieves: 1. A minimum overall net residential density (excludes roads and open space) of 22 - 30 dwellings per hectare within the Peacocke Medium Density Precinct. 2. A minimum overall net residential density (excludes roads and open space) of 35 - 50 dwellings per hectare within the Peacock High Density Overlay.
DEV01-PSP: P15	Avoid compromising the future delivery of high-density residential activity around the local centre and identified public transport routes with low density development.
DEV01-PSP: P16	Require a variety of housing typologies and densities to be provided throughout the structure plan area.
DEV01-PSP: P17	The Local Centre and Neighbourhood Centres are developed in locations consistent with the Peacocke Structure Plan.
DEV01-PSP: P18	The Local Centre is to be developed to include a variety of community and commercial activities that establish a high quality, pedestrian focused centre.
DEV01-PSP: P19	Incorporate infrastructure to support public transport services in the Local Centre.
DEV01-PSP: P20	Neighbourhood centres are located throughout the structure plan and established adjacent to areas of public open space.
DEV01-PSP: P21	Activities within the neighbourhood centres are of a scale and size that supports the neighbourhood catchment and do not undermine the role and function of the Peacocke Local Centre.
DEV01-PSP: P22	Development is enabled within areas identified for residential land use in a manner that is consistent with the Peacocke Structure Plan.
DEV01-PSP: P23	Near identified ecological corridors, ensure the design and location of buildings, infrastructure and lighting is managed throughout the Peacocke Structure Plan in order to maintain their role and function.
DEV01-PSP: P24	Enable the development of a medium and high density environment in the Peacocke Structure Plan, while managing earthworks to ensure the development of a high amenity environment by:

	1. *Managing the use, size, location and style of retaining walls in the area.* 2. *Requiring earthworks to be carried out in conjunction with subdivision to ensure comprehensive, cohesive outcomes are achieved.* 3. *Requiring earthworks to be carried out in a way that is sympathetic to the character of the area.*
DEV01-PSP: P25	*Development within the Peacocke Structure Plan considers the effects of climate change.*
DEV01-PSP: P26	*Ensure development manages the risks associated with natural hazards to ensure the safety of people and structures.*

Natural Environment

DEV01-PSP: P27	The loss of significant vegetation is minimised.
DEV01-PSP: P28	Road layouts adjacent to identified natural features recognise and retain their natural form where practicable.
DEV01-PSP: P29	The scale and quantum of development and land use type recognises land characteristics and suitability and adjoining land uses.
DEV01-PSP: P30	Protect the physical integrity and ecological and stormwater function of the Mangakotukutuku Gully and Waikato River margins.
DEV01-PSP: P31	Provide for revegetated gullies and river margins.
DEV01-PSP: P32	Provide a green corridor along the Waikato River that provides recreational pedestrian and cycling facilities and amenity.
DEV01-PSP: P33	Establish a series of green spaces providing connections and meeting places.
DEV01-PSP: P34	Ensure a high level of public access to the Waikato River corridor.
DEV01-PSP: P35	*Protect bat habitat adjoining the edge of the Mangakotukutuku Gully and Waikato River to ensure long tailed bats are able to continue to utilise these areas.*
DEV01-PSP: P36	*Require development adjacent to the gully network and Waikato River to meet required setbacks to support the ecological function of these areas.*
DEV01-PSP: P37	*Provide ecological corridors between the major arms of the Mangakotukutuku Gully and Waikato River of sufficient width that enables the movement of long tailed bats between the two areas.*

DEV01-PSP: P38	*Residential development away from the gully network and river corridor is supported by open spaces that provide for passive recreation within a walkable distance.*

Transportation Network

DEV01-PSP: P39	Create a high degree of connectivity both within and out of the Structure Plan area.
DEV01-PSP: P40	Enable access to employment, community facilities, retail and recreation through the integrated transport system.
DEV01-PSP: P41	Encourage urban form that reduces dependency on the car by focusing on intensification and encouraging walking, cycling and the use of passenger transport
DEV01-PSP: P42	Intersect proposed passenger transport corridors with activity nodes for critical mass of population and efficient interchange capabilities.
DEV01-PSP: P43	Align collector and local street networks to create strong physical and visual connections between the gully network and the Waikato River.
DEV01-PSP: P44	*Require the transport network to be established in accordance with the Peacocke Structure Plan by designing and locating:* 1. *Transport Corridors to be consistent with the Peacocke Structure Plan.* 2. *Identified public transport routes to accommodate public transport and associated infrastructure.* 3. *Identified cycle routes to provide high quality separated cycleways that encourage cycling.*
DEV01-PSP: P45	*Development is designed to create neighbourhoods that are walkable, safe and linked by a high quality pedestrian and cycling network that incorporates the principles of CPTED.*
DEV01-PSP: P46	*The transport network is designed to enable the delivery of a high quality and accessible public transport services.*
DEV01-PSP: P47	*The transport network is designed using the principles of*: 1. *Minimising the consequences of mistakes made by people travelling.* 2. *Ensure people are safe when using the transport network.* 3. *Consider the needs and requirements of all users of the transport system.*
DEV01-PSP: P48	*The transport network shall be designed to ensure access is provided to all users in a way that is safe, direct and convenient as possible.*
DEV01-PSP: P49	*A continuous and safe walking and cycling network is established that provides direct connections to activity nodes and public transport within the structure plan that minimises the effects of severance of the gully system and major transport corridors.*

DEV01-PSP: P50	*The design and operation of the transport system shall priorities the movement of pedestrians and cyclists over vehicles.*
DEV01-PSP: P51	*Ensure connectivity and integration between developments.*
DEV01-PSP: P52	*On Arterial and Collector Transport Corridor motor-vehicles shall be physically separated from shared paths and cycleways.*
DEV01-PSP: P53	*Transport corridors are designed to provide a high level of amenity and include space to provide for street trees and stormwater management*

