Hamilton Kirikiriroa central city

Public Space Design Guidelines

Hamilton City Council
Te kaunihera o Kirikiriroa

Hamilton City Council uses double vowels in te reo Maaori to represent a long vowel sound as it is the preference of Waikato-Tainui.

Contents

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Part A - Design guideline

Introduction

Purpose

The central city of Hamilton Kirikiriroa is undergoing massive growth and change. The purpose of the Public Space Design Guideline (PSDG) is to create a consistent look and feel across our central city, set us apart from other cities, support the heritage and character of Hamilton Kirikiriroa and meet the needs of our community and our environment.

Part A of the PSDG will be a guiding document only which will shape and influence the planning and detailed design phase of public space projects or private developments within the central city's public space.

This guide doesn't redefine or change the purpose or function of streets (including parking) or the citywide transport system, nor does it include the design of specific streets including intersections and carriageways.

The PSDG is separated into two parts:

Part A - Design guidelines

The first part of these guidelines talks about the vision of our central city and gives context around how the vision feeds into our strategic policies. It also looks at where it fits into the environmental and social context of Hamilton Kirikiriroa and key principles to guide the design of the central city across the different public space categories and character precincts. Part A will also include typical street layouts.

Part B - Design manual

The design manual prescribes the furniture and finishes palettes required for all new public spaces development in the central city. The palettes are divided into the relevant character areas identified in Part A. Part B will respond to the principles and objectives set out in Part A. This PSDG focuses solely on the public spaces of the city street network, however as this is a living document, the idea is to update this document regularly. In future iterations, the guidelines will include additional public space typologies and updated material or furniture palettes to meet the changing user needs and functions of the central city. Longer term, it's likely that alternative technologies, low-carbon materials, local products and styles may offer advantages for the city.

What is a public space?

A public space is any publicly owned places or space that is accessible and shared by everyone, including parks, plazas, roads, streets, riverbanks and more.

What are Public Space Design Guidelines?

Public Space Design Guidelines:

- Describe the different types of character precincts that contribute to the identity and public spaces of Hamilton Kirikiriroa.
- Identify the principles that apply to the design and management of public spaces.
- Provide specific design principles for different types of public spaces with rules around aspects such as layout, material and furniture.

Figure 1 | Hamilton central city boundary

The importance of public spaces

The central city is a major growth area that is earmarked for future intensification. Public spaces will play an increasingly important role in the economic, environmental and social wellbeing of the community.

Our public spaces will need to be well designed to accommodate a wide range of activities and positively influence and support the needs of the local community. Our public spaces include all parts of the urban environment that people can experience or access without control or restriction, including streets and open spaces like parks and plazas. It should account for both pedestrians and other road users' needs including active modes, public transport, general traffic and micro-mobility.

High-quality public spaces will make the city an easier place to move around as well as support our local businesses. This means that as future intensification happens, the value of our public spaces will grow.

These things can influence how attractive our public spaces are:

How people use the space and the activities that take place in it.

How people move and pause within the space including those with disability requirements.

The historical, cultural and natural context that gives the space significance and unique character.

The elements in a public space that makes the area more desirable and attractive to spend time in.

The size of the space and how spaces around it influence this.

"Streets and their sidewalks, the main public spaces of a city, are its most vital organs."

- Jane Jacobs, The Death and Life of Great American Cities

Outcomes

What are we working towards?

This guide aims to make sure our city looks and feels uniquely Hamilton through a consistent look and feel across our public spaces.

This will help us achieve key initiatives that address Hamilton's central city constraints including carrying out street upgrades, incorporating blue-green streets, prioritising pedestrians and active modes and so on. It will also help to achieve these outcomes from Council's Central City Programme:

- Hamilton Kirikiriroa – a central city that celebrates Maaori culture.
- A place to call home – a central city that people want to live in.
- A playful city – a central city that provides safe and accessible play features.
- A home for diversity – a central city that is a place for everyone.
- A well-connected central city – a central city that is easy to get around.
- A blue-green central city – a central city that connects to the Waikato River and green space.
- A prosperous economy – a central city that drives tourism and economic growth.

User guide

This guide provides framework and direction for future works coming to public spaces in the central city. Use this guide early in your project design and planning phase to support a project's vision, look and feel.

This diagram shows the steps of the design process from project start to finish. At the end of the design phase this guide will be a framework that projects are assessed against by Council to make sure the design is consistent and appropriate across the central city.

This guide does not replace the Regional Infrastructure Technical Specification (RITS) – they complement each other. The PSDG provides design principles and focuses solely on the public spaces of Hamilton's central city, while the RITS is a regional standard providing more detailed technical specifications for compliance in detailed construction stages of design.

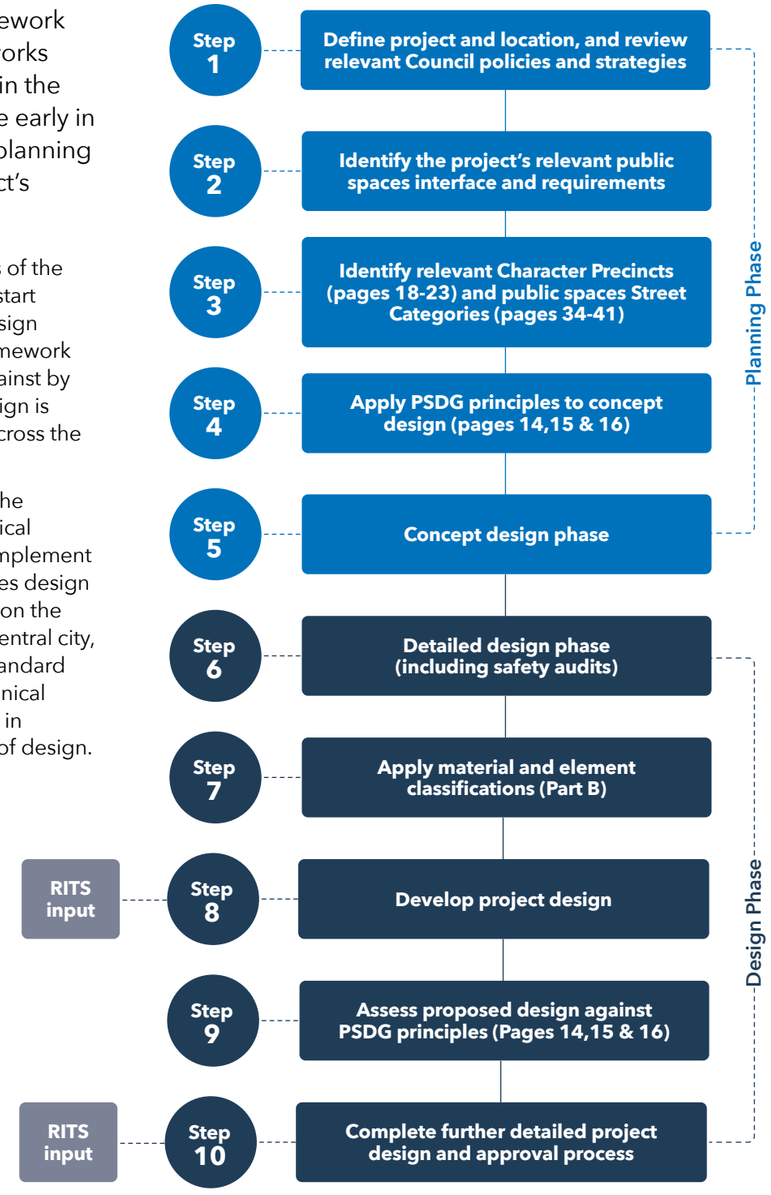
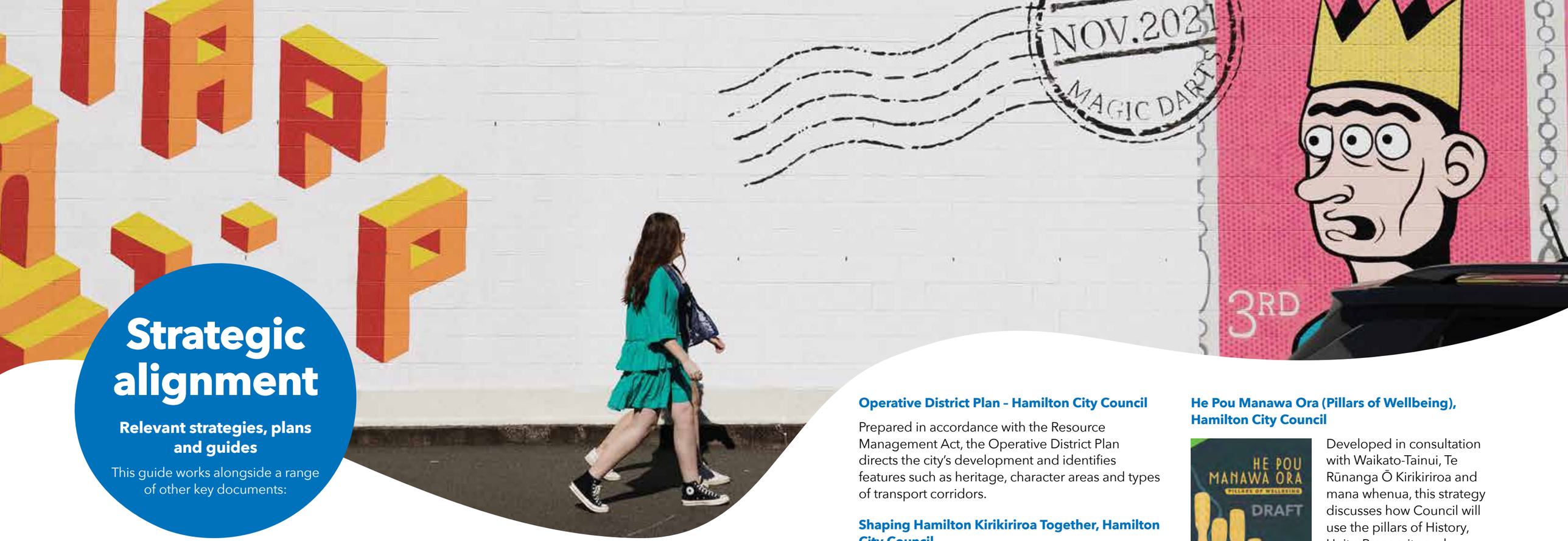


Figure 2 | Public spaces design process



Strategic alignment

Relevant strategies, plans and guides

This guide works alongside a range of other key documents:

Central City Transformation Plan, Hamilton Kirikiriroa 2021-2051

The Hamilton Central City Transformation Plan (CCTP) provides a 30-year vision for the central city. Building on the CCTP produced in 2015, it looks at what Hamilton can begin to plan for, design and implement today.

The CCTP will guide development and decision making and set the direction for the city's future. It identifies opportunities and challenges for the central city as well as seven key outcomes which over time will transform the city into a more inclusive, vibrant and prosperous place to be.

Regional Infrastructure Technical Specifications (RITS)

The Regional Infrastructure Technical Specification (RITS) is a document that sets out how to design and construct transportation, water supply, wastewater, stormwater and landscaping infrastructure throughout various Waikato Region councils. The purpose of RITS is to provide a single regional standard and specifications for building public infrastructure.

Aotearoa Urban Street Planning and Design Guide (2021)

The draft guidance included high-level principles for planning and designing urban streets throughout Aotearoa New Zealand. It provides a national framework and high-level principles for multi-modal street design in an urban context. The guide looks at street design as a whole and provides clear direction towards a more human-centered approach in order to deliver an integrated transport system for different user groups.

The guide has subsequently been released.

Operative District Plan – Hamilton City Council

Prepared in accordance with the Resource Management Act, the Operative District Plan directs the city's development and identifies features such as heritage, character areas and types of transport corridors.

Shaping Hamilton Kirikiriroa Together, Hamilton City Council

This document sets out five, long-term priorities for Hamilton over the next decade, dovetailing in with the Long Term Plan 2021-2031, reflecting what the Hamilton community has said is important to them, their families and neighbourhoods.

1. Shaping a city that's easy to live in
2. Shaping a city where people thrive
3. Shaping a central city where people love to be
4. Shaping a fun city with lots to do
5. Shaping a green city.

While the timeframe of these priorities is shorter than the CCTP timeframe of 30 years, it is important to recognise the alignment and ongoing influence of both of these plans for the central city.

He Pou Manawa Ora (Pillars of Wellbeing), Hamilton City Council

Developed in consultation with Waikato-Tainui, Te Rūnanga Ō Kirikiriroa and mana whenua, this strategy discusses how Council will use the pillars of History, Unity, Prosperity and Restoration to build a proud and inclusive city for the wellbeing of all its people.

Vista, Hamilton City Council

Vista is Hamilton City Council's current design guide that outlines the city's expectation for better design outcomes and highlights the key urban design principles considered fundamental to Hamilton's future development.

Other contributing documents

Other strategies that have either provided direction or need to be considered can be found at hamilton.govt.nz/strategies-plans-and-projects/.

Part A - Design guideline

The central city vision of Hamilton Kirikiriroa

Opportunities and challenges

The Central City Transformation Plan (CCTP) identified some key issues in our central city, that we are addressing in this guide.

Promote pedestrian experience

Public space response:

- Connect public spaces through consistent look and feel and clear wayfinding.
- Use all of the public space.
- Design layout to prioritise pedestrians and pedestrian safety.
- Make inclusive and accessible.
- Provide shade trees.
- Provide interesting public spaces for people.

Accommodate all users

Public space response:

- Provide street layouts that support an accessible, pedestrian friendly environment and enable micro-mobility, public transport and active modes.
- Develop different categories of streets using the physical layout, urban elements and types of materials.
- Consider consolidating carparking.

Sustainability and carbon footprint

Public space response:

- Integrate environmental sustainability considerations.
- Promote a low-carbon approach to design and procurement.
- Support including more greenspaces in the city to increase biodiversity and lower the increased temperature of the central city through natural shade.
- Consider low-maintenance requirements.
- Improve stormwater quality.
- Use local suppliers, where possible.

Highlight identity

Public space response:

- Reflect environmental, cultural and historical contexts within public space elements to support the identity and character of Hamilton Kirikiriroa.
- Integrate mana whenua values into the design process and outcomes.
- Encourage spaces for art and other creative expression.
- Provide clear wayfinding to point people to significant sites and attractions.

Dispersed central city

Public space response:

- Use of planting and specific furniture and material palettes to create a consistent look and feel and provide distinction to spaces, differentiating between precincts.
- Include clear access and wayfinding signage to popular activities.
- Provide references to specific precincts of the city such as the river and the museum.

Connect with the Waikato River

Public space response:

- Encourage greater awareness of our awa (river) and how it connects in with the central city.
- Connect public spaces visually and physically with the river precinct through layout and use of materials.
- Highlight the river's character, role and importance within Hamilton Kirikiriroa through the quality of furnishings and surfaces.
- Direct pedestrians to the river with clear wayfinding signage from key destinations within and using the central city street network.

Public space design principles

The following principles provide the overarching requirements for public spaces within the central city of Hamilton Kirikiriroa. They have been driven from the outcomes identified in the CCTP.

Identity and sense of place

The public spaces of Hamilton Kirikiriroa will celebrate the unique built, natural and cultural qualities of the city. This will be achieved by using selected materials and elements that highlight character and reflect design drivers of the city and elements that brings the character outlined in the guidelines to life.

Outcome:

1. Design of urban elements and materials reflect the character drivers of Hamilton Kirikiriroa (e.g. the river) and reinforce the distinct character of each of the central city precincts.
2. A consistent suite of urban elements is provided within each character precinct.
3. Mana whenua are visible, celebrated and protected within the central city.
4. Existing heritage elements are celebrated.
5. Spaces have been provided for community expression and public art.
6. The public space acknowledges the city's natural assets and resources e.g. highlighting the historic and underground watercourses/ streams connecting to the Waikato River.

Design quality

Our public spaces are fit for purpose, built with materials that last, are readily available and with finishes and furniture that enhance the character and identity of the central city.

These finishes and furniture should be comfortable and inviting while remaining durable, withstanding public use and environmental conditions.

Outcome:

1. High-quality materials and furnishings selected that perform well over time
2. Cost and product availability and future maintenance requirements are clear.
3. Urban elements and materials are able to be easily sourced locally, reused and removed easily.
4. Urban elements and materials are durable and provide for a range of uses including play.

Accessibility and universal design

We aim to make our public spaces accessible and usable by people of all ages and abilities to create an inclusive central city.

The central city of Hamilton Kirikiriroa will be safe and well-connected, prioritising active modes of transport (walking, biking and public transport) with a pedestrian-focused street network.

Safety

Provide a safe city centre that is inviting for everyone spending time in our public spaces.

Outcome:

1. Products and materials meet relevant safety standards.
2. The layout and design of public spaces support crime prevention design principles and provides a safer environment for all users.
3. Include elements like handrails and lighting that improve personal safety where possible.
4. Include urban elements that deliver a high degree of security through passive surveillance.

Functional and adaptable

Make sure our public spaces are multipurpose, serving as a functional space to move about in day to day as well as for a variety of activities throughout the day and night. Our spaces should also cater for inner-city population growth and modal change.

Over time, our public spaces should be able to adapt to environmental and community changes and remain an attractive place for people to live, work, play and enjoy.

Outcome:

1. Public spaces respond to future development landscapes, including more infrastructure to encourage active modes of transport (roads, bike lanes etc.) and higher-quality design on street networks.
2. Urban elements should be multipurpose so they can be used in many locations.
3. Urban elements should be used by a range of ages and abilities.
4. Spaces can adapt and respond to a variety of events and activations.
5. The design and construction of spaces allows for easy, low maintenance and low replacement cost of items.
6. Urban elements and materials are multi-functional, encouraging incidental play where possible.

Sustainability

Our public spaces support eco-corridors – areas of land or water connecting parks with the surrounding natural environment – and biodiversity. It responds to local micro-climate and conserves resources and materials through a reduced carbon footprint.

