



# DISTRICT PLAN



Red – Peacocke SP as notified

Green – Submitter changes

Blue – MDRS provision changes

Brown - Bat provision changes

## **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~~ The Peacocke Structure Plan has been prepared to provide a resource management framework to guide future use and development of the area Peacocke Structure Plan 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 (53.3).

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:

- Promote medium density development by enabling the development of a range of typologies, enabling supporting 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. (55.4)
- Low density residential development is discouraged. (55.4)
- 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.
- Support the amenity of Enable higher density living by enhancing connections with the proposed Open Space Zone in and around housing to borrow amenity from areas of high amenity such as the Waikato River and Mangakootukutuku gully network. (55.4)
- 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.
- Promote active street frontages 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 that .
- ensuring road frontages are not dominated by carparking, garaging and vehicle access. (55.4)



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- Development should be well designed and provide a high level of on-site amenity for residents, including maximising access to sunlight and, privacy private living spaces and a high-quality visual outlook. (55.4)
- 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 safe and accessible to the public and they are visible and safe. (55.4)
- Ensuring the ongoing integration, protection and restoration of ecology within the urban environment, providing habitat value and a range of ecosystem services such as amenity, open space, shading and cooling, carbon sequestration, connectivity, and water retention and storage (36.6).

## Vision

The vision for the Peacocke area-Precinct (53.3) 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-Precinct 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-Precinct means that it is important land development occurs in such a way that takes advantage of its location, responds to, respects and protects and respects (3.3) 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-Precinct 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. It also means developing direct and safe routes for pedestrians and cyclists to the CBD, Hospital, Hamilton Airport and surrounding existing local centres (10.1)

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,



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coherence, directness, attractiveness and amenity which will assist in encouraging mode shift—in particular for shorter trips of less than 3km (10.2).

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 network of centres within the Peacocke Structure Plan (53.4) area 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. (55.5)

To guide development in the Peacocke Precinct, a Master Plan will need to be developed with either a landuse or subdivision application to ensure that the vision for the Precinct is delivered. Information requirements will include concept plans for transport, infrastructure, the natural environment network, the open space network, landuse, landscape design, staging and integration, as well as a detailed development response (architecture and urban design) and an ecological rehabilitation and management plan. With respect to the Local Centre, a Master Plan is required and developers of the Local Centre will take guidance from the non-statutory Peacocke Centre Design Guide. (55.5)



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## DEV01-PSP: OBJECTIVES

### Urban Environment

REFERENCE	OBJECTIVE	RELEVANT POLICIES
<u>DEV01-PSP: Q1(55.6)</u>	Optimised, long-term, positive environmental, economic, social and cultural effects of greenfield development.	DEV01-PSP: P1 DEV01-PSP: P2 DEV01-PSP: P3
<u>DEV01-PSP: Q2(55.7)</u>	Compatible buildings and activities.	DEV01-PSP: P12 DEV01-PSP: P68 DEV01-PSP: P69
<u>DEV01-PSP: Q3(55.8)</u>	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
<u>DEV01-PSP: Q4(55.9)</u>	Locate large recreation areas on flat sites at the periphery of dense urban areas	DEV01-PSP: P9 DEV01-PSP: P10 DEV01-PSP: P11
<u>DEV01-PSP: Q5(55.10)</u>	A range of well-connected, functional public open spaces	DEV01-PSP: P4 DEV01-PSP: P5 DEV01-PSP: P6
<u>DEV01-PSP: Q601</u>	<del>The Peacocke Structure Plan Precinct is developed to deliver required housing supply for Hamilton and creates a connected, well integrated, high amenity, medium density residential environment, with where areas of higher density established development is focused (55.11) around commercial centres, schools, public transport corridors and areas of open space and natural amenity.</del>	DEV01-PSP: P13 DEV01-PSP: P14 DEV01-PSP: P15 DEV01-PSP: P16 DEV01-PSP: P22 DEV01-PSP: P25
<u>DEV01-PSP: Q702</u>	<del>Urban development responds to protects the area's natural environment, ecological values and responds to (38.12) natural hazards.</del>	DEV01-PSP: P23 DEV01-PSP: P25 DEV01-PSP: P26
<u>DEV01-PSP: Q803</u>	<del>Business The Centres in the Peacocke Precinct are well designed functional, safe, attractive and vibrant and provide for the commercial and community needs of the Peacocke residents, as well as high density living opportunities (55.13), and seek to avoid adverse effects on long-tailed bats and their habitat (38.13) integrate with surrounding neighbourhoods, provide for multi-level apartment buildings and create distinctive places that are functional, safe, attractive and vibrant.</del>	DEV01-PSP: P17 DEV01-PSP: P18 DEV01-PSP: P19 DEV01-PSP: P20 DEV01-PSP: P21
<u>DEV01-PSP: Q904</u>	<del>The Peacocke Local Centre is the primary business centre within the structure plan area and provides a range of commercial and community services, as well as high density living opportunities. to the local community (55.14)</del>	DEV01-PSP: P17 DEV01-PSP: P18 DEV01-PSP: P19 DEV01-PSP: P20 DEV01-PSP: P21



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<b>DEV01-PSP:</b> <b>O105</b>	<i>Neighbourhood centres provide small scale commercial and community services to the immediate community and are also located in close proximity to recreational areas to and act as activity nodes for walkable catchments, providing access to smaller scale convenience activities. (55.15)</i>	DEV01-PSP: P17 DEV01-PSP: P18 DEV01-PSP: P19 DEV01-PSP: P20 DEV01-PSP: P21
<b>DEV01-PSP:</b> <b>O116</b>	<i>Earthworks in the Peacocke Structure Plan are undertaken in a comprehensive and integrated manner, ensuring a high amenity urban environment that protects significant ecological values such as actual and potential long-tailed bat habitat is sympathetic to the areas topographical character. (38.14)</i>	DEV01-PSP: P24
<b>DEV01-PSP:</b> <b>O7</b>	<i>Sufficient, well connected, high quality open space is provided to enhance the amenity and wellbeing of the community. (55.17)</i>	