Cultural Outcomes

DEV01-PSP: P54	Respect known pa sites, borrows pits and other cultural associations with waterways and the land, through the creation of protective reserves or enlightening developers to ways of integrating these features into new developments for the benefit of all stakeholders.
DEV01-PSP: P55	*Ensure the Maori history of the site is communicated through place names and the design of public spaces and structures.*

Infrastructure Network

DEV01-PSP: P56	The use of land for urban development will not be allowed unless appropriate infrastructure is provided for and the servicing of this land will maintain the efficiency and sustainability of regionally significant existing and planned infrastructure.
DEV01-PSP: P57	New development is able to be adequately serviced in terms of Three Waters and transport infrastructure.
DEV01-PSP: P58	Development is co-ordinated with the provision of infrastructure.
DEV01-PSP: P59	Staging and sequencing is in general accordance with any staging indicated on the relevant Structure Plan.
DEV01-PSP: P60	Three Waters will be managed in accordance with the relevant Integrated Catchment Management Plan.
DEV01-PSP: P61	Integrated Catchment Management Plans shall be developed to determine how to manage Three Waters in an effective and integrated manner including by: *1.* Minimising the effects of urban development on downstream receiving waters. *2.* Managing the run-off from the different relief and soil types in an integrated manner. *3.* Sustaining groundwater levels in peat soils as far as practicable. *4.* Safeguarding and enhancing the natural functioning and ecological health of freshwater bodies and areas of indigenous vegetation, water features and habitats.

	5. Retaining a hydrological cycle close to the pre-development hydrological cycle as far as practicable. 6. Maintaining stormwater discharge from the catchment to at or below pre-development levels. 7. Incorporating Low Impact Urban Design and Development (LIUDD) principles. 8. Identifying and incorporating appropriate water-sensitive techniques. 9. Recognising social, economic, environmental and cultural objectives for the catchment.
DEV01-PSP: P62	Integrated Transport Modelling is undertaken for all Structure Plan areas.
DEV01-PSP: P63	Movement routes are integrated with surrounding neighbourhoods and existing and planned transport networks.
DEV01-PSP: P64	Enable connectivity with other undeveloped adjoining sites.
DEV01-PSP: P65	The transport network supports efficient passenger transport and opportunities for walking and cycling.
DEV01-PSP: P66	Environmental impacts of building new transport corridor infrastructure are minimised.
DEV01-PSP: P67	Opportunities for improved safety, accessibility, connectivity and efficiency within the transportation network are provided.
DEV01-PSP: P68	Sensitive land uses avoid adverse effects on and from regionally significant infrastructure and regionally significant industry.
DEV01-PSP: P69	Development to avoid adverse effects on the safe, efficient and effective operation and use of existing or planned infrastructure.
DEV01-PSP: P70	Manage stormwater to minimise the effect of urban development on Mangakotukutuku stream values and functions, maintain the ability of the stream to continue to provide habitat for threatened aquatic species and minimise adverse effects on the stream water quality and habitat.

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DEV01-PSP: COMPONENTS OF THE PEACOCKE STRUCTURE PLAN

Cultural Values

a) The Peacocke area is significant to mana whenua and has proximity to the Nukuhau Paa which was the most important and significant Pa in the area. The Paa was a centre for training and meetings with the surrounding area extensively cultivated.

b) There are a number of sites of significance to Mana Whenua in the area, which includes land outside of Hamilton City Boundary and demonstrates the long and rich history of occupation by mana whenua. It is important that the Maaori values (history, people and environment) associated with the land are appropriately recognised and commemorated. This may be achieved in consultation with mana whenua to incorporate historical Maori names for areas of open space and road names and through erecting appropriate installations including Pou Whenua, Pau Rahui, and storyboards to convey the history of the area.

c) Sites of significance should be protected. This includes those that have been identified within the district plan and those that may be discovered during development. Archaeological sites within Appendix 8D – Group 2 archaeological sites are able to be modified or destroyed once an authority has bene obtained from Heritage New Zealand.

d) The natural environment should be protected and enhanced, including the Waikato River and local waterways such as the Mangakotuktuku Gully network. The mauri, mana and quality of these waterways should be enhanced to give effect to Te Ture Whaimana o te Awa o Waikato.

e) Opportunities should be taken to reflect Te Ao Maaori in the urbanization of Peacocke. This can be achieved through cultural symbolism in urban design, open spaces and public structures through collaboration with mana whenua.

Natural Environment and Open Space Network

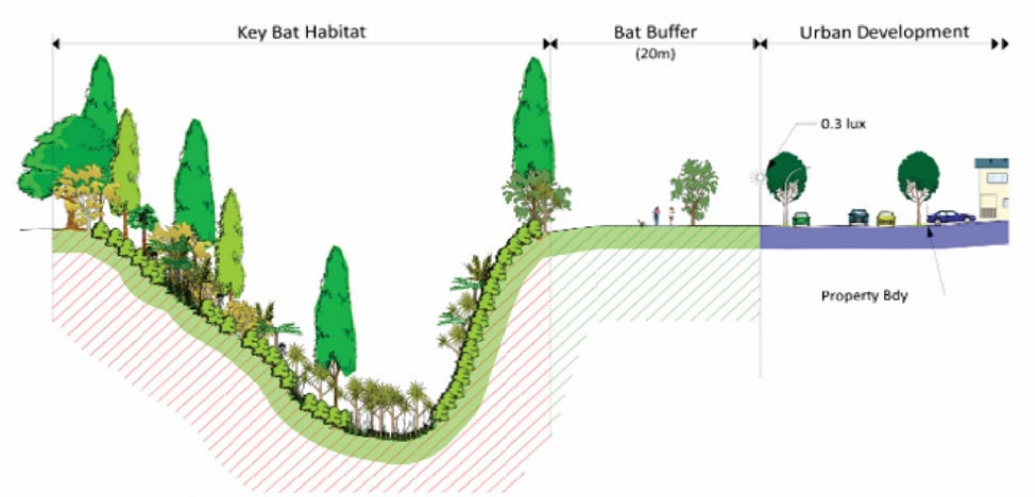
a) The open space network is a defining feature of the Peacocke Structure Plan. The Mangakotukutuku Gully and the Waikato River provide the backbone of the network and are important habitat for the long-tailed bat. The structure plan identifies important corridors that are to be protected and enhanced, completing connections between the gully, the River and the wider area which contain a number of important roosting sites. It is important that these networks are established to continue to allow the long-tailed bats to remain active in the area at levels consistent with, or higher than predevelopment levels. These identified corridors will be the focus of mitigation and enhancement throughout the development of the area.

