

VISIONS

HAMILTON CITY DESIGN GUIDE







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How a city looks and feels is a crucial part of its identity. Memorable cities possess buildings and public spaces that are stimulating, yet comfortable and human scaled.

This Design Guide outlines Hamilton's expectations for better designed environments. The guide highlights key urban design principles considered fundamental to Hamilton's development as a dynamic, prosperous, memorable and sustainable city.

The design elements addressed in this guide combine

international best practice urban design principles with factors considered to be of special importance to the city of Hamilton and its surrounding environment. The Design Guide also reflects New Zealand's National Urban Design Protocol.

It is intended that designers, developers and investors, as well as Council's planners and

policy makers, will use the Design Guide as a tool to help design buildings and urban environments that work well now and into the future. The Design Guide will also be used as the basis for the Hamilton Urban Design Panel's considerations in the review of significant new development proposals within the city of Hamilton.

think



again

how to use this design guide

The Design Guide has been developed as a tool to assist designers and developers as well as Council's planners, policy makers and capital project teams in determining the best solution for a proposed new development. It explains how a well designed environment within the context of Hamilton should behave and suggests ways to achieve that outcome.

While not in itself a statutory document, the Design Guide will form an integral part of the consent process and will be used as the basis for the Hamilton Urban Design Panel's considerations in the review of significant new development proposals within the city.



In all cases, early discussion with Council at concept plan or project feasibility stage is encouraged and Council will make available the advice of the Urban Design Panel or appropriate urban design advisors to assist developers in meeting the aspirations of the Design Guide.

The last page of this document contains a link to Hamilton's CityScope website which includes a list of useful tools and places where more detailed urban design assistance can be found.

working party

The Design Guide and the associated terms of reference for the Hamilton Urban Design Panel have been developed in collaboration with members of the CityScope Working Party, who continue to donate their time and professional expertise and take a leading role in improving Hamilton's urban environment. Members of the working party include individuals from:

DEVELOPMENT INDUSTRY:
Property Council of NZ,
NZ Planning Institute,
NZ Institute of Surveyors

DESIGN PROFESSIONALS:
NZ Institute of Architects,
NZ Institute of Landscape
Architects

HERITAGE AND ARTS:
NZ Historic Places Trust,
Arts Waikato



SPECIALIST EXPERTISE:

Waikato University,
Institute of Professional
Engineers NZ

HAMILTON CITY COUNCIL:

Hamilton Mayor, CEO,
Councillors and staff

DESIGN GUIDE FACILITATORS:

Anthony Flannery, Joanna Smith
of Chow:Hill Architects Ltd

place: inspiring a

Hamilton is a collection of places, each with their own special character. Each site in the city has its own opportunities and challenges that need to be considered as a development concept evolves, and the city has identified places that require particular care and consideration of their context.

A blurred landscape photograph showing mountains in the background and water in the foreground. The scene is captured during sunset or sunrise, with a warm, golden light reflecting off the water and the sky. The overall image has a soft, out-of-focus quality.

shared vision

a distinctively-Hamilton vision >



The river

Physically, historically and spiritually, the Waikato River helps define the city of Hamilton, and the city must, therefore, complement the river. The heritage value of the river cannot be underestimated and aspects of the river's cultural links are an intrinsic component of a significant proportion of the city's environment. Hamilton's Creativity and Identity Strategy promotes the incorporation of the river's imagery and identity into new development, reflecting both its past and its future. It also notes Hamilton's commitment to cleansing the river, thereby ensuring its preservation.



City Heart

The CBD is the city's heart and is the shopfront of the city – a focal point for both its commerce and culture. The centre of Hamilton comprises a number of precincts, each with an individual and inherent identity, and each contributing to the vibrancy and richness of the city heart. Development within should reinforce the diverse characteristics of Hamilton's central precincts while promoting their integration and connectivity within the central area and positively enhance public amenity through the promotion of vibrant streets, imaginative architecture and memorable public spaces.



Lakes

Lake Rotoroa or 'long lake' has been a significant focus of human settlement since Tainui occupied its shores and the river margins over 700 years ago. Also known as Hamilton Lake, the domain and lake edges are now a valued public space and recreation park for the people of Hamilton. Outer lakes, such as Lake Waiwhakareke in the northwest, are typical of the character of the undulating Waikato landscape, recognised in special structure plans and character area overlays in the District Plan. Development in these areas need to be particularly sensitive to the effect on the natural environment and quality of public amenity.

The careful design of buildings and spaces will create a strong sense of place and a city that is ‘distinctively Hamilton’.



Gateways

Gateways signal arrival and for many people, present the “first impression” of the city of Hamilton. City gateways to the east and south offer landscaped boulevards, significant trees and wide open spaces (particularly in the vicinity of Hamilton Gardens), providing an elegant transition from the surrounding countryside. City gateways to the north present a traffic-dominated commercial and industrial face that is of questionable quality and generally regarded as unsightly and unwelcoming. Future development associated with Hamilton’s city gateways needs to be of good quality and more considerate in presenting an appropriate sense of arrival, thus reinforcing the impression of Hamilton as a visually appealing, important and memorable city.



Neighbourhoods

Hamilton is a collection of neighbourhoods that reinforce a sense of local community. Memorable neighbourhoods have their own character, often based on the underlying topography, local ecology and notable landscape features. Introduced features such as buildings, street trees and public open spaces can enhance the local character of a neighbourhood while animating and enriching the city’s streets. Within the city of Hamilton, precinct plans will be developed to protect and enhance the special character of important and memorable neighbourhoods and ensure that future change and development is consistent with the context and characteristics of a defined neighbourhood or character area. Designers and developers will need to consider these guidelines in any developments affecting special neighbourhood precincts.