## Natural Environment

REFERENCE	OBJECTIVE	RELEVANT POLICIES
<b>DEV01-PSP:</b> <b>O1208</b>	Provide a <u>well connected and safe (55.18)</u> public edge to the gully and Waikato River.	DEV01-PSP: P7 DEV01-PSP: P8
<b>DEV01-PSP:</b> <b>O1309</b>	<i>Protect and enhance identified significant habitat of indigenous fauna and significant indigenous vegetation.</i>	DEV01-PSP: P37
<b>DEV01-PSP:</b> <b>O14010</b>	<i>Create and protect ecological and open space corridors identified in the Peacocke Structure Plan.</i>	DEV01-PSP: P35 DEV01-PSP: P36 DEV01-PSP: P37
<b>DEV01-PSP:</b> <b>O15011</b>	<i>Enable development adjacent to ecological areas where it is <u>designed to managed to protect and enhance ecological functions and processes. the effects of development on the function of these areas. (36.13)</u></i>	DEV01-PSP: P23
<b>DEV01-PSP:</b> <b>O16012</b>	<i>Establish a <u>well connected and safe (55.22) 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.</u></i>	DEV01-PSP: P38
<b>DEV01-PSP:</b> <b>O xxx</b>	<i>Maintain and enhance a network of open space that support the ecological values of the Peacocke Structure Plan Area and contributes to the mitigation of the adverse effects of existing urbanization and future development on the habitat of the long-tailed bat across all of Hamilton City (53.7)</i>	DEV01-PSP: P38



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## Transportation Network

REFERENCE	OBJECTIVE	RELEVANT POLICIES
<del>DEV01-PSP: Q17 (55.23)</del>	<del>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. —</del>	<del>DEV01-PSP: P40 DEV01-PSP: P41 DEV01-PSP: P42</del>
<del>DEV01-PSP: Q18013</del>	<del>The transport system in Peacocke provides a high level of connectivity within the structure plan area and to surrounding neighbourhoods.</del>	DEV01-PSP: P39 DEV01-PSP: P51
<del>DEV01-PSP: Q19014</del>	<del>The transport network encourages mode shift and reduces car dependency and encourages a mode shift to walking, cycling and public transport. by: Providing a well-connected transport network that prioritises walking and cycling. Designing the transport network to provide safe, direct and universally accessible routes for people walking and cycling throughout the structure plan area. Integrating with land use to support the provision of a frequent public transport service. (55.25) 1. —</del>	DEV01-PSP: P44 DEV01-PSP: P45 DEV01-PSP: P46 DEV01-PSP: P47 DEV01-PSP: P48 DEV01-PSP: P49 DEV01-PSP: P50 DEV01-PSP: P51 DEV01-PSP: P52 DEV01-PSP: P53
<del>DEV01-PSP: Q20015</del>	<del>The transport network is designed to be a high amenity environment that incorporates stormwater management.</del>	PREC1-P P43 PREC1-P P49

## Cultural Outcomes

REFERENCE	OBJECTIVE	RELEVANT POLICIES
<del>DEV01 – Q21016</del>	Protect and celebrate historic and culturally important sites or features	DEV01-PSP: P54 DEV01-PSP: P55
<del>DEV01 – Q22017</del>	<del>Identify, communicate and promote the Maaori history of the Peacocke area.</del>	DEV01-PSP: P54 DEV01-PSP: P55

## Infrastructure Network

REFERENCE	OBJECTIVE	RELEVANT POLICIES
<del>DEV01-PSP: Q23 (55.25)</del>	<del>New urban development is appropriately serviced and properly integrated to minimise city network impacts.</del>	<del>DEV01-PSP: P55 DEV01-PSP: P56 DEV01-PSP: P57 DEV01-PSP: P58</del>



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<b><u>DEV01-PSP: O24</u></b> <b><u>(55.25)</u></b>	<del>Effective and integrated management of Three Waters so as to sustainably manage the impact of development on the City's natural and physical resources.</del>	<del>DEV01-PSP: P59</del> <del>DEV01-PSP: P60</del>
<b><u>DEV01-PSP: O25O18</u></b>	<i><u>Development of the Peacocke Structure Plan area occurs in a staged manner that ensures the efficient and effective delivery of infrastructure.</u></i>	DEV01-PSP: P55 DEV01-PSP: P56 DEV01-PSP: P57 DEV01-PSP: P58 DEV01-PSP: P59 DEV01-PSP: P60
<b><u>DEV01-PSP: O26O19</u></b>	<i><u>The timing, type and intensity of new urban development is integrated and aligns with the planning and provision of network infrastructure.</u></i>	DEV01-PSP: P55 DEV01-PSP: P56 DEV01-PSP: P57 DEV01-PSP: P58 DEV01-PSP: P59 DEV01-PSP: P60