b) The gully network and river corridor will include walking and cycling facilities, providing green space throughout the structure plan. This will form part of a recreational walking and cycling network, supporting the on-road network.

c) The Mangakootukutuku Gully and Waikato River margins comprise a mixture of indigenous and exotic vegetation. These areas provide important habitat for the nationally threatened long-tailed bat and many indigenous bird and fish species. Indigenous animals rely on this exotic habitat as essential components of their life cycles, for breeding or migration, or buffering waterways. This is because indigenous vegetation is so depleted within this landscape that the exotic-dominated habitat is the only habitat available, even if it is of marginal habitat quality.

- **Significant Natural Area:** Where there is existing data that the vegetation or habitat can be clearly delineated by a Significant Natural Area (SNA). Key habitat SNA for bats have been determined on the basis of known roost sites and/or known clearly defined habitats regularly used by bats for foraging or moving through the landscape. These areas will be zoned natural open space with a SNA overlay no development to occur in these areas. The majority of SNAs are located within either the main body of the Mangakootukutuku Gully network or along the Waikato river

- **Bat Habitat Buffer:** A buffer of 20m has been applied to the identified SNAs to prevent anthropogenic disturbance immediately adjacent to these habitats, and hence maintaining the function of these habitats for bats as the surrounding land use changes from rural to urban. The aim is for these areas to remain open space with limited land uses such as pedestrian an cycling paths as well as being potential location for recreational facilities such as children's play grounds.



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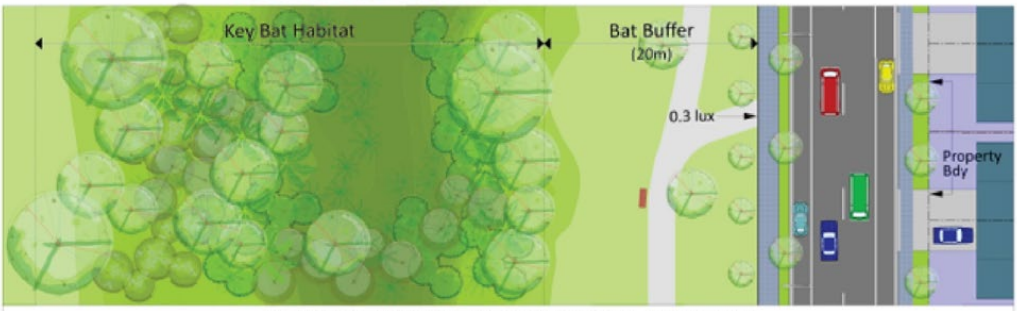

KEY BAT HABITAT AND BAT BUFFER

- **Development Setback:** Along with the Bat Habitat Area a 5m development setback is proposed along the interface with the Bat Habitat Area. The setback aims to control any buildngs and assoiated effects on the adjoining bat habitat areas.

- **Lighting Controls:** Controls over lighting to protect the functional attributes of the habitats in relation to surrounding land use change from rural to urban. These controls relate to managing the impact lighting may have on the ability for the Bat Habitat Areas to remain dark spaces allowing bats to continue to use these areas as Peacocke urbanises.

- **Bat Corridors**: It is proposed that bat corridors be established to retain connectivity between core habitat for bats in the Peacocke area. In terms corridor habitat, the most important general principle is that wide swathes of land are required to be set aside as bat corriodrs in order to retain a permeable and functioning landscape for long-tailed bats.

  Public use of buffer or corridor bat habitats need not be restricted as long as the structural and functional elements of these areas for bats are maintained, and could include amenity, community and green infrastructure activities, or constructed stormwater treatment wetlands. Public uses within high value bat habitats may require further restrictions than for buffer zones and corridors to ensure functional habitat is protected, but could also

include low-impact, unlit footpaths and cycle ways, which avoid any vegetation clearance that is important for bat habitat.

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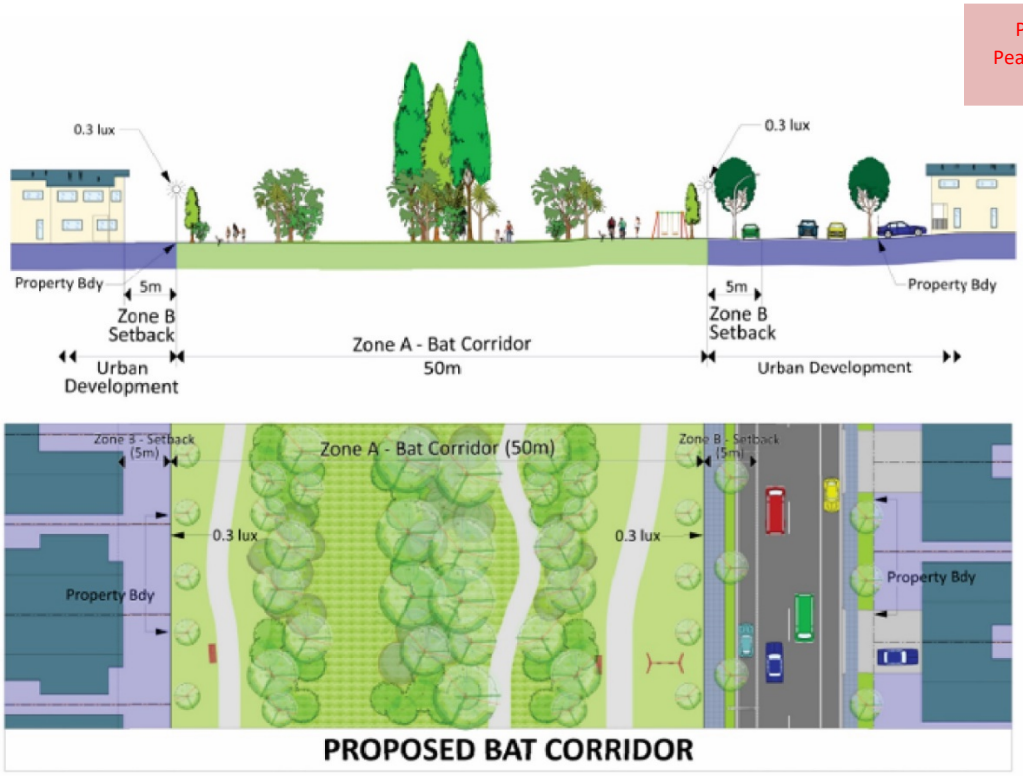
Peacocke Structure Plan