Natural Features

Hamilton’s urban environment is enhanced by the existence of significant natural features including gulleys and other such ecologically significant areas. Development in the vicinity of significant natural features will be expected to show due regard to the protection, preservation and enhancement of such features.

design

Urban design is more than just a checklist of parts, and each site has its own challenges and opportunities that must be explored as part of the design process. However, for ease of use this Design Guide has been divided into six design elements that should be considered in any Hamilton development:

design quality

sense of place

access

public space

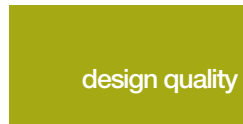
lifestyle

sustainable environments

elements



design



Hamilton is a place that engages the imagination of our people and our visitors – everything is an opportunity for delight and innovation.

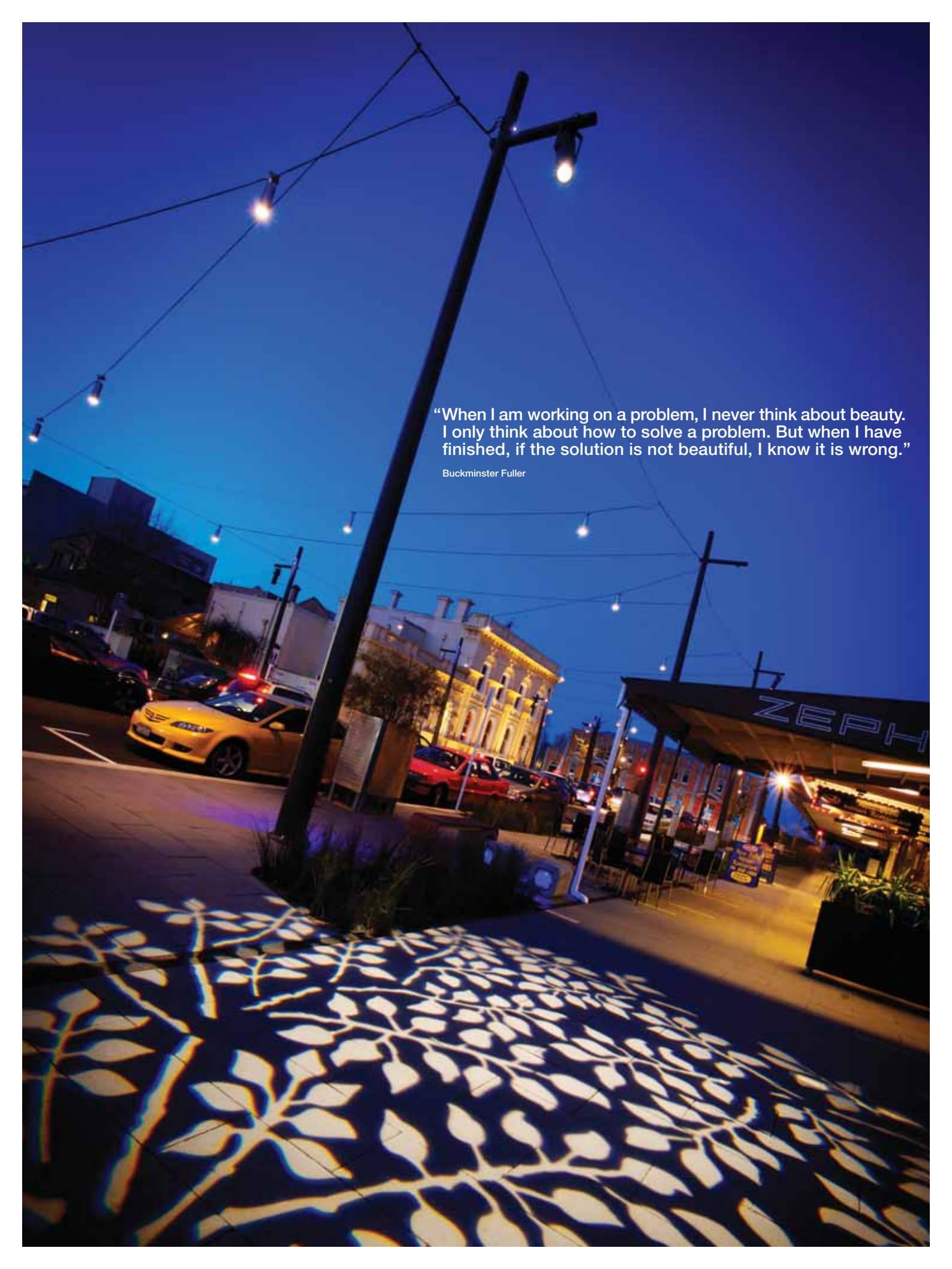
Hamilton's Creativity and Identity Strategy is an important new initiative that dovetails with this Design Guide to further articulate that which is "distinctively Hamilton". Through these initiatives, the city seeks to foster a culture of creativity and innovation aimed at enhancing and enriching Hamilton's built environment for residents and visitors alike.

Good design cannot be achieved by prescription or regulation, nor is it defined by a particular style or fashion. Good design is timeless, and Hamilton's CityScope promotes good design as a tool to add value to communities, businesses and investors. Hamilton's stated goal is to build a city that is renowned internationally for its unique design, stunning architecture, exciting public spaces and all around functionality.

quality

quality is enduring while style, taste and fashion change.





“When I am working on a problem, I never think about beauty. I only think about how to solve a problem. But when I have finished, if the solution is not beautiful, I know it is wrong.”

Buckminster Fuller

design quality



function | vision | fit | expression | proportion | inspiration

design expectations

Buildings and spaces should be appropriate to their purpose and setting, contributing to a coherent city form.

Good design implies a building or place fit for its purpose, efficient and functional, and meeting the needs of its occupants. In an urban setting, buildings and public spaces contribute to the overall look and feel of the city and it is imperative that new development is seen to enhance rather than undermine the overall quality of public amenity.

Development should articulate a clear and integrated concept or vision.