To improve the sustainability performance of our public spaces, the design and choice of materials and elements should consider all impacts and benefits to the environment and community. This should include low-carbon, circular economy, and climate change resilience considerations.

Outcome:

1. Our public spaces support the Access Hamilton strategy, providing for active modes of transport by making our spaces easy to move around in, no matter how you choose to travel.
2. Spaces include materials which are designed to respond to climate change events, such as high temperatures and long periods of rain.
3. We select materials carefully, choosing products with low-carbon emissions and that support the circular economy.
4. We include types of trees and planting schemes that contribute to Hamilton's ecosystems.
5. We include the opportunity to incorporate water sensitive urban design (WSUD) treatments such as rainwater tanks and rain gardens.

Te Aranga Maaori Design Principles

Te Aranga Maaori Design Principles are a set of outcome-based principles founded on Maaori cultural values that provide practical guidance for enhancing outcomes for the design environment.

Te Aranga design principles promote expression of cultural themes and narratives, recognition of all groups holding mana whenua over the project area and underlying environmental custodianship. The principles help to articulate how the development community can positively engage with mana whenua to shape the public spaces.

Any design opportunities should be developed in detail through partnership with mana whenua for specific public spaces. Specific design principles for Hamilton Kirikiriroa are currently being developed by Council and mana whenua. It is anticipated that these design principles will supersede Te Aranga Maaori Design Principles when they are finalised.

Mana

The status of iwi as mana whakahaere and hapuu as mana whenua is recognised and respected.

Whakapapa

Maaori names are celebrated.

Taiao

The natural environment is protected, restored and/or enhanced.

Mauri tuu

Environmental health is protected, maintained and/or enhanced.

Mahi toi

Iwi/hapuu narratives are captured and expressed creatively and appropriately.

Tohu

Mana whenua significant sites and cultural landmarks are acknowledged.

Ahi kaa

Iwi/hapuu have a living and enduring presence and are secure and valued within their rohe.

Kanohi ki te kanohi

Engagement, discussions and agreements are made directly with recognised iwi and hapuu.

Character precincts

The CCTP has been used as the base of the character precincts in this guide so that we have a consistent approach across the central city.

In this guide, the precincts have been adapted to suit the outcomes, noting that there are areas within the CCTP that set different zoning requirements.

The PSDG will focus on the following four character precincts:

- **V** **Victoria Street**
- **D** **Downtown**
- **R** **Riverfront**
- **M** **Mixed use and inner-city living**

The Wintec and central city fringe precincts have not been included in this design guideline due to the existing established nature of these precincts and therefore the limited public spaces opportunities.

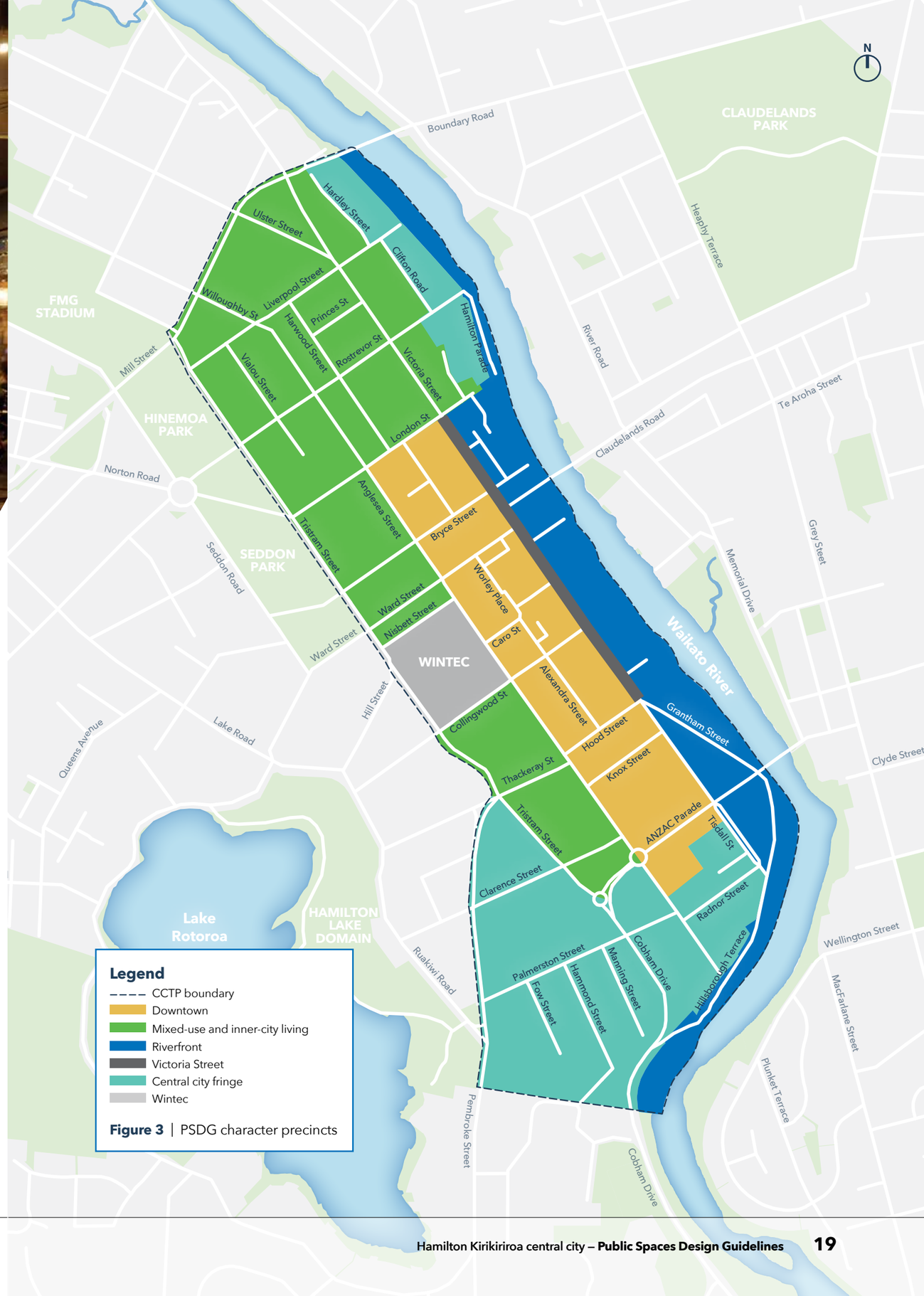


Figure 3 | PSDG character precincts

Character precinct

Victoria Street

V

The Victoria Street precinct runs from London Street to Anzac Parade*. Victoria Street is characterised by more heritage buildings and businesses – mostly bars and restaurants towards the south, and ground floor retail and offices in the north – and features mature street trees down the middle of the street. The look and feel of the street changes as you travel further away from Victoria Street, and it's difficult to access the river from this street.

Victoria Street's public space is generally a higher-quality than elsewhere in the city. It has wider footpaths, lots of street planting, lower traffic speeds, paving, more street furniture and crossing points. Feature handrail barriers inspired by the Victoria Bridge reflect the heritage status of the street and its relationship with the river.

**While the heritage qualities of Victoria Street are most pronounced between Claudelands Road and Hood Street, this guide extends this precinct further north and south than proposed in the CCTP to provide consistency along Victoria Street. A 'Victoria Street Assessment on Historical Heritage Values' report is currently being developed that will respond to the precinct's heritage character.*

Figure 4
Existing Victoria St character

Figure 5
Future Victoria St character

Future character

A focus of this precinct will be on enhancing and protecting the heritage character as well as improving the safety and quality of the area. As the main street of Hamilton Kirikiriroa, there is a lot of vehicle, bike and foot traffic. The area is a link between the downtown precinct and the riverfront precinct while still retaining its unique character.

Key character drivers

- Heritage buildings and facades along Victoria Street
- Position adjacent to Riverfront Precinct
- Significant heritage and cultural sites in or near the street.

Play trail streets

Play trail streets within the Victoria Street precinct include:

Victoria Street (London Street to Hood Street).

Character precinct

Downtown

D

The downtown character precinct has many retail businesses. This means there is a higher level of activity than other precincts. The precinct runs from London Street down to Anzac Parade and between Anglesea Street and Victoria Street. This simplifies the downtown boundaries which will lead to a more cohesive look and feel, particularly for the southern section.

The downtown public space varies considerably in quality and finish, but its character comes through in the open spaces such as Garden Place, Hood Street, Bryce Street and Ward Street (between Tristram Street and Victoria Street).

In general, the streets of the downtown precinct are vehicle-dominated spaces with constrained footpaths where pedestrian experience varies significantly.

Street furniture and paving palettes are different in each street but usually have pavers, street items including streetlights, signs, traffic lights and parking meters, shop awnings and a lack of street trees.

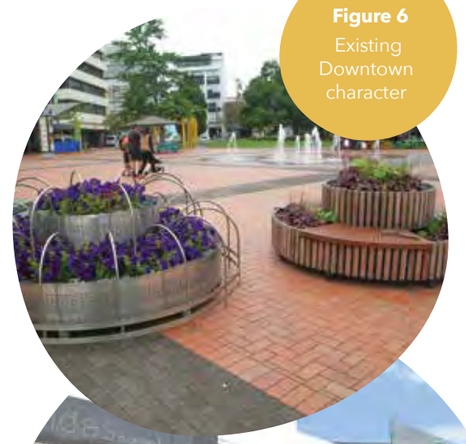


Figure 6
Existing Downtown character

Figure 7
Future Downtown character

Future character

We want the downtown character precinct to be compact and livable, with high-quality public spaces and improved active transport connections which supports public life and higher-density living.

Downtown will connect the West Town Belt to the Waikato River with eco-corridors, or blue-green streets. Downtown will also respond to strong design influences such as mana whenua and play when considering elements and treatments within our public spaces.

Key character drivers

- Mana whenua narratives specific to Hamilton Kirikiriroa
- Significant heritage and cultural sites
- History of Hamilton Kirikiriroa.

Play trail streets

Play trail streets within the downtown precinct include:

Ward Street

Worley Place

Alexandra Street

Hood Street

Character precinct

Riverfront

R

The Waikato River is a tupuna (ancestor), a taonga (treasure), and the mauri (life force) of Tainui Waka and Ngati Tūwharetoa. The Hamilton Kirikiriroa section is defined by three bridges, steep sides and mature vegetation. Investment in our public spaces and improved and safer connections will benefit both the awa (river) and our people.

Currently, public spaces along the riverfront is limited to the river paths, connecting to the central city with varying levels of safety and accessibility.

The proposed riverfront character precinct includes part of the Ferrybank area and extends north to London Street and across to Victoria Street.

We will expand this character precinct to include London Street, Alma Street, Sapper Moore Jones Street, Grantham Street as well as Victoria on the River and Embassy Park. We'll also include existing and proposed laneways. This will generate more visitors to the area, supporting future developments specific to reflecting the significance of the river and its public spaces.

Figure 8
Existing Riverfront / Ferrybank character

Figure 9
Future Riverfront Character

Future character

A focus of this precinct will be to encourage the formalisation of laneways and through-site links into successful public spaces to achieve a higher-quality network of public spaces that connect strongly to and celebrate the river, while making it safe and accessible for people of all ages and abilities.

The materials, lighting and landscaping along the promenade will be higher-quality, reflecting the significance and beauty of the Waikato River. Bespoke wayfinding signage and informational spaces will be a feature of this precinct. Promoting the use of the space for events and activations that draw people to the river's edge and keep people engaged with this space through its evolving nature will be critical.

Key character drivers

- Waikato River
- Significant cultural sites and history
- Cultural narratives.

Play trail streets

Play trail streets within the riverfront character precinct include:

Grantham Street.

Character precinct

Mixed-use and inner-city living

M

The largest of the five precincts, this precinct wraps around the downtown precinct and includes the two residential central city fringe precincts (CCTP). While it is recognised that the central city fringe areas have their own character, both these areas and mixed use and inner-city living areas are proposed as residential and mixed-use neighbourhoods (CCTP) and are likely to see the greatest potential for transformation and intensification, particularly in the north.

While this precinct is changing quickly, it is currently very vehicle orientated which impacts on people's experiences moving through or spending time here. In these areas currently are supermarkets, shopping areas, car parks and services.

Larger residential areas with tree lined streets in the south are divided by streets and roads. The wider precinct borders the significant open space areas of the West Town Belt and riverfront.

Figure 10
Existing MU and ICL character

Figure 11
Future MU and ICL character

Future character

More activity, houses and businesses in these medium density neighbourhoods will encourage better active transport facilities as well as public spaces and streets to support a safe, attractive and sustainable mixed use and inner-city living precinct.

A focus of the precinct will be to manage development pressure such as the increased car parking and biking infrastructure. Until future development and intensification justifies a need for separate city centre fringe and mixed use and inner-city living character precincts, having one furniture and materials palette will be more efficient. Where appropriate, new tree species can provide a differing character to each street.

Key character drivers

- Medium-density residential development
- Open space connections and park network (West Town Belt)
- Significant cultural sites and history.

Play trail streets

Play trail streets within the downtown precinct include:

London Street

Rostrevor Street

Tristram Street.

Design drivers

The design drivers are the key themes that are unique to Hamilton Kirikiriroa that should be celebrated and protected. These design drivers respond to the design principle of 'identity and sense of place'.

Design drivers inform the design and selection of urban elements and surfaces to reinforce the distinct character of the city.

Mana whenua

Mana whenua values, history and language will be elevated and translated into the design of our public spaces.

What this looks like:

- Increase the use of Te Reo Maaori within our central city.
- Enhance environmental design and sustainability outcomes harnessing maatauranga Maaori with a focus on the recognition of the Waikato River as taonga.
- Plan for places and spaces that are welcoming and designed for tamariki and young whaanau to kaumaatua.
- Invest in celebrating local Maaori history and stories throughout the central city, e.g art and interpretation boards.
- Appropriately recognise historical landmarks through the central city.
- Increase native vegetation within the city.

Waikato Awa

The river's influence translates into our public spaces through its context, history and environmental value.

What this looks like:

- The river played a vital role in the development of the city. It was a highway to travel and transport goods on, provided fertile ground to grow food and herbs and provided water for drinking.
- The river precinct will run to Victoria Street providing a stronger visual connection to the central city.
- The precinct will acknowledge the historical stories of cultivation and food collection, particularly along the lower river terrace.
- A network of laneways will add a finer grain of public spaces that celebrate the river character through art and temporary installations as development in the central city continues to embrace the river.
- Provide stronger physical connections between the upper and lower river terrace, e.g. through viewing platforms and safer pedestrian networks.

Heritage

Our public spaces reinforce the history of Hamilton through heritage buildings and areas such as Victoria Street and Victoria Bridge.

What this looks like:

- Telling the story and history of Hamilton Kirikiriroa through the design of the urban environment and elements.
- Highlight significant heritage and cultural sites.
- Consider the Heritage Trail and Heritage Strategy within the design of public spaces.
- Enhance wayfinding and storytelling especially to significant sites.
- Celebrate heritage features through the design of elements and materials.

Play

Identified in the CCTP as a place-shaping outcome, consider how play will inform spaces, materials and furniture selection within our public spaces.

What this looks like:

- The guidelines will encourage developers to consider embedding play and recreational aspects in their designs.
- Incidental opportunities (e.g. street art) for play that is free and integrated into public spaces.
- Provide safer and more interesting environments to encourage urban mobility options for all ages.

Blue-green identity

With open spaces (green) such as the West Town Belt and the Waikato River (blue) bookending the fringes of the central city, the central city will be a connection between these networks and eco-corridors.

What this looks like:

- A connected green network of streets will improve biodiversity and capture carbon.
- Enhancing and increasing quality of and access to Hamilton central city's blue-green network, enhancing resilience, ecology and biodiversity and improving the health and wellbeing of residents.
- A network of streets and spaces in the central city implementing water-sensitive urban design and indigenous biodiversity.

Play

Embedding play within our central city will promote active street life, allow for social connection and encourage communities to actively participate in their neighbourhoods.

Studies have also shown that where there are opportunities to play, people are more likely to gather, providing economic benefits for surrounding businesses.

Re-imagining Hamilton Kirikiriroa as an urban playground is one of the key outcomes of the 2019-2039 Play Strategy.

Play is also defined in the CCTP as a place shaping outcome. 'A Playful City' aspires to reimagine Hamilton through the lens of play. The CCTP has identified a mix of short and long-term actions, with the outcome being the establishment of a 'play trail' throughout the central city.

We'll create this play trail by:

- Increasing opportunities for pop-up play and place activation.
- Encouraging future public space projects to embed play features, e.g. street art or street furniture that is playable.
- Increase the number of formal play spaces in the central city, particularly connecting the river edge and the opportunities for interactive play.

For further information on the requirements of play in the central city, reach out to us on 07 838 6699 or at info@hamilton.govt.nz.

Part A - Design guideline

Public spaces

Public space categories

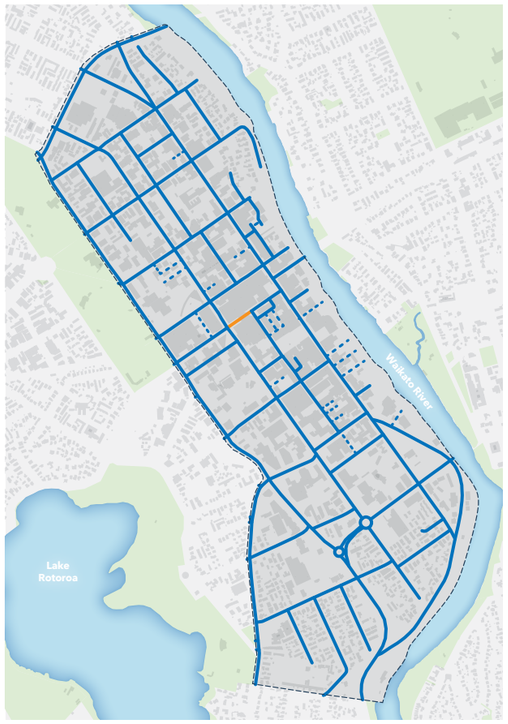
The public area of Hamilton is defined by a variety of urban public spaces, across a hierarchy of sizes and categories that each reflect and respond to different place and movement values.