The structural characteristics of these areas are important for the bat's ability to use them. Ideally, the vegetation within these areas is mature and dense, and there is an inter-laced network of mature corridors. These corridors will assist in supporting not only the long-tailed bat, but other indigenous flora and fauna.

d) To achieve a sustainable balance of land use activities it is important to ensure that a range of formal and informal recreational opportunities are provided to meet the diverse needs of the intended population of the Peacocke area.

e) The intent of the opens space network within the structure plan is to provide places for activity and engagement, for peace and enjoyment, for freedom and relief from the built environment and an opportunity to connect with nature and heritage. It will contribute to the social, health, economic and environmental well- being of the future Peacocke community as well as the wider Hamilton community.

f) Recreational facilities for the area, including the parks and reserves network need to meet multiple functions. Thus where possible:

- Neighbourhood reserves will be integrated with the gullies,
- Sports parks may have natural areas, play lots and links to gullies,
- Riverside reserves will provide for walkways/cycle ways, may have nodes that serve as neighbourhood parks and will incorporate protection of natural areas,
- All parks will provide landscape amenity, and where possible will support environmental values, and
- Serve as stormwater peak flow detention basins.

- **Major Sports Park**: The major sports park will contain a number of sports pitches (suitable for senior grade play, junior fields and training areas) and an area that serves a neighbourhood park function. Whilst the park will primarily serve the local population, they will also form part of the city-wide network of sporting facilities.

  The sports park~~s~~ ~~are~~ is to be linked into the green corridors which will help to establish a more integrated network of facilities and improve accessibility. Together the sports park~~s~~, neighbourhood parks and major features such as the gully network and river corridor will provide a network of recreational facilities catering for the diverse needs of the local community. They will also make a significant contribution to the character and appearance of the area in line with the objectives and policies, creating public open space around key landscape features

Plan Change 5 Peacocke Structure Plan

- **Community Park:** A Community Park is shown on the structure plan as future reserve. It will be a large multifunctional park that provides informal recreation, socialising and event space for the wider community and serve a neighbourhood park function as well. The final design, location and extent of the open space network will be determined at the detailed design stage, which accompanies subdivision.

- **Neighbourhood Park:** ~~Also~~ Neighbourhood parks will provide a range of informal recreation facilities, including children's play areas. These will complement the range of facilities provided by the sports parks and provide a smaller scale focal point for the local neighbourhoods. They are intended to serve a catchment area with approximately a 500m radius. In order to provide appropriate levels of accessibility and an even distribution of recreational facilities, each neighbourhood should be provided with a park comprising approximately 0.5 hectare.

  Where possible neighbourhood parks should incorporate existing natural features and be sited in prominent locations where there is scope for passive surveillance, outlooks and a high degree of accessibility. They may also act as a transitional area between different activities. Neighbourhood parks will have an informal character with little built development. Like the active recreation sports parks, they will be established within residential areas.

  Criteria for the location of neighbourhood parks are:

  a. Distribution across the growth cell,

b. Respond to the local context and work with the existing landscape,
c. Integrate CPTED principles into the development of the parks,
d. Accessibility to a residential catchment,
e. Topography,
f. Ability to protect or enhance natural features,
g. Ability to protect cultural and heritage values,
h. Ability to foster positive neighbourhood identity and provide community focal points,
i. Ability to provide off-road linkages between residential neighbourhoods and facilities, and
j. Ability to link areas of natural and ecological value.

The exact location of neighbourhood parks will be determined in consultation with landowners at the time of subdivision, taking into account the criteria above and the local road layout.

The indicative riverside reserve network is intended to create a continuous walking and cycling network along the river's edge. A number of areas of particular landscape value have been identified where the reserve has been widened to indicate Council's intention to acquire the land. The desired outcome is a vegetated and accessible riverbank corridor that provides a buffer between urban development and the river. As part of the riverside reserve it is proposed that a park be established adjacent to the Local centre ~~proposed community focal point~~, thus providing further recreation amenity associated within the ~~Suburban~~ Local c~~C~~entre

- **Community facilities:** such as a public library, passenger transport facilities, schools and other community facilities will be required in the future to support this growing community over time. When required, these facilities will be developed within or close to the local centre or neighbourhood centres ~~commercial and community focal points identified~~, to ensure they are easily accessible to the residential areas of Peacocke.

Plan Change 5 Peacocke Structure Plan

Peacocke Transportation network

A fundamental urban design principle is the ease of movement to ensure well connected communities. It is essential that transportation routes are designed to give priority to walking and cycling, and facilitate a seamless web of direct and efficient passenger transport routes that connect neighbourhoods with the central area of the City and other key destinations. In considering the final alignment of the Transport Network the alignment of transport routes needs to be taken into account, as identified in Volume 2, Appendix 2, Figure 2-~~2~~3 Peacocke Structure Plan Staging and Transport Network.