Design of buildings and spaces should be generated by a unifying conceptual idea, perhaps based on local context, natural setting, local narratives, past or future history or other inspiration. An integrating conceptual idea gives meaning to a development and offers a basis for the detailing and elements of delight that appeal to the emotions and senses of the user.

The expression of buildings and spaces should possess timeless qualities of proportion, harmony, scale and rhythm appropriate to the context.

Quality architecture and design has traditionally been defined by basic qualities of proportion and rhythm. Design of both plan and elevations should provide a sense of order and unity to a streetscape, considering symmetry, balance, repetition, rhythm, grain and scale in the composition. It should also consider various viewpoints and distances, and the effect of light and shadow on the modelling of buildings and spaces.

The scale and proportion of buildings and spaces should consider the surrounding development and recognise the “grain” of the neighbourhood.

As the city develops and intensifies, new development will often be of a different mass and scale than the existing fabric. Design of buildings needs to consider the relationship to existing surroundings, the visual connectivity and dialogue with existing forms, and the underlying grain of the neighbourhood, particularly when transitioning between development scales.

Buildings and spaces should provide inspiration and delight for those who use them or pass by.

Hamilton is positioning itself as a city that cares about good design, adding creativity to entice people to “fall in love” with the city. Hamilton’s Creativity and Identity Strategy challenges people to see the city as a communication device that “introduces and explains itself, and talks to you of its history and aspirations for the future.” In practical terms it is often the quality of detail elements – craftsmanship, materiality, decoration – that contributes to a memorable experience which enhances the beauty, surprise and delight that characterise great urban places.

Development should enhance and celebrate Hamilton’s character and reflect the special qualities of the site.

sense of place



Hamilton possesses layers of culture and heritage offering a rich tapestry of stories and places reflecting the longevity of human settlement and importance of the Waikato River. Hamilton also has the largest and fastest-growing urban Maori population in New Zealand.

Buildings and public spaces should celebrate Hamilton’s character, reflect the uniqueness of their setting and enhance the culture of the city and its people. Particular emphasis should be given to developments in iconic

Hamilton locations such as the river, city heart, lakesides, natural features, character neighbourhoods or gateway sites.

Buildings and spaces must also appeal to the human senses. Every building and space is an opportunity for imagination and innovation, with the help of artists, designers and local communities. Special treatment of particular buildings creates landmarks which help people understand the location and navigate the city.

sense of place



uniquely hamilton

celebrate the unique character and sense of place that is Hamilton



innovative
and creative
a frontier city
at the forefront
of technological
and social change



character | identity | heritage | context | culture

design expectations

Development should seek to celebrate Hamilton’s unique sense of place and special features.

People should know that they are in a special location that could only be in Hamilton. Buildings and spaces should take advantage of views, provide landmarks, add interest, and reflect local stories and identities.

Development should respond to local context - natural and built.

Each site has its own special characteristics, and buildings and public spaces need to reflect their setting. Features of the natural environment – topography, gulleys, trees – and local buildings with their heritage and unique materials can all inspire the design of new spaces.

Development should respond to special character precincts.

Memorable neighbourhoods and precincts have a character defined by the building styles, materials, street setbacks or landscape features. Development needs to respond sympathetically to those elements and strengthen the distinctiveness of Hamilton’s character neighbourhoods.

Development should be of appropriate scale and intensity for its setting.

With more pressure on Hamilton’s urban environment, each new development needs to contribute to the future economic and social wellbeing of the city – reflecting the city’s drive to be forward-looking and optimistic. Development needs to use land efficiently, especially around the city heart and neighbourhood centres, helping to make centres more lively with a rich mix of activities. Transitions in height and scale with surrounding buildings needs to be sensitively handled.

Corners and special sites should provide landmarks to improve the distinctiveness of the city.

Strong corners create visual interest and help people find their way around. Special treatments such as additional height, ground floor detailing, bay windows or roofs help define a corner or a landmark building on the horizon. Public buildings afford an opportunity to become local landmarks and deserve special attention.

Artworks and design features which reflect local stories or features are encouraged.

Artwork and cultural installations add interest and delight, and are a subtle way of enhancing a sense of a special place. Artists, cultural groups and local communities can help identify ways to incorporate special features in the layout and fabric of the building or infrastructure such as lighting, paving, bridges, street furniture, or play structures.