Historically, Hamilton's central city public space has mainly centered around the existing street network and faced away from the beautiful Waikato River. Now, we want to celebrate, use and respond to the open space along the river.

Note: This version of the Public Space Design Guidelines will only focus on streets and roads. We aim to include additional types of public spaces such as plazas, parks and open spaces in future revisions of the document.

1. Streets and roads

The central city streets of Hamilton Kirikiriroa serve both space and movement functions. Several are large roads that connect out to the wider Hamilton Kirikiriroa area. They service residential, commercial and civic spaces, connecting the west and east sides of the city by two traffic bridges.



Legend

- CCTP boundary
- Existing streets
- Existing laneways
- Under long-term lease

Figure 13 | Street public space category

Victoria Street has to balance both pedestrians and vehicle movement with place values

Garden Place is used as a gathering space, pedestrian thoroughfare and is flexible for events and displays

2. Plazas and squares

Plazas range from a building forecourt to a large city square with the space often bordered by buildings or streets. The most recognisable public square within Hamilton Kirikiriroa is Garden Place. Garden Place is the hub of the central city, linking the main street, meeting places and event spaces to create a walkable, connected city.

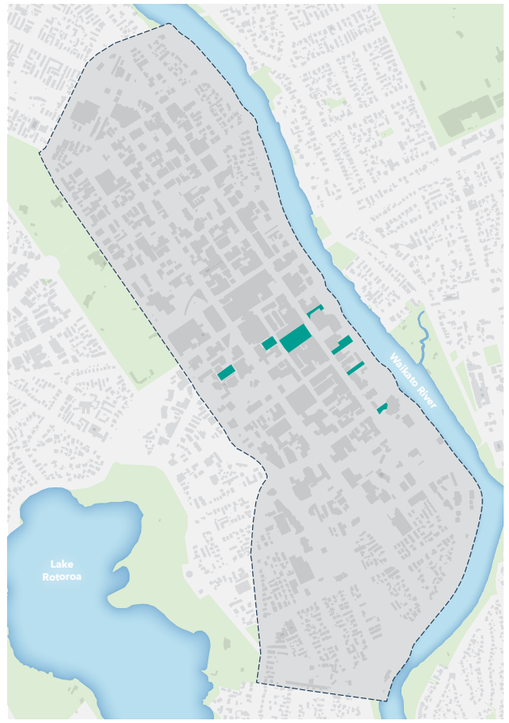


Figure 14 | Plaza and square public space category

3. Parks and open space

Most of the open space in the central city is along the edge of the Waikato River. This space is disconnected from the buildings and public spaces because of how the land is formed and how the buildings are oriented. The open spaces along the river are recreational areas and provide access for water-based activities, but the space is underutilised.

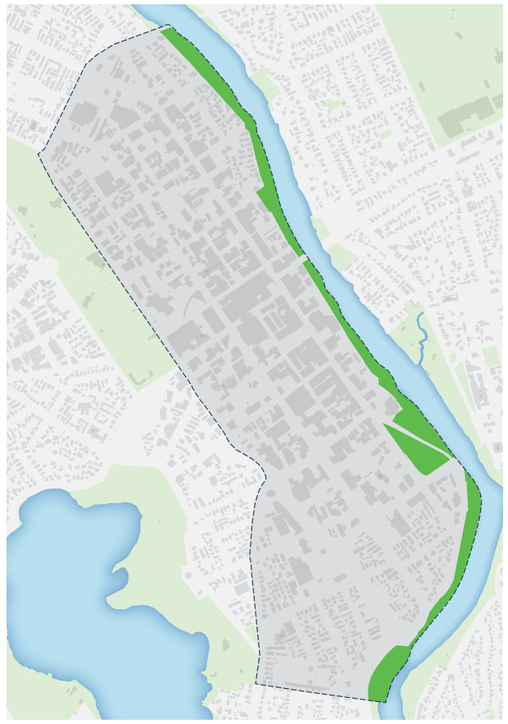


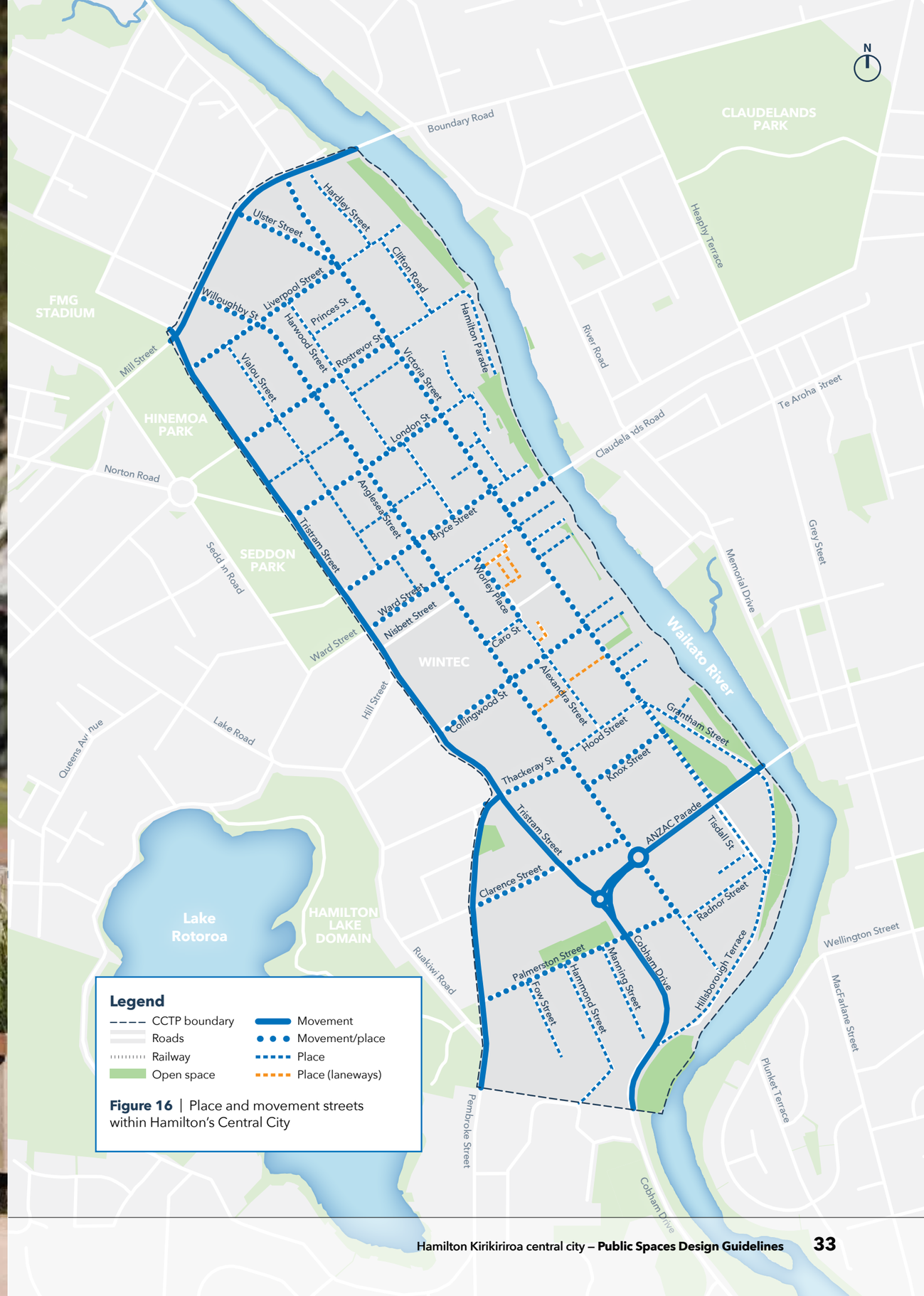
Figure 15 | Open space public space category

The shared path along the Waikato River front with Nga Pou Aarohirohi artwork in the background

Streets and roads

Streets make up most of our public space and are the spaces we use the most, but there's a lack of clear definition for the function of each street type across the central city. There's an opportunity for our public spaces going forward to benefit pedestrians, cyclists and other road users.

This guide will provide clear, functional and legible guidelines for each type of street that direct traffic away from the central city, supporting a pedestrian-friendly environment. These guidelines are based on how we're likely to move about and use the streets and roads in the future.



Legend

- CCTP boundary
- Roads
- Railway
- Open space
- Movement
- Movement/place
- Place
- Place (laneways)

Figure 16 | Place and movement streets within Hamilton's Central City

Street categories

After the place and movement of each street has been identified, the One Network Framework (ONF)* will help to decide what type of street you're working with by looking at where they are and how people move around them, defining the street category. This document has adopted the principles and street categories as set out in the Aotearoa Urban Street Planning and Design Guide, applying this across the central city.

The PSDG builds on the ONF street categories, providing design response requirements and considerations for each including the layout and function of the typical streets. This document should be referred to when designing streets in Hamilton.

If streets in the central city are pedestrianised in future, a new street category could be created and included in future revisions.

*Contact Hamilton City Council's Transport team for latest ONF document.

The ONF hierarchy of street types relevant within Hamilton includes:

1. **CS** - Civic space
2. **LS** - Local street
3. **AS** - Activity street
4. **MS** - Main street
5. **UC** - Urban connectors
6. City hubs (not identified within downtown).

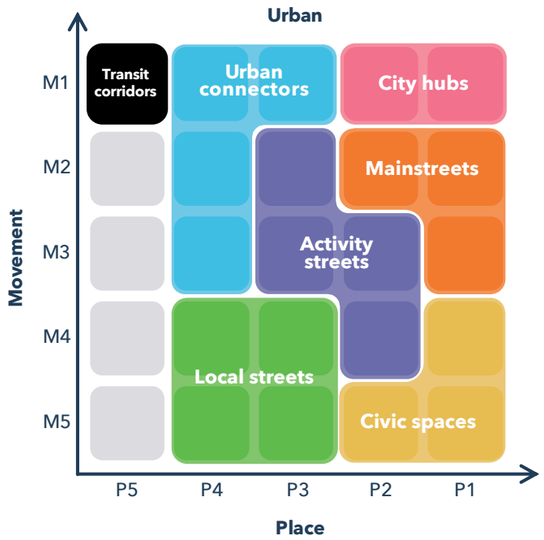


Figure 17 | One Network Framework Place and Movement Matrix

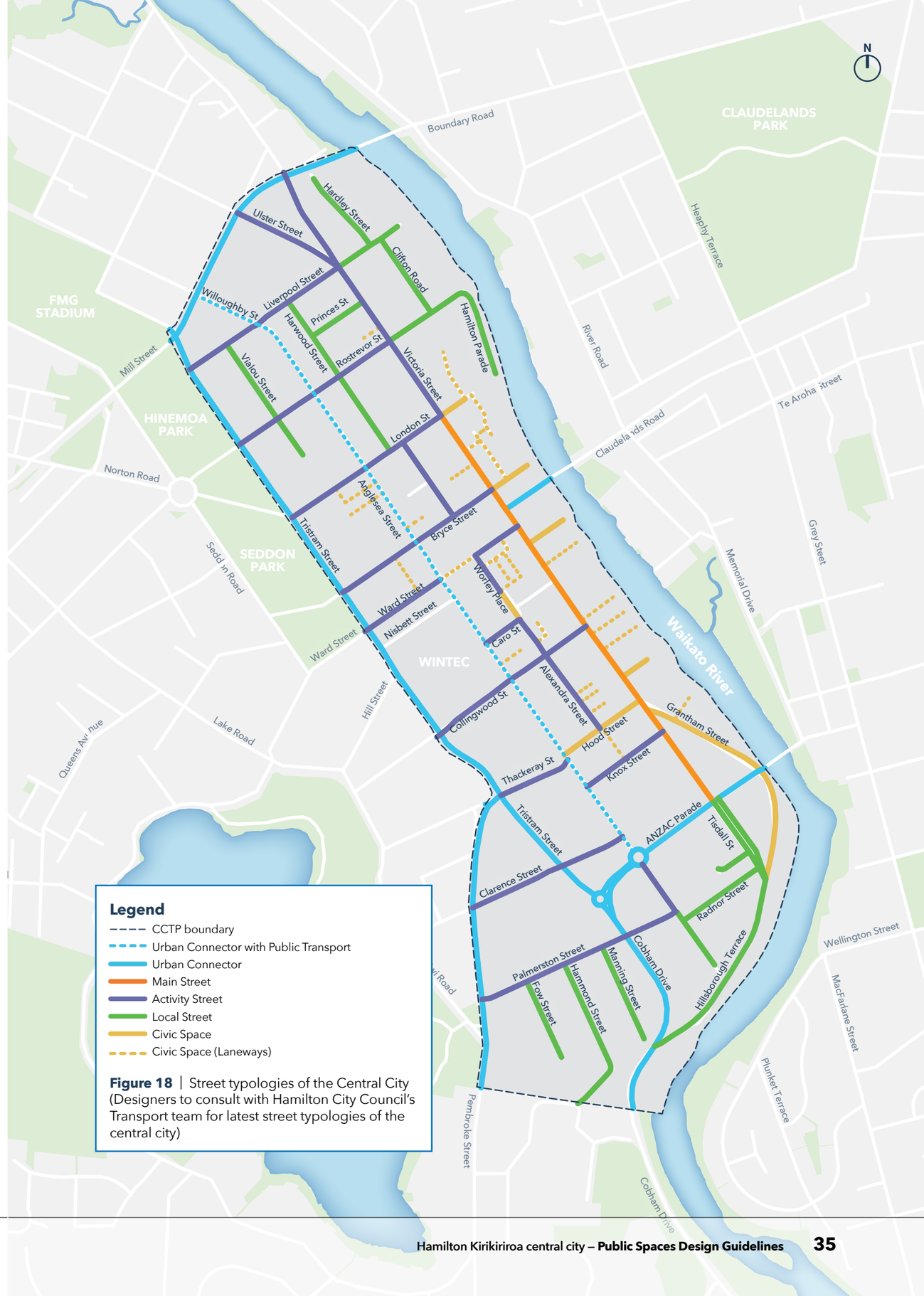


Figure 18 | Street typologies of the Central City (Designers to consult with Hamilton City Council's Transport team for latest street typologies of the central city)

Street category

Main

M

Key considerations

- High-quality urban public spaces furnishings and finishes to support events and activations and provide a comfortable pedestrian environment.
- Furniture zones are away from building edges and walking and biking zones.
- Provision for public artwork that reflects the character of the area.
- High street activation and active frontages from surrounding buildings.
- Consolidate underground infrastructure to support meaningful tree planting outcomes.
- Wayfinding at intersections or crossing points to identify key destinations.
- Minimise street pole and signage, e.g. combine streetlight and traffic light at intersections.
- Continuous canopy cover through large consistent street trees that provide shade and improve the overall look of the street. The selection and planting of trees should contribute to achieving the outcomes and benefits of Hamilton City Council's Nature in the City Strategy 2020-2050.

Typical main street pavement layout

Legend

1. Footpath (P5)
2. Seating area (P4)
3. Clear space (P6)
4. Rubbish and recycling bins
5. Tree planting in grate or pit (with >10m3 pit)
6. Furniture suite (Victoria Street)
7. Bike and e-scooter racks
8. Signage and wayfinding
9. Multi-functional pole (lighting, CCTV cameras and banners)
10. Sacrificial paving area, threshold ramp and utility zone
11. Retail spill and temporary event space

Note: These plans are indicative and provide footpath compositions based on the Aotearoa Urban Street Planning and Design Guide.

Water Sensitive Urban Design Treatment have been omitted for clarity but should be considered as part of the overall street design.

Street category

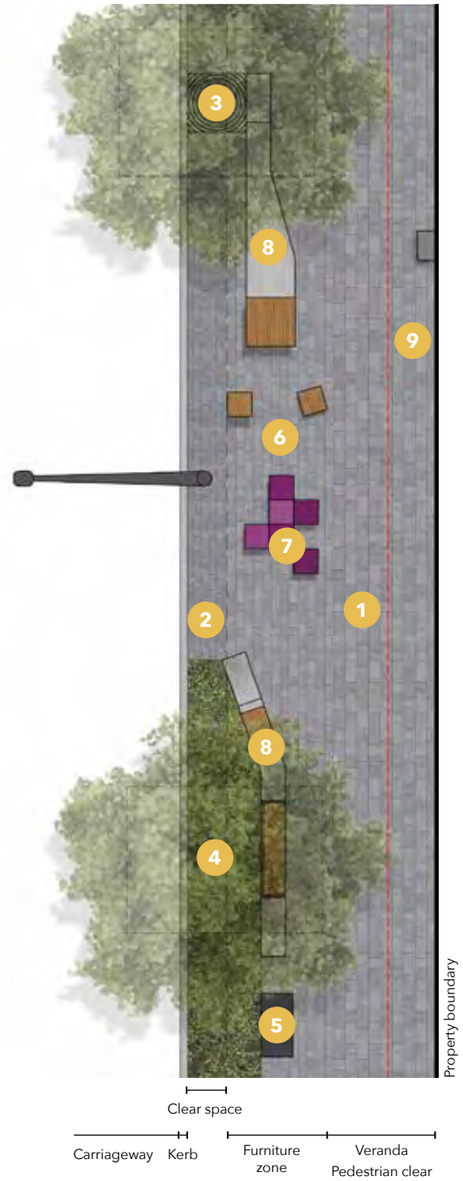
Civic space

CS

Key considerations

- High-quality urban public spaces furnishings and finishes to support events and activations and provide a comfortable pedestrian environment.
- Provide pedestrian-clear zones along building edge for visually impaired pedestrians.
- Prioritise social and seating opportunities.
- Consider flush kerbs or shared zones to promote accessibility outcomes.
- Space allocation and furnishings should allow for the ability of areas to be activated both day and night.
- Tree planting should occur only where appropriate to suit the scale of the civic street. The selection and planting of trees should contribute to achieving the outcomes and benefits of Hamilton City Council's Nature in the City Strategy 2020-2050.
- Provide opportunity for temporary installations such as planter boxes and artwork to contribute to the character of the precinct.
- Creation of pockets of seating or areas that can be activated, providing a comfortable place for people to socialise and interact.
- Locate service parking in areas that don't compromise pedestrian movements or spaces.
- Warm feature lighting to reinforce human scale and activation both day and night.