The transport network (refer to Figure 3.4.4a) shown on the Structure Plan is indicative and not intended to show exact alignments. Collector roads in particular are shown conceptually to provide key

linkages between different residential neighbourhoods. Their precise alignment will be largely determined as individual subdivisions are progressed.

The Peacocke transport network will provide for all modes, with an emphasis on mode shift away from the private vehicle by creating an urban environment that is walkable and cyclable. This will provide the infrastructure to ensure that it is convenient and easy to walk and cycle to nodes of activities such as the Local Centre, neighbourhood centres, schools, community facilities and open space. Public transport will be provided along key routes in the structure plan, providing access to the employment, education and commercial areas within the wider Hamilton. The transport network includes on and off-road walking and cycling networks that provide for commuting, access to schools, general errands and recreational users. Paths will make use of the substantial gully network, and will be located at the top of the gully. It is expected that walking and cycling routes will be designed to provide a high quality walking and cycling experience that is safe and accessible for a range of users.

The Southern Links designation runs through the structure plan, providing access to the wider city and beyond to the arterial and state highway network. It also represents a severance challenge for the structure plan as it dissects the area. In order to ensure people are able to move through the area, it is important that crossing locations are provided for pedestrians and cyclists.

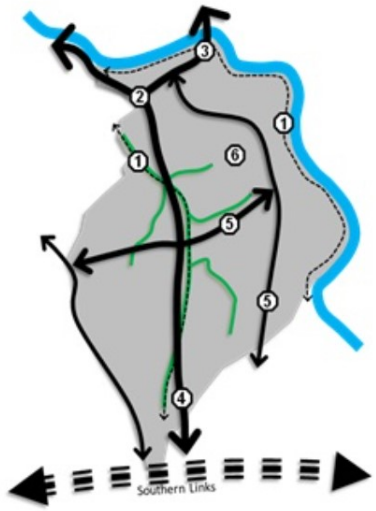
The objectives of the Peacocke Structure Plan seek to establish an urban environment that enables a range of residential density outcomes and supports mode shift and prioritises residents access their community through walking, cycling and public transport.

A fundamental urban design principle is the ease of movement to ensure well connected communities. It is essential that transportation routes are designed to give priority to walking and cycling and facilitate a seamless web of direct and efficient public transport corridors that connect neighbourhoods within the structure plan area and with the rest of the city and other key destinations. In considering the final alignment of the Transport Network the alignment of transport corridors needs to be taken into account, as identified in Volume 2, Appendix 2, Figure 2-3 Peacocke Structure Plan Transport Network.

The transport network (refer to Figure 3.4.4a) shown on the Structure Plan is indicative and not intended to show exact alignments. It is important that the Arterial and Collector networks are established in general accordance with the structure plan in order to deliver a well-connected network that provides a high level of service for public transport and walking and cycling. The final alignment will be largely determined as individual subdivisions are progressed.

The key features of the network are:

Figure 3.4.4a: Proposed Transport Corridors



1. Walkway and cycleway route linking all parts of Peacocke to the Central City via the arterial and collector networks and along the Mangakotukutuku Gully and Waikato River corridors.
2. 'City Link' major arterial route which traverses through the central portion of Peacocke and links with Cobham Drive at the Cobham Bridge, to provide a direct route to the Central City and hospital.
3. 'Eastern Link' major arterial route which branches from the City Link route and crosses the Waikato River near Echo Bank Place linking with Cobham Drive and the Hamilton Ring Road, thus providing a direct route to the eastern side of the City.
4. 'City Link' major arterial route forms part of the 'Southern Links' network that will connect with Kahikatea Drive in the west, and the Waikato Expressway in the east which provides strong connectivity in all directions.
5. Minor arterial network that provides a link between the western and eastern sides of the structure plan, and the main north-south corridor for the eastern part of the structure plan.
6. Collector network that links individual residential neighbourhoods with each other and with the arterial roading network.

All transport networks shown on the Structure Plan are considered to be key linkages and future developments must show how these connections are to be provided and how future integration is to be ensured with surrounding land parcels to ensure that integrated and permeable development that avoids the used of Culs-de-sac. Collector roads and key Local Roads in particular are shown conceptually to provide key linkages and ensure integration between land parcels within and between different residential developments.

Plan Change 5 Peacocke Structure Plan

The transport network will be staged as development progresses within Peacocke. The principles for the transport network are:

- Priorities residents of Peacocke's mobility and accessibility to places within Peacocke and to the rest of Hamilton, including employment areas
- provide clear, safe and direct access for residents to community facilities, commercial areas, places of recreation and other neighbourhoods.

- provides people with transport choices (is multi modal) by promoting Public Transport and active modes, at expense of level of service (LOS) for private car if necessary.
- Maximise network efficiency for Public Transport, buses, High Occupance Vehicles (HOV) and active modes through design
- Flexible design to cater for evolution & steps changes in transport system

The transportation network is made up of the following:

a) **Walkway and cycleway:** To ensure a safe and convenient walkway/cycleway network it should be developed as a segregated network on high volume transport routes (i.e. separated from the carriageway), as well as ensure connectivity with the network along the edge of the Mangakootukutuku Gully and Waikato River corridor. The purposed of this integrated network is to promote walking and cycling as the key mode of movement within Peacocke and join key activities nodes in the most direct way.

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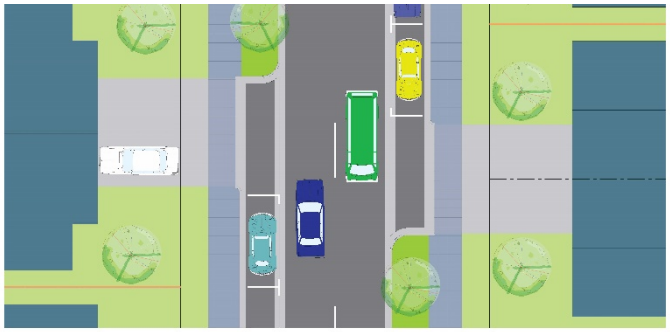
Key Design Principles

- Separate walking and cycling where possible.
- Provide facilities near destination such as commercial areas, bus stops and schools.
- Short block lengths to create a permiable urban form that the most direct routes for cycling andA local road network that prioritises walking and cycling and promotes safe vehicle speeds.