access



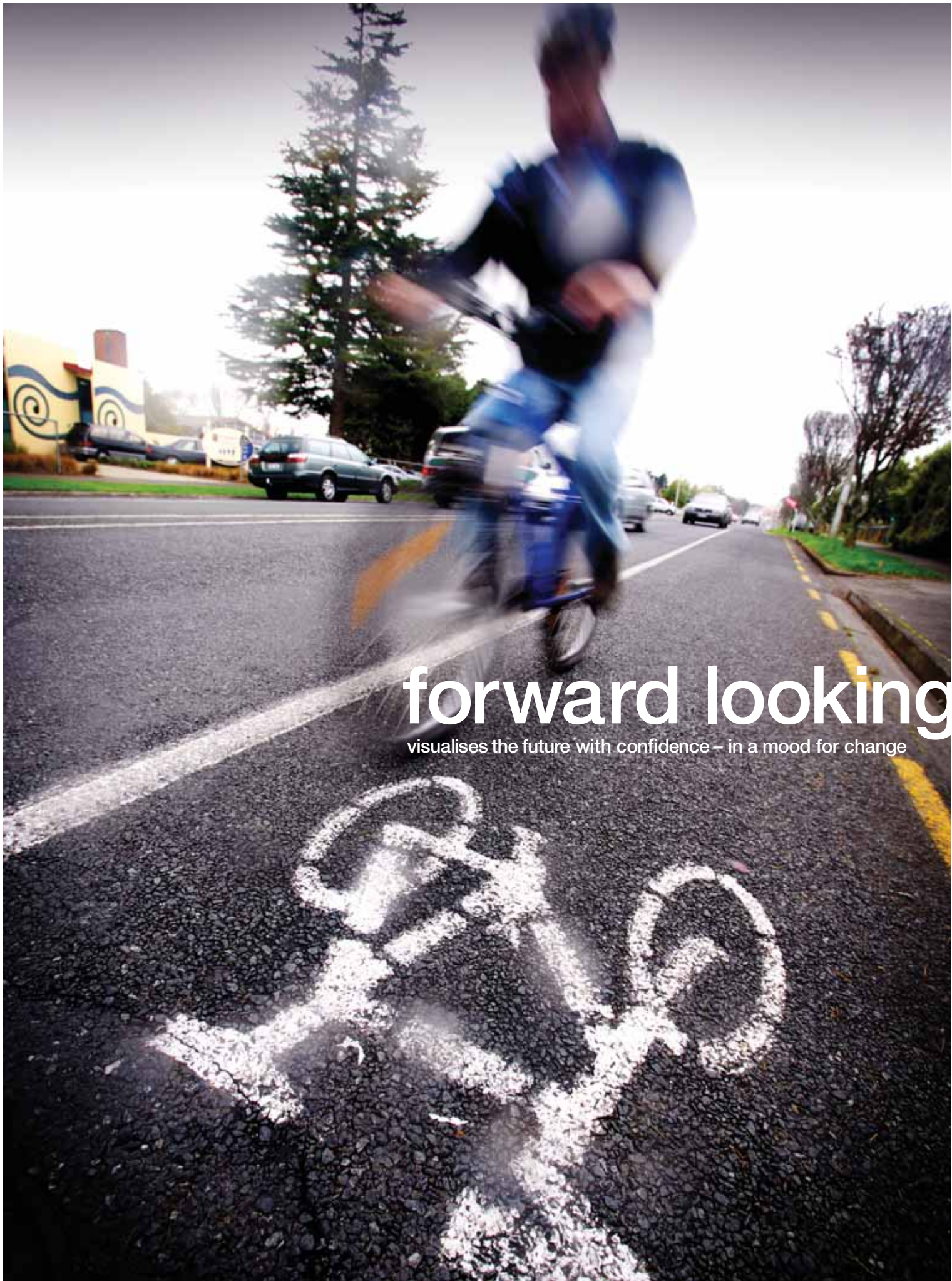
Development should ensure that Hamilton is easy to get around so everyone can access services and facilities.

Good circulation is the life-blood of any city – and the needs of cars, public transport, service vehicles, cyclists and, most importantly, pedestrians must be carefully considered. The best streets are more than just roads for moving vehicles, they are social spaces and showrooms for the city. Lively streets depend on pedestrians to create vitality, support shops and cafes, and sustain public transport.

The way buildings are designed at street level is an integral part of what makes a street attractive and more likely to entice people to

leave their cars behind. The overall circulation network and connections between existing and new places needs to be considered at an early stage, as streets tend to last long after buildings and uses have changed.

The Access Hamilton vision is to deliver a safe, integrated, sustainable and well maintained transport and circulation network to improve the quality of life of those who live, visit and work in Hamilton. Access Hamilton seeks to facilitate good access around our city for all travellers whether they use cars, public transport, walk or cycle.



forward looking

visualises the future with confidence – in a mood for change

TRAFFIC



design expectations

streets | connection | walking | buses | entry

Pedestrian circulation should be safe and accessible to all ages and physical abilities.

People of all ages and abilities need to be able to get around the city. Places that are fully accessible, taking into account the needs of disabled, elderly people or those with strollers, work well for all. Circulation routes need to be visible and safe, both inside and outside buildings.

Integration of vehicles and pedestrians should be carefully considered with priority given to pedestrians.

Access and circulation for cars and service vehicles needs to be clear and efficient, without dominating other users. Dedicated vehicle routes should avoid potential conflicts with pedestrians and cyclists. Consolidating vehicle crossings, identifying pedestrian paths and locating service entries away from pedestrian areas helps minimise the impact of vehicles.

New street linkages should connect to provide safe pedestrian and service access.

Streets typically endure long after buildings have been replaced, becoming the blueprint of the city. Streets which are linked (like a traditional grid) give people more choice of routes, are usually more direct than conventional disconnected cul-de-sacs (which should be avoided) and provide opportunities for future integration of public transport. In general, streets with passing traffic and buildings fronting the street are safer than narrow, un-watched walkways, as they provide surveillance for pedestrians.

Site and building design should encourage the use of public transport, walking and cycling.

People will only want to walk (or take buses) if the environment is safe, comfortable and attractive. Cars should not dominate pedestrians, with measures to calm traffic speed and buffer pedestrians from passing vehicles. Successful design of intersections and crossings also helps to make walking more attractive. Within buildings, facilities such as cycle racks or showers in the workplace also encourage people to use alternatives forms of travel.

Pedestrian activity and quality pedestrian amenity should predominate at street level.

Pedestrians create the energy on a street. Entrances should front the street and spill the activity of the building directly onto it. Where buildings and entrances need to be set back, they should have sufficient presence to contribute to the street vitality and be visible from it. Pedestrian entry and drop-off areas should be given preference and be clearly visible from the street.

Vehicle access should be integrated so that pedestrian and public spaces are not compromised.

Car parking should not interrupt the energy or interest of a street front. In urban areas, multi-level carparks should be edged with ground level activities, or located above or below ground where there is less impact on the street. In lower density areas, surface carparks should be located to the rear of buildings. If that is not possible, they must be landscaped to reduce the impact of large areas of paving. Service areas should not dominate the streetscape. Services such as storage, waste, loading docks or washing areas must be located at the rear or sides of buildings, or shielded from view wherever possible.

Streets should be designed to create a pleasant thoroughfare and reflect Hamilton's special character.