Typical civic space pavement layout



Legend

1. Footpath (P5)
2. Clear space (P6)
3. Retail spill and temporary event space
4. Tree in planting
5. Rubbish and recycling bins
6. Retail spill and temporary event space
7. Temporary seating associated with adjacent businesses
8. Concrete and wooden bench suite
9. Sacrificial paving area and utility zone.

Note: These plans are indicative and provide footpath compositions based on the Aotearoa Urban Street Planning and Design Guide.

Water Sensitive Urban Design Treatment have been omitted for clarity but should be considered as part of the overall street design.

Street category

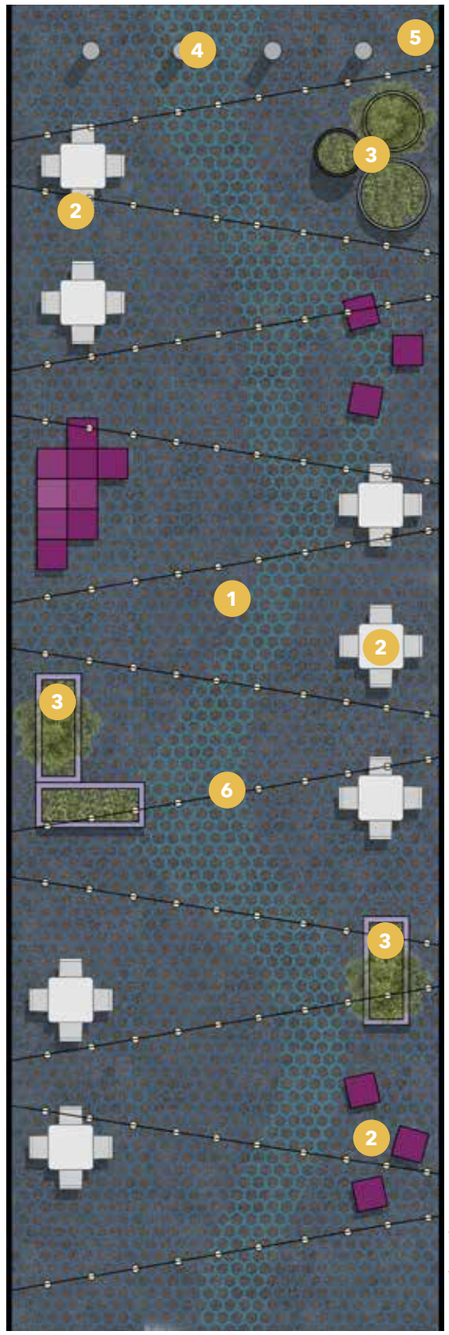
Civic space – laneway

CL

Key considerations

- Space allocation and furnishings should allow for the ability of areas to be activated both day and night.
- Provide opportunity for public artwork that reflects the character of the area.
- Warm feature lighting to reinforce human scale and activation both day and night.

Typical laneway pavement layout



Legend

1. Asphalt surfacing with centralised drainage. Indicative street prints (P11). Each laneway to feature unique patterns developed with local artist.
2. Retail spill and temporary event space
3. Moveable planters to define spaces and improve the look of the laneway
4. Retractable bollards
5. Signage and wayfinding
6. Feature lighting

Note: These plans are indicative and provide footpath compositions based on the Aotearoa Urban Street Planning and Design Guide.

Water Sensitive Urban Design Treatment have been omitted for clarity but should be considered as part of the overall street design.

Street category

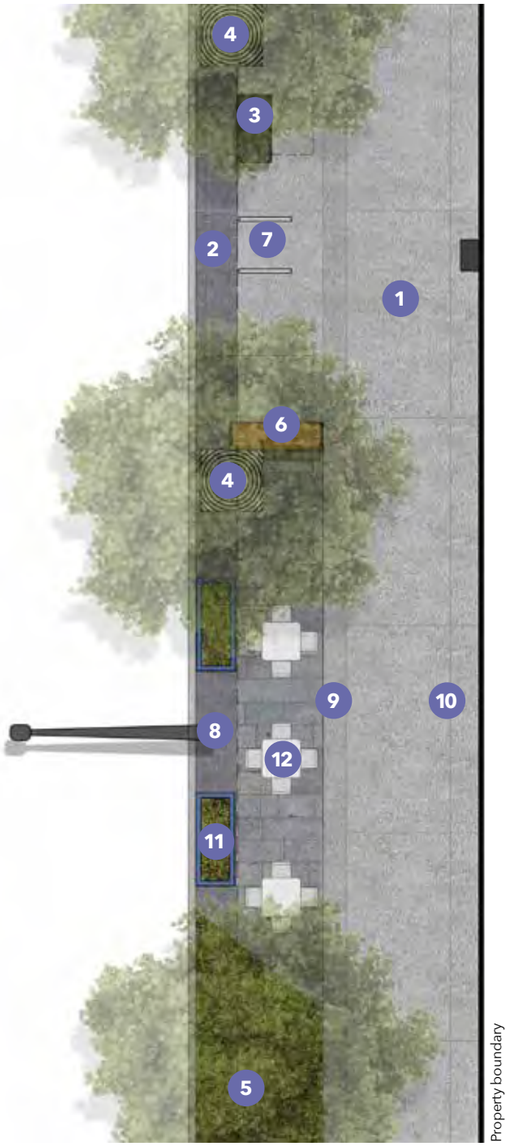
Activity

A

Key considerations

- Incorporation of water sensitive urban design treatments and creation of 'blue-green' streets.
- Seating and furniture zones are away from walking and biking zones.
- Consistent wide footpaths with high-quality surfacing.
- Activation and active frontages from surrounding buildings.
- Consolidate underground infrastructure to support meaningful tree planting outcomes.
- Continuous canopy cover through large consistent street trees that provids shade and improve the overall look of the street. The selection and planting of trees should contribute to achieving the outcomes and benefits of Hamilton City Council's Nature in the City Strategy 2020-2050.

Typical activity street pavement layout



Legend

1. Footpath (P2)
2. Clear space (P6)
3. Rubbish and recycling bins
4. Tree planting in grates (with >10m3 pit)
5. Tree planting (WSUD treatment opportunity)
6. Seat
7. Bike and e-scooter parking
8. Multi-functional pole (lighting, CCTV cameras and banners)
9. Indicative concrete dish drain
10. Sacrificial saw cut for concrete
11. Moveable planters to define spaces and improve the look of the space.
12. Retail spill and temporary event space

Note: These plans are indicative and provide footpath compositions based on the Aotearoa Urban Street Planning and Design Guide.

Water Sensitive Urban Design Treatment have been omitted for clarity but should be considered as part of the overall street design.

Street category

Urban connector

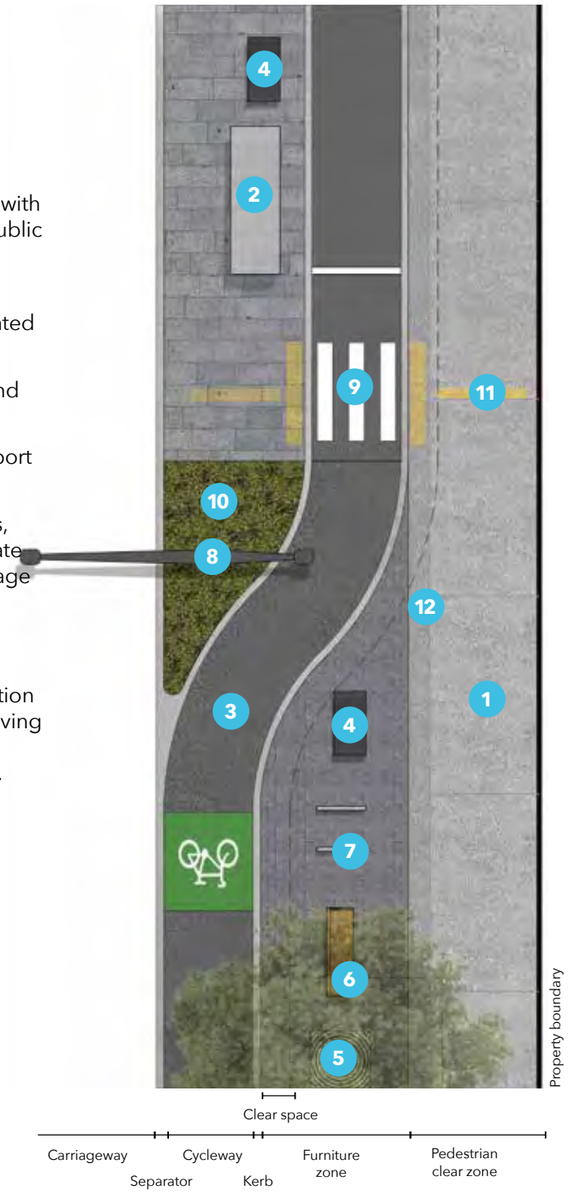
Key considerations

- Support intensification along urban connectors with improved footpaths, street lighting, trees and public seating.
- Provision of active mode transport such as cycleways including parking that should be located close to destinations.
- Space should be allocated for buses, shelters and stops.
- Consolidate underground infrastructure to support meaningful tree planting outcomes.
- Given the increased widths of urban connectors, WSUD treatments are an effective way to separate modes while treating the typically high percentage of hard surfacing.
- Continuous narrow canopy cover through large consistent street trees that provide shade and improve the overall look of the street. The selection and planting of trees should contribute to achieving the outcomes and benefits of Hamilton City Council's Nature in the City Strategy 2020-2050.

Legend

1. Footpath (P2)
2. Bus shelter with signage and wayfinding
3. Cycleway
4. Rubbish and recycling bins
5. Tree planting in grate (with >10m3 pit)
6. Seating on feature paving (P6)
7. Bike and e-scooter parking
8. Multi-functional pole (lighting, CCTV cameras and banners)
9. Pedestrian crossing
10. Planting (WSUD treatment opportunity)
11. Tactiles (T1, set out to national standards)
12. Indicative concrete dish drain.

Typical urban connector street pavement layout UC



Note: These plans are indicative and provide footpath compositions based on the Aotearoa Urban Street Planning and Design Guide.

Water Sensitive Urban Design Treatment have been omitted for clarity but should be considered as part of the overall street design.

Street category

Local

Key considerations

- Asphalt or concrete footpaths.
- Grass or planted berms.
- Planting areas to provide stormwater treatment opportunities.
- Consolidate underground infrastructure to support meaningful tree planting outcomes.
- Seating to provide opportunities for urban play and skateable elements.
- Continuous canopy cover through large consistent street trees that provide shade and improve the overall look of the street. The selection and planting of trees should contribute to achieving the outcomes and benefits of Hamilton City Council's Nature in the City Strategy 2020-2050.
- Consider opportunities to incorporate play, e.g. log steppers, temporary street art installations.

Legend

1. Footpath (P1)
2. Tree in planting or lawn
3. Carparking
4. Rest areas and seating will vary in size and look
5. Sacrificial paving area and utility zone
6. Planting (WSUD treatment opportunity).

Typical local street pavement layout L

Note: These plans are indicative and provide footpath compositions based on the Aotearoa Urban Street Planning and Design Guide.

Water Sensitive Urban Design Treatment have been omitted for clarity but should be considered as part of the overall street design.

Part B

Design Manual

Purpose

The Public Space Design Manual (PSDM) provides a suite of design palettes for the central city, taking a holistic view of all the elements that comprise public space, including but not limited to footpath design, surface treatments, vegetation, and street furniture.

The manual is a comprehensive tool kit that translates the design guidance of Part A and is supported by the design specification of the Regional Infrastructure Technical Specifications (RITS) to make our central city public spaces and streets well designed, accessible, and enjoyable for all.

The PSDG is separated into two parts:

Part A - Design Guideline

The first part of these guideline talks about the vision of our central city and gives context around how the vision feeds into our strategic policies.

It also looks at where it fits into the environmental and social context of Hamilton Kirikiriroa and key principles to guide the design of the central city across the different public space categories and character precincts. Part A will also include typical street layouts.

Part B - Design Manual

The second part of this document will outline the design pallets required for all new development of public spaces in the central city. The palettes are divided into the relevant character areas identified in Part A.

The PSDG will focus solely on the public spaces of the city's street network, however future revisions of this guide will include additional public space categories. We'll also include guidelines for other public spaces such as plazas, squares and so on.

As it is a living document, it is anticipated that the PSDG will be revised regularly to include other types of public spaces, additional public space categories and update material or furniture palettes to continue to meet the changing user needs of the community and functions of the central city. Longer term, it's likely that alternative technologies, low-carbon materials, local products and styles and so on will offer advantages for the city.

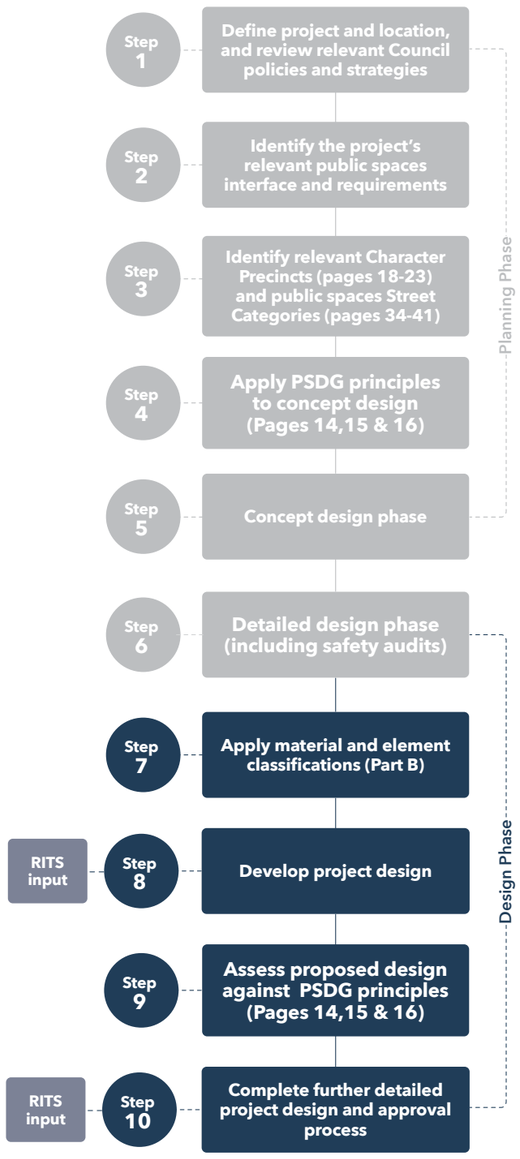


Figure19 | Public space design process

Public space elements

The design manual sets out the furniture and finishes palettes required for all new public space development in the central city. The palettes are categorised into the following groups:

P - Pavings and surfaces

F - Furniture

L - Lighting

S - Smart cities

T - Trees and planting

The palettes respond to the character precincts set out in Part A and a summary of each palette can be found at the beginning of each section. The character precincts identified include:

V **Victoria Street**

D **Downtown**

R **Riverfront**

M **Mixed use and inner-city living**

P

Pavings and surfaces

Overview

A simple, timeless and comprehensive surface palette has the potential to provide the biggest contribution to a cohesive look and feel for the public spaces of Hamilton Kirikiriroa. Combined with a proven streetscape specification, a consolidated surface palette aims to provide supply and maintenance efficiencies for the city and could support a reduction in carbon emissions.

The surface palettes follow these design priorities, identified through project engagement:

- Durability
- Easily maintained and replaced (stain resistance)
- Accessible for all ages and abilities (slip resistance)
- Cost effective
- Locally sourced, where possible

The proposed surface palettes have been selected to reinforce the identity and hierarchy of each of the four character precincts in the central city.

The investment in surface finishes is typically highest along the Riverfront precinct and more economical along the western edge of the central city within the mixed use and inner-city living precinct. Learnings from public space projects such as Victoria on the River and Hood Street have also informed the selection of the central city surface palettes.

Within each of the precincts, the underlying structure of the street types (Pages 32-41) provides for the following pedestrian zones:

- Circulation zone (adjacent building edge)
- Social and retail spill out zone
- Green infrastructure zone (adjacent street edge).

Each of these zones and their functional requirements are delineated and reinforced by the paving treatments in the surface palette of each precinct, e.g. are typically defined by finer grain feature pavers in contrast to larger format pavers of spaces that more pedestrians move through.

Stone pavers (bluestone pavers or similar look and feel) feature in three of the central city precincts and makes up a substantial part of the riverfront and Victoria Street precinct.

The use of these pavers will enhance the character in our public spaces and will work well in our heritage areas. As well as this, artworks and patterns can be easily sandblasted on the surface.

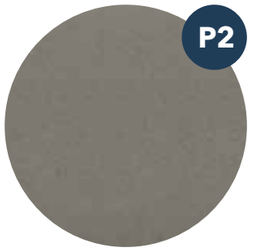
The concept design process will play an important role in further highlighting the design drivers of the central city, such as integrating cultural artwork into pavement design. The final selection of all materials should align with Council's policies and sustainability objectives.

All materials, colours, finishes, etc to be approved by Hamilton City Council during concept design phase.