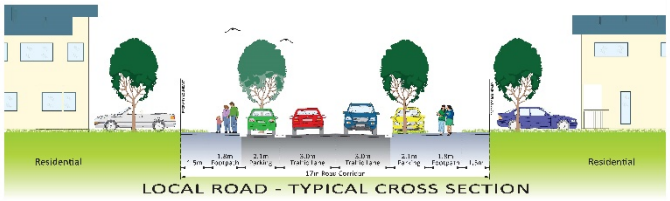
b) **Local Transport network:** Local streets have low traffic volumes, as well as travel speeds of 10 to 30 km/h. They are largely residential streets with occasional commercial uses. These streets should have friction (trees, green infrastructure, parking, etc.) on either side of the street to slow speeds and allow for mix of traffic and cycling. Local streets are some of the most important street types, as this is where people live and play. Walking and cycling should be prioritised as the fundamental units of movement within the local road network by designing low traffic streets. The needs of a wide variety of people throughout their lifetime should be considered during the design of these street (Universal Access provisions). Local street should be multi-purpose streets that are a community asset. They are spaces used for gathering, play, and support the built form through the provision of amenity (street trees).

Key Design Principles

- Design speed of 30km/hr
- Distinctly marked entry treatments
- Fine-grained street design
- Provide amenity
- Controlled parking
- Short blocks



LOCAL ROAD - PLAN VIEW



LOCAL ROAD - TYPICAL CROSS SECTION

c) **A Collector Transport network:** The collector network serves to connect local neighbourhoods together as well as linking neighbourhoods to the to the wider arterial roading network. Some flexibility is anticipated in the alignment of the collector streets network shown on the structure plan, however as the collector roads play a key role in providing for a public transport services as well as being part of a wider walking and cycling network, the ability to provide a direct and efficient connection between nodes will be an important design element when considering the collector road alignment. Cycling and walking facilities within the collector corridor should be separated to ensure a safe and efficient pedestrian and cycling network that promotes active modes of transport. Where separated cycle and walking facilities are provided along the collector network vehicle crossing should be minimised to aviod conflict between cyclists/Pedestrians and vehicles crossing the cycling and walking network. Where possible, the existing transport corridors should be used as future collectors as they provide good connectivity within the area and will help to define local neighbourhoods.

Key Design Principles

- Medium speed environment (<40 km/h).
- Defined on-street parking near centres
- Location of Public Transport routes
- Separated cycle facilities and pedestrian routes.
- Provide high level of amenity

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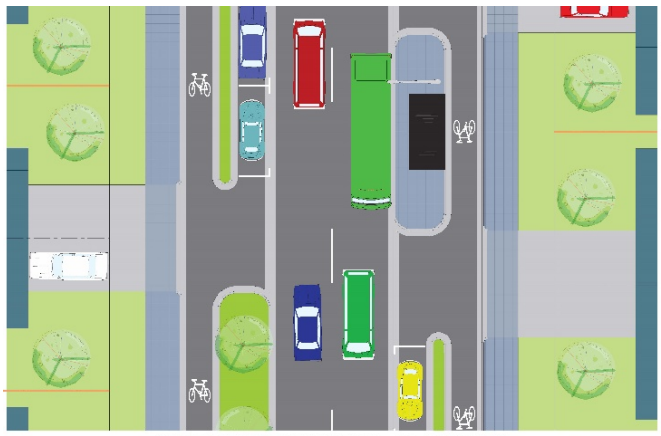
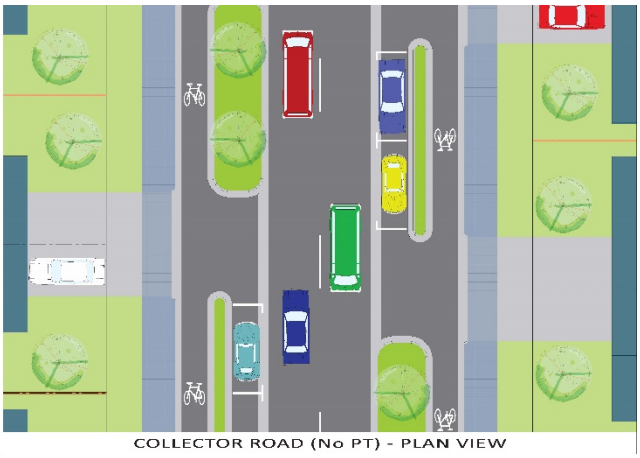
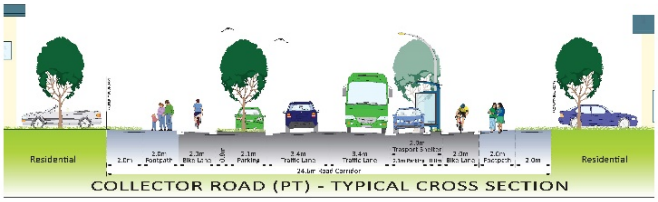
Peacocke Structure Plan



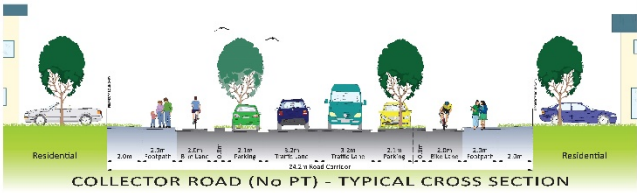
COLLECTOR ROAD (PT) - PLAN VIEW



COLLECTOR ROAD (No PT) - PLAN VIEW



COLLECTOR ROAD (PT) - TYPICAL CROSS SECTION



COLLECTOR ROAD (No PT) - TYPICAL CROSS SECTION

d) **Minor Arterial Transport Network**: The minor arterial network is characterised by high traffic volumes, with some limited destination types such as offices, shops and residences. Large volumes of mixed traffic are anticipated on these routes, including frequent public transport services. Public transport should be given priority. Safety of vulnerable users moving along and across the road should be ensured. Due to the high volumes of traffic on this network a seperated cycling network need to be pro-vided along with pedestrian facilities.