The street should be designed as a social space to foster pedestrian activity and interaction, with direct and positive relationships between the buildings and streets. Layout of streets and buildings should be straightforward, always taking into consideration the contribution that the design and detail of streets make to the character and life of the city.

The 'spaces between buildings' should provide a high quality urban environment for the people of Hamilton to enjoy.

Buildings and the spaces between them work together to create the 'public realm', enjoyed by the whole community and providing areas where people congregate. Streets, parks, plazas and squares enhance the social dynamism in urban areas and are the focal points of city life. Thought needs to be given to the use of spaces at different times with nighttime use and safety being given careful consideration.

Successful spaces foster a sense of ownership by the local community. This can be enhanced by ensuring streets and open spaces are clearly defined by the fronts of buildings with active ground floors, promoting activity and enhancing supervision.

Movement around and through a space needs to be logical, with spaces set aside for sitting, social interaction, playing or observing. Public spaces should also accommodate and encourage special events and celebrations in the city.

Given Hamilton's variable climate, care needs to be taken to ensure spaces are useable and inviting, whatever the season or weather.

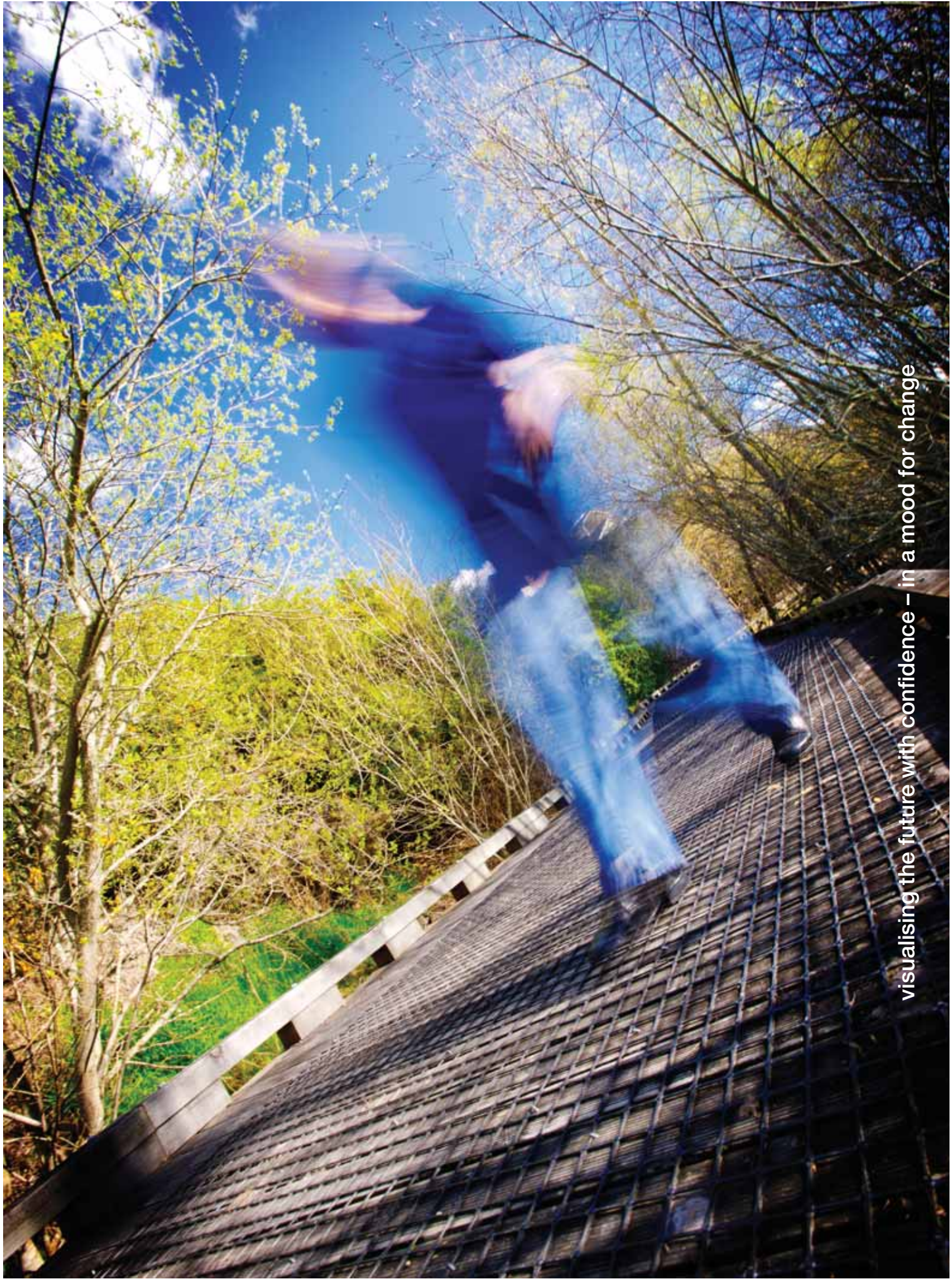
public

public spaces





spaces



visualising the future with confidence – in a mood for change



design expectations

design | safety | climate | public/private activity

Open spaces should be defined by buildings, with logical movement routes and congregation spaces.

Successful open spaces have a sense of enclosure or definition, rather than degenerating into ill-defined areas. In well planned urban areas, buildings frame the edge of open spaces and add activity by offering active ground floors and presenting their 'front face' and principal point of access to the public domain. In more suburban areas, public spaces need to be directly accessible and visible from the street, not hemmed in by back fences. Consider pedestrian amenity as well as areas for seating or activities.

Public open space should be thoughtfully designed for the climate and appropriate to the anticipated use.

For open spaces to be successful, they need to be designed bearing in mind patterns of wind and sun, surrounding activities, pedestrian appeal, visibility and safety, potential users and times of use. Spaces for special or spontaneous events should be part of the mix.