## DEV01-PSP: POLICIES

### Urban Environment

<b><u>DEV01-PSP: P1</u></b>	Development should be in general accordance with the <del>relevant Structure Plan</del> <i><u>Peacocke Structure Plan and master plans will be required to ensure development meets the vision of the Precinct.. (55.33)</u></i>
<b><u>DEV01-PSP: P2</u></b> <b><u>(55.34)</u></b>	<del>The design of development should provide population densities that support safe, efficient passenger transport and opportunities for walking and cycling.</del>
<b><u>DEV01-PSP: P3</u></b> <b><u>(55.35)</u></b>	<del>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.</del>
<b><u>DEV01-PSP: P4P2</u></b>	The location and size of public open spaces is provided in accordance with Council's Open Space <i><u>Provision Policy (26 June 2018) Plan. (55.36)</u></i>
<b><u>DEV01-PSP: P5P3</u></b>	Recreational activities, <i><u>including walking and cycleways (55.37)</u></i> are considered for co-location with: <ol style="list-style-type: none"> <li>1. Multifunctional stormwater management.</li> <li>2. <del>Walkways and cycleways.</del></li> <li>3. Cultural and heritage sites.</li> <li>4. Significant Natural Areas</li> <li>5. <i><u>Significant Bat Habitat Areas. (53.9/ 46.1)</u></i></li> </ol>
<b><u>DEV01-PSP: P6P4</u></b>	<del>Promote</del> <i><u>Require accessible, well located and safe appropriate and improved (55.38)</u></i> access to the Waikato River to better enable sporting, recreational, and cultural opportunities.





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<b><u>DEV01-PSP:</u></b> <b><u>P7P5</u></b>	<u>Avoid Ensure new development is connected to and promotes surveillance of 'turning its back' or privatising edges to major natural features and recreational areas open spaces. (55.39)</u>
<b><u>DEV01-PSP:</u></b> <b><u>P8</u></b>	<u>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. (55.40)</u>
<b><u>DEV01-PSP:</u></b> <b><u>P9</u></b>	<u>Locate formal sports pitches on slopes less than 1:50 and of sufficient coverage to avoid large quantities of cut and fill (55.41)</u>
<b><u>DEV01-PSP:</u></b> <b><u>P10</u></b>	<u>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 (55.42)</u>
<b><u>DEV01-PSP:</u></b> <b><u>P11</u></b>	<u>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 (55.43)</u>
<b><u>DEV01-PSP:</u></b> <b><u>P12P6</u></b>	Adverse effects of activities near zone boundaries are managed through setbacks, building design, and landscaping.
<b><u>DEV01-PSP:</u></b> <b><u>P13P7</u></b>	<u>Higher density development in the Peacocke Structure Plan:</u> <ol style="list-style-type: none"> <li><u>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.</u></li> <li><u>2. May be provided along areas of natural open space including the river corridor and gully network where ecological functions and processes can be protected and enhanced (36.18).</u></li> </ol>
<b><u>DEV01-PSP:</u></b> <b><u>P14P8</u></b>	<u>Development of the Peacocke Structure Plan area should aim to achieve a minimum overall net residential density (excludes roads and open space) of 30 dwellings per hectare other than in the Increased Height Overlay area which, in recognition of the additional height enabled, should aim to achieve a minimum overall net residential density of 45 dwellings per hectare (55.46/ 36.19). Development of the Peacocke Structure Plan achieves:</u> <ol style="list-style-type: none"> <li><u>1. A minimum overall net residential density (excludes roads and open space) of 22–30 dwellings per hectare within the Peacocke Medium-Density Precinct.</u></li> <li><u>2. A minimum overall net residential density (excludes roads and open space) of 35–50 dwellings per hectare within the Peacock High-Density Overlay.</u></li> </ol>
<b><u>DEV01-PSP:</u></b> <b><u>P15P9</u></b>	<u>Avoid compromising the future delivery of high-density residential activity around the local centre and identified public transport routes with low density development.</u>
<b><u>DEV01-PSP:</u></b> <b><u>P16P10</u></b>	<u>Require a variety of housing typologies and densities to be provided throughout the structure plan area.</u>





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<u><b>DEV01-PSP:</b></u> <u><b>P17P11</b></u>	<u>The Local Centre and Neighbourhood Centres are developed in locations consistent with the Peacocke Structure Plan.</u>
<u><b>DEV01-PSP:</b></u> <u><b>P18P12</b></u>	<u>The Local Centre is to be developed to include a variety of community and commercial activities that establish a high quality, pedestrian focused centre.</u>
<u><b>DEV01-PSP:</b></u> <u><b>P19P13</b></u>	<u>Incorporate infrastructure to support public transport services in the Local Centre.</u>
<u><b>DEV01-PSP:</b></u> <u><b>P20P14</b></u>	<u>Neighbourhood centres are located throughout the structure plan and established adjacent to areas of public open space.</u>
<u><b>DEV01-PSP:</b></u> <u><b>P21P15</b></u>	<u>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.</u>
<u><b>DEV01-PSP:</b></u> <u><b>P22</b></u>	<u>Development is enabled within areas identified for residential land use in a manner that is consistent with the Peacocke Structure Plan. (55.54)</u>
<u><b>DEV01-PSP:</b></u> <u><b>P23P16</b></u>	<u>Near identified ecological corridors, e(53.11)-Ensure the design and location of buildings, infrastructure and lighting near Bat Habitat Areas (53.11) is managed throughout the Peacocke Structure Plan (55.55) in order to maintain and enhance ecological their role and functions of those corridors and processes (36.20), including protection for long tailed bats (38.24).</u>
<u><b>DEV01-PSP:</b></u> <u><b>P24P17</b></u>	<p><u>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:</u></p> <ol style="list-style-type: none"> <li><u>1. Managing the use, size, location and style of retaining walls in the area.</u></li> <li><u>2. Requiring earthworks to be carried out in conjunction with subdivision to ensure comprehensive, cohesive outcomes are achieved.</u></li> <li><u>3. Preserve the natural character of the Mangakotukutuku Gully and Waikato River margins and enhance where opportunities exist (36.30)-Requiring earthworks to be carried out in a way that is sympathetic to the character of the area. (38.14)</u></li> </ol>
<u><b>DEV01-PSP:</b></u> <u><b>P25P18</b></u>	<u>Development within the Peacocke Structure Plan considers the effects of climate change, including providing shade trees, undertaking plantings on available green space and consider other measures (30.19).</u>
<u><b>DEV01-PSP:</b></u> <u><b>P26P19</b></u>	<u>Ensure development manages the risks associated with natural hazards to consider the environmental values present and (36.21) ensure the safety of people and structures.</u>
<u><b>DEV01-PSP:</b></u> <u><b>P20</b></u>	<u>Residential development away from the gully network and river corridor is supported by open spaces that provide for passive recreation within a walkable distance. (55.70 relocated from P38)</u>