The Minor arterial transport joins the neighbourhoods within Peacocke to the local centre as well as key area outside of Peacocke.

Key Design Principles

- Higher speed environment
- Allow for a high level of intersection density to reduce speeds
- Separated cycle facilities and pedestrian routes.
- High frequency public transport service with priority
- Pedestrian crossings near bus stops and key land uses

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e) **Major Arterial Transport Network:** The arterial transport network, while connecting Peacocke to key destinations outside of Peacocke such as the central city, hospital, university and employment area, is part of a wider regional transport network that connects Hamilton to areas in the south such as Hamilton Airport and Te Awamutu.

The 'North-South' major arterial route which traverses through the central portion of Peacocke and links with Cobham Drive at the Cobham Bridge, will provide a direct route to the Central City and hospital. This route is identified as a possible mass transit route in the future joining the Hamilton airport in the south to the central city in the north.

This major arterial route along with the Mangkootukutuku Gully creates significant severance issues for the development of Peacocke. To minimise this impact for both vehicles and pedestrians access to and across the major arterial routes needs to be provided.

'Eastern Link' major arterial route which branches from the north-south route and crosses the Waikato River near Echo Bank Place linking with Cobham Drive and Wairere Drive, thus providing a direct route to the eastern side of the City.

Key Design Principles

- Highest speed environment (50, 60-80 km/h in peri-urban areas with no accesses)
- Good parallel routes for local traffic and cycling
- No parking
- Keep high amounts of visibility

The distribution of roads across Peacocke is based on this hierarchy through linking key nodes and provides a logical public transport network. While in the foreseeable future this will be based on buses, it is intended that the arterial routes can potentially accommodate alternative modes of transport such as light rail or a high-speed frequent transport service.

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Residential Environment

The majority of the Peacocke residential zone will be a medium density environment delivering a range of typologies between 2 and 3 storeys. This will provide for a range of housing typologies and densities, establishing a mix of housing tenure and a diverse community. It is anticipated that the topography of the area will influence the development of houses and the density will vary according to constraints of the site.

A higher density area, which is anticipated to have a mix of terrace dwellings and apartment buildings between 2 and 5 storeys, has been identified for locations within close proximity of the identified local centre, schools, community facilities and transport routes identified for frequent public transport. The higher density will assist in supporting public transport and creating a viable and vibrant local centre.

Due to the higher densities anticipated, more control over subdivision, layout and the built form is embedded in the plan. The purpose of this is to ensure a high-quality urban environment that will provide a pleasant place to live for the long term. It will also ensure that the area is developed in an integrated fashion, connecting neighbourhoods, ensuring the area is easy to walk and cycle through.

Business Centres

It is important that the day to day needs of the emerging community of Peacocke is provided for locally and within walking distance of the various residential areas. It is envisaged that there will be ~~five~~ eight commercial/community nodes within the Peacocke area.

These Nodes are split into two categories: ~~Suburban~~ Local Centre and Neighbourhood Centres ~~Community Focal Points~~.

Plan Change 5 Peacocke Structure Plan

a) The business centres in the Peacocke Structure Plan will provide the community and surrounding neighbourhoods access to their day to day needs and act as the social focal points for the community. These spaces are to be well designed and attractive places for people, easy to walk or cycle to, with engaging public spaces.

   The commercial and community hub of the structure plan is located in the Peacocke Local Centre. It is anticipated that this centre will include a supermarket and a range of other commercial activities that provide for the needs and wellbeing of the community. It is important that the centre is easy to access on foot and on bike and is well serviced by public transport. The built environment should focus on the pedestrian and create active street frontages that are universally accessible.

The location of the local centre has the potential to create a strong link to the Waikato River. The establishment of commercial activities focusing on hospitality and small boutique retail will encouraged the use of the river esplanade and the river as a potential connection between Peacocke and the central city and other key destinations in the future.

Figure 19 Peacocke Local Centre Design Concept identifies spatially the design principles intended for the development of the local centre, within which design controls are imposed to ensure development creates an active from within key locations of the centre as well as ensures that development enhances the interface between the urban development and adjacent public spaces while providing increased safety through passive surveillance.

The development of the Local Centre should take into account the following key design principles:

- Orienting buildings to public spaces and transport corridors
- Creating active frontages at street level, minimising blank walls
- Establishing a finer grain, walkable environment
- Locating parking and vehicle access as to not dominate the streetscape
- Integrate centre with walking and biking connections and providing bike parking
- Creating a high amenity interface with adjacent land uses
- Where applicable, emphasing street corners through building placement and design
- Incorporating the principles of CPTED into design of buildings and spaces
- Incorporating Inclusive Access into the design of buildings, streets and places.
- Using architectural design and detail to create an interesting streetscape
- Incorporate the local history of the area into the design of public space and community facilities
- Position vehicle parking and service areas to the rear of buildings
- Minimising vehicle crossing within the centre

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Peacocke Structure Plan

b) The network of neighbourhood centres will provide for the day-to-day convenience needs of the surrounding residents and act as community hubs, encouraging daily interaction within the community. These are anticipated to be located in close proximity to neighbourhood parks,

creating opportunities for recreation and community interaction. These are to be of a small scale and size as to not undermine the role and function of the Local Centre.