Summary of paving and surfaces

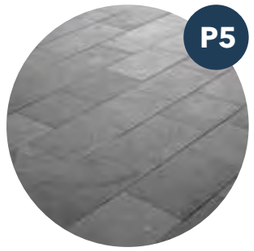
R Riverfront

General



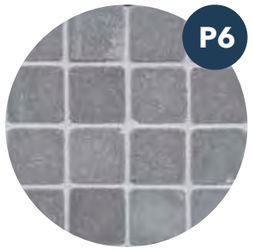
Coloured concrete pavement

Bush hammer finish**



Stone paver - various formats

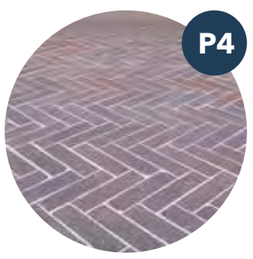
Natural stone**



Stone paver - setts

Natural stone**

Accent



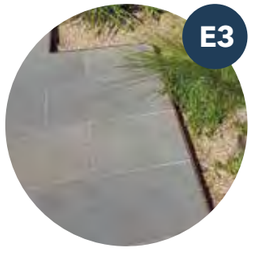
Clay pavers

Hardwood timber decking

Other

Permeable paving

Timber edging



Steel edging

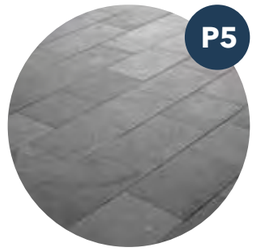
Tactile indicators

**or similar look and feel

Summary of paving and surfaces

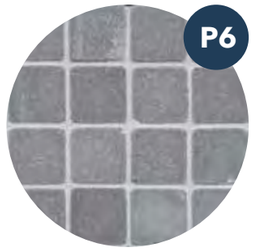
V Victoria Street

General



Stone paver - various formats

Natural stone**



Stone paver - setts

Natural stone**

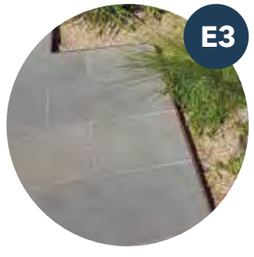
Accent

Clay pavers

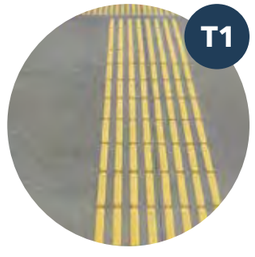
Hardwood timber decking

Other

Permeable paving



Steel edging



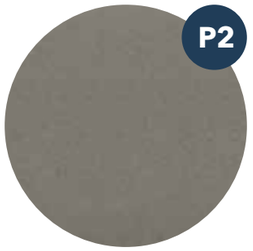
Tactile indicators

**or similar look and feel

Summary of paving and surfaces

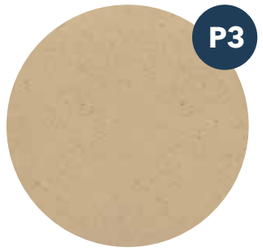
D Downtown

General



Coloured concrete pavement

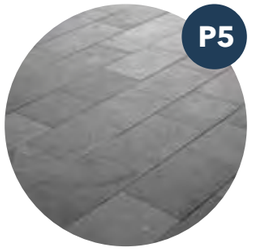
Bush hammer finish**



Coloured concrete pavement

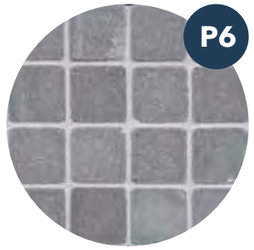
Bush hammer finish**

Accent



Stone paver - various formats

Natural stone**

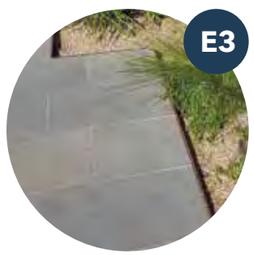


Stone paver - setts

Natural stone**

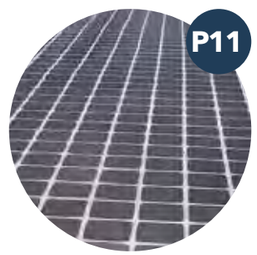
Other

Timber edging



Steel edging

Tactile indicators



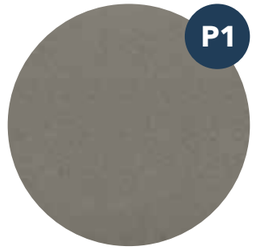
Street print

**or similar look and feel

Summary of paving and surfaces

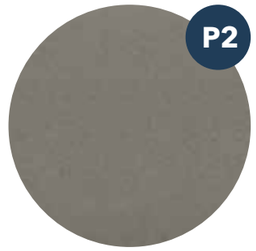
M Mixed-use and inner-city living

General



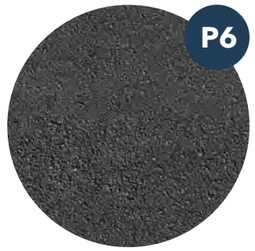
Coloured concrete pavement

Broom finish**



Coloured concrete pavement

Bush hammer finish**



Asphalt pavement

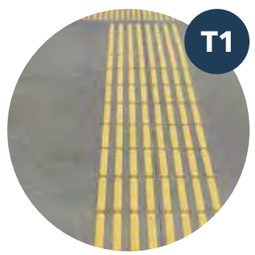
Accent

Clay paving recycled

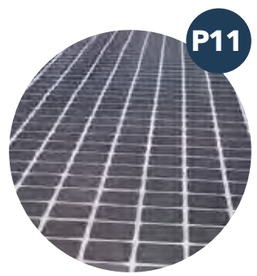
Other

Timber edging

Concrete edging



Tactile indicators



Street print

**or similar look and feel

Concrete pavement - broom finish

P1

Precinct	M
Applications	Footpaths Infill to repair damaged surface areas
Description	Broom finish coloured concrete pavement
Material and colour	Concrete - colour Peter Fell Charcoal Range 677 (or approved similar)
Finish	Light broom finish with high-quality 3–5mm saw cuts, jointing and edges No tool joints Penetrative sealant
Performance requirements	To comply with relevant RITS requirements Reinforcing, expansion and control joints and saw cuts to RITS Vehicle rated where required Slip resistance in accordance with AS/NZS 4663

Examples of concrete colour
Peter Fell charcoal range 677.

Concrete pavement - bush hammer finish

P2

Precinct	R D M
Applications	Downtown - general areas Mixed use and inner-city living - feature nodes
Description	Bush hammered coloured concrete pavement
Material and colour	Concrete with locally sourced 5-10mm river pebble aggregate - colour Peter Fell Charcoal Range 677 (or approved similar)
Finish	Bush hammer finish with high-quality 3-5mm saw cuts, jointing and edges Apply densifier to bush hammered surfaces No tool joints Penetrative sealant
Performance requirements	To comply with relevant RITS requirements Reinforcing, expansion and control joints and saw cuts to RITS Vehicle rated where required Slip resistance in accordance with AS/NZS 4663

Examples of concrete colour
Peter Fell charcoal range 677.

Example of bush hammered
concrete finish

Concrete pavement - bush hammer finish

P3

Precinct	D
Applications	Footpaths Furniture nodes
Description	Bush hammered coloured concrete pavement
Material and colour	Concrete with locally sourced 5-10mm river pebble aggregate - colour Peter Fell Charcoal Range 182 (or approved similar)
Finish	Bush hammer finish with high-quality 3-5mm saw cuts, jointing and edges Apply densifier to bush hammered surfaces No tool joints Penetrative sealant
Performance requirements	To comply with relevant RITS requirements Reinforcing, expansion and control joints and saw cuts to RITS Vehicle rated where required Slip resistance in accordance with AS/NZS 4663

Examples of concrete colour Peter Fell Range 182

Example of bush hammered concrete finish

Clay pavers

P4

Precinct	R V
Applications	Laneways Furniture nodes Feature areas
Description	Feature paving to highlight specific public space areas Paving to be laid in a herringbone pattern (see image) with inlay paving edge to be confirmed at detailed design
Material and colour	Clay pavers 230mm length x 76mm width x 65mm depth Colour to be approved by Hamilton City Council during concept design stage
Performance requirements	Laid on compacted sub-grade and sand base to RITS Slip resistance in accordance with AS/NZS 4663 Paving should provide a consistent finish and be level and flush with existing pavement surfaces, achieving minimum cross-fall requirements Edging to be steel

Examples of segmental clay pavers

Stone pavers - various formats**

P5

Precinct	R D V
Applications	Footpaths
Description	Feature paving to highlight specific public space areas Paving to be laid in a stretcher-bond pattern (see image) with inlay paving edge to be confirmed at detailed design
Material and colour	150 x 300 x 50mm natural stone pavers 300 x 300 x 50mm natural stone pavers 600 x 300 x 50mm natural stone pavers 50mm paver thickness for use on sand base Proportion of each paver in paving mix to be confirmed at detailed design 5mm wide grout joint Final material specification to be approved by Hamilton City Council during concept design
Finish	Sawn and flamed (where required) Penetrative sealant
Performance requirements	Slip resistance in accordance with AS/NZS 4663 Paving build-up and specification to be confirmed at concept design and in accordance with RITS Paving should provide a consistent finish and be level and flush with existing pavement surfaces, achieving minimum cross-fall requirements Designer to confirm where vehicle rating is required during concept design stage. Vehicle rating specification as per RITS

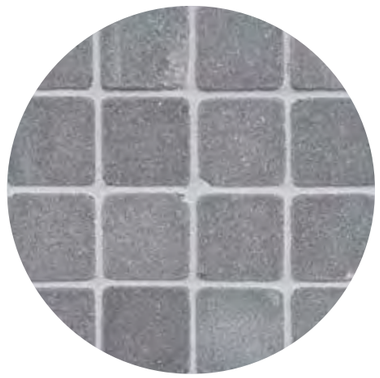
Example of stone pavers – large format.

**or similar look and feel

Stone pavers - setts**

P6

Precinct	R D V
Applications	Crossings Bus stops Furniture nodes Feature paving bands
Description	Feature paving to highlight specific areas within the public space Paving to be laid in a stacker-bond or stacker-bond inlay pattern (see image).
Material and colour	97mm x 97mm x 50mm natural stone setts Final stone specification and source to be confirmed by Council.
Finish	Sawn and flamed Penetrative sealant
Performance requirements	Designer to confirm where vehicle rating is required during concept design stage. Vehicle rating specification as per RITS Paving build-up and specification to be confirmed at detailed design and in accordance with RITS Slip resistance in accordance with AS/NZS 4663 Paving should provide a consistent finish and be level and flush with existing pavement surfaces, achieving minimum cross-fall requirements Sets laid in mortar bed and jointing upon a reinforced concrete slab.

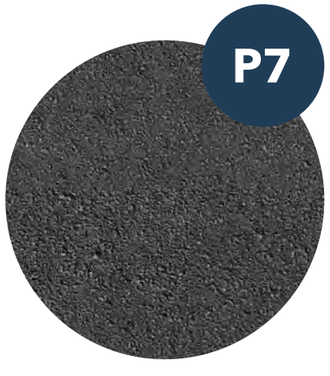


Example of stone pavers – setts.

**or similar look and feel

Asphalt pavement

Precinct	M
Applications	Footpaths
Description	Asphalt pavement for footpaths and cycle paths
Material and colour	Loading, pavement surface and base course should be in accordance with RITS requirements Framed with timber or concrete edging for all footpaths, cycle paths and vehicle crossing edges to RITS Slip resistance in accordance with AS/NZS 4663



Example of asphalt pavement

Hardwood timber decking

Precinct	R
Applications	Feature node areas Viewing platforms Elevated walkways Footpath
Description	Hardwood timber decking
Material and colour	FSC approved hardwood timber 140 x 19mm with 4mm spacings to be confirmed at detailed design Pre-drill timber and use stainless steel fixings
Finish	Dressed Penetrating oil prior and post installation with end sealant
Performance requirements	Supporting structure to engineers detailing that addresses loading/usage types Slip resistance in accordance with AS/NZS 4663

Example of hardwood timber decking

Permeable pavers

Precinct	R D M
Applications	Green streets Tree root zones
Description	Firth PorousPave 200 x 100 x 80mm paver Paving to be laid in a herringbone pattern (see image) with inlay paving edge to be confirmed at detailed design
Material and colour	Black sands or natural
Performance requirements	Permeable pavers shall comply with NZS3116:2002 Table 1 for breaking loads, dimensional tolerance, abrasion and slip resistance. Base course and substrate requirements to Firth specifications

Firth PorousPave in black sands and natural

Clay paving - recycled

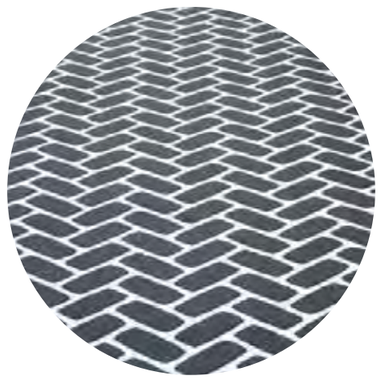
Precinct	M
Applications	Seating areas Furniture nodes Paving bands
Description	Recycled 230 x 115 x 50mm / 60mm Nubrick clay paving from Downtown and Victoria St precincts Paving pattern with inlay paving edge to be confirmed at detailed designs
Material and colour	Existing colours include: Pinewood, Profile Cream, Sandalwood
Finish	Design team to confirm paving design and layout during concept design stage
Performance requirements	Slip resistance in accordance with AS/NZS 4663 Laid on compacted sub-grade and sand base to RITS standards

Example of existing clay paving

Street print

P11

Precinct	D M
Applications	Various e.g. laneways, courtesy crossings
Description	Coloured thermoplastic material applied on top of asphalt or combined into street-printed patterns to sit in groove with flush surface
Material and colour	Inlaid thermoplastic application on asphalt surfaces Bespoke pattern and colour to be confirmed with Council
Performance requirements	Slip resistance in accordance with AS/NZS 4663 Reflectivity if required in accordance with RITS



Example of street print with inlaid thermoplastic material

Timber edging

E1

Precinct	R M
Applications	Edge restraint for: Asphalt paths Garden beds and lawns
Material and colour	150 x 50mm Pinus radiata H4 timber batten with pegs to RITS Hot-dipped galvanised fixings
Finish	Rough sawn

Example of timber edging

Concrete edging

E2

Precinct	M
Applications	Edging restraint for: Garden and lawn Paved surfaces in high use areas
Material and colour	100mm wide cast in situ standard Portland grey concrete
Finish	Trowelled with control joints to RITS
Performance requirements	Compacted base course to RITS

Example of timber edging

Steel edging

E3

Precinct	R V D
Applications	Edging restraint for: Garden and lawn Paved surfaces in high use areas
Material and colour	308 mild steel 6mm thick x 150mm wide

Example of steel edging

Tactiles - pedestrians

Precinct	R D M V
Applications	As required by AS/NZS 1428.4:2002
Description	Polyurethane bladed shaft and plug directional and tactile indicators
Material and colour	Yellow to provide 30% contrast with surrounding surface
Performance requirements	Install to NZ Standards including colour contrast with paving surface

Examples of tactiles

Tactiles - cylcist

Precinct	R D M V
Applications	As required by AS/NZS 1428.4:2002
Description	Polyurethane bladed shaft and plug directional and tactile indicators
Material and colour	Green to provide 30% contrast with surrounding surface
Performance requirements	Install to NZ Standards including colour contrast with paving surface

Examples of tactile

Kerb and channel

Precinct	D M
Applications	Streets
Material and colour	In situ standard Portland grey concrete Profile to RITS specifications

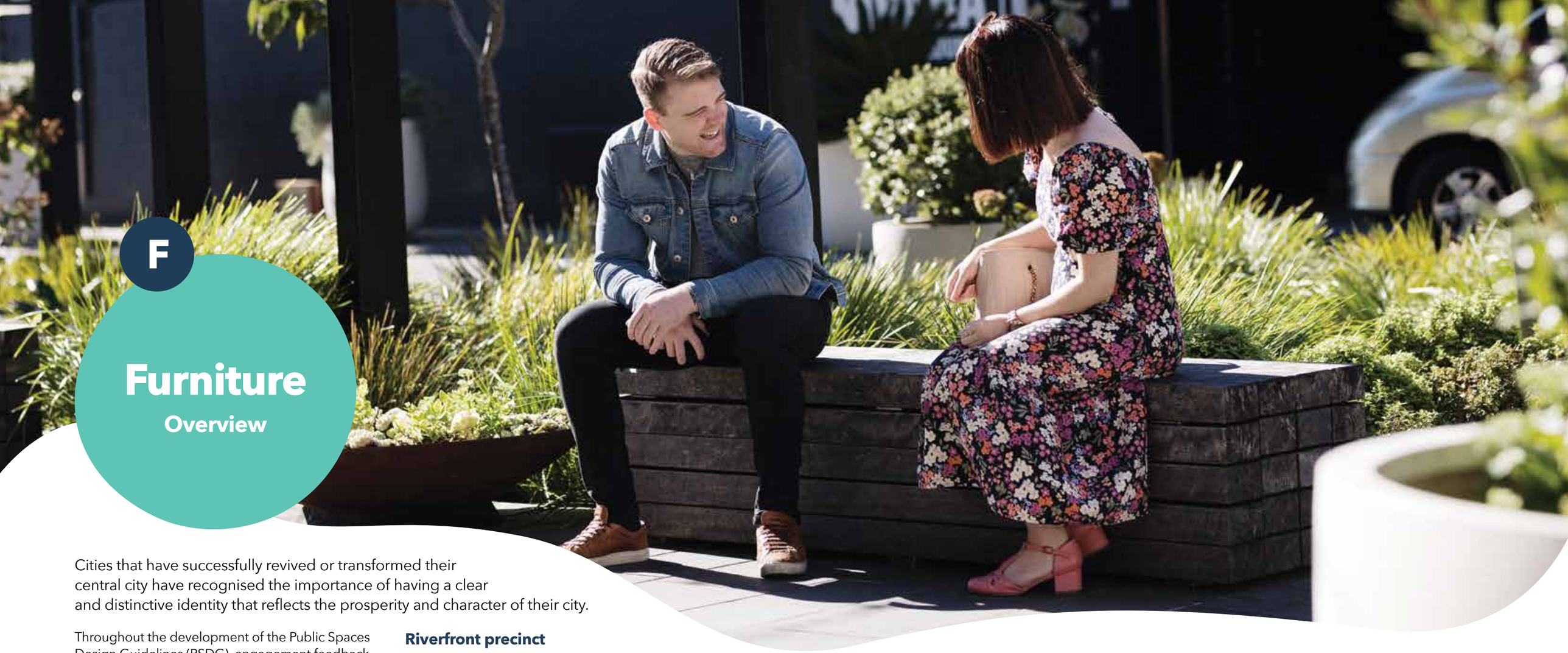
Example of standard Hamilton kerb and channel

City heart kerb and channel

Precinct	R V
Applications	Streets
Material and colour	20MPA with 6% black oxide with U3 finish Profile to RITS specifications

Example of city heart kerb and channel

**or similar look and feel



F

Furniture

Overview

Cities that have successfully revived or transformed their central city have recognised the importance of having a clear and distinctive identity that reflects the prosperity and character of their city.