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## Natural Environment

<b><u>DEV01-PSP:</u></b> <b><u>P27P21</u></b>	The loss of <u>significant</u> vegetation <u>within the Significant Natural Area and the Significant Bat Habitat Area</u> is <u>minimised</u> avoided (55.59).
<b><u>DEV01-PSP:</u></b> <b><u>P28P22</u></b>	Road layouts adjacent to <u>identified natural features</u> Bat Habitat Areas (53.12) recognise and retain their natural form <u>where practicable</u> (36.23).
<b><u>DEV01-PSP:</u></b> <b><u>P29</u></b>	<del>The scale and quantum of development and land use type recognises land characteristics and suitability and adjoining land uses.</del> (55.61)
<b><u>DEV01-PSP:</u></b> <b><u>P30P23</u></b>	Protect the physical integrity, <u>and</u> ecological and stormwater functions <u>and aquatic biodiversity values</u> (36.23) of the Mangakotukutuku Gully and Waikato River margins, including protection for long-tailed bats and their habitat (38.26).
<b><u>DEV01-PSP:</u></b> <b><u>P31P24</u></b>	Provide for <u>the revegetated</u> revegetation of (55.63) gullies and river margins to enable the enhancement of significant indigenous vegetation and habitats of significant fauna (38.27).
<b><u>DEV01-PSP:</u></b> <b><u>P32P25</u></b>	Provide a <u>well connected, accessible and safe</u> green corridor along the Waikato River that provides recreational pedestrian and cycling <u>opportunities. facilities and amenity.</u> (55.64)
<b><u>DEV01-PSP:</u></b> <b><u>P33</u></b>	<del>Establish a series of green spaces providing connections and meeting places.</del> (55.65)
<b><u>DEV01-PSP:</u></b> <b><u>P34</u></b>	<del>Ensure a high level of public access to the Waikato River corridor.</del> (55.66)
<b><u>DEV01-PSP:</u></b> <b><u>P35P26</u></b>	<u>Protect bat Bat habitat Habitat Areas within and (53.13) adjoining the edge of the Mangakotukutuku Gully and Waikato River to ensure long tailed bats are able to continue to utilise these areas.</u>
<b><u>DEV01-PSP: P</u></b> <b><u>xx</u></b>	<u>Recognize that the establishment of Significant Bat Habitat areas within Peacocke Structure Plan Area contributes to the mitigation of the adverse effects of existing urbanization on the long-tailed bat across all of Hamilton City (53.7).</u>
<b><u>DEV01-PSP:</u></b> <b><u>P36P27</u></b>	<u>Require development adjacent to the (53.14) Mangakootukutuku Gully network and Waikato River to meet required setbacks to support the ecological function of these areas.</u>
<b><u>DEV01-PSP:</u></b> <b><u>P37P28</u></b>	<u>Provide ecological corridors Bat Habitat Areas (53.15) 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.</u>
<b><u>DEV01-PSP:</u></b> <b><u>P38</u></b>	<u>Residential development away from the gully network and river corridor is supported by open spaces that provide for passive recreation within a walkable distance.</u> (55.70 <u>relocated to P21</u> )



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<b>DEV01-PSP:</b> <b>P29 (3.9)</b>	<i>Provide ecological corridors along the arms of the Mangakotukutuku Gully to enable the movement of migratory native fish. (3.9)</i>
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## Transportation Network

<b>DEV01-PSP:</b> <b>P39P30</b>	Create a high degree of connectivity both within and out of the Structure Plan area.
<b>DEV01-PSP:</b> <b>P40P31</b>	Enable access to employment, community facilities, retail and recreation through the integrated transport system.
<b>DEV01-PSP:</b> <b>P41P32</b>	Encourage urban form that reduces dependency on the car by focusing on intensification and <del>encouraging</del> <u>prioritising (55.73)</u> walking, cycling and the use of passenger transport
<b>DEV01-PSP:</b> <b>P42P33</b>	Intersect proposed passenger transport corridors with activity nodes for critical mass of population and efficient interchange capabilities.
<b>DEV01-PSP:</b> <b>P43P34</b>	Align collector and local street networks to create strong physical and visual connections between the gully network and the Waikato River.
<b>DEV01-PSP:</b> <b>P44P35</b>	<u>Require the transport network to be established in accordance with the Peacocke Structure Plan by designing and locating:</u> <ol style="list-style-type: none"> <li><u>1. Transport Corridors to be consistent with the Peacocke Structure Plan.</u></li> <li><u>2. Identified public transport routes to accommodate public transport and associated infrastructure.</u></li> <li><u>3. <del>Identified cycle routes to provide a</del> High quality separated cycleways on Collector Roads and Arterial Roads (53.16) that encourage cycling.</u></li> </ol>
<b>DEV01-PSP:</b> <b>P45P36</b>	<u>Development is designed to create neighbourhoods that are <del>universally accessible (55.77)</del> walkable, safe and linked by a high quality pedestrian and cycling network that incorporates the principles of CPTED.</u>
<b>DEV01-PSP:</b> <b>P46P37</b>	<u>The transport network is designed to enable the delivery of a high quality and accessible public transport services.</u>
<b>DEV01-PSP:</b> <b>P47P38</b>	<u>The transport network is designed using the principles of:</u> <ol style="list-style-type: none"> <li><u>1. Minimising the consequences of mistakes made by people travelling.</u></li> <li><u>2. Ensure people are safe when using the transport network.</u></li> <li><u>3. Consider the needs and requirements of all users of the transport system.</u></li> </ol>
<b>DEV01-PSP:</b> <b>P48P39</b>	<u>The transport network shall be designed to ensure access is provided to all users (including emergency services (18.5)) in a way that is safe, direct and convenient as possible.</u>