Eight neighbourhood centres providing approximately 2,600m2 GFA between them, ranging from 300m2 - 800m2 of GFA have been identified within the Peacocke area. These are small in size and serve a local function only. The locations have been chosen to provide a wide distribution across the growth cell maximising the amount of residential land within a five-minute walking distance of the centres. Location is important for neighbourhood centres, which depend on being highly accessible to their immediate catchments for their success and to adequately provide for community needs. The location would enable neighbourhood centres to be comprised of approximately three to seven stores in size and would provide good accessibility to the majority to the Peacocke area population.

The centres are strategical located to facilitate public transport and accessibility, and adjacent to neighbourhood parks or other open space. Residential accommodation can be located on the first floor to provide added surveillance and support vibrancy of the centres. Along with apartments being incorporated into the development of the site it is anticipated that there will be a higher concentration of residential development in close proximity to these centres to encourage walking and cycling and support the development of sustainable neighbourhood centres. The ground floor level should have active frontages facing the street, including extensive use of windows with facades designed to create visual interest and character.

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Peacocke Infrastructure and Staging

A staging programme has been developed to ensure urbanisation does not occur out of sequence with the delivery of key strategic infrastructure.

The staging of development in Peacocke starts in the north in the vicinity of the Water Treatment Plant and then proceeds in a southerly direction along Peacocke Road and in the west from the newly completed Ohaupo Road/SH3 and East/West minor arterial roundabout. Development shall occur in accordance with the infrastructure staging plan (Appendix 2 – figure 2-3a). This plan sets out the intended stages of development for Peacocke reflecting the sequenced delivery of strategic infrastructure.

Stage*	Preceding stage(s) required**	Strategic Infrastructure Required***			
		Transportation	Wastewater	Water****	Stormwater
A					• Centralised stormwater management devices relevant to the sub-catchment(s) and Integrated Catchment Management Plan to be available • Provision for overland flow paths
B		• East-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout	• Mains extension along east-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout	• Distribution mains extension along east-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout	
C		• Waikato River Bridge, Wairere Drive extension, to the north-south major arterial • Peacocke Road urban upgrade to local standard north of intersection with Wairere Drive extension • Peacocke Road urban upgrade to minor arterial standard south of intersection with Wairere Drive extension • Weston Lea Drive urban upgrade • New collector road linkage from Plateau Drive to Wairere Drive extension (for western catchment)	• N4 and N4a pump stations and connecting mains • Fitzroy Diversion • Waikato River Bridge and Transfer Main to far eastern interceptor at Gordonton Road, Wairere Drive, Crosby Road intersection.	• Distribution mains along Peacocke Road • Distribution mains along Weston Lea Drive	
D		• East-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout • New collector road (if connecting to Hall Road then Hall Road urban upgrade to collector standard and upgrades to Hall Road/ SH3 intersection will also be required)	• N17 pump station • N4 and N4a pump stations and connecting mains • Fitzroy Diversion • Waikato River Bridge and Transfer Main to far eastern interceptor at Gordonton Road, Wairere Drive, Crosby Road intersection.	• Distribution mains extension along east-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout	
E	C	• East-west minor arterial to Peacocke Road from Ohaupo Road/SH3 roundabout	• Mains extension along north-south major arterial corridor and east-west minor arterial (stage 2)	• Distribution mains along Peacocke Road (from Stage F) • Distribution mains along East-west	

Plan Change 5 Peacocke Structure Plan

Stage*	Preceding stage(s) required**	Strategic Infrastructure Required***			
		Transportation	Wastewater	Water****	Stormwater
		• Peacocke Road urban upgrade to minor arterial standard (from Stage F) • Hall Road urban upgrade to collector standard and connection to east-west minor arterial, and upgrades to Hall Road/ SH3 intersection • Peacocke Lane urban upgrade to collector standard • New collector road linkages in the south-eastern catchment	• Diversion of flows from Stage D to Stage E network • N9 (and N11 for the western catchment, and N10 for the south-eastern catchment) pump stations and connecting mains	minor arterial (stage 1 and 2) to Peacocke Road • Distribution mains along Hall Road and connections to close the loop with Stage B and D mains	
F	C	• Peacocke Road urban upgrade to minor arterial standard • New north-south collector road	• N3 pump station and connecting mains	• Distribution mains along Peacocke Road	
G	C, F	• Peacocke Road urban upgrade to minor arterial standard • New collector road linkages	• N7 (for the eastern catchment) and N8 (for the southern catchment) pump stations and connecting mains	• Distribution mains along Peacocke Road	
H	C, E	• North-south major arterial (full length) and Cobham Drive Bridge upgrading • Peacocke Road urban upgrade to minor arterial standard (including from Stage F and G) • New collector road linkages including linkages to Hall Road	• N12 (and N13 for the eastern catchment) pump stations and connecting mains	• Distribution mains along North-south major arterial • Distribution mains along Peacocke Road • Distribution mains along Hall Road	
I	C, E, H	• Peacocke Road urban upgrade to minor arterial standard	• Connecting mains to N12 pump station	• Distribution mains completing loop along North-south	

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Stage*	Preceding stage(s) required**	Strategic Infrastructure Required***			
		Transportation	Wastewater	Water****	Stormwater
		(including from Stage F, G and H) • New collector road linkages		major arterial, Hall Road, Peacocke Road and Ohaupo Road/SH3	

* *Stage boundaries take into account a range of factors including existing contours, existing and planned water and wastewater network sub-catchments, and transportation infrastructure networks and connectivity.*

** *Strategic infrastructure from these preceding stages will be requiring, including relevant connections.*

*** *In addition, localised and on-lot infrastructure and connections will be required. This should generally not influence sequencing of other stages. The delivery of most strategic infrastructure is expected to be Council-led. However, some of the infrastructure identified, such as new and upgraded collector roads, stormwater infrastructure, and various pumpstations and distribution mains, are expected to be developer-delivered to Council specifications.*

**** *A new reservoir, and associated feed lines and connecting mains, and Water Treatment Plant upgrades (e.g. High-lift pumpstation) will be needed as the growth demands approaches the operational limits of the Hamilton South reservoir and plant.*

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