Throughout the development of the Public Spaces Design Guidelines (PSDG), engagement feedback has identified the importance of a distinctive and uniquely Hamilton Kirikiriroa suite of furniture that would create a cohesive look and feel while supporting the wider transformation of the central city.

The four character precincts within the central city along with the underlying street functions have informed the design of the furniture suites.

The following design priorities were identified through the project engagement process and influenced the development of the furniture suites:

- Bespoke and unique to Hamilton Kirikiriroa
- Play and skate friendly
- Inclusive for all ages and abilities
- Durable and modular
- Night-time activation

Riverfront precinct

The riverfront furniture suite includes both a wide and narrow seating option to support the range of existing and proposed spaces along the river. This precinct has a lot of popular places to visit, typically larger spaces and more people spending time in the area. Because of this, the 'wide' suite provides a seat with the ability to cater to larger groups and allows people to linger in spaces that overlook the river.

The character of the suite is defined by a sculptural form and dramatic cantilever. Combined with integrated feature lighting, the furniture will provide a level of night-time activation and vibrancy. Lighting can be changed to reflect significant events and or seasonal changes in the city.

The narrow suite looks similar but is closer to a traditional seat width, designed for the street network within the riverfront precinct and any public spaces that have restricted widths.

Victoria Street precinct

Inspired by the arch of the Victoria Bridge, the Victoria Street precinct furniture suite is influenced by the city's heritage buildings and monuments as well as the creative side of Hamilton, much of which located in, and therefore celebrated along, Victoria Street. The furniture suite provides the opportunity to incorporate the rich performing and contemporary arts history of the city.

We can do this through a combination of subtle references in the furniture and pavement finishes that will be highlighted through a strong night and day transformation echoing the wider city's transformational themes. The Victoria Street suite design could also weave cultural themes and narratives throughout to reference significant cultural sites and historical events.

Downtown and mixed use and inner-city living precincts

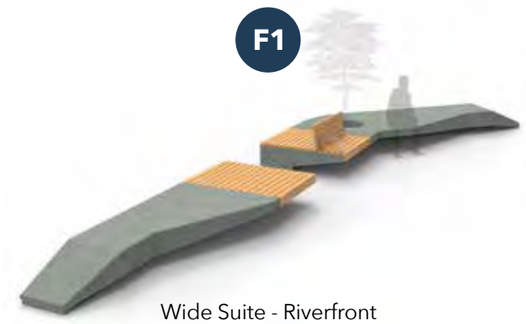
The downtown precinct and mixed use and inner-city living precinct suites were combined to provide efficiencies in design and sourcing of materials. This also achieves a more cohesive look and feel for the city. Given these precincts typically have more constraints than the others, it was important that the furniture was more compact and less changeable. Themes of play and biodiversity to create sanctuary spaces that support healthy inner-city living and working environments were important design drivers for the suites. The classic design of the suite reflects the cantilever seen in Victoria Street's suite. The suite also provides opportunities for storytelling and theming through the timber elements of the furniture.

Summary of furniture

R Riverfront

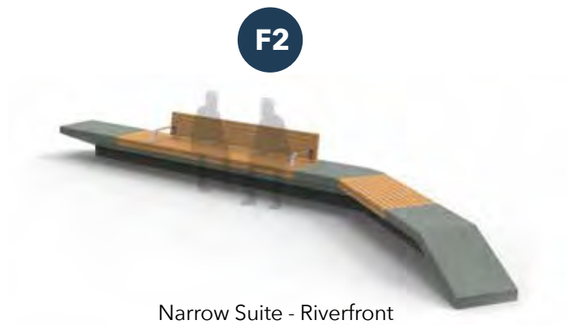
Seating

F1



Wide Suite - Riverfront

F2

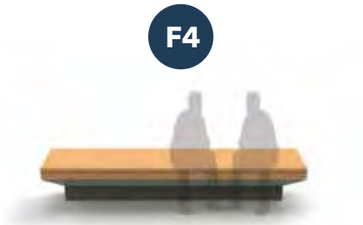


Narrow Suite - Riverfront

F3

Seat - Riverfront

F4



Bench - Riverfront

F5

Perch - Riverfront

F6

Tree Bench - Riverfront

F7

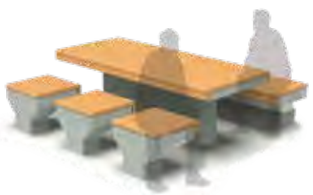


Table setting - Riverfront

Note:
The design of the furniture featured is currently at concept stage. A detailed design stage will be required.

Summary of furniture

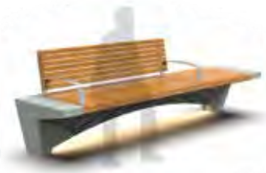
V Victoria Street

Seating

F8

Standard suite - Victoria St

F9



Seat - Victoria St

F10

Bench - Victoria St

F11

Perch - Victoria St

D Downtown

M Mixed-use and inner-city living

Seating

F12

Seat - Downtown / MUICLP

F13

Bench - Downtown / MUICLP

F14

Perch - Downtown / MUICLP

F15

Table setting - Downtown / MUICLP

Note:
The design of the furniture featured is currently at concept stage. A detailed design stage will be required.

Summary of furniture

Universal

Seating

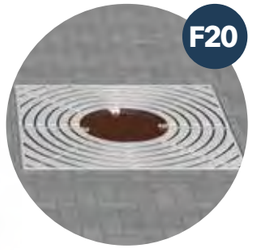
Cube seat

Bollard

Bollard

Other

Bin



Tree grate

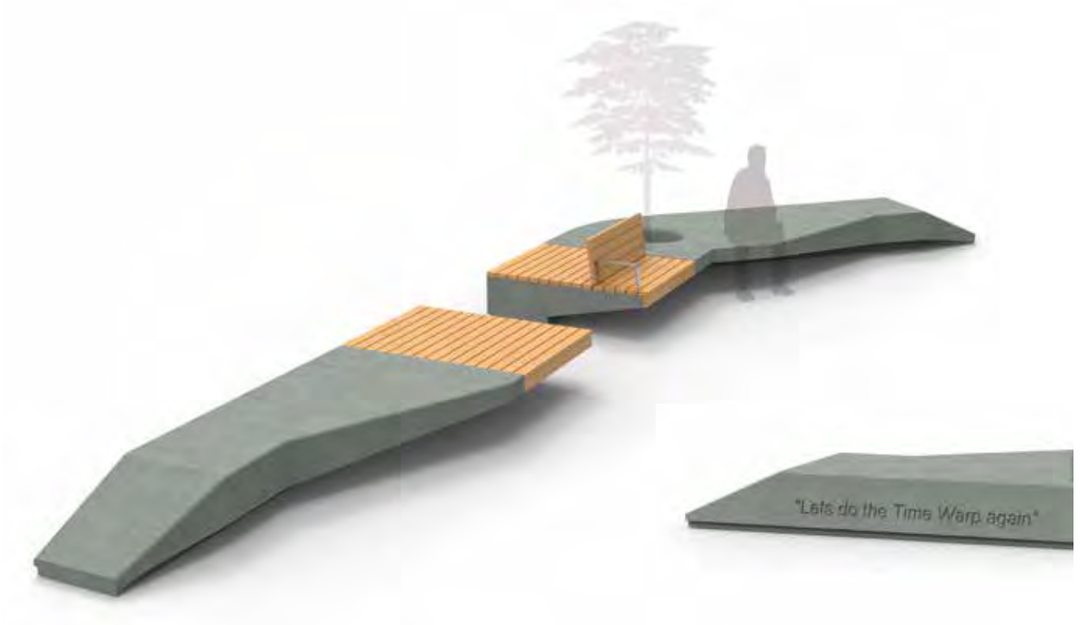
Note:

The design of the furniture featured is currently at concept stage. A detailed design stage will be required.

Wide suite – riverfront

F1

Precinct	R
Applications	Civic space Seating nodes
Description	Wide modular concrete and timber seating with LED lighting
Material	32mpa precast reinforced concrete units. Consider low-carbon options Hardwood timber Bead-blasted 304 stainless steel armrests Built-in LED strip lighting
Finish and colour	Optional formed or sandblasted pattern/text into concrete Anti-graffiti coating and sealant Lifting eye to be considered



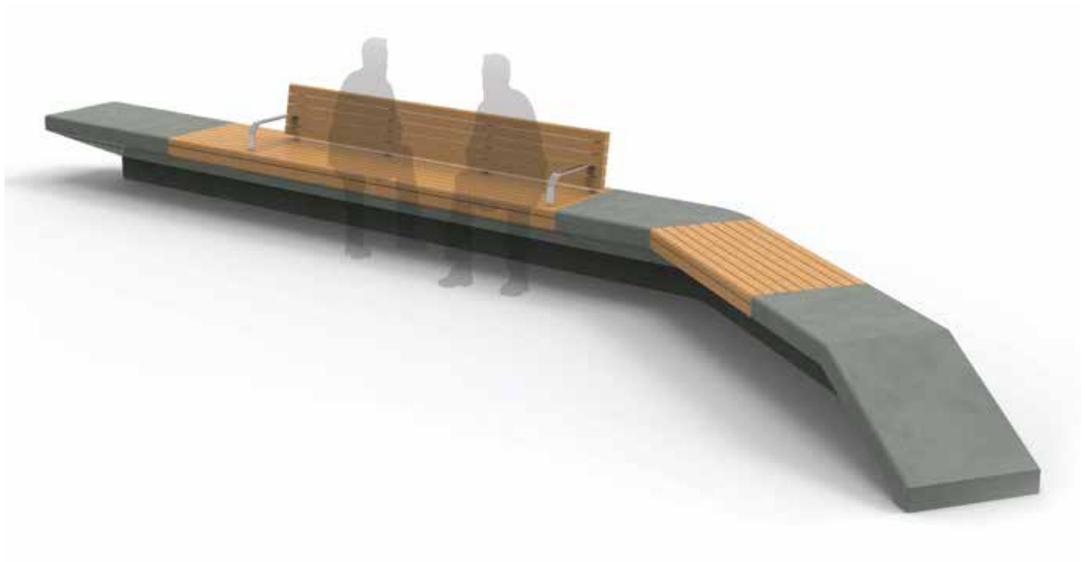
Riverfront wide modular seating suite with planter

Example of formed or sandblasted text

Narrow suite – riverfront

F2

Precinct	**R**
Applications	Civic space Seating nodes
Description	Standard modular concrete and timber seating with LED lighting
Material	Precast reinforced concrete units suitable for play and skate requirements. Consider low-carbon options Hardwood timber Bead-blasted 304 stainless steel armrests Built-in LED strip lighting
Finish and colour	Optional formed or sandblasted pattern/text into concrete Anti-graffiti coating and sealant Lifting eye to be considered

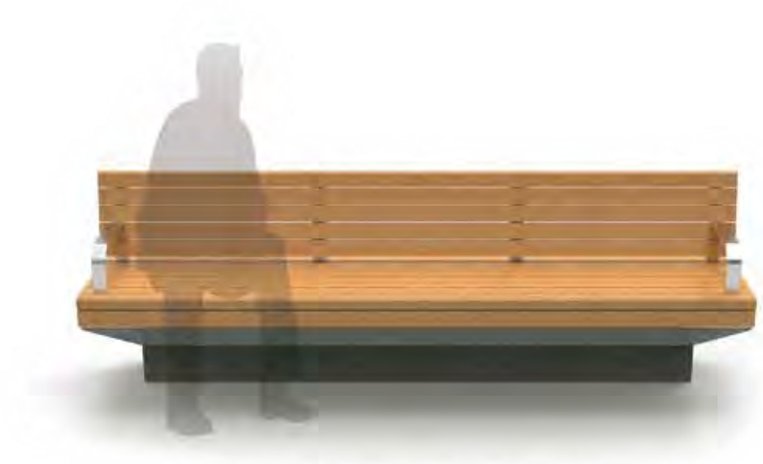


Riverfront narrow modular seating suite

Seat – riverfront

F3

Precinct	**R**
Applications	Street Civic space Seating nodes
Description	Concrete and timber seat
Material	Precast reinforced concrete units suitable for play and skate requirements. Consider low-carbon options Hardwood timber Bead-blasted 304 stainless steel armrests Optional built-in LED strip lighting
Finish and colour	Optional formed or sandblasted pattern/text into concrete Anti-graffiti coating and sealant Lifting eye to be considered

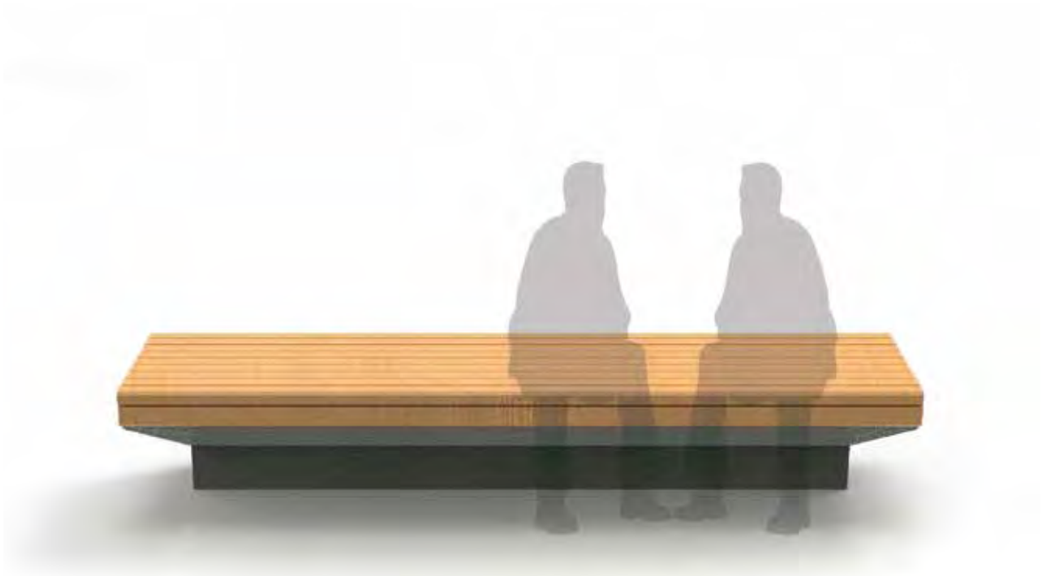


Riverfront concrete and timber-backed seat

Bench – riverfront

F4

Precinct	R
Applications	Streets Civic space Seating nodes
Description	Concrete and timber bench
Material	Precast reinforced concrete units suitable for play and skate requirements. Consider low-carbon options Hardwood timber Bead-blasted 304 stainless steel armrests Optional built-in LED strip lighting
Finish and colour	Optional formed or sandblasted pattern/text into concrete Anti-graffiti coating and sealant Lifting eye to be considered



Riverfront concrete and timber bench

Perch – riverfront

F5

Precinct	R
Applications	Streets Civic space Seating nodes
Description	Concrete and timber perch seat
Material	Precast reinforced concrete units suitable for play and skate requirements. Consider low-carbon options Hardwood timber
Finish and colour	Optional formed or sandblasted pattern/text into concrete Anti-graffiti coating and sealant Lifting eye to be considered

Riverfront concrete and timber perch

Planter bench – riverfront

F6

Precinct	R
Applications	Civic space Seating nodes
Description	Concrete and timber bench seat with built in planter
Material	Precast reinforced concrete units suitable for play and skate requirements with drainage system. Consider low-carbon options Hardwood timber Inbuilt irrigation Uplighting Anti-graffiti coating and sealant Optional formed or sandblasted pattern/text into concrete
Finish and colour	Optional formed or sandblasted pattern/text into concrete Anti-graffiti coating and sealant Lifting eye to be considered

Riverfront concrete and timber seat/planter

Table setting – riverfront

F7

Precinct	R
Applications	Civic space
Description	Concrete and timber table setting Wheelchair accessible option by removing perch
Material	Precast reinforced concrete base suitable for play and skate requirements. Consider low-carbon options Hardwood timber Anti-graffiti coating and sealant Optional formed or sandblasted pattern/text into concrete
Finish and colour	Optional formed or sandblasted pattern/text into concrete Anti-graffiti coating and sealant Lifting eye to be considered

Riverfront concrete and timber table setting

Standard suite – Victoria Street

F8

Precinct	V
Applications	Streets
Description	Standard concrete and timber modular seating
Material	Precast reinforced concrete units suitable for play and skate requirements. Consider low-carbon options Hardwood timber Bead-blasted 304 stainless steel armrests Removable/changeable built in LED lighting
Finish and colour	Optional formed or sandblasted pattern/text into concrete Anti-graffiti coating and sealant Lifting eye to be considered

Victoria Street concrete, timber and steel-backed seat.