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<b>DEV01-PSP:</b> <del>P49</del> P40	<u>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.</u>
<b>DEV01-PSP:</b> <del>P50</del> P41	<u>The design and operation of the transport system shall priorities the movement of pedestrians and cyclists over vehicles.</u>
<b>DEV01-PSP:</b> <del>P51</del> P42	<u>Ensure connectivity and integration between developments.</u>
<b>DEV01-PSP:</b> <del>P52</del> P43	<u>On Arterial and Collector Transport Corridor motor-vehicles shall be physically separated from shared paths and cycleways.</u>
<b>DEV01-PSP:</b> <del>P53</del> P44	<u>Transport corridors are designed to provide a high level of amenity and include space to provide for street trees and stormwater management</u>
<b>DEV01-PSP:</b> <del>P45 (55.98)</del>	<u>Environmental impacts of building new transport corridor infrastructure are minimised.</u>

## Cultural Outcomes

<b>DEV01-PSP:</b> <del>P54</del> P46	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.
<b>DEV01-PSP:</b> <del>P55</del> P47	<u>Ensure the Maori history of the site is communicated through place names and the design of public spaces and structures.</u>

## Infrastructure Network

<b>DEV01-PSP:</b> <del>P56 (55.88)</del>	<u>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.</u>
<b>DEV01-PSP:</b> <del>P57 (55.89)</del>	<u>New development is able to be adequately serviced in terms of Three Waters and transport infrastructure.</u>
<b>DEV01-PSP:</b> <del>P58 (55.90)</del>	<u>Development is co-ordinated with the provision of infrastructure.</u>
<b>DEV01-PSP:</b> <del>P59</del> P48	<u>To ensure co-ordination of development and infrastructure Sstaging and sequencing is in general accordance with any the staging stage indicated on the relevant shown on the Peacocke (55.91) Structure Plan.</u>
<b>DEV01-PSP:</b> <del>P60</del> P49	Three Waters will be managed in accordance with the relevant <u>Integrated Catchment Management Plan.</u>
<b>DEV01-PSP:</b> <del>P61</del> P50	Integrated Catchment Management Plans shall be developed to determine how to manage Three Waters in an effective and integrated manner including by:



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	<ol style="list-style-type: none"> <li>1. Minimising the effects of urban development on downstream receiving waters.</li> <li>2. Managing the run-off from the different relief and soil types in an integrated manner.</li> <li>3. Sustaining groundwater levels in peat soils as far as practicable.</li> <li>4. Safeguarding and enhancing the natural functioning and ecological health of freshwater bodies and areas of indigenous vegetation, <u>riparian vegetation, aquatic biodiversity, (36.28)</u> water features and habitats.</li> <li>5. Retaining a hydrological cycle close to the pre-development hydrological cycle as far as practicable.</li> <li>6. Maintaining stormwater discharge from the catchment to at or below pre-development levels.</li> <li>7. Incorporating Low Impact Urban Design and Development (LIUDD) principles.</li> <li>8. Identifying and incorporating appropriate water-sensitive techniques.</li> <li>9. Recognising social, economic, environmental and cultural objectives for the catchment.</li> </ol>
<b>DEV01-PSP:</b> <b>P62P51</b>	Integrated Transport Modelling is undertaken for all <u>Structure Plan areas-areas activities that have the potential to adversely impact the transport network (55.94).</u>
<b>DEV01-PSP:</b> <b>P63 (55.95/10.6)</b>	<u>Movement routes are integrated with surrounding neighbourhoods and existing and planned transport networks.</u>
<b>DEV01-PSP:</b> <b>P64 (55.96)</b>	<u>Enable connectivity with other undeveloped adjoining sites.</u>
<b>DEV01-PSP:</b> <b>P65 (55.97/10.7)</b>	<u>The transport network supports efficient passenger transport and opportunities for walking and cycling.</u>
<b>DEV01-PSP:</b> <b>P66 (55.98)</b>	<u>Environmental impacts of building new transport corridor infrastructure are minimised.</u>
<b>DEV01-PSP:</b> <b>P67 (55.99/10.9)</b>	<u>Opportunities for improved safety, accessibility, connectivity and efficiency within the transportation network are provided.</u>
<b>DEV01-PSP:</b> <b>P68P52</b>	Sensitive land uses avoid adverse effects on and from regionally significant infrastructure <u>and regionally significant industry. Where sensitive activities are in zone and located in close proximity to regionally significant infrastructure, the mitigation of effects will be apportioned between the infrastructure operator and the develop/landowner (55.100)</u>
<b>DEV01-PSP:</b> <b>P69 (55.101)</b>	<u>Development to avoid adverse effects on the safe, efficient and effective operation and use of existing or planned infrastructure.</u>
<b>DEV01-PSP:</b> <b>P70 (55.102)</b>	<u>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.</u>



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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 been obtained from Heritage New Zealand. (55.103)~~
- d) The natural environment should be protected and enhanced, including the Waikato River and local waterways such as the Mangakotukutuku 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. (55.103)~~

### 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. *The Mangakotukutuku Stream and the Waikato River provide migratory pathways for native freshwater fish, including several threatened species. The structure plan identifies the stream network as a corridor to be protected and enhanced. These*