There should be clear definition between public and private spaces.

Public and private spaces should be clearly defined. Streets are the primary public space, and need to promote a sense of 'community ownership'. Entrances and common spaces should be located and designed to allow visitor access directly from the street without compromising privacy or security of occupants.

Development should encourage street-level activity, surveillance and enhance the sense of community stewardship.

Windows provide 'eyes on the street' and a perception that the public space is 'owned' and watched. Ground floors of buildings should be animated, present their public face to the street and spill activities out onto it. Blank or unanimated facades do not provide a welcoming or attractive edge to a pedestrian street and are likely to foster inappropriate social behaviour. Such facade treatments should be avoided, particularly in areas where high pedestrian activity is desirable.

The quality of landscape design, planting and materials should reflect the importance of the space.

Entrances, lobbies and forecourts are part of the public space of a building and need to be considered as part of the overall design approach. Highly used and important public spaces, or those near major pedestrian streets, require a high quality of materials and planting. Trees and green landscape can help define a space and provide relief from hard urban spaces.

Development should embrace best practice crime prevention principles and incorporate clear view lines and avoidance of entrapment spaces.

CPTED or 'crime prevention through environmental design' comprise principles that promote design considerations to help people feel safe. They should generally be adopted in all developments. Spaces should avoid places where people can hide or be trapped, by ensuring visibility. There should be alternative, safer routes for more vulnerable users, particularly after dark. Good maintenance also signals that a place is cared for and more likely to deter undesirable behaviour.

Maintenance and renewal should be considered at the design stage.

Places that are easy to maintain are more likely to stay maintained. Whether the space is publicly owned or semi-private, materials and detailing need to be durable, easy to clean and fix (or replace if needed). For custom features, consideration should be given to the lead time for replacement fixtures in case of damage or vandalism.

Integrated approach to land use planning is necessary to ensure public spaces are appropriate, meaningful and supportive of community activity.

Public spaces should be designed to have regard for the surrounding land uses and activities. They should be accessible, and where possible, be in close proximity to higher density areas to maximise the shared energy and amenity value of these spaces. Public spaces should be accessible to and visible from public transport routes.

Places within Hamilton should reflect the diversity and the rich lifestyles of its population, and encourage a vibrant mix of people, ages, uses and activities.



Great places have a mix of people and uses, appeal to all ages, feel safe and vibrant at all times of the day or week, and are able to change and adapt over time. Consideration of the annual cycle, including special events and festivals, is also important in the design of buildings and public spaces.

Diversity and future-proofing are key design considerations that will assist in positioning Hamilton as an innovative urban place that works for all life stages and ages.

A critical mass of people, jobs and activities is key to the successful growth of the city, particularly its central area and neighbourhood centres. A range of activities – living, working, shopping, recreation – at different times of the day and night, also increases the sense of vitality and safety on the streets. A mix of services within walking distance encourages a sense of community and reduces the need to drive.

lifestyle

vibrant and
dynamic
surprising
24-hour
culture with
energy and
optimism
of youth

24hr





pioneering and practical
blending research with
practical application



design expectations

mixed use | diversity | 24-hour | adaptable | lively

Streets and districts should accommodate a variety of uses, integrating areas of business, retail and housing.

To future-proof the city, each site needs to take into account how the neighbourhood might change over time, what uses might be viable at a later date or whether or not the area will be able to support an additional service that wasn't formerly needed. Consideration should be given to 'land-banking' key sites to provide for the future needs of evolving communities.

Different activities should be designed to work well together and minimise disruptions.

Every use or activity will not be acceptable to all people and common sense is required to satisfy a variety of affected users and occupants. Various design techniques, such as sound-proofing, separate entrances, changes in levels and locations across the building or site, can mitigate some of the effects different uses may have on each other.

Places should offer a high quality of urban amenity and work at all hours of the day and night, for users and passers-by.

Cities are no longer just experienced during normal business hours and, as uses in a neighbourhood become more mixed, more thought needs to be given to how places function after dark. Lighting should not only be functional (particularly in terms of safety for users) it can dramatically enhance the amenity value of the built environment and add another dimension to the appearance and character of a building or space for those passing by.

Spaces should be flexible to appeal to all types of people and accommodate special occasions.

Public spaces in the city need to be just that – accessible, available and appealing to all people of all ages. They should also be able to provide an opportunity for special events outside the core activities of living, working or shopping. A space that functions on weekends, for celebrations or special occasions, adds to the life of a city.

There should be an appropriate and sufficient density of occupants to support local services and passenger transport.

If a site is located in the central area, a key transport corridor or a neighbourhood centre, it might support a higher density or greater mix of uses to make the most efficient use of that site. Hamilton is keen to encourage more intensity of uses, where appropriate, in providing a critical mass of people to support public transport and other services, and to reduce the pressure for ongoing suburban sprawl.

Housing should be adaptable to accommodate a range of household types, abilities and ages.

People should be able to stay in their neighbourhood regardless of their age, life-stage or housing need. Different types of housing – smaller, larger, more accessible – should be incorporated in residential developments to reflect the demographic profiles of healthy, vibrant communities. Homeowners and other occupiers have different needs at different stages, and sustainable communities need to respond to this consideration by offering an appropriate spectrum of housing choices.

Development should reflect and celebrate Hamilton's cultural diversity.

Local iwi have a rich history of stories and significant places that can be reflected in new buildings and spaces. Other cultures also have layers of stories that add to the rich mix.



sustainable

Hamilton promotes the development of memorable and successful places that are environmentally, economically, socially and culturally sustainable.

Environmental, economic, social and cultural sustainability are key to Hamilton’s long-term success and integral to good urban design principles.