Seat – Victoria Street

F9

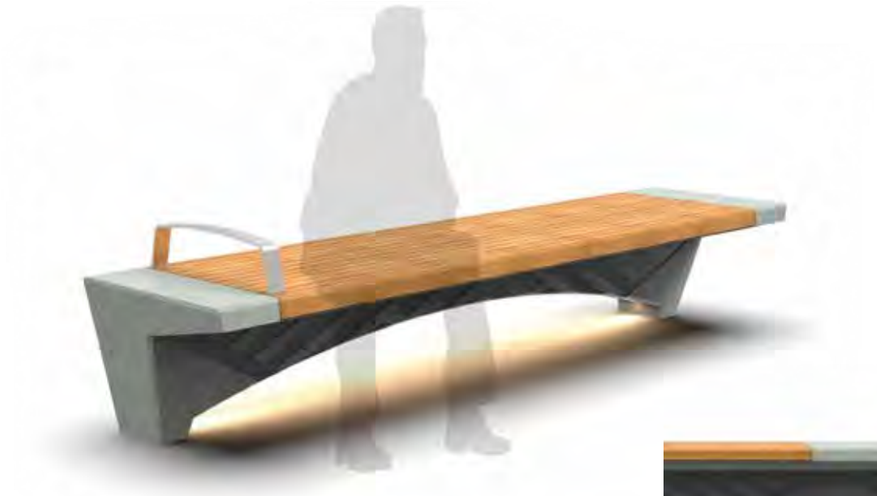
Precinct	V
Applications	Streets
Description	Concrete and timber-backed seat
Material	Precast reinforced concrete units suitable for play and skate requirements. Consider low-carbon options Hardwood timber Bead-blasted 304 stainless steel armrests Removable/changeable built in LED lighting
Finish and colour	Optional formed or sandblasted pattern/text into concrete Anti-graffiti coating and sealant Lifting eye to be considered

Victoria Street concrete and timber-backed seat

Bench – Victoria Street

F10

Precinct	V
Applications	Street
Description	Concrete and timber bench seat
Material	Precast reinforced concrete units suitable for play and skate requirements. Consider low-carbon options Hardwood timber Bead-blasted 304 stainless steel armrests Removable/changeable built in LED lighting
Finish and colour	Optional formed or sandblasted pattern/text into concrete Anti-graffiti coating and sealant Lifting eye to be considered



Victoria Street concrete and timber bench

Example of alternative cantilevered end to bench seat

Perch – Victoria Street

F11

Precinct	V
Applications	Street
Description	Concrete and timber perch seat
Material	Precast reinforced concrete units suitable for play and skate requirements. Consider low-carbon options Hardwood timber Removable/changeable built in LED lighting
Finish and colour	Optional formed or sandblasted pattern/text into concrete Anti-graffiti coating and sealant

Victoria Street concrete and timber perch seat

Seat – downtown/mixed-use and inner-city living

F12

Precinct	D M
Applications	Street Seating nodes
Description	Steel and timber-backed seat
Material	Painted galvanised steel frame with arm rests Hardwood timber
Finish and colour	2-pot epoxy paint finish, colour to be confirmed Street name and or bespoke pattern to be confirmed during detailed design

Downtown/mixed-use and inner-city living steel and timber-backed seat

Bench – downtown/mixed-use and inner-city living

F13

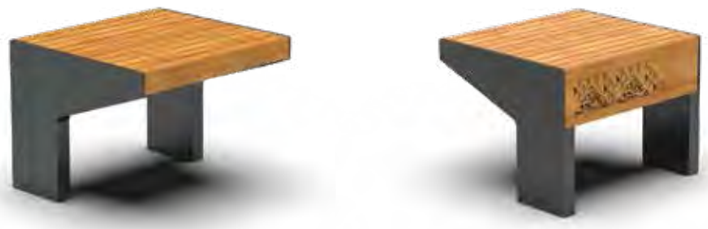
Precinct	D M
Applications	Seating nodes
Description	Steel and timber bench seat
Material	Painted galvanised steel frame with arm rests Hardwood timber
Finish and colour	2-pot epoxy paint finish, colour to be confirmed Street name and or bespoke pattern to be confirmed during detailed design

Downtown/mixed-use and inner-city living bench.

Perch – downtown/mixed-use and inner-city living

F14

Precinct	D M
Applications	Street Seating nodes
Description	Steel and timber-backed seat
Material	Painted galvanised steel frame Hardwood timber
Finish and colour	2-pot epoxy paint finish, colour to be confirmed Street name and or bespoke pattern to be confirmed during detailed design



Downtown/mixed-use and inner-city living steek and timber perch seat.

Table setting – downtown/ mixed-use and inner-city living

F15

Precinct	D M
Applications	Seating nodes
Description	Steel and timber table setting Optional wheelchair accessible bench
Material	Painted galvanised steel frame Hardwood timber slats
Finish and colour	2-pot epoxy paint finish, colour to be confirmed

Downtown/mixed-use and inner-city living steel and timber table setting.

Cube seat

Precinct	R D M V
Applications	Can be arranged to suit a variety of applications and locations
Description	500 x 500 x 500mm steel cube seat
Material	Perforated galvanised steel with optional LED lighting
Finish and colour	Perforation pattern and colour to be confirmed during concept design stage. 2-pot epoxy paint finish. Colour - various. Colour to be confirmed by detailed design team. Opportunities to incorporate local narratives (cultural / heritage) and play outcomes

Illuminated cube seating arrangement

Bollard 1

Precinct	R D M V
Applications	Where vehicle control is required
Description	Option 1: Surface mounted insitu bollard Option 2: In-ground removable bollard
Material	880mm x 115mm, 304 stainless steel bollard
Finish and colour	Bead blasted finish
Suppliers	No ongoing maintenance, replace bollard if damaged
Design Note	The use of bollards should be limited and wherever possible eliminated through the detailed design process using other urban elements such as planting and furniture. Where bollards cannot be avoided to restrict access, play could be considered.

Universal steel bollard

Example of play incorporated into bollards

Bollard 2

Precinct	R D M V
Applications	Where vehicle control is required
Description	Retractable steel bollard with LED lighting
Material	800mm 304 stainless steel automated bollard to suppliers details
Finish and colour	Bead blasted
Suppliers	To suppliers specification
Design Note	The use of bollards should be limited and wherever possible eliminated through the detailed design process using other urban elements such as planting and furniture. Where bollards cannot be avoided to restrict access, play should be considered.

Example of retractable steel bollard

Bin

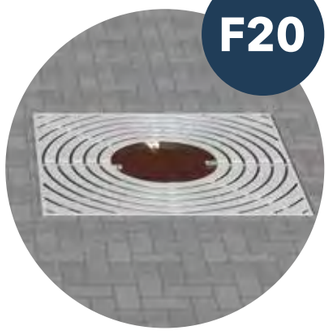
Precinct	R D M V
Applications	Streets Laneways Civic spaces
Description	Single or double rubbish and recycling bin
Material	500 x 900 x 900mm Timber with painted mild steel hood and panel Stainless Steel 304 chute 2 x 60L Polyethylene bin liners
Colour	2-pot epoxy painted finish Colour: Hood, panel and text – charcoal Rubbish text – red Recycling text - yellow
Finish	Painted stainless hood and panel Te Reo / English Council Branding

Rubbish and recycling bin arrangements.

Tree grate

Precinct	R D M V
Applications	Streets
Description	Cast Iron 1200 x 1200mm
Finish and colour	Custom pattern to be confirmed by Council Optional - vehicle rated, tree uplighting and irrigation access points

F20



Tree grate in paving

Planter 1

Precinct	R D M V
Applications	Laneways Parklets Pocket parks Barriers Street planting
Description	Rectangular painted steel planters that can be modified to meet specific design requirements
Material	Galvanised steel or glass-reinforced concrete Shape - rectangle, dimensions to be confirmed at detailed design
Finish and colour	2-pot epoxy finish Colour - white, grey and charcoal utilised in high placemaking areas. Colour of laneway planters to be confirmed by Council Appropriate irrigation points, watering/drainage systems and footings to be included

F21

Rectangular steel planter

Planter 2

F22

Precinct	R D M V
Applications	Laneways Parklets Pocket parks Barriers Street planting
Description	Glass-reinforced concrete pots
Material	Glass-reinforced concrete Pot, dimensions to be confirmed at detailed design
Finish and colour	Colour - grey, white, charcoal Appropriate watering/drainage systems to be included Lifting eye (or similar) and footings to be considered

Various shaped glass-reinforced concrete pots.

Drinking fountain

Precinct	R M
Applications	Streets Civic areas Furniture nodes
Description	Stainless steel drinking fountain
Features	Bottle filler/tap and dog bowl options Te Reo / English Council branding
Finish and colour	Bead-blasted 316 stainless steel
Performance requirements	WaterMark certification Durable and vandal-resistant Meets accessibility requirements

Example of an accessible drinking fountain

Bike stand

Precinct	R D M V
Applications	Located at key nodes adjacent to facilities and along cycle routes
Description	Council standard 'Sheffield' stand with tapper plate
Material	Stainless steel 800mm length x 750mm height In-ground (preferred) or surface mounted
Finish and colour	Bead-blasted 304 stainless steel
Customisations	Tapper plate

Example of bike rack within Hamilton's central city

Steel bike rack with tapper plate

Cyclist footrest

Precinct	R D M V
Applications	Located at intersections or pause points along road corridors and shared paths for cyclists
Material	304 stainless steel Lengths bespoke to situation In-ground mounted
Finish and colour	Bead-blasted finish Footrests to allow grip tape for messaging

Example of existing cyclist footrest within Hamilton.

Note: Footrest to be bead-blasted stainless steel, not painted.

Wheel stop

Precinct	R D M V
Applications	Where vehicle control is required
Description	Hardwood timber wheel stop
Material	FSC approved hardwood 1850mm length x 190mm width x 90mm height
Finish and colour	Dressed Plain timber ends Galvanised fixings

Hardwood timber wheel stop

Handrail

Precinct	R D M V
Applications	Steps and ramps
Description	Ground and wall mounted stainless steel handrail to meet NZ Standards, building codes and Council accessibility requirements
Material	50mm circular 304 stainless steel with ground planted stanchions (new surfaces) or surface fixed (existing surfaces) 50mm
Finish and colour	Bead-blasted stainless steel

Example of stainless steel handrail

Pedestrian barrier

Precinct	V
Applications	Median islands Footpaths
Description	Decorative steel barrier that reflects Victoria Street character and heritage
Material	Custom galvanised steel frame to existing Council design
Finish and colour	2-pot epoxy paint, colour to match colour of light poles
Design Note	There is an opportunity to further develop this barrier to expand on other local narratives and design drivers.

Pedestrian barrier currently installed along Victoria Street.

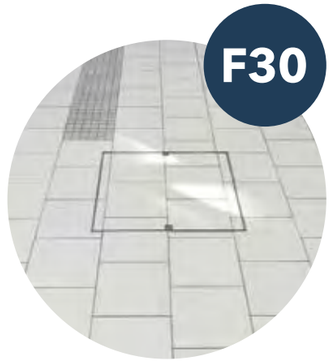
Baulstrade

Precinct	R D M V
Applications	Steps and ramps
Description	Steel balustrade to meet NZ standards, building codes and Council accessibility requirements
Material	Design and pattern to be confirmed by Council
Finish and colour	Colour black

Precedent image of black balustrade at Victoria on the River.

Utility access cover

Precinct	R D M V
Applications	Utility access covers Manhole covers Drainage covers Trenches Vaults
Description	Hidden and recessed tray covers that blend into surrounding hardscape
Material	Tray type and sizes to be confirmed at detailed design. Galvanised steel for metal.
Finish and colour	Dependent on surrounding surface, to be confirmed at detailed design



Example of recessed service cover

Lighting

Overview

L

Decisions and commitments for street lighting were largely determined prior to the development of this guideline. These will require further refinement (location and design) in the subsequent design phases. The transformation of the central city at night is an important placemaking outcome. A consideration of the detailed design process will be ensuring that a balance of safety and amenity lighting is achieved in each precinct, e.g. general street lighting vs feature lighting (seating, public art lighting etc.) to support the functions of each precinct appropriately.

To support the project objectives of achieving a more cost-effective and cohesive look, the PSDG has reduced the number of light pole and luminaire options. Other important lighting design considerations include:

- Designers should consider redundancy in their design to ensure minimum requirements are achieved even if one element fails e.g. strip lighting in the seating.
- Minimise the impact of light pollution.
- Recessed warm white LED luminaires with designs/shields to minimise any upward light.
- Luminaires with low UV content, low glare, low banding effect.
- 3000k LEDs to be used.
- Where possible poles shall be multi-functional to reduce street clutter and to support temporary programming, e.g. installing streetlights on top of traffic lights to reduce number of poles.
- All poles and luminaries shall have a consistent and recessive colour specification.
- ‘Warm’ feature lighting to support placemaking outcomes.
- Compatibility with other design elements in the public domain such as furniture, signage etc.
- Availability of long-term supply.
- Compatibility with heritage areas.
- Suitability to support multi-mode shift transport.

Street typology categories

- CS **Civic space**
- CL **Civic space - laneway**
- LS **Local street**
- AS **Activity street**
- MS **Main street**
- UC **Urban connectors**

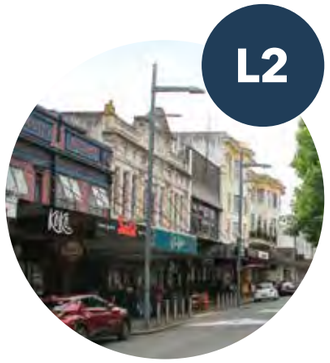
Pole lighting 1

Street typology	AS UC LS
Applications	Street lighting Multi-functional pole
Model	Oclyte streetlight column
Luminaire	LED Phillips Road Grace or NB Smart City Gyro (decorative application) Comply with RITS specifications

Example of oclyte streetlight.

Pole lighting 2

Street typology	MS AS
Applications	Street lighting Multi-functional pole
Model	Hamilton City Council City Heart Custom Design
Luminaire	HCC City Heart Custom Design Comply with RITS Requirements



Example of City Heart Pole and Luminaire

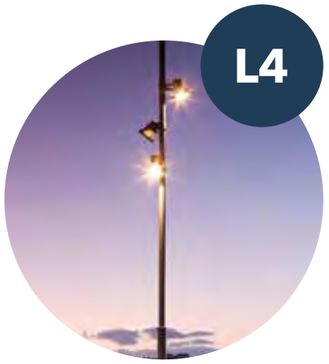
Pole lighting 3

Street typology	MS CS CL AS UC
Applications	Street lighting Placemaking nodes
Model	AEC Italic 1 luminaire with PI series light pole • Height to be confirmed at detailed design • Colour graphite

Example of dual ‘kinked’ pole .

Directional lighting 1

Street typology	MS CS CL AS UC
Applications	Placemaking nodes, riverfront paths, gateways
Model	Iguzinni Woody luminaire installed on 6m pole • Circular, straight sided, approximately 100mm diameter • Direct buried • Luminaires to be bracket mounted - allow for glanded cable entry into pole side-wall • Colour graphite



Example of Iguzinni Woody luminaire.

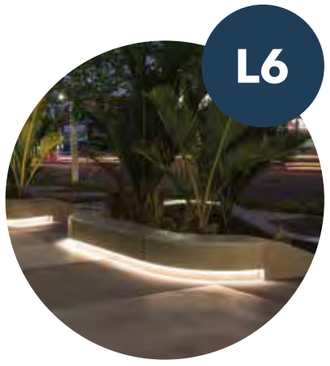
Uplighting

Street typology	MS CS CL AS UC LS
Applications	In-ground feature uplighting
Model	WE_EF ETC 320-fs (or similar). Luminaire to be max 3000k with low UV content, low glare and low banding effect As per RITS Specification

Example of in-ground luminaire.

Strip lighting

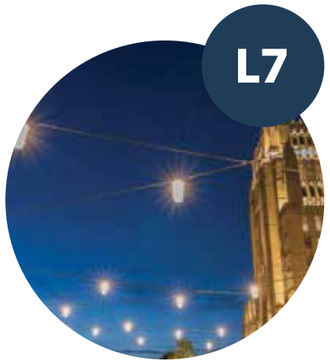
Street typology	MS CS CL AS UC LS
Applications	Flexible linear strip for concealed lighting applications
Model	KKDC – Darkon Silicon Encapsulated LED strip or similar



Example of strip lighting in retained seating.

Catenary lighting

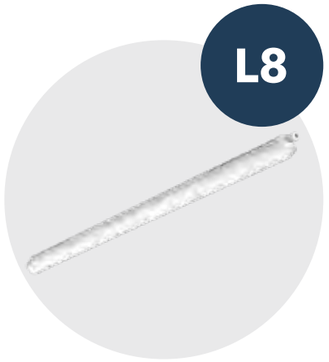
Street typology	MS CS CL AS
Applications	Laneway and placemaking nodes
Model	Structural design, lighting arrangement and type / colour of luminaires to be confirmed at detailed design
Design Note	Design stages should consider future access for general maintenance



Example of centenary lighting.

Veranda lighting

Street typology	MS CS AS UC
Applications	Veranda lighting
Make	Philips
Model	Coreline Waterproof 5ft LED 60s 60W (260mA) 4000k



Example of Philips Coreline waterproof batten light.

Examples of Smart Cities technology

Hamilton City Council, encourages a smart mindset, where innovation that improves the wellbeing of the community and enables better decision-making is supported.

Examples of Smart Cities technology are included below and should be further discussed with relevant Council project teams:

- Multi-functional poles
- Banners
- CCTV
- Street signage
- Street and directional lighting
- Smart Bins
- Parking sensors
- Urban mobility charging stations
- Free solar-powered electronic device charging points
- WiFi connection
- Public information on screens that can be updated easily
- Educational purpose in terms of renewable energy
- Measure and encourage multi-modal change (cycleway data)
- Saving energy that would otherwise be consumed by electric powered street furniture (energy provided by the city) or in private households/companies (charging of electronic devices), lowering costs
- Collecting big data to improve public services (e.g. pedestrian traffic, use of public facilities, comparison of different locations)
- Digital advertisement and information boards.