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identified corridors will be the focus of mitigation and enhancement throughout the development of the area. (3.11)

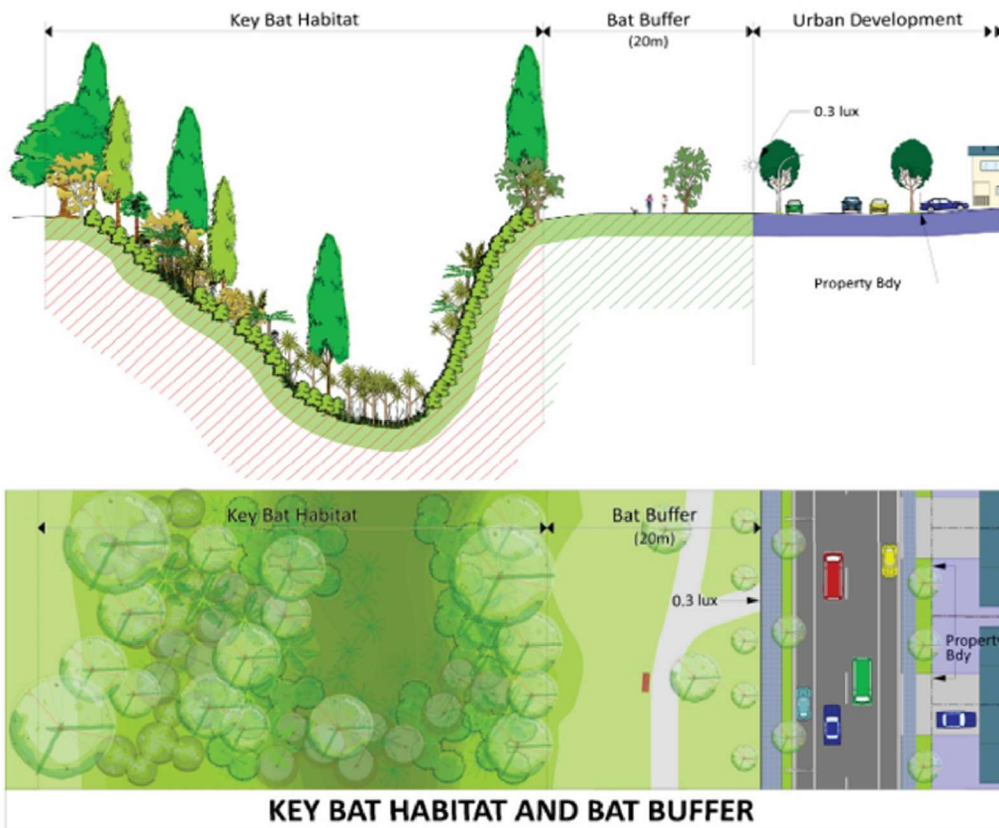
- c) The Mangakootukutuku Gully and Waikato River margins comprise a mixture of indigenous and exotic vegetation. These areas provide important habitat for the nationally threatened long-tailed bat and many indigenous bird and fish species. Indigenous animals rely on this exotic habitat as essential 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 and cycling paths as well as being potential location for recreational facilities such as children's play grounds.
  - **Significant Bat Habitat Areas:** Significant Bat Habitat Areas have been identified within an overlay with a minimum width of 50 metres and follow known bat corridors within the Mangakootukutuku Gully network and along the Waikato River as well as identified locations that serve to link existing areas of vegetation. The identified Significant Bat Habitat Areas serve to retain connectivity between core habitat for bats in the Peacocke area. Public uses within Significant Bat Habitat Areas may require further restrictions to ensure functional habitat is protected, but could also include low-impact, unlit footpaths and cycle ways, which avoid vegetation clearance that is important for bat habitat. The Significant Bat Habitat Areas are zoned as Natural Open Space Zone to ensure they remain as protected areas in perpetuity and are intended to become public reserves as subdivision and development progress within Peacockes.



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- **Development Setback:** Along with the Significant Bat Habitat Area a 5m development setback is proposed along the interface with the Significant Bat Habitat Area. The setback aims to control any buildings and associated effects on the adjoining Significant 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 Significant 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 in order to retain a permeable and functioning landscape for long-tailed bats.

Public use of ~~buffer or corridor bat habitats~~ Bat Habitat Buffer and Significant Bat Habitat Areas 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~~



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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. (55.103)

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The structural characteristics of these areas are important for the bat's ability to u

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:-(55.103)
  - 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.-(55.103)
- **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.-(55.103)

The sports parks 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 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-(55.103)

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- **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. (55.103)
- **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. (55.103)

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. (55.103)

Criteria for the location of neighbourhood parks are: (55.103)

- 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. (55.103)

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. (55.103)

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



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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 cCentre (55.103)

**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 (55.103)

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## 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 2-3 Peacocke Structure Plan Staging and Transport Network.