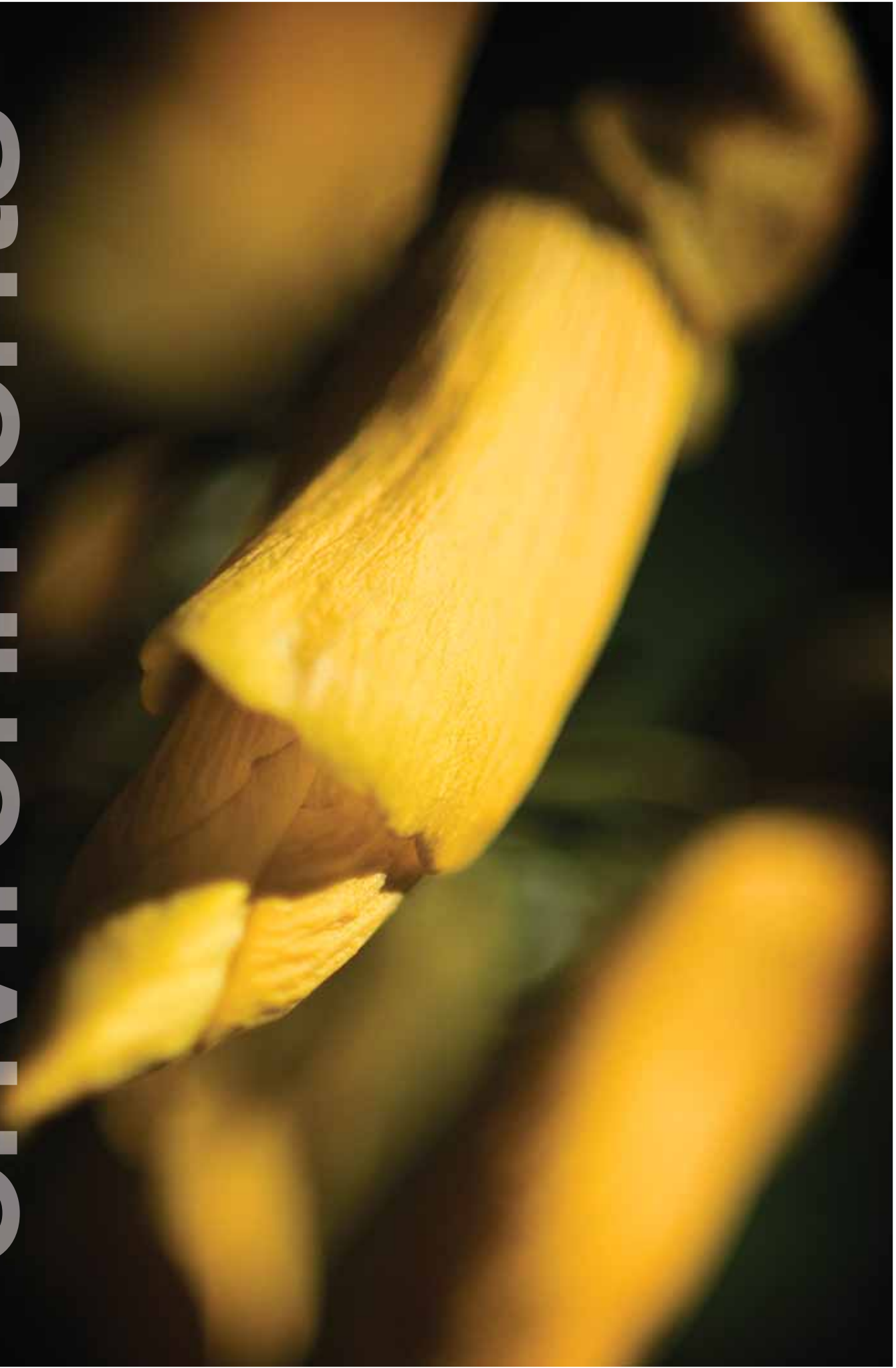
Environmental sustainability is an essential consideration in the development of a successful city. Nurturing the environment starts with regional planning for growth, transport, water and air quality, and is integral to every scale of development.