Trees and planting

Overview

T

Hamilton Kirikiriroa has a proud reputation of being a green city and the number of mature trees throughout the city demonstrates many years of commitment.

A significant number of mature trees in the central city are exotic species, adding seasonal colour and variation which are a feature for the city during the cooler months.

Council's Nature in the City Strategy will increase the planting of native species to support biodiversity outcomes throughout the city. This will include both ground cover and tree planting.

Increased native planting will be balanced by planting exotic street trees that support the transformational aspirations of the central city.

This section provides direction of the approved planting palettes for each of the four defined character precincts and their respective street types.

The aim of this strategy is to:

- Increase planting of native species to help achieve Nature in the City's goal of 10% native vegetation cover in Hamilton Kirikiriroa by 2050.
- Increase canopy cover across the central city to encourage ecological corridors and reduce urban heat island effect.
- Improve biodiversity by selecting species that encourage habitat and food sources for local fauna.
- Provide seasonal colour that supports the character precincts and image of the central city as an attractive and vibrant place.

Victoria Street

Plants and trees along Victoria Street should reinforce the existing character of the corridor and include a variety of exotic species. These should be deciduous with seasonal colour. Large canopy trees are planted along the centre of the road while columnar trees are preferred along street edges to avoid canopy conflicts.

North-south street

Street tree planting along north-south streets will mostly be medium sized exotic species with small native feature trees and palms. Along streets with transport functions, columnar trees should be considered to avoid conflicts with larger vehicles and outdoor covered areas.

Green street

The role of a 'green street' is to restore and protect the health of the Waikato River, connecting the riverfront to the central city and through to the West Town Belt.

Green streets are likely to feature water sensitive urban design solutions (WSUD) and this should be considered when selecting the species for use in these spaces. Green streets will also act as an eco-corridor with native trees and plants that provide habitat and food for indigenous animals.

Riverfront

Tree planting along the riverfront features a predominantly native species palette with a variety of characteristics including shape, size and ability to provide food for birds.

Laneways

The introduction of trees into laneways will create a softer and greener space. Trees and planting will help to visually breakup the length of the street, providing shade and improving the look of the street. There will be a mix of native and exotic plants and trees for laneways. The trees chosen should be able to grow in a contained environment like planters and pots, be hardy and establish quickly. The laneway tree palette has room for more types of trees to be added in detailed design with the approval of Council's Parks team.

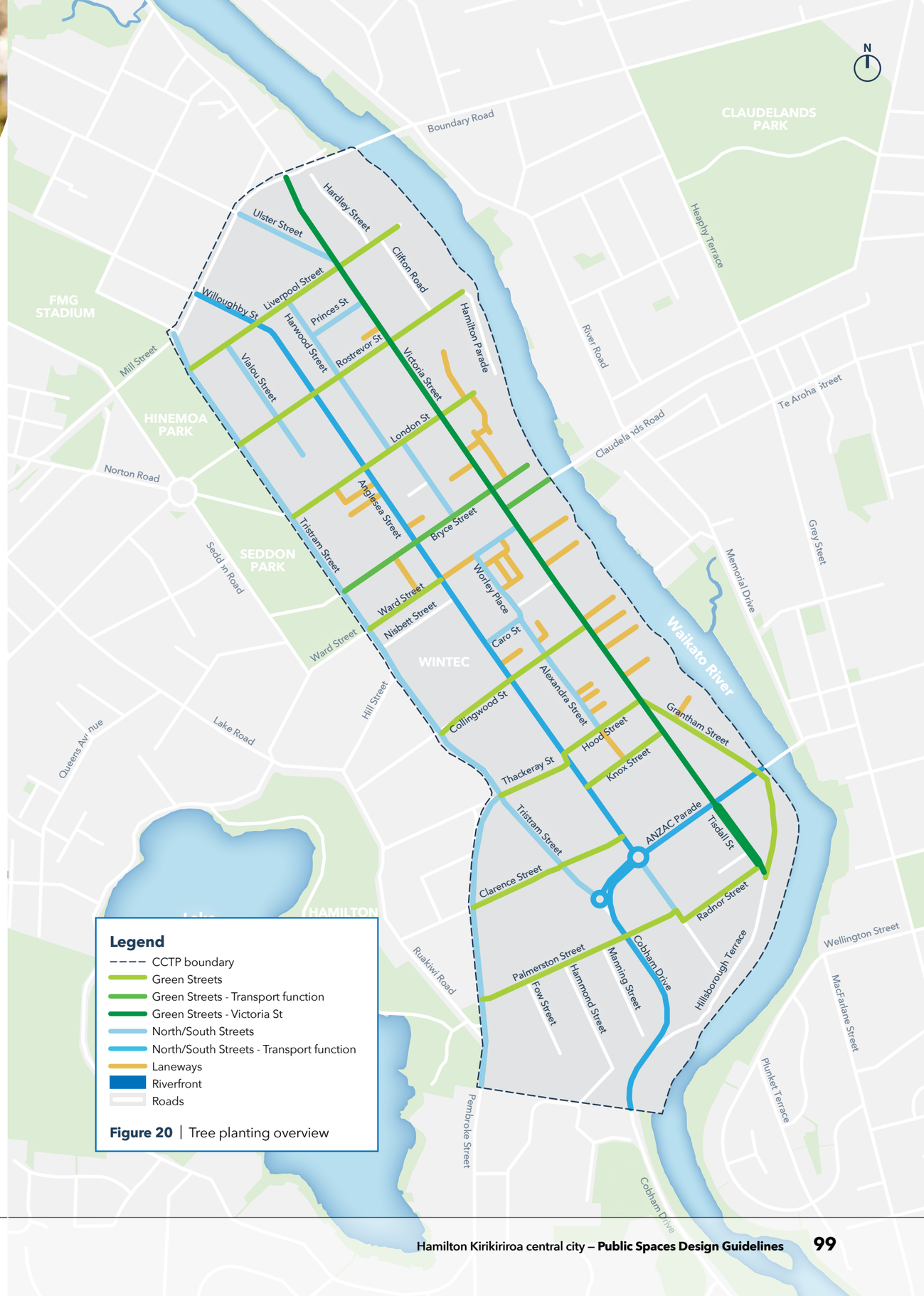


Figure 20 | Tree planting overview

Tree species

Species	Native	Exotic	Evergreen	Deciduous	Green Streets	Green Streets - Transport	Green Streets - Victoria St	North/South	North/South - Transport	Riverfront	Laneways	Seasonal colour	Flowering	Bird attractant
Acer palmatum Japanese Maple		■		■	■			■				■		
Acer rubrum columnare Red Maple		■		■		■			■			■		
Agathis australis Kauri	■		■		■	■	■	■	■	■	■			
Alectryon excelsus Tiitoki	■		■		■	■	■	■	■	■				■
Beilschmiedia tarairi Taraire	■		■		■	■	■			■				■
Carpinus betulus fastigiata European hornbeam		■		■				■	■					
Chamaedorea costaricana Cluster palm		■	■								■			
Cordyline australis Cabbage tree	■		■		■	■	■			■	■		■	■
Dacrydium cupressinum Rimu	■		■		■					■				■
Dacrycarpus dacrydioides Kahikatea	■		■		■					■				■
Fagus sylvatica purpurea* Copper beech		■		■				■						
Fuchsia excorticata Kootikutuku	■			■	■					■			■	■
Ginko Biloba* Maidenhair tree (male only)		■		■				■				■		
Gordonia axillaris Fried egg tree		■	■					■					■	
Hymenosporum flavum Australian frangipani		■	■		■	■	■	■	■		■		■	■
Knightia excelsa Rewarewa	■		■		■	■	■	■	■	■	■		■	■

* only suitable for larger planting areas due to large canopy/root growth
** companion plant species only

Tree species

Species	Native	Exotic	Evergreen	Deciduous	Green Streets	Green Streets - Transport	Green Streets - Victoria St	North/South	North/South - Transport	Riverfront	Laneways	Seasonal colour	Flowering	Bird attractant
Kunzea ericoides Kaanuka	■		■							■			■	■
Libocedrus plumosa Kawaka	■		■		■		■	■		■				
Liriodendron tulipifera fastigiate Tulip tree		■		■			■		■			■		
Nothofagus menziesii Silver beech	■		■		■		■			■				
Nyssa sylvatica Black tupelo		■		■				■				■		
Parrotia persica Persian ironwood		■		■	■			■				■	■	
Phyllocladus trichomanoides Taanekaha	■		■		■	■	■			■				
Podocarpus totara Tootara	■		■		■		■	■		■				■
Pseudopanax crassifolius** Lancewood	■		■		■	■	■			■	■			
Pseudopanax ferox** Fierce lancewood	■		■		■	■	■			■	■			
Pyrus candelabra Ornamental pear		■		■				■				■	■	
Quercus coccinea* Scarlet oak		■		■				■						
Rhopalostylis sapida Nikau	■		■		■		■	■		■	■			■
Sophora microphylla Koowhai	■			■	■	■	■	■		■	■		■	■
Ulmus hollandica lobel Dutch elm		■		■				■	■			■		
Vitex lucens Puuriri	■		■		■		■	■		■				■

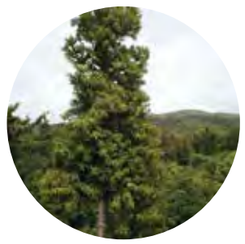
* only suitable for larger planting areas due to large canopy/root growth
** companion plant species only

Green streets

T1

Acer palmatum
Japanese maple

Acer rubrum columnare
Upright red maple



Agathis australis
Kauri

Alectryon excelsus
Titoki

Beilschmiedia tarairi
Tairere

Cordyline australis
Cabbage tree

Dacrycarpus dacrydioides
Kahikatea

Dacrydium cupressinum
Rimu

Fuchsia excorticata
Kootukutuku

Hymenosporum flavum
Australian frangipani

Knightia excelsa
Rewarewa

Libocedrus plumosa
Kawaka

Nothofagus menziesii
Silver beech

Parrotia persica
Persian ironwood

Phyllocladustrichomanoides
Taahakaha

Podocarpus totara
Tootara

Green streets continued

T1

Pseudopanax crassifolius
Lancewood

Pseudopanax ferox
Fierce lancewood

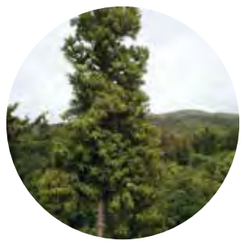
Rhopalostylis sapida
Nikau

Sophora microphylla
Koowhai

Vitex lucens
Puriri

Green street – Victoria Street

T2



Agathis australis
Kauri

Alectryon excelsus
Titoki

Beilschmiedia tarairi
Tairere

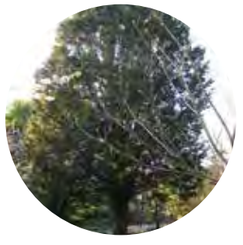
Cordyline australis
Cabbage tree

Hymenosporum flavum
Australian frangipani

Knightia excelsa
Rewarewa

Libocedrus plumosa
Kawaka

Liriodendron tulipifera fastigiata Upright tulip tree



Nothofagus menziesii
Silver beech

Phyllocladustrichomanoides
Taahakaha

Podocarpus totara
Tootara

Pseudopanax crassifolius
Lancewood

Pseudopanax ferox
Fierce lancewood

Rhopalostylis sapida
Nikau

Sophora microphylla
Koowhai

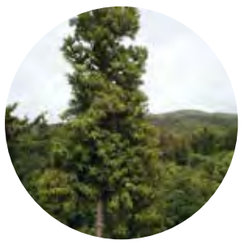
Vitex lucens
Puriri

North-south streets

T3

Acer palmatum
Japanese maple

Acer rubrum columnare
Upright red maple

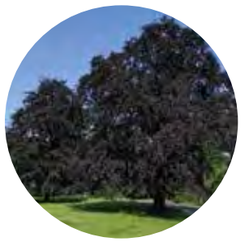


Agathis australis
Kauri

Alectryon excelsus
Titoki

Carpinus betulus fastigiata
Upright nornbeam

Cordyline australis
Cabbage tree



Fagus sylvatica purpurea
Copper beech

Ginkgo biloba
Maidenhair tree

Gordonia axillaris
Fried egg plant

Hymenosporum flavum
Australian frangipani

Liriodendron tulipifera fastigiata Upright tulip tree

Nyssa sylvatica
Black tupelo

Parrotia persica
Persian ironwood

Podocarpus totara
Tootara

Pseudopanax crassifolius
Lancewood

Pseudopanax ferox
Fierce lancewood

North-south streets continued

T3

Pyrus candelabra
Ornamental pear

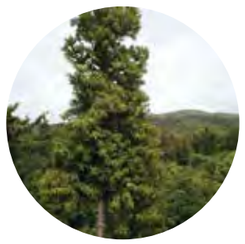
Quercus coccinea
Scarlett oak

Sophora microphylla
Koowhai

Ulmus hollandica lobel
Upright elm

Laneways

T4



Agathis australis
Kauri

Cordyline australis
Cabbage tree

Chamaedorea costaricana
Cluster palm

Hymenosporum flavum
Australian frangipani

Knightia excelsa
Rewarewa

Libocedrus plumosa
Kawaka

Pseudopanax crassifolius
Lancewood

Pseudopanax ferox
Fierce lancewood

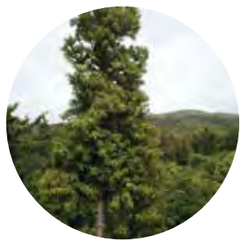
Rhopalostylis sapida
Nikau

Sophora microphylla
Koowhai

Vitex lucens
Puriri

Riverfront

T5



Agathis australis
Kauri

Alectryon excelsus
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Beilschmiedia tarairi
Tairere

Cordyline australis
Cabbage tree

Dacrydium cupressinum
Rimu

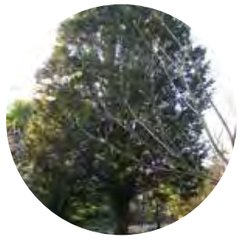
Dacrycarpus dacrydioides
Kahikatea

Fuchsia excorticata
Kootukutuku

Knightia excelsa
Rewarewa

Kunzea ericoides
Kanuka

Libocedrus plumosa
Kawaka



Nothofagus menziesii
Silver beech

Phyllocladustrichomanoides
Taahakaha

Podocarpus totara
Tootara

Pseudopanax crassifolius
Lancewood

Pseudopanax ferox
Fierce lancewood

Rhopalostylis sapida
Nikau

Riverfront continued

T5

Sophora microphylla
Koowhai

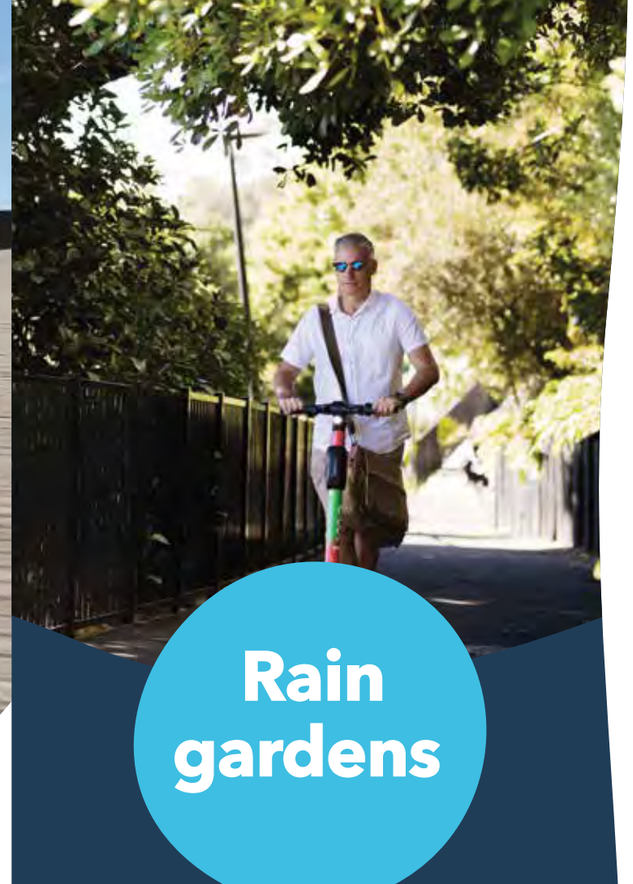
Vitex lucens
Puriri

Planting
Summary

Groundcover and shrub planting will also support the Nature in the City Strategy which aims to achieve 10% native vegetation cover in Hamilton Kirikiriroa by 2050.

Key considerations

- Planting should be used to provide comfort and protections and to help bring the temperature around the city down.
- Groundcover plants should be lower than 750mm so that people and vehicles moving through the area can see.
- Species selected should be appropriate to the site conditions.
- Local, native species should be used where possible to increase local biodiversity and habitat.
- Species should be selected for their low maintenance requirements.
- Suitable planting techniques to prevent future maintenance and increase survival rate of plants.
- Incorporate root barriers to project surrounding infrastructure.
- Consider how the plants will get water.
- Consider the height and spread of species especially in relation to nearby covered outdoor spaces, CCTV and light poles
- All ground cover and shrub planting shall consist of at least 50% native species



Rain gardens

Rain gardens are a cool feature that helps remove pollutants from water through soil mix and plants. They also slow down stormwater flows, clean freshwater and look attractive. They may be required in areas with water sensitive urban design outcomes such as green streets.

Where a rain garden goes and what it looks like will take a lot of thought and direction. A detailed design will be created with RITS providing technical needs and details. You can see some examples of how rain gardens can be used in cities below.

Incorporation of play elements into design

Mixture of textures and materials

Feature banding against rain garden

Creation of pathways through gardens

Trees to provide height and canopy cover

Wide footpaths with furniture set back out of clear zone

Full planting coverage

Use of rain gardens in residential areas

Part C

Concept images

Mixed-use and inner-city living precinct

Victoria Street precinct

Victoria Street precinct at night

Downtown precinct

Riverfront precinct

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