The transport network (refer to Figure 3.4.4a and (55.103) Volume 2, Appendix 2, Figure 2-2 Peacocke Structure Plan - Transport Network (10.15)) 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. New or altered intersections on the state highway network require the approval of Waka Kotahi (10.15)

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. (55.103)

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. (55.103)



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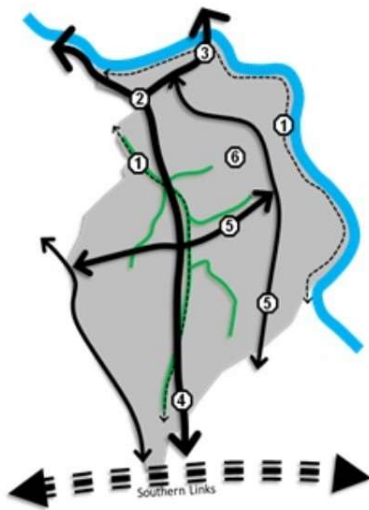
The objectives of the Peacocke Structure Plan seek to establish an urban environment that enables a range of residential density outcomes and supports mode shift and prioritises residents access their community through walking, cycling and public transport. (55.103)

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. (55.103)

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. (55.103)

The key features of the network are: (55.103)

**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.





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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.-(55.103)

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 (55.103)

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

- Priorities-Prioritises residents of Peacocke's mobility and accessibility by active modes and public transport (10.11) to places within Peacocke and to the rest of Hamilton, including employment areas
- provide clear, safe and direct access for residents by active modes and public transport (10.11) to community facilities, commercial areas, places of recreation and other neighbourhoods.
- provides people with transport choices (is multi modal) by promoting Public Transport public transport and active modes, at expense of level of service (LOS) for private car if necessary (10.11).
- Maximise network efficiency for Public Transport public transport (10.11), buses, High Occupancy Vehicles (HOV) and active modes through design
- Flexible design to cater for evolution & steps changes in transport system, such as future high occupancy vehicles.

## Open Space Edge Corridors (53.21/ 53.98(5))

Open Space Edge Corridors have low traffic volumes, as well as travel speed of 10 to 30 km/h. They are streets with residential development on one side and open space on the other. These streets should have friction (trees, green infrastructure, parking, etc.) on either side of the street to slow speeds and allow for a 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 prioritized 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 streets (Universal Access provisions). Local streets 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:





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- Design speed of 30km/h
- Residential development limited to one side with open space on the other side
- Short blocks

The transportation network is made up of the following: (55.103)

- 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.~~ (55.103)

## Key Design Principles

- ~~Separate walking and cycling where possible (10.12).~~
- ~~Provide end of journey (10.12) facilities near destination such as commercial areas, bus stops and schools.~~
- ~~Short block lengths to create a permiable permeable (10.12) urban form that the most direct routes for cycling and A local road network that prioritises walking and cycling and promotes safe vehicle speeds.~~ (55.103)

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- 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).~~ (55.103)

## Key Design Principles (55.103)

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



**A Collector Transport network:** The collector network serves to connect local neighbourhoods together as well as linking neighbourhoods 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 avoid 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. (55.103)

#### Key Design Principles (55.103)

- 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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- c) **Minor Arterial Transport Network:** The minor arterial network is characterised by high movement function traffic volumes, with some limited destination types vehicular access, 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 over private vehicles. Safety of vulnerable users moving along and across the transport corridor road should be prioritized ensured. Due to the high volumes of through movement along traffic on this network a separated separated cycling network will need to be provided along with separate (10.13) pedestrian facilities. (55.103)

The Minor arterial transport joins the neighbourhoods within Peacocke to the local centre as well as key area outside of Peacocke. (55.103)

#### Key Design Principles(55.103)

- Higher speed environment (50-60km/h)
- Allow for a high level of intersection density to reduce speeds
- Separated cycle facilities and pedestrian routes.
- High frequency public transport service with priority (10.13).
- Pedestrian crossings near bus stops and key land uses

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- d) **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. (55.103)

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. (55.103)



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This major arterial route along with the Mangakootukutuku Gully creates significant severance issues for the development of Peacocke. To minimise this impact for both vehicles, cyclists and pedestrians, access to and across the major arterial routes needs to will (10.14) be provided. (55.103)

'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. (55.103)

## Key Design Principles (55.103)

- Highest speed environment (50km/h, 60-80 km/h in peri-urban areas with no accesses)
- Good parallel routes for local traffic and cycling (10.14)
- Separated cycle facilities and pedestrian routes (10.14)
- No on-street (10.14) 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 (55.103)

## **Residential Environment**

The majority of the Peacocke residential zone will be a medium density environment delivering of typologies typically (53.23) 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 typically (53.23) 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 (55.103)

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## 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 (55.103) Local Centre and Neighbourhood Centres Community Focal Points.

- 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 (55.103)

### (53.24)

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, emphasizing 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

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- 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

- 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 2,600m<sup>2</sup> GFA between them, ranging from 300m<sup>2</sup> - 800m<sup>2</sup> 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 (55.103)

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 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. (55.103)

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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 planned (53.26) 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.

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Where proposals deviate from the staging and sequencing identified in Appendix 2 – Figure 2-3a and/or the table below these proposals will need to demonstrate that appropriate infrastructure is provided for and the servicing of this land will maintain the efficiency and sustainability of existing and planned infrastructure. (13.3, 14.6, 17.3, 42.4, 43.4, 47.5)

Indicative stormwater management device locations are shown on Appendix 2 Figures 2-1 and 2-3 to display the likely location of such devices. These locations are broadly identified as per the Mangakootukutuku Integrated Catchment Management Plan, but the location, design and size will be finalised during subsequent subdivision and development processes. (13.8, 14.9)