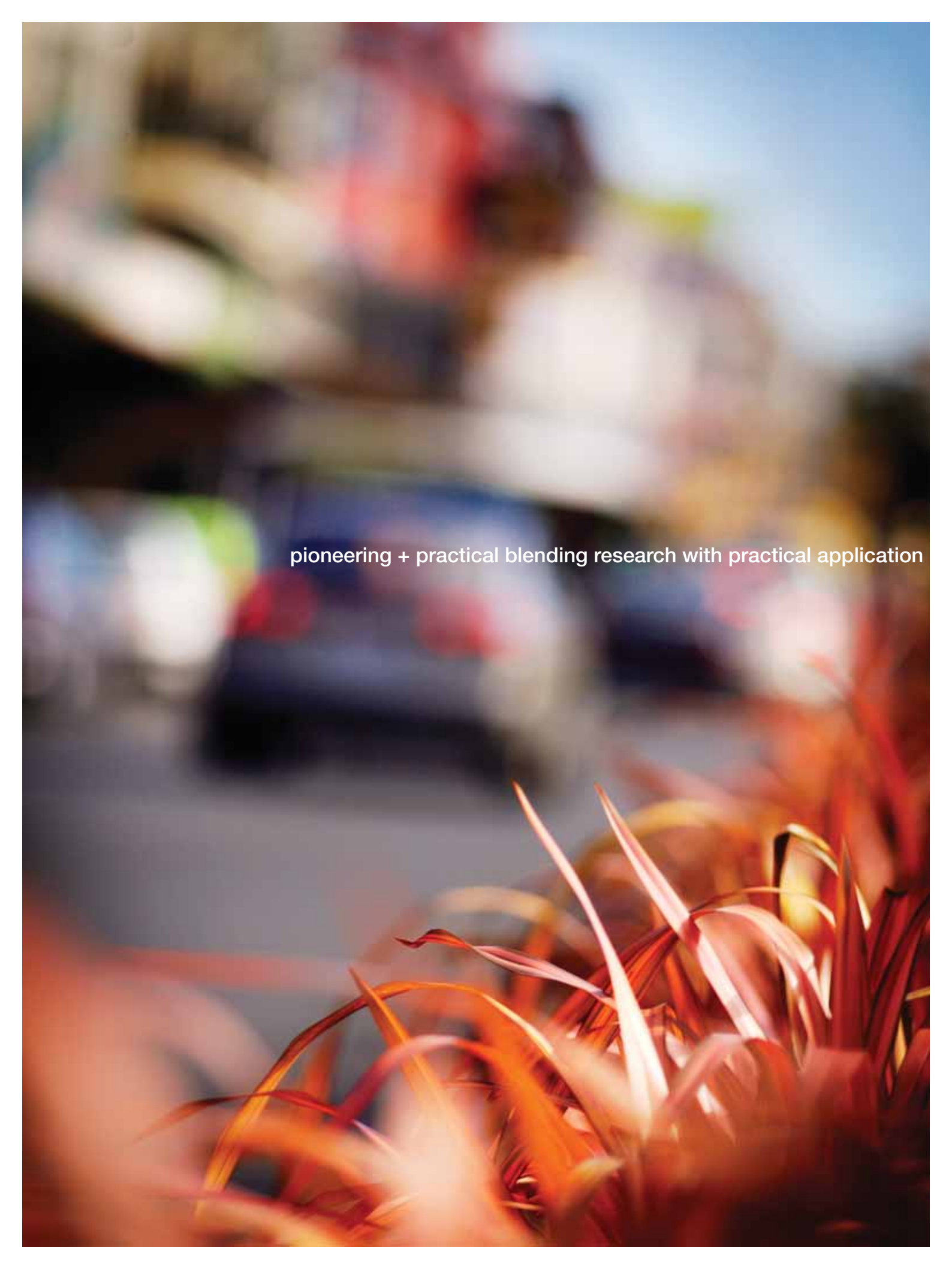
Increasingly, best international practice in

‘green building’ or ‘low impact urban design’ is becoming available in New Zealand and encouraged by government agencies. More efficient buildings, which use less energy or water, have demonstrated significant savings in operating costs over the lifetime of the built environment.

Water supply and stormwater management are two significant issues for built environments, especially as our cities grow.

environments





pioneering + practical blending research with practical application



design expectations

energy | water | adaptive | efficient | green

New buildings should seek to incorporate 'green building' measures to reduce energy, water consumption and waste production.

At the early design stage, consideration needs to be given to the efficiency, comfort and operating costs of a building. Design decisions about orientation of living or work spaces, depth of buildings, and solar orientation impact the potential for natural light and ventilation and reduce the need for artificial lighting or air conditioning. Construction management, water efficiencies and sourcing of materials are also key factors in efficient building, as is the provision of waste minimisation facilities in design.

Buildings, public spaces, and carparks should incorporate low impact urban design practices.

Low impact urban design and development (LIUDD) comprises design and development practices that use natural systems and low impact technologies. Key elements include working with nature, avoiding or minimising impervious surfaces, minimising earthworks in construction, using vegetation to assist in trapping sediment and pollutants in order to reduce the volume and speed of stormwater and improve the water quality of run-off.

Development should take into account the underlying ecology and landscape features.

Development, particularly at the urban edge, needs to take into account the macro-systems around it; gulleys and streams, vegetation and underlying ecology can all become features to distinguish one development from another. In an urban setting, existing tree stock can be a bonus to add shelter and character to a new development.

Buildings and spaces should be designed to be adaptable to future uses, particularly in town centres and the City Heart.

Buildings often outlast the original occupants and owners. In downtown or neighbourhood centres, buildings can adapt to future uses by careful consideration of heights of floors (to allow future retail or commercial uses), location of circulation or entries, services and flexible floor plates. Even small buildings can make allowances for additions, extensions or changes of use and occupancy.

The conversion of existing buildings and redevelopment of inner urban sites is encouraged.

Converting existing buildings, in addition to retaining local character or heritage, reduces demolition waste and reduces the energy required for material production and new building. Redevelopment of derelict or brown fields sites also reduces or delays the demand for green sites and potentially supports demand for surrounding services.

Efficient refuse management should be considered for both construction and operation of buildings.

The design and construction processes should consider material efficiency and management of construction waste. Operation of buildings to allow for management of refuse, recycling and green waste should also be considered at the design stage.

helpful tools

There are innumerable sources of urban design advice available online. Hamilton's CityScope website includes links to current websites offering best-practice information, advice and guidance in respect to a wide range of urban design issues. www.hamilton.co.nz/cityscope



NZ urban design toolkit

<http://www.mfe.govt.nz/issues/urban>

New Zealand's Ministry for the Environment – urban affairs website and online urban design toolkit with excellent links to both New Zealand and international resources and case studies.

CABE

<http://www.cabe.org.uk>

Commission for Architecture and the Built Environment is an invaluable UK government-funded organisation with numerous, useful urban design publications which are generally available online for free download.

English Partnerships

<http://www.englishpartnerships.co.uk>

English Partnerships is the UK National Regeneration Agency with useful publications online or available to order online.

Green Building

<http://www.nzgbc.org.nz>

<http://www.ecospecifier.org>

<http://www.tusc.org.nz>

NZ and Australian sites with information and products for eco-building and environmentally sustainable design.

Smart Growth

<http://www.smartgrowth.org>

Smart Growth is a coalition of USA groups, including the Environmental Protection Agency and Urban Land Institute, that promote 'smart growth' or more sustainable urban development. Resources include downloadable presentations and publications.



For further information,
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Hamilton City Council

Te kaunihera o Kirikiriroa

visits