**Table 3A – 1 Strategic Infrastructure (53.26)**

Stage*	Preceding stage(s) required**	<b>Strategic Infrastructure Required***</b>			
		<b>Transportation</b>	<b>Wastewater</b>	<b>Water***</b>	<b>Stormwater</b>
<b>A</b>					
<b>B</b>		<ul style="list-style-type: none"> <li>East-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout</li> </ul>	<ul style="list-style-type: none"> <li>Mains extension along east-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout</li> </ul>	<ul style="list-style-type: none"> <li>Distribution mains extension along east-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout</li> </ul>	<ul style="list-style-type: none"> <li>Centralised stormwater management devices relevant to the sub-catchment(s) and Integrated Catchment Management Plan to be available</li> </ul>
<b>C</b>		<ul style="list-style-type: none"> <li>Waikato River Bridge, Wairere Drive extension, to the north-south major arterial</li> <li>Peacocke Road urban upgrade to local standard north of intersection with Wairere Drive extension</li> <li>Peacocke Road urban upgrade to minor arterial standard south of intersection with Wairere Drive extension</li> <li>Weston Lea Drive urban upgrade</li> <li>New collector road linkage from Plateau Drive to Wairere Drive extension (for western catchment)</li> </ul>	<ul style="list-style-type: none"> <li>N4 and N4a pump stations and connecting mains</li> <li>Fitzroy Diversion</li> <li>Waikato River Bridge and Transfer Main to far eastern interceptor at Gordonton Road, Wairere Drive, Crosby Road intersection.</li> </ul>	<ul style="list-style-type: none"> <li>Distribution mains along Peacocke Road</li> <li>Distribution mains along Weston Lea Drive</li> </ul>	<ul style="list-style-type: none"> <li>Provision for overland flow paths</li> </ul>
<b>D</b>		<ul style="list-style-type: none"> <li>East-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout</li> </ul>	<ul style="list-style-type: none"> <li>N17 pump station</li> <li>N4 and N4a pump stations and connecting mains</li> </ul>	<ul style="list-style-type: none"> <li>Distribution mains extension along east-west minor arterial (stage 1) and</li> </ul>	





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Stage*	Preceding stage(s) required**	Strategic Infrastructure Required***			
		Transportation	Wastewater	Water***	Stormwater
		<ul style="list-style-type: none"> <li>New collector road (if connecting to Hall Road then Hall Road urban upgrade to collector standard and <del>upgrades to</del> closure of the existing (10.15) Hall Road/ SH3 intersection will also be required)</li> </ul>	<ul style="list-style-type: none"> <li>Fitzroy Diversion</li> <li>Waikato River Bridge and Transfer Main to far eastern interceptor at Gordonton Road, Wairere Drive, Crosby Road intersection.</li> </ul>	<ul style="list-style-type: none"> <li>Ohaupo Road/SH3 roundabout</li> </ul>	
E	C	<ul style="list-style-type: none"> <li>East-west minor arterial to Peacocke Road from Ohaupo Road/SH3 roundabout</li> <li>Peacocke Road urban upgrade to minor arterial standard (from Stage F)</li> <li>Hall Road urban upgrade to collector standard and connection to east-west minor arterial, and <del>upgrades to</del> closure of the existing Hall Road/ SH3 intersection</li> <li>Peacocke Lane urban upgrade to collector standard</li> <li>New collector road linkages in the south-eastern catchment</li> </ul>	<ul style="list-style-type: none"> <li>Mains extension along north-south major arterial corridor and east-west minor arterial (stage 2)</li> <li>Diversion of flows from Stage D to Stage E network</li> <li>N9 (and N11 for the western catchment, and N10 for the south-eastern catchment) pump stations and connecting mains</li> </ul>	<ul style="list-style-type: none"> <li>Distribution mains along Peacocke Road (from Stage F)</li> <li>Distribution mains along East-west minor arterial (stage 1 and 2) to Peacocke Road</li> <li>Distribution mains along Hall Road and connections to close the loop with Stage B and D mains</li> </ul>	
F	C	<ul style="list-style-type: none"> <li>Peacocke Road urban upgrade to minor arterial standard</li> <li>New north-south collector road</li> </ul>	<ul style="list-style-type: none"> <li>N3 pump station and connecting mains</li> </ul>	<ul style="list-style-type: none"> <li>Distribution mains along Peacocke Road</li> </ul>	
G	C, F	<ul style="list-style-type: none"> <li>Peacocke Road urban upgrade to minor arterial standard</li> <li>New collector road linkages</li> </ul>	<ul style="list-style-type: none"> <li>N7 (for the eastern catchment) and N8 (for the southern catchment) pump stations and connecting mains</li> </ul>	<ul style="list-style-type: none"> <li>Distribution mains along Peacocke Road</li> </ul>	
H	C, E	<ul style="list-style-type: none"> <li>North-south major arterial (full length) and</li> </ul>	<ul style="list-style-type: none"> <li>N12 (and N13 for the eastern catchment)</li> </ul>	<ul style="list-style-type: none"> <li>Distribution mains along North-south major arterial</li> </ul>	



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Stage*	Preceding stage(s) required**	<u>Strategic Infrastructure Required***</u>			
		<u>Transportation</u>	<u>Wastewater</u>	<u>Water****</u>	<u>Stormwater</u>
		<u>Cobham Drive Bridge upgrading</u> <ul style="list-style-type: none"> <li>• <u>Peacocke Road urban upgrade to minor arterial standard (including from Stage F and G)</u></li> <li>• <u>New collector road linkages including linkages to Hall Road</u></li> </ul>	<u>pump stations and connecting mains</u>	<ul style="list-style-type: none"> <li>• <u>Distribution mains along Peacocke Road</u></li> <li>• <u>Distribution mains along Hall Road</u></li> </ul>	
I	C, E, H	<ul style="list-style-type: none"> <li>• <u>Peacocke Road urban upgrade to minor arterial standard (including from Stage F, G and H)</u></li> <li>• <u>New collector road linkages</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Connecting mains to N12 pump station</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Distribution mains completing loop along North-south major arterial, Hall Road, Peacocke Road and Ohaupo Road/SH3</u></li> </ul>	<div>Plan Change 5 Peacocke Structure Plan</div>

\* 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.

\*\*\*\*\* The transport network shown on the Peacocke Structure Plan is indicative and is not intended to show exact alignments. The final alignment will be largely determined as individual subdivisions are progressed. New or altered intersections on the state highway network require the approval of Waka Kotahi (10.15)